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Agenda - Final

Thursday, February 17, 2022

11:00 AM

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Construction Committee

Tim Sandoval, Chair

Fernando Dutra, Vice Chair

Jacquelyn Dupont-Walker

Janice Hahn

Paul Krekorian

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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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.

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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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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.

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Board Administration

One Gateway Plaza

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Los Angeles, CA 90012

CALL TO ORDER**ROLL CALL**

26. **SUBJECT: LOCAL SMALL BUSINESS PREFERENCE** [2022-0025](#)

RECOMMENDATION

APPROVE:

- A. RECEIVING AND FILING the report back to Motion 31 on a Local Small Business Enterprise (LSBE) Program; and
- B. AUTHORIZING the CEO to implement a three-year Pilot LSBE Preference Program inclusive of Five Point Preference Incentive for negotiated procurements.

Attachments: [Attachment A - Motion 31 Local Preference - Contracting](#)

27. **SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY INCREASE** [2021-0765](#)

RECOMMENDATION

AMEND the Life-of-Project (LOP) budget by \$75,000,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$801,749,577 to \$876,749,577 using the fund sources (Attachment A), consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

Attachments: [Attachment A - Updated LOP Sources of Funds](#)
[Attachment B - Unified Measure R and Measure M Cost Mgmt Policy Analysis](#)
[Attachment C - Breakdown of Cost](#)
[Presentation](#)

28. **SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT** [2022-0018](#)

RECOMMENDATION

RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

Attachments: [Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT[2022-0071](#)

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 #: 2022-0025, File Type: Motion / Motion Response

Agenda Number: 26.

REVISED
CONSTRUCTION COMMITTEE
FEBRUARY 17, 2022

SUBJECT: LOCAL SMALL BUSINESS PREFERENCE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the report back to Motion 31 on a Local Small Business Enterprise (LSBE) Program; and
- B. AUTHORIZING the CEO to implement a three-year Pilot LSBE Preference Program inclusive of Five Point Preference Incentive for negotiated procurements.

DUPONT-WALKER AMENDMENT:

- A. Report back in August 2022 on how Metro can encourage greater than 30% LBSE participation for proposers that do not meet the LSBE criteria as a prime but subcontract to LBSE eligible businesses, either through additional preference credits beyond the five points offered by the pilot or providing further incentives in the procurement process; and
- B. Request Metro to conduct an external audit no later than one year into the pilot to ensure eligible small businesses are meeting the stated eligibility requirement of being headquartered in LA County for at least 6 months.

ISSUE

On October 21, 2021, the Board passed Motion 31 (Directors Hahn, Dupont-Walker, Butts, Mitchell, Dutra, and Kuehl) requesting a report back in February 2022 on a Local Small Business Enterprise Program.

BACKGROUND

As LA County emerges from the COVID-19 pandemic, it is important to support local small businesses to ensure a clear path to economic recovery. Metro has a vested interest in leveraging,

to the greatest extent possible, the millions of dollars we pay to contractors to build, operate, and plan transportation projects for the benefit of LA County small businesses and its residents.

In May 2021, the US Department of Transportation (DOT) authorized a four-year pilot program allowing agencies like Metro to use Federal dollars for local hire, to target these resources for workforce development in the communities where our transportation projects are being built.

To support similar efforts on the contracting side and to promote local small business participation, staff via this motion has been asked to research small business local preference requirements and how they can be integrated into Metro’s contracting program. Doing this involves changes to Metro policies and State and Federal laws and regulations. This report provides a summary of staff’s benchmarking of National local preference programs, as well as Metro specific recommendations.

Implementation of a small business local preference initiative is in addition to Metro’s already implemented Disadvantaged Business Enterprise (DBE), Small Business Enterprise/Disabled Veterans Business Enterprise (SBE/DVBE) programs, the Medium-Size Business Enterprise (MSZ) and Small Business Prime (Set-Aside) programs, the Contracting Outreach and Mentoring Program (COMP) and Certification Initiatives.

DISCUSSION

Staff reviewed the feasibility of establishing a local small business preference program. The program must be race and gender-neutral, in accordance with state law (Proposition 209), which prohibits state governmental institutions from considering race, sex, or ethnicity, specifically in the areas of public employment, public contracting, and public education. In addition, the program must have a rational basis supported by a legitimate government purpose. For Metro, this means strengthening the local economy and maximizing contracting opportunities that increase capacity and growth of local small and historically under-utilized businesses within the communities in which Metro’s transportation projects are being built. The following responses to the Motion support the recommendations for a local small business preference program.

A. Survey local preference best practices nationally and make recommendations for local preference.

To evaluate a recommendation for Local Preference in small business contracting, staff benchmarked the application of Local Small Business Preference programs in contracting by sixteen (16) national, regional, and local transportation, county and city public agencies. In addition to eligibility, staff considered the preference incentives, contract thresholds, and program applicability. Six (6) of the sixteen (16) agencies benchmarked did not have a local preference program (DART, Sound Transit, LAUSD, Santa Clara VTA, CTA, and SBCTA).

The following matrix includes the results of the benchmarking survey:

Agency	Preference / Incentive	Contract Threshold	Applicability (RFP/IFB)
City of Los Angeles	8%	<\$150,000	RFP/IFB

LAWA	10%	≤\$100,000	RFP/IFB
Bay Area Rapid Transit (BART)	7% or 5% (based on funding)	>\$10,000,000	RFP/IFB
SF International Airport	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
County of Los Angeles	15%	>\$5,000	RFP/IFB
SFMTA	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
City and County of San Francisco	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
City of Houston	2.5%	≤\$100,000	RFP/IFB
County of San Bernardino	5%	≤ \$60K	RFP/IFB
City of San Diego	2%	>\$50,000	RFP/IFB

Only two transportation authorities had established a small local business enterprise preference program (BART and SFMTA) along with three airports (LAWA, San Francisco and San Diego Airports). The remaining local preference programs were established by local city and county governments with a wide array of criteria in terms of applicability. The standard preference incentives across all programs reviewed was a bid discount for Invitation to Bid (IFB) or evaluation points for Request for Proposals (RFP). Preference percentages ranged from 2% to 15%, depending on the funding source, dollar value or prime/subcontractor classification. Across all programs, 5% was the most common preference incentive.

Additionally, staff analyzed awards to Metro certified small businesses with zip codes within the City and County of Los Angeles and outside Los Angeles County from 2015 through December 2021. The awarded data reported is based on contracts tracked by Metro DEOD and does not represent Metro’s total spend.

Location	Total # of Contracts Awarded to Certified SBE Firms	Total # of \$'s Awarded to Certified SBE Firms	Total % of \$'s Awarded to Certified SBE Firms (rounded)	Total # of SBE Certified Firms that Received Contract Awards
City of Los Angeles	380	\$124,810,896	13%	147
County of Los Angeles	887	\$403,325,805	42%	378
Outside LA County	1101	\$425,342,375	45%	416
Total	2368	\$953,479,076	100%	941

Based on this data, and Metro’s geographic jurisdiction, it is recommended that the County of Los Angeles represent the boundary of Metro’s local small business preference program.

Certification Benchmarking

Metro staff conducted an analysis of several local and regional agencies to see which have a Local Preference certification program in place. Agencies surveyed included the following: The City of Los Angeles, Los Angeles World Airports (LAWA), The County of Los Angeles, Los Angeles Unified School District, Los Angeles Community College District, Metrolink, Metropolitan Water District, OmniTrans, The County of San Bernardino, and the U.S. Small Business Administration. Of the agencies surveyed, Metro found that the City of Los Angeles together with LAWA and the County of Los Angeles are the only agencies within the County of Los Angeles that have a Local Preference program.

The County of San Bernardino offers a Local Preference Program. In order to qualify, the firm's headquarters is required to be located within the County of San Bernardino and demonstrate they have been open and established for at least six months prior to the issuance of the solicitation. SBCTA and OmniTrans do not have a Local Business Preference Program.

The City of LA/LAWA offers two local preference certifications: Local Business Preference Program (LBE) certification and Local Small Business Enterprise (LSBE) certification. To qualify, firms must have a workspace within LA County and must be in compliance with all applicable laws relating to licensing and is not delinquent on any Los Angeles City or Los Angeles County taxes.

Firms must also be able to demonstrate one of the following:

- a) At least 50 percent of its full-time employees perform work within the boundaries of the County on at least 60 percent of their total hours worked on an annual basis; or
- b) It is headquartered in the County of Los Angeles. Headquartered means that the business physically conducts and manages all of its operations from a location in the County.

The Local Business Preference Program certification through the City of LA/LAWA does not require firms to be Small Business Enterprise (SBE) certified in order to qualify, however, the Local Small Business Enterprise certification offered does. The City of LA/LAWA recognizes and accepts a firm's Metro SBE certification, along with SBE certification from other agencies including DGS' Small Business certification, when applying for their LSBE program.

The County of Los Angeles offers LSBE certification which requires firms to be SBE certified prior to applying for LSBE certification. The business must meet the following criteria:

- Independently owned and operated and not dominant in its field of operation.
- The firms principal place of business is to be in Los Angeles County for at least the last 12 months.
- The owners (officers in the case of a corporation) must live in California and with its affiliates, be either:
 - A business with 100 or fewer employees and average annual gross receipts of \$15 million or less over the last three years.
 - A manufacturer with 100 or fewer employees.

The County of LA recognizes and accepts a firm's Metro SBE certification, along with DGS' Small Business certification, when applying for their LSBE program.

B. Evaluate and recommend changes to Metro policies regarding advancing local

preference in small, medium, and disadvantaged business contracting.

Local Preference Recommendation

Staff recommends a 5-point, three-year Pilot Local Small Business Enterprise (LSBE) Preference program on non-federally funded negotiated procurements equal to or in excess of one-hundred thousand dollars (\$100,000) with SBE/DVBE goals.

Negotiated Procurement

Action Type RFP	Threshold Level	Preference (Maximum)	Preference Type	Applicable to Federally Funded Acquisition	Applicable to Non-Federally Funded (State/Local) Acquisitions
Negotiated procurements for, Supplies, Equipment Materials and Services, including professional services	≥\$100,000	5	Evaluation Points (Bonus Points)	RFP	RFP
				No	Yes

LSBE Preference Application

- SBE Proposers that meet the LSBE criteria as a prime will receive a 5 point preference credit added to their evaluation score; or
- Proposers that do not meet the LSBE criteria as a prime but subcontract at least 30% of the contract value with eligible LSBE firms will receive a 5 point preference credit added to their evaluation score.
- For RFPs, the LSBE preference will be bonus points above the 100-point evaluation criteria scale.
- The maximum LSBE preference cannot exceed 5 evaluation points.

Initially, the three-year Pilot launch of the LSBE preference will only apply to non-federally funded negotiated procurements, within the proposed threshold. Metro must first seek a state law statute amendment to obtain authorization to implement the local preference on Metro competitive low bid procurements. Please see Section C to this report for a summary of activities being undertaken.

LSBE Certification

In order for firms to qualify for Metro’s Local Small Business Enterprise Preference program, they must first be SBE certified with Metro. In addition to meeting Metro’s SBE race and gender-neutral eligibility requirements, the firm must be:

- Headquartered in the County of Los Angeles. Headquartered means that the business

- physically conducts and manages all of its operations from a location in the County.
- The firm's headquarters must be in Los Angeles County for at least the last 6 months.

Currently, Metro has 1058 SBE certified firms in the County of Los Angeles, including a total of 354 firms certified in the City of LA that may qualify under Metro's Local Small Business Enterprise Preference Program.

Staff conducted an analysis of a representative sample of the firms that were SBE certified in the last 6 months and found that 49 of the 133 SBE firms certified were located in the County of Los Angeles. Of the 49 firms, 43 were headquartered in the County of LA. In total, 88% of the 6-month sample would meet Metro's proposed local preference certification criteria.

Metro does not recommend accepting LSBE certification from the City of Los Angeles/LAWA and the County of Los Angeles as these agencies each have local preference requirements that would affect and restrict a firm's potential to be certified under Metro's local preference program. The City of LA/LAWA requires that the firm's gross receipt for the previous year does not exceed \$5 million. The County of LA requires that firms be headquartered in the County of LA for 12 months and have annual gross receipts of \$15 million or less over the last three years whereas Metro would not have the 12-month timeframe and has a higher annual gross receipt cap of \$26.29 million over the last 5 years. Metro also does not recommend accepting the County of San Bernardino's Local Vendor certification as firms are not headquartered in Los Angeles County.

C. Review State and Federal laws and regulations and make recommendations for inclusion in future Federal and State Legislative Priorities.

The Board approved Federal and State Legislative program includes direction from the Board to seek changes to Federal and State law. Federal law (49 CFR § 661.21) currently prohibits the use of local procurement preferences on FTA-funded projects. In addition to this specific prohibition, the principle of federal preemption applies, whereby any provision of state/local law that contradicts a governing federal provision will be preempted by the federal provision when applicable. It is our understanding that any buy local procurement preference would violate broadly applicable Buy America requirements - which set forth a national preference instead of a local preference. The relevant USC provisions are 49 USC 5323(j) and 23 USC 313. Given the Board's adoption of a motion regarding Local Preference on October 21, 2021, Metro Government Relations will endeavor to change federal law to specifically allow buy local procurement provisions to be used alongside generally applicable Buy America provisions.

State law contains other provisions which limit our ability to exercise local preferences in our competitive low bid contracting. As of the writing of this report, Metro staff are coordinating to develop the specific changes, as recommended and upon Board approval, that will be needed in state law. We would seek to advance those changes in the 2022 State Legislative Session. Any changes to state law would only apply to state and/or locally funded projects after an assessment of the Pilot is complete for negotiated procurements. If Metro is successful in changing state law, the contract threshold and applicability for competitive low bid contracting could include:

Competitive Low Bid

Action Type IFB	Threshold Level	Preference (Maximum)	Preference Type	Applicable to Federally Funded Acquisition	Applicable to Non-Federally Funded (State/Local) Acquisitions
Awards under Sealed Bid for Supplies, Equipment Materials and Services, and Public Works, excluding Architecture and Engineering services	≥\$100,000	5%	Bid Discount (Bid Price Reduction)	IFB	IFB
				No	Subject to PUC (Section 130232) State Law Statute Amendment

LSBE Preference Application

- SBE Bidders that meet the LSBE criteria as a prime will receive a 5% bid discount.
- Bidders that do not meet the LSBE criteria as a prime but subcontract at least 30% of the contract value with eligible LSBE firms will receive a 5% bid discount.
- For IFBs, the preference is used to determine the bid discount for evaluation purposes but does not reduce the bid price.
- The maximum LSBE bid preference cannot exceed 5%.

Metro staff will work closely with the Board in advocating for changes to both federal and state law.

FINANCIAL IMPACT

Funding to support this program will be requested through the annual budget process.

EQUITY PLATFORM

The Transportation Business Advisory Council (TBAC), via a TBAC motion, also recommended that Metro implement a Local Small Business Preference Program to ensure that a portion of local tax dollars are allocated back to local small businesses to help grow the local economy. The proposed elements of Metro’s Local Small Business Enterprise Program were presented to TBAC at TBAC’s February 2022 meeting. According to U.S. Small Business Administration (SBA), small businesses represent 99.9% of all U.S. businesses. Small businesses not only contribute to the economic recovery of communities, but successful small businesses bring growth and innovation, and help stimulate economic growth by providing employment opportunities. Staff recommendations are to enhance equity by providing increased contracting opportunities for local regional small business-owned firms participation on Metro contracts. A framework to provide local preferences incentivizes prime contractors to utilize such firms, most of which are minority and/or women-owned, and projects

get the benefit of diverse collaboration, which contributes to the economic recovery of small businesses in the region.

Metro's Small Business Enterprise (SBE) program mirrors the Disadvantaged Business Enterprise (DBE) program, which means that all firms that qualify and are certified as a DBE are also certified as an SBE with Metro. Currently there are 2,340 Metro SBE certified firms. Of those SBE certified firms, 1,601 are also DBE certified. As a result, 68% of Metro's SBE certified firms are minority and/or women owned. These recommendations will help with the County's economic recovery by increasing the percentage of transportation dollars that remain in the region and within economically and socially disadvantaged communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This report supports strategic plan Goal 5.5, "Expanding opportunities for businesses and external organizations to work with Metro."

ALTERNATIVES CONSIDERED

The Board could elect to reject the Local Small Business Enterprise Program. This is not recommended as the Local Small Business Enterprise Program is a way for Metro to maximize its ability to support the local economy through contracting opportunities with regional transportation dollars.

NEXT STEPS

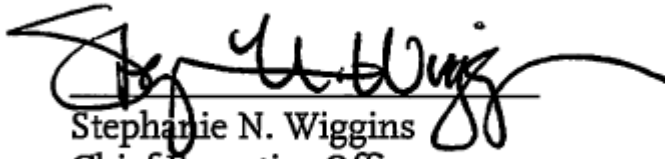
Upon Board approval, staff will proceed with finalizing the three-year Pilot LSBE program policy development, implementation, certification system changes, and solicitation updates required, with an anticipated launch in June 2022.

ATTACHMENTS

Attachment A - Motion 31 (October 21, 2021 Construction Committee Meeting)

Prepared by: Tashai Smith, Deputy Executive Officer, DEOD, (213) 922-2128
Dr. Irma Licea, Director, DEOD (213) 922-2207
Michael Turner, Deputy Executive Officer, Government Relations,
(213) 922-2122
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Reviewed by: Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2021-0686, **File Type:** Motion / Motion Response

Agenda Number: 31.

**CONSTRUCTION COMMITTEE MEETING
OCTOBER 21, 2021**

Motion by:

DIRECTORS HAHN, DUPONT-WALKER, BUTTS, MITCHELL, DUTRA, AND KUEHL

Local Preference

Every year, Metro pays hundreds of millions to contractors to build, operate, and plan transportation projects across Los Angeles County. Most of this comes from local sales taxes, which we all pay into to address our infrastructure needs.

In May 2021, the US Department of Transportation (DOT) authorized a four-year pilot program allowing agencies like Metro to use Federal dollars for local hire, to target these resources for workforce development in the communities where our transportation projects are being built.

As LA County emerges from the COVID-19 pandemic, it is more important than ever to support local economic opportunity, to ensure a path to economic recovery that especially targets communities where our transportation projects are being built and in economically and socially disadvantaged communities.

State law disallows the use of local preference in procurements awarded to the lowest bidder, and it is silent on giving local preference when procurements are awarded based on an array of criteria that are not limited to the lowest bidder.

So we can maximize our ability to support our region’s local economic opportunity with regional transportation dollars, Metro should give local preference on applicable procurements. Doing this involves possible changes to Metro policies and State and Federal laws and regulations.

SUBJECT: LOCAL PREFERENCE

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dupont-Walker, Butts, Mitchell, Dutra, and Kuehl that directs the CEO to:

- A. Survey local preference best practices nationally and make recommendations for local preference

criteria;

- B. Evaluate and recommend changes to Metro policies regarding advancing local preference in small, medium, and disadvantaged business contracting;
- C. Review State and Federal laws and regulations and make recommendations for inclusion in future Federal and State Legislative Priorities; and,
- D. Report back on these requests in February 2022.

The background features a large, stylized letter 'M' composed of several white, 3D rectangular blocks. The 'M' is set against a dark green circular backdrop. This green circle is partially overlaid by a large, curved orange shape that sweeps across the middle of the frame. The bottom portion of the image is a solid black area.

LOCAL PREFERENCE Motion 31

*Construction Committee
February 17, 2022*



LOCAL SMALL BUSINESS ENTERPRISE PREFERENCE (LSBE)

- Motion 43, December 2021
- Report Back and Requesting Approval for A LSBE Pilot
- Why LSBE?:
 - Small businesses represent 99.9% of all U.S. businesses
 - There are more than 250,000 small businesses in LA County
 - Small businesses contribute to local economies by bringing growth and innovation to the community
 - Small businesses create over 66% of net new jobs in local communities
 - Small and minority-owned businesses are disproportionately impacted by COVID-19 pandemic

LOCAL SMALL BUSINESS ENTERPRISE PREFERENCE (LSBE)

- Benchmarking / Survey Analysis:
 - Reviewed 16 Agencies (National, Regional, City, County, and local)
 - 6 of the 16 Agencies did not have a local preference (Sound Transit, DART, LAUSD, Santa Clara VTA, CTA, and SBCTA)
 - 10 of the 16 Agencies applied a local preference
 - Preference Range: from 2% up to 15%
 - Standard Application: Invitation for Bid (IFB) – Bid Discount; Request for Proposal (RFP) – Evaluations Points

LSBE BENCHMARKING

Agency	Preference / Incentive	Contract Threshold	Applicability (RFP/IFB)
City of Los Angeles	8%	<\$150,000	RFP/IFB
LAWA	10%	≤\$100,000	RFP/IFB
Bay Area Rapid Transit (BART)	7% or 5% (based on funding)	>\$10,000,000	RFP/IFB
SF International Airport	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
County of Los Angeles	15%	>\$5,000	RFP/IFB
SFMTA	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
City and County of San Francisco	10% (Prime) 5% (SBA-LBE's)	>\$10,000,000	RFP/IFB
City of Houston	2.5%	<\$100,000	RFP/IFB
County of San Bernardino	5%	≤ \$60K	RFP/IFB
City of San Diego	2%	>\$50,000	RFP/IFB

LSBE RECOMMENDATION /EXCLUSIONS:

- A (3) year pilot Local Small Business Enterprise (LSBE) Preference Program
 - Includes a 5-point Preference Incentive on non-federally funded negotiated procurement in excess of \$100,000 with SBE/DVBE goals
 - Applicability to IFB subject to PUC (Section 130232) Statute Amendment
 - Prohibited on DOT-assisted (FTA, FHWA) contracts
 - Eligible Proposers are required to meet or exceed the SBE/DVBE goals

LSBE APPLICABILITY

- SBE Proposers that meet the LSBE criteria as a prime will receive a 5-point preference (bonus points) added to their evaluation score; or
- Proposers that do not meet the LSBE criteria as a prime but subcontract at least 30% of the contract value with eligible LSBE firms will receive a 5-point preference (bonus points) added to their evaluation score.
- The LSBE preference bonus points is above the 100-point evaluation criteria scale.
- The maximum LSBE preference cannot exceed 5-points

LSBE CERTIFICATION RECOMMENDATION

- To qualify for Metro's Local Small Business Enterprise Preference program firms must first be SBE certified with Metro. In addition to meeting Metro's SBE eligibility requirements, the firm must be:
 - Headquartered in the County of Los Angeles. Headquartered means that the business physically conducts and manages all of its operations from a location in the County.
 - The firm's headquarters must be in Los Angeles County for at least the last 6 months.
- Metro's SBE certified firms in the City of LA and County of Los Angeles
 - Currently there are a total of 1058 firms certified in the County of Los Angeles, this includes 354 firms certified in the City of LA, that may qualify under Metro's Local Small Business Enterprise Preference Program.
 - Staff conducted a representative sample of the firms that were SBE certified in the last 6 six months and found that 49 of the 133 SBE firms certified were located in the County of Los Angeles. Of the 49 firms, 43 were headquartered in the County of LA. In total, 88% of the 6-month sample meets Metro's local preference criteria.



Metro

LSBE – Federal and State Legislative Impacts

- Federal law (49 CFR § 661.21) currently prohibits the use of local procurement preferences on FTA-funded projects.
- Subject to State law (PUC Section 130232) statutory amendment for competitive low bid.
- Government Relations will endeavor to change federal law to specifically allow buy local procurement provisions.
- Government Relations coordination with DEOD and Counsel to develop the specific changes, as recommended and upon Board approval, that will be needed in state law.

Q & A

Thank you



Metro

**Board Report**

File #: 2021-0765, **File Type:** Contract**Agenda Number:** 27.

**CONSTRUCTION COMMITTEE
FEBRUARY 17, 2022****SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY INCREASE****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AMEND the Life-of-Project (LOP) budget by \$75,000,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$801,749,577 to \$876,749,577 using the fund sources (Attachment A), consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

ISSUE

Division 20 Turnback Facility is a highly complex project to provide a turnback facility that enables trains to operate at reduced headways. The Purple Line Section 1 Project (PLE1), obtained a Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) that commits to reduced headways consistent with Metro's planned service levels. The Division 20 Turnback Project will allow Purple Line trains to turn back quickly and meet planned service levels and the FTA requirements. In order to achieve the reduced headways, modifications to the Division 20 Yard are being implemented, including major modifications to track, civil work, power and train control systems.

Significant issues with the design have generated changes and delays to the project. In addition to challenges with the design, the Division 20 scope of work has increased due to the complex nature of working in an operating yard over 30-years old. The Project's location over an old industrial site, its multiple interfacing projects, third-party requirements and the need to reconfigure the structural features of a 100-year-old bridge, have led to cost and schedule increases that were not anticipated as part of the original contract. The Project has not exceeded the Life of Project Budget (LOP) and has funded the changes with the contingency that was provided in the original LOP.

Due to these additional costs, the project has nearly depleted the contract contingency (see detailed discussion on remaining contingency in the Risk Analysis Section of this Report). This Board Action requests authorization to replenish contingency, which is critical to funding key change orders that have been submitted by the contractor and are directly related to moving forward with contract work

through an approximate one-year construction period. Completing the project through additional phases will bring the construction to a more advanced condition where staff can evaluate status of design changes and unforeseen site conditions and return to the board to report on any additional funding requirements that have been identified.

BACKGROUND

Per the project's Full Funding Grant Agreement (FFGA) for Section 1 of the Westside Purple Line Extension (WPLE), Metro is committed to achieving the capability to operate service at four-minute headways on the future Metro Purple Line. As a result of reduced headways, Metro will need to coordinate headways for Purple and Red Lines in the shared trunk portion of the tunnel system from Wilshire Vermont Station through 7th and Metro and Union Station.

The Metro Red/Purple Line trains "turn-back" at Union Station, reversing direction from east to west. The current minimum headway that can be achieved at Union Station is approximately four-minute service for combined Purple/Redline service (or seven-and-a-half minutes on the branches), but that will become impracticable and less efficient once the Westside Purple Line Extension begins operating and more trains are using the same tracks.

At present, non-revenue Metro Red/Purple Line trains proceed south of Union Station and through the portal just south of the US 101 Freeway before entering a complex set of switches in the Division 20 rail yard. To produce a clear benefit to current and future operations by increasing train speeds and ensuring system reliability, the existing tunnel portal must be widened to accommodate additional tracks and switches that diverge to become the turnback and yard leads.

In addition to the turnback facility, the Purple Line 1, Purple Line 2 and Purple Line 3 projects will add train vehicles to the Metro Fleet, generating a need for increased storage capacity in the Red/Purple Line Yard. Storage tracks are being constructed North and South of the First Street Bridge as part of the Division 20 Project. Complex switching and train movements must be integrated with the Turnback Facility to enable trains to move from storage onto the main line and into service through the Portal.

To install the new turnback facility and new storage for train vehicles, the current power substation for the yard must be relocated and upgraded to meet the power requirements for the Turnback Facility and added storage. Twelve different Construction Phases will be needed as geometry and alignments are modified for relocating and upgrading track, power, utilities and train control systems in different locations in the yard. The Contractor must maintain 24/7 operations with each phase requiring safety testing and formal turnback procedures before trains can be returned for in-service operations.

Finally, construction and pre-revenue testing of the portal widening and turnback facility must be coordinated in accordance with PLE Section 1 schedule for opening for Revenue Service.

Major project elements include portal widening, power relocation and upgrades, First Street Bridge modifications and seismic upgrade, installation of turnback facility and storage tracks, train control

and signaling systems installation and integration.

DISCUSSION

Construction is progressing well on the Division 20 Project. Coordination is productive between the Project Team, Metro Operations and the Contractor. The Project has successfully completed a major milestone consisting of a 100-hour closure of the Red Line Yard to upgrade the Microlock Operating System under which all trains move and are routed to and from the Main Line tracks. Civil work, power and utility relocations are moving forward and work on the First Street Bridge is advancing to completion.

Although construction is progressing, there have been numerous Contract Change Orders from the beginning of the contract due to issues with the design that have impacted cost and schedule. Further, the complex nature of working in an older yard, its location over an old industrial site, interfacing projects, third-party requirements and reconfiguring the 100-year-old First Street Bridge, have led to additional contract changes that were not anticipated as part of the original contract.

1. Design Changes

Since the approved LOP date and initial Issued for Bid (IFB) design was released, 1157 Requests for Information were received from the contractor and 84 Contract Change Orders to address related cost and schedule impacts. Design changes occurred so frequently, that the project team and designer slowed the project, held meetings and workshops to focus solely on reconciling and making corrections to the design. Resulting Contract CO 20 was the result, consisting of 43 separate changes and a \$43.3M cost impact. Numerous additional design changes have been identified and are being tracked under various Change Orders.

2. Yard Operation Requirements Not Identified Prior to Bid

Design changes to the contract after award include: Addition of temporary vehicle cleaning platforms, adjacent system infrastructure for expanded train car inspections, addition of crossovers within the yard to improve connectivity to yard facilities, modification of special trackwork to accommodate supplier for a reduced delivery duration, reduction in third rail gaps at special trackwork to maintain train movements under worst case scenarios, addition of traction power switches within the tunnel east of Union Station to facilitate train movements within the yard, development of backup access for train delivery to accommodate Metro's train cars' fleet increases, implementation of additional yard signage at interlockings, modifications proposed by the contractor to accommodate construction staging, construction sequence movement of trains and equipment so that operations can continue on a 24/7 basis.

3. Power Upgrade

A complete power upgrade and relocation of the Yard TPSS Substation has introduced additional complexity to work in the yard, significant excavation for vaults and duct banks, and

making adjustments for design conflicts. The location of the current Yard TPSS substation conflicts with track installation for the turnback facility. Multiple changes on First Street Bridge have created temporary conflicts for track alignments which must be constructed prior to relocation of existing TPSS. Completing First Street Bridge, installing new track alignments, and cutting over of the new power substation and power system have become the critical path due to interrelated design changes.

4. Adjacent Projects

There are 8 adjacent interfacing projects to the Main Line Contract: Regional Connector (RC), Metro Center Project (MCP), Link Union Station (LinkUS), Purple Line Section 1, South Yard signal upgrades, South Yard Expansion/Permanent Cleaning Platforms, early demolition and ductbank construction project, and TPSS procurement project. Recent changes in schedule or scope in a number of these projects have directly impacted Division 20 construction activities, schedule, and phasing.

Relevant impacts to infrastructure design include: modifications at the yard's portal area to address multiple changes in the alignment of Link US, design modifications to First St. Bridge and Gold Line power and fiber systems, new system connections built during construction by Regional Connector, revisions in systems' equipment layout/locations/connections at the Division 20 Yard Tower to accommodate competing space and connection needs of interfacing projects, revisions to the design to accommodate newly constructed systems' infrastructure at the southern end of the yard, and accommodation for the addition of maintenance platforms at the new storage areas as a separate interfacing project

5. Working on an old industrial site

Division 20 project site was an old industrial facility, a larger than anticipated volume of hazardous material has been excavated and hauled away by contract change order. Much of the project site where HazMat has been discovered, was not tested prior to bid because it was originally covered by a building owned by a private developer. Historical documents were used to identify hazardous materials and determine volumes for the contract bid documents. Presence of the building and ownership by a private developer did not allow for field testing of the area. Actual quantities of hazardous materials have exceeded the volumes identified in the documents, and multiple change orders have been required as the material has been excavated and removed.

6. First Street Bridge

Design modifications resulted when the designer did not identify embedded rail within First Street bridge deck. Deteriorations in the bridge condition were not visible from the surface and only became apparent as the bridge's construction work has progressed. Resulting repairs, not contained in the original contract documents, have been extensive and have caused time delays that were not anticipated in the original contract schedule. In addition, new requirements by the City of Los Angeles to install continuous bridge displacement and crack monitoring stations have resulted in more design changes during construction.

7. Third Party requirements:

LADWP has required the development of temporary traffic control plan for the use of LADWP to carry their system upgrades within Santa Fe Ave

Metro Operations has identified unforeseen revisions that are required to the location of the CCTV video at the yard tower, to the UPS locations in Room 279 to reflect the new location of the UPS, and to the communication plans to reflect the equipment to be placed in Room 303.

Regional Connector has included multiple temporary routings that were unforeseen for Regional Connector connections from First Street bridge to Gold Line TPSS and the yard tower.

Metro Operations requiring temporary cutover of the existing Gold Line negative and positive feeders and communication fiber conduit at the First Street bridge intermediate pylon and Bent 16 to accommodate revised construction staging due to changes at the First Street Bridge.

Underground Utilities have generated changes to the TPC contract for work that was needed under a prior enabling utility contract to expedite Division 20 work.

LADWP has generated changes to the design to reflect LADWP requirements for 3 alternative options for Division 20 TPSS rectifier transformer replacing the conformed document rectifier transformer, the development of load flow simulation for replacement option with 6.1% transformer-rectifier regulation, and the preparation of related design deviation requests.

Seismic upgrades to the First Street Bridge extending across the LA River have generated changes to the original contract by addition of concrete infill walls requested by UPRR.

As construction progresses, the project is coming out of the ground, so the early phase environmental issues are expected to decrease. Installation and activation of the Yard Microlock system has been successful, and work is proceeding well on the next phase track relocations. Challenges arising from the condition of the First Street Bridge are now almost resolved, and this will contribute to increased momentum of the project in the coming months. Based on lessons learned to date, Metro has added procedures that are focused on increasing efficiencies and taking advantage of opportunities to save costs and mitigate delays, including workshops to support quality assurance, added senior level oversight from the designer, and additional Metro technical resources to help review designer responses.

A Risk Analysis has been completed to evaluate the cost and schedule impacts caused by the Change Orders identified in this board report. Projections have been applied to the current volume and the anticipated volume of changes based on the complexity of the work to be completed through the next construction phase. A projected breakdown of additional contingency funded through this requested LOP increase is shown in Attachment C.

A statistical Model has been applied, and an estimate generated for additional funding (Attachment A) required to advance the construction beyond 30% to a point where evaluation of design issues, differing site conditions and related cost and schedule risks can be accurately quantified.

The Model provides confidence levels for the recommended LOP increase needed to advance the work for approximately one-year. Staff will return to the Board at the end of this period after undertaking a thorough risk analysis, with recommendations if any additional funding is required.

Risk Analysis

Given the above discussion, much of the initial work on the project has been change order work that has been funded by project contingency. Approximately 95% of the initial \$93.9 M of unallocated contingency included in the project budget has been depleted. In accordance with Metro Board policy, expenditures have not exceeded the funding authorized in the Life of Project Budget, but additional change order work has been submitted by the contractor and is awaiting authorization in order for critical path elements to move forward. Maintaining sufficient contingency to address the risks of additional changes caused by the many complexities of this project will also be critical to advancing construction through FY 23. A Statistical Analysis has been performed to define an LOP increase that replenishes contingency and determines funding needs for the next phases of construction. The Model developed a projection of the additional funds needed over a range of confidence levels (see table below).

Confidence Level	FY 23 LOP Increase
10%	\$ 59,740,113
15%	\$ 61,499,957
20%	\$ 62,985,155
25%	\$ 64,293,906
30%	\$ 65,475,404
35%	\$ 66,563,867
40%	\$ 67,574,561
45%	\$ 68,557,278
50%	\$ 69,583,347
55%	\$ 70,663,370
60%	\$ 71,804,205
65%	\$ 73,018,356
70%	\$ 74,324,681
75%	\$ 75,743,360
80%	\$ 77,314,158
85%	\$ 79,096,563
90%	\$ 81,207,034

EQUITY PLATFORM

The Division 20 C1136 Mainline contract will support the Purple and Red Line system by increasing service frequency, reliability and access for communities that use the Metro transit system along both alignments for housing, jobs, educational, medical and entertainment needs. These service upgrades positively impact riders of the system from marginalized communities that travel along Red and Purple Line Corridors by increasing access, capacity, and reliability to meet these essential travel needs. The contract has Small Business Enterprise (SBE) commitments of 19.34% and Disadvantaged Veteran Business Enterprise (DVBE) commitments of 3.31%, and the contract modifications requested in this report do not change the level of commitments. Current level of participation is 5.60% SBE and 2.71% DVBE. The majority of the SBE scope is trackwork and the Project must complete the underground heavy civil and utility work first before the trackwork begins. There are 3 more years left in the contract to achieve the 19.34% SBE and 3.31% DVBE commitments.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an impact on established safety standards for Metro's construction projects.

FINANCIAL IMPACT

Funds required for fiscal year 2022 have been requested through the fiscal year 2022 budget development, adopted at the May 2021 Board meeting. Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

Impact to Budget

The sources of funds for the recommended actions are local and other funds that are eligible at the time of expenditure.

Multiyear Impact

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the \$75,000,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R and Measure M Projects.

To comply with the Policy of the Metro Board of Directors, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, value engineering, shorter segments.

Because the project is so far along, these actions are no longer feasible.

This report identifies additional funding resources consistent with the Policy approved by the Board in 2018. Attachment B provides a detailed discussion of the Policy. In summary, the Policy was developed in recognition that some projects would need additional funding and the Policy provides a consistent and equitable process to ensure that any financial impacts are limited to the local area where the project is located and not have a region-wide impact.

The source of funds to address the LOP increase are Measure R Transit Capital (35%) for WPLE, made available from additional New Starts funding.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 - Provide high-quality mobility options that enable people to spend less time traveling. Deliver outstanding trip experience for all users of the transportation system. Enhance communities and lives through mobility.

ALTERNATIVES CONSIDERED

The Board may choose to not move forward with amending the LOP budget. This is not recommended as Metro will be unable to provide funding to complete the Project according to the current schedule

NEXT STEPS

Upon approval by the Board, the LOP budget will be amended accordingly per the recommendation..

ATTACHMENTS

Attachment A - Funding/Expenditure Plan

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

Attachment C - Projected Breakdown of Project Contingency Use

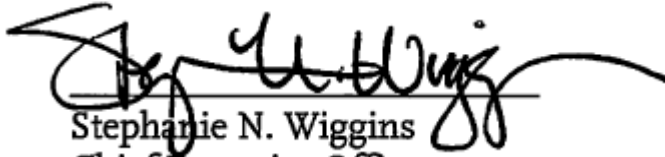
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
DIVISION 20 PORTAL WIDENING TURNBACK FACILITY
LOP INCREASE FEBRUARY 2022
Funding/Expenditure Plan
(Dollars in Millions)

Capital Project No. 865519	Prior LOP	Prior	FY22	FY23	FY24	FY25	New LOP	% of Total
Uses of funds								
Construction	518.10	194.60	100.36	90.00	87.00	63.35	535.31	61.06%
Right-of-Way	101.60	101.54	-	-	-	-	101.54	11.58%
Professional Services	88.20	71.50	30.40	21.00	21.00	21.00	164.90	18.81%
Contingency (LOP increase)	93.90	-	35.00	40.00	-	-	75.00	8.55%
Total Life of Project Cost:	\$ 801.80	\$ 367.64	\$ 165.76	\$ 151.00	\$ 108.00	\$ 84.35	\$ 876.75	100.00%
Sources of Funds ¹								
TIRCP	69.21	4.77	-	16.88	47.55	-	69.21	7.89%
SB1 Local Partnership Program	50.00	16.88	37.51	35.08	43.79	-	133.26	15.20%
Measure R 35% ²	682.60	345.98	128.25	99.04	16.66	84.35	674.28	76.91%
Total Life of Project Funding:	\$ 801.81	\$ 367.64	\$ 165.76	\$ 151.00	\$ 108.00	\$ 84.35	\$ 876.75	100.00%

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

2. Measure R amount subject to change based on actual debt interest charged to Westside PLE per the 2011 Fiscal Responsibility Policy.

ATTACHMENT B

Division 20 Portal Widening Project

Measure R and Measure M Unified Cost Management Policy Analysis

Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in June 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Division 20 Project (the Project) is subject to this policy analysis as it is considered an integral part of the Westside Purple Line Extension (WPLE) Section 1, Section 2, and Section 3 projects, which are Measure R- and Measure M-funded.

The life of project (LOP) budget for the Project was last approved by the Board in November 2019 at \$801,749,577. The Project is subject to the Policy analysis now due to a proposed \$75,000,000 (9.4%) increase to the LOP budget. Funding for the cost increase may be needed through FY 2026. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

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

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

Scope Reductions

The Project cost increase is due to issues with the design that have impacted the cost and schedule. Any attempt to identify and negotiate agreeable reductions to the scope may result in further delays and potential additional costs. Because of this, we recommend moving to the next step.

New Local Agency Funding Resources

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

The Project is eligible for Measure M and Measure R funding and is currently allocated a portion of the total \$4,074,000,000 of Measure R funding that is identified in the Measure R sales tax ordinance Expenditure Plan for the Westside Subway Extension.

The Project is in the Central City Area but serves the Metro Red and Purple Line which are within both the Central City Area and Westside Cities subregions. Local funding resources from both subregions and cities within the subregions could be considered for the cost increase.

Funding Within the Corridor

No other surplus or otherwise available funding has been identified from other Metro projects on the Metro Red and Purple Line corridors.

Subregional Programs and Local Agency Contributions

Measure M has funding for a transit-eligible Subregional Equity Program (SEP) in the Central City Area and Westside Cities subregions. The Measure M Expenditure Plan includes \$235 million for the Central City Area SEP and \$160 million for the Westside Cities SEP. The Metro Board previously approved funding plans that include SEP funding from the San Gabriel Valley subregion to address a \$126 million cost increase on Gold Line Foothill Extension, South Bay and Central City Area subregions to address a \$90 million cost increase on Crenshaw/LAX Transit, Central City Area and Westside Cities subregions to address a \$150 million cost increase on Westside Purple Line Extension Section 1, and Central City Area subregion to address a \$11.9 million cost increase on Eastside Light Rail Access (Gold Line). However, motion #2021-0435 from June 2021 states that, henceforth, the Policy is amended to eliminate the Subregional Equity Program from consideration to address project funding shortfalls during construction. Because of this motion, the SEP is not considered for the Project cost increase.

Local Agency Contributions

The cities with Project stations are expected to contribute funding to the Project as part of the 3% local agency funding assumption included in the Measure R and Measure M ordinances. The cities are generally not responsible for cost increases to the projects and are not considered as a source of funding for the Project cost increase.

Measure M, as well as Measure R and Propositions A and C, provide “local return” funding to Los Angeles and Beverly Hills. However, prior Board actions relating to the Twenty-Eight by '28 Initiative and funding for the cost increase to Gold Line Foothill Extension to Pomona did not support use of local return, and it is presumed these funds would not be available for the cost increase to the Project.

State and Federal Funding (Discretionary)

The FTA has previously granted the WSE Section 2 and Section 3 projects \$1.187 billion and \$1.3 billion respectively through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grant on Section 2 and 3 by a combined \$151,855,538. The increase in New Starts can make Measure R funding available that is currently programmed on WSE Section 2 and Section 3 to address the cost increase on the Project. Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project has experienced a cost increase and the design/build contract is already awarded.

Value Engineering

The Project cost increase is due primarily to design changes that have increased the cost and extended the schedule. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs. As a result, we recommend moving to the next step.

Other Cost Reductions within the Same Transit or Highway Corridor, or within the Same Sub-region

The cities receive funding through the Call-For-Projects, the competitive grant program that is funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects that was last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe and this can be a funding source for other uses. Currently there is not a meaningful amount of de-obligated funds available unless the cities choose to terminate an existing project, and all other projects are moving through their respective development process.

Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are being programmed for uses in Metro's financial forecast, during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding include Proposition A and C (allocated to the portion of the Project that is not attributable to "new subway"), General Fund, and Lease Revenues.

State and Federal Funding (Formula)

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. The most recent 2022 RIP has zero funding available for new Metro projects. Nevertheless, Metro determined in December 2021 it would request an advance of future RIP shares for mobility improvement projects associated with the I-710 North project. LPP is already programmed for the Project. Future LPP funding is allocated for other projects in Metro's financial forecast.

Metro receives federal formula funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant Program (STBG). Metro's apportionments from these programs are expected to increase from the 2021 Bipartisan Infrastructure Law. Unfortunately, the Project is not eligible for federal funding because it was not environmentally cleared under the National Environmental Policy Act (NEPA).

Recommendation

Metro staff recommends the use of \$75,000,000 of additional New Starts, which will make available an equal amount of Measure R Transit 35% for the proposed \$75,000,000 LOP budget increase.

ATTACHMENT C
 DIVISION 20 PORTAL WIDENING TURNBACK FACILITY
 PROPOSED LOP INCREASE FEBRUARY 2022
 Projected Breakdown of Contingency Expenditures

LOP INCREASE	Description
\$75,000,000	<ul style="list-style-type: none"> ◦ Contract C1136: Portal Wall, Ductbanks, Trackwork, Systems and Systems Integration Testing, 1st Bridge, Adjacent Projects, Third Party requirements, Schedule Impacts ◦ Metro Staff at Gateway and field offices who perform oversight in various disciplines. ◦ Engineering - Design support during construction (DSDC) <ul style="list-style-type: none"> - TY LIN Contract AEAE66758000: Design and Engineering - SecoTrans Contract AE47810E0128: Systems Engineering ◦ CMSS - ANSER: Construction Management Support Services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineer, engineers and other construction support. ◦ Program Management Support Services (PMSS) - KTJV support services including project controls estimating. ◦ 3rd Party Coordination <ul style="list-style-type: none"> - City and County of Los Angeles administration and services - Freight and Rail Line coordination adjacent to Division 20 ◦ Claim Support Services - Arcadis Inc.: claims support consultant to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor. ◦ Labor Compliance Monitoring: Consultant companies monitor the construction contractor compliance with project labor agreement and DBE requirements. ◦ Legal Services: Procured legal services to assist project management. ◦ Auditing Services: Consultant companies conduct labor compliance audits of main professional services and construction contracts. ◦ QA Test Lab Services: Consultant companies provide materials verification testing and inspections services. ◦ Escalation and Inflation cost impacts.
\$75,000,000	Total LOP Increase

**Division 20 Board Report 2021-0765
February 2022**

DIVISION 20 LOP INCREASE

DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

RECOMMENDATION:

AMENDING the Life of Project (LOP) budget by \$75,000,000

Current LOP: \$801,749,577 Revised LOP \$876,749,577

BACKGROUND

- Purple Line Full Funding Grant Agreement (FFGA) for PLE1 requires capacity for 4-minute headways.
- Metro's commitment to meet the terms of the FFGA, existing portal must be widened and a turnback track constructed
- PLE 1, 2 and 3 will add vehicles to the Metro Fleet, requiring increased Yard storage
- Original contract includes substantial upgrades to power the new turnback and vehicle storage.



DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

ISSUE

- Multiple Changes not anticipated in the original Div 20 bid documents have accelerated expenditure of project contingency.

DISCUSSION

- Multiple design issues
- D20 yard is over 30-years old causing repairs and replacement of equipment
- Old industrial site, excessive removal of hazardous materials
- Multiple interfacing projects have caused delays and construction challenges
- 3rd-Parties, City of Los Angeles, Utilities
- First St Bridge is 100-years old and required unforeseen repairs



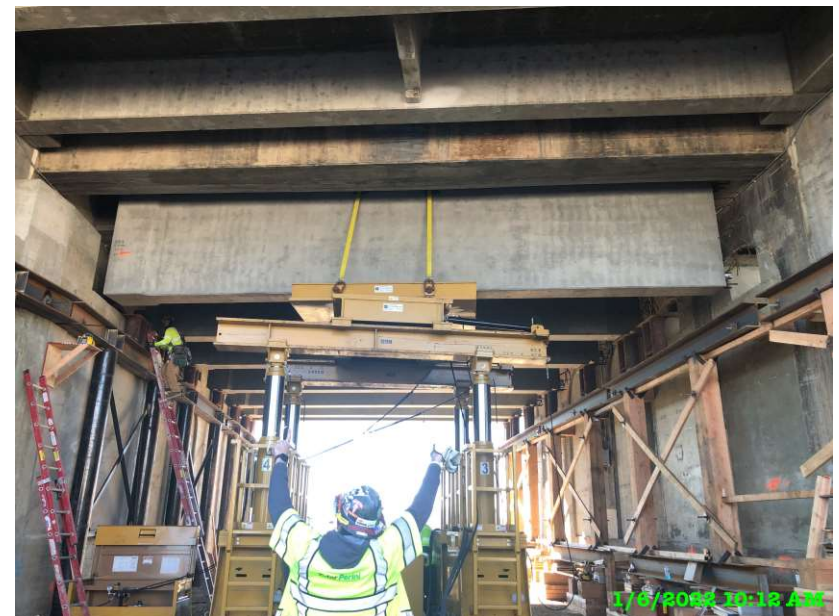
DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

RISK ANALYSIS

- Currently, the project is about 30% complete, 95% of the original \$93M of contingency expended
- Contractor has submitted Requests for Change that will require an LOP increase
- A risk analysis has been developed to determine project funding needs through FY23, based on current costs, change orders and burn rate
- Staff will return to the Board once construction has been advanced through additional phases and status of design changes and unforeseen site conditions can be accurately evaluated

MODEL RESULTS

- The model calculates a range of projected costs through FY2023 based on confidence levels (See Table 1).



DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

RISK ANALYSIS RESULTS

Cost Risk Analysis Model – Results of the risk analysis with Confidence Levels are summarized in Table 1 below.

Confidence Level	FY 23 LOP Increase
10%	\$ 59,740,113
15%	\$ 61,499,957
20%	\$ 62,985,155
25%	\$ 64,293,906
30%	\$ 65,475,404
35%	\$ 66,563,867
40%	\$ 67,574,561
45%	\$ 68,557,278
50%	\$ 69,583,347
55%	\$ 70,663,370
60%	\$ 71,804,205
65%	\$ 73,018,356
70%	\$ 74,324,681
75%	\$ 75,743,360
80%	\$ 77,314,158
85%	\$ 79,096,563
90%	\$ 81,207,034

Table 1

FUNDING FOR THIS LOP INCREASE REQUEST

- The use of \$75,000,000 of additional New Starts funding will make available an equal amount of Measure R Transit 35% for this proposed increase
- LOP budget increase actions to address the cost increase are evaluated using the Measure R and Measure M Unified Cost Management Policy
 - Metro Project team has added procedures to increase efficiencies, save costs and mitigate delays
 - Workshops, addition of Designer resources, addition of Metro technical resources





Board Report

File #: 2022-0018, **File Type:** Oral Report / Presentation

Agenda Number: 28.

**CONSTRUCTION COMMITTEE
FEBRUARY 17, 2022**

SUBJECT: PROGRAM MANAGEMENT MAJOR PROJECT STATUS REPORT

ACTION: ORAL REPORT

RECOMMENDATION

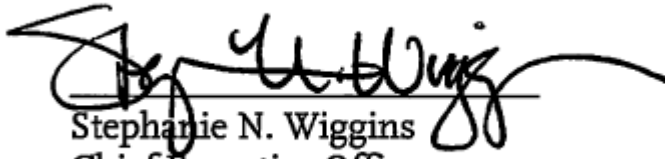
RECEIVE oral report on the Major Project Status by the Chief Program Management Officer.

DISCUSSION

Update report covering the month of February 2022 by the Chief Program Management Officer.

Prepared by:

- **Crenshaw/LAX** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Regional Connector** - Sameh Ghaly, Sr EO Project Mgmt., (213) 418-3369
- **Westside Purple Line Ext 1** - James Cohen, EO Project Mgmt., (213) 922-7911
- **Westside Purple Line Ext 2** - Michael McKenna, EO Project Mgmt., (213) 312-3132
- **Westside Purple Line Ext 3** - Kimberly Ong, EO Project Mgmt., (323) 903-4112
- **Airport Metro connector (AMC)** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **G Line BRT Improvements Project** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **I-5 North County Enhancements** - Timothy Lindholm, Sr. EO Project Engr., (213) 922-7297
- **Division 20 Portal Widening Turnback** - Rick Meade, Sr EO Project Mgmt., (562)524-0517
- **Presentation** - Yohana Jonathan, Mgr, Project Control, (213) 418-3031



Stephanie N. Wiggins
Chief Executive Officer





































Program Management Major Project Status Report

Presented By

Bryan Pennington

Chief Program Management Officer

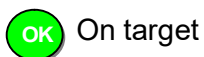
PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
Crenshaw/LAX					Project is 99.5% complete. Contractor is not applying sufficient work force to complete their remaining scope of work. Remaining work is primarily completion of system integration testing, and punch-list repair for substantial completion. Metro continues to work with contractor to mitigate the delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems. Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.
Regional Connector					Project is 90% complete. Comprehensive testing underway for 7th/Metro Center and adjacent facility interfaces; Site work and restoration throughout alignment continues; as well as MEP and systems work in stations and guideway. Equity - 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 1					Project is 74% complete. The current forecast Revenue Service Date is Fall 2024. Efforts to minimize schedule risk continue. Equity - This Project is not located within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 2					Project is 49% complete and proceeding on schedule and within budget. Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Extension-Section 3					Project is 32% complete and proceeding on schedule and within budget. Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
Airport Metro Connector					Early Works Phase is 47% complete. Site work is complete with underground storm system shoring in progress. Main communications line ductbank within SWY in progress. Primary station Contractor mobilizing on site. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
G Line BRT Improvements					Progressive Design Build Contract Industry Review completed December 2021. RFP anticipated for release January 2022. Contract award anticipated Summer 2022. Pilot Gate construction and testing complete. Test results delivered in December 2021. AURs and property acquisitions underway. Equity: 8 of 18 stations (47%) are within or adjacent to Equity Focus Communities
I-5 North County Enhancements					Field work is continuing to ramp up with construction site preparation activities and center median pavement removal at the north end of the project. Equity - This project is not located within or adjacent to Equity Focus Communities.
Division 20 Portal Widening Turnback					Project is approximately 31% complete. Construction continues with the excavation and grading for duct banks and vaults, Portal excavation, utility installation, 1st Bridge, duct banks and manholes for the Traction Power Substation cutover is ongoing. Unallocated contingency remaining is approximately 2% and is below the Contingency Project Reserve of 3%. An increase in Life of Project (LOP) is to be presented on the February 2022 Board meeting. In addition, the project schedule continues to be developed as the project team is working with the contractor to finalize an updated schedule. Equity - 100% of the project is within or adjacent to Equity Focus Communities.

February 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 2

SMALL BUSINESS PROJECT STATUS SUMMARY CHART

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Comments
Crenshaw/LAX	Design	DBE	20.00%	20.75%	Exceeding	Walsh/Shea Corridor Constructors, JV is exceeding the DBE commitment by 0.75% on Design and 8.65% on Construction.
	Construction	DBE	20.00%	28.65%	Exceeding	
Regional Connector	Design	DBE	22.63%	24.61%	Exceeding	Regional Connector Constructors is exceeding the DBE commitment by 1.98% on Design and 2.17% on Construction.
	Construction	DBE	18.00%	20.17%	Exceeding	
Westside Purple Line Extension-Section 1	Design	DBE	20.25%	20.27%	Exceeding	Skanska-Traylor-Shea Joint Venture (STS) is exceeding the DBE commitment by 0.02% on Design and has a 2.26% shortfall on Construction. STS submitted a shortfall mitigation plan (1/7/2022) and provided an updated DBE utilization forecast. STS contends the reason for the shortfall is the Tunneling issue set them back and that they should meet their commitment by end of project.
	Construction	DBE	17.00%	14.74%	Shortfall	
Westside Purple Line Extension-Section 2	Design	DBE	25.31%	36.02%	Exceeding	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 10.71% and has a 2.66% shortfall on Construction. TPOG has a shortfall mitigation plan on file. TPOG contends the shortfall is due to a timing issue/work scheduling of when DBEs will start work; expect DBE utilization to increase in the 1 st quarter of 2022 and the 4 th quarter of 2022.
	Construction	DBE	17.00%	14.34%	Shortfall	
Westside Purple Line Extension-Section 3 – Tunnels	Design	DBE	11.19%	19.37%	Exceeding	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on Design by 8.18% and has a 2.16% shortfall on Construction. FKTP contends the shortfall is due timing/work scheduling. FKTP expects shortfall to mitigate when the excavation work ramps up.
	Construction	DBE	17.10%	14.94%	Shortfall	
Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing	Design	DBE	19.25%	17.93%	Shortfall	Tutor Perini/O&G, A Joint Venture (TPOG) has a 1.32% shortfall on Design and a 14.60% shortfall on Construction. TPOG contends the shortfall is due to change orders/modifications that have not been distributed yet unreported DBE participation.
	Construction	DBE	21.00%	6.40%	Shortfall	
Airport Metro Connector (Station)	Construction	SBE	20.79%	0.00%	TBD	This contract is ramping up. Tutor Perini Corporation has not reported any SBE utilization and 0.13% DVBE utilization to date.
		DVBE	4.96%	0.13%	TBD	
G Line BRT Improvements	PDB	TBD	TBD	TBD	TBD	Contract Award anticipated Summer 2022.
1-5 North County Enhancements	Construction	DBE	13.01%	0.00%	TBD	Contractor received their first payment in September 2021, but no participation has been reported to-date.
Division 20 Portal Widening Turnback	Construction	SBE	19.34%	7.32%	Shortfall	Tutor Perini Corporation (TPC) has a 12.02% SBE shortfall and is exceeding the DVBE commitment by 0.14%. TPC currently has a shortfall mitigation plan on file and expects an increase of SBE work to commence in the 3 rd quarter.
		DVBE	3.31%	3.45%	Exceeding	

February 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority

CRENSHAW/LAX TRANSIT PROJECT

BUDGET	Approved	Previous	Current
TIFIA	LOP*	Period**	Forecast**
\$2,148M	\$2,058M	\$2,148M	\$2,148M
Variance from Approved LOP:		\$90M (4%)	\$90M (4%) OK
Variance from Revised Budget:			\$0 OK

*At time of the award of contract - Board Approval June 2013
 **Excludes finance costs and includes \$10M Non-TIFIA activities

SCHEDULE		(REVENUE OPERATION)	
Original	Approved	Previous	Current
Oct.2019	Rebaseline	Period	Forecast*
May 2020	Winter 2021	Summer 2022	Summer 2022
Variance from Original:		+943d (30%)	+ 973d (31%) !
Variance from Revised Schedule:		+736d (30%)	+ 766d (31%) !

*Current Forecast is Contractor's November Schedule update

- **Safety:** Project Hours: 11,272,230 Recordable Injury Rate: 1.21 vs The National Average: 2.4 (as of November 2021)
- Overall Project Progress is 99.5% complete.
- Contractor is not applying sufficient specialty work force to complete remaining work, testing/test reports on time.
- Remaining work is primarily the completion of system integration testing, and punch-list repair for substantial completion.
- Metro continues to work with contractor to minimize delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems.
- **Equity** - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.



MLK Station – Plaza entrance



Aviation/Century Station – Station platform

February 2022



On target



Possible problem (5-10% variance)



Significant Impact (over 10% variance)





Metro 4

Construction Committee

Los Angeles County Metropolitan Transportation Authority

REGIONAL CONNECTOR TRANSIT PROJECT



BUDGET

FFGA	Approved LOP*	Previous Period**	Current Forecast**
\$1,402M	\$1,420M	\$1,755M	\$1,773M
Variance from Approved LOP:		\$335M (24%)	\$353M (24%) 
Variance from Revised Budget:		\$0	

*At time of the award of contract – Board Approval April 2014

**Excludes finance costs

SCHEDULE

Original	Approved** Rebaseline	Previous Period	Current Forecast*
May 2021	Fall 2022	Fall 2022	Fall 2022
Variance from Original:		+480d (19%)	+480d (19%) 
Variance from Revised Schedule:		0d	

*Current Forecast is Metro's October 2021 update

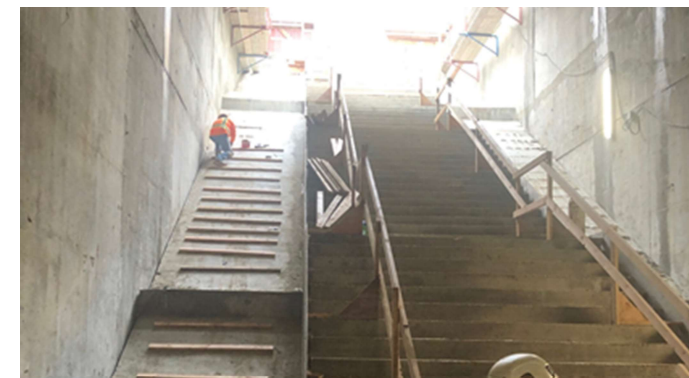
**Approval in process

(REVENUE OPERATION)

- **Safety:** Project Hours: 6,670,168 Recordable Injury Rate: 0.75 vs The National Average: 2.4 (as of October 2021)
- Overall Project Progress is 90% complete.
- **Little Tokyo/Arts District Station & Surrounding Area:** Station construction and testing continue to be active at all levels and include MEP, finishes, and systems installations. Backfill and street restoration complete. Station plaza enhancements are also underway.
- **Historic Broadway Station:** Structural backfill, MEP, finishes, and systems installations are all underway. Construction of plaza level canopy and features underway. AT&T communication ductbank relocations are underway on 2nd Street.
- **Grand Av Arts/Bunker Hill Station:** Finishes, MEP, and systems operations are all engaged in installations. Street restoration continues as does the pedestrian bridge with architectural finishes being applied. Elevators remain the pacing element for the station.
- **Flower Street:** MEP and systems testing continue underground. Street level restorations continue from 3rd Street to Wilshire. Final utility tie-ins are near completion as well.
- **Trackwork:** Remedial work along alignment continues on various installations to prepare for acceptance inspections. Grinding and profiling of rail began in December and are expected to complete in mid-February.
- **Systems:** Installations of traction power, train control, and communications continuing; comprehensive local and systemwide systems testing continues.
- **Equity:** 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities.



Little Tokyo/Arts District Station Canopy Installation



Historic Broadway Station Entrance Stairway

February 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 5



Construction Committee

Los Angeles County Metropolitan Transportation Authority

WESTSIDE PURPLE LINE EXTENSION – SECTION 1

BUDGET	Approved	Previous	Current
FFGA	LOP* **	Period**	Forecast**
\$2,822M	\$2,774M	\$3,129M	\$3,129M
Variance from Approved LOP:		\$355M (13%)	\$355M (13%) 
Variance from Revised Budget:			\$0 

**At time of the award of contract – Board Approval July 2014*
***Excludes finance costs*

SCHEDULE	(REVENUE OPERATION)		
Original	Approved	Previous	Current
Nov.2023	Rebaseline	Period	Forecast*
	Fall 2024	Fall 2024	Fall 2024
Variance from Original:		+365d (11%)	+365d (11%) 
Variance from Revised Schedule:			0d 

**Current Forecast is Contractor's October Schedule update*

- **Safety:** Project Hours: 6,424,157 Recordable Injury Rate: 1.21 vs. The National Average: 2.4 (as of November 2021)
- Overall Project progress is 74% complete.
- **Wilshire/La Brea Station:** West hammerhead and the entrance structure work continue, along with interior MEP installation and appendage construction.
- **Wilshire/Fairfax Station:** East concourse concrete placements are completed. Structural work at the entrance plaza and appendages continue. Rebar and MEP installation at the roof plenum level is underway.
- **Wilshire/La Cienega Station:** East/west hammerhead structure work and appendage construction continues.
- **Reach 1 Tunnel:** On the south tunnel, invert concrete placement is complete, while walkway concrete activities continue. Track installation on the north tunnel moves forward.
- **Reach 2 Tunnel:** Five out of six cross passages (CPs) have been excavated. Two out of six cross passages (CP 16 & 20) have been concreted.
- **Reach 3 Tunnel:** Grouting and spiling mitigation activities continue.
- **Budget/Schedule:** The FTA/PMOC draft Risk and Contingency Review Report has been provided to Metro. Results will be shared once findings are analyzed.
- **Equity:** This Project is not located within or adjacent to Equity Focus Communities.



Reach 1 North Tunnel Trackwork Installation



Concrete Placement at Wilshire/La Cienega Station (West)

WESTSIDE PURPLE LINE EXTENSION – SECTION 2

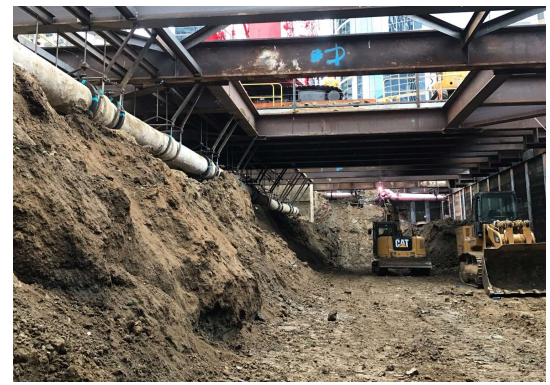
BUDGET	Approved	Previous	Current
FFGA	LOP*	Period**	Forecast**
\$2,499M	\$2,441M	\$2,441M	\$2,441M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

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

SCHEDULE	(REVENUE OPERATION)		
Original	Approved	Previous	Current
Aug. 2025	Rebaseline	Period	Forecast*
	N/A	Summer 2025	Summer 2025
Variance from Original:		+0d (0%)	+0d (0%) OK
Variance from Revised Schedule:			0d OK

*Current Forecast is Contractor's October Schedule update

- **Safety:** Project Hours: 2,401,213 Recordable Injury Rate: 3.17 vs The National Average: 2.4 (as of November 2021)
- Overall Project progress is 49% complete as of period ending December 2021.
- **Century City Constellation Station**
 - Excavation of the station box was 25% complete as of January 11, 2021.
 - Excavation of the station entrance was 16% complete as of January 11, 2021.
- **Wilshire/Rodeo Station**
 - Concrete placement for the first level Station walls is 72% complete. The remaining station walls will be completed after completion of the tunneling.
- **Tunneling**
 - Both tunnel boring machines (TBMs) “Ruth” and “Harriet” are operating within the City of Beverly Hills. Progress as of January 12, 2021, is as follows:
 - Ruth “BL TBM” (eastbound subway tunnel) – 5,775ft (50%)
 - Harriet “BR TBM” (westbound subway tunnel) – 5,811ft (50%)
 - Both TBMs have arrived at Wilshire/Rodeo station. They are scheduled to resume excavating toward Wilshire/La Cienega Station in early February.
- **Equity:** This project is not located within or adjacent to Equity Focus Communities



Constellation Station Entrance Excavation



Harriet Breakthrough at Wilshire/Rodeo Station

February 2022

OK On target
 ⚠ Possible problem (5-10% variance)
 ⚠ Significant Impact (over 10% variance)

Construction Committee

Los Angeles County Metropolitan Transportation Authority



WESTSIDE PURPLE LINE EXTENSION – SECTION 3

BUDGET

FFGA	Approved LOP*	Previous Period**	Current Forecast**
\$3,599M	\$3,224M	\$3,224M	\$3,224M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

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

SCHEDULE

(REVENUE OPERATION)

Original	Approved Rebaseline	Previous Period	Current Forecast*
Mar. 2027	N/A	Spring 2027	Spring 2027
Variance from Original:		+0d (0%)	+0d (0%) OK
Variance from Revised Schedule:			0d OK

*Current Forecast is Contractor's March Schedule update
 **Approval in process

- Safety:** Project Hours: 1,498,049 Recordable Injury Rate: 1.74 vs The National Average: 2.4 (as of November 2021)
 - C1151: Project Hours: 684,309; Recordable Injury Rate: 3.80
 - C1152: Project Hours: 813,740; Recordable Injury Rate: 0.0
- Overall Project Progress is 32% complete.
- Final design progress is 91% complete.
- Tunneling**
 - TBM Iris (BR) – Tunneling continues east of the I-405; TBM has mined over 3200 feet.
 - TBM Aura (BL) – Tunneling continues in the Westwood/VA station area; TBM has mined over 1600 feet.
- Stations**
 - Westwood/VA: Work has commenced for the VA steam tunnel relocation.
 - Westwood/UCLA: Utility relocations continue; Support of Excavation pile installation continues along Wilshire Blvd.
- Equity:** 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Ring Installation in the BL Tunnel



SOE Pile Installation Along North Side Wilshire Blvd.

February 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 8

Construction Committee

Los Angeles County Metropolitan Transportation Authority

AIRPORT METRO CONNECTOR (AMC) PROJECT

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$898.6M	\$898.6M	\$898.6M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

*Approved May 2021 Board

SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	Fall 2024	Fall 2024
Variance from Original:		+0d (0%)	+0 d (0%) OK
Variance from Revised Schedule:			0d OK

*Current Forecast is Metro's May Schedule update

- Early Works Phase construction (47% complete) continues with installation of temp systems ductbank within Southwestern Yard. Underground stormwater system shoring in progress.
- Primary Station Construction Contractor has begun mobilizing on site.
- Automated People Mover (APM) Station structural concrete completed. Structural Steel installation in progress.
- **Equity:** 100% of the project is located within or adjacent to Equity Focus Communities.



Shoring installation for Stormwater System



LAWA Station work in progress



Shoring in progress



Mobilization for Main Station Construction

G LINE BRT IMPROVEMENTS PROJECT

BUDGET	Approved LOP	Previous Period	Current Forecast
TOTAL COST	N/A	N/A	\$361M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)
Variance from Revised Budget:			\$0

**Project will work within the annual budget constraints until LOP is established*

OK
OK

SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	N/A	Dec 2026
Variance from Original:		+0d (0%)	+0 d (0%)
Variance from Revised Schedule:			0d

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

OK
OK

- **Progressive Design Build Contract in final draft.**
 - Industry Review completed December 2021
 - RFP anticipated for a January 2022 advertisement
 - PDB Contract Award anticipated Summer 2022
- **Pilot Gate**
 - Construction and testing completed November 2021.
 - Test results issued to Metro mid December 2021.
 - Closeout anticipated for March.
- Utility owner-performed AURs underway at Sepulveda, Vesper and Sylmar
- **Nine Property Acquisitions underway:**
 - Preparing two acquisitions for condemnation after 7 months of unsuccessful negotiations
 - Seven acquisitions in appraisal stage
- **Equity:** 8 of 17 stations (47%) are within or adjacent to Equity Focus Communities



Pilot Gate - Testing



Vesper Undergrounding

February 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



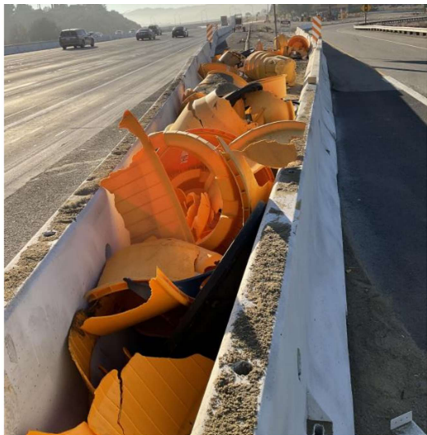
I-5 NORTH COUNTY ENHANCEMENTS

BUDGET	Approved	Previous	Current	SCHEDULE	Approved	(Substantial Completion)	Current
	LOP*	Period	Forecast		Rebaseline	Previous	Forecast*
TOTAL COST	\$679.3M	\$679.3M	\$679.3M	Original July 2026	N/A	Summer 2026	Summer 2026
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)	Variance from Original:		+0d (0%)	0d (0%)
Variance from Revised Budget:			\$0	Variance from Revised Schedule:			N/A

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

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

- Construction site preparations are on-going. Center median pavement removal and re-striping at the north section of the project beginning.
- Metro continues to work with the Contractor to establish a project baseline schedule.
- On-going coordination with project stakeholders: Caltrans, FHWA, City of Santa Clarita, Los Angeles County, CHP, NPS, CDFW
- Next Project Community Meetings are scheduled for February 23rd and May 25th at 6:30pm.
- Equity:** This project is not located within or adjacent to Equity Focus Communities



Damaged crash cushion from accident during holidays



Placement of temporary work zone speed radar and stormwater pollution prevention materials



Illegal dumping within the project limits



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



Metro 11

February 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority

DIVISION 20 PORTAL WIDENING TURNBACK

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$801.7M	\$801.7M	\$801.7M
Variance from Approved LOP:		\$TBDM (0%)	\$TBD ▲
Variance from Revised Budget:			\$TBD ▲

*At time of the award of contract – Board Approval (February 2020)

SCHEDULE	Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
Original June 2024	N/A	June 2024	TBD
Variance from Original:		+0d (0%)	TBD ◆
Variance from Revised Schedule:			TBD ◆

*Current Forecast is Contractor's Schedule update

- Overall Project progress is 31% complete. Includes Real Estate Acquisitions, Environmental, Design, Contract Mobilization, Early Demolition, Power, Utility contracts and contract change orders and 1st Bridge Precast Girders recently set.
- C1136 TPC Portal Widening Turnback Contract**
PWT C1136 Contract progress is 37%.
Microlok II cutover successfully complete.
Phase 1 Track, utilities, and civil work continues
1st Street Bridge Rehabilitation and Portal excavation
- Major Change Orders to Date:**
Hazardous Material Removal
1st Street Bridge Rehabilitation
Completion of Utility Contracts
3rd Party Unforeseen Interfaces
Design Revisions (*in progress*)
- C1184 C3M Traction Power Substation Contract** at 64%
- Coordination with Adjacent Projects**
Purple Line Extension (PLE1)
Regional Connector; Metro Center Project
6th Street Bridge (City of L.A. Project)
- Continued Regular risk assessments to determine budget/schedule**
- Equity:** 100% of the project is located within or adjacent to Equity Focus Communities

