



Board Report

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Agenda Number: 17.

CONSTRUCTION COMMITTEE JULY 16, 2025

SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

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

ISSUE

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

BACKGROUND

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

DISCUSSION

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

EQUITY PLATFORM

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

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

VEHICLE MILES TRAVELED OUTCOME

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

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

Project Name	Vehicle Miles Traveled (VMT)
LAX/Metro Transit Center (AMC)	This item will likely decrease VMT
Gold Line Foothill Ext. Phase 2B	This item will likely decrease VMT
Westside Purple Line Ext 1	This item will likely decrease VMT
Division 20 Portal Widening Turnback	This item will likely decrease VMT
Westside Purple Line Ext 2	This item will likely decrease VMT
I-5 North County Enhancements	This item will likely increase VMT
Westside Purple Line Ext 3 (C1151)	This item will likely decrease VMT
Westside Purple Line Ext 3 (C1152)	This item will likely decrease VMT
North Hollywood to Pasadena BRT Project	This item will likely decrease VMT
G Line BRT Improvements	This item will likely decrease VMT
I-105 Express Lanes	This item will likely increase VMT
East San Fernando Valley Light Rail Transit Project	This item will likely decrease VMT
Southeast Gateway Line	This item will likely decrease VMT

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

SAFETY

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

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

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

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

NEXT STEPS

Staff will continue to work towards the completion of all capital projects. The next Program Management project status report will be provided in October 2025.

ATTACHMENT

Attachment A - Project Status Report

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

Stephanie Wiggins
Chief Executive Officer

Program Management

Project Status Report

Tim Lindholm

Chief Program Management Officer

Construction Committee

July 2025

Project Budget & Schedule Status Summary Chart

Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
1. LAX/Metro Transit Center (AMC)				N/A	The project is 98.7% complete. The project is substantially complete and has been open to the public since June 6, 2025. The contractor is working on over 4,000 punch list items, preparing as-built drawings, and resolving several outstanding commercial issues currently under review and negotiation. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
2. A/Gold Line Foothill Extension Phase 2B (A-Line)				N/A	Project is 97% complete. Construction continues with construction at the Glendora, San Dimas, La Verne and Pomona stations, Southern California Regional Rail Authority (SCRRA) Maintenance of way (MOW) building, Systems Integration Testing and Nighttime Train Testing. Began SCADA Testing. Equity: 25% of the project is within or adjacent to Equity Focus Communities.
3. Westside Purple Line Extension-Section 1 (D-Line)					Project is 98% complete. The Revenue Service Date is Fall 2025. Due to anticipated commitments, the PLE1 contingency has dropped below the 3% Project Reserve threshold. Equity: This Project is not located within or adjacent to Equity Focus Communities.
4. Division 20 Portal Widening Turnback					Project is 84% complete. Construction continues from the West Portal at the Union East Crossover to DX08 in preparation of the YL/AL cutover to include the north storage yard. North Ladder tracks regulated and tamping complete, traction power substations (TPSS) assembly and LFAT complete. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
5. Westside Purple Line Extension-Section 2 (D-Line)				N/A	Project is approximately 78% complete. The Project schedule is currently trending behind the target date, which has been revised to Fall 2026 from Summer 2026. The PLE2 contingency has dropped below the 3% Project Reserve threshold. Equity: This project is not located within or adjacent to Equity Focus Communities.
6. I-5 North County Enhancements				N/A	Project is approximately 58% complete. The current construction progress will not allow for an on-time completion. Expected Substantial completion has moved from late Summer 2026 to early 2027. Metro is closely monitoring the progress of the work and coordinating with Contractor to mitigate the current delays. Retaining/Sound wall excavation/construction at 12 locations, work on 5 bridges, roadway excavation, lean concrete base (LCB) placement, and drainage work continues. Equity: This project is not located within or adjacent to Equity Focus Communities.
7. Westside Purple Line Extension-Section 3 (D-Line)					Project is 63.5% complete. The Project executed the Secondary Liner Modification with a revised Revenue Service Date in Fall 2027. The Project continues to closely monitor progress. Equity: 50% of the project is within or adjacent to Equity Focus Communities.
8. North Hollywood to Pasadena BRT Project*	N/A		N/A	N/A	Design completed to 30%. Program Management Support Service (PMSS) and Architect & Engineering and Construction Manager/General Contractor (CM/GC) contract have been approved by the Board. Equity: 60% of the project is within or adjacent to Equity Focus Communities.
9. G Line BRT Improvements (G-Line)				N/A	Project LOP approved by Board in September 2024. Executed Early Works Package to commence construction on grade separations, station and bike path improvements. Advancing design on gated Intersections alternative including gates at 13 intersections and traffic signal reservicing at remaining crossings. Equity: 88% of the project is within or adjacent to Equity Focus Communities.
10. I-105 Express Lanes	N/A			N/A	Design is 88% complete overall. Segment 1 construction started on 2/3/25. Currently we are 16.26% in completion. Segments 2 and 3 Design is at 75% complete. Preliminary Construction schedule of Segment 2/3 has been submitted and under review by the project team. Equity: 92% of the project is within or adjacent to Equity Focus Communities.
11. East San Fernando Valley Light Rail Transit Project*	N/A		N/A	N/A	FFGA was signed September 6, 2024. Real Estate property acquisitions are underway. Executed Early Work Packages for Design Studies, Initial IPMO, Utility Adjustment UA 4/6, Final Design, & Utility Adjustment 2/3. Negotiation continues for future Early Work Packages for utility relocations and long lead procurement. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
12. Southeast Gateway Line (SEGL)*	N/A	N/A	N/A	N/A	We completed all FTA Project Development requirements and have requested to enter the Engineering phase. A UPRR site visit is scheduled for this month, with 30% freight design completion in July. We are now addressing city comments on the 30% grade crossing and roadway plans. Equity: 65% of the project is within or adjacent to Equity Focus Communities.



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

*Projects without a LOP budget

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

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
1. LAX/Metro Transit Center (AMC)	Construction	SBE	20.79%	20.53%	OK	+15%		95%	Tutor Perini Corporation (TPC) has a 0.26% SBE shortfall and is exceeding the DVBE commitment by 2.25%. TPC reported an increase in SBE participation of 0.15% and a decrease in DVBE participation by 0.06%, during this reporting period. TPC has a shortfall mitigation plan on file.
		DVBE	4.96%	7.21%	OK	-.06%			
2. A/Gold Line/Foothill 2B (A-Line)	Construction	SBE	14.20%	12.42%	OK	--	--	95%	Metro Gold Line Foothill Extension Construction Authority reporting on Kiewit/Parsons JV Construction contract.
3. Westside Purple Line Extension-Section 1 (D-Line)	Design	DBE	20.25%	22.84%	OK	+12%		96%	Skanska-Traylor-Shea Joint Venture (STS) is exceeding the DBE commitment on both Design and Construction by 2.59% and 1.03%, respectively. STS reported an increase in DBE participation of 0.12% on Design and a 0.01% decrease on Construction, during this reporting period.
	Construction	DBE	17.00%	18.03%	OK	-.01%	20.13%	100%	
4. Division 20 Portal Widening Turnback	Construction	SBE	19.34%	18.65%	OK	+0.02%	18.88%	87%	Tutor Perini Corporation (TPC) has a 0.69% SBE and a 0.20% DVBE shortfall. TPC reported an uptick in SBE participation of 0.02% and no change in DVBE participation, during this reporting period. TPC has an updated mitigation plan on file and staff will continue to monitor TPC progress towards meeting its commitment.
		DVBE	3.31%	3.12%	OK	N/C	3.15%		
5. Westside Purple Line Extension-Section 2 (D-Line)	Design	DBE	25.31%	29.18%	OK	+0.04%		74%	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 3.87% and has a 0.90% shortfall on Construction. TPOG reported an increase in DBE participation on both Design and Construction of 0.04% and 0.16%, respectively during this reporting period. TPOG has an updated shortfall mitigation plan on file and contends that DBE utilization is on-track for the remainder of the contract period and projects that commitments will be met between Q3 2025 and Q4 2026.
	Construction	DBE	17.00%	16.10%	OK	+16%		79%	
6. I-5 North County Enhancements	Construction	DBE	13.01%	16.01%	OK	+1.02%		48%	OHLA USA, Inc. (OHLA) is currently exceeding its DBE commitment by 3%. OHLA reported an increase in their DBE participation by 1.02% during this reporting period.
7. Westside Purple Line Extension-Section 3 – Tunnels (D-Line)	Design	DBE	11.19%	17.32%	OK	N/C		94%	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on both Design and Construction. FKTP reported no change in DBE participation on Design and a decrease of 0.09% on Construction, during this reporting period.
	Construction	DBE	17.10%	21.55%	OK	-.09	21.63%	94%	
7. Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing (D-Line)	Design	DBE	19.25%	15.65%	⚠	-.59%		100%	Tutor Perini/O&G, A Joint Venture (TPOG) reported a 0.59% decrease on Design and an increase of 0.52% on Construction. TPOG has a DBE shortfall on both Design and Construction of 3.60% and 5.07%, respectively. TPOG submitted an updated shortfall mitigation plan and contends the majority of DBE work will be performed in Q3 of 2026 and through substantial completion. As DBE work commences the level of participation will increase accordingly. Staff will continue to monitor TPOG's progress towards meeting its commitments on this project.
	Construction	DBE	21.00%	15.93%	⚠	+52%		58%	



On target



Possible problem
(3-5% shortfall)



Significant Impact
(over 5% shortfall)

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

*Projects without a LOP budget

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

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



July 2025 Construction Committee

 On target

 Possible problem (3-5% shortfall)

 Significant Impact (over 5% shortfall)

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

*Projects without a LOP budget

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

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



LAX/Metro Transit Center (AMC)

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

* Approved April 2021 Board

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

* Previous period forecast was based on April 2025 schedule



LAX/Metro Transit Center (AMC)

Safety

Project Hours: 1,577,260;

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

Updates

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

Equity

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



Opening Day – June 6th



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority

A/Gold Line Foothill Extension Phase 2B

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

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

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

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

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

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



A/Gold Line Foothill Extension Phase 2B

Safety

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

Updates

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

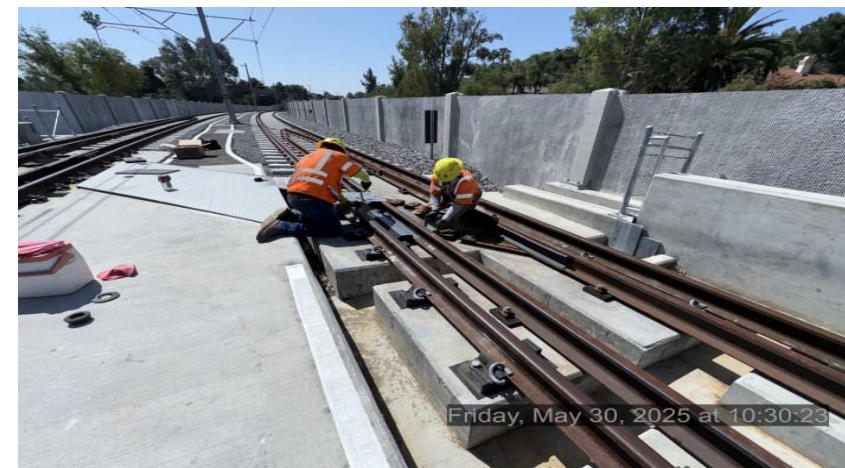
Equity

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

Glendora Station



Route 66 — Light Rail Track Emergency Guard Rail Punch List



Westside Purple Line Extension – Section 1

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

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

**Excludes finance costs.

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



Westside Purple Line Extension – Section 1

Safety

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

Updates

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

Equity

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



Wilshire/Fairfax Station

Transit Passenger Information System (TPIS) Testing



Reach 4 Tunnel (Tail Track)

Air Flow Test



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Division 20 Portal Widening Turnback

BUDGET				
		Approved LOP*	Previous Period**	Current Forecast
		\$801.7 M	\$1,056.5 M	\$1,056.5 M
	Variance from Approved LOP:		\$254.8M (32%)	\$254.8M (32%) 
	Variance from Revised Budget:		N/A	\$0M (0%) 

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

** LOP increase approved at October 2024 Board meeting

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline*	Previous Period	Current Forecast**
	June 2024	Spring 2026	Summer 2026	Summer 2026
	Variance from Original:		+733d (47%)	+733d (47%) 
	Variance from Revised Schedule:		+29d (1.3%)	+29 (1.3%) 

* Rebaseline Schedule April 2024

** Current Forecast is Contractor's recent Schedule Update



Division 20 Portal Widening Turnback

Safety

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

Construction Updates

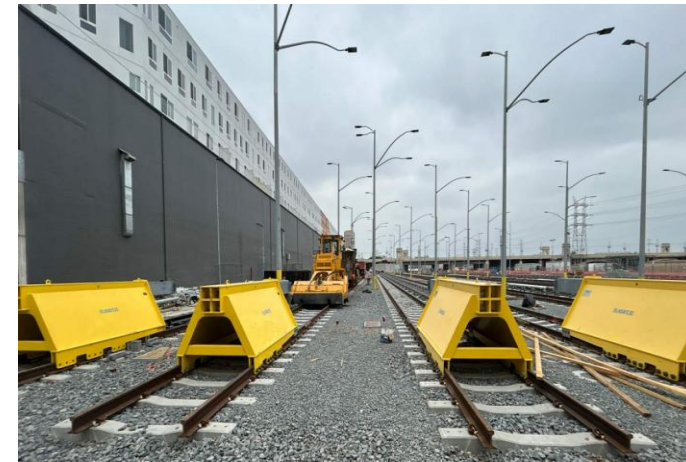
- **Overall Project Progress is 84% complete.**
C1136 TPC Portal Widening Turnback Contract
 - Contract progress is 83%.
 - Traction power substation (TPSS) is complete and energized, Union East crossover dynamic SIT underway, north storage yard nearing completion. The YL/AL to the north ladder tracks: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

Equity

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



Placing concrete stairs and landings at the Portal Bungalow



South Storage Yard with bumping posts



Westside Purple Line Extension – Section 2

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

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

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

*** Contractor's delay claims and RFCs are currently being negotiated. The results will be reflected in future updates, subject to Board Approval.

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

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



Westside Purple Line Extension – Section 2

Safety

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

Construction Updates

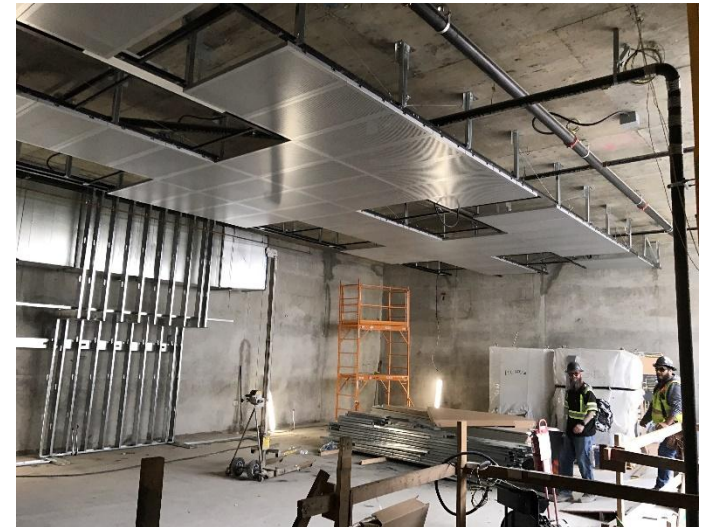
- **Overall Project Progress: 78% complete.**
- **Century City Station (CCS)**
 - Station Entrance upper walls and roof concrete is underway.
 - Installation of ceiling embeds and acoustical spraying continues at platform and concourse rooms.
 - Exterior walls rebar and formwork continues.
- **Beverly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

Equity

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



Century City Station Acoustical Treatment on Ceiling



Beverly Dr Intermediate Landing Metal Ceiling



I-5 North County Enhancements

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

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

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

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



I-5 North County Enhancements

Safety

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

Updates

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

Equity

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



Soundwall 2773 Block and Transparent Panels



Retaining Wall 2809 Rebar Placement



Castaic Creek Bridge Falsework Lowering



Retaining Wall 2449 Formwork Installation



Westside Purple Line Extension – Section 3

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

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

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

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	March 2027	Summer 2027	Summer 2027	Fall 2027
	Variance from Original:		+180d (5.4%)	+260d (7.8%) 
	Variance from Revised Schedule:		+48d (1.4%)	+128d (3.7%) 

* Based upon agreed modification.



Westside Purple Line Extension – Section 3

Safety

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

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

Updates

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



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



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



North Hollywood to Pasadena BRT

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

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

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



North Hollywood to Pasadena BRT

Safety

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

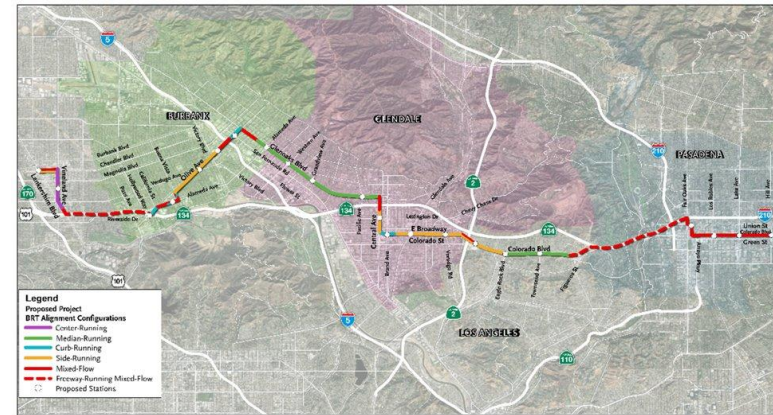
Updates

Design is 60% complete.

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

Equity

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



Project Map



View of Vineland Ave / Lankershim Blvd



G Line BRT Improvements

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

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



G Line BRT Improvements

Safety

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

Updates

■ Design

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

■ Construction

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

■ Utility Owner-Performed Advanced Utility Relocation (AURs)

- Sepulveda LADWP 34.5kv overhead lines are scheduled to be relocated Summer 2025

• Property Acquisitions

- Metro has obtained possession of all required properties

Equity

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



Storm Drain Removal at Van Nuys



CIDH Foundation Installation at Van Nuys



I-105 Express Lanes

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

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

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

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



I-105 Express Lanes

Safety

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

Updates

Design Progress is 88% complete.

All Segments

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

Segment 1

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

Segments 2 and 3

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

Roadside Toll Collection System (RTCS)

- RTCS Design is in progress.

Equity

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



Project Map



RW 245 Forming Footing

Cutting Grade for RW 245



July 2025 Construction Committee

East San Fernando Valley Transit Corridor

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

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

** Excludes finance costs.

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

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



July 2025 Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

East San Fernando Valley Transit Corridor

Safety

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

Updates

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



July 2025 Construction Committee

Southeast Gateway Line

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

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

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

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

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

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



Southeast Gateway Line

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



July 2025 Construction Committee