



Metro

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3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, May 20, 2026

1:00 PM

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Construction Committee

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Imelda Padilla
Gloria Roberts, non-voting member*

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board must be submitted electronically using the tablets available in the Board Room lobby. Individuals requesting to speak will be allowed to speak for a total of three (3) minutes per meeting on agenda items in one minute increments per item. For individuals requiring translation service, time allowed will be doubled. The Board shall reserve the right to limit redundant or repetitive comment.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the general public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this General Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

TECHNOLOGY DISRUPTIONS - Although staff will do their due diligence to restore service, if joining the meeting virtually, please be aware that the Committee or Board may continue its meeting notwithstanding a technical disruption that prevents members of the public from attending or observing the meeting via the two-way telephonic service or two-way audio visual platform.

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

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

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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The Meeting begins at 1:00 PM Pacific Time on May 20, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

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

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

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

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Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 12, 13, 14, 15, 16 and 17.

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

CONSENT CALENDAR**12. SUBJECT: K LINE EXTENSION TO TORRANCE PROJECT**[2025-1034](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 13 to Contract No. AE63445000 with STV Incorporated (STV) in the amount of \$43,096,451 to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, and conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension), increasing the total contract value from \$33,404,805 to \$76,501,256, and extending the period of performance from June 30, 2026 to May 31, 2029.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - Contract Modification/Change Order Log](#)
[Attachment C - DEOD Summary](#)

13. SUBJECT: CHATSWORTH STATION ADA IMPROVEMENT PROJECT[2026-0267](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to increase the Life-of-Project (LOP) budget by \$1,645,350, from \$7,354,650 to \$9,000,000 for the Chatsworth Station ADA Improvement Project, which includes allowance for increased Metrolink Platform 2 work.

Attachments: [Attachment A - Funding/Expenditure Plan](#)

14. SUBJECT: FOOTHILL GOLD LINE EXTENSION PHASE 2B[2026-0283](#)**RECOMMENDATION**

AUTHORIZE execution of Amendment No. 1 to the Master Cooperative Agreement (MCA) between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA") to reflect updates to key definitions and terms to ensure alignment with

the revised scope and operational requirements for the Metro Gold Line Phase 2B project (Attachment A).

Attachments: [Attachment A - Metro-GL MCA Amendment Presentation](#)

15. SUBJECT: K-LINE'S NEW TRACTION POWER SUBSTATION PROJECT

[2026-0307](#)

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life-of-Project (LOP) budget for the K-Line new Traction Power Substation (TPSS) Support project (Project) in the amount of \$38,450,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract and task order modifications, up to the authorized LOP.

Attachments: [Attachment A - Funding and Expenditure Plan](#)

16. SUBJECT: SOUTHBOUND INTERSTATE 605/BEVERLY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT

[2025-1057](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute:

- A. Amendment 1 to Caltrans Design Cooperative (COOP) Agreement 5147 to reallocate \$845,000 in funding, to transition the I-605 Beverly Boulevard Improvement Project to Caltrans;
- B. Construction Cooperative Agreement 5355 with Caltrans to replace existing Construction Cooperative Agreement 5276. Construction COOP agreement 5355 identifies \$5,991,000 in funding for Caltrans Construction Support, and \$34,496,120 in funding for the estimated capital cost. This COOP is necessary to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans;
- C. Contract Modification No. 1 to Contract No. AE119748000 with David Evans and Associates Inc. (DEA) in the amount of \$693,970 increasing the contract value from \$499,178 to \$1,193,148 to finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026 to December 31, 2030; and

- D. Any documents and agreements that are required for delivery of the I-605 Beverly Boulevard Improvements Project.

Attachments: [Attachment A - Project Location Map](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Contract Modification/Change Order Log](#)
[Attachment D - DEOD Summary](#)

17. **SUBJECT: FISCAL YEAR 2027 PROGRAM MANAGEMENT ANNUAL [2026-0208](#)**
PROGRAM EVALUATION

RECOMMENDATION

RECEIVE AND FILE this report summarizing the FY27 Program Management Annual Program Evaluation (Attachment A).

Attachments: [Presentation](#)

NON-CONSENT

18. **SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT [2026-0266](#)**
PROJECT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) budget in the amount of \$3,998,675,309 for the East San Fernando Valley Light Rail Transit Project (Project);
- B. AMEND the Progressive Design-Build Contract No. PS89616000 with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc., to implement the Phase 2 Supplement of the Project in the amount of \$1,988,038,124 increasing the total contract value from \$442,916,240 to \$2,430,954,364; and
- C. AWARD and EXECUTE all project-related agreements and modifications to existing contracts within the authorized LOP Budget.

Attachments: [Attachment A - Funding and Expenditure Plan](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Contract Modification / Change Order Log](#)
[Attachment D - DEOD Summary](#)
[Attachment E - Measure R and Measure M Unified Cost Mgmt. Policy Analysis](#)
[Presentation](#)

19. **SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID
TRANSIT PROJECT**

[2026-0295](#)

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of \$428,988,535; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

Attachments: [Attachment A - Funding and Expenditure Plan](#)
[Attachment B - Procurement Summary](#)
[Attachment C - Contract Modification/Change Order Log](#)
[Attachment D - DEOD Summary](#)
[Attachment E - Motion 48](#)
[Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2026-0351](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2025-1034, File Type: Contract

Agenda Number: 12.

CONSTRUCTION COMMITTEE MAY 20, 2026

SUBJECT: K LINE EXTENSION TO TORRANCE PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 13 to Contract No. AE63445000 with STV Incorporated (STV) in the amount of \$43,096,451 to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, and conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension), increasing the total contract value from \$33,404,805 to \$76,501,256, and extending the period of performance from June 30, 2026 to May 31, 2029.

ISSUE

On January 22, 2026, the Metro Board approved the Hawthorne Option as the 4.5-mile K Line Extension to Torrance (KLET) Project and certified the Project's Final Environmental Impact Report (EIR). Metro subsequently filed the Notice of Determination (NOD) in accordance with the California Environmental Quality Act (CEQA) with both the Los Angeles County Clerk and the California State Clearinghouse on January 26, 2026.

Staff seeks Board approval for a contract modification to advance project design from the current 15% advanced conceptual engineering level to a 30% preliminary engineering level, conduct extended third party coordination activities, and complete additional environmental analysis to support review and approval from federal and state agencies for segments of the alignment within Interstate 405 (I-405) and State Route 107 (Hawthorne Blvd) that require an encroachment permit(s). Execution of this Contract Modification is necessary to complete expanded engineering, field investigations, and advanced design development to a level that will support upcoming construction procurement activities.

BACKGROUND

Providing a rail connection to the South Bay has been a long-term regional goal to provide a fast and reliable mobility option, strengthen economic opportunities, and reduce environmental impacts associated with automobile use. Today, the South Bay region experiences severe congestion along

the I-405 and nearby arterial roadways, and this is expected to grow in the future, as population and jobs are projected (2042) to grow by seven and 19 percent, respectively.

The Project is included in the 2020 Long Range Transportation Plan (LRTP) and the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Project has multiple sources of funding thus far from Measure R in 2008 (\$272 Million), Measure M in 2016 (\$619 Million), a state grant in 2018 (\$231 Million) from the California State Transportation Agency (CalSTA), and funds from Senate Bill (SB) 1 (\$9 Million). The Project will extend light rail service 4.5-miles from the Redondo Beach (Marine) Station to the Torrance Transit Center with two new stations. The project travels through the cities of Lawndale, Redondo Beach, and Torrance. The extension will operate as part of the K Line with direct access to Los Angeles Airport (LAX), and the Metro C and E Lines. Metro initiated environmental review for the project under California Environmental Quality Act (CEQA) with public scoping the 2021, following prior planning studies that helped refine the project scope over time resulting in the 2023 Draft EIR and 2025 Final EIR.

On January 22, 2026, the Board certified the Final EIR, completing the California Environmental Quality Act (CEQA) process, approved the Hawthorne Option as the Project, and approved a Motion led by Metro Board Members Mitchell, Dupont-Walker, Sandoval, and Butts regarding next steps. Certification of the Final EIR also includes approval of the Mitigation Monitoring and Reporting Plan and the Findings for Fact and Statement of Overriding Conditions.

The Hawthorne Option extends the K Line south of the existing Redondo Beach (Marine) Station. It leaves the Metro Right-of-Way (ROW) to run along I-405 in an elevated guideway, then turns onto Hawthorne Boulevard near 162nd Street to travel in the median, then turns southeast at 190th Street to travel primarily at-grade within the Metro ROW to continue south to Torrance. The project will be fully grade-separated from all roadways with an elevated light rail guideway supported by columns and straddle bents. An elevated station will be located in the median of Hawthorne Boulevard, adjacent to the South Bay Galleria, south of Artesia Blvd. The terminus station will be located at-grade at the Torrance Transit Center, adjacent to the bus plaza for easy bus/rail transfers and other first/last mile connections.

On January 23, 2020, the Board awarded firm fixed price Contract No. AE63445001 to STV to provide environmental, advanced conceptual engineering (ACE), and optional preliminary engineering (PE) services for the Project for work in support of the environmental clearance study and design services. Twelve modifications have been issued to date to add scoping and outreach meetings, analyze alternative alignments, extended environmental studies, reallocate initial task budgets, as well as extend the period of performance (reference Attachment B).

In March 2026, the Metro Board awarded a separate contract for Program Management Support Services (PMSS) to provide project and construction management support, evaluate construction phasing options to expedite the use of currently available funding, and to address high-risk elements prior to construction.

DISCUSSION

Since Board approval of the Contract in 2020, Metro has executed several modifications to focus on alternative alignment analysis, extended environmental studies, design refinements in response to public comments, and evaluation of high-risk project elements requiring early design and coordination. These efforts have included coordination with Program Management and Operations, desktop geotechnical assessments, identification of third-party utility conflicts, and updated right-of-way research, among others.

Modification No. 13 will further advance the Project by supporting additional field engineering investigations-including geotechnical borings, utility potholing and trenching, and hazardous materials evaluations-and by progressing design from approximately 15 percent (Advanced Conceptual Engineering) to 30 percent (Preliminary Engineering). This work will incorporate the Board-approved Hawthorne Option, integrate updates to the Metro Rail Design Criteria (MRDC), address sustainability and systems requirements, and support the development of early works packages. Modification No. 13 will also advance additional environmental review with state and federal agencies for the areas where light rail encroaches into Federal Highway Administration (FHWA) jurisdiction along I-405 and Caltrans jurisdiction for SR 107. The effort will include exploring phasing concepts to determine if an initial operating segment (IOS) is feasible, assisting cities with First/Last Mile planning to enhance access to stations, and identifying early works activities that could reduce project costs and minimize delays.

Incorporating lessons learned from recent Metro rail projects, this modification increases the level of early field investigations, real estate rights analysis, freight track relocation planning, and utility conflict resolution. These activities are intended to identify high-risk cost drivers earlier in project development and to better manage potential future cost and schedule impacts.

DETERMINATION OF SAFETY IMPACT

Approval of this contract modification will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The Fiscal Year 2026 budget includes approximately \$11 million in Cost Center 4350 (Mobility Corridors), Project 460304 "K Line Extension South to Torrance" for professional services and support and \$35.2 million in Cost Center 8510 (Program Management), Project 860304 "K Line Extension Torrance."

Since this is a multi-year contract, the Cost Center Manager, Project Manager and respective Cabinet Chiefs will be responsible for budgeting in future years.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital and Measure M 35% Transit Capital, which are not operating eligible funds.

EQUITY PLATFORM

The Project will connect the South Bay with the rest of the Metro Rail network, increasing access to employment, education, housing, and regional centers, serving many EFCs along the C and K Lines, including those in communities such as Hawthorne, Gardena, West Carson, and Inglewood, where close to 50% of the population is low-income. The 2023 Metro Customer Satisfaction Survey shows that 75% of K Line riders come from very low-income households and 74% do not have access to an automobile for trips. Given that South Bay is home to many jobs and schools, expanding access to historically underserved communities helps expand economic mobility.

Based on Metro's 2023 Equity Focus Community data, only a small portion of Lawndale is considered an EFC. To better understand the communities within walking distance to proposed stations, Metro analyzed household income, car ownership, and demographics and found that 20% to 39.9% are low-income, 3% to 6% do not have access to vehicles, and 50% to 79% of the population is non-white for census tracts within a half-mile of the South Bay Transit Center Station. The Torrance Transit Center would serve census tracts where 10% to 19% of households are low-income, 20% to 49% are non-white, and 6% to 9% do not have access to a vehicle. The South Bay Galleria Station would connect to planned mixed-use development with housing, and the Torrance Transit Center rail station would connect to the City's bus transit center in Torrance, providing easy bus-to-rail transfers and providing a convenient and reliable transit option for communities with higher mobility needs.

During the environmental review process, Metro circulated materials and notices in English and Spanish, the predominant languages in the area, and held pop-up events at community events to increase awareness of the Project and engage groups who do not typically participate in community meetings. As part of the release of the Final EIR, Metro partnered with seven CBOs to raise project awareness and share project information with community members prior to the Metro Board taking an action on the project. Metro will continue to work with CBOs on First/Last Mile Planning and related community engagement.

STV Incorporated (STV) made 25.13% Small Business Enterprise (SBE) and 3.10% Disabled Veteran Business Enterprise (DVBE) commitments on this contract. The current level of participation is 22.32% SBE and 3.24% DVBE, representing a shortfall of the SBE commitment by 2.81% and exceeding the DVBE commitment by 0.14%. STV shortfall mitigation plan is outlined in the DEOD Summary (Attachment C).

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.

This project supports Metro's systemwide strategy to reduce VMT through planning activities that will

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

Metro conducted a preliminary analysis to show that the net effect of this project is to decrease VMT. The EIR identifies that the project would help reduce auto use by approximately 42,951 VMT per day. This would help the region meet climate change goals by reducing greenhouse gas emissions and regional energy use.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling,

Goal 3: Enhance communities and lives through mobility and access to opportunity, and Goal 5:

Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the contract modification. Delaying this contract modification to a future date would pose significant delays to the overall project schedule and risk that the project would be unable to meet its Measure M schedule. Each month of delay to construction is anticipated to increase overall project costs by approximately \$16.9 million.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 13 to Contract No. AE63445001 with STV to advance the project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, advance third party coordination and pursue additional environmental clearance, where required. This effort will include advancing field engineering investigations, design and technical analysis, First/Last Mile planning, value engineering, and updated cost estimates to seek additional funding opportunities. Stakeholder engagement will continue, led by Metro Community Relations.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Contract Modification/Change Order Log

Attachment C - DEOD Summary

Michael Harrington, Executive Officer, Program Management, (213) 379-1455

Cristina Ungureanu, Senior Manager, Mobility Corridors, (213) 922-2507

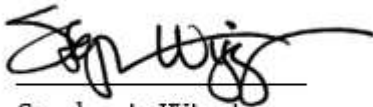
Georgia Sheridan, Senior Director, Countywide Planning and Development, (213) 547-4255

Mat Antonelli, Deputy Chief Program Management Officer, (213) 893 -7114

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

Reviewed by:

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



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

K LINE EXTENSION TO TORRANCE PROJECT / AE63445000

1.	Contract Number: AE63445000		
2.	Contractor: STV Incorporated		
3.	Mod. Work Description: Advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension) and extend the period of performance through May 31, 2029.		
4.	Contract Work Description: Provide environmental and preliminary engineering design services on the K-Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension).		
5.	The following data is current as of: 5/13/26		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	01/23/20	Contract Award Amount: \$32,555,439
	Notice to Proceed (NTP):	01/23/20	Total of Modifications Approved: \$849,366
	Original Complete Date:	08/03/23	Pending Modifications (including this action): \$43,096,451
	Current Est. Complete Date:	05/31/29	Current Contract Value (with this action): \$76,501,256
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Michael Harrington		Telephone Number: (213) 379-1455

A. Procurement Background

This Board Action is to approve Contract Modification No. 13 issued to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension) and extend the period of performance from June 30, 2026 through May 31, 2029.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On January 23, 2020, the Board awarded firm fixed price Contract No. AE63445000 to STV Incorporated to provide environmental, advanced conceptual engineering design, and optional preliminary engineering services on the K-Line Extension to Torrance Project.

A total of twelve modifications have been issued to date.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon a technical analysis, the Independent Cost Estimate (ICE) and cost analysis.

Proposal Amount	Metro ICE	Recommended Amount
\$43,096,451	\$43,441,040	\$43,096,451

CONTRACT MODIFICATION/CHANGE ORDER LOG

K LINE EXTENSION TO TORRANCE PROJECT / AE63445000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revise First Last Mile scope and reallocate hours to create scope for community neighborhood walks.	Approved	2/3/2020	\$0.00
2	Revise Scope of Services (SOS), Task 2 DEIR Preparation and Task 4 ACE to Support NEPA/CEQA (additional work) and reduced level of effort (LOE) for Task 7 Draft EIS/Final EIS.	Approved	2/22/2022	\$0.00
3	Revise SOS, Task 4 ACE to Support NEPA/CEQA (additional work) and reduced LOE for Task 7 Draft EIS/Final EIS.	Approved	7/15/2022	\$0.00
4	Revise SOS, Task 2 DEIR Preparation and Task 4 ACE to Support NEPA/CEQA (additional work) and reduced LOE for Task 7 Draft EIS/Final EIS.	Approved	9/30/2022	\$0.00
5	Revise SOS, Task 2 DEIR Preparation and Task 4 ACE to Support NEPA/CEQA (additional work) and reduced LOE for Task 7 Draft EIS/Final EIS.	Approved	12/16/2022	\$0.00
6	Revise SOS, Task 4 ACE to Support NEPA/CEQA and Task 5 Community Participation Support during EIS (additional work) and reduced LOE for Task 7 Draft EIS/Final EIS.	Approved	5/18/2023	\$0.00
7	Extend period of performance (POP) to 12/31/23.	Approved	6/12/2023	\$0.00
8	Extend POP to 12/31/24.	Approved	10/4/2023	\$0.00
9	Increase LOE for real estate investigations including field survey and ROW verification.	Approved	10/7/2023	\$446,663

10	Revisions to scope to facilitate preparation of the Final EIR and advance preliminary engineering. Extend POP to 12/31/25.	Approved	12/19/2024	\$234,779
11	Revisions to SOS under Task 5.2 - Outreach Support During FEIR.	Approved	3/5/2025	\$167,924
12	Extend POP to 6/30/26.	Approved	10/8/2025	\$0.00
13	Advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, conduct extended third party coordination and approval activities and extend POP through 5/31/29.	Pending	Pending	\$43,096,451
	Modification Total:			\$43,945,817
	Original Contract:		01/23/2020	\$32,555,439
	Total:			\$76,501,256

DEOD SUMMARY

K LINE EXTENSION TO TORRANCE PROJECT / AE63445000

A. Small Business Participation

STV Incorporated (STV) made 25.13% Small Business Enterprise (SBE) and 3.10% Disabled Veteran Business Enterprise (DVBE) commitments on this contract. Based on payments, the project is 74% complete. The current level of participation is 22.32% SBE and 3.24% DVBE, representing a shortfall of the SBE commitment by 2.81% and exceeding the DVBE commitment by 0.14%. STV has a shortfall mitigation plan on file and contends that the shortfall is attributable to task phasing, as several SBE scopes are concentrated in Task 6, Preliminary Engineering, which is advancing on a limited basis, as concurred by Metro's Project Manager. STV reports that utilization is expected to increase as Task 6 progresses and that commitments will be met by project completion. In this modification, there are fifteen (15) SBE/DVBE subcontractors, representing 25.60% SBE and 2.88% DVBE participation.

Small Business Commitment	25.13% SBE 3.10% DVBE	Small Business Participation	22.32% SBE 3.24% DVBE
----------------------------------	----------------------------------	-------------------------------------	----------------------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	BA, Inc.	6.59%	5.56%
2.	Chen Ryan Associates, Inc.	2.45%	0.20%
3.	Cityworks Design	2.01%	2.18%
4.	Coast Surveying	1.42%	2.25%
5.	Diaz Yourman & Associates	2.75%	2.24%
6.	Epic Land Solutions, Inc.	0.65%	0.51%
7.	McLean & Schultz	3.66%	2.35%
8.	SafeProbe, Inc.	0.53%	0.34%
9.	Sanchez/Kamps Associates Design dba SKA Design	0.88%	0.23%
10.	Soteria Company, LLC	1.34%	1.71%
11.	Terry A Hayes Associates, Inc.	1.16%	1.44%
12.	Vicus LLC	1.03%	1.58%
13.	Yunso Kim Design, Inc.	0.65%	0.75%
14.	Amheart Solutions	Added	0.03%
15.	FMG & Company	Added	0.94%
16.	VN Tunnel and Underground	Added	0.01%
	Total	25.13%	22.32%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	The LeBaugh Group, Inc.	3.10%	3.24%
	Total	3.10%	3.24%

¹Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

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

← To Crens

Next stop: more rail in the South Bay.

K LINE EXTENSION TO TORRANCE

Metro Rail & Busway



K Line Extension To Torrance Project
May 20, 2026 | Construction Committee
Item # 2025-1034

Recommendation to Consider

AUTHORIZE the Chief Executive Officer (CEO) to:

execute Modification No. 13 to Contract No. AE63445000 with STV Incorporated (STV) in the amount of \$43,096,451 to advance project design from 15% advanced conceptual engineering level to 30% preliminary engineering level, and conduct extended third party coordination and approval activities for the K Line Extension to Torrance Project (formerly referred to as the C (Green) Line Extension), increasing the total contract value from \$33,404,805 to \$76,501,256, and extending the period of performance from June 30, 2026 to May 31, 2029.



Metro Board Action on Project

On January 22, 2026, the Metro Board:

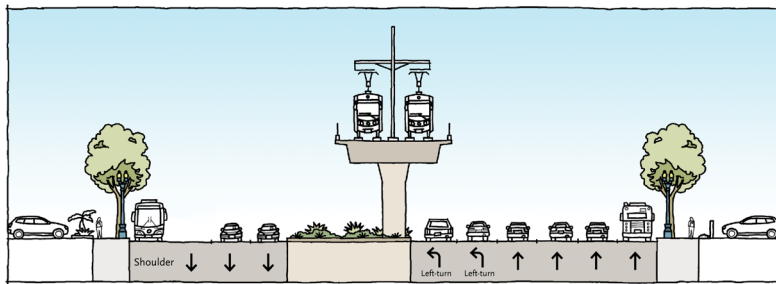
- Approved the Hawthorne Option as the Project
- Certified the Final EIR completing the CEQA process
- Approved Motion with next steps

The Project will now be referred to as **the K Line Extension to Torrance**.



Hawthorne Alignment Overview

- Entire 4.5-mile project is grade separated from roadways
- Travels along portions of Metro Right-of-Way (ROW), Interstate 405 and Hawthorne Blvd (State Route 107)
 - I-405: which requires coordination with Federal Highway Administration (FHWA) and Caltrans
 - Hawthorne Blvd (SR 107): Segment in Lawndale was relinquished. Cities of Redondo Beach and Torrance are pursuing relinquishment.
- Elevated South Bay Galleria Station at Artesia/Hawthorne
- Southern segment travels within Metro ROW with terminus station at Torrance Transit Center



Segment of project travels within Hawthorne Blvd (SR 107)



Key Scope Elements in Modification

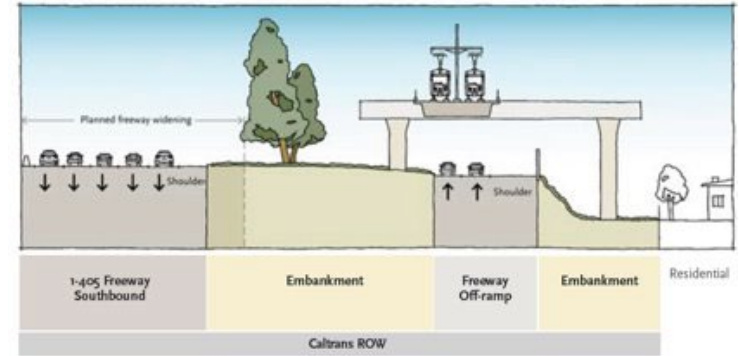
- Incorporate lessons learned from recent Metro rail projects by increasing level of early works:
 - Geotechnical and Utility Potholing field investigations
 - Real Estate impacts and rights analysis
 - Freight track relocation planning
 - Utility conflict resolution
 - Hazardous materials evaluations
- Progressing engineering design activities to reflect the Hawthorne Option, including:
 - Galleria Station architectural design
 - First and last mile connections
 - Systems design coordination
 - Roadway and civil improvements
 - Aerial LRT guideway structure designs
- Advancement of additional environmental reviews with federal and state agencies for areas where LRT encroaches into FHWA and Caltrans jurisdictions



Next Steps

As part of next phase of project work, Metro will:

- Coordinate with third parties on environmental analysis, design refinements, permit approvals, cooperative agreements (e.g. FHWA, Caltrans, SCE, BNSF, cities) and policy changes (Caltrans Transit Priority Policy and SR 107 relinquishment)
- Advance design from 15% to 30% including constructability workshops, value engineering and efforts to minimize property impacts
- Explore phasing concepts to determine if an initial operating segments (IOS) is feasible, taking advantage of currently allocated project funds
- Identify early works activities to manage risk, cost and schedule
- Pursue additional funding to close funding gap



Segment of project travels within Caltrans ROW



South Bay Galleria Station is elevated on Hawthorne Blvd





Board Report

File #: 2026-0267, File Type: Contract

Agenda Number: 13.

CONSTRUCTION COMMITTEE MAY 20, 2026

SUBJECT: CHATSWORTH STATION ADA IMPROVEMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to increase the Life-of-Project (LOP) budget by \$1,645,350, from \$7,354,650 to \$9,000,000 for the Chatsworth Station ADA Improvement Project, which includes allowance for increased Metrolink Platform 2 work.

ISSUE

Metro is required to complete necessary Americans with Disabilities Act (ADA) improvements to the Metrolink Chatsworth Station (Project) by August 2026. The next milestone in meeting the Project completion date is completing construction. Increasing the Life-of-Project (LOP) budget for the Project is required to execute and complete the construction in 2026. This increase covers additional costs associated with construction schedule extensions and delays, expanded construction scope, and additional consultant support services.

BACKGROUND

The ADA is a civil rights law, passed in 1990, that prohibits discrimination based on disability. The Metrolink Chatsworth Station opened in 1992 and serves Amtrak trains along the Pacific Surfliner as well as Metrolink trains along the Ventura County Line. A compliance assessment initiated by the federal government found existing conditions within the Metrolink Chatsworth Station that did not meet all requirements as codified in the October 1, 2006, edition of the Code of Federal Regulations, which are based on the 1991 ADA Standards. As the majority owner of the Chatsworth Transportation Center (Center), Metro signed a settlement agreement (Agreement) with the federal government in 2021 to make the necessary ADA improvements.

All ADA remediations need to be completed by August 1, 2026, per the Agreement and revised end date. Remediations within the station building interior fall outside of Metro's responsibilities and are excluded from the settlement agreement and the Project scope.

The Chatsworth Station ADA Improvement Project was proposed through Metro's Annual Capital Call in the fall of 2018, and its \$4.0 million initial LOP was approved as part of the Fiscal Year 2020 Annual

Budget approved at the May 2019 Board meeting.

The LOP budget was increased by \$3,354,650 to \$7,354,650 at the November 2024 Board Meeting.

Project design was completed in July 2024 under AE56750004 Task Order 5. The Construction Contract No. C125446C1234 was awarded and Notice to Proceed was issued on February 28, 2025. Since then, the contractor has completed ramp, sidewalk and parking lot improvements in Parking Lots A and B, G Line Platform and Depot Plaza area.

DISCUSSION

Since the December 2024 Board approval, several factors, such as delayed start of the Contractor's work and additional scope due to platform 2 deterioration, have impacted the Project's cost and schedule. This requested LOP increase will provide sufficient funding for these additional costs and allow Metro to complete the remaining Project work and additional work on Metrolink Platform 2.

In December 2025, Metrolink notified Metro that Chatsworth Platform 2 would be taken out of service due to degraded tactile tiles and associated tripping hazards. An expansion of the scope of work on Platform 2 is needed to remedy the deterioration of the platform that occurred after the original ADA audit. Correcting the underlying structural deficiency was not part of this original project scope. Metro has included this increase in work scope in the project forecast and will perform the work pending approval of the LOP.

The proposed LOP increase is required for the following reasons:

- **Metro Labor:** The current LOP was based on completing all project work by August 2025, versus the current forecast completion in August 2026. The project schedule was impacted by delays in work plan approvals, additional submittal reviews, and changes to work scope. Agency staffing is needed for a longer duration than planned. Additionally, the 2024 estimate of agency cost was below staffing levels needed for this work, as indicated by actual costs incurred to date.
- **Professional Services - Design:** Additional support by the consultant designer of record is required during construction to respond to differing field conditions, manage scope changes, and support the extended construction duration.
- **Construction Costs:** The revised LOP includes contract modifications that were required to complete the work, including drainage modifications, Metrolink flagging services billed through the contractor, closure of Metrolink Platform 2, investigation of differing site conditions, expansion of the Metrolink Platform 2 work limits, and obtaining temporary construction access by Right of Entry to reduce conflicts with the active rail tracks.
- **Construction Support Services:** Additional consultant construction management services are required to support the extended construction duration, respond to field conditions, and manage scope changes.
- **Contingency:** Based on the expenditures to date, the contingency must be replenished to an appropriate level per the current forecast.

This proposed LOP is built from the bottom up with soft costs included, as shown in Attachment A - Funding/Expenditure Plan.

The requested LOP increase will provide sufficient funding to address these additional costs and ensure that Metro can complete the remaining Project work, including the additional repairs to Platform 2.

DETERMINATION OF SAFETY IMPACT

The Project enhances safety for all passengers by adding accessible features, including ramps and tactile paving. The station becomes safer and easier to navigate, which results in reducing the risk of falls and injuries. Clear signage and accessible emergency exits enable safe evacuation, while upgrades to boarding areas and audible and visual alerts make it easier for everyone, including wheelchair users and those with strollers, to navigate confidently.

Additionally, the Project will be constructed consistent with Metro's construction safety standards. This Board action will not impact established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Board approval will increase the Project number 202337 Life-of-Project (LOP) budget by \$1,645,350 to fund additional construction costs, consultant services, real estate costs, and project support services required to complete the Chatsworth Station ADA Improvement Project.

Since this is a multi-year project, the Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The source for funding the additional \$1,645,350 is Proposition C 10% which is eligible for commuter rail, transit centers and park & ride expenditures. This source is not eligible for Metro's bus or rail operations.

EQUITY PLATFORM

The station is a key transfer point for workers and students from nearby Equity Focus Communities (EFC) who use Metro, Metrolink, and/or Amtrak. Along the Metro G Line, just south of the Chatsworth Station, there are EFC communities designated as "very high need" according to the Metro Equity Need Index (MENI). These communities are comprised of 68% low-income households, 20% households with no access to a car, and up to 82% Black, Indigenous, and other People of Color residents. The improvements will enhance the user experience and expand accessible travel options by upgrading boarding platforms, waiting areas and the paths of travel between bus stop and rail platforms.

The purpose of the Project is to comply with a settlement between Metro and the federal government to remedy all current non-compliant accessibility features per the ADA Accessibility Standards at Chatsworth Station within Metro's responsibility. The Project includes improvements

such as removing and replacing sidewalks, parking lot and platform surface rehabilitations, and signage to bring the Chatsworth Station into compliance. Metro staff will conduct a survey with riders with disabilities to provide their input before the project certifications of compliance are completed.

VEHICLE MILES TRAVELED OUTCOME

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

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project will make the Chatsworth Station readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs. The Project supports Vision 2028 Strategic Goals:

- Goal 2: Deliver outstanding trip experiences for all users of the transportation system.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

The Project is being designed and constructed in close coordination with the community, Metrolink, the City of Los Angeles, and third-party stakeholders, as well as internal stakeholders within Metro, to streamline Metro's systems and processes for efficient operations.

ALTERNATIVES CONSIDERED

The alternative would be not to approve the recommended staff action to increase the LOP and instead to reduce the scope of construction to stay within the previously approved LOP. This is not recommended since these changes are necessary to enhance accessibility at the station and to comply with the terms of the settlement agreement.

NEXT STEPS

Upon Board approval of the requested LOP increase, staff will continue construction activities and project support services required to complete the Chatsworth Station ADA Improvement

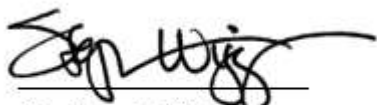
Project.

ATTACHMENT

Attachment A - Funding/Expenditure Plan

Prepared by: Laura J. Mohr, Deputy Executive Officer, (323) 900-2116
Kavita Mehta, Executive Officer, Regional Rail, (213) 435-5047
Sameh Ghaly, Deputy Chief Program Management Officer, (213) 418-3369
Carolina Coppolo, Deputy Chief, Vendor/Contract Management (213) 922-4471

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



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
 CHATSWORTH STATION ADA IMPROVEMENTS PROJECT
 LOP INCREASE MAY 2026
 Funding/Expenditure Plan
 (Dollars)

Board Report 2026-0267
 4/10/2026

Capital Project 202337	Current LOP	Proposed LOP	Expenditures as of 3/31/26	FY26	FY27	Total Capital Cost
<i>USE OF FUNDS</i>						
Metro Labor	\$ 548,723.00	\$ 1,370,388.00	\$ 1,004,451	\$ 256,156	\$ 109,781	\$ 1,370,388.00
Professional Services Design	\$ 1,574,627.00	\$ 1,779,627.00	\$ 1,243,116	\$ 375,558	\$ 160,953	\$ 1,779,627.00
Total Construction Costs and Overhead Costs	\$ 3,940,000.00	\$ 4,721,744.00	\$ 1,327,867	\$ 2,375,714	\$ 1,018,163	\$ 4,721,744.00
Construction Support Services and Public Outreach	\$ 495,700.00	\$ 898,244.00	\$ 399,024	\$ 349,454	\$ 149,766	\$ 898,244.00
Additional Contingency	\$ 795,600.00	\$ 229,997.00			\$ 229,997	\$ 229,997.00
Total Project Cost	\$ 7,354,650.00	\$ 9,000,000.00	\$ 3,974,459	\$ 3,356,881	\$ 1,668,660	\$ 9,000,000
<i>SOURCES OF FUNDS</i>						
Proposition C 40% and 10%	\$ 7,354,650.00	\$ 9,000,000.00	\$ 3,974,459	\$ 3,356,881	\$ 1,668,660	\$ 9,000,000
Total Project Funding	\$ 7,354,650.00	\$ 9,000,000.00	\$ 3,974,459	\$ 3,356,881	\$ 1,668,660	\$ 9,000,000

Chatsworth Station ADA Improvement Project



2026-0267, Construction Committee
May 20, 2026

RECOMMENDATION



AUTHORIZE the Chief Executive Officer to increase the Life-of-Project (LOP) budget by \$1,645,350 from \$7,354,650 to \$9,000,000 for the Chatsworth Station ADA Improvement Project, which includes allowance for increased Metrolink Platform 2 work.

BACKGROUND



- The Metrolink Chatsworth Station, opened in 1992, must be brought into ADA compliance following a 2021 settlement agreement with the federal government, United States Department of Justice (USDOJ). The current completion deadline is August 1, 2026, for the USDOJ-covered improvements.
- Metro is responsible for completing the improvements as the majority owner of the station property. The City of Los Angeles is the joint owner.
- Initial Life-of-Project (LOP) was approved in 2019 with a \$4.0 million budget. LOP was increased to \$7.35 million in November 2024.
- Construction began in February 2025. To date, the contractor has finished upgrades to the G Line platform, Depot Plaza, and parking lots A and B. The Contractor is currently working on Metrolink Platform 1.

PURPOSE



The primary purpose of this \$1.645M LOP increase is to fund the completion of project work including:

- Metro Labor – Extended duration for Metro staffing.
- Professional Services – Added design services and extension of contract work period.
- Construction Costs – Increased costs for Platform 2 closure, Platform 2 site investigation, Platform 2 increased work limits, drainage modifications, Metrolink flagging days above the original estimate, and temporary construction access by Right of Entry to reduce conflicts with the active rail.
- Construction Support Services – Additional construction management services and extension of

Capital Project 202337	Current LOP	Increase to LOP	Proposed LOP	Expenditures as of 3/31/26	FY26	FY27	Total Capital Cost
<i>USE OF FUNDS</i>							
Metro Labor	\$ 1,004,497	\$ 365,891	\$ 1,370,388	\$ 1,004,451	\$ 256,156	\$ 109,781	\$ 1,370,388
Professional Services Design	\$ 1,650,000	\$ 129,627	\$ 1,779,627	\$ 1,243,116	\$ 375,558	\$ 160,953	\$ 1,779,627
Total Construction Costs and Overhead Costs	\$ 4,204,453	\$ 517,291	\$ 4,721,744	\$ 1,327,867	\$ 2,375,714	\$ 1,018,163	\$ 4,721,744
Construction Support Services and Public Outreach	\$ 495,700	\$ 402,544	\$ 898,244	\$ 399,024	\$ 349,454	\$ 149,766	\$ 898,244
Contingency		\$ 229,997	\$ 229,997			\$ 229,997	\$ 229,997
Total Project Cost	\$ 7,354,650	\$ 1,645,350	\$ 9,000,000	\$ 3,974,459	\$ 3,356,881	\$ 1,668,660	\$ 9,000,000
<i>SOURCES OF FUNDS</i>							
Proposition C 40% and 10%	\$ 7,354,650	\$ 1,645,350	\$ 9,000,000	\$ 3,974,459	\$ 3,356,881	\$ 1,668,660	\$ 9,000,000
Total Project Funding	\$ 7,354,650	\$ 1,645,350	\$ 9,000,000	\$ 3,974,459	\$ 3,356,881	\$ 1,668,660	\$ 9,000,000

NEXT STEPS



Upon Board approval of the requested LOP increase, staff will continue construction activities including:

- Finalize design and proceed with Platform 2 repairs.
- Extend contracts for construction management and design consultants to provide oversight through August 2026.
- Independent Licensed Architect will complete audits and prepare a close out report for USDOJ.



Board Report

File #: 2026-0283, **File Type:** Informational Report

Agenda Number: 14.

**CONSTRUCTION COMMITTEE
MAY 20, 2026**

SUBJECT: Foothill Gold Line Extension Phase 2B

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE execution of Amendment No. 1 to the Master Cooperative Agreement (MCA) between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA") to reflect updates to key definitions and terms to ensure alignment with the revised scope and operational requirements for the Metro Gold Line Phase 2B project (Attachment A).

ISSUE

The Authority is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B Project ("Project"), a proposed extension of the Metro A Line from Pomona to Claremont. Upon completion of the Project, the Construction Authority hands over the Project to LACMTA to operate and maintain. Responsibilities and guidelines for allocation of the funds and the specific commitments by the Authority and LACMTA are established by a Funding Agreement and a Master Cooperative Agreement (MCA) between the two agencies.

An amendment to the MCA between the two agencies is required to document updates to the contracting methodology used by the Authority, from Design-Build (DB) to Construction Manager At-Risk (CMAR) to ensure the successful implementation of Phase 2B. This amendment includes updates to defined terms, contracting approach, responsibilities for System Integration Testing (SIT-2), inclusion of Work Packages and right to review, Security and Bonding protections and insurance requirements.

BACKGROUND

Los Angeles County voters overwhelmingly approved Measures R (2008) and M (2016) to provide a significant source of local funding to support the delivery of a transformative, multimodal set of transportation projects to improve mobility, decrease air pollution, and increase the quality of life for all 10 million county residents. These local sales tax measures were designed to provide a local match to leverage significant state and federal funds to fully fund and implement the priority projects found in their respective expenditure plans.

The Metro Gold Line Foothill Extension Phase 2B project extends 11.4 miles from Glendora to Claremont and includes five stations. The overall Phase 2B project is divided into two sections: Phase 2B1 extends from Glendora to Pomona, and Phase 2B2 extends from Pomona to Claremont. The Project includes five stations and parking facilities in cities along the alignment.

An MCA between LACMTA and the Authority was executed on July 1, 2017, to govern the development and construction of the Metro Gold Line Extension from Glendora to Claremont (Phase 2B). The MCA specifies the procedures that the Authority and LACMTA will follow in implementing their respective roles and responsibilities in the Design, Construction, testing and Turnback of the Project.

At its October 2024 meeting, the Board approved the execution of a fourth amendment to the Foothill Extension 2B Funding Agreement between LACMTA and the Authority that reflects the allocation of \$798M of the California State Transportation Agency (“CalSTA”) Transit and Intercity Rail Capital Program (“TIRCP”) formula funding authorized by Senate Bill 125. At its January 2026 meeting, the Board approved the programming of \$95 million for FY26 through FY28 to advance design and procurement activities for Phase 2B2.

DISCUSSION

Construction on the Glendora to Pomona segment (Phase 2B1) of the Project started in 2017. This segment is approximately 9.1 miles and includes 4 stations: Glendora, San Dimas, La Verne, and Pomona. The Authority achieved substantial completion on Phase 2B1 segment on January 3, 2025 and the line opened to the public on September 19, 2026. With the completion of Phase 2B1 project close out, staff will perform a final accounting for Phase 2B1. Any surplus/remaining funds were to be returned to the SGVCOG Subregional Equity Program, and as requested by the SGVCOG, can be carried over to the next phase of the Project (Phase 2B2) with Metro Board approval. Staff will make adjustments to the LOP, as needed for Phases 2B1 accordingly and report back to the Board, The Authority is ready to start the next phase of the Project.

Amendment No. 1 to the Master Cooperative Agreement (MCA) (Attachment A) incorporates key updates which have been agreed upon to support the next phase of work (Phase 2B2). This includes the following key items:

1. Transition from Design-Build to CMAR for Phase 2B2

Updates to the definitions and the project structure to allow separate design and construction contracts for Phase 2B2 under CMAR. It also introduces “Work Packages” to enable phased construction authorization consistent with CMAR delivery. This establishes the contractual foundation for CMAR procurement and construction of Phase 2B2.

2. Preservation of LACMTA Oversight Authority

Grants LACMTA the right to review and comment on CMAR Work Packages that materially differ from approved contract documents or could affect operations. This maintains LACMTA operational and technical oversight while supporting Construction Authority schedule control.

3. Clarification of Testing and Operational Responsibilities

Refines responsibility for System Integration Testing (SIT-2) to LACMTA. Contractor is responsible only

for support and correction of issues within their scope. LACMTA assumes responsibility for issues outside contractor scope.

4. Limits on Punch List Authority

Confirms LACMTA may add punch list items only up to Substantial Completion for the construction contract contingent on having no design or construction outstanding. This prevents late-stage scope expansion once substantive work is complete.

5. Security and Bonding Protections

Requires that any replacement performance bond or alternate security for CMAR Work Packages must be at least 10% of the Work Package value during warranty and subject to LACMTA review and approval. This preserves LACMTA's financial protection during warranty periods.

6. Updated Insurance Framework

Aligns insurance provisions with CMAR delivery and project phasing. LACMTA Risk Management has reviewed and accepted the revised insurance language.

A copy of the MCA Amendment 1 is included as Attachment A.

DETERMINATION OF SAFETY IMPACT

This action has no safety impact on the Foothill Gold Line Extension 2B Project.

FINANCIAL IMPACT

There is no financial impact on Metro or the Foothill Gold Line Extension 2B Project as a result of this action.

EQUITY PLATFORM

By having affordable transportation options, the population along the project corridor can access the job opportunities within the San Gabriel Valley and Los Angeles County and beyond. The Project will increase access for EFCs along the corridor that use the Metro transit system to access housing, jobs, educational, medical and entertainment needs. There are no anticipated equity impacts related to the amendment to the Master Cooperation Agreement.

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 LACMTA's significant investment in rail and bus transit. LACMTA's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045.

This amendment to the Master Cooperative Agreement is a crucial administrative step to document updates to the roles and responsibilities, evolving scope of the project, and necessary clarifications to ensure implementation of Phase 2B. The amendment supports the timely delivery of the project, which will offer an alternative to driving for residents and commuters once the rail line is operational. The

expansion of transit service will ultimately help reduce VMT by providing more opportunities for transit-oriented travel.

The Project would improve mobility and access within the Project corridor by providing fast, convenient, and reliable transit service. Travel times are anticipated to be approximately 18-19 minutes between the APU/Citrus College station and the Montclair station. The Project would attract 28,149 daily passengers in its opening year alone, divert 20 percent of vehicle trips from local freeways and arterial streets, reduce 146,700 average daily vehicle miles traveled (VMT) in its opening year, and reduce greenhouse gas emissions by 3,038,441 MTCO_{2e} over the life of the Project.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports all five of LACMTA's Strategic Plan Goals:

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

ALTERNATIVES CONSIDERED

The Board may decide to forego amending the MCA. Staff recommendation is to proceed with the Amendment in order to assure clarity in contract definitions, effective management of Phase 2B's design and construction related to CMAR contract principles, maintain LACMTA's oversight authority, clarification on responsibility for SIT-2 testing, limiting punch list activities post-Substantial Completion, revising the Securities and Bonding Protections and Insurances ensuring smoother integration and timely completion of the project in alignment with LACMTA's strategic goals.

NEXT STEPS

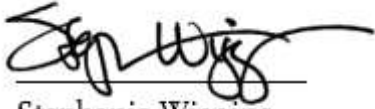
Upon Board approval, the Master Cooperative Agreement Amendment 1 will be circulated for execution.

ATTACHMENT

Attachment A - Metro-GL MCA Amendment

Prepared by: Kavita Mehta, Executive Officer, Program Management (213) 922-4921
Sameh Ghaly, Deputy Chief Program Management Officer (213) 418-3369

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



Stephanie Wiggins
Chief Executive Officer

**AMENDMENT 1 TO
MASTER COOPERATIVE AGREEMENT
FOR THE
METRO GOLD LINE – GLENDORA TO CLAREMONT (PHASE 2B)**

This Amendment 1 ("**Amendment**") to the Master Cooperative Agreement for the Metro Gold Line – Glendora to Claremont ("**MCA**") dated effective as of July 1, 2017 by and between the Metro Gold Line Foothill Extension Construction Authority, a public entity of the State of California ("**Construction Authority**") and the Los Angeles County Metropolitan Transportation Authority, a public entity of the State of California ("**LACMTA**"), is dated effective as of _____, 2026, and made by and between the Construction Authority and LACMTA.

WHEREAS, the Construction Authority intends to utilize the Construction Manager at Risk ("**CMAR**") project delivery method to construct the extension of the Metro Gold Line from Pomona to Claremont and has issued a Request for Proposal dated February 4, 2026, as amended, for a CMAR contractor;

WHEREAS, the provisions of the existing MCA are applicable to the design-build project delivery method and need to be amended to accommodate the CMAR project delivery method; and

WHEREAS, the Construction Authority and LACMTA desire to amend the MCA to accommodate the CMAR project delivery method to meet the objectives and goals of the Parties.

NOW THEREFORE, the Parties agree as follows:

1. The defined terms herein, as identified by initial capitalization, shall have the meanings ascribed to them in the MCA, unless otherwise indicated.
2. Section 1.1 Definitions of the MCA is revised as follows:
 - a. the definition of "Alignment Design/Build Contract" is revised to read as follows:

Alignment Design/Build Contract means each Design/Build Contract for an entire Phase. For purposes of Phase 2B2, the term "Alignment Design/Build Contract" means "Design/Build Contract".

- b. the definition of "Conformed Contract Documents" is revised to read as follows:

Conformed Contract Documents means the final executed contract documents for Construction and/or Design, which includes, without limitation, all of the following documents: the adopted Final Environmental Impact Report, as amended or supplemented from time to time, the Advanced Conceptual Engineering, the performance specifications, LACMTA Design Criteria and Standards in effect prior to the date that proposals for the Alignment Design/Build Contract that includes Design are due, and the Design/Build Contractor's proposal as amended by the Design/Build Contractor's best and final offer.

- c. The definition of "Current Scope of the Project" is revised to read as follows:

Current Scope of the Project means the Project as described in the Final Environmental Impact Report (EIR), as amended. A brief summary of the Project is provided in Exhibit A, and for the Phase 2B2, the Description of the Project at Exhibit D to the Fourth Amendment to Foothill Extension Phase 2B Funding Agreement dated November 19, 2024 shall apply except to the extent that the extension from Claremont to Montclair is not part of the Project, unless further agreed between the Parties.

d. the definition of "Design/Build Contract" is revised to read as follows:

Design/Build Contract means the documents that are used by Construction Authority to contract with a contractor to Design, build, fabricate, install, and prepare for operations all or any portion of the Project (less the rail cars and other equipment provided by LACMTA), and to demonstrate the operability of each Phase through a period of Pre-Revenue Operations. For the purposes of Phase 2B2, the term "Design/Build Contract" shall be interpreted to mean the documents that are used by Construction Authority to contract with one or more contractors under multiple contracts to do one or more of the following: Design, build, fabricate, install, and prepare for operations of Phase 2B2 (less the rail cars and other equipment provided by LACMTA), and to demonstrate the operability of Phase 2B2 through a period of Pre-Revenue Operations. Only the Alignment Design/Build Contract that includes Construction will include requirements regarding demonstrating the operability of the Phase through a period of Pre-Revenue Operations, and only the Design/Build Contract that includes Design will include requirements regarding Design Review and related processes.

e. the definition of "Final Environmental Impact Report (FEIR)" is revised to read as follows:

Final Environmental Impact Report (FEIR) means the Final Environmental Impact Report/Statement that analyzes and evaluates the environmental impacts of the Project and recommends measures to mitigate the potential adverse impacts, and includes any addendum, supplement, or subsequent EIR. Construction Authority certified the FEIR for Phase 2B in March 2013 and adopted a First Addendum in May 2014, a Second Addendum in December 2014, a Third Addendum in March 2016, a Fourth Addendum in September 2017, a Fifth Addendum in June 2024, a Supplemental EIR (SEIR 1) in July 2019, a Second Supplemental EIR (SEIR 2) in January 2021, and a Third Supplemental EIR (SEIR 3) in July 2022.

f. the definition of "Funding Agreement" is revised to read as follows:

Funding Agreement means that certain Foothill Extension Phase 2B Funding Agreement Glendora to Claremont of substantially even date herewith, as amended, pursuant to which the Parties have agreed on the distribution by LACMTA to Construction Authority of that portion of the proceeds of the Transaction and Use Tax adopted by LACMTA on or about June 16, 2016 by Ordinance #16-01, which was then approved by the voters of Los Angeles County on November 8, 2016 as "Measure M that has been allocated to the Project, along with other funds as set forth therein.

g. the definition of "Phase" is added to read as follows:

Phase means Phase 2A, Phase 2B1, or Phase 2B2.

h. the definition of "Phase 2B" is revised to read as follows:

Phase 2B means, as applicable, (a) the portion of Phase II from the interface with Phase 2A in Azusa to the end of the tail tracks for the Pomona station ("**Phase 2B1**") and/or (b) the portion of Phase II from the Pomona station to the Claremont station ("**Phase 2B2**").

i. the definition of "Work Package" is added to read as follows:

Work Package means any package comprising the performance of all or a portion of the Construction work under a Design/Build Contract for Phase 2B2.

3. The first three sentences of Section 1.2 General Approach to Construction Project of the MCA are amended to read as follows:

Construction Authority contemplates entering into separate design and construction contracts for Phase 2B2.

4. The first sentence of Section 2.4 Design Criteria and Standards of the MCA is amended to read as follows:

To ensure that the final Project meets the requirements of the current Project scope and the expectations of Construction Authority and LACMTA, Construction Authority and its consultants and contractors will comply with LACMTA Design Criteria and Standards in effect prior to the date that proposals for the Alignment Design/Build Contract that includes Design are due, except as waived in writing by LACMTA.

5. Section 2.6.1 Review and Comment on Work Packages is added to read as follows:

Section 2.6.1 Review and Comment on Work Packages

Notwithstanding anything to the contrary in this Agreement, LACMTA shall have the right to review and comment on proposals for Work Packages received by the Construction Authority as provided in this Section 2.6.1. Upon receipt of a proposal for a Work Package by the Construction Authority that is acceptable to the Construction Authority, the Construction Authority shall promptly provide a copy of such proposal to LACMTA for its review and comment. LACMTA's comments will be limited to any aspects of the Work Package that differ materially from the Conformed Contract Documents and could affect the operations of the Project. LACMTA shall review and provide any comments to the Construction Authority within 10 Days of receipt of the proposal for a Work Package from the Construction Authority, but in any event no later than the Construction Authority's and DB Contractor's execution of an amendment to the Design/Build Contract for the Work Package. If LACMTA fails to provide comments to the Construction Authority within the timing contemplated by this Section 2.6.1, it shall be deemed to have responded to the Construction Authority with no comments.

6. Section 7.0 General of the MCA is revised to read as follows:

For purposes of this Article 7, the terms Design/Build Contractor and Design/Build Contract shall refer to the Alignment Design/Build Contractor and the Alignment Design/Build Contract that includes Construction, respectively.

7. The first paragraph of Section 7.1.1 Design/Build Contractor of the MCA is revised to read as follows:
- Construction Authority shall require in the Design/Build Contract that includes Construction that the Design/Build Contractor be responsible for successfully completing four types of Tests as follows:
8. The last paragraph of Section 7.1.1 Design/Build Contractor of the MCA is revised to read as follows:
- The Design/Build Contractor establishes and maintains all track allocation and safety requirements and regulations in accordance with LACMTA standards and applicable CPUC regulations beginning with initial activation of the traction power system and vehicle movement, continuing until Turnover. The Design/Build Contractor shall provide support personnel as needed for SIT-2. Notwithstanding the above third bullet point, the responsibility of the Design/Build Contractor related to successful completion of SIT-2 testing is limited to providing support, and correcting issues arising from their scope of work.
9. Add at the end of the second paragraph of Section 7.1.3 LACMTA of the MCA:
- LACMTA is responsible for performing SIT-2 testing with support from Construction Authority and Design/Build Contractor. Notwithstanding the third bullet point in Section 7.1.1, LACMTA is responsible for correcting issues arising outside of Design/Build Contractor's scope of work in connection with SIT-2 testing.
10. Section 7.6 LACMTA Addition of Punch List Items of the MCA is revised to read as follows:
- For the Alignment Design/Build Contract that includes Construction, LACMTA may add punch list items in accordance with the terms of the Design/Build Contract up until Substantial Completion, at which point no punch list items can be added. This is contingent upon DB Contractor having no Design or Construction work remaining, other than punch list work.
11. Section 8.1.4 Replacement Security of the MCA is added and reads as follows:
- Section 8.1.4 Replacement Security**
- The Construction Authority shall not permit the DB Contractor to provide a replacement performance bond in an amount less than 10% of the total sum of a Work Package or other alternate security, upon acceptance of a Work Package by the Authority, with such security guaranteeing due and punctual performance of the obligations of the DB Contractor during the warranty period, without LACMTA's prior review and approval, which approval shall not be unreasonably withheld, conditioned or delayed.
12. Section 8.2.1 Insurance Requirements of the MCA is revised to read as follows:
- The Design/Build Contracts (as applicable) shall comply with Section 4.2.3(e) and Schedule "F" of the Property Trust Agreement regarding insurance, except as otherwise agreed by the Parties, and that LACMTA hereby approves that: (i) the Design/Build Contracts may include insurance coverage provided by the Alignment Design/Build Contractor(s) and subcontractors for Phase 2B2 or a Contractor Controlled Insurance Program for Phase 2B, including in this case both Phase 2B1 and Phase 2B2; (ii) deductibles shall not exceed \$5,000,000 without Construction Authority approval; (iii) Operations and Product Liability insurance can be satisfied with project-specific coverage and practice policy in situations

where the aggregate limit is not twice the per occurrence limit; (iv) Railroad Protective Liability insurance shall be provided if required by any railroad as a condition of the railroad's consent for entry; (v) Earthquake insurance shall be provided at Construction Authority's election; (vi) Professional Liability insurance limits shall be not less than \$15,000,000 per claim; (vii) with respect to pre-Construction activities, General Liability insurance limits shall be not less than \$5,000,000 per occurrence and Builder's Risk insurance is not required; and (viii) the Construction Authority shall set the required insurance limits for subcontractors. The insurance language shall be reviewed by LACMTA's Risk Management Department. Any suggested changes shall be submitted to the Construction Authority.

13. The second paragraph of Section 10.5 Notification or Notices is revised to read as follows:

If to LACMTA:

Los Angeles County Metropolitan Transportation Construction Authority
One Gateway Plaza
Los Angeles, California 90012
Attn: Stephanie Wiggins, Chief Executive Officer
Fax: (213) 922-7447

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties have caused this First Amendment to be executed by their duly authorized representatives as of the dates indicated below:

LACMTA:

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By: _____

Stephanie N. Wiggins
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

DAWYN R. HARRISON
County Counsel

By: _____

Joshua Cohen
Senior Deputy County Counsel

Construction Authority:

METRO GOLD LINE FOOTHILL EXTENSION
CONSTRUCTION AUTHORITY

By: _____

Habib F. Balian
Chief Executive Officer

Date: _____

APPROVED AS TO FORM:

Nossaman LLP

By: _____



Metro

GOLD LINE FOOTHILL EXTENSION PHASE 2B

2026-0283, Construction Committee

May 20, 2026

GOLD LINE FOOTHILL EXTENSION PHASE 2B

RECOMMENDATION:

AUTHORIZE execution of Amendment No. 1 to the Master Cooperative Agreement (MCA) between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("LACMTA") to reflect updates to key definitions and terms to ensure alignment with the revised scope and operational requirements for the Metro Gold Line Phase 2B project (Attachment A).

GOLD LINE FOOTHILL EXTENSION PHASE 2B



-  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

BACKGROUND

- > Metro and the Construction Authority executed a Master Cooperative Agreement (MCA) in 2017 establishing project roles, responsibilities, and coordination procedures for the Foothill Gold Line Phase 2B Project.
- > Phase 2B1 (Glendora to Pomona) is complete and operational.
- > The Authority is advancing Phase 2B2 (Pomona to Claremont) using a revised Construction Manager at Risk (CMAR) delivery approach.
- > Amendment No. 1 updates the MCA to align with the revised CMAR delivery structure, oversight responsibilities, testing coordination, work packages, bonding protections, and insurance requirements.

PURPOSE OF MCA AMENDMENT

Amendment No. 1 updates the 2017 Master Cooperative Agreement (MCA) to support implementation of Phase 2B2 under the revised Construction Manager at Risk (CMAR) delivery approach, including:

- Updates to key definitions
- Transition from Design-Build (DB) to CMAR and phased “Work Packages”
- Preservation of Metro oversight authority for CMAR Work Packages
- Clarification of System Integration Testing (SIT-2) responsibilities
- Limits on punch list authority after Substantial Completion
- Updated bonding, security, and insurance requirements

NEXT STEPS

Upon Board approval:

- The Master Cooperative Agreement Amendment will be circulated for execution



Board Report

File #: 2026-0307, File Type: Informational Report

Agenda Number: 15.

CONSTRUCTION COMMITTEE MAY 20, 2026

SUBJECT: K-LINE'S NEW TRACTION POWER SUBSTATION PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life-of-Project (LOP) budget for the K-Line new Traction Power Substation (TPSS) Support project (Project) in the amount of \$38,450,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract and task order modifications, up to the authorized LOP.

ISSUE

A LOP budget for the Project is required to execute contracts and pursue completion of the Project. Establishing the LOP budget after bids are received is based on lessons learned and best management practices regarding establishing final budgets, when adequate information is available. Approval of the LOP at this time is required to meet funding deadlines set by external grant partners and will maintain the Project schedule.

BACKGROUND

Revenue service of the K-Line started in October 2022, which provided a connection between the Aviation Station on the C-Line, the upcoming LAX people-mover, downtown Inglewood, Crenshaw Boulevard, and the MLK Station on the E-Line. The original K-Line design allocated a total of 10 TPSS units for the project. However, during construction of the project, two of these TPSS units, Number 4 and Number 7, were removed and reclassified as future installations. A nominal amount of infrastructure was installed for these future installations.

At present, the K Line operates with 2-car trains at 7-minute headways. This Project is to install the two TPSS units to provide adequate traction power, enabling operations of up to 3-car trains at 5-minute headways.

DISCUSSION

In April 2023, Metro received \$35,161,000 in Transit and Intercity Rail Capital Program (TIRCP) Cycle 6 General Fund New Project Funding to support two additional TPSS units on the K-Line.

The future TPSS unit Number 4 site is located approximately at the intersection of North Cedar Avenue and West Florence Avenue in Inglewood, CA. This site has been graded and is immediately adjacent to the Metro right-of-way. Overlaps are in place on the Overhead Contact System (OCS) in preparation for the new TPSS unit. Further descriptions of the site and its contents are provided in the following sections.

The future TPSS unit Number 7 site is located at the Northeast intersection of West 60th Street and Crenshaw Boulevard. This site has been graded but is separated from the Metro right-of-way by Crenshaw Boulevard. In addition, the overlaps for the OCS are located in a cut, as the tracks descend to the North portal of the UG3 tunnel. As part of the competitive procurement, Metro has required the awardee to procure the two new TPSS units from Siemens Corporation as a single source to maintain uniformity with the other eight existing TPSS units on the K-Lines. Ratings for the various TPSS unit equipment are listed below:

TPSS unit number 4, Utility Voltage: 16.4 kV (source would be Southern California Edison) TPSS unit number 7, Utility Voltage: 34.5 kV (source would be LA Dept. of Water and Power).

DETERMINATION OF SAFETY IMPACT

The installation of two new TPSS units will have a significant safety impact by:

- Providing a more reliable power source, which ensures that trains operate smoothly and reduces the risk of power-related disruptions.
- Enhancing the overall electrical safety of the system, minimizing potential hazards associated with outdated or overloaded power sources.
- Supporting emergency response efforts by ensuring that power is available for critical systems during emergencies, including lighting and communication systems.
- Improving redundancy in the power supply, which increases resilience against power failures that could compromise passenger safety.
- Facilitating more efficient energy distribution, which can lead to faster emergency responses and support for emergency egress routes.

FINANCIAL IMPACT

Funds required for the remainder of FY26 is included in the FY26 budget.

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

Impact to Budget

The sources of funds for the project are identified in Attachment A. The local funds (Proposition A 35%) are eligible for rail operations and capital and may be replaced with available and eligible funds at the time of expenditure.

EQUITY PLATFORM

In 2022, Metro successfully completed the K Line, which is currently operating at limited capacity with longer headways. The purpose of this project is to provide sufficient traction power to support 3-car train operations at 5-minute headways. Communities of color make up the majority of the population in the Project area. Metro has identified a significant portion of this project area as Equity Focus Communities (EFCs). EFCs are identified by three criteria: low-income households earning less than \$75,000 per year, Black, Indigenous, or People of Color populations and households that do not have a car. Consequently, these communities are expected to benefit significantly from the Project, which aims to maximize the K Line's full operational capacity.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, the two new TPSS units support three-car trains and are expected to significantly reduce VMT. This initiative directly supports Metro's systemwide strategy to decrease VMT by investing in platform extensions that will accommodate three-car Metro rail trains. This enhancement is essential for increasing transit capacity, allowing more passengers to travel during peak times and special events.

As part of the Transit and Intercity Rail Capital Program grant process, Metro used the California Air Resources Board Benefits Calculator Tool to analyze VMT for this project as part of Metro's Los Angeles Metro Light Rail CORE Capacity & System Integration grant application Appendix A, *Quantification of Greenhouse Gas & Co-Benefit Criteria Air Pollutant Reductions*. The result of this analysis was that there was no impact, as the item did not exceed any greenhouse gas (GHG) threshold. This impact conclusion is based on GHG reductions of 232,422 metric tons, with over 750 million VMT expected to be reduced over the project's lifetime.

By facilitating increased ridership with two new TPSS units, Metro aims to make public transportation a more appealing option for commuters and event attendees.

Metro's Board-adopted VMT reduction targets build on the successes of current investments, and the platform extensions align seamlessly with those goals.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This action supports the following goals from Metro's Strategic Plan:

- Goal 1 - Provide high-quality mobility options: Supports capacity improvements.
- Goal 2 - Deliver projects on time and on budget: Accelerates project delivery through integrated procurement
- Goal 3 - Enhance safety and security: Addresses voltage concerns related to three car trains.
- Goal 4 - Manage resources responsibly: Ensures fiscal discipline and leverages grant funding effectively.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the establishment of an LOP budget. This is not recommended as the State has a set and tight deadline to spend the grant funding. If the Board does not approve the Recommendation, the following consequences may occur:

- Extensive schedule delays with no assurance of better pricing without significant de-scoping of the Project;
- No guarantee that the current bidders (or any others) will provide better bids in response to future solicitation with the variable market conditions that have been prevalent in recent years;
- Loss of State grant funding.

NEXT STEPS

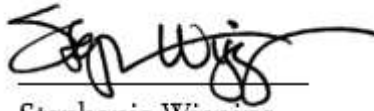
Upon Board approval of the Recommendation, staff will move the Project forward into design and construction.

ATTACHMENT

Attachment A - Funding and Expenditure Plan

Prepared by: Mike Santos, Director, Program Management, 213-922-2362
James Wei, Executive Officer, Program Management
(213) 922-7528
Jay Yoon, Executive Officer, Program Control, (213) 922-7525

Reviewed by: Timothy Lindholm, Chief Program Management Officer
(213) 922-7297
Conan Cheung, Chief Operations Officer (213) 418-3034

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

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A
K LINE TPSS #4 #7
LOP ADOPTION
Funding/Expenditure Plan
(Dollars in Millions)

FULL USE OF TIRCP FUNDING + LOCAL FUNDING

Capital Project No. 204815	Prior Spent	FY26	FY27	FY28	FY29	FY30	TOTAL	% of Total
<i>USES OF FUNDS</i>								
Construction			6.42	12.16	7.00	0.72	26.30	68.4%
Professional Services	0.28	1.10	1.95	1.66	2.50	0.55	8.03	20.9%
Project Contingency						4.13	4.13	12.0%
Total Life of Project Cost:	0.28	1.10	8.37	13.82	9.49	5.39	38.45	100%
<i>SOURCES OF FUNDS</i>								
Transit and Intercity Rail Capital Program (TIRCP)	0.28	1.10	8.37	13.82	9.49	2.10	35.16	91.4%
Proposition A 35% ¹						3.29	3.29	8.6%
Total Life of Project Funding:	0.28	1.10	8.37	13.82	9.49	5.39	38.45	100%

1. Funding sources subject to change based on availability and eligibility of funds at the time of expenditure.

PARTIAL USE OF TIRCP FUNDING + LOCAL FUNDING

Capital Project No. 204815	Prior Spent	FY26	FY27	FY28	FY29	FY30	TOTAL	% of Total
<i>USES OF FUNDS</i>								
Construction			6.42	12.16	7.00	0.72	26.30	68.4%
Professional Services	0.28	1.10	1.95	1.66	2.50	0.55	8.03	20.9%
Project Contingency						4.13	4.13	12.0%
Total Life of Project Cost:	0.28	1.10	8.37	13.82	9.49	5.39	38.45	100%
<i>SOURCES OF FUNDS</i>								
Transit and Intercity Rail Capital Program (TIRCP)	0.28	1.10	8.37				9.74	25.3%
Proposition A 35% ¹				13.82	9.49	5.39	28.71	74.7%
Total Life of Project Funding:	0.28	1.10	8.37	13.82	9.49	5.39	38.45	100%

1. Funding sources subject to change based on availability and eligibility of funds at the time of expenditure.

K-LINE'S NEW TRACTION POWER SUBSTATION (TPSS)



Metro

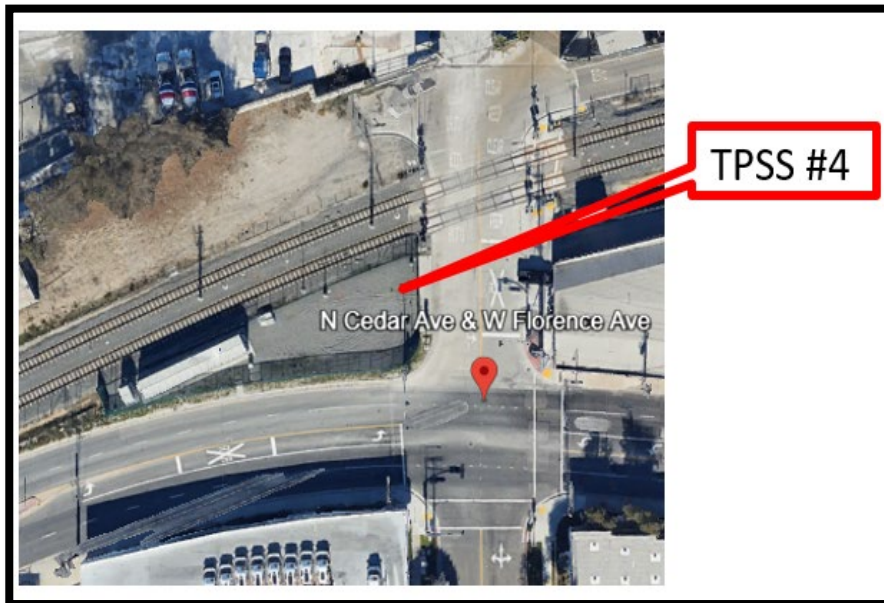
Note: The image above represents a typical TPSS structure.
The actual appearance of the installed TPSS may vary.

K-LINE'S NEW TRACTION POWER SUBSTATION (TPSS)



RECOMMENDATION

- A. ESTABLISHING a Life-of-Project (LOP) budget for the K-Line's two (2) new Traction Power Substations (TPSS) support project (Project) in the amount of \$38,450,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract and task order modifications, up to the authorized LOP.



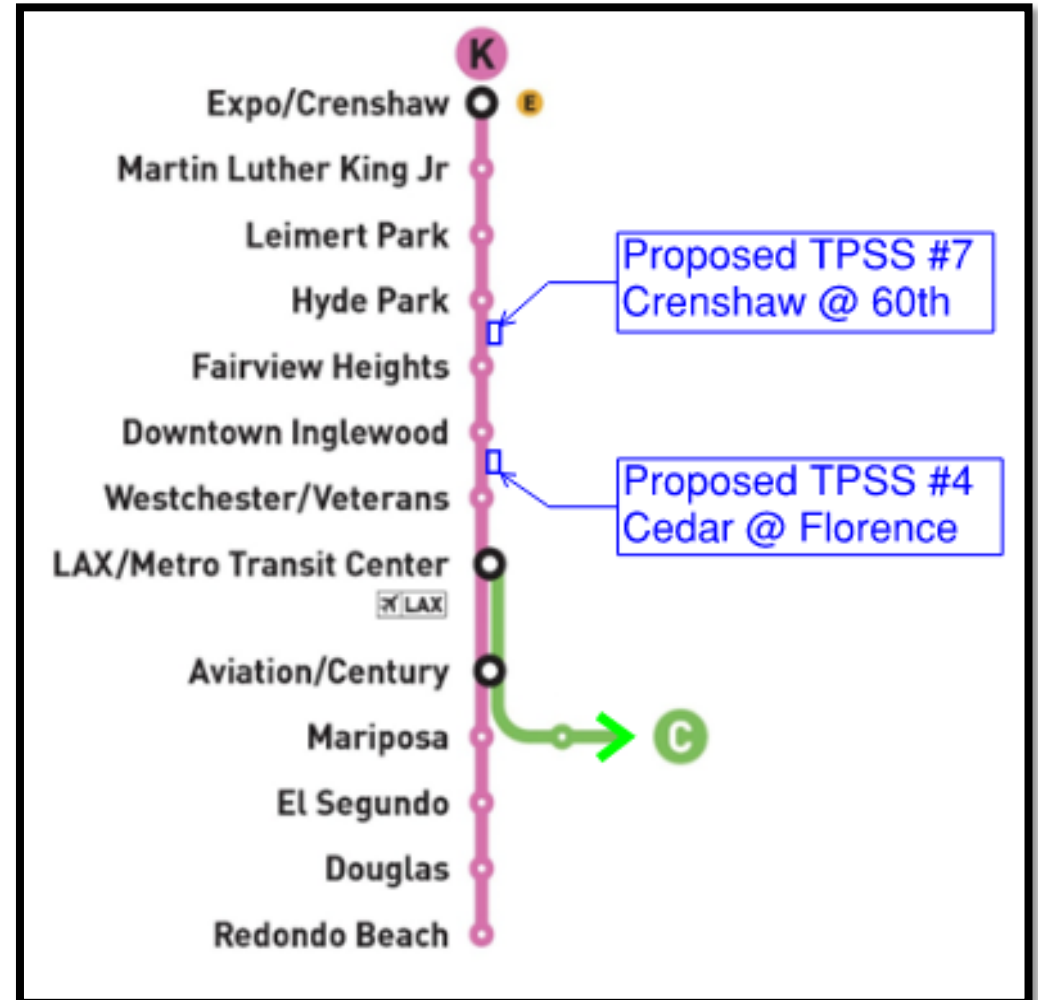
K-LINE'S NEW TRACTION POWER SUBSTATION (TPSS)



BACKGROUND

Revenue service of the K-Line started in October 2022, which provided a connection between the Aviation Station on the C-Line, the upcoming LAX people-mover, downtown Inglewood, Crenshaw Boulevard, and the MLK Station on the E-Line.

At present, the K Line operates with 2-car trains at 7-minute headways, powered by eight (8) TPSS units. This Project is to install an additional two (2) TPSS units to provide adequate traction power, enabling operations of up to **3-car trains at 5-minute headways**.



K-LINE'S NEW TRACTION POWER SUBSTATION (TPSS)



NEXT STEPS

Following Board approval of the recommendation, staff will finalize the procurement process for the design-build team and award the construction contract.

**Board Report**

File #: 2025-1057, **File Type:** Motion / Motion Response**Agenda Number:** 16.

**CONSTRUCTION COMMITTEE
MAY 20, 2026****SUBJECT: SOUTHBOUND INTERSTATE 605/BEVERLY BOULEVARD INTERCHANGE
IMPROVEMENTS PROJECT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute:

- A. Amendment 1 to Caltrans Design Cooperative (COOP) Agreement 5147 to reallocate \$845,000 in funding, to transition the I-605 Beverly Boulevard Improvement Project to Caltrans;
- B. Construction Cooperative Agreement 5355 with Caltrans to replace existing Construction Cooperative Agreement 5276. Construction COOP agreement 5355 identifies \$5,991,000 in funding for Caltrans Construction Support, and \$34,496,120 in funding for the estimated capital cost. This COOP is necessary to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans;
- C. Contract Modification No. 1 to Contract No. AE119748000 with David Evans and Associates Inc. (DEA) in the amount of \$693,970 increasing the contract value from \$499,178 to \$1,193,148 to finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026 to December 31, 2030; and
- D. Any documents and agreements that are required for delivery of the I-605 Beverly Boulevard Improvements Project.

ISSUE

In 2025, Metro, in consultation with Caltrans, decided to transfer the construction responsibilities of the I-605 Beverly Interchange Improvements Project (South Bound) to Caltrans. This shift in responsibility will allow Metro to prioritize work that is focused on its core mission of planning, developing, and implementing transit improvement projects throughout Los Angeles County. Caltrans, as the owner and operator of the State Highway System, is best suited to manage the construction phase of the Project and ensure compliance with all applicable freeway construction standards, with funding oversight from Metro.

Metro, in collaboration with Caltrans, is leading the development of Measure R I-605 “Hot Spots” highway improvement projects. This contract transfer to Caltrans will enable Caltrans to complete the project report and PS&E for the proposed improvements to Southbound (SB) Interstate 605 (I-605)/Beverly Boulevard Interchange Improvements in the cities of Pico Rivera and Whittier and unincorporated Los Angeles County.

BACKGROUND

The Board designated \$590 million in Measure R funds in October 2009, for the “Hot Spots” congestion relief improvements along the I-605, SR-91 and I-405 Corridors in the Gateway Cities sub-region. In March 2013, Metro completed a feasibility study of I-605 and crossing corridors (I-405, SR-91, I-105, I-5, and SR-60) to identify congestion “Hot Spots” and develop preliminary improvement concepts.

One of the identified congestion Hot Spots was the I-605/I-5 Interchange, which includes this project. Metro completed a Project Study Report/Project Development Support (PSR/PDS) for the I-605/I-5 Interchange area in July 2014. The PSR/PDS is an initial scoping and resourcing document that identifies the transportation deficiencies, major elements that should be investigated, and the resources needed to complete the preliminary engineering and environmental process. While Metro/Caltrans prepared a corridor-level environmental document for I-605 (between I-105 and I-10), smaller scale early action projects were identified and advanced independently.

The SB I-605/Beverly Boulevard Interchange early action project includes reconfiguration of part of the interchange for improved operation. Caltrans is the lead agency for NEPA/CEQA compliance and prepared the environmental document and the required clearances.

Metro and Caltrans entered into a Design COOP Agreement 5147 on May 18, 2018, to define the roles and responsibilities for the project. Amendment 1 for Design COOP Agreement 5147 has been drafted to transfer the construction phase of the Project to Caltrans. Board approval is needed to execute the COOP agreement amendment.

Metro and Caltrans entered into a Construction COOP Agreement 5276 on March 7, 2023 to define the roles and responsibilities for the project. Construction COOP Agreement 5355 has been drafted to replace COOP Agreement 5276 and transfer the construction phase of the Project to Caltrans. Board approval is needed to execute the COOP agreement.

In July 2024, Metro awarded a contract for design support services during construction to DEA, previously known as Civil Works Engineering, for the I-605 Beverly Blvd. Interchange Project in the amount of \$499,178. To complete the PS&E package for the construction handoff to Caltrans and to maintain the Engineer of Record, DEA’s contract must be modified.

To deliver the project, Metro will finalize and execute all necessary agreements, including those with onboard consultants and the Engineer of Record, DEA for completion of the project design updates, design support during bidding/ advertisement, design support during construction, and Caltrans coordination.

DISCUSSION

The I-605 Beverly Boulevard Improvements Project will construct new and realigned ramps along southbound I-605 at Beverly Boulevard, covering approximately 0.5 miles (Attachment A). The project focuses on enhancing safety, mobility, and operational efficiency at the Beverly Boulevard interchange by reconfiguring both the on- and off-ramps.

Currently, the interchange suffers from limited transition distance between ramps, contributing to congestion, driver confusion, and a higher-than-average accident rate of 1.58 (compared to the statewide average of 1.01). The project will simplify ramp geometry, meet standard deceleration requirements, introduce a dedicated right-turn lane, and reduce vehicle queuing conflicts at the intersection.

The planned improvements include a modified diamond interchange configuration with a southbound loop on-ramp and a retaining wall adjacent to the western right-of-way line near the Union Pacific Railroad and a privately owned parcel. A new 500-foot freeway sound wall will be installed near the southbound off-ramp to mitigate noise impacts on nearby residents. Drainage systems will also be upgraded to enhance stormwater management.

The project aligns with Metro's Objectives for Multimodal Highway Investment (June 2022), and supports goals related to mobility, safety, economic access, and multimodal integration. Pedestrian and local access improvements include:

- A newly constructed intersection at Beverly Boulevard, enabling westbound movement from the southbound off-ramp.
- Traffic signal optimization to improve flow at the I-605/Beverly Boulevard interchange.
- High-visibility crosswalks, updated traffic striping, and pavement markers to enhance safety.
- Yellow signal backplate borders for improved visibility at four intersections.
- ADA-compliant curb ramps at six locations.
- Enhanced pavement striping, upgraded from 4-inch to Caltrans-standard 6-inch widths.
- Widened sidewalks at five locations, including all four quadrants of the Beverly Boulevard intersection and the northeast side near Pioneer Boulevard.
- Stormwater filtration improvements, including new bioswales and basins.

The project does not require any residential or business displacements or property acquisitions.

Metro and Caltrans have engaged in ongoing partnership sessions to support planning, design, and procurement efforts, including a comprehensive contract review and constructability review. With the above activities completed, Metro and Caltrans have agreed to transition the construction phase to Caltrans.

Delivery of the project will be carried out through a cooperative agreement between Caltrans and Metro. Caltrans will be designated as the Local Agency responsible for advertising, awarding, and administering the contract. The project is funded through a combination of federal and Metro local

sources. Metro is managing the project budget and will identify additional funding if needed.

Cooperative Agreements

The Design COOP Agreement Amendment, Construction COOP Agreement, and recommended contract modification, will fund the additional Caltrans support cost and professional services and oversight needed for Metro to transfer the I-605 Beverly Boulevard Interchange Project to Caltrans for construction. This shift aligns Caltrans' statutory role in freeway construction and allows Metro to focus on its core transit mission while leveraging Caltrans' expertise to deliver the project.

Amendment 1 to Design COOP Agreement 5147 will reallocate \$845,000 in funding to transition the I-605 Beverly Boulevard Improvement Project to Caltrans.

Construction COOP Agreement 5355 will replace Construction COOP Agreement 5276 and identifies \$5,991,000 in funding for Caltrans Construction Support and \$34,496,120 in funding for the estimated capital cost, to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans

Design Support Services Agreement

Metro executed a sole source contract for Design Support Services during construction with DEA on July 29, 2024, for the I-605 Beverly Blvd. Interchange Project. The Contract Modification to Contract No. A119748000 with DEA will add \$693,970 in funding, increasing the contract value from \$499,178 to \$1,193,148 to finalize the PS&E package for construction, provide additional design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026, to December 31, 2030 (Attachment C).

Life of Project (LOP) Budget

A LOP budget for the Project will eventually be required to execute contracts and pursue completion of the Project after design updates and bidding has been completed. Establishing the LOP budget after bids are received is based on lessons learned and best practices regarding establishing final budgets, when adequate information (such as the receipt and validation of responsiveness of hard bids) is available. Staff will request board approval for an LOP once the construction bids have been received.

DETERMINATION OF SAFETY IMPACT

The proposed action has no known adverse impacts on the safety of Metro's patrons, employees or users of the facility. Caltrans' highway safety standards will be adhered to in the design of the proposed improvements. Any exceptions to the standards will be incorporated in accordance with Caltrans and Federal Highway Administration (FHWA) procedures.

FINANCIAL IMPACT

This action will have no impact to the FY26 budget, as the I-605 Beverly Blvd project (460345) has an adopted FY26 annual budget of \$4,925,000 in Cost Center 8510. Since this is a multi-year project, the Project Manager, Sr Executive Officer, and Project staff will be responsible for budgeting the remaining costs of the Project in future fiscal years.

The Project Team will return to the Board to request a LOP budget after bids are received and reviewed by Caltrans.

Impact to Budget

The source of funds for the Design COOP (\$845,000) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the Caltrans Construction Support (\$5,991,000) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the Caltrans Construction COOP (\$34,496,120) will be \$16,976,220 in Highway Infrastructure Program (HIP) funding with the remainder Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses.

The source of funds for the DEA PS&E and DSDC (\$693,970) will be Measure R Highway Capital (20%) Funds. These funds are not eligible for bus and rail (transit) capital and operations expenses

EQUITY PLATFORM

While the Project area is located within Equity Focus Communities (EFCs), implementation of the Project will not result in the displacement of or other negative impacts to disadvantaged or low-income communities. The Project is designed to provide regional benefits that may improve conditions. As there is no equity impact associated with Caltrans leading the construction phase, the project design remains unchanged.

The SB I-605 Beverly Interchange Improvement Project (Project) is part of the I-605 Early Action Projects. As part of the I-605 Hot Spots Program, I-605 Early Action Projects focus on short-term needs on the freeway. The Project was chosen due to the higher-than-state accident data and because the proposed Project will be all within Caltrans's right of way, no relocations are necessary. The Project is designed to help ease congestion, enhance mobility, improve public safety, and improve regional traffic flow affecting communities adjacent to the 605 freeway. Beverly Boulevard is on the Southbound I-605 Freeway in the Cities of Whittier and Pico Rivera.

While Metro remains committed to encouraging mode shift or carpooling when feasible, the primary mode of transportation for the residents of these cities is commuting by car. The primary transportation means used by Pico Rivera residents to get to work is by car, truck, or van, with approximately 88 percent of residents taking this form of transportation. Of those commuters taking a car, truck, or van, almost 77 percent drive alone. Approximately 3.4 percent of commuters take public transportation, approximately 2.2 percent walk, and approximately 1.2 percent choose other means. Almost 4 percent of employed residents in Pico Rivera do not have a commute because they work from home. Among those who commuted to work, it took them an average of 30 minutes to get to work. (Pico Rivera City Demographic Website

<https://properties.zoomprospector.com/lacounty/community/Pico-Rivera-California/0656924/demographics>

<https://www.pico-rivera.org/depts/ced/ed/demographics.asp>).

During the environmental phase of the Project, letters were sent to the community in English and Spanish requesting comment on the environmental document, newspaper posting were also published requesting public comment. During the environmental phase community impacts were accessed and disclosed. Public comments about bike lanes were taken into consideration and the Project will allow for future bike lanes to be built. Disaggregated demographic data was used to guide outreach during the environmental phase and will continue for future construction phases.

Caltrans will advertise, award, and administer the construction contract and will incorporate “Local Hiring Reimbursement” provisions into the contract. These provisions offer partial reimbursement to contractors who employ workers residing in designated qualifying zip codes within a 50-mile radius of the project site. Eligible zip codes will be identified based on demonstrated economic disparities relative to surrounding areas and national benchmarks.

VEHICLE MILES TRAVELED OUTCOME

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

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

The project aligns with Metro’s Objectives for Multimodal Highway Investment (June 2022), and supports goals related to mobility, safety, economic access, and multimodal integration and taken together they will likely decrease VMT in LA County. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives. 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

The Project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility for the Southbound 605 Beverly Interchange Improvements Project
2. Transform LA County through regional collaboration by partnering with the Gateway Cities Council of Governments and Caltrans to identify the needed improvements on State highways

and take the lead in development and implementation of highway improvement projects.

Also, the Project supports Metro's Objectives for Multimodal Highway Investment to:

1. Advance the mobility needs of people and goods within LA County by developing projects and programs that support traffic mobility and enhanced safety, economic vitality, equitable impacts, access to opportunity, regional sustainability, and resilience for affected local communities.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff recommendations. This alternative is not recommended at this time, as Metro will have to lead and deliver the construction phase of the project, delay design updates, and divert Metro resources from Metro priority projects. The delay in delivering the project will incur additional capital and support costs.

NEXT STEPS

Upon Board approval, staff will execute the Design COOP agreement amendment, Construction COOP Agreement, and execute Modification No. 1 to Contract No. AE119748000 with DEA, to finalize the PS&E package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026, to December 31, 2030.

ATTACHMENTS

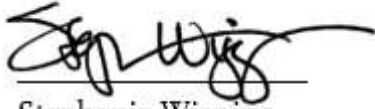
- Attachment A - Project Location Map
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - DEOD Summary

Prepared by:

Michael Tahan, Deputy Executive Officer, Project Management (213) 922-4756
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Mat Antonelli, Deputy Chief Program Management Officer, Project Delivery Team (213) 893-7114
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (213) 922-4471

Reviewed by:

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

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

Stephanie Wiggins
Chief Executive Officer

Southbound Interstate 605/Beverly Boulevard Interchange Improvements Project

Study Area



PROCUREMENT SUMMARY

**DESIGN SUPPORT SERVICES DURING CONSTRUCTION
FOR I-605 BEVERLY BOULEVARD/ AE119748000**

1.	Contract Number: AE119748000		
2.	Contractor: David Evans and Associates, Inc.		
3.	Mod. Work Description: Finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance through 12/31/30.		
4.	Contract Work Description: Design Support Services During Construction for I-605 Beverly Boulevard		
5.	The following data is current as of: 3/10/2026		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	7/19/2024	Contract Award Amount: \$499,178
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0
	Original Complete Date:	11/28/2026	Pending Modifications (including this action): \$693,970
	Current Est. Complete Date:	12/31/2030	Current Contract Value (with this action): \$1,193,148
7.	Contract Administrator: Andrew Conriquez		Telephone Number: (213) 922-3528
8.	Project Manager: Michael Tahan		Telephone Number: (213) 922-4756

A. Procurement Background

This Board Action is to approve Modification No. 1 issued to finalize the PS&E package for construction and provide design support services during the bidding and construction phase. This Modification will also extend the period of performance from November 28, 2026, to December 31, 2030.

This Contract Modification will be processed in accordance with Metro’s Acquisition Policy, and the contract type is a firm fixed unit rate.

In July 2024, Metro awarded a 28-month contract to David Evans and Associates, Inc. for design support services during construction for I-605 Beverly Boulevard.

No modifications have been issued to date.

Refer to Attachment C – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based upon a technical analysis, Independent Cost Estimate (ICE), and cost analysis.

Proposal Amount	Metro ICE	Recommended Amount
\$693,970	\$700,946	\$693,970

CONTRACT MODIFICATION/CHANGE ORDER LOG

DESIGN SUPPORT SERVICES DURING CONSTRUCTION
FOR I-605 BEVERLY BOULEVARD / AE119748000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Finalize the PS&E package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from 11/28/26 through 12/31/30.	Pending	Pending	\$693,970
	Modification Total:			\$693,970
	Original Contract:		7/19/24	\$499,178
	Total:			\$1,193,148

DEOD SUMMARY

DESIGN SUPPORT SERVICES DURING CONSTRUCTION
FOR I-605 BEVERLY BOULEVARD / AE119748000**A. Small Business Participation**

At the time this was solicited, the Diversity & Economic Opportunity Department did not establish a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal. David Evans and Associates Inc. did not make a commitment and is expected to continue to perform the work with its own workforces.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

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



SOUTHBOUND INTERSTATE 605/BEVERLY BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT

Authorize Contract Modification

File # 2025-1057

Construction Committee May 20, 2026



Staff Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to execute:

- A. Amendment 1 to Caltrans Design Cooperative (COOP) Agreement 5147 to reallocate \$845,000 in funding, to transition the I-605 Beverly Boulevard Improvement Project to Caltrans;
- B. Construction Cooperative Agreement 5355 with Caltrans to replace existing Construction Cooperative Agreement 5276. Construction COOP agreement 5355 identifies \$5,991,000 in funding for Caltrans Construction Support, and \$34,496,120 in funding for the estimated capital cost. This COOP is necessary to transition the I-605 Beverly Boulevard Improvement Project Construction Phase to Caltrans;
- C. Contract Modification No. 1 to Contract No. AE119748000 with David Evans and Associates Inc. (DEA) in the amount of \$693,970 increasing the contract value from \$499,178 to \$1,193,148 to finalize the Plans, Specifications, and Estimates (PS&E) package for construction, provide design support services during the bidding and construction phase, and extend the period of performance from November 28, 2026 to December 31, 2030; and
- D. Any documents and agreements that are required for delivery of the I-605 Beverly Boulevard Improvements Project



Project Benefits

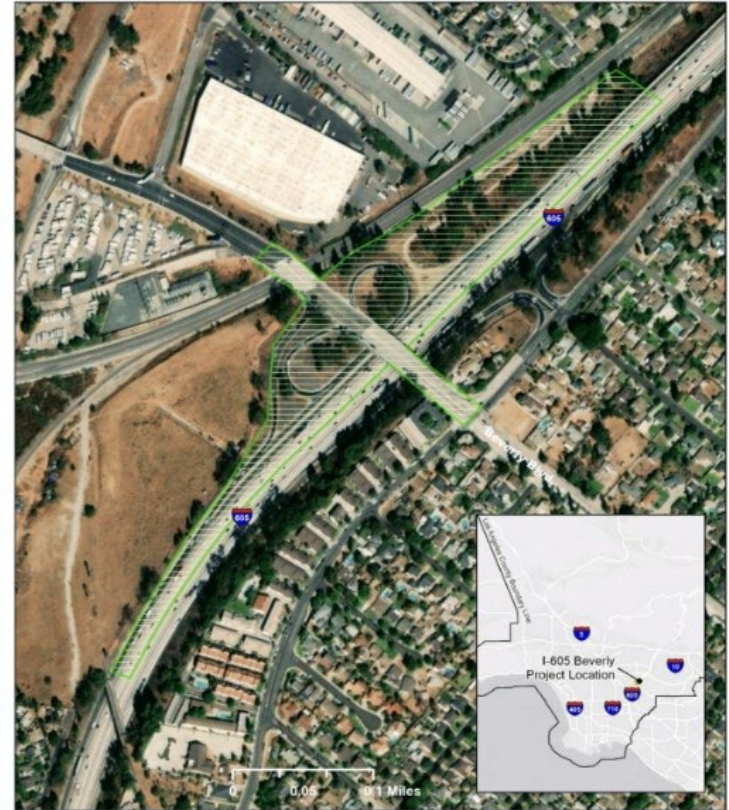
- **Improves safety** at the ramps, mainline, and on Beverly Bl and **reduces the likelihood of accidents**:
 - The existing ramps & interchange have a higher-than-average accident rate, greater than the statewide average.
- **Delivers a new 500 ft sound wall** near SB I-605 Beverly Bl off-ramp that mitigates impacts to residents
- **Creates safe access** by providing eastbound & westbound movements at the interchange
- **Improves freeway operations** by removing the short transition between existing on & off-ramps
- **Improves pedestrian access** at the intersection of the Beverly Bl ramps
- **Drainage improvements** to upgrade existing infrastructure
- Replaces the existing loop ramps **with new and realigned on & off-ramps**
- Proposes to **ease congestion** and **reduce lane merging conflicts**




I-605 Beverly Improvements

> Project work activities to be constructed include:

- Ramp construction and reconfiguration
- 500 LF of new sound/retaining wall construction
- New landscaping and drainage systems
- New intersection at Beverly Bl, traffic striping, pavement markers and a traffic signal optimization system
- New high-visibility crosswalks, ADA ramps and wider sidewalks
- New overhead sign installation
- Yellow border added to four traffic signals for improved visibility
- Stormwater filtration improvements, includes bioswale and basin



 SB I-605: PM R14.1/R14.6
EA 07-34140

 SB I-605 Beverly Project Vicinity

Next Steps

Metro & Caltrans

Pending Board Approval on May 28, 2026:

- Execute the design COOP agreement amendment
- Execute the construction COOP agreement

Metro

- Execute contract modification No. 1 to AE119748000 for DEA

Caltrans

- Ready To List (RTL) Anticipated in July/August 2026
- Advertise for Bids in September/October 2026
- Start Construction January/February 2027
- Complete Construction May/June 2028





Board Report

File #: 2026-0208, File Type: Informational Report

Agenda Number: 17.

CONSTRUCTION COMMITTEE MAY 20, 2026

SUBJECT: FISCAL YEAR 2027 PROGRAM MANAGEMENT ANNUAL PROGRAM EVALUATION

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE this report summarizing the FY27 Program Management Annual Program Evaluation (Attachment A).

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. This report summarizes the results of the FY27 APE review performed by Program Management, Program Controls, and Countywide Planning and Development departments, with additional participation from Operations.

BACKGROUND

The Annual Program Evaluation initiative began in 2016 to provide consistent yearly evaluation of Metro's capital program. Metro is responsible for delivery of one of the largest transportation infrastructure programs in the country, and the APE provides current information and transparency into the performance of capital projects. The APE is a project management tool summarizing a variety of initiatives to improve cost and schedule certainty, current trends, and provides the Board with the current status of the various project budgets through completion.

The APE aligns with Program Management'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 projects. Planning projects anticipated to transition to design and construction during fiscal year 2027 are also included.

DISCUSSION

Findings

The Program Management Department is responsible for a diverse portfolio of transportation infrastructure projects. The APE report is primarily focused on existing projects estimated at \$5 million or greater, new projects that will carry-over through FY27, and projects which are anticipated to transition from planning to implementation during FY27. The total value of projects in development and implementation decreased slightly from \$33.7-\$35.9 billion in FY26 to \$32.4-\$34.9 billion in FY27. In addition, three additional projects are nearing transition from Planning to Implementation phase, which are currently estimated at \$11.9-\$13.3 billion. The FY27 Program Management APE presentation in Attachment A includes a complete project listing. The list of projects is grouped into the following categories:

- Major 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/Preconstruction budget development
- Projects in development/shovel ready
- Projects in closeout
- Capital Projects - Planning to Implementation

With the significant number and size of Program Management projects and the aggressive 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. These challenges are further exacerbated by risks in the infrastructure marketplace including workforce constraints, cost escalation, and the fluctuating price of construction materials. As summarized in the attached report, Staff continue to complete and implement several strategic initiatives to improve planning, consistency, transparency, risk management, and discipline to project delivery. These strategic initiatives are complementary and performed in conjunction with the Early Intervention Team (EIT) to benefit from this proactive agency-wide engagement at significant stages of project development.

In addition, many initiatives have been continuously implemented to foster improvement, such as:

- Staff consultant ratio - Program Management has established an aspirational consultant to staff ratio and created a tracking system across all projects; however, reaching the 50/50 goal will be an on-going effort for all current and future PM projects.
- New Recruitment Strategies - Partnering with Chief People Office, aggressive recruitment for high value positions, securing new talent to grow our own future PMs, salary study specific to PM this FY.
- Deliver Progressive Design Build (PDB) and Construction Manager/General Contractor (CM/GC) projects - the alternative delivery process/procedure manuals and training is complete; however, delivering PDB and CMGC projects are progressing and will remain an on-going effort.
- Third Party and Utilities - Implementing new Master Cooperative Agreements (MCA) with City of LA, implementing and executing new MCA's for other Cities in transit corridors (e.g. SEGL, ESP2, Noho to Pasadena), pursuing utility cooperative agreements with LADWP and SCE, City of LA Executive Directive 16 for Olympics projects, and self-permitting initiatives.

- Professional Services Soft Costs - Monitor, control, and reduce professional services costs as a percentage of the construction cost
- EIT - Continue to use the Early Intervention Team framework to ensure proactive agency-wide collaboration, issue resolution and readiness at key stage gates early in the project lifecycle.

Considerations

2026 Construction Market Outlook

Building on major milestones achieved in 2025, which included the openings of the LAX/Metro Transit Center, Foothill Gold Line Extension Phase 2B to Pomona, and Rail to Rail Active Transportation Corridor, Metro continues to advance the delivery of its bold and ambitious Measure M and R capital programs. This progress is occurring against a backdrop of heightened regional, national, and global volatility.

Los Angeles County remains in recovery from the Eaton and Palisades wildfires, while evolving federal tariff policies have injected significant uncertainty into construction material supply chains. Concurrently, escalating geopolitical tensions are affecting global energy markets, shipping routes, and material lead times. These forces compound longstanding market pressures that have persisted since the passage of Measure M in 2016, including rising capital costs, inflation, supply chain fragility, constrained real estate availability, and sustained demand for skilled construction labor.

To assess the implications of these conditions on Metro's capital delivery program, a 2026 Construction Market Analysis was prepared. The analysis included a focused evaluation of market drivers affecting labor availability, material pricing, contractor bidding behavior, and escalation assumptions, with the goal of supporting informed fiscal management and timely project delivery. Key findings include:

- Federal Trade and Tariff Impacts: Expanded and volatile tariffs on steel, aluminum, copper, lumber, and derivative products are driving material price uncertainty and increasing risk premiums in contractor bids.
- Labor Market Constraints: The construction industry continues to face a persistent skilled labor shortage driven by an aging workforce, slower employment growth, and strict immigration policies. Broader labor constraints across the entire construction sector may indirectly affect labor availability and pricing for transportation projects.
- Escalation and Bidding Dynamics: Contractors are increasingly pricing risk into bids in response to market volatility, resulting in escalation exceeding historical norms in recent years. The report recommends higher escalation assumptions in estimating to reflect these market conditions.

In response to these challenges, the analysis outlined strategic actions for Metro, including continued use of collaborative delivery methods, enhanced cost estimating and market monitoring practices, streamlined permitting and interagency coordination, and proactive contract strategies to manage price volatility. Collectively, these measures are intended to help Metro navigate a complex and evolving construction market while maintaining progress on critical transportation investments for Los Angeles County. Key findings of this analysis are summarized in Attachment A.

Alternative Delivery Projects Update

The Alternative Delivery Process/Procedure (ADP) Manuals version 2, for PDB and CM/GC contracts are currently in process, with associated training implemented and ongoing. Eight alternative delivery contracts have been awarded, with the G-Line and I-105 ExpressLanes fully negotiated and under construction, ESFV and the NoHo to Pasadena projects nearing final negotiation and initiating early construction, and Southeast Gateway Line and Link US are early in the preconstruction processes. A new project delivery selection procedure has been adopted and is actively in use. For the Sepulveda Transit Corridor, Program Management continues to support Planning efforts in advancing engineering design and exploring innovative financing mechanisms in coordination with the Project Development Agreement team. Looking ahead, delivery selection for Eastside Phase 2 and the K Line to Torrance will be completed this year, with those contracts expected to come to market in FY27.

Overall, alternative delivery contracts have yielded positive results, with eight procurements completed and all exhibiting generally positive outcomes. Key areas of improvement include streamlining processes to reduce the time required to reach a firm fixed price. Additionally, significant challenges remain as contractor pricing, construction materials, labor, production rates, and risk values have consistently exceeded Independent Cost Estimates, making negotiations more difficult. In response, staff are preparing Version 2 of the manual to incorporate lessons learned. Positive trends include a Project First mentality amongst the Metro project team, consultants, and contractors, strong partnerships, early contractor involvement for value engineering, favorable procurement results, improved visibility and access to cost drivers, and active bilateral executive engagement. Looking ahead to FY27, the focus will be on maintaining partnerships and commitments while completing construction on I-105 and the G-Line, finalizing successful price negotiations, initiating construction on ESFV, Noho, SEGL, Vermont, Link US, and D7/D18 ZEB, and awarding contracts for ESP2, 2028 Games project, and the K Line to Torrance project.

EQUITY PLATFORM

All of the capital projects have project-specific community engagement activities and equity impacts. The projects have been grouped and assessed under five 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, , all of the projects intend to improve access to key opportunities at essential destinations, such as jobs, health care, school, and neighborhood amenities, via high-quality transit.

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.

Infrastructure Capital

Infrastructure maintenance and improvements, such as the Division 20 Portal Widening Turnback, 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 will 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, such as I-5 North County Enhancement Project and I-105 Express Lanes, will 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.

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Although the Highway projects and Express lanes 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

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 FY27 Budget process for Board approval. Project managers will work to deliver projects safely, on time, and within the Board-approved budgets. Quarterly project updates will continue to be provided to the Board throughout the year. Projects identified in this APE requiring LOP adjustments will return to the Board for a request for approval as necessary. In addition, staff will continue to pursue continuous improvement initiatives.

ATTACHMENT

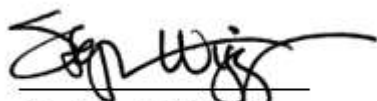
Attachment A - FY27 Annual Program Evaluation

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May 2026



**FISCAL YEAR 2027
ANNUAL PROGRAM EVALUATION (APE)**



FY27 Annual Program Evaluation

- Capital program continues to grow – while we are completing significant projects, we are also moving new projects into construction and preparing for the next phase of projects transitioning from planning to implementation.
- Focus on strategically growing our team to deliver these projects, with sound training in our strategic initiatives, and new procedures, specifications, and contract documents.
- Continuing to lean in on early involvement and new contracting mechanisms to provide more certainty on cost and schedule with less conflict.
- Maintaining a program-wide posture of learning lessons, new initiatives, and continuous improvement.

FY27 Continuous Improvement

Since FY24, strategic initiatives and mitigation measures consistent with the OIG Construction Best Practices report have been completed and implemented. In addition, many initiatives are successfully established and will be maintained to foster continuous improvements, such as:

- ✓ **Staff/Consultant Ratio** – Program Management has established an aspirational consultant to staff ratio and created a tracking system across all projects; however, reaching the 50/50 goal will be an on-going effort for all current and future PM projects.
- ✓ **New Recruitment Strategies** – Partnering with Chief People Office, aggressive recruitment for high value positions, securing new talent to grow our own future PMs, salary study specific to PM this FY.
- ✓ **Deliver PDB and CMGC projects** – The Alternative Project Delivery manual and training is complete, delivery of PDB and CMGC projects is progressing and will remain an on-going effort to improve outcomes.
- ✓ **Third Party/Utilities** – Implementing new MCA with City of LA, implementing and executing new MCA's for other Cities in transit corridors (e.g. SEGL, ESP2, Noho to Pasadena), pursuing utility cooperative agreements with LADWP and SCE, City of LA Executive Directive 16 for Olympics project, self permitting initiatives.
- ✓ **Professional Services Soft Costs** – monitor, control, reduce professional services costs as a percentage of the construction cost.
- ✓ **EIT** – Continue to use Early Intervention Team framework to ensure proactive agency-wide collaboration, issue resolution and readiness checks at stage gates early in the project cycle.

2026 Construction Market Analysis

Material Pricing Trends

Prices for construction materials have been volatile over the past year due to new tariffs and geopolitical conditions.

- Tariffs
 - Contributed to several price hikes in 2025 including steel, aluminum, copper and lumber
- Geopolitical Conditions
 - Blocked shipping routes are extending lead times and increasing project costs
 - Oil prices increased significantly in response to the ongoing conflict
- Trends
 - Material prices increased 3.1% in February 2026
 - Increases in raw material costs and transportation costs will likely continue to drive cost inflation

PRICE FORECAST	2026	2027	2028
			
	33% <i>percent change in last 12 months</i>	19% <i>percent change in last 6 months</i>	3% <i>percent change in last month</i>



Source: *Producer Price Index by Industry: Aluminum Sheet, Plate, and Foil Manufacturing (2026)*.⁶³

2026 Construction Market Analysis

Workforce Trends

Number of US construction workers grew slower in 2025 compared to recent years, while job openings were slow to begin the year.

- Employment and hiring trends
 - Nationally, hiring slowed down in 2025, with the fewest number of construction workers hired since 2016
 - Though the national workforce is growing slowly, California's construction workforce is contracting
 - Contractors have maintained a cautious attitude toward adding a significant number of workers in the face of economic uncertainties

2025 EMPLOYMENT TRENDS

National

Construction Employment	8.27M
Annual % Change	+1.7%
Workforce Unemployment	4.3%
Construction Unemployment	4.6%

California

Construction Employment	0.89M
Annual % Change	-1.6%

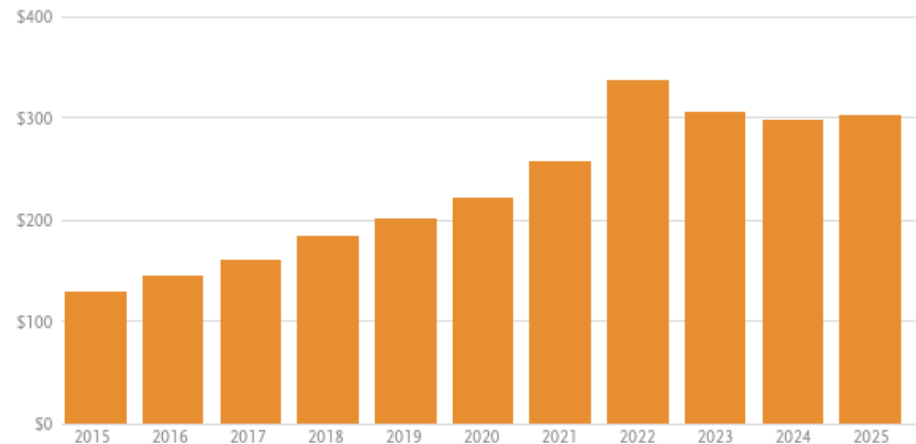
2026 Construction Market Analysis

Real Estate Market Overview

Limited availability and high values for land impact Metro's ability to acquire and lease property for construction projects.

- Los Angeles market conditions
 - State continues to emphasize infill development, industrial land stewardship and transit-oriented housing growth
- Los Angeles market conditions
 - Land values continue to rise (3.3% in 2024)
 - Industrial land availability improved, but are triple what they were 10 years ago

Average Sales Price per Square Foot



Source: Market Trends Los Angeles Industrial (2025).⁶⁹

2026 Construction Market Analysis

Current Bidding Landscape

Slowing construction activity resulted in more competition in 2025, but new volatility in the market will cause contractors to price risk exposure in their 2026 bids.

- Bid Analysis from publicly available transportation infrastructure bids in 2025
 - Projects were more likely to have multiple bidders due to slower construction spending
 - Bids prices were closer to the independent cost estimates
 - The percent of projects with at least 5 bids nearly doubled
 - Limited pool of prime general contractors for alternative delivery megaprojects

2025 BID ANALYSIS

3

Avg # of bidders
per project

44%

Percentage of bids
over the
independent
estimate

9%

Projects with only
a single bid

27%

Proportion of
projects with 5+
bidders

Construction Market Outlook: 2026 and Beyond



Federal Policies/Tariffs

- Tariffs will increase prices and strain supply
 - Funding decrease has limited construction spending
-



Wildfire Recovery

- Potential for regional challenges due to increased demand and prices (e.g., trucking, fiber optics, lumber, utilities)
-



Workforce/Labor Demand

- Wages increasing
 - Construction hiring is slowing
 - Declining construction workforce in California
-



Material Costs

- Supply chain disruptions due to geopolitical conflicts
 - Prices for construction materials to remain volatile
-

Construction Market Outlook: 2026 and Beyond



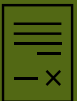
Contractor Bidding

- Slowing construction spending creating more competition
- Contractor sensitivity around risks and costs increasing, sensitivity to losses



Cost Escalation

- Increases in raw material costs and transportation costs to drive cost inflation
- For estimates, consider implementing 5% escalation in 2026, and 5% in 2027



Contract Terms and Conditions

- Contractor's sensitive to risk, choosy with pursuits
- Traditional delivery on megaprojects difficult to bond
- Alternative delivery arrangements with negotiated conditions, escalation clauses, and shared risk preferred

Alternative Delivery (Status)

- Manuals and Training – Completed and continuous. Version 2 in process.
- Eight (8) alternative delivery contracts awarded – G-Line and I-105 ExpressLanes are negotiated and in construction, ESFV and Noho to Pasadena are close to negotiated but have initiated early construction, and the others are early in the preconstruction process but are proceeding well.
- Project Delivery Selection – New procedure adopted and in use.
- Sepulveda Transit Corridor – Program Management continues to support Planning in developing engineering design and pursuing innovative financing mechanisms with the Project Development Agreement (PDA) team.
- Eastside Phase 2 and K Line to Torrance – Delivery selection will be complete this year and these contracts will be coming to market in FY27.

Alternative Delivery (Results to Date)

- Procurement: Eight completed, results are positive.
- Significant areas of improvement: Streamlining of processes, reducing time required to reach guaranteed maximum price.
- Challenges: Pricing from contractors (material, labor, production rates, and risk) have routinely been higher than Independent Cost Estimates, making negotiations more difficult.
- Lessons Learned: Staff currently preparing V.2 of Manual to incorporate lessons learned to date.
- Positive Trends: Project First mentality, strong partnership, early contractor involvement for value engineering, favorable procurement results, visibility and access to cost drivers, bilateral executive involvement.
- FY27 Focus: Maintain partnership and commitments as we complete construction on I-105 and G-Line, complete successful price negotiations and start construction on ESFV, Noho, SEGL, Vermont, Link US, and D7/D18 ZEB, and award contracts for ESP2, 2028 Games projects, and K Line to Torrance.

FY27 Program Summary

- There are 36 Program Management projects in the FY27 APE:
 - 5 - Capital Projects With LOP > \$1Bn
 - 10 - Capital Projects With LOP < \$1Bn
 - 7 - Alternative Delivery Projects
 - 8 - Projects in Development – Shovel Ready
 - 6 - Closeout
- Project volume decreased slightly from \$33.6-\$35.9 billion in FY26 to \$32.4-\$34.9 billion in FY27.
- Three Projects are nearing transition from Planning to Implementation phase, which are currently estimated at \$11.9-\$13.3 billion.

Capital Projects With LOP > \$1Bn

Project Listing	Delivery Method	Current LOP (in millions)	Current Forecast at Completion (in millions)	Percent Complete
Westside Purple Line Extension Section 1	DB	\$3,508	\$3,508	99%
Westside Purple Line Extension Section 2	DB	\$2,575	\$2,797 - \$2,876	90%
Division 20 Portal Widening Turnback	DBB	\$1,056	\$1,056	87%
Westside Purple Line Extension Section 3	DB	\$3,277	\$3,277	80%
I-105 Express Lanes	CMGC	\$1,510	\$1,510	29%
Total		\$11,926	\$12,151 - \$12,227	

Capital Projects With LOP < \$1Bn

Project Listing	Delivery Method	Current LOP (in mill.)	Current Forecast (in mill.)	Percent Complete
Regional Connector Catch-All	DB	\$10	\$10	90%
J Line Electrification	DBB	\$50	\$50	90%
Soundwall Package 10	DBB	\$73	\$73	89%
Crenshaw/LAX Catch-All	DB	\$57	\$57	79%
I-5 North County Enhancements Project	DBB	\$679	\$679	62%
Chatsworth Station ADA Improvements	DBB	\$7	\$9	62%
G Line Bus Rapid Transit Improvements	PDB	\$668	\$668	28%
Division 1 Street Closure	DBB	\$10	\$10	18%
EB SR-91 Atlantic to Cherry Auxiliary Lane	DBB	\$174	\$199	11%
NSFV BRT Network Improvements Project	DBB	\$137	\$180	9%
Total		\$1,865	\$1,935	

Alternative Delivery Projects

Preconstruction Budget Development

Project List	Delivery Method	Current Approved Pre-Constr. Budget (in millions)	Funding to Date (in millions)	Est. Cost Range (in millions)
North Hollywood to Pasadena BRT	CMGC	\$135	\$317	\$367 - \$465
ZEB Charging Infrastructure Division 18	PDBOM	\$75	\$75	\$150 - \$180
Vermont Transit Corridor	CMGC	\$199	\$400	\$328 - \$400
ZEB Charging Infrastructure Division 7	PDBOM	\$79	\$79	\$130 - \$185
Link Union Station (LINK US)	CMGC	\$508	\$950	\$1,500 - \$1,800
East San Fernando Valley Transit Corridor	PDB	\$1,488	\$3,999	\$3,573M - \$3,999
Southeast Gateway Line	CMGC	\$998	\$4,912	\$8,200 - \$9,500
Total		\$3,482	\$10,732	\$14,248 - \$16,529

Projects in Development – Shovel Ready

Project Listing	Delivery Method	Funding to Date (in millions)	Est. Cost Range (in millions)	% Complete (Design)
Doran and Broadway/Brazil Grade Separation	DBB	\$80	\$80	100%
Lone Hill to White Double Track	DBB	\$19	\$280	92%
Brighton to Roxford Double Track Project	DBB	\$26	\$561	90%
I-605/Beverly Interchange Improvement	DBB	\$45	\$49	40%
Install 2 Traction Power Substation on the K Line	DBB	\$35	\$35	30%
WB SR-91 Improvement - Shoemaker to Alondra	DBB	\$285	\$355	30%
C Line Platform Extensions	DB	\$120	\$120	5%
Gold Line Foothill Extension Phase 2B2	DB	\$798	\$798	0%
Total		\$1,408	\$2,278	

Projects in Closeout


Project List	Delivery Method	Funding to Date (in millions)	Est. Cost (in millions)
Rosecrans/Marquardt Grade Separation Project	DBB	\$156	\$156
Gold Line Foothill Extension Phase 2B	DB	\$1,533	\$1,400 - \$1,533
Rail to Rail Active Transportation Corridor	DBB	\$166	\$166
Metro Training and Innovation Center	DBB	\$21	\$21
I-605/South Street Interchange Safety Improvement	DBB	\$33	\$33
Total		\$1,910	\$1,777 - \$1,910

Capital Projects – Planning to Implementation

	Current Phase	Phase Completion Date	Available Funding (in millions)	Est. Cost Range (in millions)
Eastside Extension Phase II	Environmental	Summer 2026	\$3,690	\$7,895*
K Line South Ext. to Torrance	Environmental	Winter 2026	\$1,400	\$3,000 - \$4,000
Metro Command and Control Center	Design	Fall 2026	\$22	\$1,000 - \$1,400
Total			\$5,112	\$11,895 - \$13,295

* The cost estimate for the Eastside Extension Phase II was prepared at the 15% Design level in 2022. It will be updated based on the 30% Design in the first half of FY27.

Metro Project Completion Summary

<p>Project Completion in FY26</p> 	Gold Line Foothill Extension Phase 2B - Pomona
	Westside Purple Line Extension Section 1 Project (D Line)
	Soundwall Package 10
	J Line Electrification
<p>Project Completion Planned in FY27</p>	Chatsworth Station ADA Improvements
	Regional Connector Catch All
	Crenshaw/LAX Catch All
	Westside Purple Line Section 2 Project (D Line)

Project LOP Budget Adoptions or Adjustments

New LOP Budget Adoptions
<p>Construction</p> <p>Alternative Delivery</p> <ul style="list-style-type: none">East San Fernando Valley LRT (Final LOP)North Hollywood to Pasadena (Final LOP)Vermont BRT (Final LOP) <p>Design Build/Design Bid Build</p> <ul style="list-style-type: none">C/K Line TPSS Project
Anticipated FY26/27 LOP Budget Adjustments
<p>Construction</p> <ul style="list-style-type: none">Westside Purple Line Extension Section 2 Project (D Line)Chatsworth Station ADA Improvements

Individual project details are in the Appendix.



APPENDIX – INDIVIDUAL PROJECT SLIDES



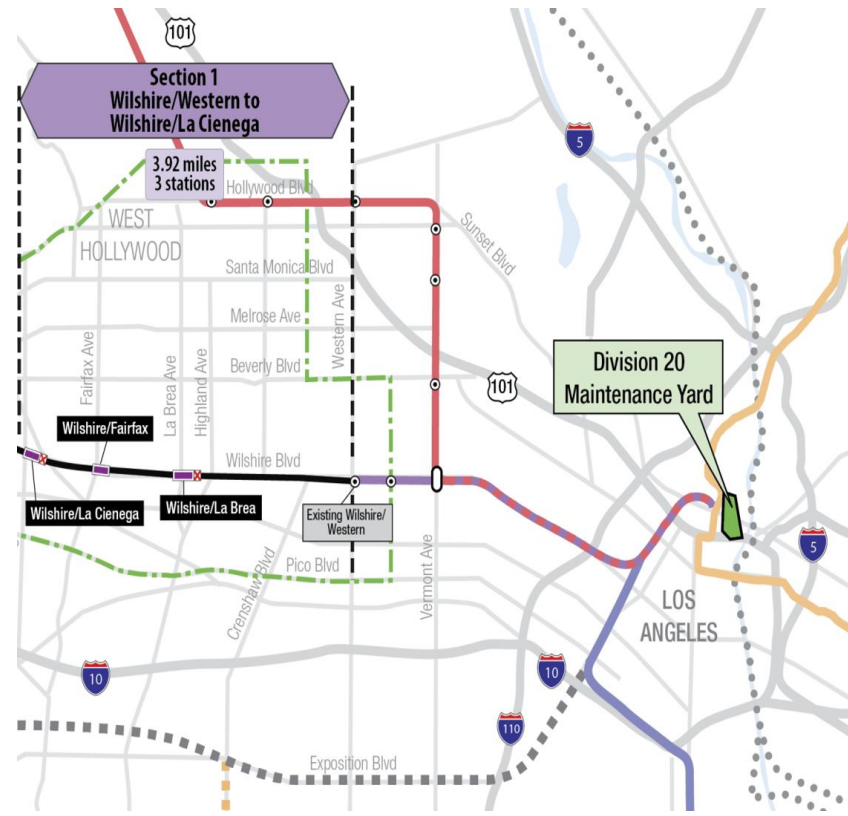
Capital Projects With LOP > \$1 Bn

Westside Purple Line Extension Project



Westside Purple Line Extension Section 1

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$2,774M	\$3,508M	\$3,508M	Spring 2026	99%



Purple Line Extension Section 1

Westside Purple Line Extension Section 1



Wilshire/La Brea Station Entrance Staircase



Test Train at Wilshire/La Cienega Station Platform



Wilshire/Fairfax Station Plaza Level

Westside Purple Line Extension Section 1

Cost: The C1045 contractor has submitted RFC-33 for the Negative Ground Distribution (NGD) incident that occurred in November 2025. This RFC is under review for both merit and potential budget impacts.

Schedule: The Revenue Service Date is May 8, 2026.

Mitigation Measures: None at this time.

Accomplishments:

- Revenue Service Date (RSD) announced for May 8, 2026
- Pre-Revenue Service (Demonstration) is complete
- The work to replace the damaged cable/equipment at Wilshire/La Brea and Wilshire/La Cienega is complete

Challenges/Risks:

- The cable/equipment that was damaged during the event at Wilshire/La Brea and Wilshire/La Cienega has been replaced
- The root cause independent analysis report has been received
- Engineering solutions to attempt to prevent reoccurrences are being finalized
- City of Beverly Hills (COBH) street restoration will continue after RSD

Westside Purple Line Extension Section 2

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$2,441M	\$2,575M	\$2,797M - \$2,876M	Spring 2027	90%

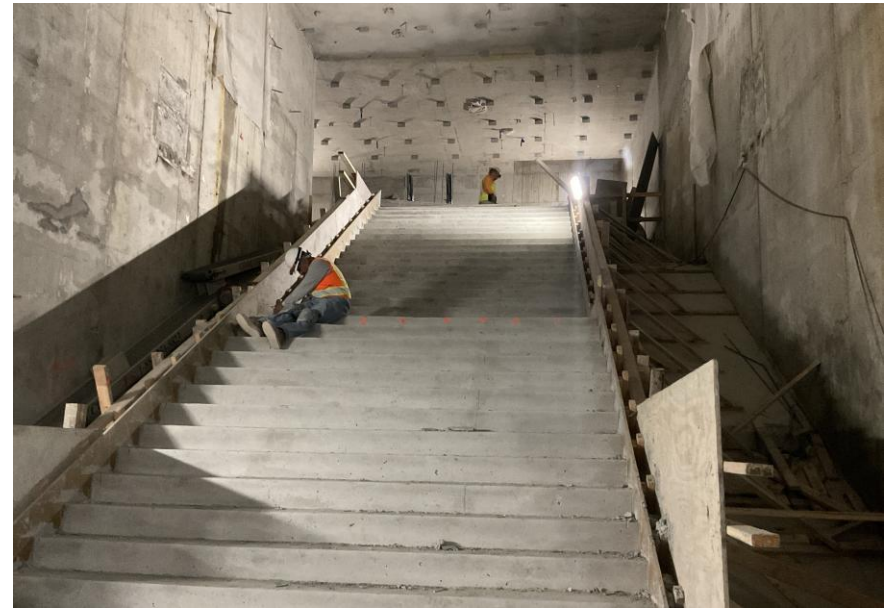


Purple Line Extension Projects Alignment

Westside Purple Line Extension Section 2



BR Tunnel Reach 5 Track Installation



Century City Station Concourse Entrance Stair #3



Beverly Dr Station Porcelain Wall Tiles

Westside Purple Line Extension Section 2

Cost: The Project will seek an LOP amendment in 2026. This amendment will include resolution of time-related claims and costs to complete the Project.

Schedule:

- Forecasted Revenue Service Date (RSD) is Spring 2027
- Major contract modifications include:
 - \$25.5M MOD-100 Constellation Station Main Entrance in February 2021
 - \$37M MOD-173 Constellation Station West Ancillary and Over Plenum Exhaust Reconfiguration in April 2023
 - \$72.4M CO-92 Construction of Special Secondary Lining in February 2025

Mitigation Measures:

- Analyze and monitor potential delays to critical and near-term critical path schedule activities and intervene (as appropriate) before impacts are realized
- Continue to meet all obligations through disciplined fiscal management and proactive risk oversight

Accomplishments:

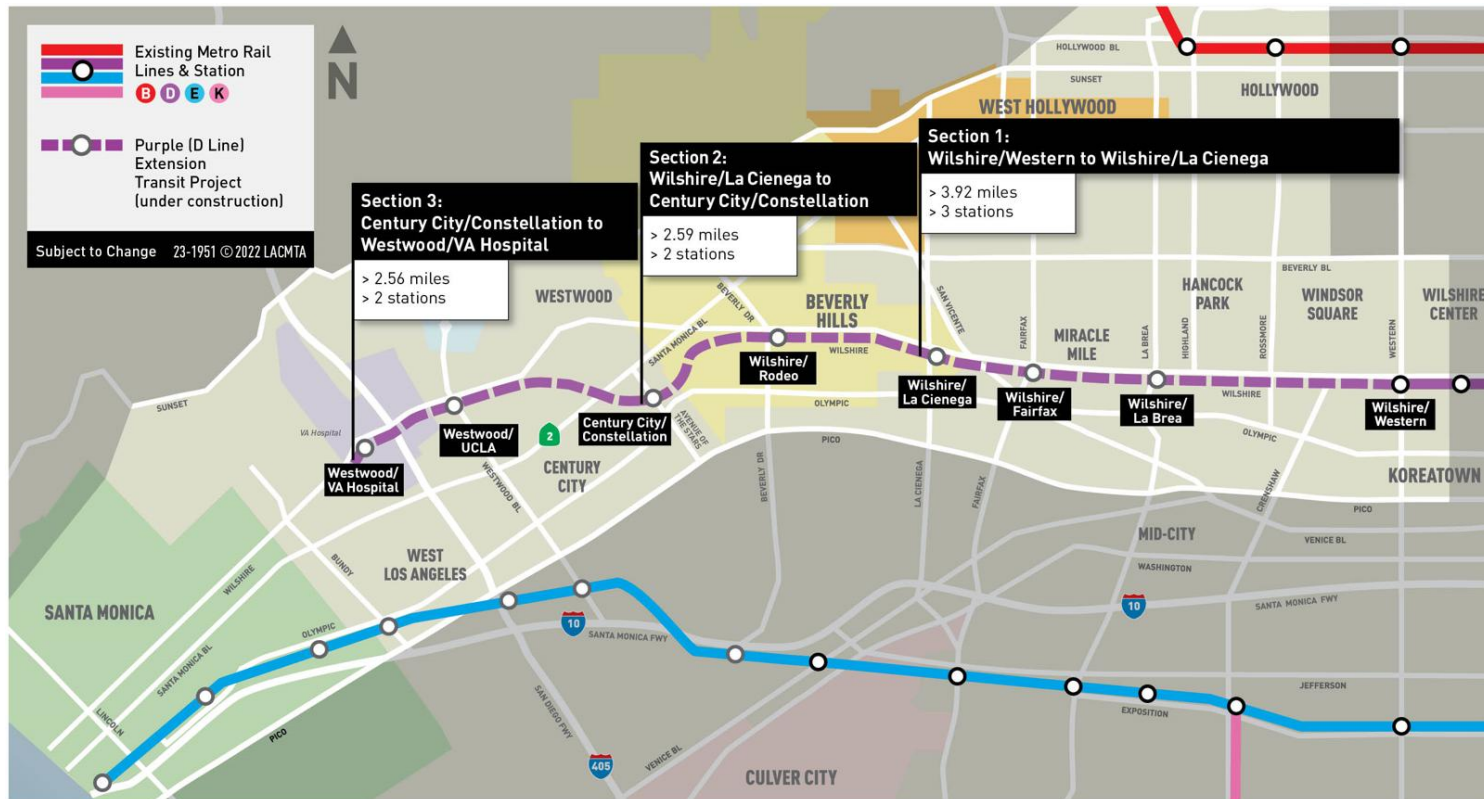
- Delivered contact and running rails, and continued infill concrete track placement
- Completed installation of secondary tunnel liner steel plates
- Completed Beverly Drive Emergency Exit Stair Appendage structural concrete
- Continued MEP and interior concrete structural finish work at both Beverly Drive and Century City stations

Challenges/Risks:

- Critical Path activities have ambitious but achievable durations
- Contractor has recently reported damage to electrical equipment, which could affect systems testing
- Contractor has not provided detailed systems integration test plans and dates
- Due to unconfirmed commitment dates for SIT1 completion, settlement negotiations are paused

Westside Purple Line Extension Section 3

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$3,224M	\$3,277M	\$3,277M	Fall 2027	80%

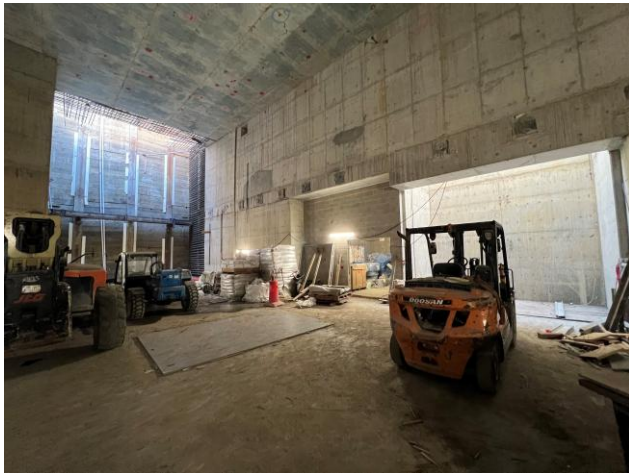


Westside Purple (D Line) Line Extension Project

Westside Purple Line Extension Section 3



Special Trackwork Double Crossover West of Westwood/VA Hospital Station



Westwood/UCLA Station Northeast Entrance Excavation



Westwood/VA Hospital Station Arched Roof

Westside Purple Line Extension Section 3

Cost: No anticipated change to current LOP budget (\$3,277M).

Schedule: 80 calendar days of time extension was granted for the installation of the Secondary Liners in both tunnels crossing the fault zone. Current forecast Revenue Service Date is moved to Fall 2027.

Mitigation Measures: Implementation of the re-baseline schedule due to impact from installation of the Secondary Liners.

Accomplishments:

- Tunnels: C1151 Substantial Completion achieved. Running rail, special trackwork and equipment installation in-progress
- Stations: Completed VA Sta main box roof concrete and UCLA Sta main box backfill. UCLA Sta Northeast and Southeast entrances started. Local field acceptance testing started.
- VA Parking Structure: All five concrete levels placed

Challenges/Risks:

- Contractor resources to support the accelerated schedule
- Systems testing schedule may take longer than anticipated
- Interface coordination may negatively affect the schedule

Division 20 Portal Widening Turnback

Original
LOP

\$802M

Current
LOP

\$1,056M

Current
Forecast

\$1,056M

Forecast
Completion

Winter 2028

Percent
Complete

87%



Division 20 Portal Widening Project Map

Division 20 Portal Widening Turnback

Cost: The LOP increase was presented to the Board and approved at the October 2024 Regular Board meeting. Project contingency within LOP sufficient to complete project, currently performing risk assessment to evaluate settlement of claims both received and unforeseen.

Schedule: Impacts related to switch machines and differing site conditions have extended the completion date shown in contractors schedule into Fall 2027. Schedule changes have been made to accommodate vehicle deliveries and RSD for PLE1.

Mitigation Measures: Currently prioritizing construction activities and extending work hours to ensure critical path activities are prioritized.

Accomplishments:

- AL/YL portal through the north yard connection to the maintenance yard has been placed into service
- A new TPSS has been placed into service
- Completion of Cutover A that supports PLE1 revenue start date requirements
- Completion of the North Storage Yard to accommodate new vehicle deliveries
- Initiation of Turnback construction

Challenges/Risks:

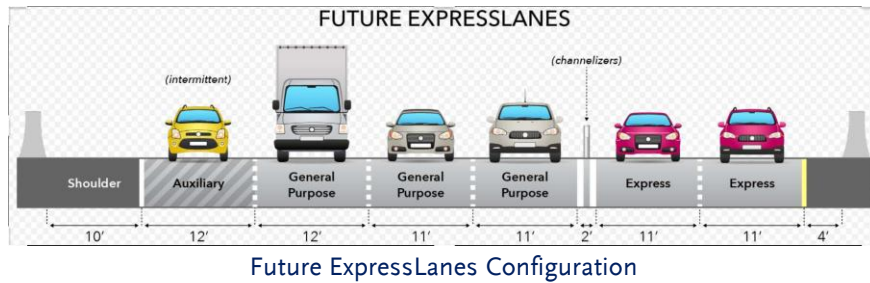
- Design changes, revisions, and differing site conditions
- Coordination for track allocation for cutovers and deconflict revenue service needs
- Potential claims related to switch machine delays

I-105 Express Lanes

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$1,510M	\$1,510M	\$1,510M	Summer 2029	29%



I-105 Express Lanes



Stripping of forms from retaining wall

I-105 Express Lanes

Cost: LOP Budget was established based on the Board approval in October 2025.

Schedule: Phase 2 Supplement Modification establishes the Segment 2/3 completion date as September 4, 2029.

Mitigation Measures: Not Applicable.

Accomplishments:

- Seg 1 Construction (54% complete) is on-going with new sound walls, retaining walls, bridges widening work and electrical work
- Seg 2/3 100% design plans submitted to Caltrans
- FHWA initial financial plan is certified
- Seg 2 ROW acquisition and appraisal is in process
- Seg 1 tolling system permit application submitted to Caltrans

Challenges/Risks:

- Differing Site Conditions (DSC)
- Caltrans requested changes during construction
- Coordination with Rail Operations and Maintenance for the median work schedule
- Toll-backed financing
- Seg 2 ROW acquisition
- Seg 1 turnover schedule
- Seg 3 coordination with Southeast Gateway Line project
- Caltrans review cycles taking longer than expected

Capital Projects With LOP < \$1Bn



Rosecrans/Marquardt Grade Separation Project

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$156M	\$156M	\$156M	Summer 2024	98%

Cost: The project is forecasted to remain within LOP budget. To manage residual costs, including, soft costs, and land acquisition, legal fees, the remaining contingency will be strategically allocated.

Schedule: Substantial completion was achieved on schedule in September 2024. Project closeout is expected in Fall 2026.

Mitigation Measures:

- Final agreement was reached with the contractor on the settlement amount, eliminating claims-related cost uncertainty. Preparation of the settlement agreement in progress.
- The remaining forecasted costs are limited to closeout activities and internal Metro labor.

Accomplishments:

- Achieved substantial completion of the Rosecrans Avenue Overpass in September 2024, 18 days ahead of schedule
- Opened the bridge to live traffic in both directions following completion
- Final agreement was reached with the contractor on the settlement amount, eliminating claims-related cost uncertainty
- Project team is continuing with close out

Challenges/Risks:

- Right-of-Way (ROW) and Property Transfers
- Additional betterment requests from the local jurisdiction

Regional Connector Catch-All

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$10M	\$10M	\$10M	Spring 2027	90%



Regional Connector Catch-All

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Not Applicable.

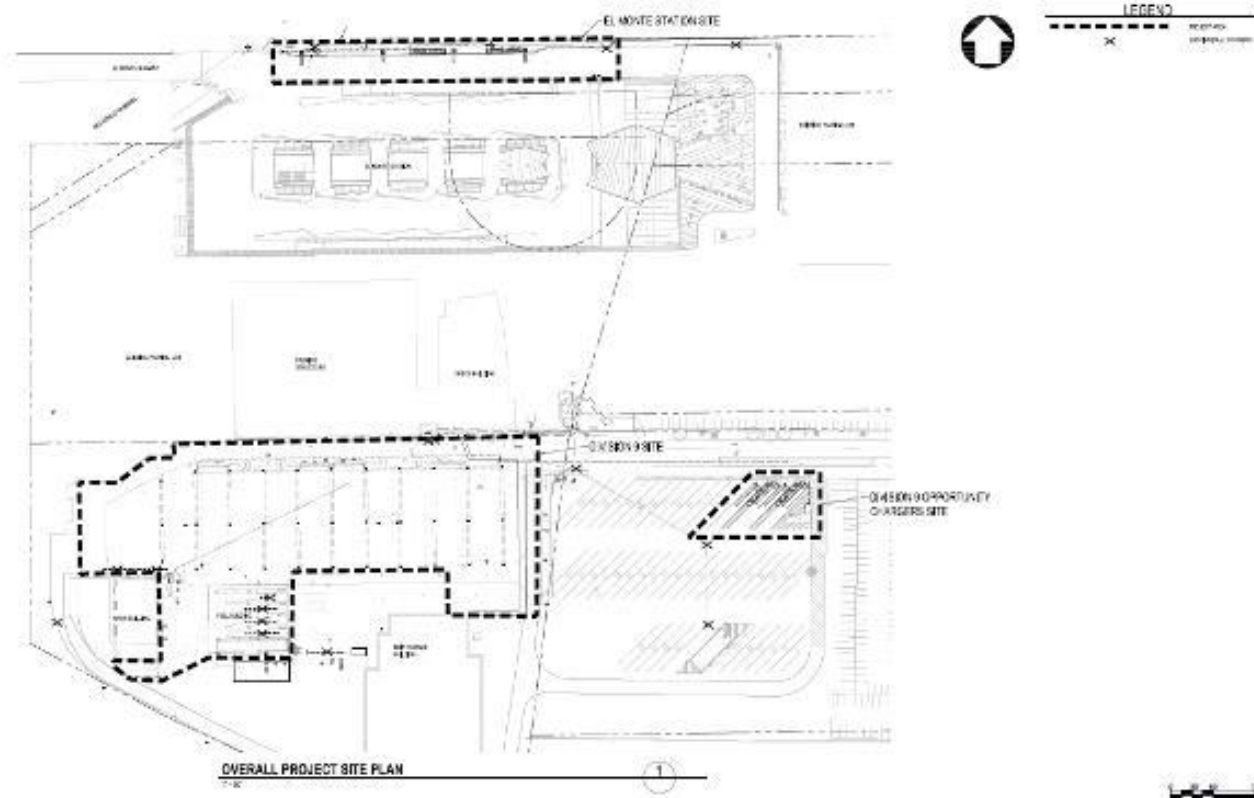
Accomplishments:

- RC Safety, Security, and Architecture Enhancement Contract executed and NTP issued in March 2025
- Substantial completion in February 2026
- Anticipated Close-Out in April 2026
- As the Landscaping and Tree Maintenance Services Contract ends in May 2026, contract extension is anticipated

Challenges/Risks: Not applicable.

J Line Electrification

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$50M	\$50M	\$50M	Spring 2026	90%



J Line Electrification



Division 9 Charging Station



Photo showing Conduit and Shade Sails of the Charging Station



Buses at Division 9 Charging Station

J Line Electrification

Cost: No cost variance. The project is anticipated to be completed within the current LOP.

Schedule: No schedule variance. The project is anticipated to be achieve substantial completion within the contractual date in Spring 2026.

Mitigation Measures: No mitigation measures at this time. Project is on schedule and within budget.

Accomplishments:

Division 9

- Installation of electrical support system complete
- Civil contract punch list items are ongoing
- Installation of pantographs are underway, beginning with cluster D

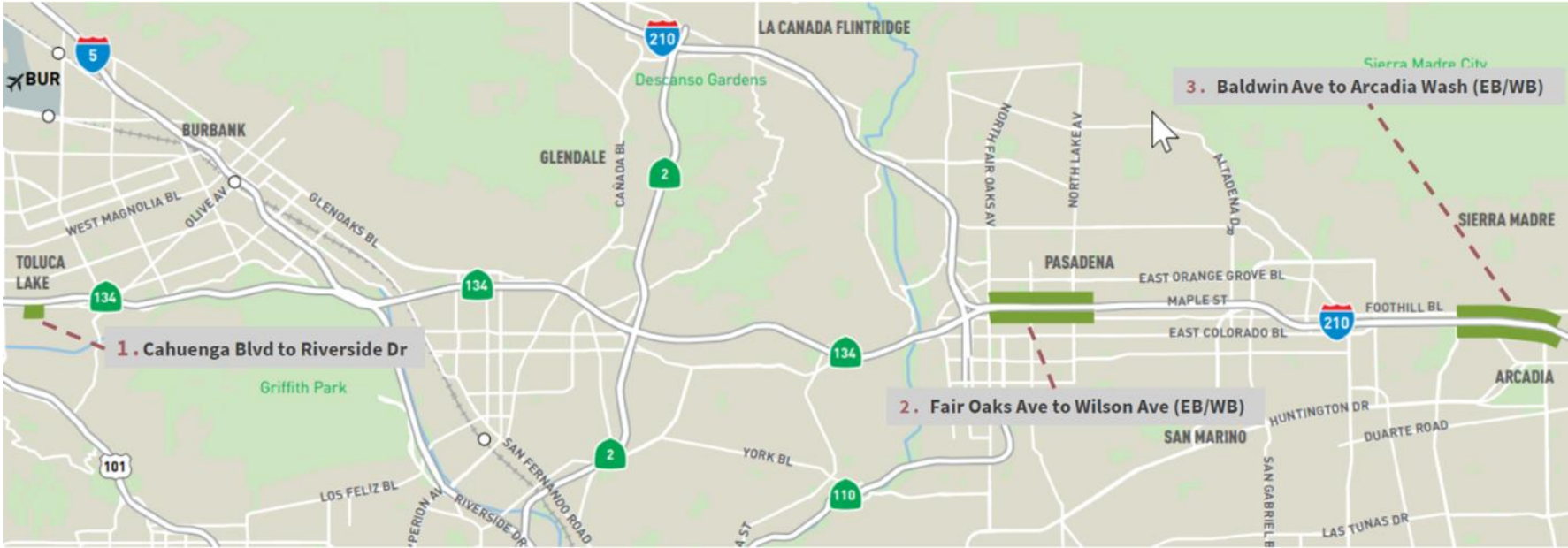
El Monte

- Project completed

Challenges/Risks: None at this time.

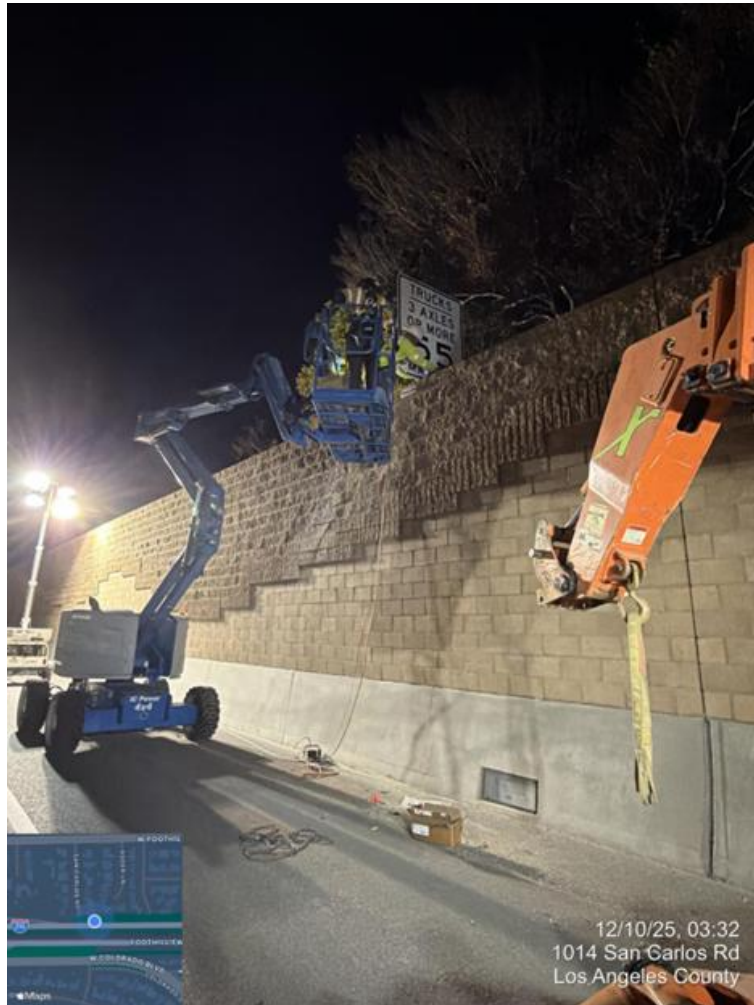
Soundwall Package 10

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$51M	\$73M	\$73M	Summer 2025	89%



1. City of Toluca Lake - SR-134., 2. City of Pasadena - I-210 West of Marengo Ave., 3. City of Arcadia.

Soundwall Package 10



Near Santa Anita Exit Coring for wood box beams (Arcadia)



Irrigation pullbox per Punchlist (Arcadia)

Soundwall Package 10

Cost: The project is anticipated to be completed within the current LOP of \$72,544,694.

Schedule: The project achieved substantial completion on November 4, 2025, ahead of schedule.

Mitigation Measures: Mitigation measures are not necessary at this time because the project is currently ahead of schedule and within budget.

Accomplishments: Substantial Completion is reached for Arcadia, Pasadena, and Toluca Lake. Block work was completed in Arcadia, and Toluca Lake in March 2025. The Contractor then proceeded with electrical, roadway, striping, drainage, signage, irrigation and planting. The project is approved pending final acceptance, with punch list items and CCOs in progress.

Challenges/Risks: There are no remaining risks or challenges on this project.

Crenshaw/LAX Catch-All

Original
LOP

Current
LOP

Current
Forecast

Forecast
Completion

Percent
Complete

\$47M

\$57M

\$57M

Spring 2027

79%



Crenshaw/LAX Closeout Project Alignment Map

Crenshaw/LAX Catch-All

Cost: The project is anticipated to be completed within the current LOP.

Schedule: Catch-all contracts are forecasted to be completed in December 2027.

Mitigation Measures: Continued monitoring of critical and near-term critical path activities. Closely monitor schedule slippages and cost exposures. Metro received Time Related Overhead (TRO) from the contractor and is working to mitigate additional cost/schedule exposure to preserve LOP.

Accomplishments:

- C1217: Step-up transformer energization and commissioning scheduled for March 2026
- LTG Metro requested power drops from LADWP for 59th St and the remaining locations to be completed by April 2026
- C1221: Paving on 67th/Victoria scheduled to start March 23, 2026

Challenges/Risks:

- Schedule slippage to substantial completion of the close-out project due to unforeseen field conditions, RFIs, and changes
- Contractor has submitted Notice of Intent to Pursue Time-Related (TRO) associated with Changes for C1221 and C1217

I-5 North County Enhancements Project

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$679M	\$679M	\$679M	Winter 2027	62%



I-5 North County Enhancements Project Map

I-5 North County Enhancements Project



Roadway Excavation Southbound Hasley to Parker



JPCP Paving Northbound South of Calgrove



Calgrove Off-Ramp Gore Area Concrete Preparation

I-5 North County Enhancements Project

Cost: The project is anticipated to be completed within the original approved LOP.

Schedule: The Contractor continues to use incorrect statusing and flawed logic/forward projections within schedule updates. Multiple recent updates, show substantial completion in 2028; these were rejected. A recovery schedule was requested.

Mitigation Measures: The Project Team is working with the Contractor to develop a completion schedule, including re-sequencing of work. Expected substantial completion in Winter 2027.

Accomplishments:

- Road work included drainage, electrical, lean concrete base (LCB), and jointed plain concrete pavement (JPCP)
- Structural work this year consisted of the construction/widening of (7) bridges and (45) retaining/sound walls
- Critical work includes project paving

Challenges/Risks:

- Schedule updates have been rejected since February 2025. The Contractor is now developing a project completion schedule
- OHLA is delinquent on payments to subcontractors and suppliers but continues efforts to rectify outstanding payments
- A large section of concrete paving failed strength requirements; a revised resolution plan is required

Chatsworth Station ADA Improvements

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$7M	\$7M	\$9M	Summer 2026	62%

Cost: There are identified cost increases related to schedule extension, soft costs, flagging, real estate access costs, material testing, fare equipment relocation. Platform 2 issues are expanding scope and altering the base design. This will result in a time and cost increase to the construction contract if the added Platform 2 work is incorporated

Schedule: Contractor has mitigated some of the initial delays in the start of field construction and agreed to a 96 day time extension at no cost. However, some current and future delays on the base work are expected to be compensable.

Mitigation Measures: Metro is working on a construction contract time extension and extension to DOJ's deadline for additional platform repairs.

Accomplishments:

- DOJ deadline August 2026
- Construction advanced in parking lots, plaza and G Line platform
- Timeline extension, added Metrolink scope have impacted LOP budget
- Team is preparing a budget and LOP increase
- Base work extension expected to be negotiated within current timeline
- Platform 2 added repair contingent on funding increase, DOJ extension

Challenges/Risks: USDOJ is being requested to approve time extension related to Metrolink Platform 2 which has been taken out of service, A revised design is being proposed for construction, pending Metrolink concurrence.

G Line Bus Rapid Transit Improvements

Original
LOP

\$668M

Current
LOP

\$668M

Current
Forecast

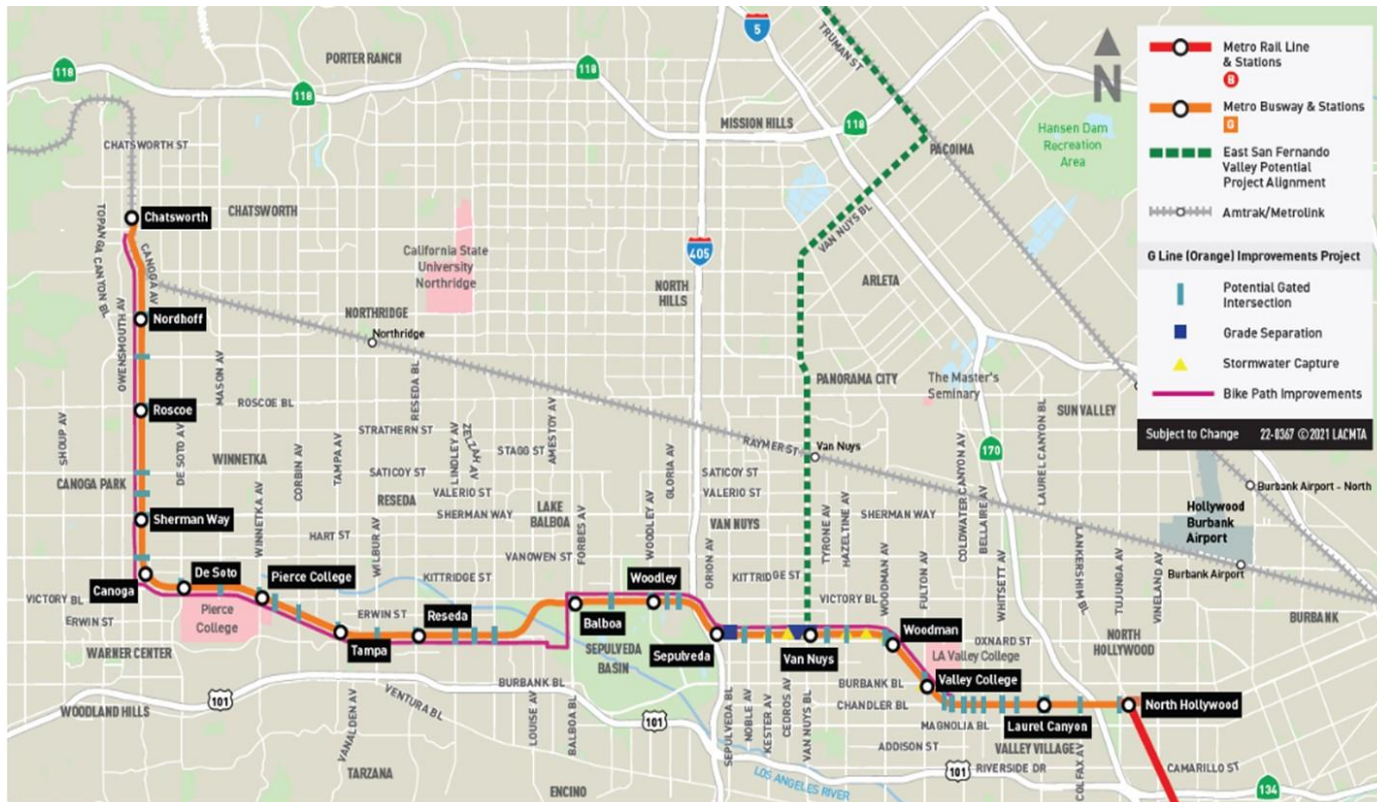
\$668M

Forecast
Completion

Fall 2027

Percent
Complete

28%



MGL - Project Map

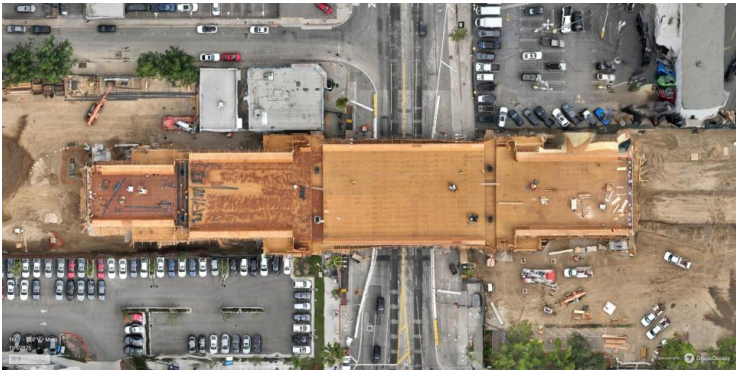
G Line Bus Rapid Transit Improvements



Setting Bents and Welding Stringers at Van Nuys



Concrete Placement for Van Nuys Bridge



Bird's Eye View of Bridge Falsework Installation

G Line Bus Rapid Transit Improvements

Cost: The project established the Life-of-Project budget at the September 2024 board meeting for \$668.5M.

Schedule:

- Early Works Package (EWP) 4 - Grade Separations, Station, and Bike Path notice to proceed (NTP) issued in December 2024. Substantial completion anticipated for August 2027
- EWP 5 - Gated Intersections Design issued NTP in May 2025
- Fiber Construction package executed in January 2026

Mitigation Measures: Not Applicable.

Accomplishments:

- Design Packages: Approved for Construction (AFC) design for bike path, Van Nuys and Sepulveda packages
- EWP 5 Gated Intersection Design executed April 2025. 85% design in progress
- Van Nuys and Vesper Bridge: CIDH foundations, abutment walls, falsework installation complete. Erecting MSE wall panels ongoing
- Fiber bypass completed

Challenges/Risks:

- Fiber through B Line depends on work window and track allocation approvals
- LADOT conditions for Memorandum of Agreement for Traffic Signal Reservicing (TSR) remain to be negotiated. Resulting agreement could increase cost above budget.
- Long Lead Procurement, such as escalators and gate systems equipment, could delay project

Division 1 Street Closure

Approved Pre-Const. Budget

\$10M

Funding to Date

\$10M

Current Forecast LOP Budget

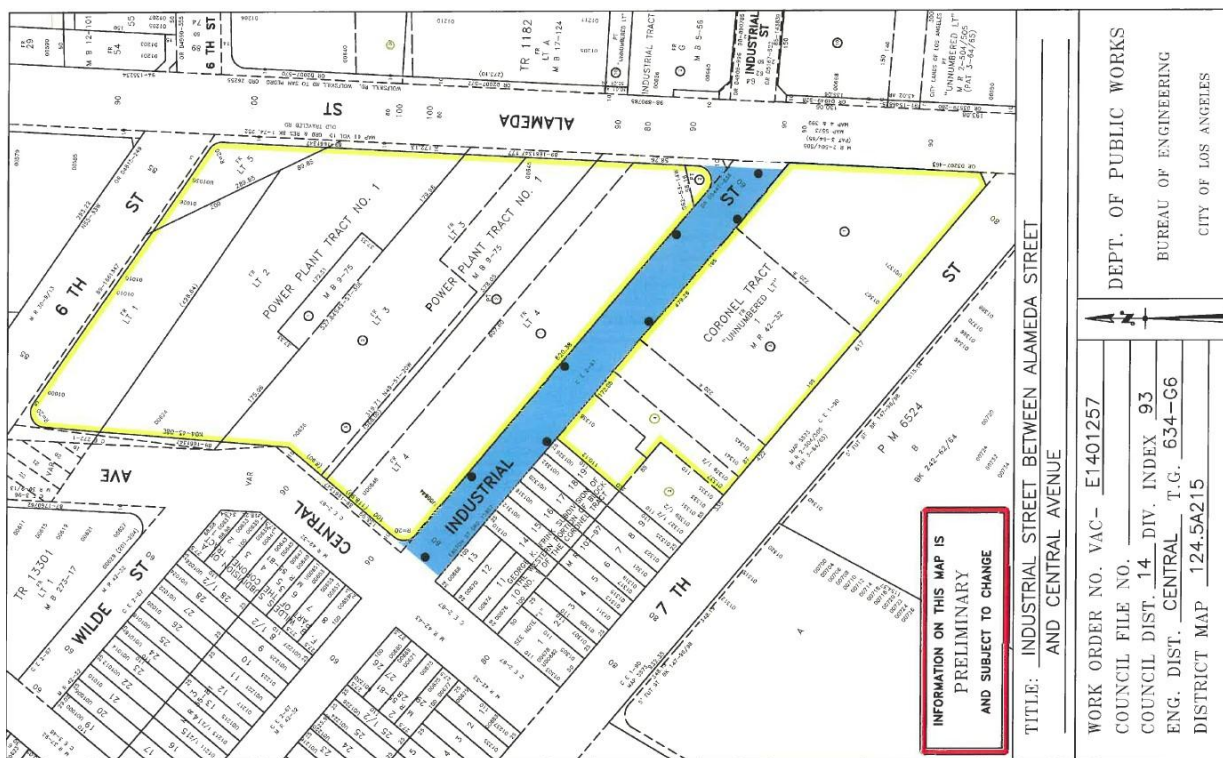
\$10M

Current Forecast Completion

Winter 2030

Project Status

18% (Design)
18% (Total)



Division 1 Project Map

Division 1 Street Closure

Cost: The redesign to a full closure of Industrial Street and the requirements by the City of Los Angeles were not in place when the LOP was established. The Project Team will develop a cost estimate after the design is complete and revisit the LOP.

Schedule: Project is locally funded so there are no grants that will expire, and no construction contract has been awarded. However, construction costs increase with every passing year. Design cannot start until the City of Los Angeles approves vacation of the street.

Mitigation Measures: Mitigation measure to move the project along include periodic meetings with the City of Los Angeles.

Accomplishments:

- Completed Title Report investigation and confirmed the City is the underlying fee Owner
- Completed topographic survey of Skid Row Housing Trust property
- Drafted Industrial Street Vacation utility and street improvements
- Initiated purchase of Industrial Street property with the City

Challenges/Risks:

- The impact of City Ownership of Industrial Street on the vacation proceedings is currently unknown
- The recirculation of Metro's vacation request may result in new conditions
- The property price is unknown and must be negotiated with the City
- LADWP may not accept the Power Infrastructure protected in place

EB SR-91 Atlantic to Cherry Auxiliary Lane

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$174M	\$174M	\$199M	Spring 2029	11%



91 EB Map

EB SR-91 Atlantic to Cherry Auxiliary Lane



EB Cherry Ave Off Ramp



EB Atlantic Ave Off Ramp



Atlantic Ave EB Interchange

EB SR-91 Atlantic to Cherry Auxiliary Lane

Cost: Contractor Flatiron West Inc. contract C1228 has been suspended, per suspension letter issued on July 24, 2024.

Schedule: Suspension was lifted for Contractor Flatiron West Inc. on March 4, 2026. The contractor is currently updating the project schedule.

Mitigation Measures: The project team is exploring ways of reducing the project schedule to 36 months from the original 44 months.

Accomplishments:

- Suspension was lifted for Contractor Flatiron West Inc. on March 4, 2026
- Metro engaging with Flatiron to evaluate the impacts of the suspension
- The contractor is providing submittals to restart construction
- The team is exploring ways of reducing the project schedule to 36 months from the original 44 months

Challenges/Risks:

- Trees removal in the cleaning and grubbing operation will create visual impact to communities
- Community needs to get used to the traffic control implemented by the project on the freeway and local streets
- Community Outreach Program needs to be setup to inform the local community and traveling public

NSFV BRT Network Improvements Project

Funding Through
Current Phase

\$43M

Available
Funding

\$137M

Current
Forecast

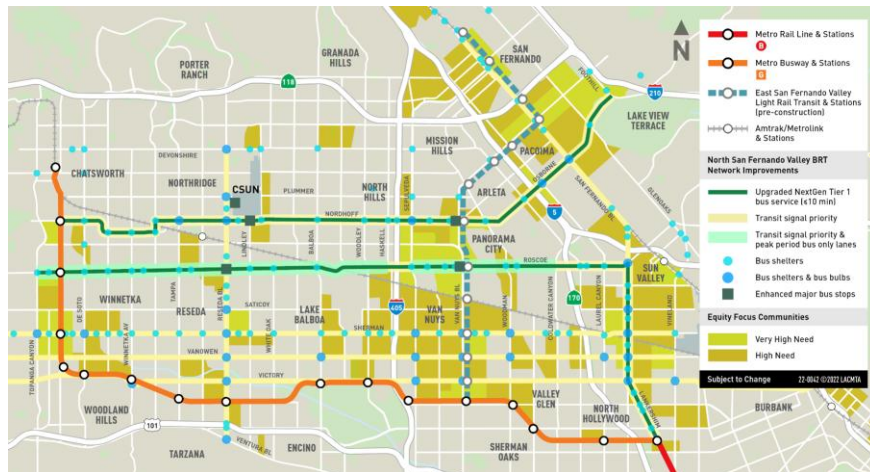
\$180M

Current Forecast
Completion

Winter 2029

Project
Status

9% (Total)



NSFV TC Project Map



Bus shelter installed at Reseda and Victory

NSFV BRT Network Improvements Project

Cost: Some sub-projects completed or expected to be completed under budget (Roscoe bus lanes, all door boarding, transit service priority). Some risks remain in later years FY26-FY29 with the bus bulb and new zero emission fleet costs.

Schedule:

Planned completion dates:

- Bus Procurement in March 2029
- Roscoe Bus Lanes was completed
- Bus Bulbs (82) in April 2028
- Bus Shelters (393) in August 2028
- Transit Signal Priority, 7 corridors in October 2026
- All Door Boarding in April 2026 (pending software and fare compliance issues)
- Key Transfer Locations in October 2026

Mitigation Measures: Reallocate budget for Bus Bulbs from other items.

Accomplishments:

- Bus Procurement delivery in March 2029
- Roscoe BI Bus Priority Lanes completed in October 2024
- Began design of 5 Key Transfer Locations and 82 bus bulbs
- 393 Shelters - 98 installed through April 2026
- Transit Signal Priority has begun implementation
- All Door Boarding equipment installed on all buses

Challenges/Risks:

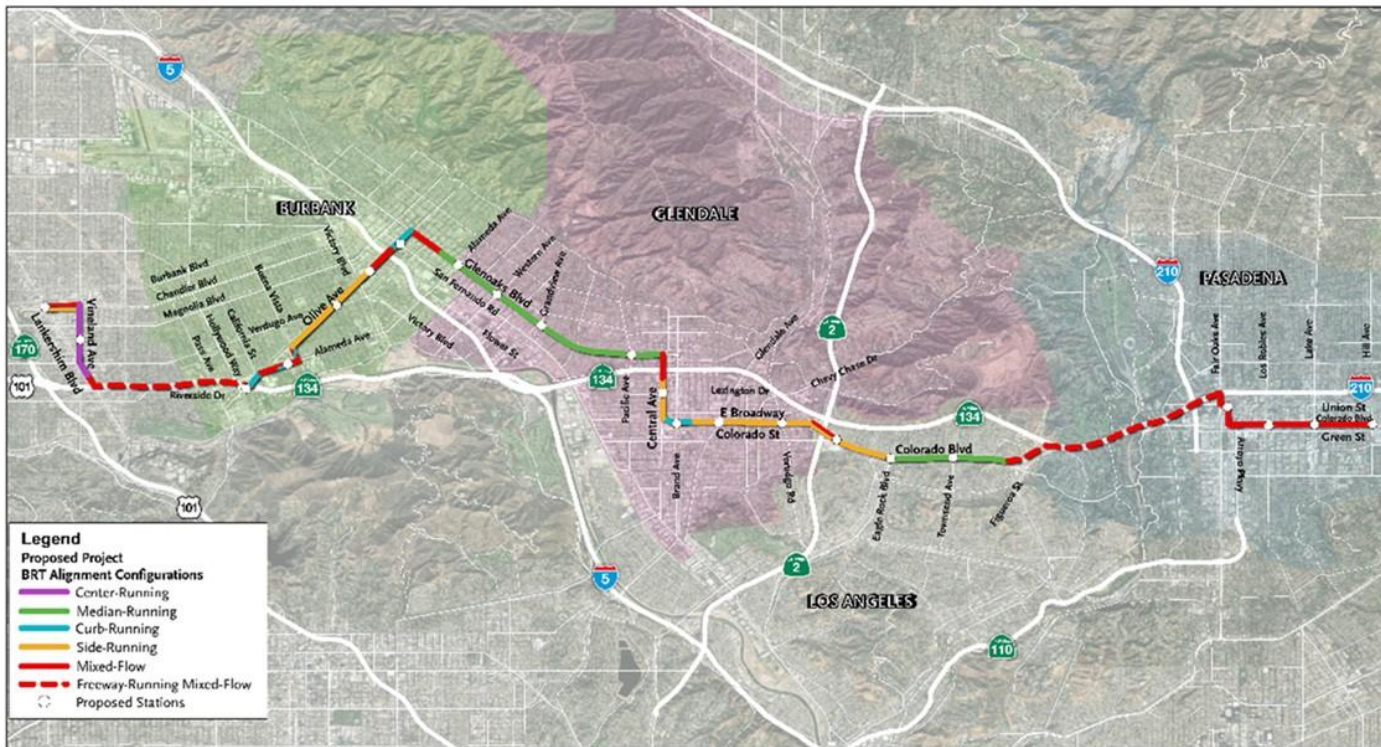
- 2025 ADA guideline updates and requirements
 - ZEB bus budget
 - Bus bulbs construction budget and City requirements
 - Coordination with NSFV LRT Project for Bus Bulbs design and construction
-



Alternative Delivery Projects Preconstruction Budget Development

North Hollywood to Pasadena BRT

Approved Pre-Const. Budget	Funding to Date	Current Forecast LOP Budget	Current Forecast Completion	Project Status
\$135M	\$317M	\$367M - \$465M	Winter 2028	88% (Pre-Con) 32% (Total)



Project Map

North Hollywood to Pasadena BRT

Cost: The project established the Pre-Construction budget at the November/December 2024 board meeting for \$135.2m. Plan to establish Life of Project Budget in FY26.

Schedule: Advancing design with OPCC estimates completing in FY26. Early Works Packages 01 and 02 (EWP) were completed, EWP 03 Pasadena Segment Construction was awarded. Anticipate CM/GC Phase 2 award in late FY26 or early 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:

- 100% Burbank and Pasadena designs submitted (Jan 2026)
- 85% Glendale design submitted (Dec 2025)
- 85% Los Angeles design submitted (March 2026)
- EWP-01 Traffic Loops and EWP-02 Utility Potholing have been completed (Nov 2025)
- EWP-03 Pasadena Construction package awarded (Jan 2026), actual construction start anticipated (Apr 2026)

Challenges/Risks:

- Third Party and Design Approvals
- Community Betterments request including pavement rehabilitation
- Easement at Pasadena City College and Temporary Construction Easements
- Burbank hasn't changed 2022 letter opposing Olive Ave dedicated bus lanes

ZEB Charging Infrastructure Divisions 18 and 7

	Approved Pre-Const. Budget	Funding to Date	Current Forecast LOP Budget	Current Forecast Completion	Percent Complete (Design)
Div 7	\$79M	\$79M	\$130 - \$185M	Summer 2028	0%
Div 18	\$75M	\$75M	\$150 - \$180M	Spring 2028	0%



Map Identifying Location of Division 7 and Division 18

ZEB Charging Infrastructure Divisions 18 and 7



Facility concept rendering from ZEB Program Master Plan (2023)

ZEB Charging Infrastructure Divisions 18 and 7

Cost: The Board established a Preconstruction Budget of \$154.4M for the Zero Emission Bus Charging Infrastructure Project at Divisions 7 and 18 at the November 2025 Board meeting, with \$79.3M allocated to Division 7 and \$75.1M allocated to Division 18. The first Opinion of Probable Cost will be developed when the project reaches 30% design.

Schedule: Notice to Proceed (NTP) of the Phase 1 Preconstruction services contract was issued at the end of January 2026. Contractor is currently working on schedule development and advancing design to 30%.

Mitigation Measures: No mitigation measures at this time.

Accomplishments:

- Issued Notice of Award of Contract PS130703000 for Phase 1 Preconstruction Services of the Progressive Design-Build Operate and Maintain contract for Division 7 and Division 18 in December 2025
- Issued NTP in January 2026

Challenges/Risks: Careful planning and coordination between Metro and the Contractor will be required to ensure minimal disruption to daily operations.

Vermont Transit Corridor

Funding Through
Current Phase

\$199M

Available
Funding

\$400M

Current
Forecast

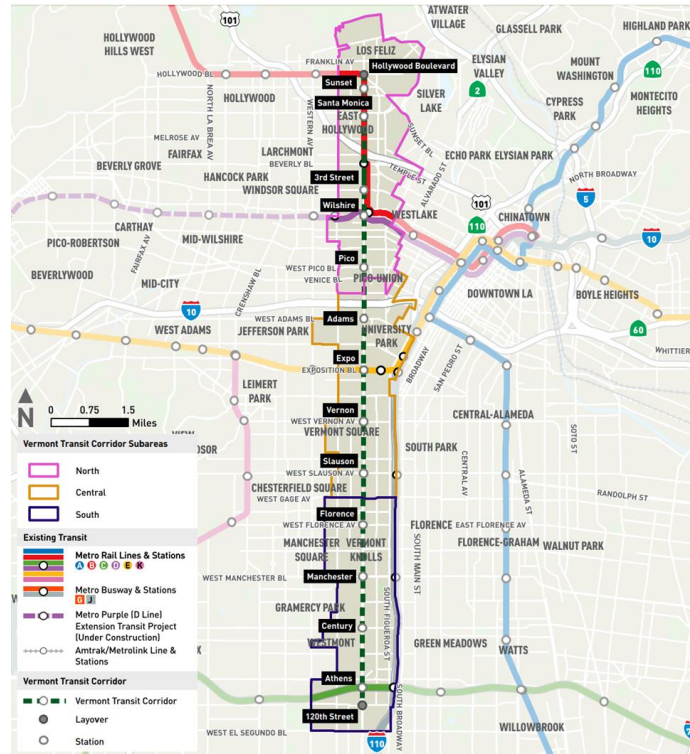
\$328M - \$400M

Current Forecast
Completion

Spring 2028

Project
Status

30% (Design)
16% (Total)



Vermont Transit Corridor Subareas and Stations

Vermont Transit Corridor

Cost: Board established pre-construction budget in February 2026. Forecast and Funding excludes the pre-authority costs in line with FTA Small Starts Grant.

Schedule: Revenue Service Date anticipated before the 2028 Olympics.

Mitigation Measures: Refine project scope and identify value engineering opportunities. Mayor Executive Directive 16, started Vermont-focused workshops to expedite the project.

Accomplishments:

- Locally Preferred Alternative approved
- National Environmental Protection Agency clearance achieved
- California Environmental Quality Act exemption approved
- FTA approval to move into project development
- Construction Management Support Services and Final Design task orders issued
- Preliminary Engineering 30% completed
- Final Design started

Challenges/Risks:

- Lack of agreement on project definition with the City
- Temporary construction easements have the potential to impact the early works construction schedule
- City design approval process poses a significant risk of scope growth
- Caltrans interface and approvals may impact the schedule

Link Union Station (LINK US)

Approved Pre-Const. Budget

\$508M

Funding to Date

\$950M

Current Forecast LOP Budget

\$1,500M - \$1,800M

Current Forecast Completion

Summer 2031

Project Status

75% (Design)
15% (Total)



Link Union Station project rendering

Link Union Station (LINK US)



Life Storage building demolition (March 2025)



Fencing & site lighting installed (December 2025)



Building demolition & site paving complete (December 2025)

Link Union Station (LINK US)

Cost: The Preconstruction Budget has been amended to \$507.88 million to fund early work, third-party agreements, real estate acquisitions, and related support costs (approved by the Board in February 2026).

Schedule: The Program is on track for completion of Phase A in mid-September 2031.

Mitigation Measures: Malabar Yard Mitigations and Continued Collaboration Motion requires project to collaborate with BNSF to explore alternatives for rail storage that may have fewer impacts while still meeting BNSF operational needs.

Accomplishments:

- Final EIS approved by CAHSR in January 2026
- Life Storage building demolition complete
- CMSS Notice to Proceed issued December 2025
- Metro Board awarded CMSS contract and certified Supplemental EIR in October 2025
- Opinion of Probable Cost provided in October 2025
- Executed modification for Final Design, including Malabar Yard

Challenges/Risks:

- Seeking additional Interregional Transportation Improvement Program grant from the State
- Metro submitted an application for the FRA Federal-State Partnership (FSP) for Intercity Passenger Rail funding in February 2026

East San Fernando Valley Transit Corridor

Approved Pre-Const. Budget	Funding to Date	Current Forecast LOP Budget	Current Forecast Completion	Project Status
\$1,488M	\$3,999M	\$3,573M - \$3,999M	Fall 2031	8% (Const. Contract) 20% (Total)



Project Map

East San Fernando Valley Transit Corridor

Cost: The Pre-Construction budget provides funds for Phase 1 PDB including advancing design, utility and construction, and real estate acquisitions and relocations. Pending negotiations with the PDB contractor, the Project is currently scheduled to go to the Board in May 2026 for approval for Life of Project Budget and Phase 2 of the PDB contract.

Schedule: Metro and SFTC continue to refine the construction schedule. The resultant schedule captures the current approach to the work and overall delivery of the project. The start of revenue service is now October 29, 2031. Final project schedule will incorporate the construction schedule negotiated as part of Phase 2.

Mitigation Measures: Progressive Design Build is a collaborative delivery method when the Contractor and the Owner and the teams continue to work together to refine the cost and schedule for the Project.

Accomplishments:

- Awarded eight Early Work Packages to contractor for design and preliminary construction
- Final design is at project-wide 80% level
- Utility relocations are underway along Van Nuys Blvd
- Acquired properties for new Maintenance Facility and began demolition

Challenges/Risks:

- Finalize negotiations of the Phase 2 Progressive Design Build contract
- The project involves utility relocations and roadway work requiring significant third-party coordination for design review, inspection, and construction
- Completing real estate acquisitions and temporary construction easements in time to not impact the project schedule

Southeast Gateway Line

Approved Pre-Const. Budget

\$998M

Funding to Date

\$4,912M

Current Forecast LOP Budget

\$8,200M - \$9,500M

Current Forecast Completion

Fall 2035

Percent Complete (Design)

3%



SGL Map Alignment

Southeast Gateway Line

Cost: Pre-Construction LOP budget was approved by Metro Board in February 2025. The Project plans to go the Board in FY27 to increase budget for real estate and early construction activities. The Project is pending FTA Approval for Entry into Engineering, followed by FFGA in 2027. The Project forecast cost is \$9.2B in YOES\$ as established by FTA/PMOC.

Schedule: Targeted Revenue Commencement Date Q4 2035.

Mitigation Measures: Mitigate risk on the project by addressing high risk items such as utilities, freight relocation, grade crossings, and I-105 interface using Advanced Works contract prior to constructing the Light Rail Transit scope. Establish framework with cities to streamline construction permitting and extended road closures through Centralized Permitting.

Accomplishments:

- Completed 30% Opinion of Probable Construction Cost
- Issued Draft Centralized Permitting Agreement for cities review
- Negotiated Early Work Package 1
- Procurement of Right of Way Appraisal & Services underway
- Continue progressing design for Advanced Works scope
- Continue negotiations with Union Pacific Railroad, Ports and Caltrans

Challenges/Risks:

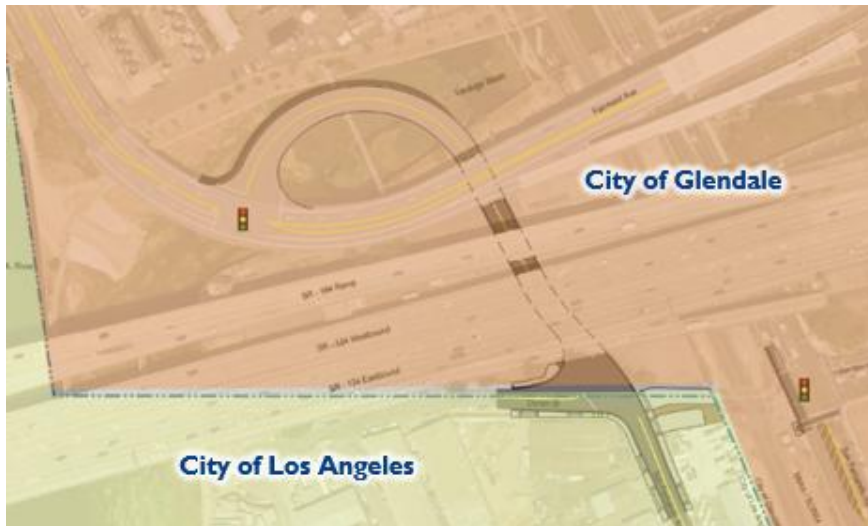
- Third-party permit delays during construction
 - Conflicting self-performing third-party utility not relocated when needed
 - Timely acquisition of real property
 - Timely execution of critical Construction Maintenance Agreements with Union Pacific Railroad, Ports, and Caltrans
 - Risk of encountering adverse Geotech conditions and unknown utilities
-



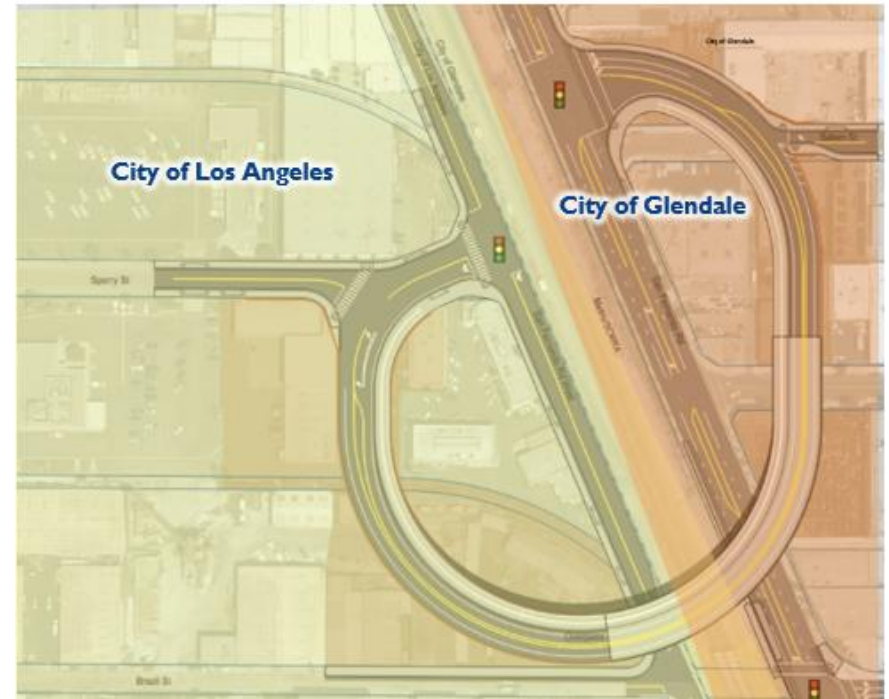
Projects in Development – Shovel Ready

Doran and Broadway/Brazil Grade Separation

Design Phase Budget	Funding to Date	Current Forecast	Forecast Completion	Project Status
\$20M	\$80M	\$80M	Winter 2032	100% (Design) 16% (Total)



Doran Phase A map



Doran Phase B map

Doran and Broadway/Brazil Grade Separation

Cost:

- State funding allocation revised end date requirements led to the project being divided into two segments: The City of Glendale to be advertised in April, the City of Los Angeles to be advertised in June.
- No changes to the overall project cost are anticipated as a result of splitting the project into two segments.

Schedule:

- Phase A
- May 2026: Construction Management Support Services for Construction
- June 2026: Execute Contract for Construction Work in the City of Glendale
- November 2026: Elimination of At-Grade Rail Crossing
- March 2029: Construction Substantial Completion

Mitigation Measures: Continue to discuss ways with Metro grants to find mitigation for new end date requirements for State funding. Seek construction funding for Phase B construction of the Salem/Sperry Overpass.

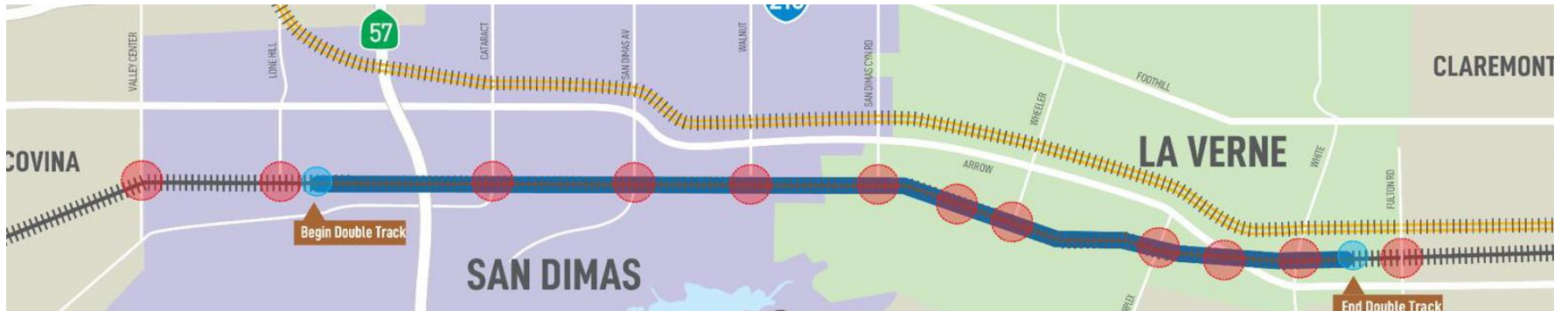
Accomplishments: Metro has completed readiness review for the Project and is in the process of procuring a CMSS contract.

Challenges/Risks:

- State Funding allocation has new end date requirements and expectations that will impact construction funding. Obtaining construction funding for the Salem/Sperry Overpass (\$284.5M), City of LA does not support the Phase B improvements.
- Anticipating contract Award May 15, 2026, Issue NTP: July 2026

Lone Hill to White Double Track

Design Phase Budget	Funding to Date	Current Forecast	Forecast Completion	Project Status
\$19M	\$19M	\$280M	Winter 2033	92% (Design) 6% (Total)



Lone Hill to White Double Track Placement

Lone Hill to White Double Track

Cost: Project cost forecast has not changed.

Schedule:

- Staff is currently engaged with consultant to discuss if the period of performance needs to be extended without a cost increase, in order to secure approvals from third-party and approving agencies.
- Achieve 100% design completion before the end of FY27.

Mitigation Measures: Staff will continue to seek project construction funding.

Accomplishments:

- The project team completed 92% of the design deliverables and received review comments from Metro engineering and other stakeholders/approving agencies
- The team is currently closing out comments and processing additional field survey and pothole data to include in the next submittal

Challenges/Risks:

- Cities can elect not to proceed with quiet zone-ready infrastructure and request soundwalls as mitigation
- Delay in stakeholder's permit approvals
- Metro has not been successful so far in securing construction funding to proceed with construction

Brighton to Roxford Double Track Project

<u>Design Phase Budget</u>	<u>Funding to Date</u>	<u>Current Forecast</u>	<u>Forecast Completion</u>	<u>Project Status</u>
\$26M	\$26M	\$561M	Winter 2031	90% (Design) 6% (Total)

Cost:

- Project construction cost estimates have been updated after completion of independent cost estimates.
- Design consultant to seek cost modification associated with completion of 100% design of all segments + 6 at-grade-crossings in Segment 3 and 4 at-grade-crossings in Segment 4.

Schedule:

- Design for Segment 1 forecast to finish in 2026
- The overall construction completion is currently forecasted for February 2031. However, this would need to be adjusted to reflect revised timeline once funding is received.

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

Accomplishments:

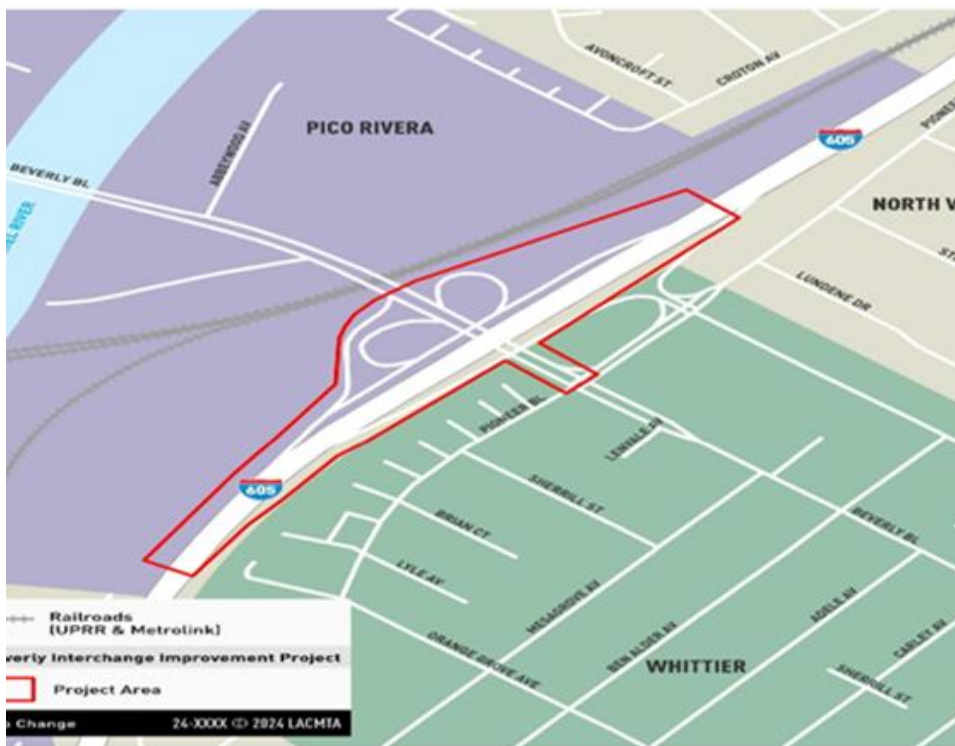
- Continue progress towards 100% design.
- Assessing the impact of the East SF Valley Right of Way study, which was presented at the November Board Meeting.
- Advancing the design and construction of 6 at-grade-crossings in Segment 3 and 4 at-grade-crossings in Segment 4 ahead of the double track work in coordination with future infill station.

Challenges/Risks:

- Transit and Intercity Rail Capital Program funding has a due date that may affect construction funding
- There is a funding gap for Segments 1, 2, 3 and 4, including impacts from Segment 1 delays on Antelope Valley Line improvements and impacts from East San Fernando Valley Right of Way study on Seg 3 scope and schedule

I-605/Beverly Interchange Improvement

Funding Through Current Phase	Funding to Date	Current Forecast	Forecast Completion	Project Status
\$45M	\$45M	\$49M	Summer 2028	40% (Procurement) 15% (Total)



I-605 Beverly Blvd. Map

I-605/Beverly Interchange Improvement



Aerial View of Existing Beverly Blvd.



Aerial View of Existing Beverly Blvd.



I-605 South Beverly Blvd

I-605/Beverly Interchange Improvement

Cost: The LOP will be established when the project is bid by Caltrans.

Schedule: Metro staff is working with Caltrans to prepare necessary documents required for Caltrans to administer construction of the project.

Mitigation Measures: Mitigation measures are not applicable at this point in time.

Accomplishments:

- Finalized Caltrans design and construction support costs and COOP agreements for transitioning 605 Beverly to Caltrans
- Resolving Caltrans constructability review comments submitted by DEA (October 2025 Standards) on January 15, 2026
- RTL expected in July 2026
- Board Report in review for the April Board meeting

Challenges/Risks:

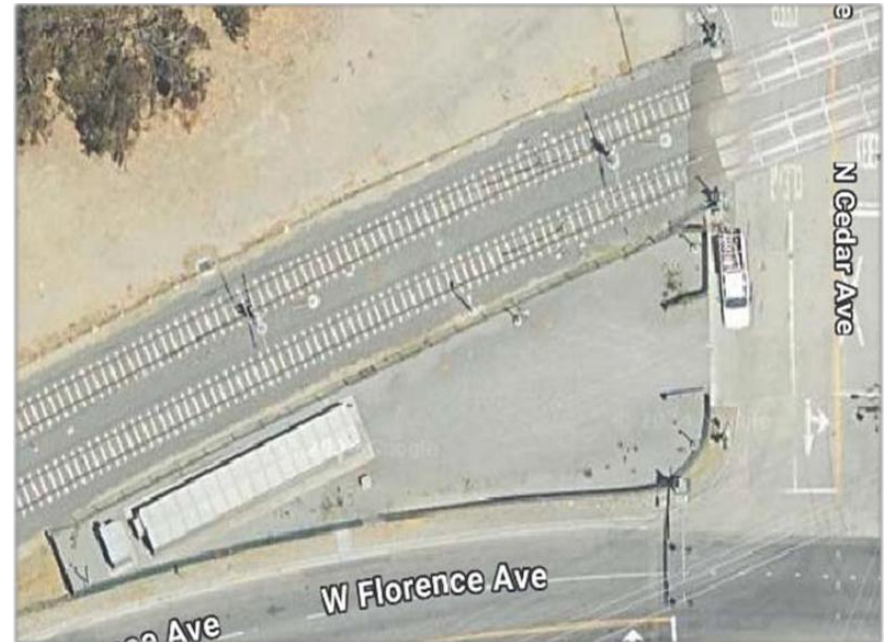
- Community outreach and coordination with the cities of Whittier and Pico Rivera
- Transitioning the project to Caltrans and updating the October 2025 Standards
- Providing oversight for Caltrans during the construction phase of the project

Install 2 Traction Power Substation on the K Line

Design Phase Budget	Funding to Date	Current Forecast	Forecast Completion	Project Status
\$20M	\$35M	\$35M	Spring 2029	30% (Design) 5% (Total)



TPSS Crenshaw Blvd. & W 60th St. Site (TPSS #7)



TPSS W Florence Ave. & N Cedar Ave. Site (TPSS #4)

Install 2 Traction Power Substation on the K Line

Cost: Project is fully funded under TIRCP. However, with a possible acceleration of schedule to meet expenditure deadline, costs may increase marginally. Future fiscal year budget allocation may change to accommodate the new schedule.

Schedule: The current completion date is anticipated to be complete by September 2029. However, due to funding expenditure deadline, the Project is intend to negotiate with the wining contractor on accelerating the schedule.

Mitigation Measures:

- Develop an accelerated schedule
- Metro's Third-Party Admin shall develop a plan to catch up with the coordination schedule with SCE and DWP

Accomplishments:

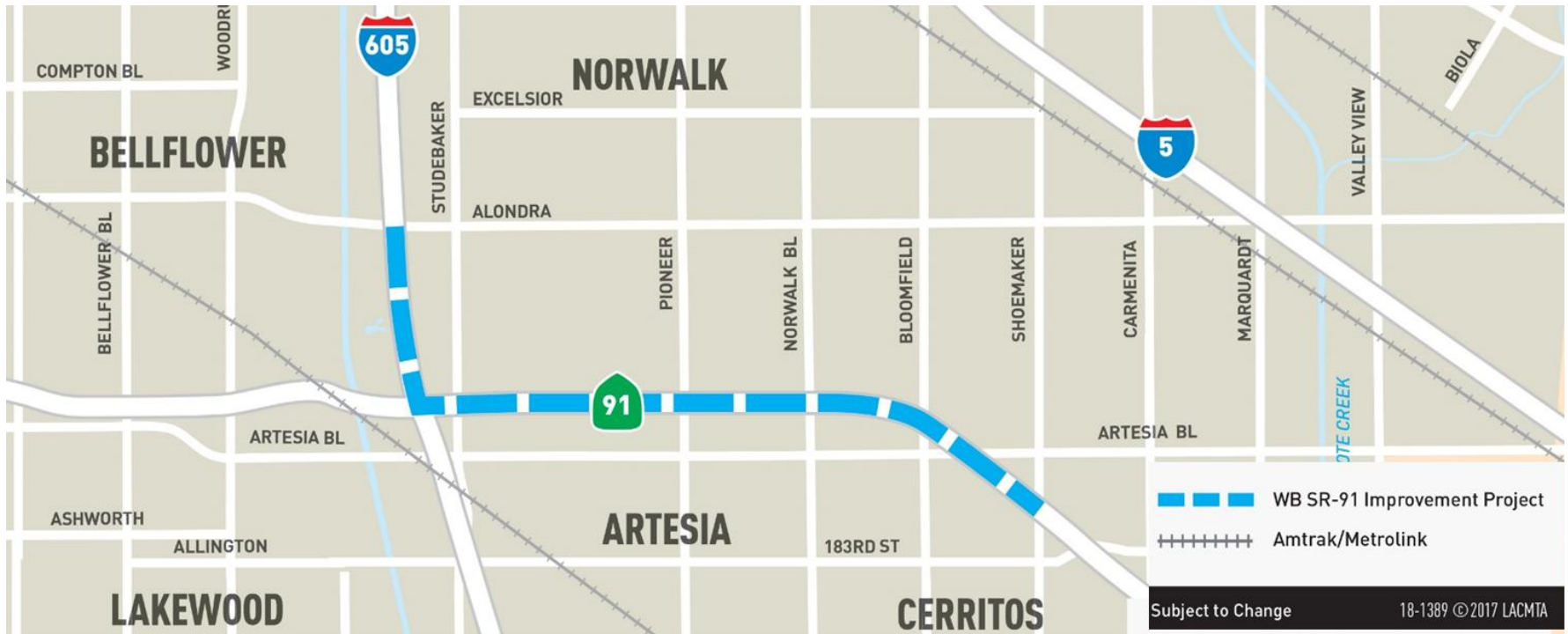
- 30% Design Completed by Metro Transportation Authority (Metro) through Seco Trans (Metros on-call consultant)
- IFB Package completed on December 2025
- Advertised on December 22, 2025
- Bid Opening: TBD

Challenges/Risks:

- Meet the TIRCP funding deadline on spending by June 30, 2027
- Assure new TPSS can be integrated into the existing system
- Service drop availabilities are not confirmed.

WB SR-91 Improvement - Shoemaker to Alondra

Funding Through Current Phase	Funding to Date	Current Forecast	Forecast Completion	Project Status
\$148M	\$285M	\$355M	Summer 2030	30% (Procurement) 6% (Total)



Project Map

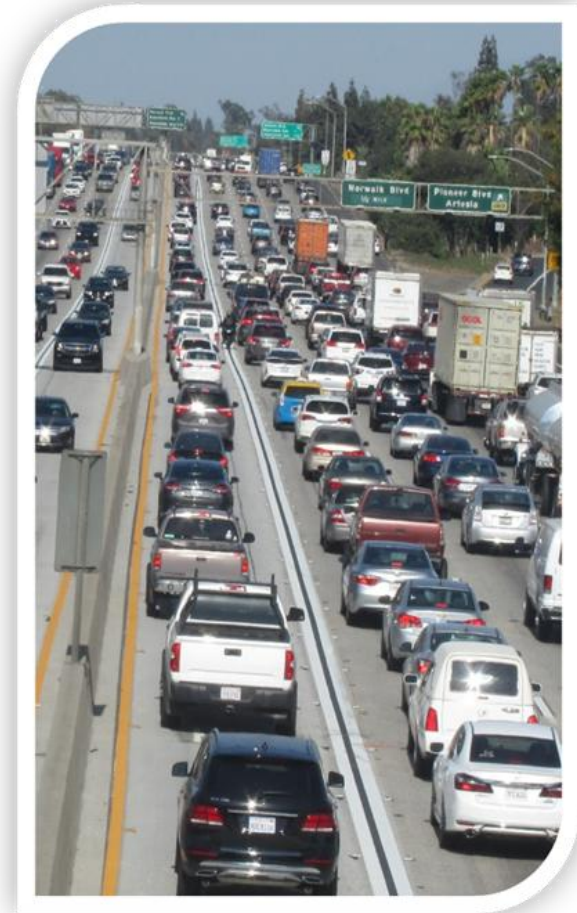
WB SR-91 Improvement - Shoemaker to Alondra



Utilities Relocation at Norwalk Blvd. (North SR-91)



WB 91 to 605 Connector - Utilities Relocation at Studebaker



Existing Traffic Jam

WB SR-91 Improvement - Shoemaker to Alondra

Cost: LOP was updated to \$355M, from \$334M. \$21M of additional programming was approved by the GCCOG and the Board in February 2026 due to increased capital costs. Metro/Caltrans will reapply for a \$107M TCEP grant for Cycle 5 in November 2026.

Schedule: Ready to List (RTL) in 2024 and to be obtained again in April of 2026. Construction to start in 2028.

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

Accomplishments:

- The project was transferred back to Metro to lead the construction phase
- Metro/Caltrans will reapply for a \$107M TCEP grant for Cycle 5
- Grant applications are due in November 2026, anticipated award in June 2027, and funds to be programmed by August 2027
- Metro projected LOP to be \$355M, which was approved by the GCCOG in February 2026

Challenges/Risks:

- Reapplication for the TCEP grant, as CTC denied Caltrans's 14-month and Metro's 8-month extension requests
- Community outreach with the cities of Cerritos and Artesia
- Coordinating with local stakeholders for detours and multiple 55-hour closures

C Line Platform Extensions

Design Phase
Budget

\$11M

Funding to
Date

\$120M

Current
Forecast

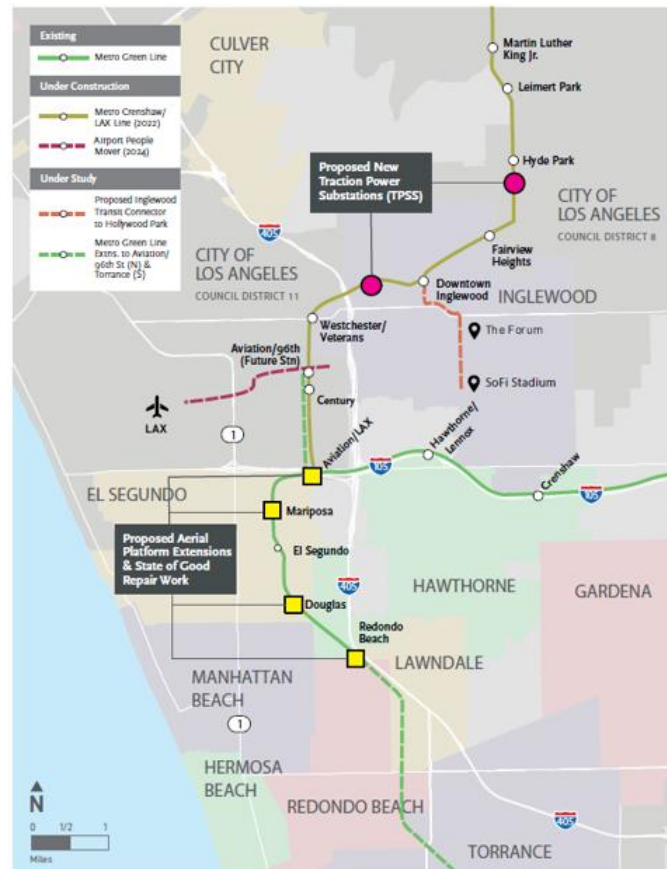
\$120M

Forecast
Completion

Winter 2033

Percent
Complete

5% (Design)



C Line Platform Extensions

Cost: Project has completed 30% design and is exploring options for construction phasing. Possible acceleration of schedule and phasing method may have cost impacts.

Schedule: The current requested completion date is to have the stations expansion completed in October 2032.

Mitigation Measures: No mitigation measures at this time.

Accomplishments:

- Completed feasibility study and conceptual design for C & K Line Station Improvements (CKLSI) project
- CKLSI project drawings and specifications were submitted to Vendor Contract Management for preparation of Design/Build bid package
- CKLSI project team is assessing project to maintain flexibility and ensure expenses match available funding

Challenges/Risks:

- The TIRCP Cycle 6 program includes a statutory liquidation deadline of June 30, 2027, requiring all eligible expenditures to be incurred prior to that date
- Determine what can be built within the available grant budget
- Complete the project within the proposed timeline

Gold Line Foothill Extension Phase 2B2

Current Phase Budget	Funding to Date	Current Forecast	Forecast Completion	Percent Complete
\$798M	\$798M	\$798M	Fall 2031 (Claremont)	0%



Gold Line Foothill Extension Phase 2B2

Cost: Secured \$798M to fund the extension from Pomona to Claremont (Phase 2B2).

Schedule: Phase 2B2 project completion is forecasted for Fall 2031.

Mitigation Measures:

- Executed amended funding agreement with the Construction Authority
- Cost estimates will be developed by the Authority at each milestone (60%, 85%, 100%)

Accomplishments:

- Metro has fully executed 4th amendment to GLPH2B Funding Agreement with construction authority, reflecting \$798M of the CalSTA TIRCP formula authorized by SB125
- Metro Board approved the budget for FY26 through FY28 to commence design and procurement activities
- Metro Gold Line Foothill Extension Construction Authority is expecting to award the design contract by end of January 2026
- Metro Gold Line Foothill Extension Construction Authority is expecting to bring a Construction Manager at Risk contractor on Board by mid-2026

Challenges/Risks:

- Final Construction cost exceeding available funding for the extension from Pomona to Claremont
- Project will now terminate at Claremont, due to San Bernardino County deciding not to support the extension to Montclair during the September 4, 2025, Board Meeting



Projects in Closeout



Metro Training and Innovation Center

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$21M	\$21M	\$21M	Fall 2023	98%

Cost:

- Project was completed within Life of Project (LOP) budget

Schedule: None. The space was turned over to the Chief People Office on June 2, 2025.

Mitigation Measures: None. The space was turned over to the Chief People Office on June 2, 2025.

Accomplishments:

- The Space was turned over to the Chief People Office for move in on June 2, 2025
- Contractor's contract with the Developer is closed

Challenges/Risks:

- None for construction
- Construction is complete

Metro Training and Innovation Center



Large Conference Room



Conference Room



Break Room

Metro Center Street Project

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$131M	\$157M	\$157M	Summer 2024	99%

Cost: Project schedule impacts related to the uninterrupted power supply system ultimately resulted in claims of material and labor cost escalation and conflicts with the adjacent Division 20 Portal Widening Project, which are attributed to the delay of design approvals and supply-chain restraints.

Schedule:

- Substantial Completion achieved in August 2024
- Certificate of Occupancy achieved in October 2024
- Occupancy and Warranty Commencement in December 2024

Mitigation Measures: Final agreement was reached with the contractor on the settlement amount, eliminating claims-related cost uncertainty. As a result, no contractor claims remain as active risk items. The remaining forecasted costs are limited to closeout activities, including final construction support and internal FTE.

Accomplishments:

- The project is 99.9% complete
- Project Close-Out in progress
- Building occupancy in December 2024

Challenges/Risks:

- The project is currently in the closeout phase
- The Board approved additional funding to facilitate final coordination with the contractor, address remaining scope-related and contractual requirements
- This funding supports the completion of all remaining obligations prior to final project closure

Rail to Rail Active Transportation Corridor

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$116M	\$166M	\$166M	Spring 2025	99%



Rail to Rail Project Map

Rail to Rail Active Transportation Corridor



Ribbon Cutting Ceremony



Bicyclists and Pedestrians on Corridor.



Wayfinding Signage.

Rail to Rail Active Transportation Corridor

Cost: Project completed within Life of Project (LOP) budget. Available funding noted is the remaining contingency.

Schedule: There is no variance. Project opened to the public on May 17, 2025.

Mitigation Measures: N/A. Project is complete.

Accomplishments:

- The project reached substantial completion on May 17, 2025
- All punch list items have been addressed
- The preparation and review of as-built drawings are currently in progress

Challenges/Risks: Ongoing vandalism and theft pose a risk to maintaining the project site and preserving completed work.

Gold Line Foothill Extension Phase 2B

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$1,533M	\$1,533M	\$1,400M - \$1,533M	Summer 2025	99%



Metro A Line Extension system map

Gold Line Foothill Extension Phase 2B



Weed abatement along the LRT corridor - Loraine to Lone Hill



Reinforced security gate installation - Route 66 under bridge area



Anti-graffiti coating on the wall along the Metro Train Corridor

Gold Line Foothill Extension Phase 2B

Cost: Betterment and change order items include security fencing along right of way for additional security and to prevent trespassing, communication signal equipment, and a layover facility at Pomona Station for train operators.

Schedule: The project was completed and opened on schedule.

Mitigation Measures: Not applicable.

Accomplishments:

- Opened for revenue service September 19, 2025
- Foothill Construction Authority continues progress on punch list items
- Continuing transfer of utilities and easements to Metro
- Pomona Layover facility to be completed Spring 2026
- Pasadena Sub returned to Metrolink in January 2026
- Certificate of occupancy granted January 2026

Challenges/Risks:

- Audit completed on the project; findings being implemented by the Project Team and the Foothill Construction Authority.

I-605/South Street Interchange Safety Improvement

Original
LOP

\$33M

Current
LOP

\$33M

Current
Forecast

\$33M

Forecast
Completion

Summer 2025

Percent
Complete

93%



I-605 South Street Map

I-605/South Street Interchange Safety Improvement



South Street New Configuration

I-605/South Street Interchange Safety Improvement



Final South Street lighting and signage



South Street New Configuration

I-605/South Street Interchange Safety Improvement

Cost: The project is anticipated to be completed within the current LOP.

Schedule: The project is anticipated to complete within the Contract Period of Performance.

Mitigation Measures: Mitigation measures are not required for this project at this time.

Accomplishments:

- Project was completed on September 8, 2025, and all four lanes on the South Street Ramp were open
- Reached Substantial Completion on December 10, 2025
- The plant establishment period started on December 8, 2025
- Working on closeout items
- Conducted project Lessons Learned session on October 23, 2025

Challenges/Risks:

- Plant establishment may include plant survival and maintenance issues
- Closeout may include incomplete punch list items
- Potential delays in Caltrans final acceptance



Capital Projects – Planning to Implementation

Metro Command and Control Center

Funding Through
Current Phase

\$22M

Available
Funding

\$22M

Current
Forecast

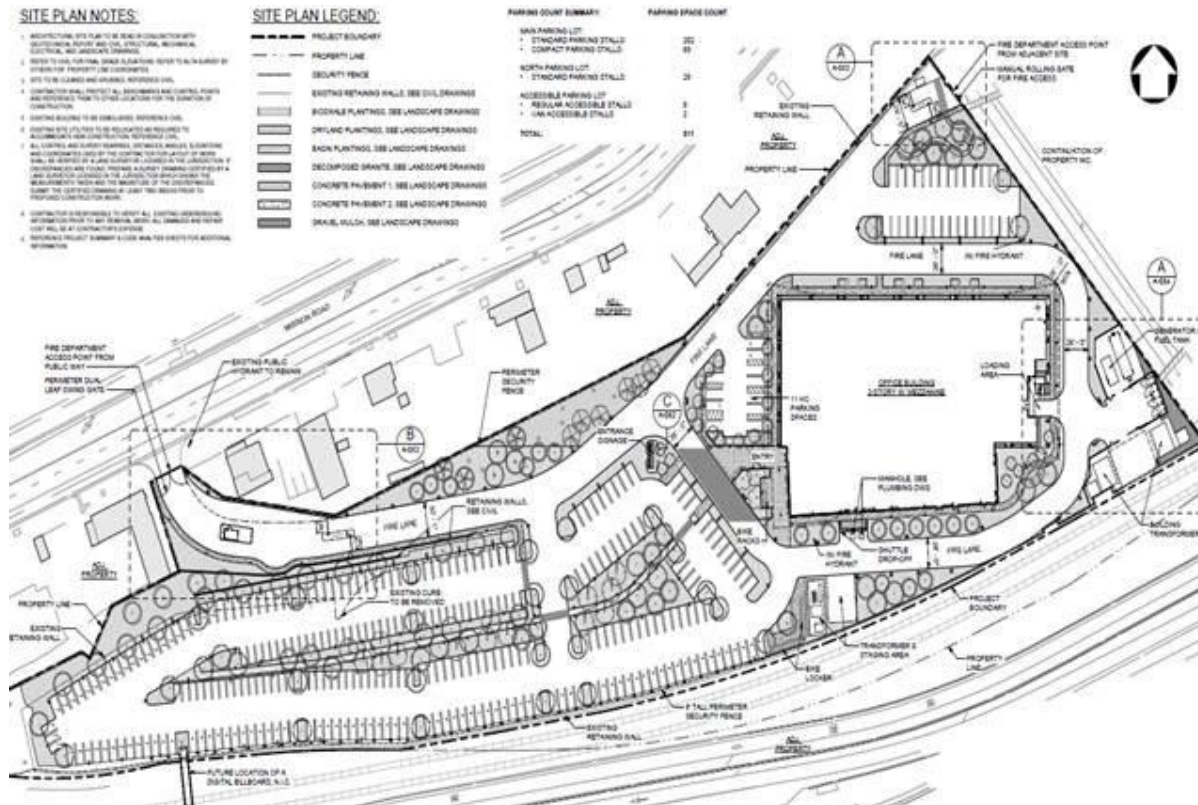
\$1,000M - \$1,400M

Current Forecast
Completion

2034

Project
Status

15% (Design)



Architectural Site Plan

Metro Command and Control Center



Building Exterior - West View



Operations Theater - Conceptual

Metro Command and Control Center

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Not Applicable.

Accomplishments:

- Preliminary Engineering (PE) design is approximately 50% complete
- Phase II ESA subsurface investigation is complete
- CEQA documentation studies are ongoing
- CM/GC project delivery method was selected
- Geotech field work is ongoing
- Traffic study is ongoing
- LADWP coordination is ongoing

Challenges/Risks:

- Relocation of impacted uses at Div.10 may delay the start of construction
- Timely upgrade of existing fibers along A, B and E line routes required for connectivity to existing Regional Operations Center
- Street improvements may be required such as installation of a traffic signal and widening of the entrance driveway onto adjacent property

K Line South Ext. to Torrance

Funding Through Current Phase

\$1,400M

Available Funding

\$1,400M

Current Forecast

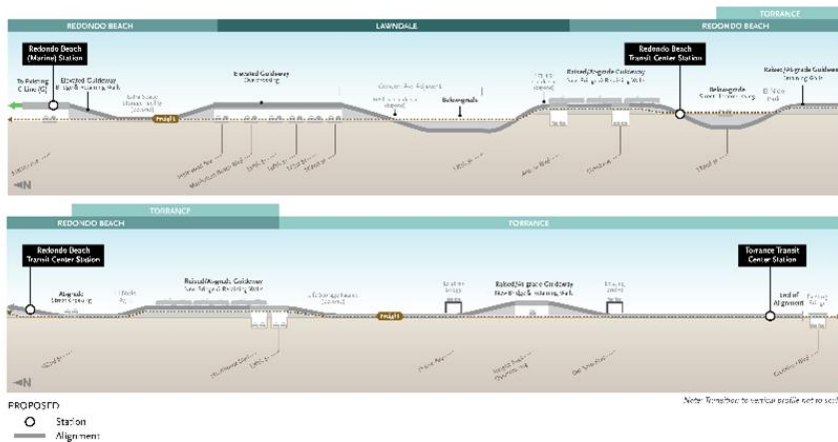
\$3,000M - \$4,000M

Current Forecast Completion

2036

Project Status

90% (Environmental)
6% (Total)



Profile of Hybrid Alternative showing two under-crossings at 170th and 182nd Street.



Project map of Hybrid Alternative (LPA)

K Line South Ext. to Torrance

Cost: Cost estimate is \$3.44B in 2025 with opening year in December 2036.

Schedule:

- Next phase of work will explore phasing plan for Initial Operating Segment to use secured funds and earlywork activities to deliver some project benefits by 2036
- Full project has funding gap of ~\$2B, which will likely extend project schedule
- Opportunities for schedule recovery are being explored

Mitigation Measures: Developing construction delivery concepts to reduce high-risk items to help manage future costs and schedule.

Accomplishments:

- Jan 2026: Metro Board certified Final EIR and approved Project at Jan 2026 meeting, including approval of Hawthorne as route
- March 2026: Metro Board approves Program Mgmt Support Services contract
- April 2026 (tentative): Metro Board to consider contract mod for preliminary engineering including phasing, 3rd party coordination and approvals

Challenges/Risks:

- Metro Board approved route (Hawthorne Blvd) requires approval from Caltrans and Fed Highway Admin for encroachment permits
- BNSF (Burlington Northern Santa Fe) agreement (ongoing negotiations) could be hindered by concerns on Link US/Malabar Yard and interest in Carson Yard
- Funding gap (exploring resources)

Eastside Extension Phase II

Funding Through
Current Phase

\$3,690M

Available
Funding

\$3,690M

Current
Forecast

\$7,895M*

Current Forecast
Completion

2036

Project
Status

15% (Total)



Eastside Transit Corridor Phase 2

Eastside Extension Phase II

Cost: Seeking state and federal funding to complete the initial operating segment (IOS) to Greenwood Station in Montebello.

Schedule: Anticipated completion of Preliminary Engineering by Summer 2026 and the completion of the National Environmental Policy Act (NEPA)/Environmental Assessment (EA) process by Fall 2026. Working with FTA on Section 106/State Historic Preservation Office (SHPO) consultation. Anticipating completion of Preliminary Engineering by Summer/Fall 2026.

Mitigation Measures: Continued coordination on Advanced Utility Relocation efforts.

Accomplishments:

- Completed 158 soil borings (9-mi) & 174 utility potholes (4.7-mi IOS)
- Addressed FTA comments on 1st Admin Draft; submitted 2nd Draft on 3/30
- Ongoing IOS city review of Draft 30% PE and continued MSF/Ops coordination
- CTC approved \$133.8M for ROW starting FY31 under STIP on 3/19
- Executed 4 MCAs & 4 utility agreements; 6 utility & 2 CAs pending

Challenges/Risks:

- Delay in execution of engineering service agreement with BNSF
- Funding for the full build of the IOS
- Real estate acquisitions



Board Report

File #: 2026-0266, File Type: Informational Report

Agenda Number: 18.

**CONSTRUCTION COMMITTEE
MAY 20, 2026**

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) budget in the amount of \$3,998,675,309 for the East San Fernando Valley Light Rail Transit Project;
- B. AMEND the Progressive Design-Build Contract No. PS89616000 with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc., to implement the Phase 2 Supplement of the Project in the amount of \$1,988,038,124 increasing the total contract value from \$442,916,240 to \$2,430,954,364; and
- C. AWARD and EXECUTE all project-related agreements and modifications to existing contracts within the authorized LOP Budget.

ISSUE

Staff is seeking the Board’s approval for two items: (1) establishing a LOP budget in the amount of \$3,998,675,309 for the East San Fernando Valley Light Rail Transit Project (Project); and (2) to execute a modification to implement the Phase 2 Supplement of the Progressive Design-Build Contract PS89616000 to SFTC. The LOP budget is inclusive of all previously awarded contracts, expenses incurred to date, and activities to be performed by the contractor and professional services contracts for the Project.

BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to San Fernando Road, a total of 6.7 miles of dual track light rail transit (LRT) system with 11 at-grade center platform stations. The Board certified the Final Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) in December 2020, and the Federal Transit Administration (FTA) signed a Record of Decision in January 2021 for the project. Included in the Final EIS/EIR, the Project was defined as the Initial

Operating Segment (IOS). An additional extension of the LRT system 2.5 miles to the north on share rail right of way also was included in the Final EIS/EIR. Per the Board's request, additional studies (ESFV Shared ROW Study) were conducted to address concerns raised by local cities and Metrolink regarding traffic and safety. In December 2025, the Board directed staff to select and move forward with a new environmental clearance effort for new crossing gates along the Metrolink system and a new Pacoima Metrolink Station with a mobility hub in lieu of extending the light rail 2.5 miles. This 2.5 mile segment is not the subject of this Board action.

The Project provides a dual track street running light rail transit system along the middle of Van Nuys Boulevard from Oxnard Street to San Fernando Road. This includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility (MSF) for LRT vehicles. This Project is the subject of this board action.

On May 10, 2022, the FTA issued Metro a Letter of Intent (LOI) to obligate funding for the Project under the Expedited Project Delivery (EPD) Pilot Program. Metro and the FTA signed the Full Funding Grant Agreement (FFGA) on the Project alignment on September 6, 2024. The FFGA was executed on September 13, 2024, for a total Award Budget of \$3,573,279,911 with a Federal assistance amount of \$893,319,978.

Through the Preliminary Engineering (PE) phase of the Project, design refinements resulted in updates to the project description. In October 2023, the Metro Board approved an Addendum to the EIR assessing design refinements and updated Project elements developed during Preliminary Engineering. In July 2023, a letter regarding the Environmental Determination for East San Fernando Valley Transit Corridor Reevaluation was received from the Federal Transit Administration in compliance with NEPA and no further studies would be required.

On February 23, 2023, the Board approved the award of a Progressive Design-Build (PDB) contract to San Fernando Transit Constructors (SFTC), a joint venture of Skanska USA Civil West California District, Inc., and Stacy and Witbeck Inc., for Phase 1 Preconstruction Services in the amount of \$30,979,750. Phase 2 of the PDB contract includes Design, Construction, Testing and Commissioning of the Project. A Preconstruction Phase-of-Project Budget (Preconstruction Budget) in the amount of \$496,856,000 was also established at the February 23, 2023, Board meeting.

On April 14, 2023, Notice to Proceed (NTP) was issued to SFTC for Phase 1 work which includes validation of base design, value engineering, and a framework for negotiating and reaching a Phase 2 Contract Price. The implementation of Early Works Packages (EWPs) concurrently with Phase 1 work advanced design efforts and utility adjustment work from the Phase 2 scope of work to support contract price negotiations and project schedule.

In July 2024, the Board approved an increase to the Preconstruction Budget to \$879,731,000. Budget items included awarded phases of construction contracts, EWP's, priority Real Estate acquisition and relocation, third party agreements, Metro labor, and encumbered and forecasted costs for professional services.

In February 2025, the Board approved a second increase to the Preconstruction Budget to \$1,487,826,000 to continue supporting Real Estate acquisitions and relocation activities, utility

relocation work, and project support costs.

DISCUSSION

Since the execution of the Phase 1 of the PDB Contract in early 2023, Metro has been working with the PDB Contractor on defining scope, managing risk, and establishing cost and schedule certainty to support the submittal of a firm fixed price proposal for Phase 2 from the contractor.

Development of Opinion of Probable Cost (OPC) estimates identified construction costs trending higher than the initial project costs included in the FFGA budget, specifically in the areas of complex utility relocations, traffic control plans, and the MSF. During the EWP negotiations, the team also identified market conditions as a risk and cost driver that resulted in higher costs among all work items.

Utilizing the collaboration of the PDB delivery model, the contractor and Metro teams worked together to evaluate Value Engineering concepts that lead to design refinements, resizing of MSF, and more efficient phasing of construction in coordination with site access constraints. In addition, Metro agreements with third parties including LADWP and LADOT will support further schedule savings and reduction of overall project risk. While the final negotiated contract value has resulted in an increased budget beyond the original forecast, the efforts listed above were able to drive the contractor's cost down by over \$150M during final negotiations.

During this time, several EWPs were executed to advance Phase 2 PDB activities, such as final design, early material procurement, utility relocations, and real estate activities critical to meet construction schedules.

At this time, both Metro and the PDB contractor have agreed to a final fixed firm price to implement Phase 2 of the PDB contract, bringing the total Project cost to \$3,998,675,309. This includes the previously approved Preconstruction Budget of \$1,487,826,000.

This LOP encompasses all project costs, including costs which are not eligible for Federal reimbursement. A funding source separate from the ESFV Project funding plan, Measure M inflation funding, has been identified to support these non-eligible costs and included in Attachment A - Funding and Expenditure Plan.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any negative impact on established safety standards.

FINANCIAL IMPACT

Upon Board approval, budget will be added to the existing LOP Budget for Project 865521- East San Fernando Valley Light Rail Transit Corridor, in Cost Center 8510 - Construction Project Management.

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

Impact to Budget

The sources of funding for the Project include local Measure R and Measure M, federal and state grants as shown in Attachment A - Funding and Expenditure Plan. These funds are not eligible for bus and rail operations.

Multiyear Impact

The Project has \$3,574,773,281 of capital funding programmed in the Metro financial forecast based on the federal EPD Award Budget (the Metro programmed funding differs from the Award Budget as it excludes federally eligible finance charges and includes non-federally eligible expenses incurred prior to the EPD grant award), which is comprised of Measure M and Measure R designated for the Project, Measure R and Proposition C transferred to the Project per a Metro Board action in October 2023 (#2023-0558), additional Proposition A and Proposition C, and a local agency contribution by the City of Los Angeles. Additional programmed funding includes awarded state Transit and Intercity Rail Capital Program (TIRCP), Traffic Congestion Relief Program Funds (TCRP), Regional Improvement Program Funds (RIP), and Local Partnership Program grants, and the federal EPD grant.

The proposed LOP is a \$423,902,028 cost increase in comparison to the EPD Award Budget and is subject to the Metro Uniform Cost Management Policy (Policy). The Policy requires that funding shortfalls are addressed through: 1. Scope reductions; 2. New local agency funding resources; 3. Value Engineering; 4. Other cost reductions within the same transit or highway corridor; 5. Other cost reductions within the same subregion; and finally, 6. Countywide transit or highway cost reductions or other funds will be sought using pre-established priorities.

The Policy analysis (Attachment E) has found that the cost increase must be addressed from other or additional countywide funding resources. The Project cost increase is proposed to be funded from the Measure M 35% Contingency Subfund for eligible inflation adjustments and Proposition C 25%, pursuant to the Uniform Cost Management Policy. Funding from Measure R 35% Capital Project Contingency for eligible inflation adjustments was also evaluated as part of the Uniform Cost Management Policy analysis but is not recommended due to limited Measure R funding capacity. The recommended funding sources are not eligible for Metro transit operations funding.

EQUITY PLATFORM

The additional funding will support continued community and small business engagement efforts led by Metro Community Relations (CR) staff in conjunction with the implementation of construction activities:

- **Elected Representatives and City Representatives:** To date, Metro CR staff have met with representatives from the City of Los Angeles Neighborhood Councils and Council District Offices, on upcoming construction, mitigation plans/efforts, and outreach efforts to the local community. Metro has held several quarterly community construction update meetings, presented at various

community and school meetings, tabled at various special events, and presented at various business association meetings. The Construction Relations team is currently conducting bilingual door-to-door outreach of small businesses along the Project alignment.

- **Community Members:** The Project has established a Construction Relations and Mitigation Program that includes a Community Leadership Council (CLC), a volunteer stakeholder council. The CLC meets regularly with the Project team and has been instrumental in providing direct feedback and community advocacy over the past two years. Some highlights of its work include advocacy for expansion of the BIF program to the ESFV LRT Project, planting more native trees on the project alignment, shared right-of-way alternatives, a refreshed parking study, numerous partnerships with Metro CRMP to host workshops and community events. The Project also plans to implement a Community Based Organization (CBO) Partnership program during Phase 2 of the Project that aligns with Metro's CBO Partnering Strategy.
- **Small Businesses:** Metro CR staff visited, informed and provided the small businesses along the alignment bilingual project information along with small business mitigation programs available to businesses along the Project corridor: Eat Shop Play (ESP), Business Interruption Fund (BIF), and Business Solution Center (BSC). The BIF formally launched on this Project first quarter of 2024 and ESP launched in October 2024. The BSC program is being re-imagined targeting specific business support services to meet the needs of the business community and is anticipated to launch Summer 2026.
- **Cultural Competency Plan (CCP):** The CCP includes a comprehensive strategy for engagement with the local community utilizing a multi-layered approach focused on a career academy, small business opportunities, and project internal culture and training. Training will encompass the entire team, including vendors and subcontractors. The CCP supports an accountability framework to track the progress of each task and goal through the utilization of technology in order to develop the highest standards of resources and programs for the community. The CCP was developed by the contractor in collaboration with Metro. The CCP will be implemented and maintained by the contractor and representatives from Program Management, and Community Relations assigned to the ESFV project will oversee the implementation of the plan.

Through the implementation of construction mitigation programs and continued outreach efforts, assistance to small businesses during construction will be achieved and the phasing of construction will be developed to minimize impacts to adjacent businesses and residents. Engaging the community through the CCP will increase cultural awareness of communities throughout the limits of construction along Van Nuys Boulevard, supporting mobility needs and business and employment opportunities.

While SFTC made a 19.33% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction of the project, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals, counting of participation, and enforcement, effective October 3, 2025. As such, the DBE commitment is not a factor in the staff recommendation.

The Diversity & Economic Opportunity Department (DEOD) has established a zero percent (0%) DBE goal for the Phase 2 Supplement of this project. The USDOT has issued an Interim Final Rule (IFR)

that makes changes to the DBE Program, including suspension of goals, counting of participation, and enforcement, effective October 3, 2025. SFTC submitted a voluntary Small Business Enterprise (SBE) participation plan listing 15% SBE (11% Metro Certified, 4% State Certified) involvement in the Phase 2 Work. This is noteworthy, as small businesses play a critical role in the economy by driving job creation, fostering innovation, and strengthening local communities.

The construction of the Project includes a 40% Targeted Worker goal, 20% Apprentice Worker goal, and 10% Disadvantaged Worker goal consistent with Metro's Project Labor Agreement/Construction Careers Policy (PLA/CCP). These goals are intended to expand access to employment opportunities for residents of economically disadvantaged communities and ensure that the economic benefits of Metro's investments reach local workers.

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 Final Environmental Impact Statement/Final Environmental Impact Report for the East San Fernando Valley Transit Corridor Project was certified by the Board in December 2020 and a Record of Decision issued by the Federal Transit Administration in January 2021. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor, DEIS/DEIR. The Final Environmental Impact Statement/Final Environmental Impact Report for the East San Fernando Valley Transit Corridor Project was certified by the Board in December 2020 and a Record of Decision issued by the Federal Transit Administration in January 2021. VMT summary can be found in Appendix G Transportation Impacts Report published in 2020. VMT was forecasted with Metros Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for definition of future baseline conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 was calculated for the project.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic goals:

Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

The purpose of the Project is to provide high-capacity transit service in the San Fernando Valley.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The at-grade light rail system will attract bus ridership and improve the trip experience for users of the transportation system.

Strategic Goal 3: Enhance communities and lives through mobility and access to opportunity.

With 11 stations, including connections to Metro G-Line and Metrolink, the ESFV enhances mobility to the community.

Strategic Goal 4: Transform LA County through regional collaboration and national leadership.

Collaboration with the elected officials, citizens, and Metro patrons of San Fernando Valley continues to positively impact the Project.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with establishing a Life of Project Budget and/or Phase 2 of the Progressive Design-Build Contract. This is not recommended as Metro will incur undesirable schedule delays and cost increases if this action does not move forward. Furthermore, delays to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

NEXT STEPS

Upon Board approval, Metro staff will amend the contract to implement the Phase 2 Supplement of Contract No. PS89616000 with SFTC to begin the remaining Phase 2 work.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan

Attachment B - Procurement Summary

Attachment C - Contract Modification / Change Order Log

Attachment D - DEOD Summary

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

Prepared by:

Greg Gastelum, Senior Executive Officer, Program Management, 213-218-8479

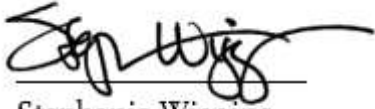
Kevin Grady, Deputy Executive Officer, Project Controls, 213-294-1439

Mat Antonelli, Deputy Chief Program Management Officer, 213-893-7114

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

Reviewed by:

Tim Lindholm, Chief Program Management Officer, 213-922-2797

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

Stephanie Wiggins
Chief Executive Officer

Attachment A
ESFV Funding & Expenditure Plan

(\$ in millions)	Proposed LOP Budget	Prior Years	2026	2027	2028	2029	2030	2031	2032	2033
USE OF FUNDS										
Construction Costs	2,597.429	186.271	229.380	433.982	459.980	470.595	397.625	316.501	102.995	0.100
ROW/Land Existing Improvements	313.467	177.686	40.817	42.000	35.000	10.700	4.800	2.464	-	-
Vehicles	187.946	0.449	0.316	21.444	11.205	16.807	41.551	59.759	36.416	-
Professional Services	472.909	101.731	42.997	55.743	53.288	56.064	54.707	57.184	39.969	11.225
Unallocated Contingency	284.300	-	-	9.045	34.888	73.653	63.962	47.164	38.765	16.823
Prior Planning/Environmental Costs (865521)	61.493	61.493	-	-	-	-	-	-	-	-
Additional Planning Expenses (405521/465521) ⁽¹⁾	21.369	24.732	(3.363)	-	-	-	-	-	-	-
Additional Project Expenses ⁽²⁾	59.763	0.043	0.071	1.200	11.200	12.000	13.000	14.650	6.000	1.600
TOTAL USES	\$ 3,998.675	\$ 552.404	\$ 310.218	\$ 563.413	\$ 605.561	\$ 639.819	\$ 575.645	\$ 497.722	\$ 224.144	\$ 29.748
SOURCES OF FUNDS										
Federal Revenue										
Section 5339 Alternatives Analysis	0.968	0.968	-	-	-	-	-	-	-	-
Section 3005(b) Expedited Project Delivery Grant	893.324	171.560	30.000	-	236.980	203.439	251.344	-	-	-
Federal Revenue Subtotal	894.292	172.528	30.000	-	236.980	203.439	251.344	-	-	-
Local Revenue										
Prop A - Rail Development Account (35%)	47.593	-	-	23.847	13.023	-	-	9.438	1.285	-
Measure R - Transit Capital (35%) ⁽³⁾	250.500	32.195	-	16.139	-	110.616	-	28.418	63.132	-
Measure R - Highway Projects (20%) ⁽⁴⁾	49.417	-	-	-	29.999	19.418	-	-	-	-
Prop C - Discretionary (40%)	110.000	-	-	-	-	96.693	-	13.307	-	-
Prop C - Transit-Related Highway (25%)	416.210	1.330	-	-	-	83.242	57.286	183.006	65.842	25.505
Local Agency Transit Project Contributions	82.560	-	-	-	82.560	-	-	-	-	-
Measure M -Transit Construction (35%) ⁽⁵⁾	1,020.835	266.536	-	47.330	100.809	52.406	192.071	263.553	93.886	4.244
Local Revenue Subtotal	1,977.115	300.061	-	87.316	226.391	362.375	249.357	497.722	224.144	29.748
State Revenue										
Transit and Intercity Rail Capital Program (TIRCP)	805.000	-	280.218	476.097	48.684	-	-	-	-	-
Traffic Congestion Relief Program Funds (TCRP)	27.000	27.000	-	-	-	-	-	-	-	-
Other State Revenue	18.185	18.185	-	-	-	-	-	-	-	-
Regional Improvement Program Funds (RIP)	202.139	34.630	-	-	93.504	74.005	-	-	-	-
SB1 - Local Partnership Program	74.944	-	-	-	-	-	74.944	-	-	-
State Revenue Subtotal	1,127.268	79.815	280.218	476.097	142.189	74.005	74.944	-	-	-
TOTAL SOURCES	\$ 3,998.675	\$ 552.404	\$ 310.218	\$ 563.413	\$ 605.561	\$ 639.819	\$ 575.645	\$ 497.722	\$ 224.144	\$ 29.748

(1) The negative amount in FY26 reflects an accounting adjustment that moves costs for a feasibility study to a separate phase of the project.

(2) These costs are tracked separately to distinguish project expenditures not eligible for federal reimbursement, including real estate goodwill, and to ensure transparency in the use of non-federal funds.

(3) Includes transfer of surplus Measure R funding of \$182.0M.

(4) Reflects \$49.417 million allocated from Measure R Highway (20%) I-5 North Capacity Enhancement.

(5) Measure M funding of \$810.5 million, inclusive of inflation adjustments from Contingency Funds.

PROCUREMENT SUMMARY

**EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT
PHASE 2 SUPPLEMENTAL PROGRESSIVE DESIGN-BUILD
CONTRACT NO. PS89616000**

1.	Contract Number: PS89616000		
2.	Contractor: San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc.		
3.	Mod. Work Description: Phase 2 Supplement		
4.	Contract Work Description: East San Fernando Valley Light Rail Transit Line Project		
5.	The following data is current as of: April 16, 2026		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	02/23/2023	Contract Award Amount: \$ 30,979,750
	Phase 1 Notice to Proceed (NTP):	04/14/2023	Total of Modifications Approved: \$ 411,936,490
	Original Complete Date:	10/31/2025	Pending Modifications (including this action): \$1,988,038,124
	Current Est. Complete Date:	09/30/2031	Current Contract Value (with this action): \$2,430,954,364
7.	Contract Administrator: Robert Romanowski		Telephone Number: 213.922.2633
8.	Project Manager: Greg Gastelum		Telephone Number: 213.922.2168

A. Procurement Background

This Board Action is to amend the Progressive Design-Build Contract with San Fernando Transit Constructors to implement Phase 2 for the completion of construction of the East San Fernando Valley Light Rail Transit Line Project. This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On February 23, 2023, the Board awarded a Progressive-Design Build (PDB) Contract No. PS89616000 (File #2022-0865) with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc. The contract award for pre-construction services (Phase 1) was \$30,979,750 for a period of performance of 30 months. The construction phase of this contract was initiated on August 29, 2024, with the Chief Executive Officer's approval of Identified Early Works Package (EWP) 03 in the amount of \$32,841,918, which accelerated the advanced utility adjustment portion of Phase 2. The Phase 2 includes the scope, cost, risk, and schedule of all the construction work.

B. Cost/Price Analysis

The Phase 2 amount shown below includes all previously negotiated Early Works Packages, Contract Modifications, and resolves all Change Orders issued to date (refer to Attachment C – Contract Modification/Change Order Log), as well as implementing Phase 2 for the completion of construction of the East San Fernando Valley Light Rail Transit Project Line. The amount has been determined to be fair and reasonable based upon fact finding, the independent cost estimate (ICE), cost analysis, technical evaluation, and negotiations.

Proposal Amount	Metro ICE	Negotiated Phase 2 Amount
\$2,399,974,614	\$ 2,358,151,945	\$2,399,974,614

CONTRACT MODIFICATION / CHANGE ORDER LOG

**EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT
PHASE 2 SUPPLEMENTAL PROGRESSIVE DESIGN-BUILD
CONTRACT NO. PS89616000**

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Revise Incorporated Documents	Approved	08/01/2023	\$0
2	Early Works Package 01 (EWP 01)	Cancelled		\$0
3	Revise Sections 23.2 and 23.4 and Exhibit 14 Parts D & E (Waivers)	Approved	12/11/2024	\$0
4	Additional Load Flow Analysis Report for 810vdc	Approved	10/29/2024	\$116,009
5	Revise and Reissue Federal Wage Determination	Approved	11/12/2024	\$0
6	Design Potholing	Approved	11/20/2024	\$3,034,495
7	Modify Exhibit 6 - Worksite	Approved	12/23/2024	\$0
8	Specify Delay Compensation Rate for and within EWP 03 – UA 4/6	Approved	04/01/2025	\$0
9	Modification to Early Works Package (EWP) 04 – Authorization to Continue with Final Design for Firm Fixed Price	Approved	05/30/2025	\$118,030,568
10	Incorporate Tall Faregates into the Design Documents	Approved	11/12/2025	\$0
11	Revise GR Section 01 56 39 for Tree Establishment Period in EWP 06	Approved	10/31/2025	\$36,512
12	Incorporate the Work Self-Performed by (DWP-PS) (3-mile Underground) into Design Work Schedule	Approved	11/20/2025	\$918,581
13	Incorporate VE items (Encapsulation, Crossover Design, Defer Vertical Conveyance, and Paving Pattern) into the Phase 2 Work	Approved	11/12/2025	\$250,000

14	Additional Phase II Environmental Work at MSF Parcel E-011: Indoor/Ambient Air Sampling and Soil Vapor Sampling	Approved	11/26/2025	\$25,795
15	Incorporate Revised LACMTA Construction Safety and Security Manual (CSSM) Revision 6.0: February 2025 and Modify Section 13.1 (c) Prequalification of Subcontractors	Approved	01/07/2026	\$0
EWP 01	Design Studies	Approved	07/29/2024	\$4,807,602
EWP 02	Initial IPMO	Approved	08/06/2024	\$8,793,508
EWP 03	Utility Adjustment (UA) 4-6	Approved	08/29/2024	\$32,841,918
EWP 04	Final Design	Approved	09/30/2024	\$80,000,000
EWP 05	IPMO (Project Office)	Approved	12/14/2024	\$24,063,661
EWP 06	Utility Adjustment Packages (UA) 2-3-7	Approved	01/03/2025	\$83,500,000
EWP 07	UA 5 Water, Demolition, and Select long lead procurement	Approved	08/19/2025	\$50,017,841
EWP 08	CIDH Piles at Van Nuys-G Line Station	Approved	05/22/2025	\$5,500,000
16	Phase 2	Pending	05/28/2026	\$1,988,038,124
	Modification Total:			\$2,399,974,614
	Original Contract:			\$30,979,750
	Total:			\$2,430,954,364

DEOD SUMMARY

**EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT
PHASE 2 SUPPLEMENTAL PROGRESSIVE DESIGN-BUILD
CONTRACT NO. PS89616000****A. Small Business Participation**

The Diversity & Economic Opportunity Department (DEOD) has established a zero percent (0%), Disadvantaged Business Enterprise (DBE) goal for the Phase 2 Supplement of this project. The U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including suspension of goals, counting of participation, and enforcement, effective October 3, 2025.

LACMTA encouraged San Fernando Transit Constructors (SFTC) to maintain its support for and engagement with the small business community during Phase 2 Work. In response, SFTC submitted a voluntary Small Business Enterprise (SBE) participation plan listing 15% SBE involvement. This is noteworthy, as small businesses play a critical role in the economy by driving job creation, fostering innovation, and strengthening local communities.

For Phase 1 – Pre Construction and various Early Works Packages, SFTC has engaged 65 certified small businesses to perform work on this project.

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is applicable to the Phase 2 Work and is due 60 Days following execution of the Phase 2 Supplement. San Fernando Transit Constructors is required to identify a minimum of four (4) LACMTA or BART certified small business firms for protégé development.

D. Living Wage and Service Contract Worker Retention Policy Applicability

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

E. Prevailing Wage Applicability

Prevailing Wage requirements apply to Phase 2 of this project, including all Early Work Packages. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

F. Project Labor Agreement/Construction Careers Policy

This contract is subject to Metro's Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding \$2.5 million, the Contractor shall comply with Metro's National Targeted Hiring goals in effect at the time of award.

Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Compliance shall be reported and monitored in accordance with Metro's established PLA/CCP reporting and compliance procedures.

G. Manufacturing Careers Policy

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

ATTACHMENT E

East San Fernando Valley Light Rail Transit Line Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The East San Fernando Valley Light Rail Transit Line Project (the Project) is subject to this policy analysis due to a proposed increase in the Project budget relative to the budget established in connection with Metro's receipt of the Section 3005(b) Expedited Project Delivery (EPD) Grant and execution of the Federal Full Funding Grant Agreement (FFGA).

To date, the Project has been funded under the approved Preconstruction Budget of \$1,487,826,000. The proposed \$3,998,675,309 Life-of-Project (LOP) budget represents the total project cost and includes an increase relative to the FFGA budget, which triggers this Policy analysis. The proposed LOP budget includes all incurred and forecasted costs for the Project, including Metro labor and non-labor costs, support services, environmental/planning, design, preconstruction services, utilities, right-of-way, construction, and required contingencies. A full breakdown is provided in Attachment A, Funding and Expenditure Plan.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

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

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

Scope Reductions

The Project cost increase since execution of the Federal Full Funding Grant Agreement is attributable primarily to market-driven construction cost escalation, including labor, materials, and contractor pricing, and not to increases in project scope or additional

project requirements. As part of Phase 1 of the Progressive Design-Build contract, value engineering (VE) concepts were evaluated to identify opportunities to capture cost and time savings. As a result, final design plans will incorporate VE's agreed to be carried forward in line with the project scope defined in the FFGA. There is no opportunity to materially reduce Project scope to address the cost increase without affecting the Board-approved Project or delaying delivery. Accordingly, scope reductions are not feasible.

New Local Agency Funding Resources

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

The Project is eligible for Measure R and Measure M funding and is allocated all the funding that is identified for the Project in the Measure R and Measure M sales tax ordinance Expenditure Plans.

The Project is in the San Fernando Valley subregion and within the City of Los Angeles. Local funding resources from both the subregion and the city could be considered for the cost increase.

Subregional Programs

Measure M has funding for a transit-eligible North San Fernando Valley Bus Rapid Transit Improvements subregional program that is designated for the San Fernando Valley. However, this funding has been entirely programmed for a separate project. There is no Subregional Equity Program (SEP) in the San Fernando Valley subregion. The SEP is a subregional program that has the flexibility to be used on highway or transit capital projects, but none is available for San Fernando Valley.

Local Agency Contributions

The City of Los Angeles has Project stations and is expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R ordinance and the requirement of the Measure M ordinance. However, the cities are generally not responsible for cost increases to the Project as the local contribution amount is determined at 30% design, and thus the 3% contributions are not considered a source of funding for the Project cost increase.

Measure M, Measure R, and Propositions A and C provide "local return" funding to Los Angeles. Los Angeles will receive an estimated \$3.6 billion of local return over ten years from FY 2026 to FY 2035 that is eligible for transit use and could contribute a portion to the Project. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill 2B, Crenshaw/LAX Transit, Westside Subway Section 1, and Eastside Access did not support the use of local return. It is not assumed that these funds would be available for the cost increase to the Project.

State and Federal Funding (Discretionary)

The Federal Transit Administration (FTA) has granted the East San Fernando Valley project \$893.32 million, through the Expedited Project Delivery Grant.

The state of California has granted \$805 million in TIRCP funding (through multiple awards) and \$27 million from the Traffic Congestion Relief Program. In addition, Metro allocated formula funding to the Project of \$202 million from the Regional Improvement Program and \$74.9 million from the SB1 Local Partnership Program.

Additional state or federal discretionary funding (where Metro would compete for the funding) is not probable, as the Project cost increase does not reflect added scope or new project benefits that would support a competitive grant request. Also, the Project is about to enter construction, and discretionary grants are generally not eligible for projects in construction (i.e., projects that have awarded construction contracts). Because the Project is advancing to Phase 2 under a mutually agreed upon scope in the Progressive Design-Build Contract, additional discretionary funding is not considered a viable source to address the Project cost increase.

Value Engineering

Value engineering opportunities were evaluated throughout project development and Phase 1 of the PDB contract, and feasible measures consistent with the approved project scope have been incorporated into the current estimate. No additional material value engineering opportunities have been identified that would reduce costs without affecting the approved project scope.

Countywide Cost Reductions and/or Other Funds

Regional or countywide funding could be considered if new local agency resources are not allocated to the Project cost increase. A portion of these funds are programmed for other uses in Metro's 2025 Short Range Transportation Plan financial forecast during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding for the Project, including operations-eligible funds, are Measure R and Measure M Contingency Funds for inflation adjustments, Proposition A and C, the Metro General Fund, and Lease Revenues. Countywide funds are considered if sufficient new local agency resources are not utilized for the cost increase.

Both Measure R and Measure M have funding designated for the Project.

The Measure R Expenditure Plan includes \$68.5 million for the San Fernando Valley East North-South Rapidways project (now the East San Fernando Valley Light Rail Transit Line Project). In addition, the Board approved programming \$182.0 million of Measure R "surplus" funding to the Project from the San Fernando Valley North-South Rapidways (Canoga Corridor) project (also known as the Orange Line Extension to Chatsworth) and \$49.417 million of surplus Measure R Highway funds from the I-5 Capacity Enhancement from SR-134 to SR-170 project.

The Project is also eligible for “inflation adjustments” to be funded from Measure R Contingency Funds. However, the Board adopted the initial Unified Cost Management Policy in January 2011, and this caps the Measure R funding (to exclude inflation adjustments) unless approved as part of the decision criteria set forth in the Policy. The Board has yet to approve the programming of any Measure R funding for inflation adjustments as actual and forecasted Measure R sales tax receipts are materially lower than estimated in the Expenditure Plan, and Metro has incurred a significant amount of debt to meet the Expenditure Plan funding requirements, resulting in Measure R principal and interest payments that must be met. Because of the limited availability of Measure R, no Measure R Contingency Funds are recommended for the Project cost increase.

The Measure M Expenditure Plan includes \$810.5 million of funding for the Project in 2015 dollars. The Measure M funding can be increased for inflation adjustments if, among other things, less than 2/3rds of the funding is spent prior to FY 2027. Metro staff estimate that, based on the current expenditure plan for the Project, most of the Measure M will be spent after FY 2027, resulting in \$210.3 million of Measure M inflation adjustments that can be used for the Project cost increase.

The \$213.6 million balance of funding needed to address the cost increase would come from Proposition C 25%, which is eligible for use on major components of the Project.

State and Federal Funding (Formula)

Metro receives state formula funding through the Regional Improvement Program (RIP) and SB1 Local Partnership Program (LPP), both of which are already programmed in the approved funding plan. Additional capacity in these programs is not currently available, as available formula funds have been committed through existing programming and future cycles are planned for other priorities.

Additional federal funding is also not considered a viable source. The Project has received federal participation through the Section 3005(b) Expedited Project Delivery Grant, and federal participation is based on the budget established under the executed Federal Full Funding Grant Agreement, rather than the locally updated Life-of-Project budget. The EPD regulations limit the federal share to 25% of a project cost. Because the FFGA budget is finalized and the Federal Transit Administration does not recognize the proposed LOP increase as a basis for increasing federal participation, additional federal funding is not assumed to be available to address the Project cost increase.

Accordingly, additional state or federal formula funding is not considered a viable source to address the Project cost increase, and the funding plan instead relies on proposed Measure R and Measure M Contingency Funds for inflation adjustments, as provided under each Ordinance, and additional Proposition C 25% Transit-Related Streets and Highways funding.

Recommendation

Metro staff recommends using approximately \$210.3 million of Measure M 35% for permitted inflation adjustments and \$213.6 million of Proposition C 25% Transit-Related Streets and Highways for the proposed \$423.9 million Project cost increase. These funding sources are identified in the proposed funding plan and represent the most viable strategy to address the funding gap while maintaining delivery of the Board-approved Project.

The recommended use of these funding sources is consistent with the applicable provisions of the Measure M and Proposition C Ordinances and reflects the funding strategy identified through this Policy analysis.



East San Fernando Valley Light Rail Transit Project

Construction Committee Meeting
May 20, 2026



East San Fernando Valley Light Rail Transit Project RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life-of-Project (LOP) budget in the amount of \$3,998,675,309 for the East San Fernando Valley Light Rail Transit Project (Project);
- B. AMEND Progressive Design-Build Contract No. PS89616000 with San Fernando Transit Constructors (SFTC), a Joint Venture (JV) of Skanska USA Civil West California District, Inc. (Skanska) and Stacy and Witbeck, Inc., to implement the Phase 2 Supplement of Project in the amount of \$1,988,038,124 increasing the total contract value from \$442,916,240 to \$2,430,954,364; and
- C. AWARD and EXECUTE all project-related agreements and modifications to existing contracts within the authorized LOP Budget.



East San Fernando Valley Light Rail Transit Project

ISSUE AND DISCUSSION

ISSUE

Establishing a LOP budget in the amount of \$3,998,675,309 for the Project.

DISCUSSION

- Board Approved Preconstruction Budget: \$1,487,826,000
- Capital Funding Programmed: \$ 3,574,773,281
- Proposed Life of Project Budget \$3,998,675,309

CAPITAL FUNDING PROGRAMMED	ADDITIONAL FUNDING REQUESTED	RECOMMENDED LOP AMOUNT
\$ 3,574,773,281	\$ 423,902,028	\$ 3,998,675,309

East San Fernando Valley Light Rail Transit Project

ISSUE AND DISCUSSION

PROGRESSIVE DESIGN-BUILD CONTRACT PS89616000 PHASE 2 SUPPLEMENT

ISSUE

Execute a contract modification to implement the Phase 2 Supplement of Project in the amount of \$1,988,038,124.

DISCUSSION

- Value Engineering assessed during Phase 1 of PDB Contract.
- Scope Refinements maintain alignment with FTA FFGA requirements.
- The Phase 2 Supplement implements all remaining Phase 2 Project Requirements.

CONTRACTOR	PHASE 1 CONTRACT PRICE	PHASE 2 CONTRACT PRICE (\$2,399,974,614)		TOTAL PDB CONTRACT PRICE
	Phase 1	Approved Modifications to Date	Phase 2 Supplement	
San Fernando Transit Constructors	\$30,979,750	\$411,936,490	\$1,988,038,124	\$ 2,430,954,364



MEASURE R AND MEASURE M UNIFORM COST MANAGEMENT POLICY

ISSUE

The cost increase is subject to the Metro Uniform Cost Management Policy.

DISCUSSION

- Scope reductions, Value Engineering must be considered per the Policy
 - these are reflected in the LOP amount.
- Additional local funds, or state or federal grants are not available.
- Metro countywide funding is needed
 - additional Measure M 35% for inflation and Proposition C 25% are recommended

FUNDING SOURCE	AMOUNT (millions)	AVAILABILITY
Measure M Transit 35%	\$210.3	Funding for inflation adjustments allowed by the Ordinance.
Proposition C 25%	\$213.6	Funding and financing for eligible streets-related components.



NEXT STEPS

Upon Board approval of Recommendations:

- Amend Progressive Design-Build Contract No. PS89616000 incorporating Phase 2 Supplement
- Issue Notice to Proceed



Board Report

File #: 2026-0295, File Type: Informational Report

Agenda Number: 19.

CONSTRUCTION COMMITTEE MAY 21, 2026

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ESTABLISHING a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of \$428,988,535; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

ISSUE

On December 5, 2024, the Board authorized a Preconstruction Budget for Phase 1 of the North Hollywood to Pasadena BRT Project (Project), which included preconstruction services (constructability reviews, construction staging and phasing development, construction scheduling, estimating and price build-up). Since that time, Metro staff have worked with the Construction Manager/General Contractor (CM/GC), the Design Consultant and the Cities of Burbank, Glendale, Pasadena and Los Angeles to advance the design, complete field investigations, undergo constructability reviews and explore scope refinement and value engineering opportunities. The Project is nearing completion of Phase 1 of the CM/GC contract and is now ready to establish the LOP budget. Establishment of the LOP budget is a required next step to keep the Project on track for successful completion.

BACKGROUND

The Project is a 19-mile Bus Rapid Transit (BRT) corridor with 22 stations. The Project serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood (NoHo), Burbank, Glendale, Eagle Rock, and Pasadena. Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

The Project goals are to:

- Advance a premium transit service that is more competitive with private automobile travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and transit-oriented community goals

Following the completion of the environmental phase in April 2022, the Board certified the Final Environmental Impact Report (FEIR) and approved the Project.

A Program Management Support Services Contract was awarded by the Board in March 2024 and the Contract for final design services was awarded by the Board in May 2024.

The CM/GC approach was selected to deliver and construct the Project and the CM/GC contract for Phase 1 Pre-Construction services was awarded by the Board in December 2024. Throughout the Pre-Construction Phase, Metro, the Designer and the CM/GC have collaborated with the four Cities along the alignment to advance a design that incorporates relevant constructability comments and incorporates input generated from the development of construction staging & phasing plans.

The Board approved Pre-Construction Phase budget allocated funding for Early Works Packages (EWP). EWPs for potholing and site investigation activities and construction in the Pasadena segment of the Project have been approved, and work is underway or completed for these Early Works Packages.

DISCUSSION

To date, the Project has been funded under the approved Preconstruction Phase-of-Project Budget of \$135,183,738. The proposed \$428,988,535 LOP budget for this project is the total project cost. This proposed LOP budget includes all incurred and forecasted costs for the Project, including Metro labor and non-labor costs, support services, environmental/planning, design, preconstruction services, utilities, ROW, construction, and required contingencies. A full breakdown can be found in Attachment A - Funding and Expenditure Plan.

Constructability Reviews and Preconstruction Services

As design advanced, the CM/GC team provided detailed constructability reviews of each design package and prepared construction staging and phasing plans. These preconstruction services supported a collaborative process that resulted in the design team identifying the exact work limits and types of improvements in the subsequent design packages. This collaboration supported the control of cost and scope growth such that the LOP budget request aligns with the low-end of the cost estimate range (\$411M - \$669M) developed in 2023 as part of an Early Intervention Team (EIT) stage-gate review.

CM/GC Phase 2 Cost Estimating and Negotiations

As the design advanced, the CM/GC prepared and submitted successive Opinion of Probable Construction Cost (OPCC) reports at key design milestones. The development of each OPCC employed a transparent open-book approach, supported by independent cost estimates prepared concurrently and reconciled to validate pricing. Building on the foundation of the developed OPCC pricing for the Pasadena EWP, the balance of construction work was negotiated with the CM/GC after completing an extensive price build-up process incorporating three rounds of estimating, reconciliation, and negotiation between the Contractor's OPCC and Metro's Independent Cost Estimate (ICE). The final round of estimating yielded a CM/GC estimate for Phase 2 scope (excluding the value of already approved EWPs) of \$261M, and an ICE estimate for the same Phase 2 scope of \$240M, reflecting a 9% variance. Final negotiations resulted in a reduced estimated cost for Phase 2 scope of \$245M (excluding the value of already approved EWPs).

DETERMINATION OF SAFETY IMPACT

Approval of these recommendations will result in upgrades to existing sidewalks, streets and traffic signals, signs and markings. These upgrades will improve pedestrian safety by bringing existing sidewalk into compliance with current ADA requirements, improve lighting and shade at BRT stations improving safety and comfort for transit riders, improve bicycle facilities creating greater separation between cyclists and vehicles and refresh markings and signs improving visibility and improving safety for all roadway uses.

FINANCIAL IMPACT

Impact to Budget

The funds required in FY26 for the Phase 1 Preconstruction Services are included in the adopted budget under Cost Center 8510 Project number 871401 and 471401, under various accounts, including professional and technical services. As this is a multiyear project, future fiscal year budgets will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

The source of funds for the project is Measure M 35%, TIRCP, REAP 2.0 and Prop C 25%. These funds are not eligible for Metro bus and rail operations.

Multiyear Impact

The Project has capital funding programmed in the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of \$267 million, which is subject to escalation, and an additional \$50 million in SB1 TIRCP funds that was awarded to Metro in 2018. Based on the current expenditure schedule to construct the Project, the Measure M funding can be increased for inflation for a total of \$334.3 million.

Metro has also received a grant award from the SCAG Regional Early Action Planning Grants (REAP) 2.0 for the North Hollywood Transit Center project which is included in the Project LOP budget. Additionally, Metro has received \$5 million of FTA Community Project Funding which will

fund the cost of buses that are related to the Project but not included in the Project LOP budget.

The remaining Project cost of \$41.3 million is proposed to be funded from Proposition C 25%, pursuant to the Uniform Cost Management Policy.

The proposed LOP is a cost increase in comparison to the prior cost estimate included in the Measure M Ordinance, and the Project is subject to the Metro Uniform Cost Management Policy (Policy). The Policy requires that funding shortfalls are addressed in the following order.

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

The first and third steps in the Policy are to evaluate scope reductions and value engineering. The CM/GC process has already identified and incorporated achievable scope reductions and value engineering that are reflected in the LOP budget.

The second step of the Policy is to look at new local agency funding resources, including discretionary grants and funding along the corridor. Local funding resources (i.e., specific to the affected corridor or subregion) are considered prior to countywide or regional sources so as not to impact the funding of other Metro Board-approved projects and programs or subregions in the County. The Project is located in the Arroyo Verdugo and San Fernando Valley subregions and has stops in the cities of Los Angeles, Burbank, Glendale, and Pasadena. Local funding resources from both subregions and the cities could be considered for the cost increase.

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Arroyo Verdugo subregion. The subregion could allocate a portion of the funding for the Project, which requires notice to and approval by the subregion. However, Motion 48 by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian, which was approved by the Board on June 24, 2021, states that, henceforth the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction (Attachment E). Because of this motion, the SEP is not considered for the Project cost increase.

The Cities of Los Angeles, Burbank, Glendale, and Pasadena receive Measure M, Measure R, and Propositions A and C “local return” funding that is eligible for transit use and could contribute a portion to the Project. It is assumed that these funds would similarly not be supported for the cost increase to the Project.

Regarding State funding, the project is about to enter construction and this would make the Project ineligible for most state discretionary grants (the project does not have federal environmental clearance and is not eligible for federal funding). In addition, the large cost increase will make the project uncompetitive for state funding, as the state has provided Transit and Intercity Rail Capital

Program funding and does not generally participate in cost increases.

The fourth and fifth steps are to look at cost reductions for Metro projects along the corridor or subregion. There are no Metro projects along the corridor or in the subregion that are at a point in their development and have the flexibility to be downsized within their current phase.

The final step of the Policy is to use countywide funding, including formula grant funding that is available for projects throughout Metro's service territory. The primary state formula funding for Metro are the Local Partnership Program and State Transportation Improvement Program. Metro could work with the state to consider funding from these programs for the Project. However, Metro must overcome the fact that the Project has already received state funding, has experienced a cost increase, requires funding soon, and is about to enter construction. In the absence of available State funding, the funding plan for the Project relies on countywide Proposition C 25% funding and this is currently identified as the main funding source to address the cost increase. The Proposition C 25% is currently programmed for several other Metro projects and programs and its use may result in the need to incur debt to fund the cost increase for the Project. Metro has a Debt Policy that limits the amount of Proposition C debt that can be incurred. Any debt issued to fund a contribution to the Project is not expected to result in debt service exceeding the Debt Policy limits.

EQUITY PLATFORM

Myers-Shimmick, A Joint Venture (MSJV), made a 43.26% Small Business Enterprise (SBE) and a 3.49% Disabled Veteran Business Enterprise (DVBE) commitment on Phase 1 of this project. The current SBE/DVBE participation is 46.64% SBE and 8.43% DVBE, exceeding both commitments by 3.38% and 4.94%, respectively.

To-Date, Phase 2 - Construction consists entirely of the awarding of Early Works Packages (EWP). MSJV's cumulative level of SBE/DVBE participation is 38.22% SBE and 8.87% DVBE, respectively. DEOD will establish the SBE/DVBE goals for the Phase 2 Supplement (Burbank, Glendale and Los Angeles) in accordance with the terms of the contract.

In performance of the Scope of Services, the CM/GC is required to develop a multi-year Cultural Competency plan which was prepared by the CM/GC and submitted to Metro for approval. The Cultural Competency plan remains under review by Metro.

The Project area includes several Equity Focus Communities (EFCs) in North Hollywood, Burbank, Glendale and Pasadena and will provide the benefits of enhanced mobility and regional access for transit riders within those communities. The Project will allow people living in EFCs along the corridor to connect with the greater regional transportation network and key destinations, via the 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also included as part of the Project, including the upgraded bike lanes on Colorado Boulevard in Eagle Rock, which were added to the Proposed Project in response to feedback received from the community.

Additionally, any potential impacts to existing bicycle and pedestrian facilities along the Project within these communities will be addressed by proposed mitigations during both the construction and operation phases to ensure safe and easily navigable options. Such mitigation measures include wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction and coordinating with the cities and communities along

the corridor to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

The outreach strategy for the Project (during the completed planning and environmental phase) was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, and Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the planning and environmental review and has continued this robust outreach during design and the start construction activities with multiple series of virtual community meetings and in-person “open house” meetings throughout the corridor.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, the Project is expected to contribute to further reductions in VMT as it includes the implementation of a high-quality Bus Rapid Transit alternative connecting the San Fernando and San Gabriel Valleys. This BRT service will enhance transit along the corridor by shortening passenger travel times and increasing service reliability and efficiency. This project is expected to encourage a shift from single-occupancy vehicles to public transit. Additionally, it will enhance access for cyclists and pedestrians to/from the stations.

To help characterize the VMT effects of the Project and provide a basis for comparing Project scenarios, the travel demand model estimated the Project’s VMT benefit by multiplying the number of person-trips shifted from automobiles to transit because of the Project. The estimated user benefit is a savings of about 82,000 VMT resulting in the removal of 22 metric tons of CO2 daily due to the implementation of the Project.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports:

- Strategic Plan Goal 1: Provide high quality mobility options that enable people to spend less time traveling;
- Strategic Plan Goal 2: Deliver outstanding trip experience for all users of the transportation system; and
- Strategic Plan Goal 3: Enhance communities and lives through mobility and access to

opportunity.

ALTERNATIVES CONSIDERED

The Board may not approve this LOP and request that Staff off-ramp the Construction Manager/General Contractor (CM/GC) and competitively bid scopes of work in an attempt to obtain lower costs for this project. Staff does not recommend this alternative because an off-ramp would require additional time for procurement and would jeopardize the project's ability to deliver the project before the 2028 Games.

NEXT STEPS

Upon approval of the LOP budget, staff will proceed with executing an Early Works Package that will include construction of the project scope in the Cities of Burbank and Glendale and then the Phase 2 Supplement to the CM/GC Contract that will include construction of the project scope in the City of Los Angeles (North Hollywood and Eagle Rock). The Phase 2 Supplement will extend the Contract's period of performance through June of 2028. Construction Substantial Completion for this work is scheduled for early 2028. Revenue Operations are scheduled for early 2028, prior to the Games.

ATTACHMENTS

- Attachment A - Funding and Expenditure Plan
- Attachment B - Procurement Summary
- Attachment C - Contract Modification/Change Order Log
- Attachment D - DEOD Summary
- Attachment E - Motion 48

Prepared by:

Anthony DeFrenza, Deputy Executive Officer, Project Management, (213) 220-0583

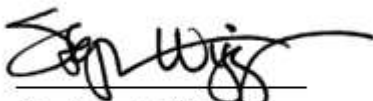
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Reviewed by:

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



Stephanie Wiggins
Chief Executive Officer

**Attachment A - Expenditure and Funding Plan
NoHo to Pasadena BRT Life of Project (LOP) Budget**

Use of Funds	Total	Inception Thru FY 26	FY 27	FY 28+
Planning, Environmental and Preliminary Engineering Services	\$ 19,806,000	\$ 19,806,000	\$ -	\$ -
Right of Way Activities	\$ 4,400,000	\$ -	\$ 4,400,000	\$ -
Design & Construction				
CM/GC Phase 1 - Preconstruction Services	\$ 13,057,061	\$ 10,038,160	\$ 3,018,901	\$ -
Final Design Services & Design Services During Construction	\$ 31,826,408	\$ 27,345,139	\$ 4,145,035	\$ 336,234
Transit Signal Priority	\$ 2,595,000	\$ -	\$ 2,595,000	\$ -
PMSS Services	\$ 24,776,616	\$ 8,606,616	\$ 7,780,000	\$ 8,390,000
CM/GC Phase 2 - Construction	\$ 270,367,000	\$ 14,709,681	\$ 196,868,430	\$ 58,788,889
Metro Art Budget	\$ 1,344,717	\$ -	\$ 1,008,538	\$ 336,179
Other Professional Services	\$ 5,689,687	\$ 1,934,987	\$ 2,245,600	\$ 1,509,100
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	\$ 8,668,130	\$ 2,567,411	\$ 5,252,413	\$ 848,306
Agency Costs	\$ 15,625,654	\$ 4,825,654	\$ 6,000,000	\$ 4,800,000
Contingency				
Contingency (10%)	\$ 30,832,262		\$ 23,331,392	\$ 7,500,871
Life of Project Budget	\$ 428,988,535	\$ 89,833,648	\$ 256,645,308	\$ 82,509,579
Source of Funds	Total			
Measure M 35% Transit	\$ 334,259,403	\$ 89,833,648	\$ 184,425,755	\$ 60,000,000
SB1 TIRCP Grant	\$ 50,000,000	\$ -	\$ 40,000,000	\$ 10,000,000
SCAG - REAP 2.0 Grant	\$ 3,400,000	\$ -	\$ 3,400,000	\$ -
Proposition C 25% Streets-Related Transit	\$ 41,329,132	\$ -	\$ 28,819,553	\$ 12,509,579
Total Project Funding	\$ 428,988,535	\$ 89,833,648	\$ 256,645,308	\$ 82,509,579

PROCUREMENT SUMMARY
NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT
PS118736000

1.	Contract Number: PS118736000		
2.	Contractor: Myers-Shimmick, a Joint Venture		
3.	Mod. Work Description: Approve Life of Project Budget for Executing Phase 2 Supplement and Related Agreements		
4.	Contract Completion Status		Financial Status
	Contract Awarded	December 5, 2024	Contract Award Amount: \$8,260,253
	Notice to Proceed (NTP):	January 22, 2025	Total of Modifications Approved: \$29,956,189.77
	Original Complete Date	April 30, 2027	Pending Modifications (including this action): TBD
	Current Est. Complete Date:	June 30, 2028	Current Contract Value: \$38,216,442.77
5.	Contract Administrator Roli Khanna		Telephone Number: 213.922.6101
	Project Manager: Anthony Defrenza		Telephone Number: 213.220.0583

A. Procurement Background

On December 5, 2024, the Board approved award of a Construction Manager/General Contractor (CM/GC) contract for the North Hollywood (NoHo) to Pasadena Bus Rapid Transit (BRT) Project (File #2024-0498), Contract No. PS118736000, to Myers-Shimmick, a Joint Venture. The initial contract award consisted of Phase 1 – Pre Construction Services in the amount not-to-exceed \$8,260,253.

This Board Action is to authorize the Chief Executive Officer to negotiate project-related agreements, including Early Works Packages (EWPs), the Phase 2 Supplement (Construction Phase), and contract modifications up to the authorized Life-of-Project budget for the NoHo to Pasadena BRT Project.

When agreement on final cost is reached, a Contract Modification will be executed for the Phase 2 Supplement which will amend and restate the Contract. The Contract Modification and related agreements will be processed in accordance with Metro's Acquisition Policy. Basis for the Phase 2 Contract Price may be Guaranteed Maximum Price or Firm Fixed Price. Contract Payment Terms will be defined in the executed Modification for the Phase 2 Supplement.

ATTACHMENT B

There have been seven Contract Modifications, including Early Works Packages (EWPs), executed to date, totaling \$29,956,189.77.

Refer to Attachment C – Contract Modification/Change Order Log for details.

CONTRACT MODIFICATION/CHANGE ORDER LOG

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT/PS118736000

Mod No.	Description	Status (approved or pending)	Date	\$ Amount
1	Revise Contract Sections and Exhibits, including to Reflect Changes in Law and to Update Statutory Citations	Approved	8/12/2025	\$0.00
2	Deletion of Some Traffic Loop Work and Permit Allowance from EWP-01	Approved	12/10/2025	-\$23,210.00
3	Updates to Phase 1 Work, Work Completion Schedule and Subcontracting	Approved	3/13/2026	\$4,796,808.00
4	Final Reconciliation of Contract Price for EWP-02 Utility Potholing	Approved	4/2/2026	-\$911,505.23
EWP-Mod 01	Early Work Package for Roscoe Blvd. Traffic Loops	Approved	6/3/2025	\$158,298.00
EWP-Mod 02	Utility Potholing	Approved	6/24/2025	\$4,830,767.00
EWP-Mod-03	Early Work Package for Long Lead Procurement and Construction at the City of Pasadena BRT Segment	Approved	1/23/2026	\$21,105,032.00
5	Phase 2 Supplement	Pending	Pending	TBD
	Modification Total:			\$29,956,189.77
	Original Contract:			\$8,260,253.00
	Total Current Contract Value:			\$38,216,442.77

DEOD SUMMARY

**NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT
PS118736000**

A. Small Business Participation – Phase 1 (Pre-Construction)

Myers-Shimmick, A Joint Venture (MSJV), made a 43.26% Small Business Enterprise (SBE) and a 3.49% Disabled Veteran Business Enterprise (DVBE) commitment on Phase 1. Based on payments, Phase 1 is 88% complete and the current SBE/DVBE participation is 46.64% SBE and 8.43% DVBE, exceeding both commitments by 3.38% and 4.94%, respectively.

Small Business Commitment	SBE 43.26% DVBE 3.49%	Small Business Participation	SBE 46.64% DVBE 8.43%
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	SBE Subcontractors	% Committed	Current Participation¹
1.	A1 Management & Inspection, Inc.	7.66%	6.00%
2.	Costin Public Outreach Group, Inc.	4.30%	7.36%
3.	GUIDA	0.88%	0.14%
4.	Morgner Technology Management	18.01%	11.91%
5.	Quest Project Controls, Inc	6.59%	4.44%
6.	STC Traffic, Inc.	4.28%	8.58%
7.	Steiner Consulting Inc	1.54%	1.00%
8.	Supplymates, LLC	Added	0.06%
9.	Brasfield & Associates LLC	Added	1.39%
10.	Freund Management Group	Added	4.99%
11.	P D A Consulting Group, Inc.	Added	0.77%
	Total	43.26%	46.64%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	Antich Consulting Inc	2.47%	0.22%
2.	Leland Saylor Associates (Terminated)	1.02%	0.00%
3.	Fryman Management Inc.	Added	8.21%
	Total	3.49%	8.43%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Small Business Participation – Phase 2 (Construction), including Early Works Packages (EWPs)

To-Date, Phase 2 (Construction) consists entirely of the awarding of Early Works Packages (EWPs). MSJV’s cumulative level of SBE/DVBE participation is 38.22% SBE and 8.87% DVBE, respectively. DEOD will establish the SBE/DVBE goals for the Phase 2 Supplemental (Glendale and Los Angeles) in accordance with the terms of the contract.

Small Business Participation	38.22% SBE 8.87% DVBE
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	SBE Subcontractors	Current Participation¹
1.	Advanced Technology Laboratories	0.01%
2.	Alameda Construction Services, Inc.	30.40%
3.	GUIDA	7.43%
4.	Morgner Technology Management	0.38%
	Total	38.22%

	DVBE Subcontractors	Current Participation¹
1.	Fryman Management Inc.	8.87%
	Total	8.87%

¹Current Participation = Total Actual amount Paid-to-Date to DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

C. Contractor Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan is applicable to Phase 2 – Supplement for this project. MSFV is required to submit an updated SBE/DVBE COMP for Phase 2 Supplement no later than forty-five (45) days after the Phase 2 Supplemental Notice to Proceed. MSFV must mentor at least three (3) SBE firms and one (1) DVBE firm during of the Phase 2 Work.

D. Project Labor Agreement / Construction Careers Policy (PLA/CCP)

This contract is subject to Metro’s Project Labor Agreement (PLA) and Construction Careers Policy (CCP) requirements. For PLA-applicable construction contracts, including Early Works Packages (EWPs) exceeding \$2.5 million, the Contractor shall comply with Metro’s National Targeted Hiring goals in effect at the time of award.

Non-Federally Funded Projects		
Extremely / Economically Disadvantaged Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

Compliance shall be reported and monitored in accordance with Metro’s established PLA/CCP reporting and compliance procedures.

E. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors’ compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

F. Living Wage Service Contract Worker Retention Policy Applicability

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

G. Manufacturing Careers Policy

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



Board Report

File #: 2021-0435, File Type: Motion / Motion Response

Agenda Number: 48.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JUNE 17, 2021

Motion by:

DIRECTORS HAHN, GARCETTI, SOLIS, BUTTS, DUTRA, AND NAJARIAN

Subregional Equity Program

The Measure M Multi-Year Subregional Program is \$12.9 billion over 40 years, including the Subregional Equity Program, or SEP, which is \$1.2 billion. The SEP gives the Gateway Cities and South Bay Subregions \$244 million and \$130 million, respectively. While the Measure M Multi-Year Subregional Programs that were programmed to start in 2018 have been initiated and funded, the SEP has not.

Measure M cash-flow is currently administratively sequenced so that the earliest that Measure M sales tax receipts are available to fund SEP is 2043. Therefore, prior to 2043 SEP likely involves borrowing from other Measure M programs or using non-Measure M funds, consistent with Metro Board policies and available resources and escalated from their 2015 amounts.

The Gateway Cities and South Bay Councils of Government have already submitted requests to Metro in order to access their SEPs for subregional priorities. Five years into Measure M's 40-year Expenditure Plan, no SEP funding has been made available to either of these Subregions.

SUBJECT: SUBREGIONAL EQUITY PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Hahn, Garcetti, Solis, Butts, Dutra, and Najarian that the Board of Directors direct the Chief Executive Officer to initiate a process with the Gateway Cities, South Bay, and other eligible Subregions to program their Subregional Equity Program funds starting no later than FY22-23, in accordance with project or program readiness and the following provisions:

1. To the extent that Measure M cash-flow may be unavailable for the SEP, Subregions may access SEP funds through a combination of inter-fund borrowing, exchanging with other programs and projects in their Subregions, Metro Measure M bonding capacity, or other discretionary funds designated for their Subregions;

2. Subregions will identify and determine their projects or programs to be funded with SEP, with Metro staff involvement limited to ensuring statutory and regulatory compliance, and with funds programmed and allocated in five-year increments;
3. Availability of SEP will not negatively impact the funding of other Measures R and M projects and programs or the overall funding committed by Measures R and M to each Subregion across all projects and programs; and,
4. SEP funding availability will be inflation-adjusted from 2015, consistent with the inflation adjustments provision in the Measure M Ordinance, all other MSPs and projects in the Measure M Expenditure Plan, and the June 2016 Board action that created the Subregional Equity Program and Motion 36.1 from July 2019 (Board File 2019-0598).

WE FURTHER MOVE that, henceforth, the “Measure R and Measure M Unified Cost Management Policy” is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Subregions may still choose to make SEP eligible for selected Measure M projects before they enter the construction phase.



Provide a new way to ride between the San Fernando and San Gabriel Valleys

NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT PROJECT
2026-0295 Construction Committee



NoHo to Pas BRT Project

RECOMMENDATION:

- A. ESTABLISH a Life-of-Project (LOP) budget for the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project in the amount of \$428,988,535;
- B. AUTHORIZE the Chief Executive Officer to negotiate and execute project-related agreements up to the authorized Life-of-Project budget.

NoHo to Pas BRT Project



Life of Project Budget

Use of Funds	Total	Inception Thru FY 26	FY 27	FY 28+
Planning, Environmental and Preliminary Engineering Services	\$ 19,806,000	\$ 19,806,000	\$ -	\$ -
Right of Way Activities	\$ 4,400,000	\$ -	\$ 4,400,000	\$ -
Design & Construction				
CM/GC Phase 1 - Preconstruction Services	\$ 13,057,061	\$ 10,038,160	\$ 3,018,901	\$ -
Final Design Services & Design Services During Construction	\$ 31,826,408	\$ 27,345,139	\$ 4,145,035	\$ 336,234
Transit Signal Priority	\$ 2,595,000	\$ -	\$ 2,595,000	\$ -
PMSS Services	\$ 24,776,616	\$ 8,606,616	\$ 7,780,000	\$ 8,390,000
CM/GC Phase 2 - Construction	\$ 270,367,000	\$ 14,709,681	\$ 196,868,430	\$ 58,788,889
Metro Art Budget	\$ 1,344,717	\$ -	\$ 1,008,538	\$ 336,179
Other Professional Services	\$ 5,689,687	\$ 1,934,987	\$ 2,245,600	\$ 1,509,100
Third Party (LA, Burbank, Glendale, Pasadena & Utility Relocations, etc)	\$ 8,668,130	\$ 2,567,411	\$ 5,252,413	\$ 848,306
Agency Costs	\$ 15,625,654	\$ 4,825,654	\$ 6,000,000	\$ 4,800,000
Contingency				
Contingency (10%)	\$ 30,832,262		\$ 23,331,392	\$ 7,500,871
Life of Project Budget	\$ 428,988,535	\$ 89,833,648	\$ 256,645,308	\$ 82,509,579



Source of Funds

Source of Funds	Total
Measure M 35% Transit	\$ 334,259,403
SB1 TIRCP Grant	\$ 50,000,000
SCAG - REAP 2.0 Grant	\$ 3,400,000
Proposition C 25% Streets-Related Transit	\$ 41,329,132
Total Project Funding	\$ 428,988,535

Next Steps

Upon Board Approval, staff will:

- Execute Early Works Package (EWP) for Burbank and Glendale segment construction including the furnish and installation of all BRT Station Shelters and Amenities
- Execute Phase 2 Supplement for City of LA (North Hollywood and Eagle Rock) Segment Construction