



Metro

*One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room*

Agenda - Final

Wednesday, April 15, 2026

1:00 PM

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Construction Committee

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James Butts, Vice Chair
Jacquelyn Dupont-Walker
Fernando Dutra
Imelda Padilla
Gloria Roberts, non-voting member*

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

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

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

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

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The 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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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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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

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

The Meeting begins at 1:00 PM Pacific Time on April 15, 2026; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

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 15 de Abril de 2026. Puedes unirte a la llamada 5 minutos antes del comiense de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

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: 10, 11, and 12.

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

CONSENT CALENDAR**10. SUBJECT: TUNNEL ADVISORY PANEL SERVICES**[2026-0137](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer or their designee to:

- A. EXECUTE Modification No. 01 to Contract No. PS1334-5600 with Dr. Youssef Hashash to continue to provide Tunnel Advisory Panel Services, in an amount Not-To-Exceed (NTE) \$781,459 increasing the total contract value from \$329,562 to \$1,111,021 and extend the contract from June 30, 2026, to June 30, 2029;
- B. EXECUTE Modification No. 09 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, to continue to provide Tunnel Advisory Panel Services, in an amount NTE \$781,610, increasing the total contract value from \$3,671,235 to \$4,452,845 and extend the contract from June 30, 2026 to June 30, 2029; and
- C. EXECUTE Modification No. 03 to Contract No. PS1620-80000, with Dr. Thomas O'Rourke, to continue to provide Tunnel Advisory Panel Services, in an amount NTE \$642,469, increasing the total contract value from \$1,586,457 to \$2,228,926 and extend the contract from June 30, 2026, to June 30, 2029.

Attachments:[Attachment A - Procurement Summary](#)[Attachment B - Contract Modification Change Log](#)[Attachment C - DEOD Summary \(CONTRACT NO. PS1334-5600\)](#)[Attachment D - DEOD Summary \(CONTRACT NO. PS-8510-2493\)](#)[Attachment E - DEOD Summary \(CONTRACT NO. PS1620-8000\)](#)[Presentation](#)

11. SUBJECT: JOB ORDER CONTRACTING SERVICES[2026-0041](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 for the Job Order Contracting Professional Services Contract OP261685000 with The Gordian Group, Inc., in the Not-To-Exceed (NTE) contract amount of \$5,000,000, increasing the total NTE contract amount from \$499,999 to \$5,499,999.

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

12. SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT[2026-0098](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of \$7,501,189, increasing the Total Contract Value from \$20,714,530 to \$27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and
- B. APPROVE programming an additional \$10,701,189, increasing the programmed Measure R 3% and TIRCP funds from \$26,378,741 to \$37,079,930, 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 - Brighton to Roxford Funding and Expenditure Plan](#)

NON-CONSENT

13. **SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT** [2026-0202](#)

RECOMMENDATION

RECEIVE AND FILE status report on Program Management Quarterly Changes.

Attachments: [Attachment A - Qtrly Change Orders Log for Period of 12012025-02282026](#)
[Attachment B - Change Order Spot Checks CEO Delegated Auth. \(Feb '26\)](#)
[Presentation](#)

14. **SUBJECT: OFFICE OF THE INSPECTOR GENERAL CONSTRUCTION CHANGE ORDER SPOT CHECKS** [2026-0201](#)

RECOMMENDATION

RECEIVE AND FILE Office of the Inspector General Construction Change Order Spot Check Report for the period December 1, 2025, to February 28, 2026.

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

15. **SUBJECT: CALTRANS QUARTERLY REPORT** [2026-0028](#)

RECOMMENDATION

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

Attachments: [Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2026-0260](#)

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 #: 2026-0137, File Type: Contract

Agenda Number: 10.

CONSTRUCTION COMMITTEE APRIL 15, 2026

SUBJECT: TUNNEL ADVISORY PANEL SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer or their designee to:

- A. EXECUTE Modification No. 01 to Contract No. PS1334-5600 with Dr. Youssef Hashash to continue to provide Tunnel Advisory Panel Services, in an amount Not-To-Exceed (NTE) \$781,459 increasing the total contract value from \$329,562 to \$1,111,021 and extend the contract from June 30, 2026, to June 30, 2029;
- B. EXECUTE Modification No. 09 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, to continue to provide Tunnel Advisory Panel Services, in an amount NTE \$781,610, increasing the total contract value from \$3,671,235 to \$4,452,845 and extend the contract from June 30, 2026 to June 30, 2029; and
- C. EXECUTE Modification No. 03 to Contract No. PS1620-80000, with Dr. Thomas O'Rourke, to continue to provide Tunnel Advisory Panel Services, in an amount NTE \$642,469, increasing the total contract value from \$1,586,457 to \$2,228,926 and extend the contract from June 30, 2026, to June 30, 2029.

ISSUE

Metro is currently planning, designing, and constructing rail transit projects with extensive underground engineering and construction that involve complex geotechnical and tunneling conditions. Current projects with tunnel segments include the Westside Purple Line Extension Section 2 and Section 3 Projects, Southeast Gateway Line Project, Sepulveda Transit Project, Eastside Transit Corridor Phase 2 Project, and K Line Northern Extension. Los Angeles County has challenging geologic, seismic and tunneling conditions and deep underground station construction, with some through fault rupture zones, tar impregnated soil, toxic gases, high concentration of methane, squeezing ground and high groundwater pressures. While Metro has extensive experience from both staff and engineering consultants, there is the need for an independent Tunnel Advisory Panel (TAP) to provide expert advice and review of this engineering work. The Tunnel Advisory Panel, comprised of Dr. Youssef Hashash, Dr. Edward Cording, and Dr. Thomas O'Rourke, are

recognized in the industry and worldwide as engineering/construction experts in geotechnical analyses, tunneling, deep excavation, earthquake engineering, and building settlements.

BACKGROUND

The TAP was originally convened in August 1995 in response to questions posed by the Board regarding the feasibility of tunneling in Los Angeles ground conditions. Metro contracted with Drs. Dan Eisenstein, Geoffrey Martin and Harvey Parker to determine the feasibility of tunneling in Los Angeles, to assess the effectiveness of Metro's construction program to date, and to recommend any modifications to the current construction program deemed appropriate.

In June 2001, the Board approved two, five-year contracts to the members of the TAP in the amount not-to-exceed \$1,167,826 and directed staff to return each year for funding approval. Since then, the Board has approved funding and extensions to the TAP contracts. Due to Dr. Eisenstein's untimely death in April 2009, Metro procured an additional member for the TAP, Dr. Edward Cording, to provide expert technical services. With Dr. Harvey Parker passing away in May 2020, Metro staff procured an additional member for the TAP, Dr. Thomas O'Rourke, to provide expert technical services. With Dr. Geoffrey Martin retiring in April 2025, Metro procured an additional member for the TAP, Dr. Youssef Hashash in July 2025 to provide expert technical services.

The current TAP members are respected academics, with extensive industry engagement and were elected members of the National Academy of Engineering. Dr. Youssef Hashash is a Distinguished Professor of Civil Engineering at the University of Illinois Urbana-Champaign. Dr Edward Cording is a former Professor of Civil Engineering from the University of Illinois Urbana-Champaign with Emeritus status. Dr Tom O'Rourke is a Professor of Engineering Emeritus at Cornell University and President of the Earthquake Engineering Research Institute. All have led authoritative industry leading research and written definitive technical publications as well as engaged with other government agencies providing technical support in the areas of tunneling, deep excavations and design for seismic resiliency.

DISCUSSION

The TAP members, Drs. Hashash, Cording, and O'Rourke, have been providing advice on all Metro projects with underground construction elements. The projects that TAP has been involved with include extensive underground engineering and construction that involve complex geotechnical and tunneling issues in both soils and rock for which the TAP members are uniquely qualified.

The status of each project and the TAP members' involvement in them is as follows:

Westside Purple Line (D Line) Extension Project

The Westside Purple Line (D Line) Extension Project was adopted by the Board and the Final Environmental Impact Report (EIR) was certified in 2012. The project is being designed and constructed in three sections. The entire 9-mile project consists of twin-bored tunnels with 7 subway stations which are primarily under Wilshire Boulevard. Section 1 - Wilshire/Western to Wilshire/La Cienega is expected to open for revenue service on May 8, 2026.

Metro has retained the services of the TAP to provide independent review and monitoring of the following work that is being performed by Metro's engineering consultants and contractors:

- Section 2 - Wilshire/La Cienega to Century City Constellation Station (2.59 miles of twin-bored tunnels, 2 subway stations) - Since the tunneling and underground construction activities for this section of the project is complete, the TAP has concluded providing expert advice on a regular basis for this section of the project. The project will, however, seek expert advice on an as-needed basis with issues that may arise including claim resolution.
- Section 3 - Century City/Constellation Station to Westwood/VA Hospital Station (2.56 miles of twin-bored tunnels, 2 subway stations) - The Notice-To-Proceed (NTP) for the Design/Build Contract (Tunnels, Stations, Systems and Trackwork) Tunnel was issued on January 2019 and the NTP for Station was issued in May 2019. Final design is nearly complete and tunnel construction is complete. The TAP will be required to provide expert advice on the station design and construction including the geotechnical conditions encountered, the monitoring of potential ground movements associated with station construction adjacent to mission critical federal facilities and privately owned tall office buildings.

Southeast Gateway Line Project

The Southeast Gateway Line Project is a new light rail transit (LRT) line to southeast LA County, connecting Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon and unincorporated Florence-Firestone. The project was environmentally cleared in August 2024.

TAP will be providing expert advice for the proposed crossing beneath the 710 freeway on the following topics:

- Techniques for excavating for and jacking a large tunnel/box structure beneath the freeway
- Ground movements and changes to the groundwater table associated with proposed methods
- TAP will also provide expert advice for the proposed northern extension of the project as required when planning and early engineering proceed

Sepulveda Transit Corridor Project

The Sepulveda Transit Corridor Project is currently in the planning and environmental clearance phase. The Board approved Modified Alternative 5, an underground heavy rail alternative, as the Locally Preferred Alternative for the project on January 22, 2026. Metro is working with a private sector contractor, Sepulveda Transit Corridor Partners, under a pre-development agreement to advance delivery of this project. The TAP will be providing expert advice for the following topics:

- Tunneling through the Santa Monica Mountain involves rock masses ranging from weak to strong with low to high abrasivity
- Tunneling through alluvial soils
- Tunneling through fault zones
- Tunneling with relatively high groundwater pressures
- Mixed face tunneling large diameter and long bored tunnels

Eastside Transit Corridor Project - Phase 2

The Eastside Transit Corridor Phase 2 Project will extend the existing Metro L (Gold) Line from the existing terminus station at Atlantic Boulevard and Pomona Boulevard in East Los Angeles to

Lambert Road in Whittier in eastern Los Angeles County. The Board adopted the Locally Preferred Alternative (LPA) as Pomona/Atlantic Station to Greenwood at the December 2022 Board meeting. About 3 miles of this alternative is an underground configuration along Atlantic Boulevard in unincorporated East Los Angeles. TAP will be providing expert advice for the following topics:

- Tunnel alignment design
- Ground movements and changes of the groundwater table associated with proposed methods of excavation and support for cut and cover structures
- Ground movements and changes to the groundwater table associated with proposed tunneling methods
- Crossing beneath Heavy Freight and Passenger Railroads

K Line Northern Extension

The K Line Northern Extension will extend the existing Metro K Line from the existing terminus station at the Crenshaw/Expo Station north to the D Line at Wilshire Blvd and the B Line at the Hollywood/Highland station with a potential terminus at the Hollywood Bowl. The new rail service will connect Metro's C, E, D and B Lines, serving six of LA's busiest bus corridors and improving access to jobs, healthcare and entertainment. TAP will be providing expert advice for the following topics as the environmental review and early engineering proceeds:

- Tunnel alignment design
- Ground movements and changes of the groundwater table associated with proposed methods of excavation and support for cut and cover structures
- Ground movements and changes to the groundwater table associated with proposed tunneling methods
- Impact of tunneling on residential and commercial buildings
- Asphalt infused soils and gassy ground conditions
- Potential active fault crossings
- Hard rock conditions

In addition to the above Projects, TAP may be asked to provide ad-hoc services to other projects and for the existing underground infrastructure as needed by Metro Staff.

TAP members are involved with on-going support relating to third party and project stakeholders' issues, which will require continuation of their services for the future. They have unique knowledge and background on Los Angeles County's underground conditions and intimate knowledge of Metro's past and current engineering and construction projects.

Board approval of the recommendations will allow the continuation of services of the three TAP members to support Metro on the aforementioned projects and will also allow the TAP to provide ad-hoc services to other projects as needed by Metro staff.

DETERMINATION OF SAFETY IMPACT

From a safety perspective, underground construction is inherently one of the most high-risk activities on transit projects. TAP provides independent reviews and imparts technical know-how and expertise for the safe construction of underground facilities. All services supported by this contract are centered

on promoting public and worker safety, avoiding project delays, and promoting cost saving measures to effectively deliver the projects with minimal impacts to the adjacent communities.

FINANCIAL IMPACT

The funding for these services is included in the Proposed FY27 budget in various Capital Projects. Task Orders will be issued and funded from the associated project's fiscal year and Life-of-Project (LOP) budgets. The funding source differs depending on the individual project. These activities will remain within the approved LOP for each project.

Since this is a multi-year contract, the cost center managers, respective project managers and Chief Program Management Officer will be responsible for budgeting the cost of the annual work program for each fiscal year for the term of the contract.

Impact to Budget

The funding for these Contract Modifications is provided by the specific project requiring the services. The source for these funds is in line with the respective projects' funding plans and fund sources may consist of federal and/or state grants as well as local funds. These funds are not operating eligible funds.

EQUITY PLATFORM

The Tunnel Advisory Panel services provide technical advice and expertise for various Metro projects with underground design and construction components throughout the County of Los Angeles, including several which serve Equity Focus Communities. These services are essential for the support and safe delivery of Metro projects which run across the greater Los Angeles area. All services supported by this contract are centered on delivering the projects with minimal impacts on the communities and provide benefits of enhanced mobility and regional access to all populations within the respective project areas. At the time of solicitation, the Diversity and Economic Opportunity Department did not establish a Disadvantaged Business Enterprise goal for procurement due to the lack of subcontracting opportunities, as the services provided are for specific named individuals, with no other services.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides expert review and oversight of

tunneling and underground construction in Metro's operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item 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

This recommendation supports the Strategic Plan Goal # 5, *"Provide responsive, accountable, and trustworthy governance within the Metro organization"* by providing review and oversight of tunneling and underground construction.

ALTERNATIVES CONSIDERED

Staff has considered the alternative of allowing the current contracts with Dr. Hashash, Dr. Cording, and Dr. O'Rourke to expire and open a procurement notice to solicit applications from potential new members, but recommend to execute the contract modifications for the current TAP panel members for the following reasons:

- Current TAP members Drs. Hashash, Cording and O'Rourke have a long history and institutional knowledge of Metro together with their knowledge of local soil and rock conditions and technical understanding of specific tunnel related issues in general and those pertaining to local conditions in particular would require significant investment in time and resources to replicate even if other equally suitable candidates were found and used in this role. This would not only incur cost but would significantly reduce the benefit and validity of their advice, while this knowledge and understanding were obtained. This is not recommended as it will leave Metro without the benefit of their extensive local experience, knowledge and expertise and create a void in the required tunneling expertise for a considerable period, thereby creating the potential for delays and additional costs to ongoing Metro projects.
- Metro baseline documents include Design Criteria, Standard Drawings, Directive Drawings and Baseline Specifications. These baseline documents were adapted and updated from documents previously utilized for prior projects and are being continuously updated to incorporate the Lessons Learned from the past and current projects or to account for evolving technologies. Current TAP members have observed developments and successes on Metro's current projects that need to be documented and be made available to both current and future Metro projects. Executing the contract modification with the current TAP members would enable Metro to continue seeking this valuable input from them to update the baseline documents with the lessons learned from their engagements from all the current large projects. This will make the Metro Baseline a set of industry leading document and capture the issues from Metro's past and current Projects.

- Extension and additional funding for the TAP contracts are vital and essential to provide continuity that would otherwise be interrupted, should the Board decide to cancel and re-procure the TAP contracts (a six to nine-month process). Furthermore, the history and knowledge of the current designs, geotechnical conditions, and construction approaches will present a steep learning curve for a new team of TAP members, which could significantly delay the timely review and input necessary to provide this important layer of independent monitoring and oversight across these complex engineering and construction projects.

NEXT STEPS

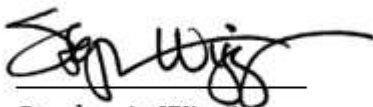
Upon Board approval, staff will execute the Contract Modifications, and will direct the Tunnel Advisory Panel to continue providing tunnel engineering advice to Metro including supporting the aforementioned projects.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - Contract Modification Change Log
- Attachment C - DEOD Summary (CONTRACT NO. PS1334-5600)
- Attachment D - DEOD Summary (CONTRACT NO. PS-8510-2493)
- Attachment E - DEOD Summary (CONTRACT NO. PS1620-8000)

Prepared by: Matthew Crow, Deputy Executive Officer, Project Management (213) 842 8505
Androush Danielians, Senior Executive Officer, Project Management (213) 922-7598
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Reviewed by: Timothy Lindholm, Chief Program Management Officer, (213) 418-3369



Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS1334-5600**

1.	Contract Number: PS1334-5600		
2.	Contractor: Dr. Youssef Hashash		
3.	Mod. Work Description: Continued Tunnel Advisory Panel Services		
4.	Contract Work Description: Tunnel Advisory Panel Services		
5.	The following data is current as of: February 10, 2026		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/01/2025	Contract Award Amount: \$329,562
	Notice to Proceed (NTP):	07/01/2025	Total of Modifications Approved: N/A
	Original Complete Date:	06/30/2026	Pending Modifications (including this action): \$781,459
	Current Est. Complete Date:	06/30/2029	Current Contract Value (with this action): \$1,111,021
7.	Contract Administrator: Eva Rodriguez		Telephone Number: 213.922.1034
8.	Project Manager: Matthew Crow		Telephone Number: 213.842.8505

A. Procurement Background

This Board Action is to approve a Contract Modification in support of continued Tunnel Advisory Panel (TAP) services by Dr. Youssef Hashash.

This Contract Modification will be processed in accordance with Metro’s Acquisition Policy and the contract type is labor hour.

Refer to Attachment B – Contract Modification/Change Order Log for the modifications issued to date.

B. Cost/Price Analysis

This labor hour contract contains a fixed, negotiated labor rate established in 2025. The negotiated amount complies with all requirements of Metro’s Acquisition Policy and was determined to be fair and reasonable through fact-finding, clarifications,

technical evaluation and cost analysis at the time the contract was awarded. An Independent Cost Estimate (ICE) was obtained as part of the cost analysis.

Proposal Amount	Metro ICE	Negotiated Amount
\$781,459	\$781,459	\$781,459

**TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS-8510-2493**

1.	Contract Number: PS-8510-2493		
2.	Contractor: Dr. Edward Cording		
3.	Mod. Work Description: Continued Tunnel Advisory Panel Services		
4.	Contract Work Description: Tunnel Advisory Panel Services		
5.	The following data is current as of: February 10, 2026		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	01/29/2010	Contract Award Amount: \$1,225,000
	Notice to Proceed (NTP):	01/29/2010	Total of Modifications Approved: \$2,446,235
	Original Complete Date:	01/28/2015	Pending Modifications (including this action): \$781,610
	Current Est. Complete Date:	06/30/2029	Current Contract Value (with this action): \$4,452,845
7.	Contract Administrator: Eva Rodriguez		Telephone Number: 213.922.1034
8.	Project Manager: Matthew Crow		Telephone Number: 213.842.8505

A. Procurement Background

This Board Action is to approve a Contract Modification in support of continued Tunnel Advisory Panel (TAP) services by Dr. Edward Cording.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is labor hour.

Refer to Attachment B – Contract Modification/Change Order Log for the modifications issued to date.

B. Cost/Price Analysis

This labor hour contract contains a fixed, negotiated labor rate established as part of the contract. The negotiated amount complies with all requirements of Metro's Acquisition Policy and was determined to be fair and reasonable through fact-finding, clarifications, technical evaluation and cost analysis at the time the contract was awarded. An Independent Cost Estimate (ICE) was obtained as part of the cost analysis.

Proposal Amount	Metro ICE	Negotiated Amount
\$781,610	\$781,610	\$781,610

**TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS1620-80000**

1.	Contract Number: PS1620-80000		
2.	Contractor: Dr. Thomas O'Rourke		
3.	Mod. Work Description: Continued Tunnel Advisory Panel Services		
4.	Contract Work Description: Tunnel Advisory Panel Services		
5.	The following data is current as of: February 10, 2026		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	01/29/2020	Contract Award Amount: \$947,457
	Notice to Proceed (NTP):	01/29/2020	Total of Modifications Approved: \$639,000
	Original Complete Date:	06/30/2023	Pending Modifications (including this action): \$642,469
	Current Est. Complete Date:	06/30/2029	Current Contract Value (with this action): \$2,228,926
7.	Contract Administrator: Eva Rodriguez		Telephone Number: 213.922.1034
8.	Project Manager: Matthew Crow		Telephone Number: 213.842.8505

A. Procurement Background

This Board Action is to approve a Contract Modification in support of continued Tunnel Advisory Panel (TAP) services by Dr. Thomas O'Rourke.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is labor hour.

Refer to Attachment B – Contract Modification/Change Order Log for the modifications issued to date.

B. Cost/Price Analysis

This labor hour contract contains a fixed, negotiated labor rate established as part of the contract. The negotiated amount complies with all requirements of Metro's Acquisition Policy and was determined to be fair and reasonable through fact-finding, clarifications, technical evaluation and cost analysis at the time the contracts were awarded. An Independent Cost Estimate (ICE) was obtained as part of the cost analysis.

Proposal Amount	Metro ICE	Negotiated Amount
\$642,469	\$642,469	\$642,469

**CONTRACT MODIFICATION/CHANGE ORDER LOG
TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS1334-5600**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Increase contract value and extend period of performance to June 30, 2029	Pending	Pending	\$781,459
	Modification Total:			\$781,459
	Original Contract:			\$329,562
	Total:			\$1,111,021

**CONTRACT MODIFICATION/CHANGE ORDER LOG
TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS-8510-2493**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Extend period of performance to June 30, 2015	Approved	01/09/15	\$0
2	Increase contract value and extend period of performance to July 30, 2015	Approved	06/22/15	\$28,915
3	Increase contract value and extend period of performance to August 31, 2015	Approved	07/17/15	\$28,915
4	Increase contract value and extend period of performance to September 30, 2015	Approved	08/04/15	\$28,915
5	Increase contract value and extend period of performance to June 30, 2020	Approved	09/13/15	\$764,033
6	Increase contract value, update hourly rate and extend period of performance to June 30, 2023.	Approved	07/01/22	\$923,457
7	Increase contract value, extend period of performance to June 30, 2026	Approved	07/01/23	\$672,000
8	Increase hourly rate from \$300 to \$350	Approved	08/26/25	\$0
9	Increase contract value, extend period of performance to June 30, 2029	Pending	Pending	\$781,610
	Modification Total:			\$3,227,845
	Original Contract:			\$1,225,000
	Total:			\$4,452,845

**CONTRACT MODIFICATION/CHANGE ORDER LOG
TUNNEL ADVISORY PANEL SERVICES
CONTRACT NO. PS1620-80000**

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Increase contract value, extend period of performance to June 30, 2026	Approved	07/01/23	\$639,000
2	Increase hourly rate from \$300 to \$350	Approved	08/26/25	\$0
3	Increase contract value, extend period of performance to June 30, 2029	Pending	Pending	\$642,469
	Modification Total:			\$1,281,469
	Original Contract:			\$947,457
	Total:			\$2,228,926

DEOD SUMMARY**TUNNEL ADVISORY PANEL SERVICES / PS1334-5600****A. Small Business Participation**

When this contract was initially solicited, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. It is expected that Dr. Youssef Hashash will continue to perform the services as a member of the Tunnel Advisory Panel.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

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

DEOD SUMMARY**TUNNEL ADVISORY PANEL SERVICES / PS-8510-2493****A. Small Business Participation**

When this contract was initially solicited, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. It is expected that Dr. Edward J Cording will continue to perform the services as a member of the Tunnel Advisory Panel.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

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

DEOD SUMMARY

TUNNEL ADVISORY PANEL SERVICES / PS-1620-80000

A. Small Business Participation

When this contract was initially solicited, the Diversity & Economic Opportunity Department did not establish a Disadvantaged Business Enterprise (DBE) goal for this project due to the lack of subcontracting opportunities. It is expected that Thomas O'Rourke will continue to perform the services as a member of the Tunnel Advisory Panel.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

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



Tunnel Advisory Panel Services

Contract Extensions

Construction Committee

April 15, 2026

File No. 2026-0137

Androush Danielians

Senior Executive Officer, Program Management



Metro

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 01 to Contract No. PS1334-5600 with Dr. Youssef Hashash to continue to provide Tunnel Advisory Panel Services, in an amount Not-To-Exceed (NTE) \$781,459 increasing the total contract value from \$329,562 to \$1,111,021 and extend the contract from June 30, 2026, to June 30, 2029; and
- B. EXECUTE Modification No. 09 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, to continue to provide Tunnel Advisory Panel Services, in an amount NTE \$781,610, increasing the total contract value from \$3,671,235 to \$4,452,845 and extend the contract from June 30, 2026 to June 30, 2029; and
- C. EXECUTE Modification No. 03 to Contract No. PS1620-80000, with Dr. Thomas O'Rourke, to continue to provide Tunnel Advisory Panel Services, in an amount NTE \$642,469, increasing the total contract value from \$1,586,457 to \$2,228,926 and extend the contract from June 30, 2026, to June 30, 2029.



Metro

TUNNEL ADVISORY PANEL



- The Tunnel Advisory Panel (TAP) was originally convened in August 1995 in response to questions posed by the Board regarding the feasibility of tunneling in Los Angeles ground conditions.
- The TAP members, Dr. Hashash, Dr. Cording, and Dr. O'Rourke, have been providing advice on Metro projects with extensive underground engineering and construction
 - Dr. Youssef Hashash - Distinguished Professor of Civil Engineering at the University of Illinois Urbana-Champaign.
 - Dr. Edward Cording - Former Professor of Civil Engineering from the University of Illinois Urbana-Champaign with emeritus status.
 - Dr Tom O'Rourke - Professor of Engineering Emeritus at Cornell University and President of the Earthquake Engineering Research Institute.
- Projects involve complex geotechnical and tunneling issues in both soils and rock for which the TAP members are uniquely qualified.

CURRENT ACTIVE PROJECTS WITH TUNNEL SEGMENTS



- Metro is currently planning, designing, and constructing rail transit projects with extensive underground engineering and construction that involve complex geotechnical and tunneling conditions
 - Purple (D) Line Extension
 - Southeast Gateway Line
 - Sepulveda Transit Project
 - Eastside Transit Corridor Phase 2
 - K Line Northern Extension
- All the projects listed above are at critical stages in their respective planning, engineering, and construction phases



Thank you



Metro®



Board Report

File #: 2026-0041, File Type: Contract

Agenda Number: 11.

CONSTRUCTION COMMITTEE APRIL 15, 2026

SUBJECT: JOB ORDER CONTRACTING SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 2 for the Job Order Contracting Professional Services Contract OP261685000 with The Gordian Group, Inc., in the Not-To-Exceed (NTE) contract amount of \$5,000,000, increasing the total NTE contract amount from \$499,999 to \$5,499,999.

ISSUE

The Job Order Contracting (JOC) professional services contract provides support for various transit infrastructure improvement initiatives across the Metro transit system. A job order in a JOC program is an individual project assignment issued under a master contract. It defines a specific scope of work, location, and completion schedule, priced using a pre-established unit price book. It is used for quick, on-call repairs, maintenance, or renovation projects. This modification is needed to support JOC projects that require Gordian Group, Inc.'s (Gordian) professional services, including contractor training on Unit Price Books, related software for Job Order pricing development, Job Order project management, and Job Order construction management, as needed. Notice to Proceed (NTP) has been issued for one job order, and another thirteen job orders are progressing towards NTP by the end of April, under the current JOC professional services contract amount (\$499,999).

BACKGROUND

Gordian serves as Metro's professional services provider in support of the JOC program, under Contract OP261685000, initially awarded in February 2025. These services are critical to the effective administration and successful execution of the JOC contract. Gordian developed and provided the Unit Price Book (UPB), which enables pre-qualified bench contractors to competitively bid work through the job order process. The UPB is a comprehensive catalog of construction and rehabilitation tasks anticipated during the program's period of performance. Independent development of a comparable price book could cost several million dollars, require significant resources, and could take up to one year to complete, and was a prerequisite for advertising the bench JOC construction contract. Gordian provided the UPB and supported Metro through the solicitation and award of the bench construction contract with no upfront costs to Metro.

DISCUSSION

The Job Order Contracting (JOC) Construction Services Bench Contracts provide a flexible and efficient delivery method to support a wide range of transit infrastructure improvements across the Metro system. The JOC program relies on the availability of a comprehensive UPB, supporting software, and ongoing professional services to ensure consistent pricing, competitive procurement, and effective project delivery.

Gordian serves as Metro's professional services provider for the JOC program and is responsible for maintaining the UPB, providing contractor training, administering the job order pricing software, and supporting job order development and construction management. These services are essential to the successful execution of JOC projects and the timely delivery of rehabilitation and improvement work.

Modification No. 2 increases the NTE amount of the contract to accommodate anticipated JOC construction activities that require Gordian's professional services support. Under the existing contract structure, Gordian is compensated only when a job order is issued to a bench contractor. Professional services fees consist of 5% for use of the Gordian-supplied UPB and pricing software, contractor training, and supporting job order development and an additional 5.95% for construction management services, if approved by the Metro project manager. Each Job Order would then be subject to either a 5% fee or a 10.95% fee total, depending on the services provided by Gordian.

The increased contract amount will allow more JOC projects to be accomplished. The current contract amount of \$499,999 only supports approximately 9 job orders valued at \$5 million. It is projected that up to \$50 million per year in job orders will be awarded through the JOC program, resulting in an estimated \$5 million per year in associated professional services costs, which will support additional job orders. This would support approximately 90 job orders per year. The proposed increase in contract authority ensures sufficient capacity to support planned JOC work without impacting project schedules.

Approval of this modification will allow Metro to continue leveraging the efficiencies of the JOC delivery method, maintain consistent pricing and quality controls, and support critical systemwide infrastructure improvements in a timely and cost-effective manner.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure continuity of JOC professional services contract, in support of JOC construction activities for maintenance of transit infrastructure assets in a State of Good Repair (SGR), as recommended by Metro's Transit Asset Management (TAM) Plan, which is essential to providing safe, reliable, and well-maintained facilities for both Metro riders and employees who utilize Metro transit infrastructure daily.

FINANCIAL IMPACT

This Board action increases the NTE contract amount to \$5,499,999. As job orders become necessary, funding will be provided from the appropriate project requiring support. For Fiscal Year

2026 (FY26), \$10,745,000 is included in the Infrastructure Program budget under capital project numbers 210131 USG Building Renovation Plan, 290010 USG Electrical & Security System, 204805 Elevator and Escalator Modernization, 212133 Divisions 1, 2, 18 CCTV Parking Lots, 205121 C Line OCS Replacement, 205694 Harbor Hump Direct Fixation, 212134 B&D Lines Auxilliary Rooms CCTV Alarm, 202338 Bus Division Improvements IV, 202814 Bus Division Improvements V, 204142 Rail Facility Improvements I, and 204817 Rail Facility Maintenance & Improvements II.

Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted in future Fiscal Years.

Impact to Budget

The current sources of funds for this action are State and Local sources. This funding is eligible for bus and rail operations.

EQUITY PLATFORM

Metro is committed to maintaining transit assets and ensuring reliable and equitable transportation service for Metro riders. The equity benefits of this action improve passenger and operational reliability of Metro transit services by ensuring that transit infrastructure assets are maintained in a state of good repair, including assets that provide transit services for disadvantaged communities. This allows Metro to deliver safe, affordable, dependable transit services connecting riders to jobs, housing, education, food services, family, and health care. Public transportation provides an important lifeline for the residents in underserved communities, and the award of this contract ensures that Metro will deliver State of Good Repair projects in more timely manner and contribute to better service delivery.

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) participation goal for this JOC Construction Services Bench procurement. However, under California's statutory guidelines for the JOC program, individual job orders valued at \$250,000 or less for repair or renovation work may be set aside, on a rotational basis, for award to certified SBE or DVBE contractors on the JOC Bench. Twelve of the eighteen prime contractors on the bench are SBE certified.

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 capital improvement investments to bus and rail transit infrastructure assets. 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

Approval of this recommendation supports the following Metro Strategic Plan Goals:

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

This project helps maintain system service, reliability, and safety standards to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

ALTERNATIVES CONSIDERED

Staff considered not increasing the Contract NTE amount. However, with a projected \$50 million per year in contractor labor, Gordian's professional services and construction management would be limited to a few projects, and additional projects would require individual procurements, delaying the backlog of critical infrastructure and facility projects.

NEXT STEPS

Upon approval by the Board, staff will execute Modification No. 2 to Contract OP261685000.

ATTACHMENTS

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

Prepared by: Daniela Amores, Senior Director Project Control, (213) 617-6283
Rudy Loera, Deputy Executive Officer, Facilities Engineering, Operations (213) 617-6225
Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance and Engineering, (213) 922-3227
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

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

Stephanie Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

JOB ORDER CONTRACTING PROFESSIONAL SERVICES/OP261685000

1.	Contract Number: OP261685000		
2.	Contractor: The Gordian Group, Inc.		
3.	Mod. Work Description: Increase the Not-to-Exceed (NTE) amount for professional services provided by The Gordian Group, Inc.		
4.	Contract Work Description: The Gordian Group, Inc. serves as Metro's professional services provider in the development and administration of the Job Order Contracting (JOC) Program and supports Metro's Vendor Contract Management Department in the preparation, review, and issuance of Job Orders.		
5.	The following data is current as of: March 16, 2026		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/28/2025	Contract Award Amount: \$499,999
	Notice to Proceed (NTP):	3/13/2025	Total of Modifications Approved: \$0
	Original Complete Date:	2/28/2029	Pending Modifications (including this action): \$5,000,000
	Current Est. Complete Date:	2/28/2029	Current Contract Value (with this action): \$5,499,999
7.	Contract Administrator: Antranik Banalian		Telephone Number: (213) 922-5223
8.	Project Manager: Rudy Loera		Telephone Number: (213) 617-6225

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 issued in support of Contract No. OP261685000 with The Gordian Group, Inc., (Gordian) for continued development, implementation, and ongoing program support of Metro's customized Job Order Contracting (JOC) program. This Modification will increase the total Not-To-Exceed (NTE) amount of the contract to ensure sufficient funding capacity to support the expanded operational needs of Metro's utilization of the JOC program under Contract No. PS133177001 through PS133177025, Job Order Contracting (JOC) Construction Services.

Since the contract award, the JOC program has become a critical vehicle to address facility repairs, capital improvements, and urgent operational needs across multiple divisions. As a result, additional program management, training, and technical services from Gordian are necessary to maintain program efficiency, pricing integrity, and schedule acceleration.

The requested increase in the NTE amount does not modify the overall scope of services but provides additional contract capacity to support the higher volume of Job Orders and expanded agency-wide utilization of the JOC program. The fee structure remains consistent with the original award, including the JOC System License fee and Job Order Development fee as outlined in the approved acquisition summary.

Approval of this Modification will allow Metro to continue leveraging Gordian's proprietary JOC system, standardized pricing catalog, and technical expertise to streamline project delivery while maintaining cost controls and compliance with Metro procurement guidelines. The increase ensures uninterrupted program support and aligns with Metro's ongoing infrastructure improvement initiatives and operational reliability goals.

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

Metro utilized a cooperative purchasing agreement established by Sourcewell, a service cooperative created by the State of Minnesota that allows other government agencies the ability to participate in its agreements.

B. Cost Analysis

The recommended fee schedule has been determined to be fair and reasonable based upon market research, and confirmation from a similar transportation agency, such as Metro, that confirmed the same fee structure for similar services from Gordian. Fees for required services are: 1.95% JOC System License fee of the value of the work ordered, and 3.05% Job Order Development fee of the value of work ordered for a total of 5.00% per job order. Gordian also offers optional Construction Management Services for an additional 5.95% per job order at the request of Metro's Project Manager.

Proposal Amount	Metro ICE	Not-to-Exceed Amount
\$5,000,000	\$5,574,900	\$5,000,000

**CONTRACT MODIFICATION/CHANGE ORDER LOG
JOB ORDER CONTRACTING PROFESSIONAL SERVICES/OP261685000**

Mod. no.	Description	Status	Date	\$ Amount
1	Revision of funding source and DEOD participation goal.	Approved	04/01/2025	\$0
2	Increasing annual Not-To-Exceed amount.	Pending	4/23/2026	\$5,000,000
	Modification Total:			\$5,000,000
	Original Contract:		2/28/2025	\$499,999
	Total:			\$5,499,999

DEOD SUMMARY

JOB ORDER CONTRACTING SERVICES / OP261685000

A. Small Business Participation

The Diversity & Economic Opportunity Department did not establish a Small Business Enterprise (SBE) goal for this contract. Metro utilized a cooperative purchasing agreement established by Sourcewell, a service cooperative created by the State of Minnesota, that allows other government agencies to participate in its agreements. It is expected that Gordian Group Inc. will continue to perform the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

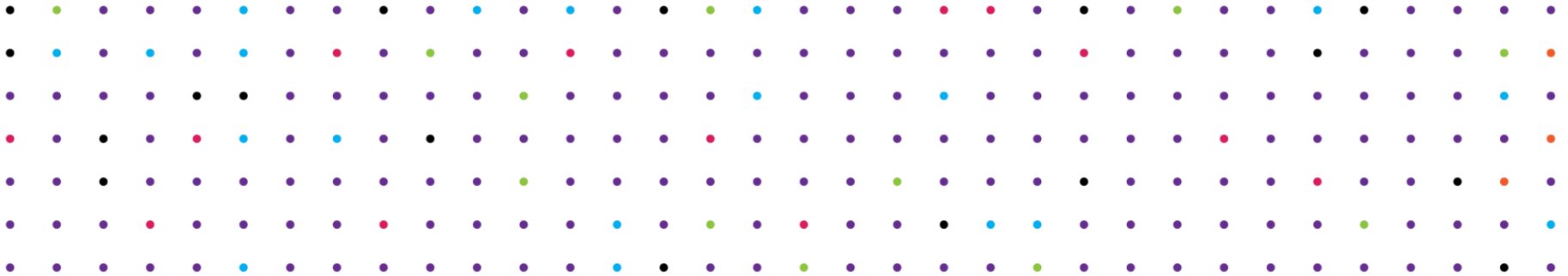
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

E. Manufacturing Careers Policy

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

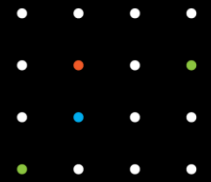
MAINTENANCE & ENGINEERING

JOB ORDER CONTRACTING SERVICES



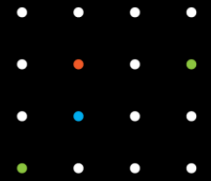
Construction Committee Meeting
April 15, 2026

RECOMMENDATION



AUTHORIZE the Chief Executive Officer to execute Modification No. 2 for the Job Order Contracting Professional Services Contract OP261685000 with The Gordian Group, Inc., in the Not-To-Exceed (NTE) contract amount of \$5,000,000, increasing the total NTE contract amount from \$499,999 to \$5,499,999.

ISSUE & DISCUSSION

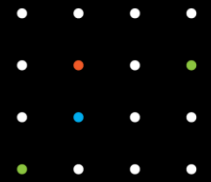


AWARDEE

The Gordian Group, Inc.

NUMBER OF BIDS/PROPOSALS

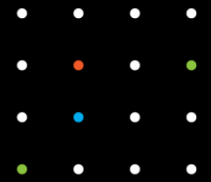
Proposer Name	Bid Amount	Metro ICE	Negotiated Amount
The Gordian Group, Inc.	\$5,000,000	\$5,574,900	\$5,000,000



DEOD COMMITMENT

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) or Disabled Veteran Business Enterprise (DVBE) participation goal for this JOC Construction Services Bench procurement. However, under California's statutory guidelines for the JOC program, individual job orders valued at \$250,000 or less for repair or renovation work may be set aside, on a rotational basis, for award to certified SBE or DVBE contractors on the JOC Bench. Twelve of the eighteen prime contractors on the bench are SBE certified.

ISSUE & DISCUSSION



ISSUE

The Job Order Contracting (JOC) professional services contract is intended to provide support for various transit infrastructure improvement initiatives across the Metro transit system. This modification is needed to support JOC projects requiring professional services that include contractor training of Unit Price Books, related software needed for Job Order pricing development, Job Order project management, and Job Order construction management as needed.

DISCUSSION

Modification No. 2 increases the NTE amount of the contract to accommodate anticipated JOC construction activities. It is projected that up to \$50 million per year in Job Order Contracts will be awarded through the JOC program, resulting in an estimated \$5 million per year in associated professional services costs.



Board Report

File #: 2026-0098, File Type: Contract

Agenda Number: 12.

**CONSTRUCTION COMMITTEE
APRIL 15, 2026**

SUBJECT: ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of \$7,501,189, increasing the Total Contract Value from \$20,714,530 to \$27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and
- B. APPROVE programming an additional \$10,701,189, increasing the programmed Measure R 3% and TIRCP funds from \$26,378,741 to \$37,079,930, in order to achieve shovel-ready project status.

ISSUE

At its December 2025 Meeting, the Board received and filed the East San Fernando Valley Shared Railroad Right of Way Study final report and approved the Scenario 2 Metrolink Option as the preferred alternative for the East San Fernando Valley Light Rail Transit Project. At the same meeting, staff was authorized to continue the planning work on improvements related to Scenario 2, consisting of rail crossing safety improvements at six at-grade rail crossings along the 2.5-mile corridor as part of improvements to the Metrolink Antelope Valley Line (AVL) among other improvements.

The rail crossing safety improvements at the six at-grade rail crossing locations are within the footprint of the Brighton to Roxford Double Track project, requiring staff to review the impact of the East San Fernando Valley Shared Right-of-Way Study and the subsequent Board direction on this Project. This effort is required to rescope the Brighton to Roxford Double Track Project (Project) to account for the changes made per the recommendations from the East San Fernando Valley Shared Right-of-Way Study. Board approval of the staff recommendations will allow the Brighton to Roxford Double Track Project Team to advance design effort associated with the six at-grade crossing improvements and bring the overall Brighton to Roxford Double Track Project to shovel-ready level while continuing to explore construction funding opportunities for this Project. The

Project Team also plans to advance four at-grade crossings in Segment 4, as this segment is most advanced in terms of design level, to comply with period of performance requirements associated with Transit and Intercity Rail Capital Program (TIRCP) grants.

BACKGROUND

To expand the future commuter rail service and improved network integration along the Metrolink Antelope Valley Line corridor, there are a total of four planned modules: 1) at-grade crossing safety improvements at all at-grade crossings along this rail corridor, 2) double tracking the Metrolink Antelope Valley Line from Burbank to Sylmar, 3) adding an in-fill station near Van Nuys Boulevard and 4) adding a mobility hub adjacent to Van Nuys Boulevard and San Fernando Road . The Brighton to Roxford Double Track Project and At-grade Crossing Safety Improvements would enable uninterrupted commuter and intercity rail service through the cities of Burbank and San Fernando and the communities of Sun Valley, Pacoima and Sylmar.

At its December 2025 meeting, the Board authorized staff to proceed with the 30% preliminary engineering design and obtain environmental clearance of the at-grade crossing safety improvements along the Metrolink Antelope Valley Line in the north San Fernando Valley as a result of the East San Fernando Valley Shared Railroad Right-of-Way Study findings. These 6 at-grade crossings (4 within City of San Fernando and 2 within City of Los Angeles) are within the project footprint of the original Brighton to Roxford Double Track Project - Segment 3, for which the Board previously 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 (Study). Based on findings from the recently completed Study, it was determined that the future LRT will not share the right-of-way with the existing Metrolink Antelope Valley Line single-track corridor. The project team now needs to a) separate the six at-grade crossings in Segment 3 from the original Brighton to Roxford Double Track Project, under the assumption that these at-grade crossing improvements will be constructed ahead of the double track project, under a separate package and b) re-scope the existing Brighton to Roxford Double Track Project to account for any impacts of the Study found on the Project, and the assumption that the double track portion of the project will be constructed after these at-grade crossing safety improvements being constructed in place, and c) advance four at-grade crossings in Segment 4 to comply with period of performance requirements associated with TIRCP grants.

The at-grade crossing safety improvements for each of these six locations typically include the additions of automatic warning device assembly (vehicular exit gates), pedestrian protection gates at all approaches, additions of hand railings and emergency exit swing gates, ADA ramps to meet the current requirements, additional warning signs, flashers and bells, raised center medians, upgrading the signal controller housing at each crossing locations, upgrading the traffic signal pre-emption at nearby signalized intersections etc. The additional four at-grade crossings in Segment 4 will also have similar safety improvements.

At the beginning of design phase of the Brighton to Roxford Double Track Project, while waiting for the Study to be completed, staff also paused the NEPA clearance process since there are some time-sensitive studies that need to be current at the time of submitting the application for NEPA clearance. Without knowing the application submission timeline, it would have been risky to

proceed with this work. Now that a decision has been made on the East San Fernando Valley Light Rail Transit Project, the design team has a clear direction to proceed with the work. Understanding that NEPA clearance is necessary for the project, the design team needs to rework the remaining NEPA application to account for the changes since the CEQA clearance was secured in 2017.

Metro will continue to seek state and federal level grant opportunities for the remaining construction funding needed as the capital project continues to advance to a shovel-ready level.

DISCUSSION

The Brighton to Roxford Double Track Project was originally planned to be designed and built as a single project. In order to be consistent with the other projects in the area (City of Los Angeles Bike Path Project and the East San Fernando Valley Light Rail Transit Project), the Board authorized the Project Team to proceed with the project in a four-phased/segmented approach during the Board Meeting held in July 2018 . Currently, Segment 1 (Control Point Brighton to Sun Valley Siding) is at 100% design review stage. Segment 2 (Sun Valley Siding to Van Nuys Boulevard) is at approximately 80% final design stage. Segment 3 (Van Nuys Boulevard to Sylmar/San Fernando Station) is at the preliminary design stage (paused since April 2017), and Segment 4 (Sylmar/San Fernando Station to Control Point Roxford) is at approximately 80% design phase.

With the new direction from the Board at its December 2025 meeting to advance the at-grade crossing safety improvement work in Segment 3 ahead of the rest of the project and separate these improvements from the original Segment 3 package, the design team needs to modify the current design to account for the technical findings identified at the East San Fernando Valley Shared Railroad Right of Way Study, potential track alignment modifications to account for the Light Rail Transit alternative not continuing in the corridor, to accommodate the future in-fill Metrolink station at Van Nuys Boulevard, and the soon to be constructed San Fernando Bike Path Project initiated by the City of Burbank while maintaining the current Metrolink train services along Antelope Valley Line uninterrupted. In addition, the Project Team plans to advance four at-grade crossings in Segment 4 to comply with the period of performance requirements associated with TIRCP grants. All of these project elements and changes were not accounted for when staff first negotiated the scope of the Project with the design team. For this request, staff proposes to allocate budget in anticipation of potential land acquisition needs for any advance utility relocations required outside Metro’s right-of-way.

Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	\$20,214,759	\$7,501,189	\$27,715,948
Agency - Metro	\$2,500,000	\$1,800,000	\$4,300,000
Outreach	\$369,232	\$150,000	\$519,232
Real Estate/ Acquisition of Land	\$30,300	\$1,000,000	\$1,030,300

Project Controls	\$88,450	\$250,000	\$338,450
3rd Party Agreements - City/County/Others	\$3,176,000	\$0	\$3,176,000
Total Project Cost	\$26,378,741	\$10,701,189	\$37,079,930

Table 1: Brighton and Roxford Double Track Project

Community Outreach:

Metro staff will develop a comprehensive community outreach program to engage the north San Fernando Valley communities regarding the latest developments and future planning of the Antelope Valley Improvements, including the Brighton to Roxford Project and the San Fernando Valley/Pacoima Metrolink Station and Mobility Hub. The funding plan for Brighton to Roxford identifies \$150,000, which will be combined with funding from Countywide Planning and Development for the planning work for the Metrolink Station and Mobility Hub for Community Relations to secure an outreach contractor in Spring/Summer 2026 from its Communications Bench. The outreach efforts will build from the robust engagement conducted during the East San Fernando Valley Shared Right of Way Study and will continue to maximize public participation in the diverse communities of the north San Fernando Valley by enhancing accessibility and eliminating barriers to engagement, supported by strategic partnerships with the San Fernando Valley Council of Governments, the City of San Fernando, federal, state and local elected officials, and community-based organizations.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any adverse impact on safety, rather it will improve the safety of the San Fernando Valley community. The at-grade crossing improvements in San Fernando will be designed in accordance with Metro and SCRRA standards, state and federal requirements, and in compliance with the Americans with Disabilities Act.

FINANCIAL IMPACT

The recommended \$10,701,189 programming is part of FY26 Adopted and FY27 Proposed Budgets for this Project. 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 460074 as shown in Attachment D, Brighton to Roxford Funding and Expenditure Plan.

Impact to Budget

The source of funds for FY26/27 and future fiscal year programming for the project is TIRCP and Measure R 3% Transit Capital. These funds are not eligible for use in Metro bus/rail operating or capital budget expenses.

EQUITY PLATFORM

The Antelope Valley Line Improvements - Brighton to Roxford Double Tracks & At-grade Crossings Safety Improvement Project falls in the City of San Fernando and the neighborhoods of Pacoima and Sylmar areas within City of Los Angeles, along the Metrolink Antelope Valley Line. These communities were identified as Equity Focus Communities (EFCs) in prior analyses. The six grade crossings are all located in census tracts in the categories of “Very High Need” and “High Need” in Metro’s 2022 Equity Need Index (MENI). The median income is \$40,823 in the Antelope Valley, according to a 2022 Metrolink Rider Survey. 39% of all current Metrolink riders report household incomes below \$50,000. The average age of Metrolink riders in 2022 has increased to 51 years. The same data shows rider demographics at 38% Hispanic or Latino, 31% White, 17% Asian or Pacific Islander, 10% African American and 4% Other.

This project will enhance safety and improve line reliability, on-time performance and lead to more reliable commuter rail service for the communities located in the vicinity of the project, which comprises of 48.1% to 75.1% low-income households, 4.7% to 14.9% households with no access to a car, and up to 99.9% Black, Indigenous, and other People of Color (BIPOC) residents. The community of the City of San Fernando will directly benefit from this project.

STV Incorporated (STV) made a 26.62% Small Business Enterprise (SBE) commitment on this contract. The current level of participation is 33.60% SBE, exceeding the commitment by 6.98%.

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 may choose to not authorize the work associated with the six at-grade crossing improvements in Segment 3, four at-grade-crossings in Segment 4, and the rescoping of the existing Brighton to Roxford Double Track Project to account for any impact of the ESFV ROW Study findings on the Project. This is not recommended since the northern San Fernando Valley communities have serious concerns about the pedestrian safety of these at-grade crossings and the close proximity of these crossings to the nearby middle school. For the City to pursue other grants to fund the design and construction of the project (such as Section 130 Grade Crossing Hazard Elimination Program of the CPUC), a 30% design is necessary when submitting the grant application. Additionally, advancement of Segment 4 at-grade crossings is necessary to comply with the performance requirements of associated TIRCP grants.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in order to complete the preliminary engineering and environmental clearance for the At-grade Crossing Improvements in the northern San Fernando Valley and modify the remaining project elements of the Brighton to Roxford Double Track Project to shovel-ready level, accounting for the project to be constructed in separate phases. Staff will continue close coordination with Countywide Planning and Development on the Antelope Valley Line Improvements - San Fernando Valley/Pacoima Metrolink Station and Mobility Hub and conduct robust community engagement.

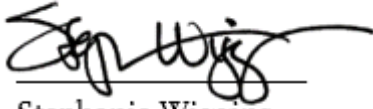
ATTACHMENTS

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

Prepared by:

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

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

PROCUREMENT SUMMARY

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT / PS2415-3412

1.	Contract Number: PS2415-3412		
2.	Contractor: STV Inc.		
3.	Mod. Work Description: This modification is to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and extend the period of performance through 6/30/28.		
4.	Contract Work Description: Professional services to provide engineering services for completion of the environmental clearance documents, preliminary engineering documents, permitting and final design engineering.		
5.	The following data is current as of: 3/18/26		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	07/23/15	Contract Award Amount: \$12,490,781
	Notice to Proceed (NTP):	08/25/15	Total of Modifications Approved: \$8,223,749
	Original Complete Date:	09/01/18	Pending Modifications (including this action): \$7,550,309
	Current Est. Complete Date:	06/30/28	Current Contract Value (with this action): \$28,264,839
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Charles Tsang		Telephone Number: (213) 348-3810

A. Procurement Background

This Board Action is to approve Modification No. 12 to Contract No. PS2415-3412 to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and extend the period of performance from July 31, 2026, to June 30, 2028.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is cost reimbursable.

On July 23, 2015, the Board awarded a cost reimbursable Contract No. PS2415-3412 to STV Inc. in the amount of \$12,490,781 for the Brighton to Roxford Double Track Project.

A total of eleven modifications have been issued to date.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical analysis, fact finding and negotiations. Staff successfully negotiated a savings of \$104,544.

Proposal Amount	Metro ICE	Recommended Amount
\$7,654,853	\$7,258,885	\$7,550,309

CONTRACT MODIFICATION/CHANGE ORDER LOG

BRIGHTON TO ROXFORD DOUBLE TRACK PROJECT / PS2415-3412

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Supplemental scope for flagging crews, right of entry (ROE) permits and field survey work on SCRRA (Metrolink) rail track.	Approved	09/24/15	\$51,700
2	Supplemental scope for environmental clearance per the National Environmental Policy Act.	Approved	09/20/16	\$90,948
3	No cost period of performance (POP) extension through 09/01/20 to complete Phase 2 of the project.	Approved	08/14/18	\$0
4	Supplemental scope for completion of environmental clearance and 100% design documents.	Approved	10/25/18	\$2,203,529
5	Supplemental additional design tasks and POP extension through 07/30/21.	Approved	4/30/20	\$101,375
6	No cost POP extension through 06/30/22.	Approved	7/29/21	\$0
7	Supplemental geotechnical investigation, far side American with Disabilities Act ramps, relocation of Sun Valley Station pedestrian crossing, revise raised median design and Hollywood Way Underpass lighting, traffic engineering and POP extension through 12/31/22.	Approved	7/26/22	\$499,511
8	No cost POP extension through 04/28/23.	Approved	12/12/22	\$0
9	No cost POP extension through 07/31/23.	Approved	4/3/23	\$0
10	Signal and communication design coordination and modifications to the Brighton to	Approved	7/27/23	\$4,776,915

	Roxford project, divide the project into four segments and POP extension through 7/31/26.			
11	Supplemental scope to address comment resolution meetings with project stakeholders as a result of 90% final design submittal.	Approved	8/7/25	\$499,771
12	Advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project and POP extension through 6/30/28.	Pending	Pending	\$7,550,309
	Modification Total:			\$15,774,058
	Original Contract:		07/23/15	\$12,490,781
	Total:			\$28,264,839

DEOD SUMMARY

**ANTELOPE VALLEY LINE IMPROVEMENTS - BRIGHTON TO ROXFORD DOUBLE
TRACK PROJECT / PS2415-3412**

A. Small Business Participation

STV Incorporated (STV) made a 26.62% Small Business Enterprise (SBE) commitment on this contract. Based on payments, the project is 76% complete. The current level of participation is 33.60% SBE, exceeding the commitment by 6.98%.

Small Business Commitment	26.62% SBE	Small Business Participation	33.60% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	B A Inc.	4.07%	3.98%
2.	Ryan Snyder Associates, LLC (Terminated)	0.20%	0.05%
3.	Cornerstone Studios, Inc.	0.55%	0.31%
4.	Diaz Consultants, Inc.	2.52%	4.46%
5.	Epic Land Solutions, Inc.	0.94%	0.06%
6.	LIN Consulting, Inc.	2.88%	4.93%
7.	Pacific Railway Enterprises, Inc.	11.33%	15.32%
8.	Wagner Engineering & Survey, Inc.	4.13%	2.92%
9.	Safeprobe, Inc.	Added	1.57%
	Total	26.62%	33.60%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

E. Manufacturing Careers Policy

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

Regional Rail Projects Funding and Expenditure Plan

Brighton to Roxford Double Track Project					
Project Number: 460074					
Project Programming					
Use of Funds	Inception thru FY25	FY26	FY27	FY28+	Total Capital Costs
Professional Services	18,000,000.00	3,980,000.00	5,735,948.00	0.00	27,715,948.00
Agency - Metro	2,470,000.00	255,000.00	600,000.00	975,000.00	4,300,000.00
Outreach	334,616.00	54,616.00	100,000.00	30,000.00	519,232.00
Real Estate/ Acquisition of Land	20,300.00	25,000.00	25,000.00	960,000.00	1,030,300.00
Project Controls	253,600.00	22,000.00	22,000.00	40,850.00	338,450.00
3rd Party Agreements - City/County/Others	1,623,000.00	50,000.00	200,000.00	1,303,000.00	3,176,000.00
Total Project Cost	22,701,516.00	4,386,616.00	6,682,948.00	3,308,850.00	37,079,930.00
Source of Funds	Inception thru FY25	FY26	FY27	FY28+	Total Project Funding
Measure R 3%	25,009,366.00	1,000,000.00	3,250,000.00	320,564.00	29,579,930.00
Measure M - MSP Transit Program Funds, North County Subregion	250,000.00			0.00	250,000.00
TIRCP 2020, Cycle 4	250,000.00	3,500,000.00	3,500,000.00	0.00	7,250,000.00
Total Project Funding	25,509,366.00	4,500,000.00	6,750,000.00	320,564.00	37,079,930.00

Antelope Valley Line Improvements - Brighton to Roxford Double Track Project

**Construction Committee
April 23, 2026**

Staff is requesting Board Approval to:

- A. EXECUTE Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in the amount of \$7,501,189, increasing the Total Contract Value from \$20,714,530 to \$27,715,948 and extend the period of performance from July 31, 2026, to June 30, 2028; and

- B. APPROVE programming an additional \$10,701,189 , increasing the programmed Measure R 3% and TIRCP funds from \$26,378,741 to \$37,079,930, in order to achieve shovel-ready project status.

1. The Brighton to Roxford Double Track (B2RDT) Project will improve network integration along the Antelope Valley Line corridor. It was originally designed as one project and eventually broken into four segments
2. On December 4, 2025, Metro Board received and filed the East San Fernando Valley Shared Railroad Right of Way Study (ESFV ROW Study) which approved Scenario 2 Metrolink Option as the preferred alternative, and authorized staff to continue planning work on improvements related to Scenario 2.
3. The rail crossing safety improvements are within the footprint of B2RDT Project which was put on hold until a decision was made on ESFV ROW Study. This decision allows the B2RDT project to move forward with the next steps.

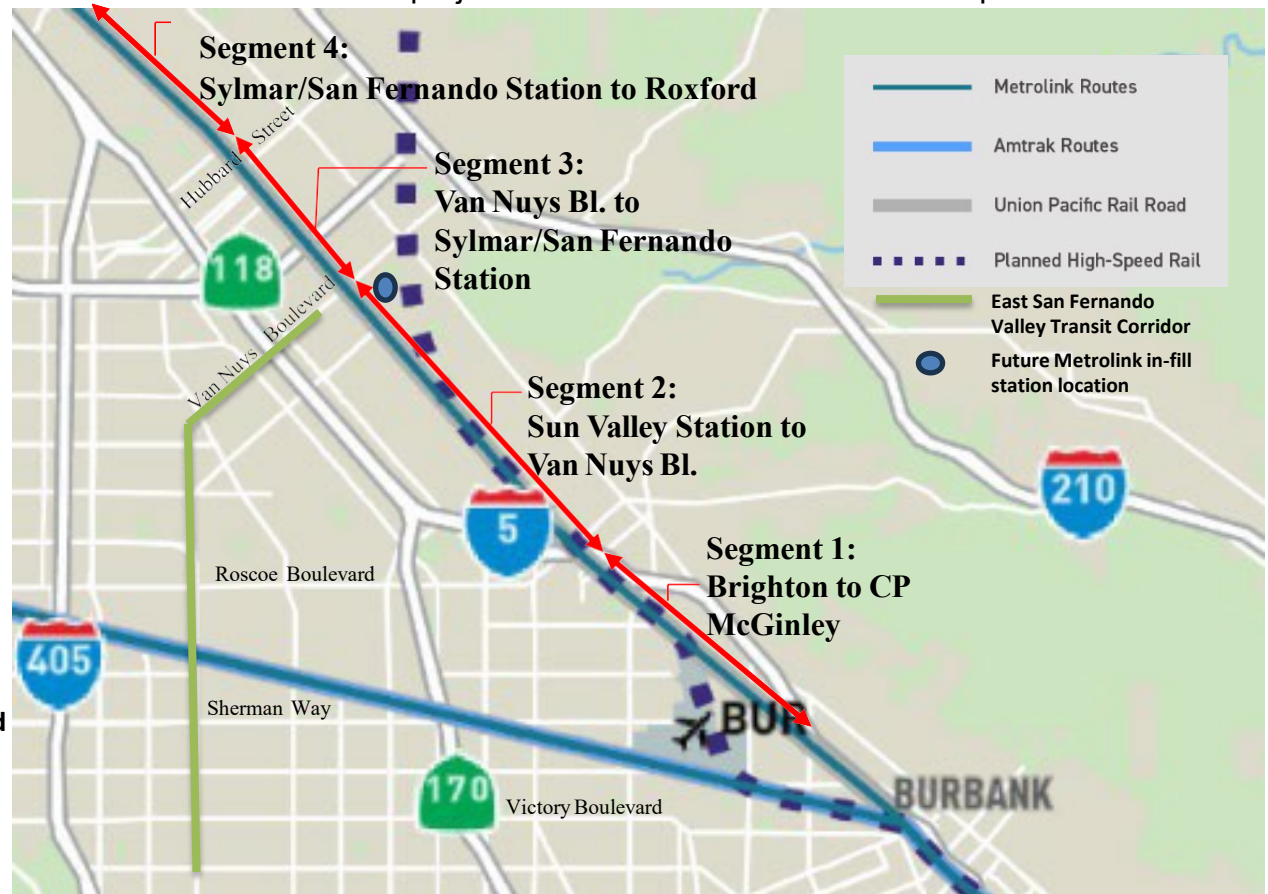
Segment 4:
4 at-grade crossings safety improvements at approx. 80% design complete*

Segment 3:
6 at-grade crossings safety improvements at prelim. design stage (approx. 30%)*

Segment 2:
80% design complete

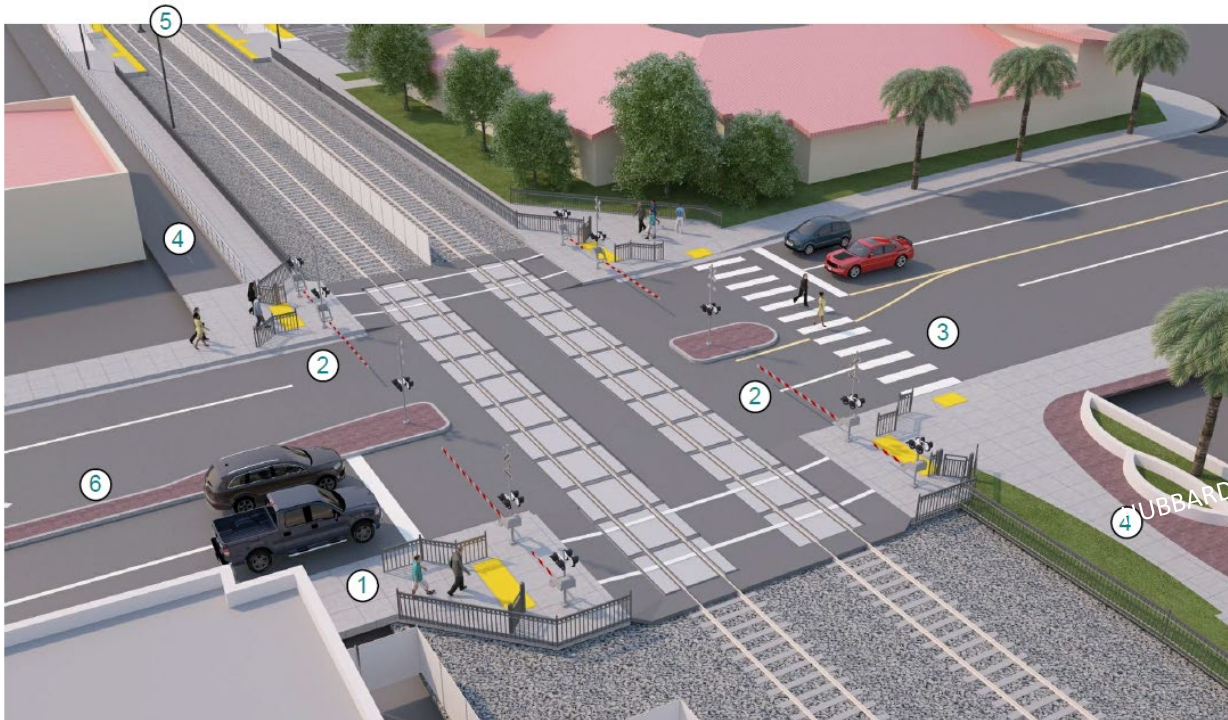
Segment 1:
100% design completed, under final review

*Note: % completion based on entire segment to be constructed at the same timeframe.



BENEFITS OF TYPICAL AT-GRADE CROSSING SAFETY IMPROVEMENTS

Antelope Valley Line Improvements – Brighton to Roxford Double Track Project



Conceptual rendering; subject to change

- ① Pedestrian Safety Improvements
- ② Four Quadrant Gate System
- ③ Crosswalk
- ④ Bike Path
- ⑤ Sylmar/San Fernando Metrolink Station
- ⑥ Raised Median

- > Provide enhanced safety at existing at-grade roadway crossings and pedestrian-only crossing along the Antelope Valley Line railroad corridor as early works package.
- > Allow Metro to coordinate with the Cities of San Fernando and Los Angeles to pursue CPUC Section 130 Railroad-Highway Crossing Program Funds to eliminate hazards at existing public road crossings.
- > Comply with the period of performance requirements of the available Transit and Intercity Rail Capital Program (TIRCP) grant.

USE OF FUNDS

Antelope Valley Line Improvements – Brighton to Roxford Double Track Project

Use of Funds	Approved Programming	Requested Programming	Revised Programming
Professional Services	\$20,214,759	\$7,501,189	\$27,715,948
Agency - Metro	\$2,500,000	\$1,800,000	\$4,300,000
Outreach	\$369,232	\$150,000	\$519,232
Real Estate/Acquisition of Land	\$30,300	\$1,000,000	\$1,030,300
Project Controls	\$88,450	\$250,000	\$338,450
3 rd Party Agreements (City/County/Others)	\$3,176,000	\$0	\$3,176,000
Total Project Cost	\$26,378,741	\$10,701,189	\$37,079,930



Metro

Upon Board approval, staff will execute Modification No. 12 to Contract No. PS2415-3412 with STV Inc. to advance the design for Segment 1 through 4 of the Brighton to Roxford Double Track Project in order to complete:

- a. Preliminary engineering and environmental clearance for the 6 at-grade crossing improvements in north San Fernando Valley (segment 3) as early works package,
- b. Final Plan, Specifications & Estimate (PS&E) for the 4 at-grade crossing safety improvements within segment 4,
- c. Design for the remaining project elements (segments 1 thru 4) to shovel-ready level, accounting for the project to be constructed in separate phases.

Staff will continue coordination with Metro Planning for the future Antelope Valley Line Improvements San Fernando Valley/Pacoima Metrolink Station and Mobility Hub projects;

Conduct comprehensive and inclusive community outreach in the northeast San Fernando Valley communities.



Board Report

File #: 2026-0202, **File Type:** Informational Report

Agenda Number: 13.

CONSTRUCTION COMMITTEE APRIL 15, 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 3,609 concurrent workdays or concurrent 14 years, aggregated across the program, have been saved (Attachment B).

DISCUSSION

The change activities for the reporting period between December 1, 2025 - February 28, 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.
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.
Westside Purple Line Ext 3	1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
Division 20	100% of the project is within or adjacent to Equity Focus Communities.
I-5 North County Enhancements	This project is not located within or adjacent to Equity Focus Communities.
Metro G Line BRT	15 of 17 stations (88%) of the project is within or adjacent to Equity Focus Communities.
I-105 Express Lanes	92% of the project is within or adjacent to Equity Focus Communities.
North Hollywood to Pasadena	60% of the project is within or adjacent to Equity Focus Communities.
Southeast Gateway Line	65% of the project is within or adjacent to Equity Focus Communities.
Link Union Station	100% of the project is within or adjacent to Equity Focus Communities.
Vermont BRT	87% of the project is within or adjacent to Equity Focus Communities.

VEHICLE MILES TRAVELED OUTCOME

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

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

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.
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.
Link Union Station	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 March 1, 2026, through May 31, 2026, and will be presented to the July 2026 Construction Committee.

ATTACHMENTS

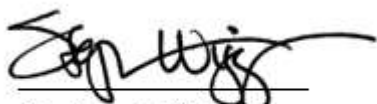
- Attachment A - Quarterly Change Orders Log for Reporting Period of December 1, 2025 - February 28, 2026
- Attachment B - OIG Construction Change Order Spot Checks CEO Delegated Authority Delays Avoided (Through February 2026)

Prepared by:

- **Westside Purple Line Ext 1** - James Cohen, Senior Executive Officer, Projects Engineering, (323) 900-2114
- **Westside Purple Line Ext 2** - Zephaniah Varley, 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** - Albert Soliz, Deputy Executive Officer, Project Management, (213) 922-4002
- **I-5 North Country Enhancements** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **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** - Michael McKenna, Deputy Chief Program Management Officer, (424) 551-4447
- **Southeast Gateway Line** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Link Union Station** - Michael McKenna, Deputy Chief Program Management Officer, (424) 551-4447
- **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 SECTION 1

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (December 1, 2025 - February 28, 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
262	Contract Modification for Settlement Agreement and Release effective August 28, 2025: This Contract Modification implements the Settlement Agreement and Release effective August 28, 2025, that resolves contract disputes and updates milestone completion dates.	5	12/19/2025	12/18/2025	\$285,375,713	\$150,000,000
276	Additional Entry Portal and Transverse Band Signage (Fabrication Only): This change updates signage to reflect the existing D (Purple) Line from Wilshire/Western Station to Wilshire/La Cienega Station. Metro's Signage Department has requested PLE-1 fabricate the signs for installation by Metro Operations. This effort will be funded by the Metro Signage Department.	5	2/20/2026	2/20/2026	\$1,155,659	\$1,155,659

B. PROFESSIONAL SERVICES CONTRACTS

MOD-10	E0128-TO-021 / Systems Engineering DSDC Support for Purple Line Extension Section 1	5	12/17/25	12/17/2025	\$1,059,182	\$1,059,181
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (December 1, 2025 - February 28, 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			
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None			
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WESTSIDE PURPLE LINE SECTION 2

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (December 1, 2025 - February 28, 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-00262	<u>Extended Design Services - June 2024 to July 2026 (RFC-00110) (CO-79.2)</u> : This change is to compensate the Contractor for additional Project Management, Administration and Contract Compliance for Extended Design Services per GC 32.6.2.E for Contract Modifications (MODs) actively progressing between June 2024 to June 2026 as merited in the response to RFC-00110.	5	12/1/2025	12/31/2025	\$1,082,867	\$1,082,867
MOD-00272	<u>Addition of New Wayside Repeater Signals East of Century City Station (CO-99)</u> : This change directs the Contractor to design, furnish, install, and test two 3-aspect repeater signals, one on the BL and one on the BR tunnel, to repeat the wayside signal indications of upcoming Signal 4 and Signal 6 which have a line of sight less than 500' for westbound trains approaching the track curve east of Century City Station.	5	12/12/2025	2/2/2026	\$1,095,337	\$1,029,019
MOD-00273	<u>MOA New Streetscape Standards in COBH - Construction (CO-105.1)</u> : This change authorizes the contractor to procure the pedestrian light poles associated with CN-304 which is a long lead item. The installation of the light poles is not included in this change order.	2	12/11/2025	2/17/2026	\$5,553,485	\$3,512,010
MOD-00275	<u>Additional Tunnel Utility Monitoring Points (RFC-00158/00158.1)</u> : This change is full and final resolution for the merited RFC-00158.1 to furnish, install, baseline, monitor, maintain and remove an additional sixty (60) Utility Monitoring Points along Tunnel Reaches 4 and 5.	5	1/21/2026	2/10/2026	\$769,887	\$769,887
CO-00104	<u>CCS Additional Storm Drain Improvements (RFC-183) - Construction</u> : This change directs the Contractor to install storm drain maintenance holes (MHs) at various lateral connections near private properties along Constellation Blvd.	2	N/A	1/23/2026	\$3,525,819	\$645,000

B. PROFESSIONAL SERVICES CONTRACTS

None						
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

MOD-00010	<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	12/12/2025	2/4/2026	\$3,907,742	\$3,907,742
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (December 1, 2025 - February 28, 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
CN-00236.2	<u>Tunnel Walkway Gap Notifications</u> : This Change Notice directs the contractor to design, furnish and install signage and striping in the tunnels to notify alighting passengers of potential pedestrian hazards where horizontal gaps between the train door and the edge of tunnel walkway exceed certain widths as set forth by the CPUC and Metro Fire Life Safety.	5	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS

None			
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None			
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WESTSIDE PURPLE LINE SECTION 3

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (December 1, 2025 - February 28, 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. C1151 (FKTP)

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					

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

C1152-MOD-00157.1	Cable Pulling for Underground Wireless Telecommunications Cable - CONSTRUCTION ONLY - Additional conduits in the tunnel walkway for underground wireless telecommunication. By having the C1152 contractor install these additional conduits while installing base work conduits, this will save time for the follow-on contract that will install underground wireless communications, with the objective to provide wireless service in the tunnels and stations by the Revenue Service Date of WPLE3.	5	10/30/25	11/21/2025	\$1,782,337	\$1,782,337
C1152-MOD-00159	Extended Performance for Design Engineering Services - Extension of Design Engineering services due to past Approved For Construction Design Changes and extended the performance of the design engineering services from April 1, 2023, to August 31, 2026.	5	10/30/25	12/19/2025	\$2,617,528	\$1,314,677
C1152-MOD-00163	UCLA Sta – Additional LADWP Power Conduits (Permanent Power) - CONSTRUCTION ONLY - Additional conduits and increased conduit size for the LADWP power mainline ductbank extension to meet LADWP standards provided after the C1152 contract was awarded.	2	12/08/25	12/19/2025	\$957,854	\$819,489
C1152-MOD-00170	UCLA Sta – LADWP-WS 12" Steel Water Pipe Relocation – CONSTRUCTION ONLY - Restoration of the LADWP water line that was lowered in a prior Metro contract to clear the temporary deck for the Westwood/UCLA station construction.	2	01/26/26	2/4/2026	\$967,553	\$864,183
C1152-MOD-00171	Procurement and Expedited Delivery of Additional 1000 kcmil Cable - Cable purchased to replace cable that was borrowed by PLE 1. PLE 3 will be reimbursed for this cost.	5	02/09/26	2/23/2026	\$771,733	\$771,733

B. PROFESSIONAL SERVICES CONTRACTS

PS54007-TO-008-MOD-00007	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 06/30/26.	5	01/30/26	2/3/2026	\$874,540	\$874,708
C1204-MOD-00005	C1204 Extension of Services Through June 30, 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	12/24/25	1/6/2026	\$1,227,970	\$1,227,970

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (December 1, 2025 - February 28, 2026)

A) DESIGN BUILD CONTRACT - CONTRACT NO. C1151 (FKTP)

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

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

C1152-MOD-00173	Radio Antenna at Caltrans Property - CONSTRUCTION ONLY - Relocation of above ground radio antenna from the Westwood/UCLA station to Caltrans property next to the I-405 freeway due to the Metro/UCLA easement agreement that defines Metro's air rights to 30-ft from the ground at the station plaza.	5	Between \$500K and less than \$1M
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B) PROFESSIONAL SERVICES CONTRACTS

None			
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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 (December 1, 2025 - February 28, 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
	None					

B. PROFESSIONAL SERVICES CONTRACTS

	None					
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

MOD-00015	Division 20 Portal Widening Turnback Project Design Services During Construction -Additional Level of Effort for FY26: This Task Order is to continue Design Services During Construction (DSDC) support for the Division 20 Portal Widening Turnback Project. The Systems Engineering Consultant (SEC) shall provide the additional support services as requested by the Division 20 Project.	5	1/28/2026	2/9/2026	\$762,666	\$762,666
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (December 1, 2025 - February 28, 2026)

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

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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I-5 NORTH COUNTY ENHANCEMENTS PROJECT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (December 1, 2025 - February 28, 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. 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
CO 24.02	Groundwater Contamination Treatment at Castaic Creek – Mob/Demob, Chemicals and O&M	5	12/17/2025	2/4/2026	\$1,439,578	\$1,439,578

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 (December 1, 2025 - February 28, 2026)

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

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
MOD 76.02	Equitable Adjustments	5	More than \$15M

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 (December 1, 2025 - February 28, 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. PS85661000

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 00015/CO 00007	B Line Fiber Procurement and Construction - Contractor shall furnish and deliver 288 strand single-mode metal clad fiber optic cable and cable clamps necessary to complete the fiber installation through the existing Metro B Line tunnel between North Hollywood Station and Union Station. Contractor shall provide all labor, material, and equipment required for the Construction of fiber optic cable per the B Line Fiber design under Early Works Package (EWP) 4.	5 - Scope	12/19/2025	1/2/2026	\$25,567,524	\$22,706,280

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 (December 1, 2025 - February 28, 2026)

A) PROGRESSIVE DESIGN BUILD CONTRACT - CONTRACT NO. PS85661000

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CO 00009	Additional Potholing Level of Effort for the Work under EWP 05 Gated Intersections Design - This Change provides additional authorization and funds for the agreed scope of work concerning Potholing and Trenching Investigation and Reporting. Contractor shall provide all labor, equipment, and materials to complete the Work, and perform in accordance with the existing Contract documents.	5 - Scope	Between \$1M and \$5M

B) PROFESSIONAL SERVICES CONTRACTS

None			
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None			
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I-105 EXPRESS LANES

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (December 1, 2025 - February 28, 2026)

Change Types:

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

A. CMGC CONTRACT - CONTRACT NO. PS84667000

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
5.1	CMGC Seg 1 Approved For Construction (AFC) Early Works Package (EWP) True up - This contract modification (412,261,320) supersedes Mod 3 (\$389,126,962) and cancels CO#1 (Overhead Sign Structure (OHSS), \$12,000,000) issued previously.	5	N/A	2/26/2026	N/A*	\$23,134,358
00002	TPSS # 5 duct bank relocation – Power and Communication lines	5	N/A	1/12/2026	N/A**	\$750,000

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

None						
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B. PROFESSIONAL SERVICES CONTRACTS

None						
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None						
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*No contractor proposal on this change. This modification is a True-up cost adjustment between the 95% Design (\$389,126,962) and AFC Design (\$412,261,320).

**Metro (Project Management) received a RFC/CSP amount of \$5,550,958. The Project Team determined the cost/approach was not realistic as proposed. The Project Team decided to proceed with change order on a T&M basis to track actual costs. A Not-To-Exceed notice in the amount of \$750,000 was issued to avoid project delays.

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (December 1, 2025 - February 28, 2026)

A) CMGC CONTRACT - CONTRACT NO. PS84667000

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
TBD	Communication Hub Building	5	Between \$1M and \$5M
TBD	TPSS # 7 duct bank Relocation – Power and Communication lines	5	Between \$1M and \$5M

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

Mod 3	Gantry Substructure Frames and Schedule Update to accommodate delays on the Civil Construction Side	5	Between \$1M and \$5M
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B) PROFESSIONAL SERVICES CONTRACTS

	None		
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C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None		
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NORTH HOLLYWOOD TO PASADENA

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (December 1, 2025 - February 28, 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	EWP-03 - Early Works Package for Long Lead Procurement and Construction at the City of Pasadena BRT Segment	5 - Scope	12/30/2025	1/23/2026	\$24,687,405	\$21,105,032

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 (December 1, 2025 - February 28, 2026)

A) CM/GC CONTRACT - CONTRACT NO. PS118736000

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
CN 00003	Phase 1 Modification - CM/GC to continue providing Phase 1 Pre-Construction Services in accordance with Exhibit 3 – Project Requirements to support development of the final and AFC design packages, provide a certified arborist to prepare reports necessary to comply with City's notification requirements associated with tree removals and relocations, and develop final traffic control plans, including temp striping, and temp signalization for approval by the relevant city.	5 - Scope	Between \$1M and \$5M

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 (December 1, 2025 - February 28, 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 - 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	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.	5	N/A	12/18/2025	N/A*	\$1,000,000

B. PROFESSIONAL SERVICES CONTRACTS

AE104903000-CO-00001	Estimate to Completion (ETC) for the Remaining Scope of the Contract and Additional Utility Investigation This change order is for the continuation of Advanced Engineering work, which is critical for maintaining the design schedule. It provided interim funding to continue the work while a bilateral modification is in process.	5	N/A	12/30/2025	N/A*	\$4,500,000
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

AE107133000-MOD-00002	NEPA Re-Evaluation and CEQA Addendum This modification is to provide a NEPA Reevaluation and CEQA Addendum for the existing Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and Record of Decision (ROD). The central purpose is to analyze design refinements and changed conditions implemented since the ROD to determine if they result in impacts, including construction, long-term, and indirect/cumulative effects.	5	11/18/2025	12/15/2025	\$2,258,175	\$2,258,175
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*The Contractor/Consultant did not propose any amounts for PS119518000-CO-00002 and AE104903000-CO-00001, as these Change Orders were issued unilaterally by Metro. The Change Order amounts were developed internally by Metro to establish a reasonable budget, allowing the Contractor/Consultant to proceed with the work due to its urgency. The final agreed-upon costs will be negotiated and incorporated into a future contract modification.

II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (December 1, 2025 - February 28, 2026)

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

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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LINK UNION STATION

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (December 1, 2025 - February 28, 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.

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

ERM AE79441-004-TO-01.2 MOD 10-17	Link US Life Storage Building Abatement & Demolition - Site lighting, trench material; final grading excess soil; and removal and disposal of three unforeseen subsurface concrete slabs and equipment pad buried below Building 3; schedule extension and cost impacts	5	12/02/25	2/2/2026	\$2,482,853	\$2,482,853
Caltrans TPA460089CADOT000	Caltrans PS&E incremental budget increase FY26-FY27	5	02/01/26	2/11/2026	\$500,000	\$500,000

C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None						
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (December 1, 2025 - February 28, 2026)

A) DESIGN BUILD CONTRACT - CONTRACT NO.

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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VERMONT BRT

I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (December 1, 2025 - February 28, 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.

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 00001	Design Services for the Vermont Transit Corridor BRT Project: Reinstating 2nd Tier Subcontractors for Design Services for the Vermont Transit Corridor BRT Project	4 - Regulatory Requirements	01/16/26	1/26/2026	\$746,744	\$746,744
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C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

	None					
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II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (December 1, 2025 - February 28, 2026)

A) DESIGN BUILD CONTRACT - CONTRACT NO.

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 00001	Zephyr UAS: CMSS for the Vermont Transit Corridor BRT Project – Additional Funding	5 - Scope	Between \$500K and less than \$1M
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Attachment B - OIG Spot Check CEO Delegated Authority Delays Avoided (through February 2026)

Project Name	Total Work Days Saved	Years Saved
Crenshaw/LAX	336	1.3
Regional Connector	463	1.8
Purple Line Section 1	903	3.5
Purple Line Section 2	716	2.8
Purple Line Section 3	586	2.3
Division 20	200	0.8
Airport Metro Connector	295	1.1
East San Fernando Valley	7	0.0
Rail to Rail	78	0.3
I-5 N. County Enhancements	25	0.1
Total Savings	3609	14.0

Program Management Quarterly Change Report Summary

Tim Lindholm

Chief Program Management Officer

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 December 1, 2025, through February 28, 2025.
- Changes included in this report are within the approved LOP budget for each project.
- The next Change Order Log will cover the period of March 1, 2026 through May 31, 2026, and will be presented to the July 2026 Construction Committee.

Quarterly Changes (Dec 1, 2025 – Feb 28, 2026)

Project	# of Approved Changes	Contractor Proposed Amount	Total Approved Amount	Within LOP	# of Pending Changes	Range	Within LOP
Westside Purple Line Extension Section 1	3	\$ 287,590,554	\$ 152,214,840	√	-	-	-
Westside Purple Line Extension Section 2	6	\$ 15,935,137	\$ 10,946,525	√	2	Between \$1M and \$5M	√
Westside Purple Line Extension Section 3	7	\$ 9,199,516	\$ 7,655,098	√	1	Between \$500K and less than \$1M	√
Division 20 Portal Widening Turnback	1	\$ 762,666	\$ 762,666	-	-	-	-
I-5 North County Enhancements Project	1	\$ 1,439,578	\$ 1,439,578	√	1	More than \$15M	√
Metro G Line BRT Improvements	1	\$ 25,567,524	\$ 22,706,280	√	1	Between \$1M and \$5M	√
I-105 Express Lanes*	2	-	\$ 23,884,358	√	3	Between \$1M and \$5M	√
North Hollywood to Pasadena	1	\$ 24,687,405	\$ 21,105,032	√	1	Between \$1M and \$5M	√
Southeast Gateway Line*	3	\$ 2,258,175	\$ 7,758,175	√	-	-	-
Link Union Station	2	\$ 2,982,853	\$ 2,982,853	√	-	-	-
Vermont BRT	1	\$ 746,744	\$ 746,744	√	1	Between \$500K and less than \$1M	√

*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	903	3.5
Purple Line Section 2	716	2.8
Purple Line Section 3	586	2.3
Division 20	200	0.8
Airport Metro Connector	295	1.1
East San Fernando Valley	7	0.0
Rail to Rail	78	0.3
I-5 N. County Enhancements	25	0.1
Total Savings	3609	14.0

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



Board Report

File #: 2026-0201, File Type: Informational Report

Agenda Number: 14.

CONSTRUCTION COMMITTEE APRIL 15, 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 December 1, 2025, to February 28, 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 December 1, 2025, to February 28, 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

Spot Checks Performed in this Quarter

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

This OIG Spot Check report pertains to the Purple Line Extension Section 2 Project (Contract C1120 MOD 00271.1), Additional Work- Improvements to Metro's Cellular Infrastructure.

Change Order Detail

See Attachment A, Spot Check #1 table.

Summary #1

Scope of Work - This change order, MOD 00271.1, in the amount of \$486,020, is for additional scope of work under the Purple Line Extension Section 2 (PLE2) Transit Station Project (C1120) to support the design, procurement, and installation of enhanced cellular infrastructure within the tunnel segments and associated station areas. This work includes integration with the distributed antenna systems (DAS), conduit routing, cabling, and supporting infrastructure to establish reliable cellular connectivity throughout the underground PLE2 corridor.

The scope defined in this modification was not included in the original C1120 Contract award, as these system requirements were identified subsequent to contract execution. This effort aligns with a Metro CEO directive mandating the activation of full cellular service coverage at all Metro stations and transit corridors prior to revenue service operations on opening day.

Budget - This change order for MOD 00271.1 had an agreed-upon amount of \$486,020 for scopes of work that weren't captured in the original contract. The initial Contractor's Cost and Schedule Proposal (CSP) was \$486,020, and the Independent Cost Estimate (ICE) was \$524,153. The ICE was \$38,133 (7.85%) over the CSP, and the negotiated amount is \$38,133 (7.28%) less than the ICE. The project staff stated that funds for this change order are within the Life-of-Project budget.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on January 29, 2026, and the staff completed all signature approvals within one workday. Under the prior Board approval method for change orders, assuming presentation at a March Board meeting date, it would have taken a total of thirty-four workdays to complete the transaction.

Safety - The Purple Line Extension Section 2 (PLE2) Project has 6,138,874 Project hours through

December 2025, with a Total Recordable Injury Rate (TRIR) 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).

Recommendations/Lessons Learned - 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 C1045 MOD 00276), Procurement, Fabrication, and Delivery - Entry Portal Signage.

Change Order Detail

See Attachment A Spot Check #2 table.

Summary #2

Scope of Work - This change order in the amount of \$1,155,659 is for MOD 00276. This modification is related to the Purple Line Extension 1 (PLE1) Transit Station Project (C1045). This change order is for the fabrication and delivery of permanent entry portal signage for several Metro system stations along the PLE1 extension corridor. The signage is essential to enhancing station visibility and passenger navigation.

The scope of work encompasses all materials, manufacturing processes, quality assurance measures, and logistical coordination necessary to produce and transport the completed signage components to their respective station locations in accordance with the project's design specifications and schedule requirements.

Budget - This change order for MOD 00248 was agreed to in the amount of \$1,155,659. The Contractor's Cost and Schedule Proposal (CSP) was \$1,155,659, and the Independent Cost Estimate (ICE) was \$1,659,073. The ICE was \$500,414 (30.34%) over the CSP, and above the agreed-upon amount. The project staff stated that the Contractor's proposal was reasonable and that funds for this change order are within the Life-of-Project budget.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on February 10, 2026, and the staff completed all signature approvals within ten workdays. Under the prior Board approval method for change orders, assuming presentation at an April Board meeting date, it would have taken a total of forty-seven workdays to complete the transaction.

Safety - The Purple Line Extension Section 1 Transit Project for the C1045 contract has 11,211,308 Project hours through December 2025, 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 .08 (the Bureau of Labor Statistics National Average is 1.5).

Recommendation - No recommendation by the OIG.

Spot Check #3 - The LAX Airport Connector Transit Station/96th Street

This OIG Spot Check report pertains to the LAX Airport Connector Transit Station/96th Street Station (Contract 1197 MOD 00079), Excusable Delays - Extension of Substantial Completion Project Milestones.

Change Order Detail

See Attachment A, Spot Check #3 table.

Summary #3

Scope of Work - This change order in the amount of \$5,000,000 is for MOD 00079. This modification pertains to the LAX Airport Connector Transit Station/96th Street Project (C1197). This modification compensates the Contractor for the 125-day extension of the substantial completion and project milestones resulting from Metro sequenced station modifications and design changes.

Background & Basis for Cost

Throughout the project, numerous changes were introduced through Requests for Information (RFIs) and approximately one hundred Design Bulletins by Metro. Under the Design-Bid-Build, lowest-responsive-bidder delivery model, these changes created inherent exposure to additional costs. The Contractor proceeded in good faith, implementing change-related work continuously rather than establishing hold points to negotiate each change individually before proceeding - an approach that preserved the project schedule and efficiency.

Cost Justification

The cost captured in this modification reflects a fair and reasonable evaluation of all outstanding changes. Stopping work to formally negotiate pricing for each individual change directive would have introduced significant overhead and delay costs that would likely have exceeded any savings achieved through the standard change order execution process.

There was no formal Notice of Intent to Claim (NOIC) or formal claim submitted for this modification. It was structured as a comprehensive merit-based adjustment rather than a settlement, consistent with guidance from Vendor Contract Management.

Budget - This change order for MOD 00079 was agreed upon in the amount of \$5,000,000 for excusable delays caused by Metro project management, providing a 125-day extension of the substation completion schedule at \$40,000 per day. This modification has been reviewed and approved on its merits by Vendor Contract Management and County Counsel.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on February 06, 2026, and the staff completed all signature approvals within nineteen workdays. Under the prior Board approval method for change orders, assuming presentation at the March Board meeting date, it would have taken a total of thirty-eight workdays to complete the transaction.

Safety - LAX Airport Connector Transit Station/96th Street Project for the C1045 contract has 11,211,308 Project hours through December 2025, 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 .08 (the Bureau of Labor Statistics National Average is 1.5).

Lessons Learned - Excusable delays caused by design changes during construction are an inherent reality of large-scale infrastructure projects. In this case, many such changes were intentionally initiated by various Metro departments to improve long-term quality and functionality - including upgrading to direct fixation track (rails are fastened directly to the concrete base slab using specialized rail fasteners and eliminating ballast), adding bus chargers, enhancing signage, and designing flexible-use spaces. Rather than indicating management failure, these changes show a commitment to delivering a better final product.

The Airport Metro Connector/96th Street Station project exemplifies effective project management on a complex Design-Bid-Build contract. Throughout construction, the team maintained disciplined oversight through a formal change management process, regular coordination meetings with the contractor, thorough risk assessments with contingency planning, and experienced, properly resourced staffing.

Most notably, the project was completed well within the original Life of Projects budget - a clear sign of strong cost control, disciplined change management, and effective stakeholder coordination. Despite numerous design changes, the contractor's decision to proceed with change-related work rather than establishing hold points for individual pricing negotiations helped preserve schedule momentum and prevented larger delay costs. It also demonstrates effective partnering skills and mutual trust. The comprehensive evaluation at substantial completion reflected a practical, merit-based resolution strategy - not a sign of management failure. This outcome shows that, even amid the natural complexities of a major transit project, careful planning and proactive leadership can deliver outstanding results.

Recommendation - Incorporate the lessons learned from this section into sections PLE2 and PLE3 and other capital projects if appropriate.

Spot Check #4 - The Metro G Line Bus Rapid Transit Project

This OIG Spot Check report pertains to the Metro G Line Bus Rapid Transit (BRT) Improvement Project (Contract PS85661000 MOD 00015). Additional Work - Metro B Line Fiber Optic Procurement and Construction Improvements.

Change Order Detail

See Attachment A Spot Check #4 table.

Summary #4

Scope of Work - This OIG Spot Check report pertains to the Metro G Line Bus Rapid Transit (BRT)

Improvement Project under Contract PS85661000. The change order in the amount of \$22,706,280 for MOD 00015 is for communication improvements along the Metro B Line corridor. The scope of work encompasses the procurement and installation of a new fiber-optic backbone extending approximately 35 miles to enhance communication infrastructure and system reliability across the corridor.

This scope of work encompasses two primary elements:

- 1) Furnish and deliver 288-strand single-mode metal-clad aluminum interlocking armor fiber optic cable and cable clamps for installation in the B Line tunnel between North Hollywood Station and Union Station, including the Union Station Gateway building.
- 2) Provide all labor, material, equipment, and services for fiber optic cable construction per B Line Fiber design under EWP 4, per Attachment G Part D. This includes installation and testing of a redundant 288-strand fiber optic cable (one cable strand per tunnel bore) for a total of approximately 35 miles of cable.

Budget - This change order MOD 00015 was negotiated in the amount of \$22,706,280. The Contractor's Cost and Schedule Proposal (CSP) was \$25,567,524, and the Independent Cost Estimate (ICE) was \$28,201,358. The CSP is \$2,861,244 (12.60%) over the negotiated amount, and the ICE was \$5,495,078 (24.20%) over the negotiated amount. The staff stated that funds for this change order are within the Life-of-Project budget.

Schedule - The CEO Delegation of Authority process was utilized for this change order. The modification was awarded on December 22, 2025, and the staff completed all signature approvals within sixty-three workdays. Under the prior Board approval method for change orders, assuming presentation at the March Board meeting date, it would have taken a total of eighty-nine workdays to complete the transaction.

Safety - The Metro G Line Bus Rapid Transit (BRT) Improvement Project has 265,906 Project hours through January 2026, with a Total Recordable Injury Rate (TRIR) of 1.88 (the Bureau of Labor Statistics National Average is 2.3) and a Days Away, Restricted or Transferred (DART) rate of .0 (the Bureau of Labor Statistics National Average is 1.5).

Lessons Learned - The project team demonstrated effective construction management practices by implementing preventative measures upon early identification of schedule risks associated with this change order. These actions reflect industry best practices in proactive risk management and resource planning.

Preventative Measures Implemented by the Project Team:

1. Advanced Procurement Strategy Upon recognition of a potential material procurement risk, the project team executed an accelerated procurement action ahead of the planned schedule baseline. This measure effectively neutralized material availability as a schedule driver, ensuring that all required materials were on hand and staged prior to mobilization. This action is consistent with sound construction management practice of eliminating controllable risks before they manifest as

schedule impacts.

2. Critical Path Schedule Management - We learned that the project team is maintaining active oversight of the project schedule, continuously evaluating progress against established milestone dates. Schedule performance is being monitored at the activity level to enable early detection of variance and provide sufficient lead time for corrective action.

3. Risk Management - In addition to mitigation efforts, the project team has formally documented and maintained all identified risks within the Project Risk Register in accordance with the project's risk management plan. Each risk was evaluated and categorized by the probability and impact.

Recommendation

It is recommended that the procurement of track allocation windows and Maintenance of Way (MOW) support be classified as the highest-probability schedule risk at the initiation of any change order involving track access requirements. Given that MOW access is an externally controlled variable and a critical path dependency, it is imperative that relevant operations and maintenance stakeholders be engaged at the earliest practicable stage of the change order process to initiate the necessary coordination efforts and to secure the required work windows within the established project milestone constraints.

FINANCIAL IMPACT

This report will have no financial impact on the Agency beyond what is described above.

Impact to the Budget

For all of the construction change orders reviewed, Metro stated the funds are within the approved budget and will utilize the contingency funds to cover the cost from the Life-of-Project budget.

- Spot Check #1) \$486,020 Purple Line Extension Section 2 Project
- Spot Check #2) \$1,155,659 Purple Line Extension Section 1 Transit Project
- Spot Check #3) \$5,000,000 LAX Airport Connector Transit Station/96th Street Project
- Spot Check #4) \$22,706,280 Metro G Line Bus Rapid Transit Project

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

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.

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 Purple Line Extension Section 2 Transit Station Project Contract C1120

Change Order Detail

<u>Description of Modification or Change Order – MOD 00270.1</u> Additional Work- Improvements to Metro’s Cellular Infrastructure.	
<u>Change Order Dates:</u>	
Scope of Work approved	January 28, 2026
Awarded to the Contractor	January 29, 2026
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process and signature approvals	1 workday
Estimate using former Board approval process Agenda for the March Board Meeting	34 workdays
<u>Cost of Change Order:</u>	
Metro independent cost estimate (ICE)	\$524,153
Contractor Stated Proposal (CSP)	\$486,020
Negotiated amount	\$486,020
Percentage of negotiated amount <i>under</i> ICE	-7.28%
Amount over than 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 00276</u> Procurement, Fabrication, and Delivery – Entry Portal Signage.	
<u>Change Order Dates:</u>	
Scope of Work approved	February 05, 2026
Awarded to the Contractor	February 10, 2026
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process and signature approvals	10 workdays
Estimate using former Board approval process Agenda for the April Board Meeting	47 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$1,656,073
Contractor Stated Proposal (CSP)	\$1,155,659
Negotiated amount	\$1,155,659
Percentage of negotiated amount <i>under</i> (ICE)	-30.22%
Amount less than the Contractor’s Proposal (CSP)	\$500,414

Spot Check #3 – The LAX Airport Connector Transit Station/96th Street Contract C1197

Unilateral Change Order Detail

<u>Description of Modification or Change Order – MOD 00079</u> Excusable Delays - Extension of Substantial Completion Project Milestones.	
<u>Change Order Dates:</u>	
Scope of Work approved	January 22, 2026
Awarded to the Contractor	February 06, 2026
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process and signature approvals	19 workdays
Estimate using former Board approval process Agenda for the March Board Meeting	38 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$5,000,000
Contractor Stated Proposal (CSP)	\$
Negotiated Amount	\$5,000,000
Percentage of negotiated amount <i>over/under</i> (ICE)	%
Amount less than the Contractor's Proposal (CSP)	\$

Spot Check #4 – The Metro G Line Bus Rapid Transit Project - Contract PS85661000

Change Order Detail

<u>Description of Modification or Change Order – MOD 00015</u> Additional Work – Metro B line Fiber Procurement and Construction Improvements.	
<u>Change Order Dates:</u>	
Scope of Work approved	September 30, 2025
Awarded to the Contractor	December 22, 2025
<u>Elapsed Time for Executing Change Order:</u>	
Using new delegated process and signature approvals	36 workdays
Estimate using former Board approval process Agenda for the March Board Meeting	89 workdays
<u>Cost of Change Order:</u>	
Metro Independent Cost Estimate (ICE)	\$28,201,358
Contractor Stated Proposal (CSP)	\$25,567,524
Agreed Amount	\$22,706,280
Percentage of negotiated amount <i>under</i> (ICE)	-24.20%
Amount less than the Contractor's Proposal (CSP)	\$2,861,244

ATTACHMENT B (APRIL 2026)			
OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p><u>Spot Check #3 – The LAX Airport Connector Transit Station/96th Street</u></p> <p>This OIG Spot Check report pertains to the LAX Airport Connector Transit Station/96th Street Station (Contract 1197 MOD 00079), Excusable Delays - Extension of Substantial Completion and Project Milestones.</p>	<p>Despite numerous design changes, the contractor's decision to proceed with change-related work rather than establish hold points for individual pricing negotiations helped preserve schedule momentum and prevent additional delay costs.</p>	<p>Project Management agreed with the recommendation. Lessons Learned are shared throughout the projects.</p>	<p>March 2026</p>
<p><u>Spot Check #4 – The Metro G Line Bus Rapid Transit Project</u></p> <p>This OIG Spot Check report pertains to the Metro G Line Bus Rapid Transit (BRT) Improvement Project (Contract PS85661000 MOD 00015). Additional Work – Metro B line Fiber Procurement and Construction Improvements.</p>	<p>It is recommended that the procurement of track allocation windows and Maintenance of Way (MOW) support be classified as the highest-probability schedule risk at the initiation of any change order involving track access requirements. Given that MOW access is an externally controlled variable and a critical path dependency, it is imperative that relevant operations and maintenance stakeholders be engaged at the earliest practicable stage of the change order process to initiate the necessary coordination efforts and to secure the required work windows within the established project milestone constraints.</p>	<p>Project Management agreed with the recommendation. Lessons Learned are shared throughout the projects</p>	<p>March 2026</p>
ATTACHMENT B (APRIL 2025)			
OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
<p>#1 The Rail to Rail Active Transport Corridor Project.</p> <p>This OIG Spot Check report concerns the Rail to Rail Active Transport Corridor Project (Contract C1166, MOD 00113) Bollard Procurement.</p>	<p>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?</p> <p>The OIG supports the recommendation of SSLE and Metro's ongoing efforts to incorporate safety considerations into public right-of-way management.</p>	<p>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.</p> <p>Additionally, the Contractor's proposal accounted for costs not included in the Independent Cost Estimate but essential for the</p>	<p>April 2025</p>

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

	<p>This approach enhances accessibility and ensures that public spaces are safer and more navigable for all, including pedestrians and cyclists.</p>	<p>Project, such as storage, touch-up painting, handling/transportation, and anti-graffiti coating.</p>	
<p>#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</p>	<p><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 Managements response.</p>	<p>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.</p>	<p>Project is 74.99%, Projected Revenue Service Date (RSD) August 2026.</p>
<p>#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.</p>	<p>OIG Recommendations/Lessons Learned – The OIG recommends incorporating larger equipment specifications early in the procurement process, which allows for more accurate budgeting and planning. This proactive approach helps establish a consistent set price and reduces the likelihood of unforeseen expenses.</p>	<p>This recommendation is pending a response from Management.</p>	<p>Project is 87.02%, Projected Revenue Service Date (RSD) September 2025.</p>
<p>#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.</p>	<p>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.</p> <p>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</p>	<p>The recommendations remain pending a response. Since February 10, 2025, the OIG has made multiple attempts to contact the Department Chief Program Manager and the Project Manager.</p>	<p>Projected Mid-year 2026</p>

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

	<p>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.</p> <p>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.</p> <p>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 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.</p>		
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ATTACHMENT B (FEBRUARY 2025)

OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE
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Attachment B - OIG Spot Check Tracking Log: Fiscal Year Recommendations and Responses Pending Resolution

<p>#1 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00045) LRT Excessive Deflection.</p>	<p>The OIG requested a response from the Project Management team to a series of questions to justify Metro’s reasoning for approving the cost.</p> <p>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.</p>	<p>Response and justification from Management:</p> <ul style="list-style-type: none"> 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. 	<p>Projected revenue service date (RSD) June 2025</p>
<p>#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.</p>	<p>I have requested a response from the Project Management team to a series of questions to justify Metro’s reasoning.</p> <p>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.</p>	<p>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.</p> <p>The OIG accepts Management's justification of the modification.</p>	<p>Projected revenue service date (RSD) August 2026</p>
<p>#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 .</p>	<p>The OIG requested Management’s justification to the modification and reasoning that necessitated the improvements to north-end perimeter site fencing.</p>	<p>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.</p>	<p>Projected Revenue Service Date (RSD) June 2025</p>

ATTACHMENT B (JANUARY 2024)			
OIG REPORT, SPOT CHECK, # MOD #	RECOMMENDATIONS	MANAGEMENT'S RESPONSES	COMPLETION DATE

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

<p>#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.</p>	<p>The OIG recommends continuing forward with cost recovery from the Designer of Record.</p>	<p>Management concurs with the OIG recommendation and intends to pursue cost recovery for errors and omissions (E&O) from the Design Firm of Record.</p>	
<p>#2 Airport Metro Connector (AMC) Project. This OIG Spot Check report concerns the Airport Metro Connector (Contract C1197, MOD 00027) Low Voltage Cabling.</p>	<p>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.</p>	<p>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.</p>	<p>Projected Revenue Service Date (RSD) April 2025</p>
<p>#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.</p>	<p>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.</p> <p>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".</p>	<p>#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.</p> <p>#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.</p>	<p>Projected Revenue Service Date (RSD) September 2025</p>

File# 2026-0201

Office of the Inspector General

Construction Change Order Spot Check Report

Presented By:

Karen Gorman

Inspector General

April 15, 2026 | Construction Committee
Los Angeles County Metropolitan Transportation Authority



Spot Checks 1 & 2

File# 2026-0201



1 – The Purple Line Extension 2 Transit Station Project

Additional Work – Improvements to Metro’s Cellular Infrastructure

This change order includes the design, procurement, and installation within the tunnel segments and stations. The scope of work also includes integration with the distributed antenna system (DAS)



No Recommendations by the OIG

Award

\$486,020



2 – The Purple Line Extension 1 Transit Station Project

Additional Work – Entry Portal Signage

This change order includes the procurement, fabrication, and delivery of permanent entry portal signage along the PLE1 corridor



No Recommendations by the OIG

Award

\$1,155,659

Spot Checks 3 & 4

File# 2026-0201



3 – The LAX Metro Connector Transit Station/96th Street Project

Excusable Delays – Compensates the Contractor for Extension of Substation Completion

This change order compensates the contractor for the extension of substantial completion project milestones related to excusable delays caused by Metro

Award
\$5,000,000



Recommendation: Incorporate the partnering and mutual trust lessons learned from this change order summary into other capital construction projects



4 – The Metro G Line Bus Rapid Transit Project

Additional Work – Metro B Line Fiber Optic Procurement and Construction Improvements

This change order includes the design, procurement, and installation within the tunnel segments and stations. The scope of work also includes integration with the distributed antenna system (DAS)

Award
\$22,706,280



Recommendation: External controlled variables, such as the Procurement of track allocation windows and maintenance of way (MOW) support, should be classified as the highest-probability schedule risk due to critical path dependency

Spot Check Schedule Comparison

File# 2026-0201

Project	Title of Change Order	Time Saved Executed Date to Board Mtg.	New Delegated Process Final SOW to Executed Date	Formal Approval Process
The Purple Line Extension Section 2 Transit Project	Additional Work – Improvements to Metro’s Cellular Infrastructure	33	1	34
The Purple Line Extension Section 1 Transit Project	Procurement, Fabrication, and Delivery of Entry Portal Signage	37	10	47
The LAX/Metro Transit Center Station Project	Excusable Delays – Extension of Substantial Completion	19	19	38
The Metro G Line Bus Rapid Transit Project	Additional Work – Metro B Line Fiber Optic Procurement and Construction Improvements	26	63	89



Board Report

File #: 2026-0028, File Type: Oral Report / Presentation

Agenda Number: 15.

CONSTRUCTION COMMITTEE APRIL 15, 2026

SUBJECT: CALTRANS QUARTERLY REPORT

ACTION: RECEIVE ORAL REPORT

RECOMMENDATION

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

ISSUE

Partner agencies, such as Caltrans and the San Gabriel Valley Council of Governments (SGVCOG), serve as the lead agencies for several 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 is substantially complete. All northbound lanes were opened to traffic on October 31, 2025. The southbound HOV lane will be opened to traffic in the coming weeks. 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, with Metro serving as the funding agency. The project has been under construction for more than two years and is currently 49% complete. Ongoing work includes foundation construction, retaining walls, and utility relocations. The project is also designated as a 28x28 project. Approved value engineering proposals have advanced the substantial completion date to September 2028. Additional acceleration efforts are underway to further advance milestone completion in advance of the 2028 Olympic Games.

EQUITY PLATFORM

SR-71 South Segment Project

Disadvantaged Business Enterprise (DBE)/ Small Business Enterprise (SBE) Commitments

Projects administered by Caltrans have federal aid and 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 (EFCs) 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 State's average traffic collision rates, 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; and 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 included the desire to beautify the project area; and 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.

SR-71 South 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 (DBE)/ Small Business Enterprise (SBE)

The Project is administered by SGVCOG and has identified a 24% Disadvantaged Business Enterprise (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.

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Stephanie Wiggins
Chief Executive Officer

Caltrans Quarterly Update





(#2026-0028)

April 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: 96% complete. All widened roadway completed. Punchlist is being worked on with the contractor.

State Route 71 South Segment

BUDGET	FA	Approved LOP	Previous Period	Current Forecast
	\$124.1M	\$124.1M	\$124.1M	\$124.1M
Variance from Approved Life Of Project (LOP):			\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:				\$0 

SCHEDULE	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Fall 2025
Variance from Original Working Days (WD):			0 WD (0%)	248 WD (26%) 
Variance from Revised Schedule:				N/A 

State Route 71 (SR-71) South Segment





- Project reached substantial completion milestone on 10/31/25. Working with the contractor to complete punchlist items.
- Striping for Southbound (SB) high-occupancy vehicle (HOV) lane completed at the county line. Working with District 8 to match the lane configuration.
- Plant Establishment will be completed in November 2026.





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					<p>Contract progress: 49 % complete.</p> <ul style="list-style-type: none"> • Current Delay: The contractor is approximately 133 working days (6 months) 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. <ul style="list-style-type: none"> • 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	Construction Funding Agreement	Approved Construction Funding Agreement	Previous Period (as of January 2026)	Current Forecast
	\$275.6M	\$275.6M	\$131M	\$275.6M
Variance from Approved Construction Funding Agreement:			\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:			\$0	

SCHEDULE	Original	Approved Baseline	Previous Period	Current Forecast
	July 2028	July 2028	February 2029	September 2028
Variance from Original Working Days (WD):			133 WD	0 WD 

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

State Route (SR) 57/60 Interchange Improvements

- Construction Progress: 49% complete as of January 2026.
- Completed first superstructure segment for (EB)-SR60 Bypass Bridge deck.
- Continued foundation work for Grand Avenue Bridge (Replacement).
- Continued retaining wall construction at various locations.
- Continued utility relocations at various locations.
- Continued Civil Work for Eastbound SR-60 mainline and Golden Springs Drive Undercrossing Roadway.
- Continued foundation work for Retaining Wall #110 (Grand Avenue Eastbound SR-60 On-ramp).



Placement of rebar and formwork for EB SR-60 Bypass bridge



Erection of falsework for EB60-Grand Ave/N57 Separation

