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3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, October 14, 2026

1:00 PM

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Construction Committee

James Butts, Chair

Rex Richardson, Vice Chair

Jacquelyn Dupont-Walker

Lindsey Horvath

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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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DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process, labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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Requests can also be sent to boardclerk@metro.net.

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323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Meeting begins at 1:00 PM Pacific Time on October 14, 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.

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 14 de Octubre de 2026. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
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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
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

APPROVE Consent Calendar Items: 9, 10, 11, 12, and 13.

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

CONSENT CALENDAR

9. **SUBJECT: MASTER COOPERATIVE AGREEMENT (MCA) WITH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) FOR RAIL IMPROVEMENT PROJECTS** [2026-0526](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate the terms and enter into a Master Cooperative Agreement (MCA) with the Southern California Regional Rail Authority (SCRRA) for railroad support activities associated with Metro-sponsored rail improvement projects within Los Angeles County (Attachment A).

Attachments: [Attachment A- DRAFT MCA](#)

10. **SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT** [2026-0527](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final phase of design and bring the project to shovel-ready stage, in the amount of \$955,866, increasing the Total Contract Value from \$10,735,474 to \$11,691,340; and
- B. APPROVE programming an overall \$2,028,570 to the project, increasing the programmed Measure R 3% funds from \$18,523,736 to \$20,552,306, in order to achieve shovel-ready project status.

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

11. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT[2026-0597](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 11 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, for Advanced Preliminary Engineering (APE) for the Initial Operating Segment (IOS), in the amount of \$24,980,734, increasing the contract value from \$110,383,386 to \$135,364,120 and extend the period of performance from February 28, 2027 to March 31, 2028, subject to Federal Transit Administration (FTA)'s completion of its review of the Environmental Assessment and issuance of a Finding of No Significant Impact;
- B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE51242000 in the amount of \$2,498,073, increasing the CMA from \$3,230,845 to \$5,728,918; and
- C. EXECUTE individual contract modifications within the Board-approved CMA.

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

12. SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT[2026-0652](#)**RECOMMENDATION**

RECEIVE AND FILE Status Report on Program Management Quarterly Changes.

Attachments: [Attachment A – Qtrly C.O. Log for Reporting Period of 06/01/26 - 08/31/26](#)
 [Attachment B – OIG Con Change Order Spot Checks thru August 2026](#)
 [Presentation](#)

13. SUBJECT: OFFICE OF THE INSPECTOR GENERAL CONSTRUCTION CHANGE ORDER SPOT CHECKS[2026-0603](#)**RECOMMENDATION**

RECEIVE AND FILE Office of the Inspector General Construction Change Order Spot Check Report for the period June 1, 2026, to August 31, 2026.

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

NON-CONSENT

14. **SUBJECT: BUSINESS INTERRUPTION FUND (BIF) AND
 EAT-SHOP-PLAY (ESP) PROGRAMS**

[2026-0676](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Business Interruption Fund (BIF) Project Eligibility Policy, establishing two pathways to eligibility: Standard Eligibility and the Project Acceleration Partnership (Attachment A);
- B. RECEIVING AND FILING information on Metro's construction mitigation strategy for Bus Rapid Transit (BRT) projects, including Eat Shop Play (ESP).

Attachments: [Attachment A - BIF Project Eligibility Policy](#)
 [Attachment B - Motion 17](#)
 [Attachment C - Motion 57](#)
 [Attachment D - BIF Diversity Portfolio Ending July 31 2026](#)
 [Presentation](#)

15. **SUBJECT: LIFE OF PROJECT BUDGET FOR SEGMENT 4 ASTORIA
 AND POLK AT-CROSSING IMPROVEMENTS, BRIGHTON
 TO ROXFORD DOUBLE TRACK PROJECT**

[2026-0640](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life of Project (LOP) Budget for Astoria and Polk At-Grade Crossing Improvements within Segment 4 of the Brighton to Roxford Double Track Project in the amount of \$27,617,625 to advance construction; and
- B. NEGOTIATE and EXECUTE all project-related contracts, modifications, and agreements within the authorized LOP Budget.

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

**16. SUBJECT: PILOT PROGRAM TO CENTRALIZE PERMITTING ALONG
THE SOUTHEAST GATEWAY LINE MOTION**[2026-0759](#)**RECOMMENDATION**

APPROVE Motion by Richardson and Hahn that the Board direct the Chief Executive Officer to:

- A. Establish the Southeast Gateway Line Streamlined Permitting and Project Delivery Pilot Program to reduce duplicative permitting and review requirements, expedite required approvals, and reduce permitting-related cost and schedule risks. Metro shall continue to coordinate with affected jurisdictions and to provide plans and specifications for review and comment, while maintaining responsibility for the final project design and delivery.
- B. For permits and approvals that are required, work with corridor jurisdictions to establish a centralized and expedited process with clear responsibilities, predictable review timelines, concurrent reviews where feasible, and a process to quickly resolve issues that threaten project cost or schedule.
- C. Establish clear accountability and performance measures for the pilot, including tracking required permits and reviews, processing times, schedule impacts, and permitting-related project costs, with the goal of demonstrating measurable improvements in project delivery.
- D. Report back to the Board within 120 days on implementation of the pilot, participation by corridor jurisdictions, including the Ports, identified barriers, initial results, and recommendations for applying successful elements of the model to other Metro capital projects.

17. SUBJECT: LOW CARBON CONCRETE MOTION[2026-0771](#)**RECOMMENDATION**

APPROVE Motion by Yaroslavsky, Richardson, and Horvath that the Board direct Metro to join the cities of Los Angeles and Long Beach and the County in a collaborative effort led by USGBC California to reduce construction-related greenhouse gas emissions by undertaking a phased approach to the use of low carbon concrete in construction materials.

We further move that the Chief Executive Officer initiate a small-scale pilot with low-risk projects, such as the six climate resilience hubs under development, that can systemically support staff and deepen expertise and familiarity with the available options in the market for materials with cost-parity with traditional materials. Pairing this pilot with Metro's existing climate resilience portfolio strengthens the opportunity to use low carbon construction materials in

customer-facing projects in time for the 2028 Games.

We further move that the CEO report back on any relevant material specification and/or purchasing policy updates to support a shift to the use of low carbon concrete at cost parity in alignment with other efforts around the region.

- 18. SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP) QUARTERLY UPDATE**

[2026-0590](#)

RECOMMENDATION

RECEIVE AND FILE the status update on the Project Labor Agreement and Construction Careers Policy (PLA/CCP) programs through the quarter ending June 2026, including updates responsive to Motions 13.1 and 33.1 and PLA/CCP outreach activities through August 2026.

Attachments:

[Attachment A - Motion 13.1](#)

[Attachment B - Motion 33.1](#)

[Attachment C - PLA/CCP Quarterly Brochure June 2026](#)

[Attachment D - PLA/CCP Contract List and Worker Data June 2026](#)

[Attachment E - Female Scorecard and Percentage Chart](#)

[Attachment F - Women in the Trades Resource Guide](#)

[Attachment G - Strategies to Increase Female Workforce Participation Presentation](#)

- 19. SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS**

[2026-0596](#)

RECOMMENDATION

RECEIVE AND FILE status report on Program Management Project Status Report that summarizes capital program performance through September 2026.

Attachments:

[Attachment A - Program Management Status Report](#)

- 20. SUBJECT: CALTRANS QUARTERLY UPDATE**

[2026-0539](#)

RECOMMENDATION

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

Attachments:

[Attachment A- Status of Caltrans Construction Projects Sponsored by Metro](#)

- SUBJECT: GENERAL PUBLIC COMMENT**

[2026-0731](#)

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 #: 2026-0526, **File Type:** Agreement

Agenda Number: 9.

CONSTRUCTION COMMITTEE OCTOBER 14, 2026

SUBJECT: MASTER COOPERATIVE AGREEMENT (MCA) WITH THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) FOR RAIL IMPROVEMENT PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate the terms and enter into a Master Cooperative Agreement (MCA) with the Southern California Regional Rail Authority (SCRRA) for railroad support activities associated with Metro-sponsored rail improvement projects within Los Angeles County (Attachment A).

ISSUE

Metro continues to advance multiple rail improvement projects within Los Angeles County that require coordination and technical support from the SCRRA, which operates the Metrolink commuter rail system and manages railroad operations on Metro-owned rail corridors. These projects routinely require SCRRA's expertise in railroad engineering, operations, signal and communications systems, construction coordination, and regulatory compliance. At the same time, SCRRA routinely requires Metro's expertise in technical reviews, 3rd-party coordination, real estate support, and construction coordination.

Currently, project-specific agreements must be developed each time SCRRA support is needed by Metro, resulting in extensive administrative effort and potentially extending project delivery schedules by four to six months. Execution of a MCA will establish a streamlined standardized framework for Metro to obtain support services from SCRRA through project-specific Work Orders, improving schedule efficiency while maintaining appropriate oversight of future rail improvement projects.

BACKGROUND

Metro owns portions of the railroad right-of-way throughout Los Angeles County on which SCRRA operates the Metrolink commuter rail system pursuant to the SCRRA Joint Powers Agreement and related shared-use agreements. In addition to Metrolink service, these rail corridors accommodate passenger and freight railroad operations, requiring close coordination among Metro, SCRRA, freight railroads, and other operating agencies.

Metro continues to advance a variety of rail improvement projects that enhance safety, reliability, capacity, and operational performance throughout the County. These projects may include track improvements, grade separations, railroad signal and communications upgrades, station improvements, maintenance facilities, positive train control enhancements, and other rail corridor infrastructure improvements.

Because SCRRA is responsible for railroad operations and compliance with applicable federal and state railroad regulations governing the Metrolink system, its technical participation is required throughout project planning, design, construction coordination, and implementation. Establishing an MCA creates a consistent framework for Metro and SCRRA to efficiently coordinate these activities while allowing project-specific scopes, schedules, and budgets to be authorized through individual Work Orders for SCRRA support activities. The MCA framework is similar to ones SCRRA has in place with other Member agencies such as RCTC, SBCTA, etc.

DISCUSSION

The MCA would allow SCRRA to provide railroad-related planning, design, construction, operation, and management services to support the special projects undertaken by LACMTA. SCRRA may provide limited, short-notice, and time-sensitive railroad-related activities, including serving as a temporary stop-gap mechanism when a project-specific cooperative agreement with SCRRA approaches its authorized limit. It is not intended to replace or supersede project-specific cooperative agreements for major capital projects, but rather to provide flexibility and continuity for initial or interim support activities to major projects, and to facilitate support for small scale projects, studies or activities.

Each Work Order executed under the MCA will identify the specific Metro-sponsored project, SCRRA's scope of services, schedule, budget, and reimbursement requirements. Each Work Order will establish a not-to-exceed amount for SCRRA's support activities in accordance with the terms of the MCA.

SCRRA's support services may include, but not limited to, railroad engineering and design review, signal and communications coordination, railroad operations coordination, construction planning, railroad flagging, field inspection, right-of-entry permit review, environmental and technical document review, work window coordination, positive train control coordination, railroad operations modeling, and other railroad support activities necessary to safely advance rail improvement projects.

Considerations

Under the MCA, Metro will continue to manage the planning and delivery of its rail improvement projects, develop project scopes, issue Work Orders, and reimburse SCRRA for eligible support activities. Each Work Order will identify the parties' respective responsibilities, including technical support, coordination with passenger and freight railroad operators, review of project designs for compliance with railroad standards, establishment of work windows and operational requirements, monitoring of project activities, and provision of progress reporting and cost documentation.

DETERMINATION OF SAFETY IMPACT

Approval of the proposed MCA will not, by itself, have a direct safety impact. However, the agreement establishes a coordinated framework that supports the safe planning, design, construction, and implementation of Metro-sponsored rail improvement projects by ensuring SCRRRA participation in railroad operational planning, signal and communications coordination, positive train control integration, construction staging, and compliance with applicable railroad operating and safety requirements.

FINANCIAL IMPACT

Execution of the MCA does not, by itself, authorize expenditures for any individual rail improvement project. Funding for SCRRRA support activities will be authorized through individual Work Orders executed under the MCA. Reimbursements will be in accordance with the approved scope, schedule, and budget for each Work Order, with Metro's payment obligation limited to \$490,000 per Work Order unless otherwise authorized by the Metro Board.

Impact to Budget

Funding for individual Work Orders will be identified within the approved budget of the applicable Metro-sponsored rail improvement project. Since this agreement establishes a framework for multiple future projects, project managers, cost center managers, and the Chief Program Management Officer will be responsible for ensuring that adequate funding is available within each project's approved budget prior to execution of individual Work Orders.

EQUITY PLATFORM

Execution of the MCA supports the efficient delivery of rail improvement projects that enhance mobility, safety, reliability, and connectivity throughout Los Angeles County. While the agreement itself does not directly construct transportation improvements, it establishes a streamlined framework for advancing projects that improve access to rail service, many of which serve Equity Focus Communities and transit-dependent populations.

VEHICLE MILES TRAVELED OUTCOME

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

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

This item supports Metro's systemwide strategy to reduce VMT through planning activities that will establish a standardized agreement to obtain technical support, reduce repetitive administrative negotiations, and maintain consistent oversight across multiple rail improvement projects that will maintain 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 recommendation supports the following Vision 2028 Strategic Plan Goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

This action will facilitate the timely delivery of rail improvements that enhance safety, reliability, and customer mobility throughout Los Angeles County.

The agreement supports Goal 4 by strengthening collaboration between Metro and SCRRA to efficiently deliver capital improvements on shared rail corridors, and Goal 1 by establishing a consistent, transparent, and accountable framework for coordinating future rail improvement projects.

ALTERNATIVES CONSIDERED

The Board may choose not to approve staff recommendations to negotiate and execute the proposed Master Cooperative Agreement. This alternative is not recommended because Metro would then need to continue negotiating separate cooperative agreements for individual projects requiring extensive SCRRA and LACMTA participation in negotiating and executing individual project-level agreements, resulting in additional administrative effort, duplicative negotiations, and the potential for delays in advancing rail improvement projects in a timely manner. This MCA can potentially be utilized to get expedited support for fast-tracked LACMTA projects with funding deadlines, thereby ensuring timely support and initiation of SCRRA-led activities.

NEXT STEPS

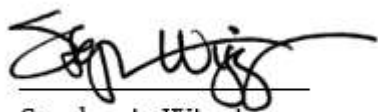
Upon Board approval, Metro and SCRRA will negotiate and execute the Master Cooperative Agreement. As eligible rail improvement projects advance, Metro and SCRRA will develop and execute project-specific Work Orders identifying the scope of services, schedule, budget, and reimbursement in accordance with the terms of the MCA.

ATTACHMENT

Attachment A - Draft MCA Agreement

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

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

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

Stephanie Wiggins
Chief Executive Officer

COOPERATIVE AGREEMENT No. XX-XXXXXXX
BETWEEN
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
AND
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FOR
SUPPORT ACTIVITIES
FOR
RAIL CORRIDOR IMPROVEMENT PROJECTS WITHIN LOS ANGELES COUNTY

This Cooperative Agreement ("AGREEMENT") is effective this __ day of _____, 2026, by and between the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, One Gateway Plaza, Los Angeles, CA 90012, acting in its capacity as the Los Angeles County Transportation Commission (hereinafter referred to as "LACMTA"), and the SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY, 900 Wilshire Blvd, Los Angeles, CA 90017 (hereinafter referred to as "SCRRA"). Herein LACMTA and SCRRA are sometimes individually referred to as "PARTY" and collectively referred to as "PARTIES".

RECITALS:

WHEREAS, SCRRA is a five-county joint exercise of powers authority, created pursuant to California Public Utilities Code Section 130255 and California Government Code Section 6500 et seq., to build, maintain, administer, and operate the "METROLINK" commuter train system on railroad right-of-way owned by the agencies that are members of the Joint Exercise of Powers Agreement, and through other shared use and joint operation agreements. The Member Agencies are comprised of the following: Los Angeles County Metropolitan Transportation Authority ("LACMTA"), Ventura County Transportation Commission ("VCTC"), Orange County Transportation Authority ("OCTA"), San Bernardino Associated Governments ("SANBAG"), and Riverside County Transportation Commission ("RCTC"); and

WHEREAS, LACMTA is the County Transportation Commission for Los Angeles County organized and existing under the laws of the State of California pursuant to Section 130050 et seq. of the California Public Utilities Code. LACMTA is the owner of a portion of the property comprising the railroad right-of-way in Los Angeles County on which SCRRA operates Metrolink commuter rail service, and is a Member Agency signatory to the Joint Exercise of Powers Agreement; and

WHEREAS, SCRRA (through the Joint Exercise of Powers Agreement), the National Railroad Passenger Corporation (AMTRAK), and the BNSF Railway / Union Pacific Railroad, operate

trains and rail equipment on portions of the right-of-way owned by LACMTA in accordance with easements, Shared Use Agreements, and the "Intercity Agreement" between SCRRA, the Member Agencies, and AMTRAK; and

WHEREAS, the tracks on which SCRRA, the freight railroads, and AMTRAK operate are part of the General System of Railroad Transportation, and SCRRA is responsible for compliance with all federal and state regulations governing the General System of Railroad Transportation, and SCRRA is granted the authority under the Joint Exercise of Powers Agreement to establish the policies and rules governing the operations on the Metrolink system; and

WHEREAS, design and construction for rail projects is generally the responsibility of SCRRA under Section 130255 of the California Public Utilities Code and the Joint Exercise of Powers Agreement governing SCRRA. However, an individual Member Agency may, under the provisions of the Joint Exercise of Powers Agreement, design and manage the construction of special projects wanted solely for the benefit of that Member Agency; and

WHEREAS, LACMTA desires to enhance rail service in Los Angeles County by advancing various rail corridor improvement projects; and

WHEREAS, in exercising its rights, duties, and obligations, pursuant to Section 130255 of the Public Utilities Code, the Joint Exercise of Powers Agreement, and in managing the railroad operating environment in accordance with Federal Railroad Administration's Safety and Operating Rules there is a regular and on-going need for SCRRA to provide railroad related planning, design, construction, operation, and management services to support the special projects undertaken by LACMTA for which funding is not included in the SCRRA Annual Operating Budget;

WHEREAS, LACMTA and SCRRA desire to cooperate for the purpose of advancing the special projects desired by LACMTA. These special projects are hereinafter referred to individually as a "PROJECT" and collectively as the "PROJECTS."

WHEREAS, LACMTA and SCRRA desire to establish a standing cooperative agreement to allow SCRRA to provide limited, short-notice, and time-sensitive railroad-related support services, including serving as a temporary stop-gap mechanism when project-specific Cooperative Agreements with SCRRA approach authorized limits, while LACMTA seeks approval of Amendments or Supplemental Agreements;

WHEREAS, this Agreement is not intended to replace or supersede project-specific Cooperative Agreements for major capital projects, but rather to provide flexibility and continuity for initial or interim support activities to major projects, and to facilitate support for small scale projects, studies or activities;

NOW, THEREFORE, it is mutually understood and agreed by LACMTA and SCRRA as follows:

ARTICLE 1. DEFINITIONS

- A. "Operating Railroads" means any passenger or freight-related railroad company(s) operating on SCRRA operated track(s), including the National Railroad Passenger Corporation (AMTRAK), and the BNSF Railway Company (BNSF) / Union Pacific Railroad (UP).
- B. "Work Order" means the document similar in form to that in Exhibit B, signed by authorized representatives from both PARTIES, that LACMTA will issue upon agreement by the PARTIES describing the support services to be provided by SCRRA for a PROJECT, along with associated budget and schedule, and that authorizes SCRRA to perform work and to be reimbursed by LACMTA in accordance with the terms of this AGREEMENT.
- C. "Support Activities" means the railroad related planning, engineering, design, and other services provided by SCRRA necessary to advance the PROJECTS desired by LACMTA.

ARTICLE 2. SCOPE OF SERVICES

- A. LACMTA and SCRRA agree that this AGREEMENT and the Work Orders executed hereunder will be utilized in the planning through construction phases of the PROJECTS.
- B. The typical Support Activities to be provided by SCRRA are identified in Exhibit A. The list of typical Support Activities is not all-inclusive. Each Work Order will specify the Support Activities necessary to support a Project. It is understood that services will be defined in each Work Order and agreed to by the PARTIES.
- C. SCRRA shall provide management oversight of the operating train control, signals, communications systems, track and structures, facilities and positive train control. SCRRA shall manage and coordinate all PROJECTS with the Operating Railroads.
- D. No services shall be performed under this Agreement until a Work Order has been executed by both PARTIES and SCRRA has received payment of a full deposit of the total agreed amount for provision of the services specified within the Work Order. Exhibit A establishes a general framework of potential services and does not, by itself, authorize SCRRA to perform any work.

ARTICLE 3. DELEGATED AUTHORITY

The actions required to be taken by SCRRRA in the implementation of this AGREEMENT are delegated to its Chief Executive Officer or their designee, and the actions required to be taken by LACMTA in the implementation of this AGREEMENT are delegated to its Chief Executive Officer or their designee, subject to the limitations set forth in Article 7 "Maximum Obligation".

ARTICLE 4. OBLIGATIONS OF LACMTA

LACMTA agrees:

- A. To manage, administer, and schedule the development of the scope of work for the PROJECTS, excepting work performed by SCRRRA in support of the PROJECTS;
- B. To provide Work Orders specifying the Support Activities to be provided by or through SCRRRA for each PROJECT and authorizing SCRRRA to incur cost under this AGREEMENT in support of each PROJECT in accordance with the limitations specified in the Work Order;
- C. To fully fund PROJECT Support Activities in accordance with the Work Order budget for each PROJECT in accordance with the cash flow plan provided as part of the Work Order and in accordance with the following provisions:
 - a. Payment made to SCRRRA will be based on a cost estimate and schedule for each Work Order that shall be agreed upon by LACMTA and SCRRRA within 10 working days after SCRRRA receives the request from LACMTA. Upon execution of each Work Order, SCRRRA shall invoice within 10 working days and LACMTA shall advance within a further 20 working days, one hundred percent (100%) of the agreed cost estimate, up to \$490,000;
 - b. SCRRRA shall submit to LACMTA, not less than quarterly invoices clarifying expenditures drawn down against the deposited funds, with full supporting information, up to the total value of the deposited funds, for all work performed pursuant to the Work Order. SCRRRA shall return to LACMTA any unused funds within 180 days of completion of scope performed pursuant to the Work Order;
 - c. LACMTA shall review any PROJECT cost changes proposed by SCRRRA within ten (15) business days and provide SCRRRA with written approval, comments, and/or objections.
- D. To comply, and require its consultants to comply, with all adopted, published SCRRRA standards, recommended practices, operating rules, and safety requirements, and to comply with all requirements of the SCRRRA system configuration management program;

- E. To provide accurate draft prints of SCRRA track charts and composite maps (or other appropriate media) illustrating all proposed changes to SCRRA track alignments, details of construction, crossings, bridges, and other facilities in a form and frequency prescribed by SCRRA as agreed to in the Work Order;
- F. To provide SCRRA with reasonable periods of time to complete the work of SCRRA, and to provide detailed schedules of individual PROJECT design activities to SCRRA at regular intervals to permit SCRRA to efficiently coordinate its Support Activities with the work of LACMTA staff and consultants, and to incorporate appropriate durations for SCRRA Support Activities into the PROJECT schedules;
- G. To revise the plans, specifications, and estimates prepared by LACMTA to incorporate revisions in SCRRA standards or recommended practices adopted up to 120 calendar days prior to the scheduled date for advertising the PROJECT for bid, except that changes to standards necessary for operational safety or to comply with regulatory requirements will be adopted upon issuance;
- H. To coordinate the development of the PROJECT plans, specifications, and estimates with SCRRA and with the Support Activities provided by SCRRA, and the operations of SCRRA;
- I. To develop the plans, specifications, and estimates in a manner to separately designate work on operating tracks, and the associated train control and communication systems, such that a clear line of demarcation is indicated between work done by LACMTA's Contractor and work that SCRRA will retain responsibility for on the operating tracks, train control and communication systems;
- J. To provide SCRRA reasonable opportunity of not less than twenty (20) working days and not more than thirty (30) working days, at regular design submittal intervals, to review and comment upon any proposed design;
- K. To provide written responses to the comments and recommendations of SCRRA;
- L. To require its consultants to submit a Request for Special Consideration, in a form provided by SCRRA, to use a unique engineering design in lieu of the strict application of SCRRA standards. The request is to be submitted promptly upon the requirement for a variance arising, to allow early review and discussion between the Parties and to minimize delays to the design process;

- M. To obtain the concurrence of SCRRA on all matters affecting operations, access points, service levels, application of standards, operation policies, and any proposed construction phasing affecting operating tracks and systems;
- N. To notify SCRRA of any proposed PROJECTS sufficiently in advance of the start of any individual PROJECT to permit SCRRA to execute Work Orders, create the PROJECT within the SCRRA accounting system, and issue any required task orders in accordance with SCRRA standard procedures;
- O. To provide timely reviews and response to any request from SCRRA for a Work Order within fifteen (15) working days of receipt of an estimate from SCRRA in response to notification of any proposed PROJECT;
- P. To require its consultants to execute a right-of-entry agreement with SCRRA conforming to SCRRA Form 5 or SCRRA Form 6, as determined by SCRRA with concurrence from LACMTA, at the expense of LACMTA;
- Q. To require its consultants to furnish any required insurance at no expense to SCRRA; and
- R. To work cooperatively with SCRRA to plan and design PROJECTS so as to minimize adverse impacts to passenger service and on-time performance and to implement projects without any degradation to existing railroad infrastructure or limitations to future expansion.

ARTICLE 5. OBLIGATIONS OF SCRRA

SCRRA agrees:

- A. To provide timely requests, supported by an estimate of costs, for a Work Order upon notification by LACMTA of any proposed PROJECT;
- B. To designate a project manager or engineer, responsible for all day-to-day activities necessary to manage the Work Orders for PROJECTS on behalf of SCRRA, and to act as the point of contact between PARTIES;
- C. To provide Support Activities to LACMTA initiated PROJECTS in accordance with the scope of each Work Order in a timely and workmanlike manner, and in accordance with the standards, practices and guidelines of SCRRA;
- D. To provide the Support Activities within the budgeted amount shown in the Work Order;

- E. Within ten (10) working days from execution of each Work Order, to submit to LACMTA for payment by LACMTA within a further twenty (20) working days, and prior to commencement of Support Activities, an invoice for one hundred percent (100%) of the cost estimate agreed upon in the Work Order, not to exceed \$490,000;
- F. To submit to LACMTA not less than quarterly invoices clarifying expenditures drawn down against the deposited funds for the actual costs for all Support Services performed as specified in the Work Order, with full supporting information, up to the total value of the deposited funds. SCRRA shall return to LACMTA any unused funds within 180 days of completion of scope performed pursuant to the Work Order;
- G. To not exceed the maximum amount of each Work Order without prior written approval from LACMTA;
- H. To manage, administer, and schedule the development of the plans, specifications and estimates for the Support Services and other activities provided by SCRRA;
- I. To coordinate the Support Services provided by SCRRA with LACMTA and their consultants and contractors;
- J. To monitor the activity on all PROJECT Work Orders to meet the schedule, quality and budget goals for each PROJECT, and to provide monthly progress reports using the SCRRA project reporting system supplemented with activity completion reports through standard scheduling software;
- K. To establish a unique project number for each Work Order and to submit a monthly project management summary providing updated schedule and budget information and quarterly a financial statement showing the budget versus actual expenditures for each Work Order;
- L. To manage and coordinate activities with the SCRRA Operating Department and other Operating Railroads, and to establish PROJECT work windows in advance of advertisement for bids, and to furnish specifications for coordination with the railroad for inclusion in Project Specifications;
- M. To be responsible for managing and enforcing all utility related agreements entered into between SCRRA and the utility companies related to the PROJECTS; and
- N. To return to LACMTA all unspent funds advanced to SCRRA for a specific Work Order within one hundred eighty (180) calendar days following completion of the Support Activities.

ARTICLE 6. MUTUAL OBLIGATIONS

- A. Both LACMTA and SCRRA agree that each will cooperate and coordinate with the other in all PROJECTS covered by this AGREEMENT and any other supplemental agreements that may be required to facilitate purposes hereof;
- B. The PARTIES agree that separate design services or construction and maintenance agreements may be executed subsequently by the PARTIES for the design and/or construction and maintenance phases of the PROJECTS prior to the start of design or construction;
- C. LACMTA and SCRRA agree to comply with all applicable federal, state, and local laws, statutes, ordinances, and regulations of any governmental authority having jurisdiction over the PROJECTS;
- D. LACMTA and SCRRA agree to work cooperatively to advance the PROJECTS within the estimated time and budget set forth in the Work Order, provided, however, that Federal Regulation and the General Orders of the California Public Utilities Commission take precedence;
- E. Neither party shall unreasonably withhold approval of any request or withhold submittal of any report nor other information required under this agreement;
- F. LACMTA and SCRRA agree that the scope of work requested by LACMTA for any PROJECT, and the estimates provided by SCRRA in support of a request for a Work Order, are forward looking and may be based on conceptual or other preliminary information. LACMTA and SCRRA agree that the work scope and associated estimates are subject to revision by LACMTA and SCRRA from time-to-time as a PROJECT develops. Any revisions to the estimated costs of a Work Order must be agreed to, in writing, by both PARTIES. SCRRA is not authorized to exceed the maximum not-to-exceed amount detailed in each Work Order without prior written approval from LACMTA. Final invoices submitted by SCRRA will be based on actual costs of services defined and provided under a Work Order, with any unspent balance of deposited funds being returned to LACMTA within 180 days of completion of support to the Work Order.

ARTICLE 7. MAXIMUM OBLIGATION

Notwithstanding any provisions of this AGREEMENT to the contrary, LACMTA and SCRRA agree that LACMTA's maximum payment obligation per Work Order hereunder (including

SCRRA's direct and indirect costs) shall not exceed \$490,000 unless authorized by LACMTA's Board of Directors and agreed to in writing by both LACMTA and SCRRA.

ARTICLE 8. AUDIT AND INSPECTION

LACMTA or its designee, shall have the right to conduct audits of all LACMTA funded projects. SCRRA shall establish and maintain proper accounting procedures, appropriate internal controls, and complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, SCRRA shall permit the authorized representatives of LACMTA to inspect and audit all work, materials, payroll, books, accounts and other data and records of SCRRA for a period of three (3) years after final close out of each PROJECT. LACMTA shall also have the right to reproduce any such books, records and accounts. Contracts with SCRRA's contractors shall include the above provision with respect to audits. SCRRA shall reimburse LACMTA for any expenditure against a Work Order that is found not to be incurred in support of the agreed Work Order.

ARTICLE 9. INDEMNIFICATION

- A. SCRRA shall indemnify, defend and hold harmless LACMTA, its officers, directors, members, employees, and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by SCRRA, its officers, directors, employees or agents in connection with or arising out of the performance of this AGREEMENT.
- B. LACMTA shall indemnify, defend and hold harmless SCRRA, its officers, directors, members, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct by LACMTA, its officers, directors, employees or agents in connection with or arising out of the performance of this AGREEMENT.
- C. Each PARTY will require that at every stage of the cooperative endeavor, there is adequate and appropriate insurance coverage for the PARTY to meet its defense and indemnification obligations as set out herein. Each PARTY will require that its' consultants, contractors and subcontractors of any tier performing work pursuant to a Work Order issued under this AGREEMENT maintain appropriate and adequate commercial insurance, including without limitation, railroad protective liability

coverage, where applicable or prudent, and to have the other PARTY and the Operating Railroads named as additional insureds on all such insurance coverage.

- D. The indemnification and defense obligations of this AGREEMENT shall survive its expiration or termination.

ARTICLE 10. ADDITIONAL PROVISIONS:

- A. This AGREEMENT shall continue in full force and effect through December 31, 2031, unless modified or terminated earlier by mutual written consent by both PARTIES. The term of this AGREEMENT may only be extended upon mutual written agreement by both PARTIES.
- B. Either PARTY may initiate proceedings to terminate this AGREEMENT by giving thirty (30) days written notice; however, this AGREEMENT shall not be terminated without mutual agreement of both PARTIES.
- C. LACMTA and SCRRA shall comply with all applicable Federal, State, and local laws, statutes, ordinances, and regulations of any governmental authority having jurisdiction over the PROJECTS.
- D. LACMTA's and SCRRA's signatories hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTIES and that, by so executing this AGREEMENT, the PARTIES hereto are formally bound to the provisions of this AGREEMENT.
- E. This AGREEMENT may be amended in writing at any time by the mutual consent of both PARTIES. No amendment shall have any force or effect unless executed in writing by both PARTIES.
- F. Notices: Any notices, requests or demands made between the PARTIES pursuant to this AGREEMENT should be sent via email or hard copy to be directed as followed:

To SCRRA: 900 Wilshire Blvd,
Los Angeles, CA 90017
Attention: Darren Kettle, Chief Executive Officer
Copy to: [Insert Current SCRRA Procurement Contact]

To LACMTA: One Gateway Plaza
Los Angeles, CA 90012
Attention: Stephanie Wiggins, Chief Executive Officer
Copy to: [Insert Current LACMTA Procurement/Project Contact]

- G. The headings of all sections of this AGREEMENT are inserted solely for the convenience of reference and are not part of and not intended to govern, limit or aid in the construction or interpretation of any terms or provision thereof.
- H. The provisions of this AGREEMENT shall bind and inure to the benefit of each of the PARTIES hereto and all successors or assigns of the PARTIES hereto.
- I. If any term, provision, covenant or condition of this AGREEMENT is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this AGREEMENT shall not be affected thereby, and each term, provision, covenant or condition of this AGREEMENT shall be valid and enforceable to the fullest extent permitted by law.
- J. This AGREEMENT may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same agreement. Facsimile signatures will be permitted.
- K. Either PARTY shall be excused from performing its obligations under this AGREEMENT during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control including but not limited to; any incidence of fire, flood; strikes, weather, acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other PARTY; when satisfactory evidence of such cause is presented to the other PARTY, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the PARTY not performing.
- L. Neither this AGREEMENT, nor any of the PARTIES rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY.
- M. Nothing herein shall be deemed nor construed to authorize or require any PARTY to issue bonds, notes or other evidences of indebtedness under the terms of this Cooperative Agreement, or for any other purpose.
- N. This AGREEMENT shall be construed and interpreted under the laws of the State of California.
- O. Disputes must be resolved in accordance with the procedure set forth in the SCRRA Joint Exercise of Powers Agreement. Should litigation arise out of this AGREEMENT

for the performance thereof; each PARTY shall be responsible for its own costs and expenses, including attorney's fees.

P. This AGREEMENT, including any exhibits and documents incorporated herein and made applicable by reference, constitute the complete and exclusive statement of the terms and conditions of this AGREEMENT between LACMTA and SCRRA concerning SCRRA's participation in the PROJECTS.

Q. Exhibit A (Support Activities) and Exhibit B (Sample Work Order) are attached to and incorporated into this AGREEMENT by this reference.

This AGREEMENT shall be made effective upon execution by both PARTIES.

IN WITNESS WHEREOF, the PARTIES have caused this AGREEMENT to be duly executed by their duly qualified and authorized officials.

SOUTHERN CALIFORNIA REGIONAL
RAIL AUTHORITY

LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY

By: _____
Darren M. Kettle
Chief Executive Officer

By: _____
Stephanie N. Wiggins
Chief Executive Officer

APPROVED AS TO FORM

APPROVED AS TO FORM

By: _____
Don O. Del Rio
General Counsel

By: _____
Dawyn R. Harrison
County Counsel

Exhibits:

Exhibit A	Support Activities
Exhibit B	Sample Work Order

DRAFT

EXHIBIT A

Support Activities

SCRRA will provide Support Activities per the terms of this Agreement and as specifically requested by an executed Work Order to advance the PROJECTS. PROJECTS are railroad infrastructure or related improvements within Los Angeles County to enhance and protect rail service. PROJECTS are improvements related to railroad infrastructure including Metrolink operated tracks, highway-rail or at-grade crossings, railroad signal system, communication facilities, positive train control system, stations, layover yards, or operations and maintenance facilities. The services requested by a Work Order may fall under, but are not limited to, one or more of the following types of Support Activities:

1. Field Services
 - a. Flagging
 - b. Inspection
 - c. SCRRA owned facility marking
 - d. Safety training
 - e. Review and approval of railroad right-of-entry permits
2. Engineering Services
 - a. Development of engineering designs and design reviews
 - b. Signal and communications designs
 - c. Preparation of engineering estimates
 - d. Preparation of schedules and work plans for SCRRA Support Services
 - e. Participation in design development meetings
 - f. Development and review of Environmental Reports, Project Study Reports, and technical studies
 - g. Development and review of construction staging plans
 - h. Construction Reviews
3. Railroad Coordination
 - a. Establishing work windows, work outages and Form Bs

- b. Identification and development of railroad requirements
 - c. Identification of railroad conflicts
 - d. Participation in coordination meetings and resolution of issues
- 4. Operational Coordination
 - a. Signal and Communication Systems
 - b. Train controls
 - c. Railroad Operations Modeling and ridership projections
 - d. Update PTC Configuration management files, databases, and track charts
- 5. Planning Coordination
 - a. Station planning and feasibility studies
 - b. Conceptual planning, including development of Project Study Reports
 - c. Preliminary engineering
- 6. Other services as mutually agreed

Each Work Order shall have the following attached:

- a. Detailed Scope of Work
- b. Project Schedule
- c. Projected Cash flow for SCRRRA efforts

EXHIBIT B

SAMPLE WORK ORDER

WORK ORDER NO. [X] DATE: [xx/xx/xx]

PROJECT NAME: [NAME]

LOCATION: [RAILROAD SUBDIVISION- MPXX to MPXX or Grade Crossing Name]

PROJECT DESCRIPTION: [Brief project description of one to two sentences.]

SCRRA SCOPE OF WORK: [Specific items requested of SCRRA, based on Scope of Work items listed in Exhibit A]

Reference Documents:

Designated Project Manager:

Estimated Start Date:

Estimated Duration:

Cost Estimate:

Cash Flow Plan: [\$XXX.XX upfront deposit followed by payment of monthly invoices.]

LACMTA SIGN-OFF:

Project Manager

Date: _____

SCRRA SIGN-OFF:

Project Manager

Date: _____



Master Cooperative Agreement (MCA) with the Southern California Regional Rail Authority (SCRRA) for Regional Rail Projects

2026-0526, Construction Committee

October 14, 2026

Recommendation

AUTHORIZE the Chief Executive Officer to negotiate the terms and enter into a Master Cooperative Agreement (MCA) with the Southern California Regional Rail Authority (SCRRA) for railroad support activities associated with Metro-sponsored rail improvement projects within Los Angeles County (Attachment A).

Issue

- Metro rail projects require SCRRA technical support throughout project delivery.
- Currently, project-specific agreements must be developed each time SCRRA support is needed by Metro, requiring four to six months.
- This process increases administrative effort and can delay project delivery.

Background

- Metro owns portions of the railroad right-of-way throughout Los Angeles County on which SCRRA operates the Metrolink commuter rail system.
- Metro is advancing a variety of rail improvement projects that enhance safety, reliability, capacity, and operational performance throughout the County.
- Because SCRRA is responsible for railroad operations and compliance with applicable federal and state railroad regulations, its technical participation is required throughout project planning, design, construction coordination, and implementation.
- The MCA establishes a consistent framework for Metro and SCRRA to efficiently coordinate support for future rail projects.

Discussion

What the MCA Does

- The MCA would allow SCRRA to provide railroad-related planning, design, construction, operation, and management services to support Metro-led rail projects.
- Defines agency roles, responsibilities, and reimbursement process.
- Uses project-specific Work Orders to define scope, schedule, and budget.
- Supports engineering, design review, signal and communications coordination, construction planning, railroad flagging, inspections, and other railroad support activities.

NEXT STEPS

Upon Board approval:

- Execute the Master Cooperative Agreement.
- Execute project-specific Work Orders identifying the scope of services, schedule, budget, and reimbursement necessary reimbursement in accordance with the terms of the MCA.



Metro

Board Report

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

File #: 2026-0527, **File Type:** Contract

Agenda Number: 10.

CONSTRUCTION COMMITTEE OCTOBER 14, 2026

SUBJECT: LONE HILL TO WHITE DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final phase of design and bring the project to shovel-ready stage, in the amount of \$955,866, increasing the Total Contract Value from \$10,735,474 to \$11,691,340; and
- B. APPROVE programming an overall \$2,028,570 to the project, increasing the programmed Measure R 3% funds from \$18,523,736 to \$20,552,306, in order to achieve shovel-ready project status.

ISSUE

Staff is advancing the Lone Hill to White Double Track project from inception through the final design phase. As the design progressed, additional requirements were identified through coordination with third-party agencies and changes in project interface conditions. Board approval of the staff recommendations will provide the resources necessary to incorporate the requirements needed to complete final design and advance the project to a shovel-ready status while Metro continues to pursue construction funding. This approach allows Metro to complete the design while avoiding premature work that could require redesign as field conditions, agency requirements, or construction constraints evolve. Completion of this final design phase will demonstrate project readiness and enhance the project's competitiveness for future construction grant funding.

BACKGROUND

The Lone Hill to White Double Track project runs along the San Gabriel Subdivision and merges with the Pasadena Subdivision at White Avenue, where the Gold Line Phase 2B project will operate. The proximity between both rail subdivisions results in three railroad crossings being less than 300 feet apart: San Dimas Canyon Road, White Avenue, and Fulton Road. The Gold Line Authority has been a collaborative partner through the design development process for the Lone Hill to White Double Track project.

The Project will improve service reliability and on-time performance along the Metrolink's San Bernardino Line by reducing single-track bottlenecks and delays associated with that, while providing greater operational flexibility. It is also identified as a vital line reliability project in Metrolink's Southern California Optimized Rail Expansion (SCORE) Program, supporting future 30-minute bi-directional service along the San Bernardino Line. The Project also includes safety and Quiet Zone-ready improvements at existing grade crossings.

At its October 2013 meeting, the Board approved \$3,000,000 in programming to begin environmental and preliminary engineering work for the four miles of double tracking. At the December 2019 meeting, the Board approved \$7,500,000 for final design work, inclusive of all third-party and professional service-related costs.

At its July 2021 meeting, the Board approved reprogramming of \$769,688 in project savings from Lone Hill to White Preliminary Engineering to Lone Hill to White Final Design and established a Life of Project (LOP) Final Design budget of \$8,269,688 to initiate final design services.

On July 22, 2021, Moffat and Nichol received Notice to Proceed to perform final design engineering services for the Lone Hill to White Project, including the preparation of approved plans, specifications, and estimates.

DISCUSSION

As final design advanced, changes to adjacent project conditions, third-party and jurisdictional requirements, field conditions, and updated regulatory requirements resulted in additional design work beyond the original scope. These changes include coordination with the completed Gold Line Foothill Extension Phase 2B Project, right-of-way and utility requirements, revised hydrology requirements, and updated railroad signal specifications.

Staff evaluated the additional design requirements with the design team and determined that only changes necessary to obtain final design approval should be incorporated at this time. Changes dependent on the future construction schedule will be deferred until construction funding and schedule are established.

This contract modification will include the following changes:

- **Survey:** Expand survey coverage near San Dimas Canyon Road, White Avenue, and Arrow Highway to incorporate City-requested modifications and provide design compatibility with the Gold Line Foothill Extension Phase 2B Project.
- **Right-of-Way:** Prepare additional property-specific ROW exhibits and lease mapping to support encroachment removal and pre-construction readiness.
- **Utilities and insurance:** Address additional utility conflicts identified through field potholing, coordinate required utility relocations, and address updated right-of-entry insurance requirements.
- **Fiber-Optic and Signal Design:** Revise fiber-optic layouts and utility interfaces to accommodate Sprint-requested joint trench configurations and update signal specifications to

comply with FRA requirements issued in May 2024.

- Hydrology and Hydraulics: Complete the 100% report in accordance with revised City requirements.
- Trackwork: Revise trackwork as necessary to incorporate changes resulting from the revised drainage and structural requirements.

Given the above, the additional programming of Measure R 3% funds requested in the amount of \$2,028,570 is summarized below in Table 1.

Lone Hill to White DT	Prior Programming Funds	Inception thru FY26	FY27	FY28	New Programing Funds
<i>USE OF FUNDS</i>					
Professional Services	\$ 12,835,474	\$ 12,838,353	\$ 955,866	\$ -	\$ 13,794,219
Agency -Metro	\$ 1,545,763	\$ 2,234,112	\$ 360,000	\$ 360,000	\$ 2,954,112
Outreach	\$ 253,302	\$ 114,601	\$ 138,701	\$ -	\$ 253,302
Real Estate/Acquisition of Land	\$ 56,000	\$ 82,950	\$ -	\$ 100,000	\$ 182,950
Project Controls Support Services	\$ 289,962	\$ 317,507	\$ 120,000	\$ 60,000	\$ 497,507
3rd Party Agreements - City/County/Others	\$ 2,469,688	\$ 1,483,268	\$ 986,420	\$ -	\$ 2,469,688
Project Reserve/Contingency	\$ 1,073,547	\$ -	\$ 332,928	\$ 67,600	\$ 400,528
Total Project Cost	\$ 18,523,736	\$ 17,070,791	\$ 2,893,915	\$ 587,600	\$ 20,552,306

Table 1: Lone Hill to White Double Track Project

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse impact on safety, rather it will improve the safety of the San Dimas and La Verne communities. The Lone Hill to White Double Track Project is being designed in accordance with Metro and SCRRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

Execution of the proposed modification and programming request for the Lone Hill to White Double Track Project would require amending the previously Board- approved programming by the recommended \$2,028,570. This additional programming is included in the FY27 Adopted Budget.

This is a multi-year capital project, and the Project Manager of Regional Rail under Program Management and the Chief Program Management Officer will be accountable and responsible for budgeting the cost of future fiscal year commitments in department 2415, Regional Rail for project number 460068 as shown in Attachment D, Lone Hill to White Double Track Project Funding and Expenditure Plan.

Impact to Budget

The source of funds for FY27 and future fiscal year programming for the project is Measure R 3% Transit Capital. These funds are not eligible for use in Metro bus/rail operations .

EQUITY PLATFORM

The Lone Hill to White Double Track Project operates on the San Bernardino Line. According to Metrolink's 2025 Onboard Survey, the median household income of San Bernardino Line riders is \$60,913. Systemwide, 39% of Metrolink riders report annual household incomes below \$50,000. The survey also found that the average Metrolink rider is 51 years old and that Hispanic riders comprise 40% of systemwide ridership, making them the largest ethnic group of Metrolink riders

The Lone Hill to White Double Track Project will improve service reliability, network integration, operational flexibility, and on-time performance along the San Bernardino Line. The project supports the implementation of the Metrolink SCORE Program by providing the infrastructure necessary for future 30-minute bi-directional service throughout the day and evening. While the project traverses a corridor that includes a mix of Moderate Need and High Need communities, its benefits extend throughout the San Bernardino Line, improving mobility and access for riders traveling to and from numerous Equity Focus Communities (EFCs).

This project will improve American with Disabilities Act (ADA) compliance. All proposed improvements comply with the latest ADA requirements within the project footprint.

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The proposed recommendations support strategic plan goals 1, 3 and 4. The Regional Rail Capital improvements improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and

- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan

ALTERNATIVES CONSIDERED

The Board could choose not to approve the authorization to execute the contract modification and amend the programming for this project. This alternative is not recommended since this project has been identified as a key project to provide line reliability in support of Metrolink's 30-minute bi-direction service along the San Bernardino Line.

NEXT STEPS

Upon Board approval staff will execute Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final design and advance the Project to shovel-ready status. Staff will continue to pursue funding opportunities for right-of-way acquisition and construction.

ATTACHMENTS

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

Prepared by: Bilal Khazaal, Director, Regional Rail, (213) 418-3330
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Mat Antonelli, Chief Vendor/Contract Management Officer,
(213) 893-7191



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN/AE73891000**

1.	Contract Number: AE73891000			
2.	Contractor: Moffatt & Nichol			
3.	Mod. Work Description: Continue providing professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right of way acquisition and construction phases.			
4.	Contract Work Description: Engineering services for the Lone Hill to White final design plans, specifications and estimates (PS&E).			
5.	The following data is current as of: 8/7/26			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	07/22/21	Contract Award Amount:	\$6,498,899
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$4,236,575
	Original Complete Date:	08/04/23	Pending Modifications (including this action):	\$955,866
	Current Est. Complete Date:	03/31/27	Current Contract Value (with this action):	\$11,691,340
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639	
8.	Project Manager: Bilal Khazaal		Telephone Number: (213) 418-3330	

A. Procurement Background

This Board Action is to approve Contract Modification No. 9 issued to continue providing professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right-of-way acquisition and construction phases for the Lone Hill to White (LHW) Double Track project.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On July 22, 2021, the Board awarded firm fixed price Contract No. AE73891000 to Moffatt & Nichol in the amount of \$6,498,899 for engineering services for the LHW Final Design Plans, Specifications and Estimates (PS&E).

A total of eight modifications have been issued to date.

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

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on an Independent Cost Estimate (ICE), cost analysis, and technical analysis. During fact finding, the cost elements were validated supporting the recommended amount.

Proposal Amount	Metro ICE	Recommended Amount
\$951,760	\$969,725	\$955,866

**CONTRACT MODIFICATION/CHANGE ORDER LOG
LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN/AE73891000**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Additional work to prepare and complete the final engineering design necessary for the double track project.	Approved	04/12/22	\$474,223
2	Additional level of effort (design submittals to Union Pacific Railroad) and addition of subcontractor.	Approved	03/10/23	\$76,658
3	No cost extension of period of performance (POP) through 10/31/23.	Approved	07/11/23	\$0
4	Work to address comment resolution meetings with project stakeholders as a result of the 60% final design submittal and POP extension through 12/31/24.	Approved	09/28/23	\$3,685,694
5	No cost POP extension through 12/31/25.	Approved	12/10/24	\$0
6	Reallocation Matrix revised to account for budget changes within tasks.	Approved	05/09/25	\$0
7	No cost POP extension through 03/31/26.	Approved	12/05/25	\$0
8	No cost POP extension through 06/30/27.	Approved	02/10/26	\$0
9	Continue professional services to complete the final phase of design, bring the project to shovel-ready stage and ready for right of way acquisition and construction phases.	Pending	Pending	\$955,866
	Modification Total:			\$5,192,441
	Original Contract:		07/22/21	\$6,498,899
	Total:			\$11,691,340

DEOD SUMMARY

**LONE HILL TO WHITE DOUBLE TRACK PROJECT
FINAL DESIGN / AE73891000**

A. Small Business Participation

Moffatt & Nichol (M&N) made a 27.19% Small Business Enterprise and a 3.18% Disabled Veteran Business Enterprise (DVBE) commitment. Based on payments, the project is 90% complete and the current level of SBE participation is 22.43%, representing a 4.76% shortfall, and the level of DVBE participation is 4.74%, exceeding the commitment by 1.56%. M&N has a shortfall mitigation plan on file and contends that the shortfall is due to the phased scope that has not yet commenced. M&N anticipates that the SBE shortfall will be mitigated by Q1 2027.

Small Business Commitment	27.19% SBE 3.18% DVBE	Small Business Participation	22.43% SBE 4.74% DVBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Pacific Rail Enterprises, Inc.	16.93%	10.26%
2.	Rail Surveyors and Engineers, Inc.	6.13%	6.75%
3.	Wagner Engineering & Survey, Inc.	4.13%	4.98%
4.	Kroner Environmental Services, Inc.	Added	0.44%
	Total	27.19%	22.43%

	DVBE Subcontractors	% Committed	Current Participation¹
1.	MA Engineering	3.18%	4.74%
	Total	3.18%	4.74%

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

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

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.

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. Living Wage Service Contract Worker Retention Policy Applicability

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

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.

ATTACHMENT D
Lone Hill to White DT
Programming Fund Increase 2026
Funding/Expenditure Plan

Lone Hill to White DT	Prior Programming Funds	Inception thru FY26	FY27	FY28	New Programing Funds
<i>USE OF FUNDS</i>					
Professional Services	\$ 12,835,474	\$ 12,838,353	\$ 955,866	\$ -	\$ 13,794,219
Agency -Metro	\$ 1,545,763	\$ 2,234,112	\$ 360,000	\$ 360,000	\$ 2,954,112
Outreach	\$ 253,302	\$ 114,601	\$ 138,701	\$ -	\$ 253,302
Real Estate/Acquisition of Land	\$ 56,000	\$ 82,950	\$ -	\$ 100,000	\$ 182,950
Project Controls Support Services	\$ 289,962	\$ 317,507	\$ 120,000	\$ 60,000	\$ 497,507
3rd Party Agreements - City/County/Others	\$ 2,469,688	\$ 1,483,268	\$ 986,420	\$ -	\$ 2,469,688
Project Reserve/Contingency	\$ 1,073,547	\$ -	\$ 332,928	\$ 67,600	\$ 400,528
Total Project Cost	\$ 18,523,736	\$ 17,070,791	\$ 2,893,915	\$ 587,600	\$ 20,552,306
<i>SOURCES OF FUNDS</i>					
Measure R 3%	\$ 18,523,736	\$ 17,070,791	\$ 2,893,915	\$ 587,600	\$ 20,552,306
Total Project Funding	\$ 18,523,736	\$ 17,070,791	\$ 2,893,915	\$ 587,600	\$ 20,552,306

Note:

The new funding request amount is \$2,028,570



LONE HILL TO WHITE DOUBLE TRACK PROJECT

2026-0527, Construction Committee

October 14, 2026

Recommendation

- A. EXECUTE Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol to complete the final phase of design and bring the project to shovel-ready stage, in the amount of \$955,866, increasing the Total Contract Value from \$10,735,474 to \$11,691,340; and
- B. APPROVE programming an overall \$2,028,570 to the project, increasing the programmed Measure R 3% funds from \$18,523,736 to \$20,552,306, in order to achieve shovel-ready project status.

Issue

- Additional design requirements were identified through third-party coordination and changes in project interface conditions.
- Additional programming is needed to complete final design.
- Completing final design will bring the project to shovel-ready status and improve its competitiveness for future construction funding.

Background

- Adds approximately four miles of double track on the San Bernardino Line.
- Improves operational flexibility, reliability, capacity, and on-time performance.
- Supports Metrolink's SCORE Program and future 30-minute bidirectional service.
- Includes safety and Quiet Zone-ready improvements at existing grade crossings.



Discussion

Need for Additional Funding

- Updated FRA and City requirements
- Additional utility and right-of-way coordination
- Changes due to adjacent projects and field conditions
- Revised hydrology, track, fiber-optic, and signal designs

NEXT STEPS

- Execute Contract Modification No. 9 to Contract No. AE73891000 with Moffatt & Nichol.
- Complete final design and advance the project to shovel-ready status.
- Continue pursuing funding for right-of-way acquisition and construction.



Board Report

File #: 2026-0597, File Type: Contract

Agenda Number: 11.

CONSTRUCTION COMMITTEE OCTOBER 14, 2026

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 11 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, for Advanced Preliminary Engineering (APE) for the Initial Operating Segment (IOS), in the amount of \$24,980,734, increasing the contract value from \$110,383,386 to \$135,364,120 and extend the period of performance from February 28, 2027 to March 31, 2028, subject to Federal Transit Administration (FTA)'s completion of its review of the Environmental Assessment and issuance of a Finding of No Significant Impact;
- B. INCREASE the Contract Modification Authority (CMA) for Contract No. AE51242000 in the amount of \$2,498,073, increasing the CMA from \$3,230,845 to \$5,728,918; and
- C. EXECUTE individual contract modifications within the Board-approved CMA.

ISSUE

At its September 2024 meeting, the Board approved a contract modification to the Cordoba HNTB Design Partners' Contract to advance the IOS through 30% Preliminary Engineering (PE). During the PE design phase, Metro continued refining the Eastside Transit Corridor Phase 2 Project (Project)'s preliminary engineering design, advancing the federal environmental review process, evaluating design refinements, and coordinating with partner agencies and key stakeholders to prepare the Project for subsequent phases of engineering, procurement, and delivery.

The Cordoba HNTB Design Partners' Contract is set to expire in February 2027. Without a seamless extension or follow-on contract for the Engineer of Record (EOR), the Project faces an immediate cessation of technical support.

In addition, staff is requesting an increase in CMA for Contract No. AE51242000. As the Project advances through APE, additional contract modifications may be required to address evolving project needs. The requested CMA provides the flexibility needed to address unexpected design changes

such as third-party stakeholders' mitigation efforts, while supporting timely delivery of critical Project activities.

BACKGROUND

Eastside Transit Corridor Phase 2 Project is a nine-mile light rail transit (LRT) extension from the existing Metro E Line serving the cities and communities of Commerce, Montebello, Pico Rivera, Santa Fe Springs, Whittier, and unincorporated East Los Angeles and West Whittier-Los Nietos. At the December 2022 Board meeting, the Board approved the Locally Preferred Alternative (LPA), which included three underground stations (Atlantic/Pomona, Atlantic/Whittier, and Commerce/Citadel), one at-grade station (Greenwood), and a Maintenance and Storage Facility.

At its May 2024 meeting, the Board certified the full nine-mile Project alignment to Whittier in the Final Environmental Impact Report (EIR) per the California Environmental Quality Act (CEQA). Certification of the Final EIR also includes approval of the Mitigation Monitoring and Reporting Plan and the Findings of Fact and Statement of Overriding Conditions.

The Project is a Measure R and Measure M project that is included in the 2020 Long Range Transportation Plan and the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The Measure M Ordinance identifies \$3 billion (2015 \$) in Measure M and other local, state, and federal funding for the Project. Metro continues to pursue federal funding through the FTA's Capital Investment Grants (CIG) New Starts Program. In June 2026, FTA determined that the Project had satisfied the requirements to enter the Project Development (PD) phase of the New Starts Program, allowing Metro to continue advancing project development activities in support of future federal funding.

At its October 2018 meeting, the Board awarded firm fixed-price Contract No. AE51242000 to Cordoba HNTB Design Partners to provide Advanced Conceptual Engineering (ACE) and urban design services for the Project in support of environmental review and approved CMA of \$3,230,845. Since the contract award, the contract has been modified to support environmental studies, project refinements, and advancement of the IOS through 30% PE without increasing CMA. The current contract expires on February 28, 2027.

At its July 2026 meeting, the Board authorized Metro to receive and file the Environmental Assessment (EA) for the Project IOS pursuant to the National Environmental Policy Act (NEPA), approved the 9-acre Maintenance and Storage Facility in the City of Commerce for the Board-selected LPA, and amended the 2020 Long Range Transportation Plan to reflect the refined LPA. These actions enabled Metro to continue coordination with the FTA on the final NEPA decision document and advance the Project toward subsequent engineering, procurement, and delivery activities.

DISCUSSION

The Project has advanced through key engineering, environmental, funding, and project development

milestones. The Project completed Advanced Conceptual Engineering (15% design) in 2022 and substantially completed Civil Preliminary Engineering (30% design) in September 2026, while the remaining contractual Preliminary Engineering activities will continue into early 2027, with Systems Preliminary Engineering anticipated to be completed in November 2026. Concurrently, Metro advanced the federal environmental review process, secured more than \$3.9 billion in committed local and state funding, and entered the FTA CIG New Starts Project Development phase in June 2026. These accomplishments position the Project to commence right-of-way acquisition in November, pursue a Letter of No Prejudice (LONP) to support early procurement activities, and ultimately seek entry into the FTA Engineering phase, currently anticipated for the first quarter of 2028.

Considerations

Completion of the remaining contractual PE services and continuation of engineering services through APE provide benefits that support upcoming right-of-way, early engineering for Atlantic/Pomona station, procurement, and FTA Project Development activities. Key considerations include:

- Knowledge Continuity: Retaining the current team preserves years of institutional knowledge, including stakeholder momentum with cities/utilities, critical interface definitions, and a comprehensive project risk register.
- Schedule Preservation: Leveraging existing knowledge from 2022 through 2026 allows APE to begin sooner and focus on portions of critical-path engineering and utility works. A break in continuity will pause these APE efforts and jeopardize the 2036 completion goal.
- Economies of Scale: APE creates cost and schedule efficiencies that benefit overall program delivery by taking advantage of current schedule opportunities through seamless continuity of engineering.
- Contracts Packaging and Delivery Methods: APE enables staff to leverage technical expertise to identify and define critical design and scope interfaces early. This minimizes program and project risk by developing key elements of a forward looking strategic and tactical plan for successful program delivery.
- Project Flexibility: Maintaining adequate Contract Modification Authority supports uninterrupted advancement of the Project by allowing Metro to address evolving engineering needs without unnecessary delays.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

This Modification does not impact the FY27 budget, as the funding of \$12.5 million is included in the adopted Fiscal Year 2027 budget under Project 860232 (Eastside Transit Corridor Phase 2 Project) in Cost Center 8510 (Program Management). Since this is a multi-year contract, the Cost Center Manager, Project Manager, and Chief Program Management Officer will be responsible for budgeting in future years.

Impact to Budget

Funding for this action comes from Measure R 35% Transit Capital and TIRCP (Transit and Intercity Rail Capital Program: Cycle 6), which is not eligible for bus and rail operations.

EQUITY PLATFORM

The Board's approval of the contract modification for the Project will help advance equitable access to opportunity as the Project traverses through six Equity Focus Communities (EFCs) along the eastern portion of Los Angeles County. There are 2,281 transit-dependent households along the project alignment and 1,828 transit-dependent households along the LPA. This Project will benefit these EFCs and other communities along the eastern portion of Los Angeles County by providing access to a reliable light rail system and filling a gap in high-quality transit services that currently exist. When the eventual build-out of the project occurs, communities along the corridor will have access to the Metro regional network and to activity centers and job opportunities along the corridor that include but are not limited to, Whittier College, East Los Angeles College, Citadel Outlets, Historic Whittier Boulevard retail, and Presbyterian Intercommunity Hospital.

Cordoba HNTB Design Partners made a 54.91% Disadvantaged Business Enterprise (DBE) commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in the staff recommendation, there are eight certified small businesses participating in this contract.

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 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.

VMT was analyzed for this item through the VMT analysis completed for the Eastside Phase 2 Project Final EIR. The analysis identified a reduction in VMT due to the implementation of the project compared to conditions without the project, which demonstrates a benefit from the project and a less than significant impact from an environmental standpoint. Specifically, the VMT analysis in the Environmental Assessment (EA) identified a reduction in daily regional VMT of approximately 8,000 miles compared to the Horizon Year (2050) No Build Alternative conditions.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway

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,
- Goal 4: Transform LA County through regional collaboration and national leadership, 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 and increase in CMA. Delaying this contract modification to a future date or re-procuring for this phase of work would pose significant delays to the overall program delivery schedule. This schedule gap would disrupt critical-path milestones, stall upcoming procurement activities, and result in significant program delays and cost increases as described below:

- Utility & Real Estate: Advanced utility design and relocations and real estate acquisitions begin in November 2026; both require immediate design support and private property surveys.
- Station Strategy: APE will support the early engineering of the Atlantic/Pomona station. This provides greater flexibility for future procurement and construction sequencing and may enable earlier completion of the station and return the site to the community independent of other project elements. This approach has the potential to reduce the bus bridge duration and restore local access faster and create opportunities for future joint-use development.
- Procurement Support: Request For Proposals (RFP) for upcoming contract packages are scheduled to begin early next year. Approving APE ensures expert technical support to address proposer inquiries efficiently and for developing enhanced technical RFP bridging documents.
- Procurement Efficiency: Board approval for APE saves up to 10-12 months of a typical new solicitation process.
- Schedule and Cost: If APE is not authorized, the Project will face an immediate cessation of engineering support. This will trigger a 10-12-month procurement delay and a loss of institutional knowledge, unnecessarily jeopardizing the project schedule. This delivery delay would also have a detrimental impact on the project cost.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 11 to the Eastside Transit Corridor Phase 2 Project Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, for APE for the IOS and extend the period of performance from February 28, 2027 to March 31, 2028. This effort will continue advancing the IOS by supporting utility engineering and right-of-way coordination, development of procurement packages, value engineering, updated cost estimates for future federal funding, and technical support through procurement.

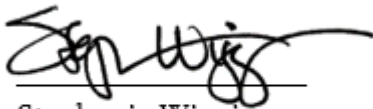
ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log

Attachment C - DEOD Summary

Prepared by: Rohit Sharda, Executive Officer, Project Management, (213) 956-3354
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Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 922-7297
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Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
EASTSIDE TRANSIT CORRIDOR PHASE 2 / AE51242000

1.	Contract Number: AE51242000			
2.	Contractor: Cordoba HNTB Design Partners			
3.	Mod. Work Description: Advanced preliminary engineering for the initial operating segment (IOS) for the Eastside Transit Corridor Phase 2 Project and extend the period of performance through March 31, 2028.			
4.	Contract Work Description: Advanced conceptual engineering design/urban design services for the Eastside Transit Corridor Phase 2 Project.			
5.	The following data is current as of: 09/03/2026			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	10/25/2018	Contract Award Amount:	\$15,365,829
	Notice to Proceed (NTP):	11/07/2018	Total of Modifications Approved:	\$95,017,557
	Original Complete Date:	11/06/2021	Pending Modifications (including this action):	\$24,980,734
	Current Est. Complete Date:	03/31/2028	Current Contract Value (with this action):	\$135,364,120
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033	
8.	Project Manager: Rohit Sharda		Telephone Number: (213) 956-3354	

A. Procurement Background

This Board Action is to approve Contract Modification No. 11 issued for advanced preliminary engineering for the initial operating segment (IOS) of the Eastside Transit Corridor Phase 2 Project. This Contract Modification also extends the period of performance from February 28, 2027 through March 31, 2028.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On October 25, 2018, the Board awarded firm fixed price Contract No. AE51242000 to Cordoba HNTB Design Partners to provide the advanced conceptual engineering (ACE) design and urban design services for the Eastside Transit Corridor Phase 2 Project for work in support of the reinitiated environmental clearance study.

A total of ten modifications have been executed 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 on the Independent Cost Estimate (ICE), cost analysis, technical analysis, and fact finding.

Proposal Amount	Metro ICE	Recommended Amount
\$24,980,734	\$21,587,397	\$24,980,734

The variance between the ICE and recommended amount is due to variations in task scopes related to project management oversight, value engineering for crossover redesigning at stations, advanced utility relocation scope, and design efforts to support tunnel and design interfaces for the support of an excavation system related to tunnel and station excavation contracts.

**CONTRACT MODIFICATION/CHANGE ORDER LOG
EASTSIDE TRANSIT CORRIDOR PHASE 2 / AE51242000**

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Additional scoping meetings and associate work.	Approved	03/12/20	\$24,909
2	Proceed with one build alternative including additional refinements, reallocation of tasks no longer required due to withdrawal of SR60 and combined alternative from further study and extend period of performance (POP) through 11/7/22.	Approved	02/11/21	\$2,165,365
3	No cost POP extension through 12/30/22.	Approved	08/25/22	\$0
4	No cost POP extension through 2/28/23.	Approved	11/28/22	\$0
5	Continuation of advanced conceptual engineering for high-risk project elements and extend POP through 6/30/24.	Approved	01/26/23	\$17,958,254
6	Reallocation of budget from Task 9 (System Design & Maintenance Facility) to: Task 4.8.2 (First/Last Mile Station Plans), Task 4.8.2.4 (Recommendations, Prioritization, Final Plan & Station Packages) and Task 4.8.2.5 (Community Engagement Events/Community Input).	Approved	04/11/24	\$0
7	No cost POP extension through 12/31/24.	Approved	06/05/24	\$0
8	Advance to 30% Preliminary Engineering for the Initial Operating Segment (IOS) and POP extension through 8/30/26.	Approved	09/26/24	\$74,869,029
9	Reallocation of budget from Task 4 (Advanced Conceptual Engineering Design to Support Final EIR/EIS) to: Task 1.1 (Project Management), Task 2.0 (Project Controls), Task 4.3 (Geotechnical Studies), Task 4.6	Approved	11/14/24	\$0

	(Alignment Design) and Task 4.8 (Transit- Oriented Community and First/Last Mile Opportunities).			
10	Reallocation of budget from Task 5 (Procurement and Pre-Construction Support) to Task 4.7 (Utilities), Task 4.8 (Track), Task 4.9 (Street Improvements), Task 4.13 (Station Design), Task 4.16 (Structures), Task 4.22 (Systems), Task 4.23 (Mechanical Plumbing & Fire Protection), Task 4.24 (Fare Collection), and Task 4.25 (Mtce. & MSF), and POP extension through 2/28/27.	Approved	08/20/26	\$0
11	Advanced Preliminary Engineering for the IOS and POP extension through 3/31/28.	Pending	Pending	\$24,980,734
	Modification Total:			\$119,998,291
	Original Contract:		10/25/18	\$15,365,829
	Total:			\$135,364,120

DEOD SUMMARY**EASTSIDE TRANSIT CORRIDOR PHASE 2
AE51242000****A. Small Business Participation**

At the time of award, Cordoba HNTB Design Partners, A Joint Venture, made a 54.91% DBE commitment on this contract. However, the U.S. Department of Transportation (USDOT) has issued an Interim Final Rule (IFR) that makes changes to the DBE Program, including the suspension of goals, counting participation, and enforcement effective October 3, 2025. While the DBE commitment is not a factor in determining responsiveness, there are eight (8) Metro certified firms participating in this contract.

B. Living Wage 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 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 (PLA/CCP)

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.



EASTSIDE TRANSIT CORRIDOR PHASE 2 (E LINE)

CONSTRUCTION COMMITTEE

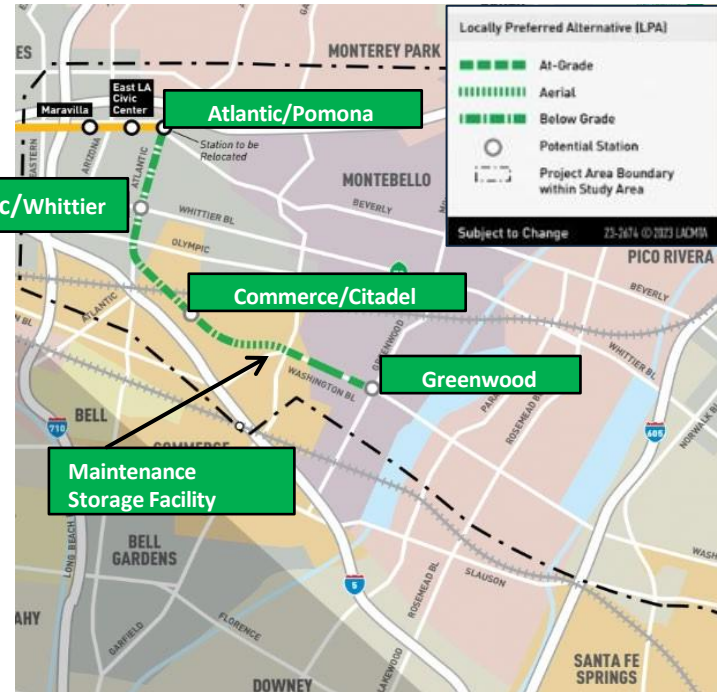
OCTOBER 14th, 2026

Legistar: 2026-0597



Project Update

- **NEPA Environmental Assessment (EA) (July 2026):** NEPA EA for the Initial Operating Segment (IOS) filed; Coordinating with FTA toward issuance of a Finding of No Significant Impact.
- **Revised Maintenance and Storage Facility (MSF) for Locally Preferred Alternative (July 2026):** Metro approved MSF Site in the City of Commerce.
- **FTA Capital Investment Grant (June 2026):** The FTA approved the Project's Entry into Project Development (PD) under the New Starts Program.
- **Preliminary Engineering (PE):** progressing toward completion scheduled for 4Q 2026.



Advanced Preliminary Engineering (APE)

- Support real estate acquisition, procurement/contract packaging, and preparation of technical documents for FTA Entry into Engineering Phase.
- Implement value engineering, and proceed final design for advanced utility relocations and additional site investigation recommended by Metro Engineering.
- Maintain engineering continuity by retaining the current design team (Cordoba HNTB Design Partners), preserving institutional knowledge and stakeholder momentum with cities/utilities, critical interface definitions, and a comprehensive project risk register.
- The existing design consultant will keep 11 subconsultants (8 DBE's) to accommodate the additional APE scope within this contract modification.
- 54.91% Disadvantaged Business Enterprise (DBE) commitment on this contract; currently exceeding with 61.2% DBE participation.



Recommendation

CONSIDER:

EXECUTE Modification No. 11 to Contract No. AE51242000 with Cordoba HNTB Design Partners, a Joint Venture, for Advanced Preliminary Engineering (APE) for the Initial Operating Segment (IOS), in the amount of \$24,980,734, increasing the contract value from \$110,383,386 to \$135,364,120 and extend the period of performance from February 28, 2027 to March 31, 2028, subject to Federal Transit Administration (FTA)'s completion of its review of the Environmental Assessment and issuance of a Finding of No Significant Impact; and,

INCREASE the Contract Modification Authority (CMA) for Contract No. AE51242000 in the amount of \$2,498,073, increasing the CMA from \$3,230,845 to \$5,728,918; and,

EXECUTE individual contract modifications within the Board-approved CMA.



Board Report

File #: 2026-0652, **File Type:** Informational Report

Agenda Number: 12.

CONSTRUCTION COMMITTEE OCTOBER 14, 2026

SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Status Report on Program Management Quarterly Changes.

ISSUE

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

BACKGROUND

In January 2017, the Board approved a one-year pilot to delegate to the CEO authority to execute project agreements up to the Life-of-Project (LOP) budget for the Crenshaw/LAX, Regional Connector, and Purple Line Extension Section 1 and 2 projects. The purpose of the pilot was to save time and minimize disruption due to the typical contract change administration approval process.

The pilot program was effective, generated cost savings, and avoided costly construction delays. At its January 2018 meeting, the Board approved the continuation and expansion of the delegation of authority within the LOP budget on all Transit and Regional Rail Capital Projects. Staff were directed to provide quarterly reports to the Board on change orders and modifications above \$500,000 (Attachment A). Board delegated authority to the CEO is very beneficial to expedite contract changes and avoid costly construction delays. Since inception of the program up to 3,905 concurrent workdays or concurrent 15.5 years, aggregated across the program, have been saved (Attachment B).

DISCUSSION

The change activities for the reporting period between June 1, 2026 - August 31, 2026, are included in Attachment A.

EQUITY PLATFORM

The table below summarizes the percentage of each project within or adjacent to Equity Focus Communities.

Project	Percent in Equity Focus Communities
Westside Purple Line Ext 1	This project is not located within or adjacent to Equity Focus Communities. Although not located in Equity Focus Communities, the project regularly reaches out to the broad community regarding project progress, important safety alerts, and planned disruptions to minimize adverse travel impacts. Reports concerning SBE and DBE participation are also regularly shared with surrounding communities.
Westside Purple Line Ext 2	This project is not located within or adjacent to Equity Focus Communities. Although not located in Equity Focus Communities, the project regularly reaches out to the broad community regarding project progress, important safety alerts, and planned disruptions to minimize adverse travel impacts. Reports concerning SBE and DBE participation are also regularly shared with surrounding communities.
Westside Purple Line Ext 3	1 of 2 stations (50%) are within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Division 20	100% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Airport Metro Connector	100% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
I-5 North County Enhancements	This project is not located within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Metro G Line BRT	15 of 17 stations (88%) of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.

I-105 Express Lanes	92% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
North Hollywood to Pasadena	60% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Southeast Gateway Line	65% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.
Vermont BRT	87% of the project is within or adjacent to Equity Focus Communities. Reports concerning SBE and DBE participation are regularly shared with surrounding communities.

Taken together, these figures demonstrate that Equity Focus Communities are deeply embedded across Metro's capital project portfolio, with the majority of projects substantially or fully located within or adjacent to these communities. Even where a project falls outside these geographic boundaries, Metro sustains proactive communication with surrounding communities on progress, safety, and service impacts. This consistent reporting, paired with ongoing transparency around small business participation, reflects Metro's broader commitment to ensuring equity considerations are integrated throughout project planning, delivery, and community engagement.

VEHICLE MILES TRAVELED OUTCOME

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

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Although the three highway projects above may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro

has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

Project	Increase or Decrease VMT
Westside Purple Line Ext 1	This item will likely decrease VMT.
Westside Purple Line Ext 2	This item will likely decrease VMT.
Westside Purple Line Ext 3	This item will likely decrease VMT.
Division 20	This item will likely decrease VMT.
Airport Metro Connector	This item will likely decrease VMT.
I-5 North County Enhancements	This item will likely increase VMT.
Metro G Line BRT	This item will likely decrease VMT.
I-105 Express Lanes	This item will likely increase VMT.
North Hollywood to Pasadena	This item will likely decrease VMT.
Southeast Gateway Line	This item will likely decrease VMT.
Vermont BRT	This item will likely decrease VMT.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5 to provide responsive, accountable, and trustworthy governance within the Metro organization by keeping the Board informed of the Projects' change orders and modifications via submitting the Change Order log on a quarterly basis.

NEXT STEPS

The next Program Management Quarterly Change Report will cover the period of September 1, 2026, through November 30, 2026, and will be presented to the January 2027 Construction Committee.

ATTACHMENTS

Attachment A - Quarterly Change Orders Log for Reporting Period of June 1, 2026 - August 31, 2026
Attachment B - OIG Construction Change Order Spot Checks CEO Delegated Authority Delays Avoided (Through August 2026)

Prepared by:

- **Westside Purple Line Ext 1** - Steve Kim, Deputy Executive Officer, Project Management, (213) 922-3563
- **Westside Purple Line Ext 2** - Zephaniah Varley, Senior Executive Officer, Projects Engineering (interim), (424) 551-4449
- **Westside Purple Line Ext 3** - Kimberly Ong, Senior Executive Officer, Projects Engineering,

(424) 551-4501

- **Division 20 Portal** - Stephanie Leslie, Executive Officer, Project Management, (213) 418-3026
- **Airport Metro Connector** - Rafie Zamani, Senior Executive Officer, Projects Engineering, (213) 418-3140
- **I-5 North Country Enhancements** - Paul Sullivan, Senior Executive Officer, (213) 893-7104
- **Metro G Line BRT Improvements** - Annalisa Murphy, Deputy Executive Officer, (213) 922-2143
- **I-105 Express Lanes** - James Wei, Executive Officer, Program Management, (213) 922-7258
- **North Hollywood to Pasadena BRT** - Michael McKenna, Deputy Chief Program Management Officer, (424) 551-4447
- **Southeast Gateway Line** - June Susilo, Executive Officer, Project Management, (213) 925-2760
- **Vermont BRT** - Michael McKenna, Deputy Chief Program Management Officer, (424) 551-4447
- **Report** - Daniel Estrada, Senior Executive Officer, Program Management (Interim), (213) 418-3076

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



Stephanie Wiggins
Chief Executive Officer

WESTSIDE PURPLE LINE EXTENSION SECTION 1

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)							
Change Types: 1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety							
A. DESIGN BUILD CONTRACT - CONTRACT NO. C1045 (SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE)							
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
MOD 294	COBH Streetscape Standards Update – Construction Only: Contractor to construct and install the La Cienega Streetscape Restoration in accordance with the new City of Beverly Hills (COBH) Streetscape Design standards. This includes new tree wells, irrigation, electrical outlets, space reservation for bus bench/trash can, pedestrian lighting, conduit, pull boxes, foundation, and sidewalk scoring pattern.	2	6/22/2026	6/22/2026	\$3,751,615	\$3,370,509	
B. PROFESSIONAL SERVICES CONTRACTS							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C1045 (SKANSKA-TRAYLOR-SHEA, A JOINT VENTURE)			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
	None		
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

WESTSIDE PURPLE LINE EXTENSION SECTION 2

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)

Change Types:

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

A. DESIGN BUILD CONTRACT - CONTRACT NO. C1120 (Tutor Perini / O&G, A Joint Venture)

MOD/CHANGE #	DESCRIPTION (If the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD-00289	CCS Additional Storm Drain Improvements (RFC-183) - Construction (CO-104): This change directs the Contractor to complete various storm drain improvements along Constellation Blvd. and Century Park East, including installing maintenance holes at lateral connections near private properties, upsizing the City of Los Angeles storm drain lateral A.8 from 12" to 18" RCP, and installing 30 feet of 12" RCP at private lateral A.3 outside the CCS footprint.	2	5/7/2026	6/11/2026	\$3,530,202	\$2,731,058
MOD-00291	MOA Impacts to Work Activities within COBH January 2, 2025, to November 26, 2025: This change compensates the contractor for impacts to construction activities from work restrictions imposed by the City of Beverly Hills (COBH) Memorandum of Agreement (MOA) for the Wilshire/Rodeo Station Box and Entrance construction and including work activities at Tunnel Reach 4 between the tunnel interface west of Wilshire/La Cienega Station and Crescent Drive and Tunnel Reach 5 between El Camino Drive and Beverly Hills High School.	2	5/7/2026	6/18/2026	\$2,153,204	\$1,493,491
MOD-00293	Wayside Operating Signage - Design, Fabrication, and Installation (CO-122): This change compensates the C1120 design builder for Metro's wayside operating signage work.	5	6/12/2026	7/16/2026	\$4,304,222	\$2,307,040
MOD-00294.1	Cable Installation for Metro's Cellular Infrastructure Installer (CCS to CP-26) (CO-115): This change directs the Contractor to furnish and install one (1) new 1 1/4" innerduct from Century City Station (CCS) Train Control & Communications (TC&C) Room 213 to Cross Passage (CP) 26, and to pull cables along with the new innerduct to support Metro's proposed cellular infrastructure.	5	6/4/2026	7/23/2026	\$2,673,637	\$2,296,166
MOD-00295	Drop Ceilings added within Station Back-of-House (BOH) Corridors at BDS and CCS (CO-102.1): This change directs the contractor to revise the design of ceiling finish and install metal drop ceilings at the BDS and CCS Back-of- House (BOH) Corridors.	5	6/19/2026	7/29/2026	\$3,513,472	\$2,499,049
CO-00103.1	Revise Century City Constellation Station Name to "Century City Station" - Construction: This change directs the contractor to revise the station name from "Century City Constellation Station" to "Century City Station" for the station and wayside signage, identification (IDs) and descriptions listed in the SCADA I/O database, all physical and software labeling, and on future project documents.	5	N/A	7/8/2026	\$302,514	\$689,600
CO-00120	CCS Permanent Storm Drain Laterals C1/C2 (RFC 201) and A9/A10 (RFC 200) -Construction: This change directs the contractor to install upsized permanent storm drain lateral connections at various locations along Constellation Blvd with new connections to a storm drain mainline and one new catch basin on Avenue of the Stars.	2	N/A	6/8/2026	\$2,016,362	\$850,000

B. PROFESSIONAL SERVICES CONTRACTS

	None					
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

MOD-00012	<u>Continuation Of Construction Management Support Services (CMSS) for Westside Purple Line Extension Section 2 (WPLE2) Project:</u> This modification was necessary to continue Construction Management Support Services during construction by the C1120 design-build contractor.	5	5/12/2026	6/17/2026	\$1,877,271	\$1,877,271
MOD-00013	<u>Continuation Of Construction Management Support Services (CMSS) for Westside Purple Line Extension Section 2 (WPLE2) Project:</u> This modification was necessary to continue Construction Management Support Services during construction by the C1120 design-build contractor.	5	6/10/2026	7/1/2026	\$5,812,201	\$5,812,201

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)**A) DESIGN BUILD CONTRACT - CONTRACT NO. C1120 (Tutor Perini / O&G, A Joint Venture)**

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

B) PROFESSIONAL SERVICES CONTRACTS

	None		
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

MOD-00015	Continuation Of Construction Management Support Services (CMSS) for Westside Purple Line Extension Section 2 (WPLE2) Project; This modification was necessary to continue Construction Management Support Services during construction by the C1120 design-build contractor.	5	Between \$5M and \$10M
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WESTSIDE PURPLE LINE EXTENSION SECTION 3

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)

Change Types:

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

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

MOD/CHANGE #	DESCRIPTION (If the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C1152-MOD-00177.1	UCLA Sta and VA Sta – STV Speech Intelligibility – CONSTRUCTION ONLY - Based on the acoustic analysis performed by the acoustical engineer after the project was awarded to the Contractor, perforated metal ceiling panels with additional acoustical absorptive material are required in lieu of non-perforated panels.	5	5/15/2026	6/4/2026	\$4,042,140	\$4,057,322
C1152-MOD-00184	Revisions to Radio Channel Frequencies - CONSTRUCTION ONLY - Two additional radio channel frequencies for Los Angeles County Fire Department and the VA are required since the Westwood/VA Hospital Station is located on the VA campus adjacent to the unincorporated areas of LA County. These radio channel frequencies were not available to Metro when the Request for Proposal (RFP) and associated amendments for C1152 were issued for procurement.	2	7/15/2026	8/3/2026	\$624,963	\$537,306
C1152-CO-00148.1	Westwood/VA Hospital Station East Crossover – Track Level Walkway Revision - CONSTRUCTION ONLY - Based on the Contractor's Engineer of Record (EOR) recommendation to adopt a di-electric track level walkway to mitigate potential interference caused by the steel plates associated with the track level walkway in the cab loop areas. Interference with cab loops would affect the train signaling system and associated operations.	5	7/28/2026	8/3/2026	TBD	\$749,000
C1152-CO-00186	Installation of Additional Intrusion System - CONSTRUCTION ONLY - Metro Operations is currently implementing the introduction of additional intrusion systems at Metro stations. Metro Operations has requested to perform certain preparatory tasks to avoid rework, access restrictions, and potential schedule delays. By having the C1152 contractor perform this work, the additional intrusion detection system will be compliant with Metro Operations' updated standard by Revenue Service Date.	5	7/28/2026	8/6/2026	TBD	\$1,094,446
C1152-CO-00196	Wilshire Et Al Roadway Improvements – CONSTRUCTION ONLY - Los Angeles County Department of Public Works (LACDPW) requested Metro to construct LACDPW funded work within WPLE 3 project limits to avoid interference, duplication of work, and disruption to the community. Metro has executed a Letter of Agreement (LOA) with the LACDPW, which has been agreed to by both parties and signed on January 27, 2020, to transfer scope from the LACDPW ongoing street maintenance program to Metro and LACDPW will reimburse Metro.	2	6/29/2026	7/6/2026	\$5,815,116	\$1,400,000

B. PROFESSIONAL SERVICES CONTRACTS

PS77530000-TO-003-MOD-00005	WPLE3- Environmental Resource Monitoring - Addition of funds to allow ICF Jones & Stokes, Inc. to continue environmental field monitoring compliance services, as required by the VA Hospital and UCLA access agreements, though 06/30/2027.	5	08/04/26	8/20/2026	\$574,298	\$574,298
C1204-MOD-00006	C1204 Extension of Services Through December 31, 2026 - Continue VA shuttle and valet services for an additional 6 months to ensure fulfillment of Metro's Memorandum of Understanding with the VA Hospital during Metro construction and to ensure a seamless transition of parking availability of VA Hospital patrons, who are predominantly disabled veterans and military retirees.	5	08/17/26	8/26/2026	\$1,354,589	\$1,354,589

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)**A) DESIGN BUILD CONTRACT - CONTRACT NO. C1152 (TPOG)**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1152-MOD-00186.1	Wilshire Et Al Roadway Improvements – CONSTRUCTION ONLY - Los Angeles County Department of Public Works (LACDPW) requested Metro to construct LACDPW funded work within WPLE 3 project limits to avoid interference, duplication of work, and disruption to the community. Metro has executed a Letter of Agreement (LOA) with the LACDPW, which has been agreed to by both parties and signed on January 27, 2020, to transfer scope from the LACDPW ongoing street maintenance program to Metro and LACDPW will reimburse Metro.	2	Between \$5M and \$10M

B) PROFESSIONAL SERVICES CONTRACTS

PS54007-TO-008-MOD-00008	Metro Quality Management Consultant (QMC) Services for WPLE 3 Project - FY2026 Additional Budget Increase - Addition of funds to allow continuation of Enterris Associates, Inc. Quality Management services to supplement Metro's Quality Management Department through 06/30/27.	5	Between \$1M and \$5M
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None		
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DIVISION 20 PORTAL WIDENING TURNBACK

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)

Change Types:

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

A. DESIGN BUILD CONTRACT - CONTRACT NO.1136 (TUTOR PERINI CORP)

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
C1136-MOD237	Concrete Track Crossing Panels and Insulated Joint Blockouts	5	6/5/2026	7/1/2026	\$2,097,226	\$1,750,000
C1136-MOD251	Third Rail and Traction Power Modifications	5	7/23/2026	8/18/2026	\$1,043,303	\$940,000
C1136-CO-00278.1	Replace Existing Bungalow A – Train Control, Communications, and Traction Power (Sponsored by OPS Project 204807)	5	6/9/2026	7/1/2026	\$4,336,452	\$3,469,161

A. DESIGN BUILD CONTRACT - CONTRACT NO. 1184 (C3M POWER SYSTEMS, LLC)

	None					
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B. PROFESSIONAL SERVICES CONTRACTS

AE66758000-MOD24	Continued Division 20 Portal Widening Turnback Project Engineering Design Services -	5	06/17/26	7/1/2026	\$4,124,906	\$3,879,277
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

MC074	Construction Management Support Services FY26	5	12/19/2025	6/30/2026	\$8,733,195	\$7,283,170
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)

A) DESIGN BUILD CONTRACT - CONTRACT NO.1136 (TUTOR PERINI CORP)			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1136-CO-00256	Eastern ROW Fence	5	Between \$500K and less than \$1M
C1136-CO-00339	Eastern ROW Wall and Fence Closure	5	Between \$500K and less than \$1M
A) DESIGN BUILD CONTRACT - CONTRACT NO. 1184 (C3M POWER SYSTEMS, LLC)			
MOD21	Close-Out all Changes and Potential Changes	5	Between \$1M and \$5M
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

AIRPORT METRO CONNECTOR

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)

Change Types:

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

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

MOD/CHANGE #	DESCRIPTION (If the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
Tutor - C1197 Mod 79 CN 97	Extend Substantial Completion Milestone Milestone No. 3 Substantial Completion is hereby extended from November 25, 2024 to May 30, 2025. This extension includes one hundred twenty-five (125) Compensable Days at a rate of \$40,000 per day, for a total compensable amount of \$5,000,000.	5	2/6/2026	2/19/2026	\$5,000,000	\$5,000,000
Tutor - C1197 Mod 83 CO 24 CN 85	AMC Spare Parts. This is the final negotiated price for work started under CO 24 issued for \$3,000,000. Modification No. 00083 cancels and supersedes Change Order No. 00024 in its entirety. The Contractor shall procure and furnish Metro with spare parts as specified in the Contract Documents and consistent with the approved project submittals, installed equipment, applicable specifications, and manufacturer requirements. A detailed list of proposed spare parts shall be submitted to Metro for review and approval prior to procurement. Spare parts shall be new, unused, compatible with the installed systems, and suitable for future maintenance and replacement needs. The work includes furnishing spare parts for communications systems, paint and architectural finishes, tile materials, CCTV/security systems, firstresponder radio systems, and circuit breakers. This change also includes the procurement and installation of materials and labor associated with the sump pump control panel relocation, as identified in the RFI response for RFI 2805 (attached). This includes the required safety systems, anchorage materials, and relocation work necessary to complete the installation. The Contractor shall coordinate procurement, delivery, labeling, storage, and turnover of all spare parts with Metro. All spare parts shall be properly packaged and turned over with applicable product data, warranty information, and any documentation required for future maintenance use.	5	06/11/26	7/10/2026	\$1,916,740	\$1,916,740

B. PROFESSIONAL SERVICES CONTRACTS

	None					
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)

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

I-5 NORTH COUNTY ENHANCEMENTS PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)							
Change Types: 1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety							
A. DESIGN BID BUILD CONTRACT - CONTRACT NO. CONTRACT NO. C70396C1205 (OHL USA, INC.)							
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
MOD-00080	Milestone Incentive Agreement Payment	5	7/10/2026	8/13/2026	\$80,000,000	\$80,000,000	
B. PROFESSIONAL SERVICES CONTRACTS							
	None						
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)

A) DESIGN BID BUILD CONTRACT - CONTRACT NO. CONTRACT NO. C70396C1205 (OHL USA, INC.)

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

B) PROFESSIONAL SERVICES CONTRACTS

	None		
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None		
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METRO G LINE BRT IMPROVEMENTS

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)							
Change Types: 1 - Betterment 2 - Third Party 3 - Differing Site Conditions 4 - Regulatory Requirements 5 - Scope 6 - Value Engineering 7 - Safety							
A. PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO.							
MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount	
CO 00004 / MOD 00018	Value Engineering Concept - Sepulveda Station Protect-in-Place	5 - Scope	6/15/2026	7/9/2026	\$3,853,010	\$1,209,284	
B. PROFESSIONAL SERVICES CONTRACTS							
MOD 00006	Systems Engineering Design Services During Construction Support for Metro G Line (formerly Orange Line) - FY27 Additional Level of Effort	5 - Scope	7/31/2026	8/11/2026	\$670,863	\$670,863	
C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS							
	None						

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)

A) PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO.			
CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CO 00011	CTS Microduct and Microfiber Installation, CTS Node Update and 144- to 288-strand Fiber Upgrade	5 - Scope	Between \$1M and \$5M
B) PROFESSIONAL SERVICES CONTRACTS			
	None		
C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS			
	None		

I-105 EXPRESS LANES

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)

Change Types:

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

A. DESIGN BUILD CONTRACT - CONTRACT NO. PS78835000 (CONDUENT STATE AND LOCAL SOLUTION)

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
Mod # 3	Gantry Substructure Frames and Schedule Update to accommodate delays on the Civil Construction Side	5	5/1/2026	6/29/2026	\$880,605	\$880,605

A. CMGC CONTRACT - CONTRACT NO. PS84667000

00003	Additional Fiber Optic Line Installation This Change Order is unilaterally directed by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") in accordance with Sections 25.5 (Directed Change) and 25.6 (Implementation of a Change) of the Contract. Except as expressly modified by this Change Order, the Contract, as modified remains in full force and effect as originally executed.	5	05/15/26	8/25/2026	N/A	\$750,000
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B. PROFESSIONAL SERVICES CONTRACTS

	None					
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)**A) DESIGN BUILD CONTRACT - CONTRACT NO. PS78835000 (CONDUENT STATE AND LOCAL SOLUTION)**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
Mod # 4	Upgraded Video Wall	5	Between \$500K and less than \$1M

A) CMGC CONTRACT - CONTRACT NO. PS84667000

TBD	Caltrans Pull Box and Vault Quantities	5	Between \$1M - \$5M
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B) PROFESSIONAL SERVICES CONTRACTS

	None		
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS (HNTB, Contract # AE83974000)

TBD	Construction Management Support Services modification. This change is due to the PMSS/CMSS contract adjustment based on actual hours spent on the Project.	5	More than \$15M
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NORTH HOLLYWOOD TO PASADENA BRT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)

Change Types:

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

A. CM/GC CONTRACT - CONTRACT NO. PS118736000

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
EWP 04	EWP-04 - Early Works Package for Construction of Burbank & Glendale BRT Segments, and Furnish & Install BRT Station Shelters and Amenities	5 - Scope	6/11/2026	7/9/2026	\$153,930,620	\$138,361,775

A. FINAL DESIGN CONTRACT - CONTRACT NO. AE112357000

CN 00005 / MOD 00005	HDR Final Design Contract: TSP Equipment Procurement	5 - Scope	6/8/2026	6/23/2026	\$1,799,890	\$1,799,890
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B. PROFESSIONAL SERVICES CONTRACTS

	None					
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)

A) CM/GC CONTRACT - CONTRACT NO. PS118736000

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

A) FINAL DESIGN CONTRACT - CONTRACT NO. AE112357000

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

B) PROFESSIONAL SERVICES CONTRACTS

None			
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None			
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SOUTHEAST GATEWAY LINE

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)

Change Types:

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

A. ADVANCED WORKS CM/GC - CONTRACT NO. PS119518000

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
PS119518000-CO-00002.1	Task 11 - Construction Work Plans for Utility Adjustment Work This change order is for the preparation and submittal of initial Construction Work Plans (CWPs) for the Utility Adjustment Work per the Contract requirements. The primary objective of preparing initial CWPs is to initiate the permitting process required to execute the Utility Adjustment Work within the UPRR, POLB, and POLA rights-of-way. This Change Order (CO) revision increases the Not-to-Exceed (NTE) value by \$500,000.00 from \$1,000,000.00 previously authorized to a revised total NTE of \$1,500,000.00.	5	N/A	8/4/2026	N/A	\$1,500,000
PS119518000-EWP-00001-MOD1	Early Work Package 1 for Additional Sampling and Testing for Hazmat Abatement: This change is to perform sampling, testing and related services.	5	07/22/26	8/14/2026	\$548,904	\$548,904

B. PROFESSIONAL SERVICES CONTRACTS

	None					
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)**A) ADVANCED WORKS CM/GC - CONTRACT NO. PS119518000**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
PS119518000-EWP-00002-MOD1	Early Work Package 2 for Advanced Utility Relocations	5	More than \$15M

B) PROFESSIONAL SERVICES CONTRACTS

AE104903000-MOD-00005	<u>LRT and FRT Design Refinements and La Habra LRT Grade Separation</u> : This Contract Modification revises the Scope of Services per Exhibit A of the original contract to address the following key project changes: - Revising the LRT vertical alignment along Randolph Street/La Habra Subdivision from at-grade to elevated structure - Incorporating various design refinements to the LRT and FRT alignment, LRT stations, LRT structures and grade crossings This Contract Modification also includes additional support services in the preparation of property impact statements, relocation of utilities, and management and administration of the project over the extended period of performance. See attached the scope of work for additional details.	5	More than \$15M
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None		
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VERMONT BRT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2026 - August 31, 2026)

Change Types:

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

A. CM/GC CONTRACT - CONTRACT NO. PS135255000

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in BOLD fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

B. PROFESSIONAL SERVICES CONTRACTS

MOD 00003	KKCS CWO-42: PCSS for Vermont BRT Improvement Project - Support Services through FY 2026-2027	5 - Scope	5/29/2026	6/17/2026	\$3,049,884	\$3,049,884
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

MOD 00002	Zephyr UAS: CMSS FY 2027 – Additional Funding and Period of Performance Extension through 6/30/27	5 - Scope	6/30/2026	7/21/2026	\$4,840,153	\$4,840,153
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2026 - August 31, 2026)

A) CM/GC CONTRACT - CONTRACT NO. PS135255000

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
EWP 00001	Griffith CM/GC Phase 2: EWP 01 - Paving Repairs	5 - Scope	More than \$15M

B) PROFESSIONAL SERVICES CONTRACTS

None		
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None		
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Attachment B - OIG Spot Check CEO Delegated Authority Delays Avoided (through August 2026)

Project Name	Total Work Days Saved	Years Saved
Crenshaw/LAX	336	1.3
Regional Connector	463	1.8
Purple Line Section 1	1051	4.1
Purple Line Section 2	799	3.1
Purple Line Section 3	630	2.4
Division 20	200	0.8
Airport Metro Connector	316	1.2
East San Fernando Valley	7	0.0
Rail to Rail	78	0.3
I-5 N. County Enhancements	25	0.1
Metro G Line	53	0.2
SR-91 Eastbound Improvements	29	0.1
Total Savings	3905	15.5

Program Management Quarterly Change Report Summary

Construction Committee

October 14, 2026

Program Management Quarterly Change Report

- This report summarizes quarterly changes valued at greater than \$500,000 for projects managed by Program Management.
- The current Quarterly Change Orders Log is reporting a period from June 1, 2026, through August 31, 2026.
- Changes included in this report are within the approved LOP budget for each project.
- The next Change Order Log will cover the period of September 1, 2026 through November 30, 2026, and will be presented to the January 2027 Construction Committee.

Quarterly Changes (Jun 1, 2026 – Aug 31, 2026)

Project	# of Approved Changes	Contractor Proposed Amount	Total Approved Amount	Within LOP/Pre- Con Budget	# of Pending Changes	Range	Within LOP/Pre- Con Budget
Westside Purple Line Extension Section 1	1	\$ 3,751,615	\$ 3,370,509	√	-	-	-
Westside Purple Line Extension Section 2	9	\$ 26,183,085	\$ 20,555,876	√	1	Between \$5M and \$10M	√
Westside Purple Line Extension Section 3	7	\$ 12,411,105	\$ 9,766,960	√	2	Between \$1M and \$5M, between \$5M and \$10M	√
Division 20 Portal Widening Turnback	5	\$ 20,335,082	\$ 17,321,608	√	3	Between \$500K and less than \$1M, Between \$1M and \$5M	√
Airport Metro Connector	2	\$ 6,916,740	\$ 6,916,740	√	-	-	-
I-5 North County Enhancements Project	1	\$ 80,000,000	\$ 80,000,000	√	-	-	-
Metro G Line BRT Improvements	2	\$ 4,523,873	\$ 1,880,147	√	1	Between \$1M and \$5M	√
I-105 Express Lanes*	2	\$ 880,605	\$ 1,630,605	√	3	Between \$500K and less than \$1M, between \$1M - \$5M, more than \$15M	√
North Hollywood to Pasadena	2	\$ 155,730,510	\$ 140,161,665	√	-	-	-
Southeast Gateway Line*	2	\$ 548,904	\$ 2,048,904	√	2	More than \$15M	√
Vermont BRT	2	\$ 7,890,037	\$ 7,890,037	√	1	More than \$15M	√

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

Project Name	Total Work Days Saved	Years Saved
Crenshaw/LAX	336	1.3
Regional Connector	463	1.8
Purple Line Section 1	1051	4.1
Purple Line Section 2	799	3.1
Purple Line Section 3	630	2.4
Division 20	200	0.8
Airport Metro Connector	316	1.2
East San Fernando Valley	7	0.0
Rail to Rail	78	0.3
I-5 N. County Enhancements	25	0.1
Metro G Line	53	0.2
SR-91 Eastbound Improvements	29	0.1
Total Savings	3905	15.5

**OIG Spot Check
CEO Delegated
Authority Time
Saved (Through
August 2026)**



Board Report

File #: 2026-0603, **File Type:** Informational Report

Agenda Number: 13.

CONSTRUCTION COMMITTEE OCTOBER 14, 2026

SUBJECT: OFFICE OF THE INSPECTOR GENERAL CONSTRUCTION CHANGE ORDER SPOT CHECKS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General Construction Change Order Spot Check Report for the period June 1, 2026, to August 31, 2026.

ISSUE

On January 25, 2018, the Metro Board directed the Office of the Inspector General (“OIG”) to conduct random spot checks on change orders for the construction projects listed in the quarterly program management report to ensure that the CEO Delegation of Authority to approve Construction Change Orders Policy is performing in the manner desired by the Board of Directors.

BACKGROUND

The OIG’s Construction Change Order Spot Check Program (“Spot Checks”) focuses on approved change orders and modifications that exceed \$500,000. The four change orders in this report were selected from the Program Management Quarterly Major Project Status for the period of June 1, 2026, to August 31, 2026. The OIG gathers the data, reviews all the change orders over \$500,000, and selects change orders from the major projects. The information for the Spot Checks was collected from the Program Management Information System (PMIS), which is the department’s database system. Also, virtual meetings and telephonic interviews were conducted with Metro Program Management, Project Control, and Procurement staff from each involved project office.

For each Spot Check, we summarized:

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

Metro's Program Control department has provided informal responses to this report before its issuance, and they are asked to provide written responses to the recommendations in this OIG Spot Checks Report within 30 days after this Report is issued. Included with this report is a spreadsheet with the status of responses concerning previous OIG Spot Check Report recommendations (Attachment B).

DISCUSSION

Findings

Spot Check #1 - The LAX Metro Transit Center Station Project

This OIG Spot Check report pertains to the LAX Metro Transit Center Station Project. (Contract 1197 MOD 00083) - Additional Construction Material and Spare Parts.

Change Order Detail

See Attachment A Spot Check #1 table.

Summary #1

Scope of Work - This contract modification authorizes the Contractor to procure, furnish, and turn over to Metro the construction materials and system spare parts specified in the Contract Documents. The Contractor submitted an itemized spare parts inventory for Metro's review and approval. These materials and components will support future operations and maintenance activities, including scheduled maintenance, corrective repairs, and the replacement of damaged or failed components.

In accordance with the Contract Technical Specifications, Metro-approved spare parts were to be funded through the Schedule of Quantities and Prices, Schedule B Provisional Sum (Item No. 20), which was allocated specifically for this purpose. However, the provisional sum was insufficient to cover the full quantity of spare parts required under the contract specifications, necessitating this change order to procure the remaining items.

The required inventory includes spare parts and materials for communication systems, CCTV and security systems, first-responder radio systems, electrical circuit protection, paint and coating systems, architectural finishes, and tile installations. This modification also compensates the Contractor for the labor and materials necessary to relocate and reinstall the sewer ejector pit sump pump control panel, including associated procurement and installation activities.

Budget - This Change Order MOD 00083 was negotiated in the amount of \$1,916,740. The Contractor's Cost and Schedule Proposal (CSP) was \$1,916,740, and the Independent Cost Estimate (ICE) was \$1,831,753. The negotiated amount was equal to the CSP and \$84,987 (4.64%) above the ICE.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on June 11, 2026, and the staff completed all signature approvals within twenty-five workdays. Under the prior Board approval method for change orders, assuming presentation at a July Board meeting date, it would have taken a total of 27 workdays to complete the transaction.

Safety - The LAX Metro Transit Center Station Project for the C1197 contract has 1,577,260 Project hours through June 2026, with a Total Recordable Injury Rate of 1.27 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .25 (the Bureau of Labor Statistics National Average is 1.5).

Recommendation/Lessons Learned - There are no recommendations by the OIG.

Spot Check #2 - The Purple Line Extension Section 1 Transit Station Project

This OIG Spot Check report pertains to the Purple Line Extension Section 1 Transit Station Project (Contract 1045 MOD 00294) - Additional Work Necessitated by the City of Beverly Hills Streetscape Standards Update.

Change Order Detail

See Attachment A Spot Check #2 table.

Summary #2

Scope of Work - This contract modification authorizes and compensates the Contractor for the procurement of materials and the construction activities to complete the La Cienega streetscape restoration in accordance with the City of Beverly Hills (COBH) updated design standards. Conformance with these standards is required under the Memorandum of Agreement (MOA) between Metro and COBH. The work includes relocating and refurbishing existing pedestrian light poles; constructing new 5-foot-by-5-foot tree wells and associated irrigation infrastructure; installing electrical outlets, pedestrian lighting, conduit, pull boxes, and foundations; providing designated spaces for bus benches and trash receptacles; and decorative scoring of sidewalk surfaces. Collectively, these improvements integrate the required landscaping, electrical, lighting, and pedestrian-amenity elements into the final streetscape configuration. Following completion of this work, future landscaping will be managed by the COBH.

Budget - This Change Order MOD 00294 was negotiated in the amount of \$3,370,509. The Contractor's Cost and Schedule Proposal (CSP) was \$3,751,615, and the Independent Cost Estimate (ICE) was \$2,992,118. The negotiated amount was \$381,106 (10.16%) below the CSP and \$378,391 (12.65%) above the ICE.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on June 11, 2026, and the staff completed all signature approvals within sixteen workdays. Under the prior Board approval method for change orders, assuming presentation at a July Board meeting date, it would have taken a total of 25 workdays to complete the transaction.

Safety - The Purple Line Extension Section 1 Transit Station Project C1045 contract has 11,265,515 Project hours through June 2026, with a Total Recordable Injury Rate of .80 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .12 (the Bureau of Labor Statistics National Average is 1.5).

Recommendation/Lessons Learned - There are no recommendations by the OIG.

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

This OIG Spot Check report pertains to the Purple Line Extension Section 3 Transit Station Project (Contract 1152 MOD 00160.1) - Additional Work, LADOT Traffic Controller Cabinet Replacement.

Change Order Detail

See Attachment A Spot Check #3 table.

Summary #3

Scope of Work - This contract modification compensates the Contractor for the procurement of materials and necessary construction activities for the replacement of three Los Angeles Department of Transportation (LADOT) traffic signal controller cabinets at intersections near the Westwood/UCLA Station: Wilshire Boulevard/Veteran Avenue, Gayley Avenue/Midvale Avenue/Wilshire Boulevard, and Westwood Boulevard/Wilshire Boulevard. The cabinet replacements are required to incorporate the technical revisions identified during LADOT's August 2020 design review and ensure compliance with applicable agency design requirements.

Budget - This Change Order MOD 00160.1 was negotiated in the amount of \$486,753.54. The Contractor's Cost and Schedule Proposal (CSP) was \$493,354.22, and the Independent Cost Estimate (ICE) was \$380,034. The negotiated amount was \$6,600.68 (1.34%) below the CSP and \$106,719.54 (28.08%) above the ICE.

The variance between the negotiated amount and the ICE was primarily attributable to limitations in the scope information available when the ICE was prepared. Certain cost elements-including site-specific field conditions, construction means and methods, and ancillary work-were not fully reflected in the initial estimate. Consequently, the ICE did not fully capture the cost of the work ultimately required to complete the modification.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on June 24, 2026, and the staff completed all signature approvals within sixteen workdays. Under the prior Board approval method for change orders, assuming presentation at a July Board meeting date, it would have taken a total of 25 workdays to complete the transaction.

Safety - The Purple Line Extension 3Transit Project for the C1152 contract has 3,546,702 Project hours through December 2025, with a Total Recordable Injury Rate of 2.15 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .39

(the Bureau of Labor Statistics National Average is 1.5).

Recommendation/Lessons Learned - There are no recommendations by the OIG.

Spot Check #4 - The SR-91 Eastbound Improvement Project

This OIG Spot Check report pertains to the SR-91 Eastbound improvement project to add an auxiliary lane (Contract C599228C1228 MOD 00008.1) - Additional Work, for noise and vibration monitoring at 28 noise sensitive locations.

Change Order Detail

See Attachment A Spot Check #4 table.

Summary #4

Scope of Work - This change order authorizes and compensates the Contractor for implementing a six-month noise and vibration monitoring program in support of the SR-91 Eastbound Improvement Project, which will construct an auxiliary lane within the City of Long Beach between the southbound I-710 interchange. The work includes the procurement, installation, operation, and maintenance of sound and vibration monitoring equipment at 28 designated noise-sensitive receptor locations, as well as the collection and documentation of monitoring data and the preparation of weekly reports. These services support the implementation of the Contractor's Noise Control Plan and provide a systematic record of construction-related noise and vibration conditions throughout the monitoring period.

Budget - This Change Order MOD 00008.1 was negotiated in the amount of \$663,925.28. The Contractor's Cost and Schedule Proposal (CSP) was \$664,594.35, and the Independent Cost Estimate (ICE) was \$668,420.15. The negotiated amount was \$669.07 (0.10%) below the CSP and \$4,494.87 (0.67%) below the ICE.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on August 6, 2026, and the staff completed all signature approvals within three workdays. Under the prior Board approval method for change orders, assuming presentation at a September Board meeting date, it would have taken a total of 32 workdays to complete the transaction.

Safety - The SR 91 Eastbound improvement project for the C599228C1228 contract has 753 Project hours through June 2026, with a Total Recordable Injury Rate of 0.0 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of 0.0 (the Bureau of Labor Statistics National Average is 1.5).

Recommendation/Lessons Learned - There are no recommendations by the OIG.

EQUITY PLATFORM

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

VEHICLE MILES TRAVELED OUTCOME

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

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

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

NEXT STEPS

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

ATTACHMENTS

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

Attachment B - OIG Recommendations and Responses Tracking Sheet

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

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


Karen Gorman
Inspector General

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

<u>Description of Modification or Change Order – MOD 00083</u> Additional Construction Material and Spare Parts.	
<u>Change Order Dates:</u>	
Scope of Work approved	June 5, 2026
Awarded to the Contractor	June 11, 2026
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process and signature approvals	25 workdays
Estimate using former Board approval process Agenda for the July Board Meeting	27 workdays
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$1,831,753
Contractor Stated Proposal (CSP)	\$1,916,740
Agreed amount	\$1,916,740
Percentage of negotiated amount <i>above</i> ICE	4.64%
Amount <i>above/below</i> the Contractor's Proposal (CSP)	\$0

Spot Check #2 – The Purple Line Extension Section 1 Transit Station Project - Contract C1045**Change Order Detail**

<u>Description of Modification or Change Order – MOD 00294</u> Additional Work, necessitated by the COBH Streetscape Standards Update.	
<u>Change Order Dates:</u>	
Scope of Work approved	June 10, 2026
Awarded to the Contractor	June 11, 2026
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process and signature approvals	16 workdays
Estimate using former Board approval process Agenda for the July Board Meeting	25 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$2,992,118
Contractor Stated Proposal (CSP)	\$3,751,615
Negotiated amount	\$3,370,509
Percentage of negotiated amount <i>above</i> (ICE)	12.65%
Amount <i>below</i> the Contractor's Proposal (CSP)	\$381,106

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

Change Order Detail

Description of Modification or Change Order – MOD 00160.1 Additional Work, LADOT Traffic Controller Cabinet Replacement.	
<u>Change Order Dates:</u>	
Scope of Work approved	June 10, 2026
Awarded to the Contractor	June 24, 2026
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process and signature approvals	16 workdays
Estimate using former Board approval process Agenda for the July Board Meeting	25 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$380,034
Contractor Stated Proposal (CSP)	\$493,354.22
Negotiated Amount	\$486,753.54
Percentage of negotiated amount <i>above</i> (ICE)	28.08%
Amount <i>below</i> the Contractor's Proposal (CSP)	\$6,600.68

Spot Check #4 – The SR-91 Eastbound Improvement Project – Contract C599228C1228

Change Order Detail

Description of Modification or Change Order – MOD 00008.1 Additional Work, Noise and Vibration Monitoring at Twenty-eight Noise Sensitive Locations.	
<u>Change Order Dates:</u>	
Scope of Work approved	August 3, 2026
Awarded to the Contractor	August 6, 2026
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process and signature approvals	3 workdays
Estimate using former Board approval process Agenda for the September Board Meeting	32 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$668,420.15
Contractor Stated Proposal (CSP)	\$664,594.35
Negotiated Amount	\$663,925.28
Percentage of negotiated amount <i>below</i> (ICE)	.67%
Amount <i>below</i> the Contractor's Proposal (CSP)	\$669.07

ATTACHMENT B (APRIL 2025)			
OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
#1 The Rail to Rail Active Transport Corridor Project. This OIG Spot Check report concerns the Rail to Rail Active Transport Corridor Project (Contract C1166, MOD 00113) Bollard Procurement.	The OIG requested an explanation to why Metro accepted the contractor's proposal of \$831,894.21, which was 33% higher than the Independent Cost Estimate, and what caused such a significant difference between the two amounts? The OIG supports the recommendation of SSLE and Metro's ongoing efforts to incorporate safety considerations into public right-of-way management. This approach enhances accessibility and ensures that public spaces are safer and more navigable for all, including pedestrians and cyclists.	The Project Team accepted the Contractor's proposal due to several factors. To meet the substantial completion date and the scheduled opening in April, the Project incurred additional costs to expedite the procurement process. Consequently, the Contractor included an expediting fee to ensure timely delivery. Additionally, the Contractor's proposal accounted for costs not included in the Independent Cost Estimate but essential for the Project, such as storage, touch-up painting, handling/transportation, and anti-graffiti coating.	April 2025
#2 The Purple Line Extension Section 2 Transit Project. This OIG Spot Check report concerns the Purple Line Extension 2 (Contract C1120, MOD 00230.1). Additional project staffing and compliance activities for changes issued during the base design phase	<u>Question to the Purple Line Extension 2 Program Management.</u> The OIG requested an explanation of what caused the need for additional project staffing that the Contractor did not consider and plan during the bidding process. No Recommendations for this spot check on the basis of Management's response.	The project underwent significant design changes that exceeded what could have been reasonably anticipated, requiring an increase in project staffing. Examples include reorienting and expanding a station entrance by 90 degrees, a major redesign of the storm drainage system, the impact of a global pandemic, and a change to the final tunnel lining material.	April 2025
#3 The Purple Line Extension Section 1 Transit Project. This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045, MOD 00235) The Wilshire/La Cienega Plaza Station Standby Generator, Design and Construction.	OIG Recommendations/Lessons Learned – The OIG recommends incorporating larger equipment specifications early in the procurement process, which enables more accurate budgeting and planning. This proactive approach helps establish a consistent set price and reduces the likelihood of unforeseen expenses.	Program Management conducts a market and technology assessment during the design phase to identify emerging equipment options and incorporate anticipated upgrades into specifications early in the procurement process. This proactive approach enables more accurate budgeting, establishes a firm baseline price, and reduces the likelihood of unforeseen expenses. The original specified lower-tier equipment stated in this modification was credited to the contract and never delivered. The upgraded equipment, which was not commercially available during the design phase, was procured in its place and provides greater sustainability and adaptability to future system requirements, representing improved long-term value.	July 2026

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

#4 The I-5 North Country Enhancement Project. This OIG Spot Check report concerns the I-5 North County Enhancement Project (Contract C70396C1205, MOD 00050) Differing Site Conditions.	OIG Recommendations/Lessons Learned – The project management software “Headlight,” which is being used on this project to review the daily reports for the period of the modification, revealed a possible lack of sufficient oversight with documentation and technical input from the Project team and Resident Engineer. There was no record of the modification on Metro’s Project Management Information System (PMIS) from the Project team for 19 months. This change order might have been identified a year ago if the project had been more proactive with its modification input on PMIS. This delay of documentation can have an effect budget management and reserve funds status. Recommendation 1: The OIG recommends that the Project team review the Capital Project requirements referred to in the Configuration Management Policies and Procedures in CF01-CF04, CF07, and CF10. Metro’s Program Management Information System (PMIS) must be the primary source for document control. Metro’s project control procedures require that all modifications be fully documented and supported by technical justification and require the active involvement of the Project team and the Resident Engineer in assessing and recording site conditions and proposed changes. Recommendation 2: For best practices of project controls and fostering transparency, modifications should be entered in a timely manner. The validity of the submitted information is uncertain, and I recommend that the Project team audit the supporting documents for the modification. The documentation input on (PIMS) submitted by the Project team does not align with the dates of the contractor’s or inspectors’ reporting in the “Headlight,” indicating a possible communication disparity between the use of both programs. Recommendation 3: The OIG recommends considering negotiating and closing out Contractor claims through early intervention. This theory proactively addresses claims, and helps prevent cost overruns, foster transparency and cooperation between the Contractor	The Project team performed a comprehensive reconciliation of the modification record against the contractor's and inspectors' daily reports in Headlight to ensure the PMIS entry accurately reflects the field record. In addition, the Project team conducted a full review of all open and pending modifications on the contract to confirm that no other items remain unrecorded in PMIS. The project fully aligned with Metro's document control and project management requirements, and we welcome any follow-up review the OIG deems appropriate. Response to Recommendation 1: Project Management concurs. The Project team, including the Resident Engineer, has completed a review of the Capital Project requirements set forth in Configuration Management Policies and Procedures CF01–CF04, CF07, and CF10. The subject modification has been fully entered into the Program Management Information System (PMIS), including the complete record of supporting documentation and technical justification. The Project team reaffirms that PMIS is the primary system of record for document control, all site conditions, proposed changes, and technical assessments are recorded in PMIS concurrently with their occurrence. Refresher training on CF-series configuration management procedures were reiterated with project staff. Response to Recommendation 2: Project Management concurs. The Project team has completed an audit of the supporting documentation for this modification and reconciled the PMIS entries against the contractor's and inspectors' daily reports maintained in Headlight. The date discrepancies identified by the OIG have been reviewed, corrected where appropriate, and annotated in the modification file. To prevent recurrence, the Project team has instituted a monthly reconciliation protocol between PMIS and Headlight, with the Resident Engineer responsible for verifying that modification entries, daily reports, and inspection records are consistent across both platforms. Modifications have been entered into PMIS within the timeframes prescribed by Metro's project control procedures, and pending modifications will be reviewed at the project's monthly cost and schedule meetings to ensure timely input and accurate reporting against budget and reserve fund status.	July 2026
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Attachment B - OIG Spot Check Tracking Log: Fiscal Year Recommendations and Responses Pending Resolution

	and Project management, and reduces schedule delays, and financial uncertainty; even though some believe it may introduce conflict that could strain the working relationship during the project, the benefits of early engagement often outweigh the risk.	Response to Recommendation 3: Project Management concurs. The Project team has adopted an early intervention approach to contractor claims and potential change notices. Open and emerging issues are being reviewed at regularly scheduled meetings with the Contractor, with the objective of evaluating merit, negotiating resolution, and closing out claims at the earliest practicable stage. The Project team recognizes that proactive engagement reduces cost overruns, schedule delays, and financial uncertainty, and promotes transparency and cooperation between the Contractor and Project Management. The team will monitor the effectiveness of this approach and maintain documentation of claim resolution timelines in PMIS for future audit and lessons-learned purposes.	
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ATTACHMENT B (FEBRUARY 2025)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
#1 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00045) LRT Excessive Deflection.	The OIG requested a response from the Project Management team to a series of questions to justify Metro's reasoning for approving the cost. To streamline future adjustments, it is recommended to implement engineering controls and monitoring systems to detect anomalies early in the project lifecycle. Additionally, Metro's quality assurance protocols could benefit from enhancements that balance safety, quality, time, and budget considerations. For instance, ensuring adequate time for structural completion before commencing finishing works could prevent similar change orders in the future.	Response and justification from Management: a) The variation between the ROM, ICE, and final Change Amount resulted from additional RFI details and evolving market and project conditions that increased costs. After contractor negotiations, the increase was deemed justifiable. A cost-benefit analysis weighed deflection corrections against schedule impacts, leading to the most efficient solution. Two in-person negotiation rounds ensured the contractor's proposal was accurate and aligned with field performance. b) Recovery costs were deemed unfeasible for AMC due to complex project conditions, including delegated designs, challenging field scenarios, tight schedules, logistical constraints, and structural steel integration. Lacking evidence of significant design or workmanship issues by the Engineer of Record (EOR) or Contractor, no basis exists to invoke warranties or pursue recovery.	February 2025

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

#2 WS Purple Line Ext. 2 Project. This OIG Spot Check report concerns the WS Purple Line Extension 2 (Contract C1120, MOD 00227) Storm Drain /Unforeseen Conditions.	I have requested a response from the Project Management team to a series of questions to justify Metro's reasoning. The prime contractor and infrastructure designer did not account for the sewer lateral in their plans because there was no indication in reference documents provided by the Los Angeles Bureau of Engineering (LABOE). The contractor utilized utility location methods (i.e., potholing and GPR) which were unsuccessful. I reviewed the contractor processes and as-build utility records with the Los Angeles Bureau of Engineering (LABOE), which revealed no records of the private sewer lateral and supports the justification of the change order.	The cost for the modification encompassed temporary remediation and repair of the sewer lateral, which was an unforeseen condition not reflected in the city-provided as-built drawings. These unexpected circumstances necessitated immediate corrective action to maintain project continuity and further impact residents. The OIG accepts Management's justification of the modification.	February 2025
#4 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector 96th St Transit Station (Contract C1197, MOD 00049) Improvements of the north-end perimeter site fencing .	The OIG requested Management's justification to the modification and reasoning that necessitated the improvements to north-end perimeter site fencing.	The change includes costs associated with the design, materials, and construction that were necessitated by the increased number of bus chargers and modifications implemented by the LADWP.	February 2025

ATTACHMENT B (JANUARY 2024)			
OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
#1 Division 20 Portal Widening Turnback Project. This OIG Spot Check report concerns the Division 20 Portal Widening Turnback Project (Contract C1136, MOD 0109) Lighting Various Civil and Electrical Changes.	The OIG recommends continuing forward with cost recovery from the Designer of Record.	Management concurs with the OIG recommendation and intends to pursue cost recovery for errors and omissions (E&O) from the Design Firm of Record.	
#2 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00027) Low Voltage Cabling.	The OIG recommends that the project office contacts the Airport monorail construction support team and recommend they install the Low Smoke Zero Halogen (LSZH) type fiber optic cable also.	The Project will coordinate with LAWA to install Corning's NFPA 130 compliant optical cable type which also meets Low Smoke Zero Halogen (LSZH) classification to be consistent with the optical cables on AMC project.	January 2024
#3 The Purple Line Extension Section 1 Transit Project. This OIG Spot Check report concerns the Purple Line Extension Section 1 Transit Project (Contract C1045, CO 0045) SCE and LAWDP Change to Electrical Rooms and Equipment, Construction and Design with minor changes.	The OIG recommends staff work closely with SCE and LADWP to confirm their approvals for the requested work and to update any MRDC standard or specification to ensure that Metro corrects any out of date standards in relations to SCE or LADWP. It is recommended that Management discuss with the Diversity and Economic Development Department if the standard change order language might be revised to indicate a particular SBE/DBE goal for the change order "unless the contractor has already met the SBE/DBE goal for the contract as a whole".	#3 (Top Half): The Project will continue to work closely with DWP/SCE. Metro engineering (Gateway) can look into updating the MRDC with some of the more significant changes that DWP/SCE requested but it should be noted that many of the changes that LADWP and SCE request are not in the ESR Manual or any other type of standard but came about due to safety concerns as they progressed through the work in the field. #3 (Bottom Half): The Project Manager and DEOD clarified the Contract requirements for achieving the DBE goal for Changed Work in the above attached letter.	January 2024

File# 2026-0603

Office of the Inspector General

Construction Change Order Spot Check Report

Presented By:

Karen Gorman

Inspector General

October 14, 2026 | Construction Committee
Los Angeles County Metropolitan Transportation Authority



Spot Checks 1 & 2

File# 2026-0603



1 – The LAX Metro Transit Center Station Project

Additional Construction Materials and Spare Parts

This change order authorizes the Contractor to procure, furnish, and turn over to Metro the construction materials and system spare parts.



No Recommendations by the OIG

Award

\$1,916,740



2 – The Purple Line Extension 1 Transit Station Project

Additional Work – Necessitated by the COBH Streetscape Standards

This change order authorizes and compensates the Contractor for the procurement of materials and construction activities required to complete the La Cienega streetscape restoration in accordance with the City of Beverly Hills.



No Recommendation by the OIG

Award

\$3,370,509

Spot Checks 3 & 4

File# 2026-0603



3 – The Purple Line Extension 3 Transit Station Project

Additional Work– Los Angeles Department of Transportation (LADOT) Traffic Controller Replacement Cabinets.

This change order authorizes and compensates the Contractor for the procurement of materials and necessary construction activities for the replacement of three LADOT traffic controller cabinets



No Recommendations by the OIG

Award

\$486,753.54



4 – The SR-91 Eastbound Improvement Project

Additional Work – Noise and Vibration Monitoring at Twenty-eight Noise Sensitive Locations.

This change order authorizes and compensates the Contractor for implementing a six-month noise and vibration monitoring at twenty-eight noise sensitive locations.



No Recommendations by the OIG

Award

\$663,925.28

Spot Check Schedule Comparison

File# 2026-0603

Project	Title of Change Order	Time Saved Executed Date to Board Mtg.	New Delegated Process Final SOW to Executed Date	Formal Approval Process
The LAX Metro Transit Center Station Project	Additional Construction Material and Spare Parts	2	25	27
The Purple Line Extension Section 1 Transit Project	Additional Work – Necessitated by the COBH Streetscape Standards Update	9	16	25
The Purple Line Extension Section 3 Transit Project	Additional Work – LADOT Traffic Controller Cabinet Replacement	9	16	25
The SR-91 Eastbound Improvement Project	Additional Work – Noise and Vibration Monitoring	29	3	32



Board Report

File #: 2026-0676, File Type: Program

Agenda Number: 14.

REVISED
CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: BUSINESS INTERRUPTION FUND (BIF) AND EAT-SHOP-PLAY (ESP) PROGRAMS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Business Interruption Fund (BIF) Project Eligibility Policy, establishing two pathways to eligibility: Standard Eligibility and the Project Acceleration Partnership (Attachment A); and
- B. RECEIVING AND FILING information on Metro's construction mitigation strategy for Bus Rapid Transit (BRT) projects, including Eat Shop Play (ESP).

ISSUE

At its May 2023 meeting, the Board approved Motion 17 by Directors Horvath, Dupont-Walker, Solis, Barger, Krekorian, and Dutra, directing the Chief Executive Officer (CEO) to establish a permanent BIF (Attachment B). The Motion also directed staff to provide a program update that considers, but is not limited to: A) resources necessary to maintain the permanent BIF and B) culturally competent outreach and inclusive technical assistance to adequately support affected businesses.

Metro will deliver an unprecedented program of transit construction over the next decade. BIF has proven to be one of Metro's most effective tools for keeping small businesses open through that construction, and clear eligibility criteria allow Metro to deploy it consistently and strategically. This report recommends adoption of a BIF Project Eligibility Policy, informed by ten years of experience.

The Policy also supports faster project delivery. Through a new Project Acceleration Partnership, BIF eligibility can extend to shorter-duration projects, such as Bus Rapid Transit (BRT), where the local jurisdiction commits to streamlining approvals that shortens construction. Qualifying construction acceleration strategies can reduce the duration of disruption for businesses allowing an earlier return to normal customer access. This report also responds to Director Solis's request for information on how Metro will support businesses along the North Hollywood to Pasadena BRT Project and other BRT corridors.

BACKGROUND

At its October 2014 meeting, the Board approved Motion 57 by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti (Attachment C) authorizing the CEO to establish a special BIF pilot program for small businesses, including micro businesses, located along the Crenshaw/LAX Line, the Little Tokyo area along the Regional Connector and Section 1 of the Purple Line Extension due to the forecast schedule of sustained construction activity of at least six years. The Board subsequently authorized the expansion of the program to additional major rail construction projects, including the 2nd/Broadway segment of Regional Connector, Sections 2 and 3 of the Purple Line Extension, and most recently the East San Fernando Valley Light Rail Project.

The BIF was established to provide financial assistance to qualifying small businesses that experience revenue loss resulting from the duration of significant Metro construction impacts. Historically, the program has primarily supported businesses affected by major rail projects involving sustained, concentrated construction activities over extended periods.

At the conclusion of eight years of construction and opening of the Crenshaw/LAX rail project, now the K Line, program data indicated that 181 of the 240 businesses that received BIF grants, or 75%, remained in business. Similarly, following eight years of construction associated with the Regional Connector, 20 of the 33 businesses receiving BIF grants in the Little Tokyo area of the project, or 60%, remained in business.

These outcomes are notable given the duration of construction associated with these major rail projects. According to the Commerce Institute, an independently funded organization that publishes research, trends and advice for small business owners, broad data shows survival rate declining from approximately 76%-80% in the first year to 36%-47% after five years. This is generally consistent with Los Angeles County data indicating that fewer than half of new businesses remain active due to various management and environmental factors. Against these broader benchmarks, the fact that 60% -75% of BIF-assisted businesses along the Crenshaw/LAX and Little Tokyo portion of the Regional Connector corridors remained open following approximately eight years of construction demonstrates positive business retention outcomes among BIF participants.

Feedback from participating business owners reinforces these results. Owners report that BIF provided critical financial support during periods of significant construction disruption, and some report that they would have closed without a BIF grant. The program outcomes and participant feedback demonstrate the value of BIF as a construction mitigation tool.

Based on the experience and outcomes of the pilot program, at its May 2023 meeting, the Board approved establishment of a permanent BIF. Staff subsequently provided a March 2024 update outlining culturally competent outreach and inclusive technical assistance to adequately support affected businesses, next steps for the BIF Assessment and development of a BIF Project Eligibility Policy.

In support of Metro's broader construction mitigation efforts, Eat-Shop-Play (ESP) provides a

targeted strategy to support small businesses affected by Metro's construction activities. The program objective is to mitigate reduced customer traffic by dedicating outreach and resources to promote local shops through marketing tools and promotional initiatives to drive community engagement. Originally launched as a pilot in July 2021, ESP initially helped brick-and-mortar businesses near existing major transit stops build an online presence during the COVID-19 pandemic.

In May 2026, Director Solis requested that staff provide an update on how Metro could support businesses that may experience impacts during construction of the North Hollywood to Pasadena BRT Project. This report responds to that request by providing information on Metro's construction mitigation programs, including Eat Shop Play (ESP), the proposed new BIF policy, and the resources and services available to support businesses along North Hollywood to Pasadena and other upcoming BRT project corridors.

DISCUSSION

Metro currently implements three complementary construction mitigation programs designed to support small businesses affected by Metro construction:

1. **Business Interruption Fund (BIF)** provides financial assistance to qualifying small businesses that demonstrate revenue loss resulting from eligible Metro construction impacts.
2. **Business Solution Services (BSS)** provides technical assistance and individualized support to businesses.
3. **Eat Shop Play (ESP)** provides marketing and promotional assistance to help businesses remain visible and connected with customers during construction.

Each program provides a different type of assistance, allowing Metro to deploy business mitigation strategies that are responsive to the nature, duration, and extent of construction impacts.

The BIF Project Eligibility Policy

Staff recommend two pathways for BIF eligibility on future Metro construction projects:

Pathway 1: Standard Eligibility. A project, or a defined portion of a project, qualifies when it meets both of the following criteria:

- a) **Type of Construction Impacts:** Projects that include concentrated construction at station sites and along alignments, such as: extended lane closures, turn restrictions, directional closures, or full streets closures; K-rail installation and fencing treated with privacy screens or sound wall panels in front of or adjacent to businesses; building station structures; tunneling; drilling; piling and decking work; extensive relocation of utilities; major rearrangements of curbs, gutters and sidewalks over at least one city block; or street resurfacing and paving over one city block or full intersection.
- b) **Duration of Construction Impacts:** Projects with construction sites adjacent to businesses where discrete, meaning individual construction work sites, construction impact activities (as

defined above) are expected to exceed 2 months cumulatively*. Duration refers to the duration of construction activities at a local area on the project, and not the duration of the entire project.

**The 2-month threshold is based on historical BIF activity for meaningful revenue loss with one month as the lowest common denominator for analysis of comparable financial documentation.*

Standard Eligibility may apply to an entire project or to a defined portion of a project, depending on where qualifying impacts occur.

Pathway 2: Project Acceleration Partnership. Where construction is shorter in duration, as is typical of Bus Rapid Transit (BRT) projects, BIF eligibility may be extended when the local jurisdiction partners with Metro to accelerate project delivery beyond what is already allowed via cooperative agreements or pending changes to agreements. The streamlining measures should shorten construction and reduce costs, such as approving extended street closures, expediting permit approvals, or expanding work hours. Eligibility applies to the area directly affected by the streamlining.

Examples of streamlining measures a local jurisdiction can provide include:

- Longer traffic control zones: approval of longer traffic control phases (in distance and duration) to facilitate shifting construction activities over a several block area, which would have otherwise required multiple phases lasting less than two months each.
- Directional or full street closures: approval of street closures to simplify construction to reduce construction durations when viable detour routes exist.
- Holiday moratorium waivers: approval to continue construction during holiday moratorium periods when work would otherwise stop.
- Expediting permit approvals: issuing approvals by local jurisdiction departments in timeframes that are significantly shorter than those established by cooperative agreements.
- Noise variances: approval to extend work into evening and nighttime hours beyond standard noise ordinance limits.

Metro recognizes that local elected offices, such as city council offices, and other local bodies, such as police commissions, have a role in negotiating working hours and noise variances with Metro to protect the communities they serve. As appropriate, Metro would coordinate with the local jurisdiction and any other appropriate local bodies on potential exemptions, waivers, and variance requests. Working hours and time savings from these measures depend on the specific characteristics of each

project; however, additional working hours secured in coordination with the local jurisdiction would be designed to reduce construction time.

The Project Acceleration Partnership is not intended to require a lengthy negotiation. A letter or approved concurrence from the local jurisdiction, such as the affected city council office, committing to the streamlining measures would be sufficient to establish a partnership under this pathway.

Staff will determine BIF eligibility for each Metro construction project before construction begins and report determinations to the Board in the annual BIF update. Figure 1 summarizes the two pathways, and Figure 2 shows their anticipated application to upcoming projects.

Figure 1: BIF Eligibility Pathways

	Pathway 1: Standard Eligibility	Pathway 2: Project Acceleration Partnership
Typical projects	Rail and other projects with sustained, concentrated construction	BRT and other shorter-duration projects
Eligibility	Qualifying construction type and impacts at a work site lasting more than two months	Local jurisdiction partners with Metro to streamline delivery
Geographic scope	Entire project or defined portion	Area directly affected by the streamlining

Figure 2: Anticipated Application to Upcoming Projects

Project	Anticipated Pathway
East San Fernando Valley LRT	Pathway 1 (BIF active)
Southeast Gateway Line IOS	Pathway 1
K Line Extension to Torrance, Eastside Extension IOS, Sepulveda Transit Corridor Phase 2	Pathway 1, confirmed before construction
North Hollywood to Pasadena BRT, Vermont Transit Corridor	Pathway 2, where streamlining is secured
G Line Improvements	Pathway 2, where streamlining is secured

Together, the two pathways direct BIF to the construction conditions that cause meaningful revenue loss and create a shared incentive for Metro and its city partners to shorten construction. Under either pathway, individual businesses must continue to satisfy BIF program eligibility requirements, including demonstrating qualifying construction-related revenue loss, before receiving a grant.

BIF Assessment

The BIF Assessment was advanced to inform implementation of the permanent BIF and development of the BIF Project Eligibility Policy. The Assessment examined Metro's historical BIF experience and anticipated future construction program to evaluate the potential number of businesses that may be

impacted, projected BIF funding needs, and program governance considerations.

The Assessment focused primarily on five major rail transit projects with planned construction during the 2025-2035 period: the East San Fernando Valley Light Rail Transit Project IOS, K Line Extension to Torrance, Southeast Gateway Line IOS, Eastside Extension IOS, and Sepulveda Transit Corridor Phase 2 LPA (IOS).

As a supplemental analysis, the Assessment also reviewed construction conditions on three upcoming Bus Rapid Transit (BRT) projects.

Project and Business Corridors Assessment

The Assessment evaluated business corridors associated with the five major rail projects to estimate the potential number of small businesses that could experience construction impacts and inform future BIF funding needs. The analysis considered business size, revenues, industry, and socioeconomic characteristics, including the location of businesses within Equity Focus Communities (EFCs).

Using BIF program eligibility criteria and available business data, supplemented by observational surveys of businesses adjacent to project corridors, the Assessment identified approximately 3,175 potentially eligible businesses across the five rail projects during the 2025-2035 study period.

These estimates are intended for program planning and forecasting purposes and do not constitute a determination of individual business eligibility for BIF.

Assessment of Projected Annual Budget Allocation

To evaluate the resources necessary to maintain the permanent BIF, the Assessment used historical program experience to forecast potential funding needs associated with the five rail projects. The analysis considered the estimated number of potentially eligible businesses, historical participation in BIF, anticipated grant amounts, duration of assistance, and periods when multiple major projects are expected to be under construction concurrently.

Historical program data showed that approximately 30% of eligible businesses within the Crenshaw/LAX impact area received BIF grants. Because the composition and construction conditions of future project corridors may differ, the Assessment tested a range of scenarios to account for variations in participation, grant amounts, duration of assistance, inflation, and other factors.

The analysis found that projected BIF funding needs for the future rail projects evaluated in the Assessment are expected to increase during periods when multiple major rail projects are under construction simultaneously. Under the range of scenarios evaluated, projected annual expenditures for these five projects remained below \$10 million in any given year. The Assessment forecasted BIF funding needs for these five future rail projects and did not include existing projects already receiving BIF assistance or administrator costs. Accordingly, the projections should not be interpreted as a forecast of total BIF expenditure across all Metro construction projects.

Figure 3: BIF Cost Projections for 5 upcoming rail projects by Scenario and Recent Actual Program Expenditures (\$ in Millions) by Calendar Year

Transit Rail Projects	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Low Estimate	\$2.9	\$3.3	\$3.4	\$4.1	\$5.2	\$5.4	\$5.6	\$2.5	\$2.6	\$2.6	\$2.8
Historic Estimate	\$3.5	\$3.9	\$4.1	\$4.9	\$6.3	\$6.5	\$6.8	\$3.0	\$3.1	\$3.2	\$3.3
High Estimate	\$4.6	\$5.2	\$5.5	\$6.5	\$8.4	\$8.7	\$9.0	\$3.9	\$4.1	\$4.2	\$4.4
*BIF Actuals - Includes total current projects (C/LAX, D Line Sections 1,2, 3 and BIF Fund Administration fee)	\$8.6	\$8.2 **									

*Figure 3 includes total actual BIF expenditures for calendar years 2025 and 2026 to date. Unlike the Assessment projections, the actual expenditure includes the BIF Fund Administration fee and BIF assistance for existing projects, including Crenshaw/LAX, D Line Sections 1, 2, 3 which were not among the five future rail projects assessed in the study's cost projections. Accordingly, the actual expenditures are provided as recent program context and are not intended as a direct comparison to the study's projected scenarios.

** Value to date

The Assessment concluded that projected BIF funding needs for the future five rail projects through 2035 remain below \$10 million in any given year under the scenarios analyzed. Recent actual expenditures have exceeded the Assessment's high estimate reflecting expenditures associated with existing projects, including D Line activity, that were not part of the Assessment projections. Staff will continue to monitor program spending closely, and total BIF funding needs will continue to be addressed through Metro's annual budget process.

Leveraging BIF to Accelerate BRT Delivery

The Assessment reviewed three BRT projects anticipated to be under construction during the study period: the Vermont Transit Corridor, North Hollywood to Pasadena BRT, and Metro G Line Improvements.

BRT construction differs from rail. Rail projects involve concentrated, multi-year construction at station sites and along alignments. BRT construction adjacent to businesses consists primarily of curb, gutter, sidewalk, roadway, and station platform work lasting approximately four to eight weeks per site, typically completed in multiple traffic control phases.

Expanding BIF to shorter-duration construction would increase program administration costs, particularly given the historically low level of claims. Pairing this expansion with permit streamlining helps offset those costs while also shortening the duration of construction impacts on businesses. This approach allows Metro to provide additional business support while reducing overall construction time and cost.

Local permit conditions may influence the duration of BRT construction. When a city commits to streamlining approvals beyond existing cooperative agreements, Metro can complete construction

faster and at lower cost. The Project Acceleration Partnership recognizes that commitment by extending BIF eligibility to businesses in the affected area. The partnership benefits every party:

- **Businesses:** A shorter construction period means less disruption and a faster return to normal customer access, with BIF available during the most intensive work.
- **Cities:** Local jurisdictions deliver a completed project to residents sooner, with fewer months of construction on local streets.
- **Metro:** Fewer traffic control phases and shorter schedules reduce construction cost and schedule risk.

Staff will pursue Project Acceleration Partnerships first on the North Hollywood to Pasadena and Vermont corridors. Eat Shop Play marketing support will be available on all BRT corridors, as described below.

Eat Shop Play (ESP) is Metro's construction mitigation and marketing program designed to support local businesses located near active Metro construction. Businesses within one-quarter mile of participating construction projects are eligible to enroll. Currently, ESP is active in the D Line Subway Extension, East San Fernando Valley Light Rail Transit, North Hollywood to Pasadena Bus Rapid Transit, and Vermont Transit Corridor projects, with the program scheduled to launch later this year in the Southeast Gateway Line Project. The program follows construction milestones and is intended to help businesses remain visible, accessible and connected to customers while construction is underway.

The program offers:

- **Promotional Support:** Opportunities to be featured in print and digital media "spotlights" through a combination of social media campaigns, banners on construction fencing, bus and rail ads, email promotions, editorial features online, and more.
- **Visibility:** Access to signage and collateral to help keep business visible while construction is underway.
- **Marketing Assistance:** Free virtual marketing webinars and coaching to help manage online presence and other marketing topics.

ESP has a history of supporting businesses along Metro construction corridors. During the Crenshaw/LAX project, more than 150 businesses received free marketing assistance with campaigns including social media, business spotlights and customer promotions to encourage residents to continue supporting local businesses. More recently, the reimagined ESP program has expanded its offerings beyond promotional campaigns to offer a long-lasting impact on businesses by running digital marketing education webinars paired with one-on-one marketing coaching.

Metro will also pursue partnerships with County and City economic development departments and local chambers of commerce to provide additional benefits and programs to businesses on Metro construction corridors. Under these partnerships, the partner entities would lead these efforts, and Metro would provide support through in-kind services, marketing, and sponsorship. Examples include shop local events and promotions that encourage residents to visit and support businesses throughout construction.

ESP is offered across Metro construction projects and scales efficiently to shorter-duration work such as BRT, because it directly addresses customer awareness, business visibility, and access. Paired with the Project Acceleration Partnership, ESP gives Metro a complete set of tools for BRT corridors: marketing and visibility support throughout construction, and financial assistance where cities partner with Metro to accelerate delivery through permit streamlining.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

There is no immediate financial impact to approving this recommendation.

Impact to Budget

Board approval of this recommendation has no immediate impact on the FY27 budget. The funding for the administrative costs is provided through Measures R and M Administration funds. Funding for BIF in future years will be addressed through the annual budget development process. BIF eligibility established through a Project Acceleration Partnership will be funded within the annual BIF budget, and staff will document the schedule and cost savings associated with each partnership.

EQUITY PLATFORM

BIF directly supports the small and microbusinesses most affected by Metro construction. As of July 31, 2026, BIF has awarded more than \$57.4 million to nearly 600 businesses. Approximately 66% of participating businesses are owned by individuals identifying as Black or African American, Hispanic or Latino, or Asian, and approximately 56% of grant dollars have gone to minority- and women-owned businesses (Attachment D).

The five rail projects planned through 2035 traverse 81 Equity Focus Community census tracts, with the highest concentrations of affected businesses along the East San Fernando Valley and Eastside Extension corridors. Metro supports these communities with one-on-one technical assistance through Business Solution Services, promotional support through Eat Shop Play, grants of up to \$60,000 per impact year, and a \$1,500 Presumptive Eligibility Award for street vendors and microbusinesses. All outreach, applications, and workshops are offered in English and Spanish, with additional languages provided based on community needs.

The Project Acceleration Partnership extends BIF to businesses on shorter-duration projects and shortens the time communities experience construction impacts. Staff have not identified any inequitable impacts from adoption of the Policy.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the

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

While this item does not directly encourage sharing a ride, walking, or rolling, Metro's construction mitigation programs support transit-adjacent businesses and communities during construction. Supporting the retention of businesses located near transit has the potential to reduce VMT by helping maintain access to goods, services, and employment opportunities that can be reached by transit, walking, or rolling. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*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

Approval of this item aligns with Metro Strategic Goal 3 - Enhance communities and lives through mobility and access to opportunity.

BIF and Metro's complementary construction mitigation programs support this goal by helping small businesses and local economies withstand disruptions associated with construction of Metro transportation infrastructure. Supporting businesses located along Metro project corridors also contributes to the long-term economic vitality of the communities Metro serves.

ALTERNATIVES CONSIDERED

The Board could decline to adopt the Policy and continue determining BIF eligibility on a project-by-project basis. Staff do not recommend this alternative. Case-by-case determinations create uncertainty for businesses and local jurisdictions and make program costs harder to forecast.

The Board could adopt the Policy without the Project Acceleration Partnership, limiting BIF to projects that meet the Type and Duration criteria. Staff do not recommend this alternative. It forgoes the opportunity to use BIF to secure permit streamlining that shortens construction and reduces project costs, and it leaves businesses on BRT corridors without a path to financial assistance.

NEXT STEPS

Upon Board approval, staff will incorporate the BIF Project Eligibility Policy into the BIF Administrative Guidelines and apply it when evaluating future Metro construction projects. Staff will advance BIF for the Southeast Gateway Line IOS project consistent with the Policy.

Staff will engage the local jurisdictions along the North Hollywood to Pasadena BRT and Vermont Transit Corridor projects on Project Acceleration Partnerships and will report to the Board on any

partnerships established, including the streamlining approvals secured and the associated schedule and cost savings.

Staff will also advance Eat Shop Play services and enhancements to support businesses along the East San Fernando Valley LRT, Southeast Gateway Line IOS, Vermont BRT, and North Hollywood to Pasadena BRT project corridors.

Staff will provide annual updates to the Board on BIF, Eat Shop Play, and Project Acceleration Partnership outcomes.

ATTACHMENTS

Attachment A - BIF Project Eligibility Policy

Attachment B - Motion 17

Attachment C - Motion 57

Attachment D - BIF Diversity Portfolio Ending July 31, 2026

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**Business Interruption Fund (BIF)
Project Eligibility Policy**

Introduction:

LACMTA's continued commitment to support small "mom and pop" businesses by minimizing its construction impacts with financial assistance through the Business Interruption Fund (BIF) program has been transformational in successfully preserving small businesses through the construction phase of a Metro project.

The BIF provides grants up to \$60,000 per impact year for small "mom and pop" businesses that can prove revenue loss directly due to the period of construction disruption on Metro projects. BIF grant eligibility is quantified by a decrease in revenue throughout the quarter(s) of construction activity (Impact Period), relative to a previous quarter(s) where no construction activity was present (Pre-Impact Period), because of a specific adjacent Metro construction project. The goal of the BIF program is to mitigate the most impactful and unavoidable construction disruptions responsibly and sensibly so that businesses will survive construction, remain open, operating and thrive post-construction when new infrastructure brings enhanced mobility connecting Los Angeles County communities.

As a construction mitigation program, the BIF is not only a benefit to small businesses, but also to the stakeholder community and overall project delivery. BIF has been well received by business owners who have indicated that they would have had to shut down their business if not for the BIF grants. Fear and doubt from stakeholders are replaced with relief and reassurance because the BIF addresses community concern head-on with the grant process helping to offset revenue losses. This process not only keeps businesses open but allows the community to generate income and customers to continue to be served.

Additionally, the BIF allows project contractors and community relations teams to progress the work by minimizing public opposition during the more disruptive phases of the project such as street closures and detours. A more supportive community stakeholder base allows for a smoother, quicker transition to project completion and opening. As seen during the 10-year pilot phase on multi-year large rail projects, the benefits of the BIF program has resulted in a more favorable attitude towards these major construction impacts for Metro's future projects.

The BIF program best fits instances of prolonged major construction activities, typically occurring more than 60 consecutive days or two months. However, the BIF program could also address business impacts if unique construction acceleration approaches are advanced with support from local jurisdictions. Therefore, when determining future project eligibility under the permanent BIF program to offset loss of revenue for adjacent businesses, the extent of the type and duration of projected construction impacts should be considered, along with the ability to deploy other mitigation strategies.

Project Eligibility Policy:

Staff recommends two pathways for BIF eligibility on future Metro construction projects:

Pathway 1: Standard Eligibility. A project, or a defined portion of a project, qualifies when it meets both of the following criteria:

- a) **Type of Construction Impacts:** Projects that include concentrated construction at station sites and along alignments, such as: extended lane closures, turn restrictions, directional closures, or full streets closures; K-rail installation and fencing treated with privacy screens or sound wall panels in front of or adjacent to businesses; building station structures; tunneling; drilling; piling and decking work; extensive relocation of utilities; major rearrangements of curbs, gutters and sidewalks over at least one city block; or street resurfacing and paving over one city block or full intersection.
- b) **Duration of Construction Impacts:** Projects with construction sites adjacent to businesses where discrete, meaning individual construction work sites, construction impact activities (as defined above) are expected to exceed 2 months*. Duration refers to the duration of construction activities at a local area on the project, and not the duration of the entire project.

**The 2-month cumulative threshold is based on historical BIF activity for meaningful revenue loss with one month as the lowest common denominator for analysis of comparable financial documentation.*

Standard Eligibility may apply to an entire project or to a defined portion of a project, depending on where qualifying impacts occur.

Pathway 2: Project Acceleration Partnership. Where construction is shorter in duration, as is typical of Bus Rapid Transit (BRT) projects, BIF eligibility may be extended when the local jurisdiction partners with Metro to accelerate project delivery beyond what is already allowed via cooperative agreements or pending changes to agreements. The acceleration measures should shorten construction and reduce costs, such as approving extended street closures, expediting permit approvals, holiday moratorium waivers, or expanding work hours. Eligibility applies to the area directly affected by the streamlining.

Staff will determine BIF eligibility for each Metro construction project before construction begins and report determinations to the Board in the annual BIF update. Figure 1 summarizes the two pathways.

Figure 1: BIF Eligibility Pathways

	Pathway 1: Standard Eligibility	Pathway 2: Project Acceleration Partnership
Typical projects	Rail and other projects with sustained, concentrated construction	BRT and other shorter-duration projects
Eligibility	Qualifying construction type and impacts at a work site lasting more than two months	Local jurisdiction partners with Metro to streamline delivery
Geographic scope	Entire project or defined portion	Area directly affected by the streamlining

Together, the two pathways direct BIF to the construction conditions that cause meaningful revenue loss and create a shared incentive for Metro and its city partners to shorten construction. Under either pathway, individual businesses must continue to satisfy BIF program eligibility requirements, including demonstrating qualifying construction-related revenue loss, before receiving a grant.



Metro

Board Report

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

File #: 2023-0351, **File Type:** Motion /
Motion Response

Agenda Number: 17.

**CONSTRUCTION COMMITTEE
MAY 18, 2023**

Motion by:

DIRECTORS HORVATH, DUPONT-WALKER, SOLIS, BARGER, KREKORIAN, AND DUTRA

Creation of a Permanent Business Interruption Fund Motion

Since the passage of Measure M in 2016, Los Angeles Metro has embarked on the nation's largest transportation construction program including nearly \$30 billion being invested in bus and rail operations; more than \$22 billion for local street improvements; and \$2.5 billion to keeping infrastructure in a state of good repair, with billions more from previous voter-approved transit investment measures. While transit rail construction and maintenance can create growth potential for small businesses located along transit corridors, construction can also create challenges that carry a financial impact for these businesses.

In 2014, the Metro Board of Directors authorized the agency to designate up to \$10 million annually to be used for the implementation of a Pilot Business Interruption Fund in support of small businesses impacted by rail construction between 2014 and 2022. Overall, Metro's Business Interruption Fund awarded more than \$37 million to more than 440 businesses located along the Crenshaw/LAX Transit Project, the Little Tokyo area and the 2nd/Broadway segment along the Regional Connector, as well as Sections 1, 2 and 3 of the Purple Line Extension that have been impacted by transit rail construction.

In February 2023, Directors Krekorian, Horvath, Najarian, Barger, Bass and Dupont-Walker introduced a motion seeking a comprehensive assessment of the Pilot Business Interruption Fund program, and a report back with recommendations on how the Pilot Business Interruption Fund could be applied to address local business impacts created by the construction of the East San Fernando Valley Light Rail Transit Line Project. In April 2023, the Board approved an expansion of the Business Interruption Fund to the East San Fernando Valley Light Rail Transit Project, including some program modifications based on lessons learned. The Pilot Business Interruption Fund will provide critical financial support to small businesses along the Van Nuys corridor to cover the cost of construction impacts and help pay utilities, insurance, rent or mortgage, and payroll among other expenses.

However, Metro has additional multi-year transit rail projects in the pipeline or under construction of a value of \$1 billion or greater that cause construction activity resulting in negative financial impacts to nearby small businesses that would benefit from the funding from this program.

SUBJECT: CREATION OF A PERMANENT BUSINESS INTERRUPTION FUND MOTION

RECOMMENDATION

APPROVE Motion by Directors Horvath, Dupont-Walker, Solis, Barger, Krekorian, and Dutra that the Metro Board direct the Chief Executive Officer to establish a permanent Business Interruption Fund and provide a program update in November 2023 that considers, but is not limited to, the following:

- A. Resources necessary to maintain a permanent Business Interruption Fund; and
- B. Culturally competent outreach and inclusive technical assistance to adequately support affected businesses.

Amendment to Item 57

Motion by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti

Business Interruption Fund

September 18, 2014

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

1. Establish a pilot program for a special **Business Interruption Fund** for mom and pop businesses located along the Crenshaw Line, within the Little Tokyo area along the Regional Connector, **and Phase I of the Purple Line Extension** immediately.
2. Define mom and pop businesses as those **meeting the following criteria:**
 - a. Having 25 employees or fewer;
 - b. **A minimal operational history of two years;**
 - c. **Being in good standing with local, state and federal tax requirements; and**
 - d. **Able to produce financial records (i.e. gross receipts, business license information, pay roll taxes and other pertinent financial information) demonstrating the loss of business revenue directly related to the period of construction disruption.**
3. Conduct a baseline survey of all businesses within the project areas.

4. Identify and designate \$10,000,000 of Metro funds annually to be used for the implementation of the Business Interruption Fund. Funds shall be distributed through the project's administration and/or respective Business Solution Center.
5. Each business should be eligible for a maximum of \$50,000 annually, not to exceed 60 percent of their annual business revenue loss.
6. Participation in the program would release MTA and the general contractor from further liability claims for business loss unrelated to specific incidents of damage and would be voluntary.
7. Direct the Chief Executive Officer to work with Los Angeles County and local cities to seek all appropriate legislation that would temporarily reduce or waive taxes and fees imposed on impacted businesses during transit-related construction activities and work with the Los Angeles County Assessor's Office to immediately initiate outreach activities to businesses impacted by transit-related construction activities in order to inform them of the Assessor's Office Proposition 8/Decline-in-Value Review process.
8. Report back to Construction Committee monthly, beginning in October, with an implementation plan and report back to the Board of Directors in September 2015 with an evaluation of the program including utilization levels and recommendations for program modification.

Attachment D- BIF Diversity Portfolio Ending July 31, 2026**Number of Businesses by Ethnicity/Project**

	African American	Hispanic	Asian	Caucasian	Total Businesses
CLAX	148	21	47	33	249
PLE1	20	6	32	71	129
PLE2	0	6	8	54	68
PLE3	0	0	0	5	5
LTRC	0	2	27	4	33
2BRC	1	9	3	10	23
ESFV	1	58	7	26	92
Total	170	102	124	203	599

Grant Amounts by Ethnicity/Project

	African American	Hispanic	Asian	Caucasian	Total Businesses
CLAX	\$11,343,924.71	\$1,590,305.94	\$6,620,568.11	\$4,587,444.74	\$24,142,243.50
PLE	\$1,953,976.17	\$287,395.39	\$4,199,641.64	\$9,713,813.52	\$16,154,826.72
PLE2	\$0.00	\$555,478.51	\$1,011,308.91	\$7,324,817.48	\$8,891,604.90
PLE3	\$0.00	\$0.00	\$0.00	\$1,332,356.00	\$1,332,356.00
LTRC	\$0.00	\$80,418.91	\$1,861,920.99	\$612,072.58	\$2,554,412.48
2BRC	\$2,214.41	\$415,867.94	\$109,118.84	\$422,962.84	\$950,164.03
ESFV	\$22,133.17	\$1,616,031.07	\$400,066.92	\$1,337,538.87	\$3,375,770.03
Total	\$13,322,248.46	\$4,545,497.76	\$14,202,625.41	\$25,331,006.03	\$57,401,377.66

Business Interruption Fund (BIF) and Eat-Shop-Play (ESP) Programs

**Construction Committee
October 14, 2026**

Recommended Actions:



- A. ADOPTING the Business Interruption Fund (BIF) Project Eligibility Policy, establishing two pathways to eligibility: Standard Eligibility and the Project Acceleration Partnership (Attachment A);**
- B. RECEIVING AND FILING information on Metro's construction mitigation strategy for Bus Rapid Transit (BRT) projects, including Eat-Shop-Play (ESP).**

BIF Helps Keep Small Businesses Open

\$57.4M

awarded to nearly 600 small businesses

as of July 31, 2026

75%

of K Line (Crenshaw/LAX) grantees remained open

181 of 240, after 8 years of construction

60%

of Little Tokyo grantees remained open

20 of 33, after 8 years of Regional Connector construction

National benchmark: across all U.S. small businesses, only 36% to 47% are still open after five years.

- Metro will deliver an unprecedented program of transit construction over the next decade
- Clear criteria supports Metro deployment of BIF consistently and strategically, replacing case-by-case decisions
- The Policy is informed by ten years of BIF experience and responds to Board Motion 17 (May 2023)

Two Pathways to BIF Eligibility



Pathway 1 Standard Eligibility

Typical projects

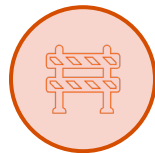
Rail and other projects with sustained, concentrated construction

Eligibility

Qualifying construction type and impacts at a work site lasting more than two months

Geographic scope

Entire project or defined portion



Pathway 2 Project Acceleration Partnership

Typical projects

BRT and other shorter-duration projects

Eligibility

Local jurisdiction partners with Metro to streamline delivery

Geographic scope

Area directly affected by the streamlining

Under either pathway, individual businesses must still demonstrate qualifying construction-related revenue loss before receiving a grant.

Pathway 1: Standard Eligibility

A project, or a defined portion of a project, qualifies when it meets **both** criteria:



a) Type of Construction Impacts

Concentrated construction at station sites and along alignments, such as:

- Extended lane closures, turn restrictions, directional or full street closures
- K-rail and fencing with privacy screens or sound walls adjacent to businesses
- Station structures, tunneling, drilling, piling and decking, major utility relocation
- Curb, gutter, sidewalk, resurfacing or paving over one city block or more



b) Duration of Construction Impacts

More than 2 months*
of cumulative qualifying impacts at an individual work site

- Measured at the local work site, not across the entire project corridor
- May apply to an entire project or a defined portion, depending on where impacts occur

**The 2-month threshold is based on historical BIF activity for meaningful revenue loss.*

Pathway 2: Project Acceleration Partnership



For projects with shorter-duration construction impacts such as BRT

BIF eligibility may be extended when the local jurisdiction partners with Metro to streamline project delivery beyond existing cooperative agreements.

Streamlining measures should shorten construction and reduce costs. Examples are on the next slide.

Eligibility applies to the area directly affected by the streamlining.

A shared incentive

Businesses

Less disruption and a faster return to normal customer access, with BIF available during the most intensive work

Cities

A completed project for residents sooner, with fewer months of construction on local streets

Metro

Fewer traffic control phases and shorter schedules reduce construction cost and schedule risk

Pathway 2: Streamlining Examples

Examples of streamlining measures a local jurisdiction can provide include:

- **Longer traffic control zones**
- **Directional or full street closures**
- **Expediting permit approvals**
- **Noise variances**

Metro recognizes that local elected offices, such as city council offices, and other local bodies, such as police commissions, have a role in negotiating working hours and noise variances with Metro to protect the communities they serve. As appropriate, Metro would coordinate with the local jurisdiction and any other appropriate local bodies on potential approvals and variance requests.

Time savings depend on the specific characteristics of each project; however, additional working hours secured in coordination with the local jurisdiction would be designed to reduce construction time.

The Project Acceleration Partnership is not intended to require a lengthy negotiation. A letter or approved concurrence from the local jurisdiction, such as the affected city council office, committing to the streamlining measures would be sufficient to establish a partnership under this pathway.

Anticipated Application to Upcoming Projects



Pathway 1: Standard Eligibility

East San Fernando Valley LRT

BIF active

Southeast Gateway Line IOS

Anticipated

K Line Extension to Torrance

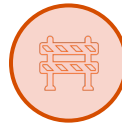
To be confirmed before construction

Eastside Extension IOS

To be confirmed before construction

Sepulveda Transit Corridor Phase 2

To be confirmed before construction



Pathway 2: Project Acceleration Partnership

North Hollywood to Pasadena BRT

Where streamlining is secured

Vermont Transit Corridor

Where streamlining is secured

G Line Improvements

Where streamlining is secured

Staff will pursue Project Acceleration Partnerships first on the North Hollywood to Pasadena and Vermont corridors.

BIF Assessment: Funding Outlook

What the Assessment found

- **Scope:** Five major rail projects planned for construction from 2025 to 2035
- **Businesses:** About 3,175 potentially eligible businesses identified, for planning purposes only
- **Peaks:** Needs rise when multiple rail projects are under construction at once
- **Projection:** Initial modeling suggests annual needs for these five projects may generally stay below \$10 million; estimates will be refined as projects advance

What to keep in mind

- **Not included:** Other existing projects already receiving BIF, administration costs, and projects made eligible through a Project Acceleration Partnership
- **Cost pressures:** Actual costs may rise as more projects become eligible, construction schedules overlap, or administrative needs grow
- **Budget:** Staff will monitor spending closely and address total BIF needs through the annual budget process
- **Partnerships:** Schedule and cost savings must be documented for each Project Acceleration Partnership

Eat Shop Play: Support on Every BRT Corridor

Construction mitigation and marketing support for businesses within one-quarter mile of participating Metro projects, timed to construction milestones.

1 Promotional Support

Print and digital spotlights: social media, fence banners, bus and rail ads, email promotions

2 Visibility

Signage and collateral that keep businesses visible while construction is underway

3 Marketing Assistance

Free virtual marketing webinars paired with one-on-one coaching

- **Active:** D Line Subway Extension, East San Fernando Valley LRT, North Hollywood to Pasadena BRT, Vermont Transit Corridor; launching later this year on the Southeast Gateway Line
- **Track record:** More than 150 businesses received free marketing assistance during Crenshaw/LAX construction
- **BRT toolkit:** ESP provides marketing and visibility support throughout construction; the Project Acceleration Partnership adds financial assistance where cities streamline delivery
- **Partnerships:** County and City economic development departments and local chambers of commerce would lead programs such as shop local events, with Metro support through in-kind services, marketing, and sponsorship

Next Steps

1

Update BIF Administrative Guidelines to incorporate the BIF Project Eligibility Policy

2

Advance BIF on the Southeast Gateway Line IOS

- Consistent with the approved Policy

3

Engage local jurisdictions on BRT projects to explore Project Acceleration Partnership opportunities

- Report to the Board on partnerships established, approvals secured, and schedule and cost savings

4

Continue advancement of Eat Shop Play services

5

Provide annual updates on BIF, Eat Shop Play, and Project Acceleration Partnership outcomes



Board Report

File #: 2026-0676, File Type: Program

Agenda Number: 14.

REVISED
CONSTRUCTION COMMITTEE
OCTOBER 14, 2026

SUBJECT: BUSINESS INTERRUPTION FUND (BIF) AND EAT-SHOP-PLAY (ESP) PROGRAMS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ADOPTING the Business Interruption Fund (BIF) Project Eligibility Policy, establishing two pathways to eligibility: Standard Eligibility and the Project Acceleration Partnership (Attachment A); and
- B. RECEIVING AND FILING information on Metro's construction mitigation strategy for Bus Rapid Transit (BRT) projects, including Eat Shop Play (ESP).

ISSUE

At its May 2023 meeting, the Board approved Motion 17 by Directors Horvath, Dupont-Walker, Solis, Barger, Krekorian, and Dutra, directing the Chief Executive Officer (CEO) to establish a permanent BIF (Attachment B). The Motion also directed staff to provide a program update that considers, but is not limited to: A) resources necessary to maintain the permanent BIF and B) culturally competent outreach and inclusive technical assistance to adequately support affected businesses.

Metro will deliver an unprecedented program of transit construction over the next decade. BIF has proven to be one of Metro's most effective tools for keeping small businesses open through that construction, and clear eligibility criteria allow Metro to deploy it consistently and strategically. This report recommends adoption of a BIF Project Eligibility Policy, informed by ten years of experience.

The Policy also supports faster project delivery. Through a new Project Acceleration Partnership, BIF eligibility can extend to shorter-duration projects, such as Bus Rapid Transit (BRT), where the local jurisdiction commits to streamlining approvals that shortens construction. Qualifying construction acceleration strategies can reduce the duration of disruption for businesses allowing an earlier return to normal customer access. This report also responds to Director Solis's request for information on how Metro will support businesses along the North Hollywood to Pasadena BRT Project and other BRT corridors.

BACKGROUND

At its October 2014 meeting, the Board approved Motion 57 by Directors Molina, Dupont-Walker, Ridley-Thomas and Garcetti (Attachment C) authorizing the CEO to establish a special BIF pilot program for small businesses, including micro businesses, located along the Crenshaw/LAX Line, the Little Tokyo area along the Regional Connector and Section 1 of the Purple Line Extension due to the forecast schedule of sustained construction activity of at least six years. The Board subsequently authorized the expansion of the program to additional major rail construction projects, including the 2nd/Broadway segment of Regional Connector, Sections 2 and 3 of the Purple Line Extension, and most recently the East San Fernando Valley Light Rail Project.

The BIF was established to provide financial assistance to qualifying small businesses that experience revenue loss resulting from the duration of significant Metro construction impacts. Historically, the program has primarily supported businesses affected by major rail projects involving sustained, concentrated construction activities over extended periods.

At the conclusion of eight years of construction and opening of the Crenshaw/LAX rail project, now the K Line, program data indicated that 181 of the 240 businesses that received BIF grants, or 75%, remained in business. Similarly, following eight years of construction associated with the Regional Connector, 20 of the 33 businesses receiving BIF grants in the Little Tokyo area of the project, or 60%, remained in business.

These outcomes are notable given the duration of construction associated with these major rail projects. According to the Commerce Institute, an independently funded organization that publishes research, trends and advice for small business owners, broad data shows survival rate declining from approximately 76%-80% in the first year to 36%-47% after five years. This is generally consistent with Los Angeles County data indicating that fewer than half of new businesses remain active due to various management and environmental factors. Against these broader benchmarks, the fact that 60% -75% of BIF-assisted businesses along the Crenshaw/LAX and Little Tokyo portion of the Regional Connector corridors remained open following approximately eight years of construction demonstrates positive business retention outcomes among BIF participants.

Feedback from participating business owners reinforces these results. Owners report that BIF provided critical financial support during periods of significant construction disruption, and some report that they would have closed without a BIF grant. The program outcomes and participant feedback demonstrate the value of BIF as a construction mitigation tool.

Based on the experience and outcomes of the pilot program, at its May 2023 meeting, the Board approved establishment of a permanent BIF. Staff subsequently provided a March 2024 update outlining culturally competent outreach and inclusive technical assistance to adequately support affected businesses, next steps for the BIF Assessment and development of a BIF Project Eligibility Policy.

In support of Metro's broader construction mitigation efforts, Eat-Shop-Play (ESP) provides a

targeted strategy to support small businesses affected by Metro's construction activities. The program objective is to mitigate reduced customer traffic by dedicating outreach and resources to promote local shops through marketing tools and promotional initiatives to drive community engagement. Originally launched as a pilot in July 2021, ESP initially helped brick-and-mortar businesses near existing major transit stops build an online presence during the COVID-19 pandemic.

In May 2026, Director Solis requested that staff provide an update on how Metro could support businesses that may experience impacts during construction of the North Hollywood to Pasadena BRT Project. This report responds to that request by providing information on Metro's construction mitigation programs, including Eat Shop Play (ESP), the proposed new BIF policy, and the resources and services available to support businesses along North Hollywood to Pasadena and other upcoming BRT project corridors.

DISCUSSION

Metro currently implements three complementary construction mitigation programs designed to support small businesses affected by Metro construction:

1. **Business Interruption Fund (BIF)** provides financial assistance to qualifying small businesses that demonstrate revenue loss resulting from eligible Metro construction impacts.
2. **Business Solution Services (BSS)** provides technical assistance and individualized support to businesses.
3. **Eat Shop Play (ESP)** provides marketing and promotional assistance to help businesses remain visible and connected with customers during construction.

Each program provides a different type of assistance, allowing Metro to deploy business mitigation strategies that are responsive to the nature, duration, and extent of construction impacts.

The BIF Project Eligibility Policy

Staff recommend two pathways for BIF eligibility on future Metro construction projects:

Pathway 1: Standard Eligibility. A project, or a defined portion of a project, qualifies when it meets both of the following criteria:

- a) **Type of Construction Impacts:** Projects that include concentrated construction at station sites and along alignments, such as: extended lane closures, turn restrictions, directional closures, or full streets closures; K-rail installation and fencing treated with privacy screens or sound wall panels in front of or adjacent to businesses; building station structures; tunneling; drilling; piling and decking work; extensive relocation of utilities; major rearrangements of curbs, gutters and sidewalks over at least one city block; or street resurfacing and paving over one city block or full intersection.
- b) **Duration of Construction Impacts:** Projects with construction sites adjacent to businesses where discrete, meaning individual construction work sites, construction impact activities (as

defined above) are expected to exceed 2 months cumulatively*. Duration refers to the duration of construction activities at a local area on the project, and not the duration of the entire project.

**The 2-month threshold is based on historical BIF activity for meaningful revenue loss with one month as the lowest common denominator for analysis of comparable financial documentation.*

Standard Eligibility may apply to an entire project or to a defined portion of a project, depending on where qualifying impacts occur.

Pathway 2: Project Acceleration Partnership. Where construction is shorter in duration, as is typical of Bus Rapid Transit (BRT) projects, BIF eligibility may be extended when the local jurisdiction partners with Metro to accelerate project delivery beyond what is already allowed via cooperative agreements or pending changes to agreements. The streamlining measures should shorten construction and reduce costs, such as approving extended street closures, expediting permit approvals, or expanding work hours. Eligibility applies to the area directly affected by the streamlining.

Examples of streamlining measures a local jurisdiction can provide include:

- Longer traffic control zones: approval of longer traffic control phases (in distance and duration) to facilitate shifting construction activities over a several block area, which would have otherwise required multiple phases lasting less than two months each.
- Directional or full street closures: approval of street closures to simplify construction to reduce construction durations when viable detour routes exist.
- Holiday moratorium waivers: approval to continue construction during holiday moratorium periods when work would otherwise stop.
- Expediting permit approvals: issuing approvals by local jurisdiction departments in timeframes that are significantly shorter than those established by cooperative agreements.
- Noise variances: approval to extend work into evening and nighttime hours beyond standard noise ordinance limits.

Metro recognizes that local elected offices, such as city council offices, and other local bodies, such as police commissions, have a role in negotiating working hours and noise variances with Metro to protect the communities they serve. As appropriate, Metro would coordinate with the local jurisdiction and any other appropriate local bodies on potential exemptions, waivers, and variance requests. Working hours and time savings from these measures depend on the specific characteristics of each

project; however, additional working hours secured in coordination with the local jurisdiction would be designed to reduce construction time.

The Project Acceleration Partnership is not intended to require a lengthy negotiation. A letter or approved concurrence from the local jurisdiction, such as the affected city council office, committing to the streamlining measures would be sufficient to establish a partnership under this pathway.

Staff will determine BIF eligibility for each Metro construction project before construction begins and report determinations to the Board in the annual BIF update. Figure 1 summarizes the two pathways, and Figure 2 shows their anticipated application to upcoming projects.

Figure 1: BIF Eligibility Pathways

	Pathway 1: Standard Eligibility	Pathway 2: Project Acceleration Partnership
Typical projects	Rail and other projects with sustained, concentrated construction	BRT and other shorter-duration projects
Eligibility	Qualifying construction type and impacts at a work site lasting more than two months	Local jurisdiction partners with Metro to streamline delivery
Geographic scope	Entire project or defined portion	Area directly affected by the streamlining

Figure 2: Anticipated Application to Upcoming Projects

Project	Anticipated Pathway
East San Fernando Valley LRT	Pathway 1 (BIF active)
Southeast Gateway Line IOS	Pathway 1
K Line Extension to Torrance, Eastside Extension IOS, Sepulveda Transit Corridor Phase 2	Pathway 1, confirmed before construction
North Hollywood to Pasadena BRT, Vermont Transit Corridor	Pathway 2, where streamlining is secured
G Line Improvements	Pathway 2, where streamlining is secured

Together, the two pathways direct BIF to the construction conditions that cause meaningful revenue loss and create a shared incentive for Metro and its city partners to shorten construction. Under either pathway, individual businesses must continue to satisfy BIF program eligibility requirements, including demonstrating qualifying construction-related revenue loss, before receiving a grant.

BIF Assessment

The BIF Assessment was advanced to inform implementation of the permanent BIF and development of the BIF Project Eligibility Policy. The Assessment examined Metro's historical BIF experience and anticipated future construction program to evaluate the potential number of businesses that may be

impacted, projected BIF funding needs, and program governance considerations.

The Assessment focused primarily on five major rail transit projects with planned construction during the 2025-2035 period: the East San Fernando Valley Light Rail Transit Project IOS, K Line Extension to Torrance, Southeast Gateway Line IOS, Eastside Extension IOS, and Sepulveda Transit Corridor Phase 2 LPA (IOS).

As a supplemental analysis, the Assessment also reviewed construction conditions on three upcoming Bus Rapid Transit (BRT) projects.

Project and Business Corridors Assessment

The Assessment evaluated business corridors associated with the five major rail projects to estimate the potential number of small businesses that could experience construction impacts and inform future BIF funding needs. The analysis considered business size, revenues, industry, and socioeconomic characteristics, including the location of businesses within Equity Focus Communities (EFCs).

Using BIF program eligibility criteria and available business data, supplemented by observational surveys of businesses adjacent to project corridors, the Assessment identified approximately 3,175 potentially eligible businesses across the five rail projects during the 2025-2035 study period.

These estimates are intended for program planning and forecasting purposes and do not constitute a determination of individual business eligibility for BIF.

Assessment of Projected Annual Budget Allocation

To evaluate the resources necessary to maintain the permanent BIF, the Assessment used historical program experience to forecast potential funding needs associated with the five rail projects. The analysis considered the estimated number of potentially eligible businesses, historical participation in BIF, anticipated grant amounts, duration of assistance, and periods when multiple major projects are expected to be under construction concurrently.

Historical program data showed that approximately 30% of eligible businesses within the Crenshaw/LAX impact area received BIF grants. Because the composition and construction conditions of future project corridors may differ, the Assessment tested a range of scenarios to account for variations in participation, grant amounts, duration of assistance, inflation, and other factors.

The analysis found that projected BIF funding needs for the future rail projects evaluated in the Assessment are expected to increase during periods when multiple major rail projects are under construction simultaneously. Under the range of scenarios evaluated, projected annual expenditures for these five projects remained below \$10 million in any given year. The Assessment forecasted BIF funding needs for these five future rail projects and did not include existing projects already receiving BIF assistance or administrator costs. Accordingly, the projections should not be interpreted as a forecast of total BIF expenditure across all Metro construction projects.

Figure 3: BIF Cost Projections for 5 upcoming rail projects by Scenario and Recent Actual Program Expenditures (\$ in Millions) by Calendar Year

Transit Rail Projects	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Low Estimate	\$2.9	\$3.3	\$3.4	\$4.1	\$5.2	\$5.4	\$5.6	\$2.5	\$2.6	\$2.6	\$2.8
Historic Estimate	\$3.5	\$3.9	\$4.1	\$4.9	\$6.3	\$6.5	\$6.8	\$3.0	\$3.1	\$3.2	\$3.3
High Estimate	\$4.6	\$5.2	\$5.5	\$6.5	\$8.4	\$8.7	\$9.0	\$3.9	\$4.1	\$4.2	\$4.4
*BIF Actuals - Includes total current projects (C/LAX, D Line Sections 1,2, 3 and BIF Fund Administration fee)	\$8.6	\$8.2 **									

*Figure 3 includes total actual BIF expenditures for calendar years 2025 and 2026 to date. Unlike the Assessment projections, the actual expenditure includes the BIF Fund Administration fee and BIF assistance for existing projects, including Crenshaw/LAX, D Line Sections 1, 2, 3 which were not among the five future rail projects assessed in the study's cost projections. Accordingly, the actual expenditures are provided as recent program context and are not intended as a direct comparison to the study's projected scenarios.

** Value to date

The Assessment concluded that projected BIF funding needs for the future five rail projects through 2035 remain below \$10 million in any given year under the scenarios analyzed. Recent actual expenditures have exceeded the Assessment's high estimate reflecting expenditures associated with existing projects, including D Line activity, that were not part of the Assessment projections. Staff will continue to monitor program spending closely, and total BIF funding needs will continue to be addressed through Metro's annual budget process.

Leveraging BIF to Accelerate BRT Delivery

The Assessment reviewed three BRT projects anticipated to be under construction during the study period: the Vermont Transit Corridor, North Hollywood to Pasadena BRT, and Metro G Line Improvements.

BRT construction differs from rail. Rail projects involve concentrated, multi-year construction at station sites and along alignments. BRT construction adjacent to businesses consists primarily of curb, gutter, sidewalk, roadway, and station platform work lasting approximately four to eight weeks per site, typically completed in multiple traffic control phases.

Expanding BIF to shorter-duration construction would increase program administration costs, particularly given the historically low level of claims. Pairing this expansion with permit streamlining helps offset those costs while also shortening the duration of construction impacts on businesses. This approach allows Metro to provide additional business support while reducing overall construction time and cost.

Local permit conditions may influence the duration of BRT construction. When a city commits to streamlining approvals beyond existing cooperative agreements, Metro can complete construction

faster and at lower cost. The Project Acceleration Partnership recognizes that commitment by extending BIF eligibility to businesses in the affected area. The partnership benefits every party:

- **Businesses:** A shorter construction period means less disruption and a faster return to normal customer access, with BIF available during the most intensive work.
- **Cities:** Local jurisdictions deliver a completed project to residents sooner, with fewer months of construction on local streets.
- **Metro:** Fewer traffic control phases and shorter schedules reduce construction cost and schedule risk.

Staff will pursue Project Acceleration Partnerships first on the North Hollywood to Pasadena and Vermont corridors. Eat Shop Play marketing support will be available on all BRT corridors, as described below.

Eat Shop Play (ESP) is Metro's construction mitigation and marketing program designed to support local businesses located near active Metro construction. Businesses within one-quarter mile of participating construction projects are eligible to enroll. Currently, ESP is active in the D Line Subway Extension, East San Fernando Valley Light Rail Transit, North Hollywood to Pasadena Bus Rapid Transit, and Vermont Transit Corridor projects, with the program scheduled to launch later this year in the Southeast Gateway Line Project. The program follows construction milestones and is intended to help businesses remain visible, accessible and connected to customers while construction is underway.

The program offers:

- **Promotional Support:** Opportunities to be featured in print and digital media "spotlights" through a combination of social media campaigns, banners on construction fencing, bus and rail ads, email promotions, editorial features online, and more.
- **Visibility:** Access to signage and collateral to help keep business visible while construction is underway.
- **Marketing Assistance:** Free virtual marketing webinars and coaching to help manage online presence and other marketing topics.

ESP has a history of supporting businesses along Metro construction corridors. During the Crenshaw/LAX project, more than 150 businesses received free marketing assistance with campaigns including social media, business spotlights and customer promotions to encourage residents to continue supporting local businesses. More recently, the reimagined ESP program has expanded its offerings beyond promotional campaigns to offer a long-lasting impact on businesses by running digital marketing education webinars paired with one-on-one marketing coaching.

Metro will also pursue partnerships with County and City economic development departments and local chambers of commerce to provide additional benefits and programs to businesses on Metro construction corridors. Under these partnerships, the partner entities would lead these efforts, and Metro would provide support through in-kind services, marketing, and sponsorship. Examples include shop local events and promotions that encourage residents to visit and support businesses throughout construction.

ESP is offered across Metro construction projects and scales efficiently to shorter-duration work such as BRT, because it directly addresses customer awareness, business visibility, and access. Paired with the Project Acceleration Partnership, ESP gives Metro a complete set of tools for BRT corridors: marketing and visibility support throughout construction, and financial assistance where cities partner with Metro to accelerate delivery through permit streamlining.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

There is no immediate financial impact to approving this recommendation.

Impact to Budget

Board approval of this recommendation has no immediate impact on the FY27 budget. The funding for the administrative costs is provided through Measures R and M Administration funds. Funding for BIF in future years will be addressed through the annual budget development process. BIF eligibility established through a Project Acceleration Partnership will be funded within the annual BIF budget, and staff will document the schedule and cost savings associated with each partnership.

EQUITY PLATFORM

BIF directly supports the small and microbusinesses most affected by Metro construction. As of July 31, 2026, BIF has awarded more than \$57.4 million to nearly 600 businesses. Approximately 66% of participating businesses are owned by individuals identifying as Black or African American, Hispanic or Latino, or Asian, and approximately 56% of grant dollars have gone to minority- and women-owned businesses (Attachment D).

The five rail projects planned through 2035 traverse 81 Equity Focus Community census tracts, with the highest concentrations of affected businesses along the East San Fernando Valley and Eastside Extension corridors. Metro supports these communities with one-on-one technical assistance through Business Solution Services, promotional support through Eat Shop Play, grants of up to \$60,000 per impact year, and a \$1,500 Presumptive Eligibility Award for street vendors and microbusinesses. All outreach, applications, and workshops are offered in English and Spanish, with additional languages provided based on community needs.

The Project Acceleration Partnership extends BIF to businesses on shorter-duration projects and shortens the time communities experience construction impacts. Staff have not identified any inequitable impacts from adoption of the Policy.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the

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

While this item does not directly encourage sharing a ride, walking, or rolling, Metro's construction mitigation programs support transit-adjacent businesses and communities during construction. Supporting the retention of businesses located near transit has the potential to reduce VMT by helping maintain access to goods, services, and employment opportunities that can be reached by transit, walking, or rolling. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*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

Approval of this item aligns with Metro Strategic Goal 3 - Enhance communities and lives through mobility and access to opportunity.

BIF and Metro's complementary construction mitigation programs support this goal by helping small businesses and local economies withstand disruptions associated with construction of Metro transportation infrastructure. Supporting businesses located along Metro project corridors also contributes to the long-term economic vitality of the communities Metro serves.

ALTERNATIVES CONSIDERED

The Board could decline to adopt the Policy and continue determining BIF eligibility on a project-by-project basis. Staff do not recommend this alternative. Case-by-case determinations create uncertainty for businesses and local jurisdictions and make program costs harder to forecast.

The Board could adopt the Policy without the Project Acceleration Partnership, limiting BIF to projects that meet the Type and Duration criteria. Staff do not recommend this alternative. It forgoes the opportunity to use BIF to secure permit streamlining that shortens construction and reduces project costs, and it leaves businesses on BRT corridors without a path to financial assistance.

NEXT STEPS

Upon Board approval, staff will incorporate the BIF Project Eligibility Policy into the BIF Administrative Guidelines and apply it when evaluating future Metro construction projects. Staff will advance BIF for the Southeast Gateway Line IOS project consistent with the Policy.

Staff will engage the local jurisdictions along the North Hollywood to Pasadena BRT and Vermont Transit Corridor projects on Project Acceleration Partnerships and will report to the Board on any

partnerships established, including the streamlining approvals secured and the associated schedule and cost savings.

Staff will also advance Eat Shop Play services and enhancements to support businesses along the East San Fernando Valley LRT, Southeast Gateway Line IOS, Vermont BRT, and North Hollywood to Pasadena BRT project corridors.

Staff will provide annual updates to the Board on BIF, Eat Shop Play, and Project Acceleration Partnership outcomes.

ATTACHMENTS

Attachment A - BIF Project Eligibility Policy

Attachment B - Motion 17

Attachment C - Motion 57

Attachment D - BIF Diversity Portfolio Ending July 31, 2026

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Board Report

File #: 2026-0640, File Type: Project

Agenda Number: 15.

CONSTRUCTION COMMITTEE OCTOBER 14, 2026

SUBJECT: LIFE OF PROJECT BUDGET FOR SEGMENT 4 ASTORIA AND POLK AT-CROSSING IMPROVEMENTS, BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH a Life of Project (LOP) Budget for Astoria and Polk At-Grade Crossing Improvements within Segment 4 of the Brighton to Roxford Double Track Project in the amount of \$27,617,625 to advance construction; and
- B. NEGOTIATE AND EXECUTE all project-related contracts, modifications, and agreements within the authorized LOP Budget.

ISSUE

The Brighton to Roxford Double Track Project is divided into four segments, which are in different stages of development from preliminary to final design. Segment 4 At-Grade Crossing Improvements has completed 100 percent final design plans. A phased and segmented procurement strategy is being implemented to meet funding, regulatory, right-of-way, and third-party coordination requirements. Staff is requesting Board approval of LOP Budget for two at-grade crossings (Astoria and Polk) within Segment 4 of the Brighton to Roxford Project.

Establishing the LOP Budget at this time is critical to meet the AB 180 statutory expenditure and reimbursement deadline of June 30, 2027, for the State Transit and Intercity Rail Capital Program (TIRCP) funds.

BACKGROUND

In 2017, Metro conducted corridor-wide community outreach for the Brighton to Roxford Double Track Project through mailed notices, flyers, stakeholder briefings, and two public information meetings. Participants raised concerns about crossing safety, pedestrian and vehicle circulation, train noise, and potential impacts to nearby properties. This feedback provides context for the Astoria and

Polk crossing improvements and for Metro's planned outreach as construction approaches.

In April 2017, the design effort for the overall Brighton to Roxford project was paused, including design for Segment 4 Crossings, while Metro evaluated how the East San Fernando Valley Light Rail project would affect the shared corridor. The Board directed staff to coordinate with the East San Fernando Valley Transit Corridor Team, awaiting completion of the East San Fernando Valley Shared Railroad Right of Way Study.

In 2025, as part of the East San Fernando Valley Transit Corridor Shared Right-of-Way Study, Metro conducted extensive outreach in the corridor, and had the following key findings:

- Overall, the responses reflected a community that values safety, connectivity, and comfort.
- Traffic congestion was identified as a major frustration
- Pedestrian safety is a recurring priority, suggesting a strong desire for walkable, human-centered infrastructure

The Brighton to Roxford Double Track Project is part of the Antelope Valley Line Improvements program and is intended to improve operational flexibility, reliability, and capacity along the Metrolink Antelope Valley Line corridor. The Project is being implemented in four segments and includes associated railroad infrastructure improvements and at-grade crossing safety improvements.

The Project is currently at various stages of design. Segment 1 (Control Point Brighton to Sun Valley Siding) is at the 100 percent design stage. Segment 2 (Sun Valley Siding to Van Nuys Boulevard) is at approximately 80 percent final design. Segment 3 (Van Nuys Boulevard to Sylmar/San Fernando Station) is at the preliminary design stage, and Segment 4 (Sylmar/San Fernando Station to Control Point Roxford) is at approximately 90 percent design.

To support timely delivery and comply with the TIRCP period-of-performance requirements, two at-grade crossings, Astoria and Polk, within Segment 4 are being advanced to construction. These Segment 4 crossings were selected because the design for this Segment is most advanced and is sufficiently developed to proceed with construction while the remaining segments continue development of the design.

At its April 2026 meeting, the Board authorized Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design of Segments 1 through 4 and approved additional programming to bring the overall Brighton to Roxford Project to shovel-ready status. Establishing the proposed LOP Budget for Astoria and Polk Crossings is the next step in advancing the Segment 4 at-grade crossing improvements from design into construction.

Timely advancement of project activities is critical to maintain the Project schedule and meet the period of performance requirements associated with TIRCP funding. Delays in advancing the Project, including delays in establishing the LOP Budget, could jeopardize access to committed State funding.

DISCUSSION

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project (Project) is intended to enhance safety for motorists, pedestrians, cyclists, and rail passengers while supporting reliable

Metrolink operations along the Antelope Valley Line. The work will include roadway and railroad crossing improvements, safety-related infrastructure, and associated civil, utility, and railroad coordination work.

The Project will implement improvements designed to reduce the risk of rail-related collisions and improve safety for motorists, pedestrians, cyclists, transit riders, and surrounding communities. Safety enhancements include updated traffic signal coordination, additional crossing gate arms, and pedestrian gates to discourage pedestrians from entering the tracks when trains are approaching. These improvements will make the crossings quiet-zone ready for the City to implement quiet-zone operations.

The requested LOP Budget reflects the estimated costs necessary to complete the improvements, including construction phase professional services, construction, construction management, third-party coordination, railroad support services, contingencies, and other construction-related project delivery costs.

Approval of this action will allow Metro to advance the Astoria Street pedestrian crossing and Polk Street at-grade crossing as separate construction packages while design and funding plans for the balance of Segment 4 continue to be developed.

Astoria will be delivered through Metro's Job Order Contracting program using coordinated Job Orders for ADA, duct bank, traffic safety, electrical, and railroad track improvements. This approach permits Metro to advance discrete construction elements and long-lead railroad signal procurement concurrently.

Polk Street at-grade crossing will be delivered as a standalone, competitively procured design-bid-build contract encompassing the complete crossing-specific civil, track, railroad signal, traffic signal, utility, drainage, pedestrian, and safety improvement scope. Separating Polk Street at-grade crossing from the larger Segment 4 package provides a clearly defined construction contract and supports competitive bidding, while enabling Metro to utilize available grant funding within the associated performance requirements.

Metro will advance the two packages on parallel tracks and coordinate construction with SCRRA/Metrolink, local jurisdictions, utility owners, and other affected third parties. Work will be sequenced around railroad access, long-lead equipment procurement, testing, and commissioning requirements to maintain the project schedule and maximize eligible expenditures before the June 30, 2027 TIRCP deadline.

Metro's Community Relations team plans to do the following:

- Prior to construction, reintroduce the project, proposed safety enhancements, and communication tools to elected offices and project area communities.
- During construction, introduce the contractor and the proposed construction schedule.
- Keep the public informed through the life of the project by sharing updates with the community and in collaboration with community organizations.

Outreach for the Astoria and Polk crossings will be conducted in coordination with other Antelope

Valley Line Improvement projects, including Pacoima Metrolink Station and Pacoima Mobility Hub, as appropriate.

DETERMINATION OF SAFETY IMPACT

The Project will enhance safety at one existing at-grade roadway crossing and one pedestrian-only crossing by implementing improvements designed to reduce the risk of rail-related collisions and improve safety for motorists, pedestrians, cyclists, transit riders, and surrounding communities. Safety enhancements include updated traffic signal coordination to reduce the likelihood of vehicles queuing or stopping on the tracks, additional crossing gate arms to deter motorists from entering the crossing when a train is approaching, and pedestrian gates to discourage pedestrians from entering the tracks when trains are approaching.

At Polk Street, the existing crossing has flashing lights and standard entry gates. The proposed design adds roadway exit gates and pedestrian entry and exit gates, making it harder for drivers and pedestrians to enter the crossing when a train approaches. The Federal Highway Administration estimates that, in general, upgrading from flashing lights and standard gates to a four-quadrant gate system can reduce highway-rail collisions by 82 percent.

FINANCIAL IMPACT

Establishment of the LOP Budget for the Segment 4 Astoria and Polk At-Grade Crossings Improvement Project would enable the award of the construction contract and assist Metro in meeting the period-of-performance requirements associated with the TIRCP grant. Establishing the LOP Budget will also allow Metro to maximize expenditure of the grant funds within the applicable deadline.

Upon Board approval, a project number will be setup for the Segment 4 Astoria and Polk At-Grade Crossings Improvement Project to allow award of the construction contracts and task orders and initiation of construction activities.

Impact to Budget

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project is fully funded with local and state grants as shown in Attachment A - Funding and Expenditure Plan. These sources are not eligible for Metro bus or rail operating purposes.

EQUITY PLATFORM

The Segment 4 Astoria and Polk At-Grade Crossings Improvement Project is located in the City of Los Angeles, along the Metrolink Antelope Valley Line corridor. Based on Metro's 2025 Metro Equity Need Index (MENI), the Segment 4 at-grade crossings, including Astoria and Polk, are located in census tracts categorized as " High Need" and "Medium Need" According to the 2025 Metrolink Customer Surveys, sixty-one percent of riders are people of color, with 40% identifying as Hispanic, and 27% of riders do not have access to a car.

Approval of the LOP Budget will ensure that funding for the Project's safety improvements is maintained while supporting improved operational flexibility, reliability, and capacity along the Metrolink Antelope Valley Line 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.

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.

This Board item will likely increase VMT in LA County, as it includes investment in at-grade crossing improvements that will benefit drivers along with providing enhanced safety. This project also improves pedestrian safety that may offset the increase in VMT. Although this item 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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 1.2: Improve LA County's overall transit network and assets by enhancing safety at at-grade crossings.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the LOP Budget. This is not recommended as Metro will incur undesirable schedule delays, cost increases, and potential loss of committed funding. Furthermore, not approving the LOP Budget will delay construction and could jeopardize the Project's ability to meet the TIRCP expenditure and reimbursement deadline of June 30, 2027.

NEXT STEPS

Upon approval of the LOP Budget, staff will conduct outreach along with executing the relevant

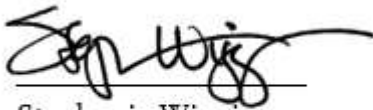
contracts.

ATTACHMENTS

Attachment A - Funding and Expenditure Plan

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Stephanie Wiggins
Chief Executive Officer

Attachment A
Astoria and Polk At-Grade Crossings Improvement Project
Brighton to Roxford Double Track Project
Funding and Expenditure Plan

Use of Funds	Proposed LOP Budget	FY27	FY28
Professional Services, Third-party Support Services, etc.	\$ 4,684,733	\$ 4,057,393	\$ 627,340
Construction	\$ 19,780,184	\$ 19,780,184	\$ -
Project Contingency	\$ 3,152,709	\$ 3,082,769	\$ 69,940
Total Project Cost	\$ 27,617,625	\$ 26,920,345	\$ 697,280

Source of Funds	Proposed LOP Budget	FY27	FY28
Measure R 3%, Measure M 1%, Proposition C 10%, and/or Proposition C 25%	\$ 8,878,625	\$ 8,181,345	\$ 697,280
TIRCP 2023 Cycle 6*	\$ 18,739,000	\$ 18,739,000	
Total Project Funding	\$ 27,617,625	\$ 26,920,345	\$ 697,280

*The total TIRCP Cycle 6 grant award is \$25.25 million. This total excludes the previously allocated amount of \$6.511 million.



2026-0640: LIFE OF PROJECT BUDGET FOR SEGMENT 4 ASTORIA AND POLK AT-CROSSING IMPROVEMENTS, BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

Construction Committee, October 14, 2026

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

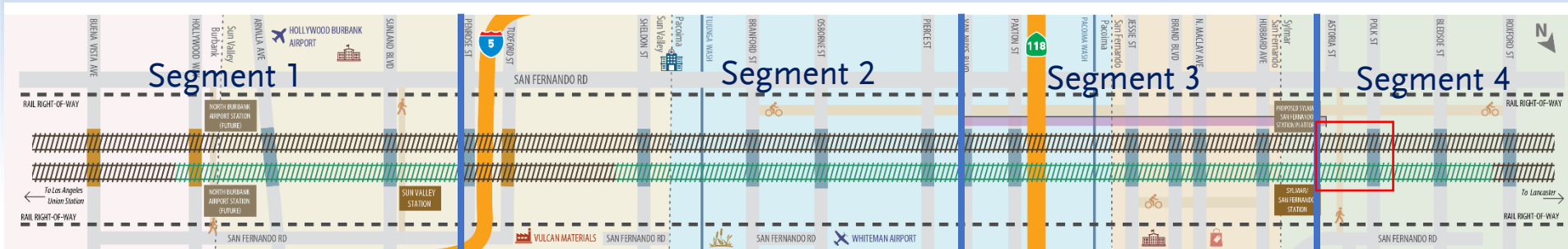
- A. ESTABLISH a Life of Project (LOP) Budget for Astoria and Polk At-Grade Crossing Improvements within Segment 4 of the Brighton to Roxford Double Track Project in the amount of \$27,617,625 to advance construction; and
- B. NEGOTIATE and EXECUTE all project-related contracts, modifications, and agreements within the authorized LOP Budget.

ISSUE

- Final design for the Astoria and Polk crossing improvements is complete.
- A Life of Project Budget is required to advance the improvements into construction.
- These improvements are funded by, TIRCP Cycle 6 funds, which has a period of performance requirement to expend and be reimbursed by **June 30, 2027**.
- Delays could increase costs and jeopardize committed State funding

BACKGROUND

- The Brighton to Roxford Project will improve operational flexibility, reliability, and capacity along the Antelope Valley Line.
- The project consists of four segments that are at different stages of design.
- Astoria and Polk are being advanced because their designs are sufficiently complete to proceed into construction.
- The Board previously authorized additional design work to advance all four segments toward shovel-ready status.
- This action advances the two Segment 4 crossings from design into construction.



PROJECT DELIVERY STRATEGY

- Advance Astoria and Polk as separate construction packages.
- Deliver Astoria through Metro's Job Order Contracting program.
- Use coordinated Job Orders for ADA, duct bank, traffic safety, electrical, and railroad track improvements.
- Deliver Polk Street through a competitively procured design-bid-build contract.
- Advance both packages concurrently and coordinate construction with SCRRA/Metrolink, local jurisdictions, utility owners, and affected third parties.
- Sequence work around railroad access, long-lead equipment procurement, testing, and commissioning.

NEXT STEPS

Upon approval of the LOP Budget, staff will conduct outreach along with executing the relevant contracts.



Board Report

File #: 2026-0596, **File Type:** Informational Report

Agenda Number: 19.

CONSTRUCTION COMMITTEE OCTOBER 14, 2026

SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on Program Management Project Status Report that summarizes capital program performance through September 2026.

ISSUE

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

BACKGROUND

Metro's mission is to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within LA County. Program Management oversees the construction of capital projects. The attached Project Status Report Presentation (Attachment A) provides significant information about the progress of 11 major capital projects.

DISCUSSION

The project status report includes a summary of 11 major projects including cost and schedule performance, small business project participation status, safety, risk, and equity (Westside Purple Line Sections 2 and 3, Division 20 Portal Widening Turnback, I-5 North County Enhancements, North Hollywood to Pasadena BRT Project, G Line BRT Improvements, I-105 Express Lanes, East San Fernando Valley Light Rail Transit Project, Southeast Gateway Line, Vermont BRT, and Link Union Station). The report highlights construction activities and safety data based on the latest available information through September 2026.

EQUITY PLATFORM

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

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

VEHICLE MILES TRAVELED OUTCOME

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

The projects in this report have mixed outcomes, but on the whole, most of the projects in this report will likely decrease VMT in LA County. Within this suite of projects, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, and increase accessibility to

destinations via transit, cycling, walking, and carpooling. Some of the projects within this status report include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, these projects also provide for carpooling infrastructure and reinvestment of funding towards transit projects. In addition, the projects' multi-modal benefits may contribute to offsetting the possible increase in VMT.

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

Footnote 1 - While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Although the I-5 North County Enhancements and I-105 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 **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

SAFETY

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

	Project Hours	Recordable Injury Rate	Comments
Division 20 Portal Widening Turnback	1,751,971	1.40	Below National Average
Westside Purple Line Ext 2	6,705,909	2.12	Below National Average
I-5 North County Enhancements	1,566,676	1.53	Below National Average
Westside Purple Line Ext 3 (C1151)	2,097,445	2.29	Below National Average
Westside Purple Line Ext 3 (C1152)	3,947,535	1.11	Below National Average
North Hollywood to Pasadena BRT Project	N/A	N/A	Reporting will start after 80,000 hours
G Line BRT Improvements (Footnote 2)	656,478	1.22	Above National Average
I-105 Express Lanes	780,089	1.53	Below National Average
East San Fernando Valley Light Rail Transit Project	592,310	1.35	Advanced Utility Adjustment Construction Only
Southeast Gateway Line	N/A	N/A	N/A - Construction not started
Vermont Transit Corridor	N/A	N/A	N/A - Construction not started
Link Union Station	N/A	N/A	Reporting will start after 80,000 hours

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

Footnote 2 -The contractor's recordable injury rate is slightly above the national average; however, it is not inclusive of all subcontractor hours. Future reporting is expected to show a total recordable incident rate (TRIR) below the national average.

NEXT STEPS

Staff will continue to work towards the completion of all capital projects. The next Program Management project status report will be provided in January 2027.

ATTACHMENT

Attachment A - Program Management Status Report

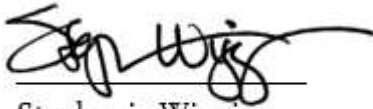
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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

Program Management

Project Status Report

Tim Lindholm

Chief Program Management Officer

Construction Committee

October 2026

Project Budget & Schedule Status Summary Chart

Project	Budget Variance	Schedule Variance	Percent Complete	Safety	Comments
1. Division 20 Portal Widening Turnback			89%		Cutover D has been completed. Cutover B installation and Cutover E underground work in progress. C3M contract has been closed out and is complete. Equity: 100% of the project is located within or adjacent to Equity Focus Communities.
2. Westside Purple Line Extension Section 2			95%		The Project is currently targeting an RSD date in Spring of 2027. Project is currently seeking an LOP amendment. Draft Board Report is currently in circulation for review and approval. The amendment will be intended to cover resolution of time-related claims and costs to complete the Project. Equity: This Project is not located within or adjacent to Equity Focus Communities.
3. I-5 North County Enhancements Project			74%		The \$679.3M approved LOP is unchanged. Schedule forecasts show a variance of 279 days from original contract, and 0 days from the revised baseline. Equity: Although the project is not located within or adjacent to an Equity Focus Communities (EFC), it serves as a major regional corridor that provides access to and from multiple EFCs throughout Los Angeles.
4. Westside Purple Line Extension Section 3			87%		The Project Revenue Service Date is Fall 2027 and staff continue to closely monitor progress. Equity: 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
5. North Hollywood to Pasadena BRT			21%	N/A	Program Management Support Service (PMSS), Architect & Engineering, Construction Manager/General Contractor (CM/GC) Phase 1 (Pre-Construction) and 3 Early Works Packages (EWP) have been approved. Full Life of Project Budget has been approved by the Board. Equity: 60% of the project is within or adjacent to Equity Focus Communities.
6. G Line BRT Improvements			39%		Project LOP approved by Board in September 2024. Executed Early Works Package to commence construction on grade separations, station and bike path improvements. Advancing design on gated Intersections alternative including gates at 13 intersections and traffic signal reservicing at remaining crossings. Equity: 15 of 17 stations (88%) are within or adjacent to Equity Focus Communities.
7. I-105 Express Lanes			38%		Segment 1 construction started on 2/3/25 and we are at 74% completion. Segment 3 construction started in September 2026. Segments 2 100% design is currently under review with Caltrans. Equity: Report completed and no update this month.
8. East San Fernando Valley Transit Corridor			29%		At May 2026 Board meeting established a \$3,998,675,309 Life-of-Project (LOP) budget. Issued NTP for a \$2,430,954,364 contract with SFTC for design and construction on July 1, 2026. Baseline schedule submittal is under review. Forecasted Start of Revenue Operations - 2032 - Q1. Equity: 100% of the project is within or adjacent to Equity Focus Communities.
9. Southeast Gateway Line*	N/A	N/A	3%	N/A	Pre-Construction LOP budget was approved by Metro Board in February 2025. The Project plans to go to the Board in FY27 to increase budget for real estate and early construction activities. The Project is pending FTA Approval for Entry into Engineering. Equity: 65% of the project is within or adjacent to Equity Focus Communities.
10. Vermont Transit Corridor*			26%		Pre-Construction Budget approved February 2026. Full Life of Project (LOP) Budget approved September 2026. Equity: 87% of the project is within or adjacent to Equity Focus Communities.
11. Link Union Station (LINK US)*	N/A	N/A	-	N/A	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). The Program completion is on track for completion of Phase A in mid-September 2031. Equity: 100% of the project is within or adjacent to Equity Focus Communities.

Budget and Schedule Variance



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)

Safety (Recordable Injury Rate)



<10% below
National Average



Within 10% below
National Average



Above National
Average



*Projects without a LOP budget

October 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Small Business Project Status Summary Chart (reflective of payments reported through August 2026)

*Projects without a LOP budget

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

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	Adjusted Participation %	% Complete	Comments**
1. Division 20 Portal Widening Turnback	Construction	SBE	19.34%	19.06%	OK	+0.10%	20.15%	96%	The Div. 20 project has reached 96% completion, based on payments. This project is currently in SBE and DVBE shortfall. Tutor Perini Corp has a 0.28% SBE shortfall and a 0.27% DVBE shortfall. TPC has reported that it expects to meet the SBE commitment by the end of the project.
		DVBE	3.31%	3.04%	OK	-0.07%	3.22%		
2. Westside Purple Line Extension Section 2 (D-Line)	Design	DBE	-	-		-	-	92%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 55 certified small businesses participating in this contract.
	Construction	DBE	-	-		-	-	90%	
3. I-5 North County Enhancements Project	Construction	DBE	-	-		-	-	77%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 31 certified small businesses participating in this contract.
4. Westside Purple Line Extension Section 3 Stations, Trackwork, Systems and Testing (D-Line)	Design	DBE	-	-		-	-	100%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 44 certified small businesses participating in this contract.
	Construction	DBE	-	-		-	-	89%	
4. Westside Purple Line Extension Section 3 Tunnels (D-Line)	Design	DBE	-	-		-	-	99%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 71 certified small businesses participating in this contract.
	Construction	DBE	-	-		-	-	95%	
5. North Hollywood to Pasadena BRT	PMSS	SBE	35.59%	55.34%	OK	-16.95%	-	41%	Ramos Consulting Services, Inc's (RCS) continues to exceed both SBE and DVBE commitments by 19.75% and 1.13%, respectively.
		DVBE	3%	4.13%	OK	-0.93%	-		
	A&E	SBE	37.69%	39.24%	OK	+4.71%	-	87%	HDR Engineering (HDR) is exceeding both the SBE and DVBE commitments by 1.55% and 0.38%, respectively.
		DVBE	3%	3.38%	OK	N/C	-		
5. North Hollywood to Pasadena BRT (Phase 1)	CM/GC	SBE	43.26%	54.24%	OK	+14.77%	-	73%	Myers-Shimmick, A Joint Venture (MSJV) current level of SBE and DVBE participation is 54.24% and 6.50%, respectively, exceeding both SBE and DVBE commitments by 10.98% SBE and 3.01% DVBE. Based on payments, Phase 1 is 73% complete. Staff will continue to monitor this project for attainment.
		DVBE	3.49%	6.50%	OK	-3.68%	-		



Small Business Project Status Summary Chart (reflective of payments reported through August 2026)

*Projects without a LOP budget

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

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	Adjusted Participation %	% Complete	Comments**
5. North Hollywood to Pasadena BRT (Phase 2)	CM/GC	SBE	26.70%	36.27%	OK	-10.94%	-	7%	Myers-Shimmick, A Joint Venture (MSJV) current level of SBE and DVBE participation is 36.27% and 5.94%, respectively. Based on payments, Phase 2 (EWP's) is 7% complete. Staff will continue to monitor this project for attainment.
		DVBE	1.52%	5.94%	OK	-4.74%	-		
6. G Line BRT Improvements (PDB Phase 1) (G-Line)	PDB Phase 1	SBE	18.35%	20.18%	OK	-0.66%	-	99%	Valley Transit Partners (VTP) continues to exceed their SBE and DVBE commitments on this project by 1.83% and 0.32%, respectively. Phase 1 is currently at 99% completion, based on payments and is in close-out.
		DVBE	3.73%	4.05%	OK	-0.13%	-		
6. G Line BRT Improvements (PDB Phase 2) (G-Line)	PDB Phase 2	SBE	24%	18.05%	⚠	+4.02%	-	45%	Valley Transit Partners' current level of SBE and DVBE is 18.05% and 1.84%, respectively. While the contractor's current performance reflects a shortfall, it is important to note that Phase 2 is only 45% complete. At 50% contract completion, staff will assess participation levels. If participation falls below the committed percentages, DEOD will request a shortfall mitigation plan. Staff will continue to closely monitor progress to ensure compliance and achievement of the commitments by project completion.
		DVBE	3%	1.84%	OK	+0.36%	-		
7. I-105 Express Lanes (Phase 1)	CM/GC	DBE	-	-		-	-	95%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 6 certified small businesses participating in this contract.
7. I-105 Express Lanes (Phase 2)	CM/GC	DBE	-	-		-	-	88%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 22 certified small businesses participating in this contract.
8. East San Fernando Valley Transit Corridor	PE/DSDC	SBE	25%	23.67%	OK	+0.42%	-	100%	GFI has a 1.33% shortfall in the SBE commitment and is exceeding the DVBE commitment by 2.29%. GFI contends that shortfall is due to a change in the procurement method on the project and a delay in a number of scope elements that were planned for the SBE/DVBE subconsultants in Yr. 5. Staff will continue to monitor and track GFI efforts to meet the commitment on this project.
		DVBE	3%	5.29%	OK	-0.02%	-		
8. East San Fernando Valley Transit Corridor - AUA #1	DBB	DBE	-	-		-	-		Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 1 certified small businesses participating in this contract.
8. East San Fernando Valley Transit Corridor - Phase 1	PDB	DBE	-	-		-	-	95%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 27 certified small businesses participating in this contract.
8. East San Fernando Valley Transit Corridor - Phase 2	PDB	DBE	-	-		-	-	86%	Although tracking of DBE participation is temporarily suspended, it is noteworthy that there are 34 certified small businesses participating in this contract.



Small Business Project Status Summary Chart (reflective of payments reported through August 2026)

*Projects without a LOP budget

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

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	Adjusted Participation %	% Complete	Comments**
9. Southeast Gateway Line * (SEGL)	PMSS	DBE	-	-		-	-	22%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 10 certified small businesses participating in this contract.
	A&E	DBE	-	-		-	-	78%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 20 certified small businesses participating in this contract.
10. Vermont Transit Corridor *	PE	DBE	-	-		-	-	31%	Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 10 certified small businesses participating in this contract.
11. Link Union Station (LINK US) *	CM/GC	DBE	-	-		-	-	46%	Flatiron Dragados West LLC made a 22.43% SBE, 3.09% SB Micro, 3.66% DVBE and 10% DBE commitment on Phase 1 – Pre-Construction Services. While the current levels of participation fall below the commitment, at 7.20% SBE and 1.15% SB Micro, the project is early on with opportunity to increase participation levels. As the project progresses, staff will assess participation levels and engage the contractor if participation remains below the committed percentages. Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 7 certified small businesses participating in this contract.
		SBE	22.43%	7.20%	⚠	+7.20%	-		
		DVBE	3.66%	0%	⬜	0%	-		
		SB Micro	3.09%	1.15%	OK	+1.15%	-		
	CMSS	DBE	-	-		-	-	7%	TY Lin International made a 20.74% SBE, 5.29% SB Micro, 3.05% DVBE and 10.44% DBE commitment on this contract. Based on payments the contract is 7% complete. Although counting of DBE participation is temporarily suspended, it is noteworthy that there are 6 certified small businesses participating in this contract.
		SBE	20.74%	4.69%	⚠	+4.69%	-		
		DVBE	3.05%	0%	⬜	0%	-		
		SB Micro	5.29%	0%	⚠	0%	-		



Division 20 Portal Widening Turnback

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$801.75M	\$1,056M	\$1,056M	\$1,056M 

*Original LOP approved at the February 2020 Board meeting for award of contract.
LOP increase approved at October 2024 Board meeting.*

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	June 2024	Spring 2026	Winter 2028	Winter 2028 

*Project is 89% complete.
Rebaseline schedule April 2024.
Current forecast is Contractor's recent schedule update.*



Division 20 Portal Widening Turnback

Safety

Project Construction Hours: 1,751,971;
Recordable Injury Rate: 1.4 vs. National Average: 2.3.

Updates

Overall Project Progress is 89% complete.

Construction Contract Progress is 89% complete.

C1136 TPC Portal Widening Turnback Contract

- Cutover B track installation in progress
- Cutover E underground work in progress
- Cutover D completed and turned over

C1184 C3M Traction Power Substation Contract

- Contract is 100%
- Final contract MOD being developed

Coordination with Adjacent Projects

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

Equity

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



Division 20 Portal Widening Project Map



Bungalow A delivery and setting



East Portal Tracks switch rods



October 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Westside Purple Line Extension Section 2

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$2,441M	\$2,575M	\$2,797M - \$2,876M	\$2,797M - \$2,876M 

FFGA Budget Amount: \$2,499M

Re-baseline Schedule September 2025.

LOP Budget Amendment July 2023. Excludes finance costs.

Delay claims & RFCs are currently being negotiated. The results will be reflected in future updates, subject to Board Approval. Current Forecast range is from the FY26 Annual Program Evaluation (APE).

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	August 2025	Spring 2027	Spring 2027	Spring 2027 

Project is 95% complete.

Re-baseline Schedule September 2025.



Westside Purple Line Extension Section 2

Safety

Project Construction Hours: 6,705,909;

Recordable Injury Rate: 2.12 vs. National Average: 2.3.

Updates

Overall Project Progress is 95% complete.

Construction Contract Progress is 95% complete.

Century City Station (CCS)

- Completed pile installation for all appendages
- Entrance backfill 97% complete
- Installed 5 out of 6 entry portal canopies
- Ongoing art work preparation at different levels
- Ongoing construction of side structures, room finishes, MEP & systems installation
- Ongoing LFAT activities
- Ongoing Street restoration

Beverly Dr Station (BDS)

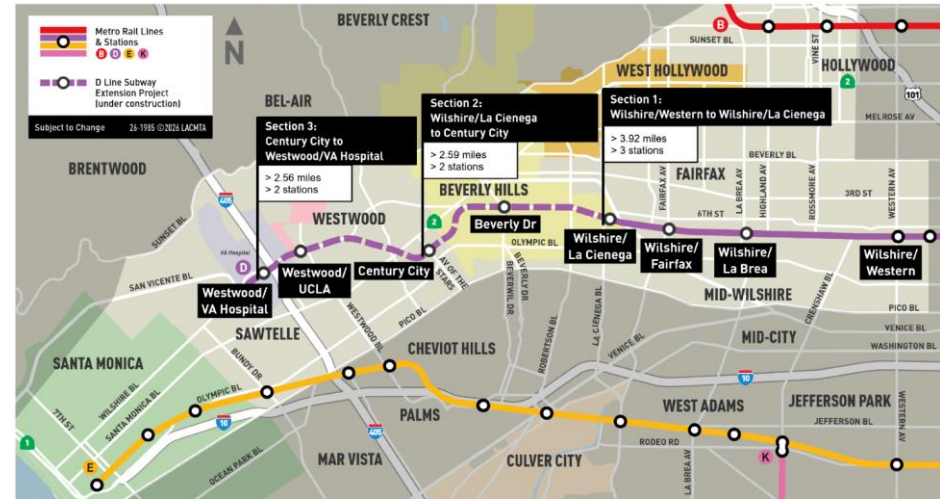
- Ongoing installation of elevators & escalators
- Installation of platform module Terrazzo floor pavers
- Ongoing installation of bike hub canopy
- Ongoing installation of the mosaic art at concourse level
- Ongoing construction of side structures, room finishes, MEP & systems
- Ongoing LFAT activities
- Ongoing Street restoration

Tunnels

- Ongoing installation of third rail & coverboards
- Removal of bulkhead at PLE1 & PLE2 interface
- Ongoing installation of MEP & systems in the tunnels & cross passages
- Ongoing track punchlist remediation
- Ongoing LFAT activities
- Ongoing restoration (tunnels & Tunnel Access Shaft)

Equity

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



Purple Line Extension Projects Alignment



Beverly Dr Station
Granite Slab Installation



Century City Station
Canopy Installation



Removal of BR Bulkhead
Wall at PLE1 and PLE2
Interface



October 2026 Construction Committee

I-5 North County Enhancements Project

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$679.37M	N/A	\$679.37M	\$679.37M 

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

SCHEDULE	Substantial Completion			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	July 2026	Spring 2027	Winter 2027	Spring 2027 

Project is 74% complete.

The project schedule was re-sequenced to reduce overall delays. Revised Baseline Schedule was approved.



I-5 North County Enhancements Project

Safety

Project Construction Hours: 1,566,676;

Recordable Injury Rate: 1.53 vs. National Average: 2.3.

Updates

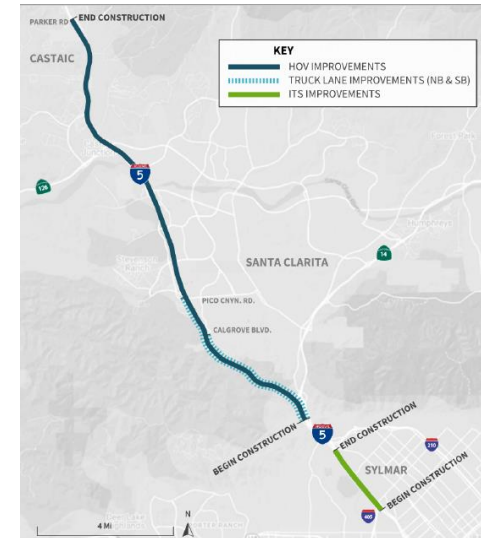
Overall Project Progress is 74% complete.

Construction Contract Progress is 78% complete.

- Project work includes drainage, electrical, grading, SB and NB shoulder paving throughout.
- Structural work includes completion of approach slabs and retaining walls.
- Only one retaining wall remains.
- Critical work includes final retaining wall 2416, drainage and underground electrical, and roadway paving.

Equity

Although the project is not located within or adjacent to an Equity Focus Communities (EFC), it serves as a major regional corridor that provides access to and from multiple EFCs throughout Los Angeles.



I-5 North County Enhancements Project Map



Aggregate Base
Valencia SB
Onramp



LCB Paving Valencia
SB Onramp



Conduit Installation



Westside Purple Line Extension Section 3

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$3,224M	\$3,277M	\$3,277M	\$3,277M 

FFGA Budget Amount: \$3,599M

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

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

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	March 2027	Fall 2027	Fall 2027	Fall 2027 

Project is 87% complete.

Approved Rebaseline schedule is based upon executed modification.



Westside Purple Line Extension Section 3

Safety

Project Construction Hours: 6,044,980;

Recordable Injury Rate: 1.52 vs. National Average: 2.3.

- C1151: Project Hours: 2,097,445; Recordable Injury Rate: 2.29
- C1152: Project Hours: 3,947,535; Recordable Injury Rate: 1.11

Updates

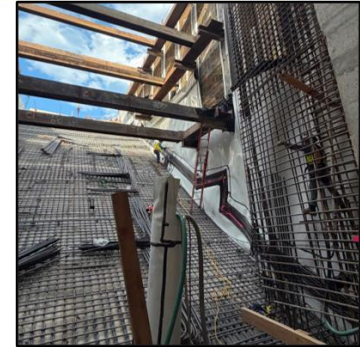
Overall Project Progress is 87% complete.

Construction Contract Progress is 87% complete.

- Final design progress is 99.5% complete.
- **UCLA Station:** Main entrance invert slab of escalator/stairs 1 & 2 completed. Northeast Entrance invert completed and walls ongoing. Southeast Entrance excavation completed. Main box escalators and elevators installation ongoing. Equipment installation and Mechanical/Electrical/Plumbing works ongoing.
- **VA Hospital Station:** Main station box appendages and main entrance concrete placement, backfill above roof, and elevator installation ongoing. Main station interior walls completed. North Entrance Plaza escalator installation started..
- **Tunnels:** Began contact rail installation. Continued special trackwork, lighting, fire sprinkler system and trainway feeder installation. Cable pulling continued in Reach 6 & 7.
- **Systems Testing:** Local Field Acceptance Testing ongoing at UCLA and VA Hospital Stations and tunnels.
- **VA Hospital Parking Structure:** Continued parking structure work, stair towers and columns. Electrical and plumbing work ongoing.

Equity

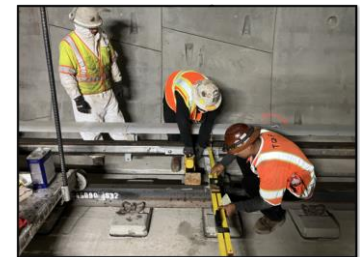
1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station:
Waterproofing on the Main Entrance



Westwood/VA Hospital Station:
Backfilling above the Main Entrance



Tunnels: Contact Rail Geometry
Check



North Hollywood to Pasadena BRT

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$428.99M	N/A	\$367M - \$465M	\$428.99M 

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	December 2027	N/A	Winter 2028	Spring 2028 

Project is 21% complete.

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



North Hollywood to Pasadena BRT

Safety

Project Construction Hours: N/A;

Recordable Injury Rate: N/A

Reporting will start after 80,000 hours.

Updates

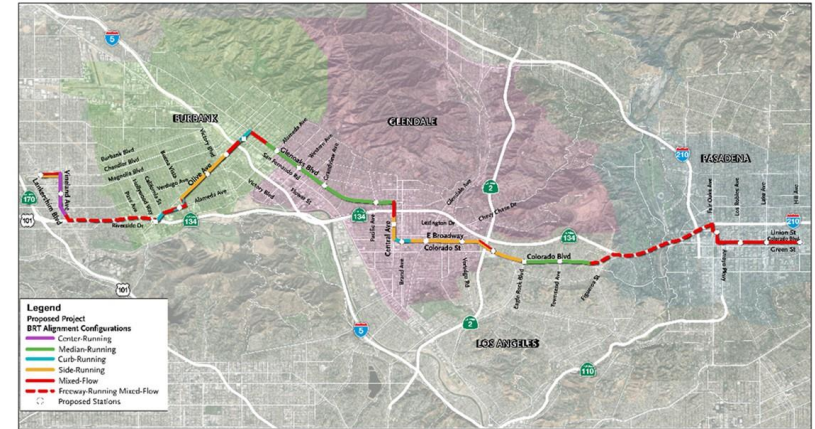
Overall Project Progress is 21% complete.

Construction Contract Progress is 3% complete.

- **Construction:** Pasadena Segment 37% complete
- Early Works Package 4 - Burbank and Glendale and BRT Stations construction approved in July 2026, LNTP issued in August 2026, NTP anticipated for September 2026
- Permits for Burbank and construction start in Burbank anticipated for September 2026
- AFC design packages for NoHo underway (September 2026)
- AFC design packages for Glendale and Eagle Rock underway (October 2026)

Equity

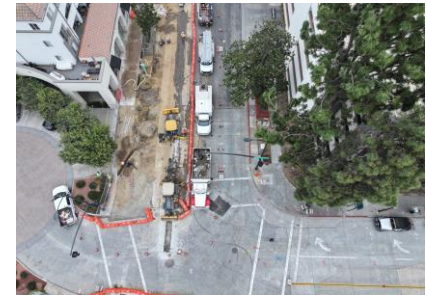
60% of the project is within or adjacent to Equity Focus Communities.



Project Map



Colorado and Lake Westbound
Station Construction



Holly and Arroyo Westbound
Station Construction



October 2026 Construction Committee

G Line BRT Improvements

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$668.45M	N/A	\$668.45M	\$668.45M 

Original LOP Budget was established based on the Board approval in September 2024.

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	December 2027	N/A	Fall 2027	Fall 2027 

Project is 39% complete.



G Line BRT Improvements

Safety

Project Construction Hours: 656,478;

Recordable Injury Rate: 1.22 vs. National Average: 2.3.

Updates

Overall Project Progress is 39% complete.

Construction Contract Progress is 21% complete.

Design

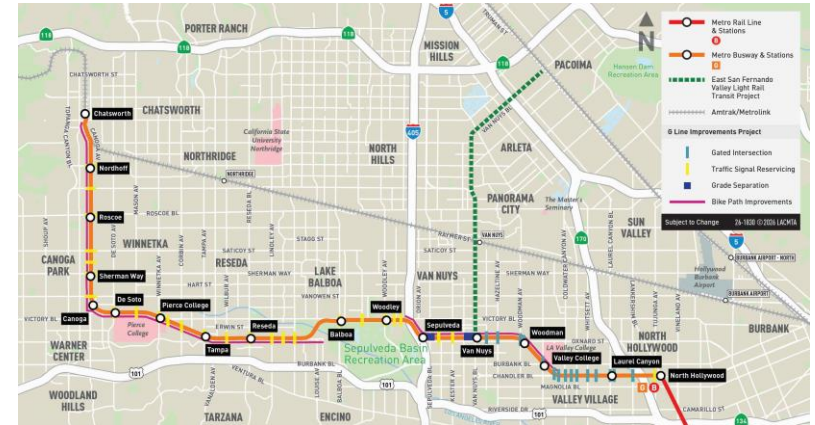
- Traffic Signal Reservicing (TSR) Preliminary Design Review approved, 60% design plans are under development
- Gated Intersections 100% design under review
- B Line fiber design AFC Segments 1, 2 and 3 have been approved

Construction

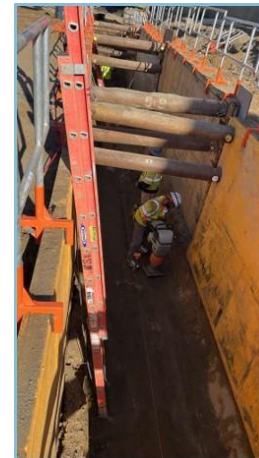
- Van Nuys bridge 80% complete, station 10% complete
- Vesper bridge 68% complete
- Sepulveda bridge 19% complete
- B Line Tunnel Fiber 41% complete

Equity

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



Project Map



Preparing Base for
Storm Drain at D5



Installing Shear Keys
on Abutment 1 at
Sepulveda



Drain board on Van
Nuys Abutment 5
Back Wall



October 2026 Construction Committee

I-105 Express Lanes

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$1,510M	N/A	\$1,510M	\$1,510M 

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

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	June 2029	Summer 2029	Summer 2029	Spring 2029 

Project is 38% complete.

Note: Above table shows Segment 2 & 3 forecasted completion date. Segment 1 is forecasted to complete by December 2027.



I-105 Express Lanes

Safety

Project Construction Hours: 780,089;

Recordable Injury Rate: 1.53 vs. National Average: 2.3.

Updates

Overall Project Progress is 38% complete.

Construction Contract Progress is 30% complete.

Segment 1

- Construction is 74% complete.
- Outside widening structure work is near completion. Median toll system work is on-going.
- Roadside Toll Collection System (RTCS) received encroachment permit from Caltrans.
- Project team continues working with Caltrans and Metro Rail Operations and Maintenance for the work schedule in the freeway median adjacent to the C Line.

Segments 2 and 3

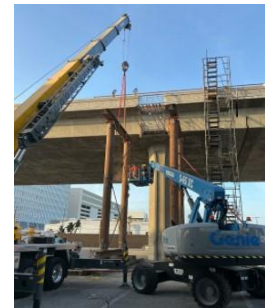
- Seg 3 100% design package was approved, and encroachment permit was issued by Caltrans.
- Seg 2 100% design updates are in progress per Caltrans comments.
- Seg 3 construction started as of September 2026.
- Seg 2 construction is expected to start in October 2026.
- Seg 2 ROW acquisition appraisal process is completed and offer packages were sent out.
- Project financing has been finalized as of September 3, 2026.
- Seg 3 design is coordinating with the Southeast Gateway Line project.

Equity

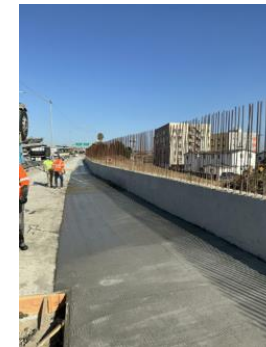
Report completed and no update this month



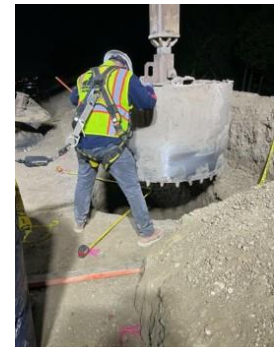
Project Map



Falsework
Installation for OH
Sign Structure



Finishing JPCP along
105 WB



Drilling CIDH for
sign foundation



East San Fernando Valley Transit Corridor

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$3,999M	N/A	\$3,573M - \$3,999M	\$3,999M 

FFGA Budget Amount: \$3,573M

Original LOP Budget was established based on the Board approval in May 2026.

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	January 2032	N/A	Fall 2031	Winter 2032 

Project is 29% complete.

Original schedule May 2026.



East San Fernando Valley Transit Corridor

Safety

Project Construction Hours: 592,310;

Recordable Injury Rate: 1.35 vs. National Average: 2.3.

Updates

Overall Project Progress is 29% complete.

Construction Contract Progress is 21% complete.

Real Estate

- Maintenance & Storage Facility (MSF) - 15 of 19 parcels acquired
- Traction Power Substations - 6 of 11 parcels acquired
- Train Control Bungalows – 1 of 4 parcels acquired

PDB Contract

- Final Design is at the project-wide 95% level.
- Abatement and demolition of structures at the site of the new Maintenance & Storage Facility.
- Water, power, and sewer utility relocations continue along Van Nuys Blvd.
- LADWP and SoCal Gas are completing self-perform utility relocations.

Light Rail Vehicle (LRV) Procurement

- LRV Manufacturing contract scheduled for award this winter.

Equity

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



ESFV Project Map



Telecom
installation on Van
Nuys Blvd.



MSF Demolition



Pacoima Wash Box
Culvert
Replacement



October 2026 Construction Committee

Southeast Gateway Line

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction	\$997.75M	\$997.75M	\$997.75M 
	Project	N/A	\$8,200M - \$9,500M	\$8,200M - \$9,500M

The Board approved the Pre-Construction Budget in February 2025.

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

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

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Fall 2035	Fall 2035

Project is 3% complete.

Current schedule forecast reflects Metro's Internal Schedule.



Southeast Gateway Line

Safety

Project Construction Hours: N/A;

Recordable Injury Rate: N/A

N/A - Construction not started.

Updates

Overall Project Progress is 3% complete.

Advanced Engineering

- **Advancing design for critical elements:** utilities at various design stages, freight and grade crossings progressing to 90%, I-105 bridge 65% design received & under review.
- Refining the 30% design for LRT elements

Advanced Works Construction Contract (CM/GC)

- EWP-01 additional hazmat sampling and testing executed
- EWP-2 Advanced Utility Relocation is under development

Other work

- Self-performing utility relocations are in progress
- Construction Maintenance Agreement - Continue negotiations on agreement terms with UPRR/Ports/Caltrans
- Appraisals are underway. Property Impact Statements under development
- Draft Centralized Permitting Agreement under review by Cities

Equity

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



Southeast Gateway Line Project Map



October 2026 Construction Committee

Los Angeles County Metropolitan Transportation Authority

Vermont Transit Corridor

BUDGET				
	Original Budget	Revised Budget	Previous Forecast	Current Forecast
	\$413.79M	N/A	\$328M - \$400M	\$413.79M 

Original LOP Budget was established based on the Board approval in September 2026.

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	June 2028	N/A	Spring 2028	Spring 2028 

*Project is 26% complete.
Original schedule September 2026.*



Vermont Transit Corridor

Safety

Project Construction Hours: N/A;

Recordable Injury Rate: N/A

N/A - Construction not started.

Updates

Overall Project Progress is 26% complete.

Pre-Construction Progress is 86% complete.

Design/Pre-Construction

- AFC design package for Advanced Utility Relocate (AUR) and Pavement submitted (July / August 2026)
- 100% design for Signing/Striping submitted (August 2026)
- 60% design for Station Package 3 submitted (August 2026)
- OPC 1 submittal complete (August 2026)
- Station potholing completed (August 2026)
- 100% design for Station Package 1 and 2 underway (September/October 2026)
- EWP 1 package underway (September 2026)
- EWP 2 package subcontractor solicitation and quantity reconciliation

Federal Transportation Authority (FTA)

- FTA Small Starts Grant awarded

Equity

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



Vermont - Project Map



October 2026 Construction Committee

Link Union Station (LINK US)

BUDGET				
		Approved Budget To Date	Previous Forecast	Current Forecast
	Pre-Construction	\$507.88M	\$507.88M	\$507.88M 
	Project	N/A	\$1,500M - \$1,800M	\$1,500M - \$1,800M

*The Board approved a Pre-Construction Budget in May 2026 and an amended Pre-Construction Budget in February 2026.
The Board has not established LOP budget for the project.*

SCHEDULE	Revenue Operation			
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Summer 2031	Summer 2031



Link Union Station (LINK US)

Safety

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

Updates

Design Progress is 95% complete.

- Anticipated CMGC EWP1 Notice to Proceed in October 2026, for Construction of Test Pile and Potholing for the Union Station Southwest Turnaround
- Negotiating Scope and Cost for CMGC EWP2 (Southwest Turnaround Construction and Archeo. Investigation)
- Metro was not awarded the FRA Federal-State Partnership (FSP) for Intercity Passenger Rail grant; the project is seeking additional ITIP and TCEP Grants with the state
- Seeking approval of Metrolink Task Orders (TO 2 and TO 4) for Design Review Support and Procurement of Rail Facilities
- Submission of 95% Design of Phase 2 Supplemental was completed in September 2026
- Completed Phase II Environmental Assessment at the West Bank

Equity

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



Completed Phase II Environmental Assessment



Completed Phase II Environmental Assessment





Board Report

File #: 2026-0539, **File Type:** Oral Report / Presentation

Agenda Number: 20.

CONSTRUCTION COMMITTEE OCTOBER 14, 2026

SUBJECT: CALTRANS QUARTERLY UPDATE

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

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

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

- **SR-71 South Segment Project (SR-71 South):** Caltrans is the lead agency delivering this project. SR-71 South has been under construction for almost four years. The Project was substantially completed in October 2025, with all northbound lanes open to traffic. The southbound HOV lane was opened to traffic in April 2026. At the August 2025 California Transportation Commission meeting, Caltrans requested and was granted 13 additional months to complete the plant establishment period for the Project.
- **SR-57/60 Interchange Improvements Project:** Caltrans remains a key partner; the construction phase is being led by SGVCOG. The project has been under construction for more than two years and is currently 59% complete. Ongoing work includes foundation construction, retaining walls, and utility relocations. The project is also designated as a 28x2028 project. Approved value engineering proposals have advanced the Grand Avenue Bridge completion date to July 2028. Completing this critical milestone ahead of the 2028 Olympic and Paralympic Games will provide access and congestion-relief benefit to the region.

EQUITY PLATFORM

SR-71 South Segment Project

Disadvantaged Business Enterprise/ Small Business Enterprise Commitments

Projects administered by Caltrans have federal aid and Disadvantaged Business Enterprise (DBE) commitment goals based on the contract bid amount for federal aid projects. SR-71 South did not have federal participation, so a DBE goal was not required, however, the Contractor achieved 0.45% in DBE participation.

Project-Based Equity Considerations

The SR-71 South Segment (Phase 1) Project is adjacent to Equity Focus Communities (EFC) in Pomona. Communities in Pomona will benefit from the proposed improvements that address existing operational deficiencies and unsafe conditions; and provide mobility options. For example, Caltrans received recommendations to convert the corridor to a freeway to reduce the number of motorists that use nearby residential streets to bypass the congestion caused by the signalized intersections along the SR-71 corridor. In response to this concern, Pomona passed a resolution on January 7, 2013, to adopt Alternative No. 3, the at-grade design with no local street crossings between Mission Boulevard and Rio Rancho Road as the Locally Preferred Alternative (LPA) for SR-71 South. Subsequently, Caltrans selected Alternative No.3 as the LPA which is currently under construction.

According to Caltrans, SR-71 experiences collision rates that are higher than the statewide average, with 1.48 collisions per million vehicle miles, as compared to 1.14 collisions per million vehicle miles countywide reported for a 3-year period. The fatal injury rate also exceeds the average rate by 19%. Collisions usually occur throughout the day, with the majority (70%) of the collisions occurring during daylight hours. Also, the Caltrans collision summary data tables suggest the existing at-grade intersections appear to be the primary cause of the collisions; 71% of the collisions reported are rear-end and sideswipe incidents that occur during congested conditions. Upgrading the SR-71 expressway to a full access-controlled facility will improve mobility and enhance safety.

Other comments received during the public hearing process for the SR-71 corridor improvements include the desire to beautify the project area, concerns and questions about the number of collisions, funding and the schedule for the proposed improvements, the selection process for the Locally Preferred Alternative, existing traffic on Ninth Street, soundproofing, access to the Philips Ranch area, property acquisitions, frontage road access, construction detours, and keeping Philips Drive open.

The SR-71 South Project does not displace any residents or businesses.

Community Engagement

It is general practice for Caltrans, in coordination with the local jurisdictions, to determine community engagement processes specific to each type of transportation improvement. This coordination is aligned with the Caltrans Race & Equity Action Plan to address systemic racial inequities that exist within the transportation sector.

Throughout the construction phase for SR-71 South (and other Caltrans construction projects), outreach efforts consist of sending press releases to cities, communities, elected officials, and multiple media outlets (talk radio, cable news) and social media platforms (X/Twitter, Instagram) that

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

SR 57/60 Interchange Improvements Project

Disadvantaged Business Enterprise/ Small Business Enterprise Commitments

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

Project-Based Equity Considerations

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

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

Community Engagement

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

VEHICLE MILES TRAVELED OUTCOME

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. The projects identified in this Board Report will likely increase VMT in LA County, as it includes updates to Measure M funded highway projects. Although some individual projects may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

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

SR-71 South Segment Project

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

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

SR 57/60 Interchange Improvements Project

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

ATTACHMENT

Attachment A - Status of Caltrans Construction Projects sponsored by Metro

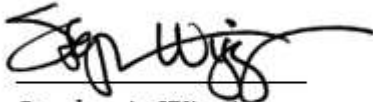
Prepared by: John Yang, Deputy District Director, Caltrans District 7, (213) 761-3255
Kevin Lai, Director of Capital Projects, San Gabriel Valley Council of Governments, (626) 457-1800

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Stephanie Wiggins
Chief Executive Officer

Caltrans Quarterly Update

(#2026-0539)

October 14, 2026

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	Disadvantage Business Enterprise Goal	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
State Route 71 South Segment	N/A					Contract progress: Substantial complete. All widened roadway completed. Punchlist is being worked on with the contractor.

State Route 71 South Segment

BUDGET				
	Board Approved Construction Budget	Executed Construction Funding Agreement (or LOP)	Current Expenditure	Current Forecast
	\$124.1M	\$124.1M	\$113.8M	\$124.1M

SCHEDULE				
	Original Substantial Completion	Revised Substantial Completion	Actual Substantial Completion	Contract Acceptance
	April 2024	October 2025	October 2025	November 2026



State Route 71 (SR-71) South Segment

- Project reached substantial completion milestone (new lanes opened to traffic) on 10/31/25. Working with the contractor to complete punchlist items.
- HOV lane striping has been completed on April 7, 2026. All lanes are open to traffic.
- When Plant Establishment is completed in November 2026 this contract will be accepted.



State Route (SR)-71



Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	Disadvantage Business Enterprise Goal	Variance Approved Life of Project	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
State Route (SR) 57/60 Interchange Improvements	N/A					Contract progress: 59 % complete. - Current Delay: The contractor is approximately 14 working days behind schedule. - Substantial completion is currently past the 2028 Summer Olympics. Operational capacity will not be affected due to construction. - This includes a schedule delay attributable to a late notification to Southern California Edison (SCE) by the contractor. - Working on value engineering with Caltrans seeking approval on revised staging for concurrent bridge construction, potentially mitigating months of delay. - Working on value engineering with Engineer of Record (EOR) to evaluate soil settlement periods at Grand Avenue, potentially mitigating months of delay. - Contractor is also looking at options to accelerate bridge.

State Route (SR) 57/60 Interchange Improvements

BUDGET				
	Board Approved Construction Budget	Executed Construction Funding Agreement	Expenditures to Date (as of July 2026)	Current Forecast
	\$293.6M	\$275.6M	\$160M	\$275.6M

SCHEDULE				
	Original Baseline	Current Schedule	Previous Reporting Period (as of July 2026)	Current Forecast*
	July 2028	September 2028	February 2029	September 2028

*Completion of Grand Avenue Bridge is anticipated in July 2028 (ahead of the 2028 Olympic Games).



State Route (SR) 57/60 Interchange Improvements

- Construction Progress: 55% complete as of June 2026.
- Continued retaining wall 110,308,332 construction at various locations.
- Continued utility relocations on Grand Avenue.
- Deck Concrete Pour at First Half of Grand Ave bridge.
- EB 60 Separation Bridge – Pile Foundation and Column Construction
- EB 60 Bypass Viaduct – Bent and Hinge Construction



Bent and Hinge work at EB 60 Bypass Viaduct



Deck Concrete Pour at Grand Avenue Bridge

