



**Metro**

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

**Agenda - Final**

**Wednesday, October 23, 2024**

**2:00 PM**

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## **Construction Committee**

*Fernando Dutra, Chair  
Ara J. Najarian, Vice Chair*

*Paul Krekorian*

*Hilda Solis*

*Katy Yaroslavsky*

*Gloria Roberts, non-voting member*

*Stephanie Wiggins, Chief Executive Officer*

**METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES**  
**(ALSO APPLIES TO BOARD COMMITTEES)**

**PUBLIC INPUT**

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

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

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

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

**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.

**INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD**

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## DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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## LIMITED ENGLISH PROFICIENCY

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Requests can also be sent to [boardclerk@metro.net](mailto:boardclerk@metro.net).



**323.466.3876**

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

**Live Public Comment Instructions:**

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

The Committee Meeting begins at 2:00 PM Pacific Time on October 23, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 202-735-3323 and enter  
English Access Code: 5647249#  
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***Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.***

**Instrucciones para comentarios publicos en vivo:**

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

La Reunion de la Junta comienza a las 2:00 PM, hora del Pacifico, el 23 de Octubre de 2024. Puedes unirte a la llamada 5 minutos antes del comiense de la junta.

Marque: 202-735-3323 y ingrese el codigo  
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Codigo de acceso en espanol: 7292892#

***Los comentarios del público se tomara 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**

16. **SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT** [2024-0910](#)

**RECOMMENDATION**

RECEIVE AND FILE status report on the Program Management Quarterly Change Report.

**Attachments:** [Attachment A - Quarterly Change Orders Log for Period of 6/1/24 - 8/31/24](#)  
[Attachment B - OIG Con. Change Order Spot Checks](#)  
[Presentation](#)

17. **SUBJECT: REGIONAL CONNECTOR PROJECT CLOSE-OUT** [2024-0926](#)

**RECOMMENDATION**

INCREASE the Life-of-Project (LOP) budget for the Regional Connector Transit Corridor Project (Project) by \$39,000,000 from \$1,755,840,570 to \$1,794,840,570 to fully resolve claims and complete the close out the Project.

**Attachments:** [Attachment A - Funding/Expenditure Plan](#)  
[Attachment B - MR & MM Unified Cost Management Policy Analysis](#)  
[Presentation](#)

18. **SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY LOP INCREASE** [2024-0527](#)

**RECOMMENDATION**

INCREASE the Life-of-Project (LOP) budget by \$99,730,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$956,749,577 to \$1,056,479,577 using the fund sources as summarized in Attachment A, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

**Attachments:** [Attachment A - Funding Expenditure Plan](#)  
[Attachment B - MR & MM Unified Cost Management Policy Analysis](#)  
[Attachment C - Projected Breakdown of Cost Allocation](#)  
[Presentation](#)

19. **SUBJECT: I-105 EXPRESSLANES CONSTRUCTION  
MANAGER/GENERAL CONTRACTOR SEGMENT 1  
(IDENTIFIED WORKS PACKAGE 1) LIFE- OF-PROJECT  
BUDGET AND ROADSIDE TOLL COLLECTION SYSTEM  
LIFE-OF-PROJECT BUDGET**

[2024-0857](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget and by establishing funding for the Segment 1 (Identified Work Package 1) construction, from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. This action increases the existing Preconstruction Budget of \$119,391,538 by \$638,148,678 to a Life-of-Project Budget of \$757,540,216 (Attachment A);
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP;
- C. ESTABLISH an LOP budget of \$44,254,826 for the I-105 Express Lanes project segments 1, 2, and 3 Roadside Toll Collection System (RTCS) Project 275004; and
- D. AMEND FY25 budget for Project 475004 by \$47,234,197 from \$126,112,511 to \$173,346,708 and for Project 275004 by \$3,824,193 from \$2,129,990 to \$5,954,183.

**Attachments:**      [Attachment A - IWP Funding & Expenditure Table](#)  
[Attachment B - Procurement Summary](#)  
[Attachment C - Equity Assessment Prioritized List of Projects](#)  
[Attachment D - I-105 Express Lanes Segment 1 Equity Assessment Summary](#)  
[Attachment E - Contract Modification/Change Order Log](#)  
[Attachment F - DEOD Summary \(CM/GC Contract\)](#)  
[Attachment G - RTCS LOP  
Presentation](#)

**20. SUBJECT: GOLD LINE FOOTHILL EXTENSION PHASE 2B2**[2024-0993](#)**RECOMMENDATION**

AUTHORIZE execution of Amendment No. 4 to the Funding Agreement between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect the allocation of \$798,000,000 of the California State Transportation Agency ("CalSTA") Transit and Intercity Rail Capital Program ("TIRCP") formula funding authorized by Senate Bill 125 ("SB125 Funds").

**Attachments:**      [Attachment A - Draft Project Funding Agreement Amendment No 4](#)  
[Attachment B - Project Funding](#)  
[Attachment C - Expenditure Plan](#)  
[Attachment D - Scope of Work](#)  
[Presentation](#)

**21. SUBJECT: CALTRANS QUARTERLY UPDATE**[2024-0553](#)**RECOMMENDATION**

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

**Attachments:**      [Presentation](#)

**22. SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS**[2024-0531](#)**RECOMMENDATION**

RECEIVE AND FILE the Program Management Project Status Report.

**Attachments:**      [Presentation](#)

**SUBJECT: GENERAL PUBLIC COMMENT**[2024-0950](#)

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

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**File #:** 2024-0910, **File Type:** Informational Report

**Agenda Number:** 16.

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### CONSTRUCTION COMMITTEE OCTOBER 23, 2024

**SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE status report on the Program Management Quarterly Change Report.

#### **ISSUE**

A summary of the use of Board delegated authority to the CEO for contract changes for transit and regional rail construction projects greater than \$500,000 is provided quarterly.

#### **BACKGROUND**

In January 2017, the Board approved a one-year pilot to delegate the CEO the 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 & 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 was directed to provide quarterly reports to the Board on change orders and modifications that are above \$500,000 (Attachment A). Board delegated authority to the CEO of changes is very beneficial to expedite contract changes and avoid costly construction delays. Since inception of the program up to 2,765 concurrent workdays or concurrent 10.7 years, aggregated across the program, have been saved (Attachment B).

#### **DISCUSSION**

The change activities for the reporting period between June 1, 2024 - August 31, 2024 are included in Attachment A.

#### **EQUITY PLATFORM**



The following table summarizes Equity Focus Communities (EFC) percentage data for the projects covered in this report. Going forward, Program Management will complete an equity section baseline, which is expected to be included starting with the January 2025 Quarterly Change Report.

Regional Connector	Equity - 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities
Westside Purple Line Ext 1	Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Ext 2	Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Ext 3	Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities
Division 20	Equity - 100% of the project is within or adjacent to Equity Focus Communities
Airport Metro Connector	Equity - 100% of the project is within or adjacent to Equity Focus Communities
Soundwall Package 11	Equity - 25% of the project is within or adjacent to Equity Focus Communities
Rail to Rail	Equity - 90% of the project is within or adjacent to Equity Focus Communities
I-5 North County Enhancements	Equity - This project is not located within or adjacent to Equity Focus Communities
I-105 Express Lanes	Equity - 92% of the project is within or adjacent to Equity Focus Communities
East San Fernando Valley Transit Corridor	Equity - 70% of the project is within or adjacent to Equity Focus Communities

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

**NEXT STEPS**

The next Program Management Quarterly Change Report will cover the period of September 1, 2024, through November 30, 2024, and will be presented to the January 2025 Construction Committee.

**ATTACHMENTS**

Attachment A - Quarterly Change Orders Log for Reporting Period of June 1, 2024 - August 31, 2024.

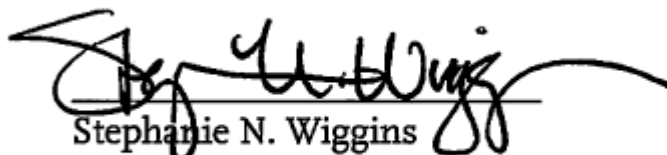
Attachment B - OIG Construction Change Order Spot Checks CEO Delegated Authority Delays Avoided (Through August 2024)

Prepared by:

- **Regional Connector** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **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, (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
- **Airport Metro Connector** - Rafie Zamani, Executive Officer, Projects Engineering, (213) 418-3140
- **Soundwall Package 10** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Soundwall Package 11** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Rail to Rail** - Tim Lindholm, Chief Program Management Officer (Interim), (213) 922-7297
- **I-5 North Country Enhancements** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **I-105 Express Lanes** - James Wei, Deputy Executive Officer, Program Management, (213) 922-7258
- **East San Fernando Valley Transit Corridor** - Mathew Antonelli, Deputy Chief Program Management Officer, (213) 893-7114
- **Link Union Station** - Michael McKenna, Deputy Chief Program Management Officer (Interim), (424) 551-4447
- **Report** - Julie Owen, Senior Executive Officer, Program Control, (213) 922-7313

Reviewed by:

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



Stephanie N. Wiggins  
Chief Executive Officer

## REGIONAL CONNECTOR

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)

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. C0980 - REGIONAL CONNECTOR CONSTRUCTORS

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

#### B. PROFESSIONAL SERVICES CONTRACTS

E0119-MOD-0039	FY25 Funding for Design Support During Construction: Provide funding for staff augmentation through FY25 for Design Services During Construction activities for the Regional Connector Transit Corridor Project. It also establishes the final indirect rates for VNTU (FY2023)	5	08/13/24	8/26/2024	\$934,475	\$934,475
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#### C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None						
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)****A) DESIGN BUILD CONTRACT - CONTRACT NO. C0980 - REGIONAL CONNECTOR CONSTRUCTORS**

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

**A. DESIGN BUILD CONTRACT - CONTRACT NO.**

None			
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**B) PROFESSIONAL SERVICES CONTRACTS**

None			
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

MC070-MOD-00030	FY25 Funding for Construction Management Support Services: Provide additional funding for staff augmentation to Metro for construction oversight and closeout support through June 30, 2025.	5	Between \$500K and less than \$1M
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**WESTSIDE PURPLE LINE EXTENSION PHASE 1**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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 <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
CO-19.1	<b>Construction of Train to Wayside Communication and Train Control for Center Berthing of Two-Car Trainset:</b> Metro changed the design criteria that were in place at the time of the bid for the C1045 contract. This change allows the contractor to purchase and install the hardware and software needed to implement the new berthing scenario.	5	6/13/2024	6/13/2024	\$524,025	\$507,711
CO-58.1	<b>Wilshire/Western Station Radio Gap Relocation with Amplifier (Construction):</b> This change is necessary to extend the existing radio coverage at Wilshire/Western Station and to mitigate interference between the PLE1 radio system and the existing system. New equipment is needed to provide coverage in the new rooms and PLE1 tunnels.	5	8/15/2024	8/15/2024	N/A	\$1,200,000
CO-76	<b>Wilshire/Fairfax Station - Additional Civil Restoration:</b> In coordination with the City of Los Angeles Bureau of Contract Administration (BCA), this change covers the additional work needed to repair and/or replace elements of civil work that are outside the base scope of work of the C1045 contractor.	2	6/14/2024	6/13/2024	\$578,215	\$571,536
MOD-216	<b>Contract Modification for Settlement Agreement and Release:</b> As outlined in the May 16, 2024, Board Report (File #2023-0397), this contract modification provides funding for the settlement of a comprehensive claim submitted by the Project's design/build contractor, Skanska-Traylor-Shea (STS). The approved amount of \$190M does not include the RFC-12 (Right to Complete Early) scope of work.	5	7/18/2024	7/17/2024	\$611,207,952	\$190,000,000
MOD-222	<b>Lighting Fixtures Incremental Cost for Wilshire Fairfax, Wilshire/ La Cienega and Wilshire/Western Stations:</b> Initially, the two electrical subcontractors on the PLE1 project were using different products for lighting fixtures. This change allows the contractor to provide and install the same lighting fixtures at all three stations.	5	7/23/2024	7/23/2024	\$583,590	\$583,590
MOD-223	<b>Spare Parts for La Brea and La Cienega Fully Guarded Double Crossovers:</b> This change allows the contractor to provide the spare parts needed for the fully guarded double crossovers at Wilshire/La Brea and Wilshire/La Cienega Stations. The C1045 base contract did not include a spare parts list for the fully guarded turnouts.	5	7/26/2024	7/26/2024	\$1,869,802	\$1,869,690
MOD-225	<b>Construction Equipment Access Hatch Shaft from SOE to Finished Grade:</b> Preliminary Design Contract drawings and prior approval from the Los Angeles Department of Power (LADWP) indicated an original hatch design with the opening buried a few feet below the finished grade. After reviewing the contract drawings for final approval, LADWP management required a permanent engineered emergency hatch to be installed directly at the road surface. This change complies with the new LADWP direction.	2	7/26/2024	7/26/2024	\$2,412,280	\$2,015,110

**A. DESIGN BUILD CONTRACT - CONTRACT NO. C1078 - CLARK CONSTRUCTION GROUP**

None						
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**B. PROFESSIONAL SERVICES CONTRACTS**

	SECOTrans E0128-TO-021-MOD-00008 - Systems Engineering Design Services During Construction Support For Purple Line Extension Section 1 – FY25 Level of Effort	5	07/29/24	7/29/2024	\$2,248,907	\$2,408,907
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**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None						
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)****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			

**A. DESIGN BUILD CONTRACT - CONTRACT NO. C1078 - CLARK CONSTRUCTION GROUP**

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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**WESTSIDE PURPLE LINE EXTENSION PHASE 2**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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 <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
MOD-00215	<b>Design of Special Secondary Lining in Reach 5 BR Tunnel Stationing 664+19 to 669+62 &amp; 682+09 to 687+33 and BL Tunnel Stationing 664+66 to 670+15 &amp; 680+98 to 686+31:</b> This Change directs the Contractor to design a special secondary liner within the Special Lining Section of Tunnel Reach 5 to meet additional Lining Performance Criteria.	5	7/2/2024	7/22/2024	\$2,104,242	\$2,104,242
MOD-00222.1	<b>MOA Impacts to WRS Work Activities within COBH January 2, 2023 to November 22:</b> The purpose of this change is to compensate the C1120 contractor for impacts to the Wilshire/Rodeo station construction activities from work restrictions imposed by the City of Beverly Hills (COBH) Memorandum of Agreement (MOA) during the following period: January 2, 2023, to November 22, 2023. This Change Notice excludes individual COBH holidays defined in the MOA which were not already part of the C1120 Contract. Those individual additional COBH holidays will be captured separately in a subsequent Change Notice	2	7/26/2024	8/21/2024	\$1,551,835	\$1,098,812
CO-00062.2	<b>Additional Project Management, Administration and Contract Compliance for Extended Design Services (RFC-000110):</b> This Unilateral Change compensates 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 October 1, 2021 and May 31, 2024, as merited in the response to RFC-00110.	5	N/A	7/16/2024	\$2,677,731	\$1,006,821
CO-00075	<b>Project and Construction Site Delay Impacts (Claim Nos. 59, RFC 155.1 and RFC 164.1):</b> This Unilateral Change Order compensates the Contractor for Compensable Delays to the critical path incurred for construction at the work areas as described in correspondence related to Claim 59, RFC 155.1 and RFC 164.1. This Unilateral Change Order also extends total Contract time by 261 calendar days and changes Milestone 1 from 05/23/2025 to 02/08/2026. The 261 Calendar Days consist of 184 Critical Path Delay Days and 77 Excusable non-compensable days due to Force Majeure.	5	N/A	8/22/2024	\$115,215,154	\$4,391,500

**B. PROFESSIONAL SERVICES CONTRACTS**

None						
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**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None						
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)**

**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-000254	Revise Street Restoration in City of Beverly Hills per MOA and Other Project Conditions – Design Only: This Change Notice directs the contractor to revise the street restoration design at Wilshire Rodeo Station to comply with the requirements of the Memorandum of Agreement (MOA) between Metro and the City of Beverly Hills, Federal American with Disabilities Act, and other Project conditions.	2	Between \$500K and less than \$1M

**A. DESIGN BUILD CONTRACT - CONTRACT NO.**

TBD	Engineering Support Services	5	Between \$10M and \$15M
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**B) PROFESSIONAL SERVICES CONTRACTS**

	None		
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
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**WESTSIDE PURPLE LINE EXTENSION SECTION 3**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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 <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
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**A. DESIGN BUILD CONTRACT - CONTRACT NO. C1152 (TPOG)**

C1152-CO-00128	Design of Special Secondary Lining in Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79 - This Change directs the Contractor to revise the design for the tunnel fit out to accommodate the C1151 design change for the special secondary liner within the Special Lining Section of Tunnel Reach 6 to meet additional Lining Performance Criteria. The Change Order was necessary to keep the Work moving while negotiations for a bilateral Modification continue.	5	06/21/24	6/21/2024	TBD	\$837,408
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**B. PROFESSIONAL SERVICES CONTRACTS**

E0128-TO-024-MOD-00006	PLE 3 Systems Engineering Support Services – Level of Effort FY25 - Continuation of Secotrans' Systems Engineering support services for the WPLE 3 Project. The project is in the critical stages of systems design. It is beneficial for Metro to have highly specialized individuals who are knowledgeable and capable of providing oversight of the design work to ensure that it is completed accurately and on a timely basis.	5	07/09/24	7/16/2024	\$1,705,872	\$1,705,872
PS46817-TO-008-MOD-00004	WPLE3 - Materials Verification Testing & Inspection Services - FY25 Support - Continuation of Ninyo & Moore's services to perform materials verification testing and inspection and audit services to independently verify and validate the work done by contractors performing work on the WPLE3 Project.	5	06/20/24	7/2/2024	\$500,285	\$500,285
EN66937000-TO-004-MOD-00006	PLE3 Environmental Engineering Monitoring Compliance - Continuation of Kleinfelder's environmental monitoring and engineering services for project compliance and oversight as part of the MOA with UCLA and VA.	5	06/20/24	6/24/2024	\$599,714	\$599,714
PS89856000-CWO-003-MOD-00008	Program Control Support Services (PCSS) for WPLE3 Project- FY25 - Continuation of KTV's Program Controls Support Services to supplement the existing Program Management department and to provide technical expertise in resolving complex issues.	5	08/02/24	8/20/2024	\$1,584,703	\$1,584,703

**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None					
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)**

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

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1151-CN-00038	Construction of Special Secondary Tunnel Lining in Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79 - This Change directs the Contractor to install special secondary tunnel lining within Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79 resulting from the design change incorporated into the Contract per C1151-CO-00013.1 Special Secondary Tunnel Lining - Design Only.	5	More than \$15M

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

C1152-CN-00210	Westwood/VA Hospital CCTV for Passenger Drop-Off/Pick-Up – CONSTRUCTION ONLY - Metro Rail Design Criteria (MRDC) requires CCTV coverage at Metro stations and parking lots but does not include drop-off/pick-up areas. This Change extends the CCTV coverage to enhance security at the Westwood/VA station passenger drop-off/pick-up area for security.	5	Between \$500K and less than \$1M
C1152-CN-00211	Reach 6 and Reach 7 – Additional Conduits in Tunnels for Underground Wireless Telecommunications - To facilitate wireless services in the tunnels and by PLE 3's Revenue Service Date, Metro Operations requested to add conduits in the tunnel walkway to save time on schedule for the subsequent underground wireless installation.	5	Between \$1M and \$5M
C1152-CN-00215	Special Secondary Tunnel Lining in Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79 – CONSTRUCTION ONLY - Revise the construction of the tunnel to accommodate the Special Secondary Tunnel Lining in Reach 6 BR Tunnel Stationing 738+70.17 to 731+62.01 and BL Tunnel Stationing 738+92.08 to 731+92.79, resulting from the design incorporated into the Contract per C1152-CO-00128 Special Secondary Tunnel Lining – Design Only.	5	Between \$1M and \$5M

**B) PROFESSIONAL SERVICES CONTRACTS**

PS43502000-CN-00089	Continuation of Engineering Management Services for WPLE Section 3 - Continuation of engineering services during construction support for C1151 (Tunnels), C1152 (Stations), and C1212 (VA Parking Structure) contracts (design review, design changes, requests for changes and/or claims, and other tasks to support Construction Management), real estate support to complete PLE 3 real estate acquisitions, and engineering support.	5	Between \$10M and \$15M
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
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**DIVISION 20 PORTAL WIDENING TURNBACK**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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 <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
CO-276	<b>Concrete Track Crossing Panels and Insulated Joint Blockouts:</b> Construction of project wide grade crossings including new grade crossing panels, end shields and associated components, pavement blockout, and pavement taper transitions to join existing or proposed service aisle paving.	5	6/4/2024	6/7/2024	\$730,894	\$585,000
CO-278	<b>Replace Existing Bungalow A - Train Control &amp; Communications (Sponsored and funded by project 204807 DIV20 Bungalow A Replacement):</b> Contractor to provide the final design for the Train Control including implemetnation and integration activities with the existing system.	5	5/17/2024	6/11/2024	\$4,336,452	\$3,469,161
CO-192.2	<b>Contact Rail Revisions:</b> Contractor to construct contact rail per revised layouts and updated designs to ensure proper sectionalization of the yard. Requirements to update impacted shop drawings for Metro review and approval is included.	5	8/22/2024	8/29/2024	\$625,000	\$500,000
MOD-151	<b>Settlement the 1st Street Bridge/1st Street Viaduct - Time Impact Analysis 03 ("TIA 03"):</b> This MOD extends the period of performance, work completion schedule due to impacts related to the 1st Street Bridge and Viaduct. This change specifies the settled excusable time extension of 247 calendar days and settles all issues of compensable time resulting in a fair and reasonable adjustment to the contract price pursuant to the terms of the contract.	5	4/17/2024	6/5/2024	\$18,667,001	\$11,049,513
MOD-162.1	<b>Settlement for Schedule Impacts, Extension of Time Impacts, and Associated Costs Related to, Among Other Items, Time Impact Analysis #04 and All Costs of Any Nature to Date:</b> Metro and TPC agree to implement the Resequenced Schedule as implemented with the March 2024 schedule update. This schedule will allow substantial completion to be achieved by December 31, 2025.	5	6/18/2024	7/3/2024	\$22,707,877	\$13,000,000
MOD-163	<b>Track Details Updates:</b> Contractor to install track, track crosswalks, and roadway curbs incorporating details in the provided plans	5	6/4/2024	6/26/2024	\$703,842	\$539,854
MOD-175	<b>RA Track Removal for CS-4 Installation:</b> Contractor to reinstall the RA track to its previous alignment and grade. Metro shall supply the running rail, contact rail, and standard concrete ties. The existing contact rail jumper shall be removed and reinstalled to their original locations.	5	7/26/2024	8/20/2024	\$998,535	\$749,781

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

None						
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**B. PROFESSIONAL SERVICES CONTRACTS**

MOD-00013	<b>Secotrans Design Services During Construction - Level of Effort for FY25:</b> The Systems Engineering Consultant shall provide additional level of support for systems work on Division 20. This MOD funds the task order through FY25.	5	06/28/24	7/8/2024	\$3,011,533	\$2,999,727
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**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

MOD-00010	<b>Anser Advisory Mgmt - Continuation of CMSS for Division 20 PWT Project, FY25:</b> This modification provides for continued staffing in accordance with the requested staffing plan for FY25. This work shall include skilled construction management services as well as a provision for other direct costs associated with supporting the construction staff and running the offices.	5	6/12/2024	8/23/2024	\$17,028,279	\$7,293,193
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)**

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

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

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

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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## AIRPORT METRO CONNECTOR

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)

Change Types:

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

#### A. DESIGN BID BUILD CONTRACT - CONTRACT NO. C1197 - Tutor

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
Tutor - C1197 Mod 42 CN 37	<p>Bulletin 24E - Generator Refuel Gas Line</p> <p>The Contractor shall provide the necessary labor, equipment, and materials to perform work in accordance with Contract Documents. The work for this change includes but is not limited to, trenching and installation of a refueling station, piping, concrete pad, conduits, and all other associated appurrtenances as detailed in Bulletin 24E.</p>	5	7/10/2024	7/17/2024	\$594,924	\$588,128
Tutor - C1197 Mod 43 CO 10.1 CN 57	<p>Bulletin 40 - Projectwide Roof Modifications</p> <p>Mod 43 reduces CO 10.1 from 2,995,000 to final negotiated price of 2,605,516.</p> <p>Los Angeles World Airports (LAWA) is currently widening Arbor Vitae Street as part of their Landside Access Modernization Program (LAMP). As a result, the signal and gate equipment at the existing at-grade crossing will need to be removed and replaced to accommodate the wider street. This involves deactivation of the current street crossing equipment. While the street is under construction, pedestrian access will be maintained, and Metro will continue to use Arbor Vitae crossing to move trains between Southwest Yard and the K-line. To mitigate potential safety risks and prevent interruptions to Metro Operations, flaggers must be utilized to ensure the safe passage of trains through the deactivated crossing. The flaggers would also maintain the safety of pedestrians and other construction personnel when walking across the tracks.</p> <p>Flagging cost incurred by the AMC project, as a result of LAWAs construction efforts on Arbor Vitae Street, will be reimbursed by LAWA</p>	5	8/1/2024	8/20/2024	\$2,631,871	\$2,605,516

#### B. PROFESSIONAL SERVICES CONTRACTS

None						
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#### C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS

None						
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)**

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

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
Tutor - CN 48.1 (Supersedes CN 48)	Additional Bus Charging Stations  The project team determined that three (3) chargers originally scoped in the contract were insufficient to support a 100% zero emission bus fleet. The Contractor shall provide all labor, equipment, and material necessary to add the additional 4 bus chargers to the bus charging system. Work includes but is not limited to the installation of electrical equipment such as switchgears, installation of electrical conductors and other wirings, placement of bus charging units and mast arms, and all other associated appurtenances. The single line diagram of RFI 530 modifies the electrical system to capture the electrical requirements for all bus chargers, as referenced in the attached.	5	Between \$1M and \$5M
Tutor C1197 CO 15	Bulletin 62 and 62A  The Contractor shall provide the necessary labor, equipment, and materials necessary to implement effective bird control measures as detailed in Bulletin 62 and Bulletin 62A. This work needs to be completed before Milestone 3. The scope of work includes, but is not limited to, the installation of the electromagnetic bird control power supply, electromagnetic bird wire, and associated appurtenances at the Bike Hub, Bus Plaza roof, and CSC kiosk.	5	Between \$500K and less than \$1M

**B) PROFESSIONAL SERVICES CONTRACTS - DSDC Gruen**

Gruen - PS298340011486 Mod 14	Design Support During Construction (DSDC) for AMC:  Additional design support during construction is needed to support construction contract C1197 through the end of construction.	5	Between \$5M and \$10M
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None		
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**SOUNDWALL PACKAGE 10**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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. C1218 Soundwall Package 10 - C.A. RASMUSSEN, INC**

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

**B. PROFESSIONAL SERVICES CONTRACTS**

Prescience - Contract PS68345MC079001 Task Order 1 Mod 3	Construction Management Support Services (CMSS) for Soundwall 10  Prescience is to provided CSSC for FY25	5	07/31/24	8/7/2024	\$3,367,226	\$3,125,990
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**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None					
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)**

**A) DESIGN BUILD CONTRACT - CONTRACT NO. C1218 Soundwall Package 10 - C.A. RASMUSSEN, INC**

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

**B) PROFESSIONAL SERVICES CONTRACTS**

None			
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None			
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**SOUNDWALL PACKAGE 11**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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. C1101 - Powell**

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> 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**

	None					
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)****A) DESIGN BUILD CONTRACT - CONTRACT NO. C1101 - Powell**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1101 Mod 90 CN 92	<p>Global Settlement</p> <p>Metro and Powell recognized and agreed that the project schedule delays of 718 calendar days of which 442 calendar days are compensable to December 12, 2023. This time extension provides full and final equitable time adjustment for the project.</p> <p>Metro shall pay to the Contractor the amount of two million (\$2,000,000) dollars (the "Settlement Amount"). The Settlement Amount is inclusive of all monetary remedies of any kind relating to the disputes, including but not limited to, time-related impacts, equitable, adjustments, escalations, interest, extended overhead, and delay related compensation for any all-known Disputes including but not limited to all claims that were made or could have been made prior to December 12, 2023.</p>	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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## RAIL TO RAIL

### I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)

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. C1166 Rail to Rail (Griffith)

MOD/CHANGE #	DESCRIPTION <small>(if the change is a unilateral, explain in <b>BOLD</b> fonts)</small>	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

None						
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)****A) DESIGN BUILD CONTRACT - CONTRACT NO. C1166 Rail to Rail (Griffith)**

CHANGE NOTICE/ORDER #	DESCRIPTION	Change Type	Rough Order of Magnitude Cost
C1166 CN 108	<u>SSLE - Bollards and CCTV Procurement</u> Contractor to procure the materials associated with additional scope identified for System Security and Law Enforcement (SSLE) division of Metro. This change is due to the added scope to this project because of an agreement between the Rail to Rail upper management team and Metro's SSLE department to promote safety on the ped path and bike path.	5 and 7	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-5 NORTH COUNTY ENHANCEMENTS PROJECT**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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. C70396C1205 - OHL USA, INC.**

MOD/CHANGE #	DESCRIPTION (if the change is a unilateral, explain in <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
CO 24	Groundwater Contamination Treatment at Castaic Creek – Site Preparation and Mobilization	5		8/16/2024	\$725,829	\$725,829

**B. PROFESSIONAL SERVICES CONTRACTS - CONTRACT NO. PS20111-078 - ICF JONES & STOKES, INC.**

TO 16	PS77530-016 Environmental Support for I-5 NCEP	5		6/28/2024	\$510,183	\$510,183
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**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS - CONTRACT NO. PS67828000 - HILL INTERNATIONAL**

	None					
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)****A) DESIGN BUILD CONTRACT - CONTRACT NO. C70396C1205 - OHL USA, INC.**

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

**B) PROFESSIONAL SERVICES CONTRACTS**

None			
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS - CONTRACT NO. PS67828000 - HILL INTERNATIONAL**

MOD 2	PS67828000 Project Title: I-5 N HOV and Truck lane	5	More than \$15M
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I-105 EXPRESS LANES

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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 <b>BOLD</b> fonts)	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
	None					

**B. PROFESSIONAL SERVICES CONTRACTS (WSP (design Contract), Segment 1, Contract # AE275020011497-TO8)**

	None					
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**B. PROFESSIONAL SERVICES CONTRACTS - HNTB PMSS Contract # AE83974000**

	Continuation of PMSSC preconstruction phase services	5		8/13/2024	\$949,716	\$949,716
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**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

	None					
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)**

**A. CMGC CONTRACT - CONTRACT NO. PS84667000**

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

**A. DESIGN CONTRACT - WSP Segment 1, Contract # AE275020011497-TO8**

Mod # 5	Additional design that includes updating the 100% design to avoid the newly discovered landfills near Normandie Avenue.	5	Between \$1M and \$5M
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**A. DESIGN CONTRACT - WSP Segment 2 & 3, Contract # AE77613000**

TBD	Implementing value engineering items to Seg 2 and 3 to reduce cost.	6	More than \$15M
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**B) PROFESSIONAL SERVICES CONTRACTS - HNTB PMSS Contract # AE83974000**

None			
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**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None			
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**EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**

**I. APPROVED MODIFICATIONS/CHANGES GREATER THAN \$500K IN THIS REPORTING PERIOD (June 1, 2024 - August 31, 2024)**

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. PS89616 SAN FERNANDO TRANSIT CONSTRUCTORS**

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

**A. ADVANCED UTILITY ADJUSTMENT - CONTRACT No. C1220 W.A. RASIC**

None						
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**B. PROFESSIONAL SERVICES - CONTRACTS No. AE58083E0129 - GANNETT FLEMING, INC.**

AE58083E0129-CO-00016	<u>Advance Utility Design for Advance Utility Relocation (AUR) for LADWP Power Underground Design 2/3 Additional Scope.</u> Consultant shall provide technical Design Services During Construction (DSDC) of the Utility Adjustments (UA), to be constructed by DWP-PS and San Fernando Transit Constructors (SFTC). Tasks to be performed included review and respond to RFI's from both the Contractor and Third Parties; review and comment on submittals made by the Contractor and Third Parties; review, respond and comment on Nonconformances as necessary; attend construction, field or third-party meetings as requested; attend quality meetings as requested; coordinate with 3rd parties as necessary; make minor design adjustments to plan and/or profile sheets as necessary; and update base files as needed.	5 - Scope	06/20/24	7/1/2024	\$691,200	\$552,960
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**C. CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None						
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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)**

**A) DESIGN BUILD CONTRACT - CONTRACT NO. PS89616 SAN FERNANDO TRANSIT CONSTRUCTORS**

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

**A. ADVANCED UTILITY ADJUSTMENT - CONTRACT No. C1220 W.A. RASIC**

None			
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**B) PROFESSIONAL SERVICES - CONTRACTS No. AE35279 - KKCS/TRIUNITY**

PS89856000-CWO-013-MOD-00004	<p>FY25 PCSS - DBE Contract Compliance Monitoring, Cost Estimating, Scheduler, PMIS, and Sr. Program Management Analyst. DBE Compliance - Consultant staff shall continue to provide compliance monitoring support from Senior Contract Compliance Officers (Consultants) as required to the Diversity and Economic Opportunity Department through the Program Control Support Services Contract (PCSS) to provide contract compliance monitoring support services consistent with the Department of Transportation (DOT) 49 Code of Federal Regulations (CFR) Part 26 and Metro's Disadvantaged Business Enterprise (DBE) Program and compliance with Metro's SBE Program, and following the attached detailed Scope of Work. Estimating - Metro requires Project Construction Estimating Oversight Services to support the design and construction of the East San Fernando Transit Corridor project through the Progressive Design-Build project delivery method with program management technical support services as follows: Provide on-going Program Management technical support services in accordance with contractual job classifications for a Cost Estimating Manager and/or Sr. Cost Estimator. Continue to provide oversight support and advice on the following topics relative to the selected project delivery method for East San Fernando Valley (ESFV).</p>	5 - Scope	Between \$1M and \$5M
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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 (June 1, 2024 - August 31, 2024)

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 <small>(if the change is a unilateral, explain in <b>BOLD</b> fonts)</small>	Change Type	Submission Date	Approval Date	Contractor's Proposed Amount	Approved Amount
None						

#### A. DESIGN BUILD CONTRACT - CONTRACT NO.

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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**II. PENDING MODIFICATIONS/CHANGES GREATER THAN \$500K (June 1, 2024 - August 31, 2024)**

**A) DESIGN BUILD CONTRACT - CONTRACT NO.**

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

**A. DESIGN BUILD CONTRACT - CONTRACT NO.**

None			
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**B) PROFESSIONAL SERVICES CONTRACTS**

CWO16, Mod. 2	Link US - Program Control Support Services (PCSS) - Contract No. PS8985600 - Technical resources and knowledge to perform cost estimating, scheduling, PMIS support, configuration management, and DEOD monitoring.	5	Between \$1M and \$5M
Task Order 1	Link US - Life Storage Building Abatement & Demolition - Contract No. AE79441-004-TO-01 - Abatement and demolition of the Life Storage building, including installation of temporary street lighting.	5	Between \$1M and \$5M

**C) CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONTRACTS**

None			
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**Attachment B - OIG Spot Check CEO Delegated Authority Delays Avoided (through August 2024)**

Project Name	Total Work Days Saved	Years Saved
<b>Crenshaw/LAX</b>	336	1.3
<b>Regional Connector</b>	463	1.8
<b>Purple Line Section 1</b>	801	3.1
<b>Purple Line Section 2</b>	479	1.9
<b>Purple Line Section 3</b>	486	1.9
<b>Division 20</b>	200	0.8
<b>Airport Metro Connector</b>	31	0.1
<b>Total Savings</b>	<b>2765</b>	<b>10.7</b>

# Program Management Quarterly Change Report Summary

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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 June 1, 2024, through August 31, 2024.
- Changes included in this report are within the approved LOP budget for each project.
- The next Change Order Log will cover the period of September 1, 2024, through November 30, 2024, and will be presented to the January 2025 Construction Committee.

## Quarterly Changes (Jun 1, 2024 – Aug 31, 2024)

Project	# of Approved Changes	Contractor Proposed Amount	Total Approved Amount	Within LOP	# of Pending Changes	Range	Within LOP
Regional Connector	1	\$ 934,475	\$ 934,475	√	1	Between \$500K and \$1M	√
Westside Purple Line Extension Section 1	8	\$ 619,424,771	\$ 199,156,544	*			
Westside Purple Line Extension Section 2	4	\$ 121,548,962	\$ 8,601,375	√	2	Between \$500K and \$1M, \$10M and \$15M	√
Westside Purple Line Extension Section 3**	5	\$ 4,390,574	\$ 5,227,982	√	5	Between \$500K and \$1M, \$1M and \$5M, \$10M and \$15M, More than \$15M	√
Division 20 Portal Widening Turnback	9	\$ 68,809,414	\$ 40,186,229	√			
Airport Metro Connector	2	\$ 3,226,795	\$ 3,193,644	√	3	Between \$500K and \$1M, \$1M and \$5M, \$5M and \$10M	√
Soundwall Package 10	1	\$ 3,367,226	\$ 3,125,990	√			
Soundwall Package 11	-	-	-	-	1	Between \$1M and \$5M	√
Rail to Rail	-	-	-	-	1	Between \$1M and \$5M	√
I-5 North County Enhancements Project	2	\$ 1,236,013	\$ 1,236,013	√	1	More than \$15M	√
I-105 Express Lanes	1	\$ 949,716	\$ 949,716	√	2	Between \$1M and \$5M, More than \$15M	√
East San Fernando Valley	1	\$ 691,200	\$ 552,960	√	1	Between \$1M and \$5M	√
Link Union Station	-	-	-	-	2	Between \$1M and \$5M	√

\*Settlement and Life of Project budget adjustment approved at May 2024 board meeting

\*\*Includes not to exceed change order for \$0.837M with no cost and schedule proposal submitted as of this report date, required to move project forward while bilateral negotiations are completed



Project Name	Total Work Days Saved	Years Saved
Crenshaw/LAX	336	1.3
Regional Connector	463	1.8
Purple Line Section 1	801	3.1
Purple Line Section 2	479	1.9
Purple Line Section 3	486	1.9
Division 20	200	0.8
Airport Metro Connector	31	0.1
<b>Total Savings</b>	<b>2765</b>	<b>10.7</b>

# OIG Spot Check CEO Delegated Authority Time Saved (Through August 2024\*)

\*OIG's most recent report is from April 2024. They are currently in the process of hiring new staff.

**Board Report**

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**File #:** 2024-0926, **File Type:** Budget**Agenda Number:** 17.

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**CONSTRUCTION COMMITTEE  
OCTOBER 23, 2024****SUBJECT: REGIONAL CONNECTOR PROJECT CLOSE-OUT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

INCREASE the Life-of-Project (LOP) budget for the Regional Connector Transit Corridor Project (Project) by \$39,000,000 from \$1,755,840,570 to \$1,794,840,570 to fully resolve claims and complete the close out the Project.

**ISSUE**

The Project is a 1.9-mile underground light rail transit subway in Downtown Los Angeles connecting the A, E, and L Lines of Metro's light rail transit system. The Project was placed into Revenue Service on June 23, 2023, after over a decade of planning, design, construction, testing, and start-up. The Board Report requests a LOP budget increase to address a series of unresolved request for changes (RFCs). This LOP budget increase encompasses a settlement of a comprehensive claim submitted by the design/build Contractor, Regional Connector Constructors (RCC), which fully resolves all outstanding changes, and closes out the Project.

**BACKGROUND**

The Regional Connector FFGA (Fully Funded Grant Agreement) was originally executed in February 2014 with a budget of \$1,402,932,490, a Revenue Service Date of May 29, 2021, and a maximum Federal Section 5309 New Starts Financial Contribution of \$669,900,000.

As reported to the Board previously, from the outset, the Project experienced budgetary pressures due to a variety of causes. These include minimal initial contingency funding for significant project risks, insufficient funding for the professional, agency, and services, increased costs due to differing site conditions related to utility relocation, cost increases from repeated litigation-related impacts and delays, cost increases due to longer than anticipated durations for plan and permit approvals, and the resultant schedule impacts and mitigation expenses from all these factors.

By virtue of deliberate and measured budget increases authorized by the Board in November 2015 and January 2017, the Project budget was right-sized to meet the scope and risks identified. Budget and schedule performance since the January 2017 budget and schedule re-baseline action was

largely ahead of or consistent with planned values through early 2020. From there, a slight but consistent project under-performance on schedule through 2021 occurred.

## **DISCUSSION**

The Project included complexity due to the integration of different control system elements from the existing transit lines covering three generations of technological improvements. The near 100% tunnel alignment was constructed through one of the oldest and most congested areas in Downtown Los Angeles, specifically through the heart of the Financial and Arts Districts.

Accordingly, impediments presented themselves during the execution of the work. Among the challenges were mitigating traffic management demands, supporting and maintaining third-party power and wet utilities under downtown streets, and interfacing with Metro's operation of three busy light rail lines for access to power and controls - while minimizing impacts to revenue service.

Ultimately many of the issues described above translated into requests for contract change orders that were, due to points of disagreement, deferred for resolution until the Project was put into revenue service. This resulted in several dozen contract changes that remained unreconciled even after many months of focused negotiation between the contractor and Metro executives.

These remaining Request For Changes (RFCs) were consolidated into a claim submitted by the contractor totaling over \$160 Million. The claims were all reviewed anew by Metro and RCC staff and consultants with the intent of reaching agreement between the two parties. This closing negotiation effort had run its course after 13-months of negotiations subsequent to the initiation of revenue service. With the Project heading towards a structured mediation process with a third-party mediator, the project team was able to come to a mutual agreement and the parties have consented to a total closing settlement of \$55 million, a suspension of further negotiations, and a declaration that all changes are thus resolved and closed.

Due to the settlement amount, the project must increase the LOP budget to make final payment and properly close out the Project. Because the Project has existing contingency, the net increase to the LOP budget is only \$39 million.

After achieving the start of revenue service in June of 2023, the project has worked to complete all open items and receiving final approvals for all work within the City of Los Angeles right of way. After completion of station construction, the project team has identified additional safety enhancements, such as bollards, with Metro SSLE (Safety, Security, and Law Enforcement) and Operations that will be included before formal close of the project. With the increase in LOP budget, the project team will be able to close out all remaining financial items with the contractor and install the remaining safety enhancements. After the completion of the last remaining construction punch list items, the contractor, RCC will have completed all work, and Metro can officially close the contract.

## **DETERMINATION OF SAFETY IMPACT**

This proposed action has a positive impact on safety by funding the additional safety enhancements noted above.

### **FINANCIAL IMPACT**

Funds required for the LOP increase were included in the Adopted FY2024 Budget and have been accrued pending approval of this action.

#### **Impact to Budget**

The source of funds for the LOP increase is TDA Article 4. These funds are eligible for Bus and Rail Operations.

#### **Multi-year Impact**

The sources of funds for the Project are capital-eligible funds identified in the recommended Funding Plan as shown in Attachment A. With respect to the \$39,000,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R and Measure M Projects.

To comply with the Policy, Metro staff has evaluated potential offsetting cost reductions, including scope reductions, and value engineering, and has determined these are not feasible. .

### **EQUITY PLATFORM**

The Regional Connector Project provides regional benefits to transit riders, including those commuting from Equity Focus Communities by connecting the three rail lines and reducing the need for transfers. In addition, all three stations (100%) are within or adjacent to Equity Focus Communities. By providing the new three stations, workers, students, and residents from and outside of Downtown now have additional transportation options and better transit connectivity throughout the county.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goal #1) to provide high-quality mobility options that enable people to spend less time traveling and #5) to provide responsive, accountable, and trustworthy governance within the Metro organization.

### **ALTERNATIVES CONSIDERED**

The alternative would be to not approve the LOP Budget increase. Staff does not recommend this alternative because the project would proceed down an extended, costly, uncertain, and protracted formal dispute resolution process.

### **NEXT STEPS**

Upon approval by the Board, staff will close the design/build contract. Closing-out the balance of the Project will follow.

### **ATTACHMENTS**

Attachment A - Funding/Expenditure Plan

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

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



Stephanie N. Wiggins  
Chief Executive Officer

**REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT**  
**ATTACHMENT A**  
**FUNDING/EXPENDITURE PLAN**  
**(Dollars in Millions)**

<b>Capital Project 860228</b>	<b>Prior</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>Total</b>	<b>% of Total</b>
<b>Uses of Funds</b>						
Construction	1,189.41	66.40	23.58	0.00	<b>1,279.39</b>	71.3%
Right-of-Way	60.98	0.07	0.35	0.00	<b>61.40</b>	3.4%
Vehicles	15.19	0.00	1.09	0.00	<b>16.28</b>	0.9%
Prof. Services	387.05	11.59	10.90	1.75	<b>411.28</b>	22.9%
Project Contingency	0.00	0.00	0.00	0.00	<b>0.00</b>	0.0%
Subtotal Project	1,652.62	78.05	35.91	1.75	<b>1,768.34</b>	98.5%
Environmental/Planning	25.08	0.02	1.40	0.00	<b>26.50</b>	1.5%
<b>Total Project Cost</b>	<b>1,677.70</b>	<b>78.07</b>	<b>37.32</b>	<b>1.75</b>	<b>1,794.84</b>	<b>100.0%</b>
<b>Sources of Funds</b>						
Federal 5309 New Starts	669.90				669.90	37.3%
Federal 5309 New Starts American Rescue Plan Act	59.23				59.23	3.3%
Federal - CMAQ	64.00				64.00	3.6%
Federal - STBG	1.41				1.41	0.1%
Federal - Other	11.05				11.05	0.6%
General Fund - Metro	157.29	78.07			235.36	13.1%
Lease Revenues	20.61				20.61	1.1%
Local Agency Contribution	41.98				41.98	2.3%
Measure R - TIFIA Loan	160.00				160.00	8.9%
Transportation Development Act (TDA) - Article 4			37.32	1.75	39.07	2.2%
State Capital Project Loans - Others**	242.19				242.19	13.5%
State Proposition 1A HSRB	114.87				114.87	6.4%
State Proposition 1B PTMISEA	135.16				135.16	7.5%
<b>Total Project Funding</b>	<b>1,677.70</b>	<b>78.07</b>	<b>37.32</b>	<b>1.75</b>	<b>1,794.84</b>	<b>100.0%</b>

\*\* Includes Repayment of Capital Project Loans (Fund 3562), Prop A/C/R Administration

## ATTACHMENT B

### Regional Connector Project

#### Measure R and Measure M Unified Cost Management Policy Analysis

##### Introduction

The Measure R and Measure M Unified Cost Management Policy (the Policy) was adopted by the Metro Board of Directors in July 2018. The precursor Measure R cost management policy was adopted in March 2011. The intent of the Policy is to inform the Metro Board of Directors regarding cost increases to Measure R- and Measure M-funded projects and the strategies available to close a funding gap. The Regional Connector Transit Corridor Project (Project) is subject to this policy analysis.

The life of project (LOP) budget for the Project was last approved by the Board in January 2017 at \$1,755,840,570. The Project is subject to the Policy analysis now due to a proposed \$39,000,000 (2.22%) increase to the LOP budget. Funding for the cost increase is needed in FY 2025 and may be needed through FY 2026. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

##### Measure R and Measure M Unified Cost Management Policy Summary

The adopted Policy stipulates the following.

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

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

The policy was amended in January 2015 to establish Regional Facility Areas at Ports, airports and Union Station; and states that any:

*“...capital project cost increases to Measure R funded projects within the boundaries of these facilities are exempt from the corridor and subregional cost reductions. Cost increases regarding these projects will be addressed from the regional programs share.”*

The Regional Connector Project does not fall within a Regional Facility Area.

### Scope Reductions

The project has already been completed. Therefore, scope reductions are no longer an option. Because of this, we recommend moving to the next step.

### New Local Agency Funding Resources

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

The Project is eligible for Measure R funding and is allocated \$160,000,000 of Measure R funding that is identified in the Measure R sales tax ordinance Expenditure Plan for the Regional Connector project. Since the Project is capped at \$160,000,000 of Measure R, no further Measure R funds can be allocated to this project.

Additionally, this Project is not eligible for Measure M funding, as it is not identified on the Measure M sales tax ordinance Expenditure Plan.

### *Local Agency Contributions*

The City of Los Angeles has contributed \$41,984,000 to the Project as a 3% local agency contribution. Local cities are generally not responsible for cost increases to the projects and are not considered as a source of funding for the cost increase.

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

### *State and Federal Funding (Discretionary)*

Metro was awarded \$669.9 million in federal funding through the New Starts program for the Project. The March 2021 federal American Rescue Plan Act provided an additional \$59,228,414 in New Starts grants. No additional New Starts funding is available to fund the Project cost increase.

The project is also supported by the State Capital Project Loans totaling \$242.19 million, along with \$114.87 million from the State High-Speed Rail bonds.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project is in the close out phase and the design/build contract scope is already completed.

### Value Engineering

The project has been completed and the proposed cost increase is to fund additional costs to close out the remaining financial items with the contractor and reach a settlement. After close out, Metro will then officially close the contract with the



contractor. Therefore, value engineering is no longer an option, and we recommend moving to the next step.

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

Since the funding for the Project LOP increase is needed for FY 2025, it would be administratively challenging to secure a technical solution and Board approval to reallocate funds from other capital projects for the Project's cost increase. Potential capital projects along the Project corridor for fund transfers include the Eastside Extension Phase 2 and the A (Gold) Line Extension to Montclair, both of which have already had their scope and funding approved by the Metro Board. While it is possible to explore cost reductions in other projects within the corridor or subregion to cover the cost increase, staff has not identified any projects that could be reduced to provide the necessary funding within the timeframe needed to fund the Project.

The City of Los Angeles also receives funding through the Call-For-Projects, the competitive grant program funded and managed by Metro for the benefit of LA County cities, transit operators, and State highway projects last held in 2015. At times the funding for certain projects in the Call-For-Projects is "de-obligated" if not spent within a reasonable timeframe, and this can be a funding source for other uses, subject to Board approval of the use.

As the Project is not eligible for Measure M, the Measure M transit-eligible funding program Subregional Equity Program (SEP) does not apply to the Project.

#### Countywide Cost Reductions and/or Other Funds

Given the nature of the Project cost increase, new grant funding sources are unlikely, and regional or countywide funding will be necessary.

Eligible countywide funding sources include Proposition A and C (allocated to the portion of the project not attributed to "new subway"), the General Fund, Transportation Development Act (TDA) funds, and Lease Revenues. The project is supported by \$235,362,170 from the General Fund. The cost increases will resolve all outstanding financial items with the contractor and complete the elements that qualify for transit-related streets and highways funding.

#### *State and Federal Funding (Formula)*

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. Currently, there is limited capacity in the RIP and LPP. The RIP has been allocated to projects submitted in Metro's RTIP, and the next cycle of the LPP (nominations due November 20, 2024) is planned to be used for other purposes. In addition, the Project is not likely eligible for RIP or LPP funding as the cost increase is for the Project closing settlement and the Project has experienced multiple cost increases.

The Project is also funded by the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) through Proposition 1B, with \$135,162,779 in state funding.

Metro receives federal formula funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant Program (STBG). Metro's apportionments from these programs increased in the 2021 Bipartisan Infrastructure Law (i.e., Infrastructure Investment and Jobs Act), which is a five-year authorization bill. A total of \$64,000,000 from CMAQ and \$1,411,499 from STBG have been allocated to support the Project. Currently, projects seeking CMAQ and STBG must now be nominated by Metro and submitted to SCAG for selection approximately every two years, and the Metro Board and SCAG approvals to use CMAQ and or STBG for the Project cost increase would not be possible within the timeframe funds are needed.

### **Recommendation**

Based on consideration of each of the required steps in the Policy process, and consideration of the availability and eligibility of funds by Metro budget and financial planning staff, Metro staff recommends using \$39,000,000 from TDA Article 4 to fund the proposed \$39,000,000 LOP budget increase. There are sufficient TDA Article 4 funds available for FY 2025. The TDA Article 4 funds are eligible for Metro transit operations.

# **REGIONAL CONNECTOR PROJECT CLOSE-OUT: REQUESTED LOP INCREASE**

Construction Committee

October 23, 2024

# PROJECT UPDATE

- Project successfully opened in June 2023
- Project is finalizing all work within City jurisdiction
- Next Steps:
  - Close out current Design/Build Contract
  - Safety Enhancement Construction Contract out Fall 2024



# PROJECT CLOSE-OUT

- Project has been working on closing all remaining open change orders with contractor
- Project has also been working since 2023 to settle the comprehensive claim submitted by the Contractor valued at over \$160 million. A settlement has been reached which fully resolves all outstanding issues and will allow us to close out the project.
- While utilizing existing contingency, project needs additional LOP increase to fund the settlement, close out the remaining items and fully close out the contract.

# FUNDING PLAN



- Proposed funding is from State of California Transportation Development Act (TDA), Article 4 funds.
- TDA funds are eligible and available for the Project LOP increase.
- TDA funds are eligible for transit operations, but funding sources are limited as the Project may not be eligible for Prop A or C funds.

# RECOMMENDATION



**RECOMMENDATION** to INCREASE the Life-of-Project (LOP) budget for the Regional Connector Transit Corridor Project (Project) by \$39,000,000 from \$1,755,840,570 to \$1,794,840,570 to fully resolve claims and complete the close out the Project.



## Board Report

File #: 2024-0527, File Type: Budget

Agenda Number: 18.

### CONSTRUCTION COMMITTEE OCTOBER 23, 2024

**SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY LOP INCREASE**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

INCREASE the Life-of-Project (LOP) budget by \$99,730,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$956,749,577 to \$1,056,479,577 using the fund sources as summarized in Attachment A, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy (Attachment B).

#### **ISSUE**

The Division 20 Portal Widening Turnback Project was designed to reconstruct the key facilities where all revenue service trains for the B/D Lines are dispatched, serviced, and maintained through a complex 11-stage phased construction plan. The design requires extensive coordination efforts to maintain revenue service and many construction steps to successfully complete the work. While the Project has achieved over 76% of the work, each phase is like a new project and begins with removing the original work completed over 30 years ago and constructing small sections that each have high-risk underground conditions not anticipated or unknown conditions.

Although there remains risk in the remaining work, the Project has successfully re-sequenced the Project schedule to achieve "Substantial Completion" by December 31, 2025. Collaborating with the Contractor, Tutor Perini Corporation (TPC), staff have worked to address and resolve previous issues related to Project design changes, schedule delays, and other cost impacts occurring before March 1, 2024. The re-sequenced schedule adjustments will have significant benefits, including reducing the project timeline, meeting the operational requirements for the revenue service date for the Purple Line Extension Section 1, and providing additional yard storage capacity for new rolling stock deliveries.

Achieving December 31, 2025, Substantial Completion date will necessitate additional staffing. More staff will expedite the review and approval of work and add contingency funds to address any delays after March 1, 2024, resulting from design changes or Metro's operational needs that may impact the new Substantial Completion date. The Project contingency remaining is currently less than 2%. This Board Action would increase that amount to 10.4% of the Project's budget for any future anticipated contract changes and related activities through the Project's completion.



## **BACKGROUND**

The Division 20 Portal Widening Turnback Facility enables trains to operate at required headways and increases the storage capacity to support the expansion of the Purple Line Extension (D Line). As part of the Full Funding Grant Agreement (FFGA) from the Federal Transit Administration (FTA) under Purple Line Section 1 (PLE1), the Division 20 Portal Widening Turnback Facility Project will allow trains to turn back quickly to meet the planned service levels and FTA requirements. Achievement of the reduced headways requires significant modifications to the Division 20 Yard (Yard) which includes: portal widening, power relocation, power upgrades, First Street Bridge modifications and seismic upgrades, installation of the turnback facility, storage tracks, train control, signaling systems installation, and systems integration.

The Metro B/D Line trains currently “turn-back” at Union Station, reversing direction from east to west. The current minimum headway that can be achieved at Union Station is approximately four-minute service for combined B/D Line service (or seven-and-a-half minutes on the branches), but that will become impracticable and less efficient once the Purple Line Extension begins operations, and more trains are using the same tracks. To accommodate the increases, the existing tunnel portal must be widened to accommodate additional tracks and switches that will provide for a designated turnback facility.

In addition to the turnback facility, the Purple Line 1, 2, and 3 projects will add train vehicles to the Metro Fleet that will produce a need for increased storage capacity in the Division 20 Yard. The Division 20 Portal Widening Turnback Facility Project will provide new storage tracks north and south of the First Street Bridge and add complex switching and interlocks to enable trains to move from storage onto the main line and into service through the portal.

Finally, to power the new turnback facility and add storage for train vehicles, the current power substation for the Yard will be replaced to meet the increased power requirements. Twelve different construction phases were originally planned to maintain operational requirements for revenue service while concurrently demolishing portions of the Yard and constructing the new work. With the completion of each phase, an extensive safety testing and certification process would be conducted before acceptance by Metro Operations and placing the new work into revenue service. The resequencing efforts by the Project team and Contractor will reduce the number of phases by concurrent work areas, extended hours, and weekend work.

The cost impacts of providing additional staffing to expedite the review and approval of work, as well as contingency funds to address any owner-caused delays resulting from design changes or Metro's operational needs would reduce the Project contingency to less than 2% of the current LOP budget. This Board Action requests authorization to replenish the contingency and provide sufficient funding for contract changes and base contract activities through the Project completion.

Life-of-Project Budget increases were approved by the Board at its February 2022 meeting, and again at its April 2023 meeting, increasing the LOP budget to \$956,749,577.

## **DISCUSSION**

The Division 20 Portal Widening Turnback Facility, awarded as a Design-Bid-Build (DBB) contract, encountered significant changes and cost impacts early on related to unknown underground site conditions, third-party requirements, and design changes that negatively impacted the Project's delivery timeline.

Previous project estimates accounted for potential cost recovery related to design changes; however, these have not been factored into the current estimate. Metro will continue to pursue cost recovery, but since the timelines for these efforts will diverge, the items have been separated. Any recovered funds will be directed back to the General Fund.

The contract changes, included substantial design revisions necessary to address corrections to the original design. Complicating factors during the design phase included an old industrial facility in the project site location along Center St., between E. Commercial St. and Banning St., not owned by Metro, which could not be thoroughly inspected to determine the actual quantities of hazardous materials or site conditions. Additionally, the deteriorated state and subsequent work required for the First Street Bridge contributed to delays in the Project schedule.

As the Project reached 48% completion, extended support staff durations and additional expenditures were outlined in support of the LOP increase in April 2023. The Project schedule was extended by 492 days, necessitating extended support from the Project designer and consultant Construction Management Support Services (CMMS). In addition, the Project contingency was significantly reduced to resolve changes and the contractor's incurred costs due to the extended contract duration.

In early 2024, the Project team, in collaboration with TPC, initiated a resequencing plan aimed at achieving Substantial Completion by December 31, 2025, which was successfully executed on July 12, 2024. This plan involves reallocating resources, combining several construction phases to reduce the frequency of turnovers, and Metro's commitment to make reasonable efforts in reviewing, coordinating, and approving work promptly. In return, TPC agreed to provide sufficient labor, facilities, and equipment, and to work extended hours, including extra shifts and overtime, to ensure the completion of work and achievement of milestones. If the Substantial Completion Date is delayed due to an owner-caused issue, the parties will discuss and agree on which activities will be accelerated to stay on schedule.

Additionally, TPC and its subcontractors and suppliers expressly released all rights for additional time or impacts that occurred on or before March 1, 2024.

The Project is 76% complete and is nearing a significant milestone that will place most of the Project into revenue service by the end of 2024. This milestone is crucial for meeting the operational requirements of the Purple Line Extension projects and providing the necessary storage capacity for new rolling stock deliveries. An updated Project Estimate-to-Complete analysis was performed that considered the current progress and re-sequenced changes, representing the forecasted costs needed to finish all remaining project activities.

The requested Life-of-Project increase of \$99,730,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$956,749,577 to \$1,056,479,577 and achieving the December 31, 2025,

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delivery date will necessitate additional staffing to expedite the review and approval of work and add contingency funds to address any owner-caused delays resulting from design changes or Metro's operational needs that may impact the new delivery date. The amended LOP amount is inclusive of all current commitments, pending and potential changes, remaining risk expected values, and staffing.

The Project contingency remaining is currently less than 2%. This Board Action would increase that amount to 10.4% of the Project's budget for any future anticipated contract changes and related activities through the Project's completion. The increase will amend the LOP budget of \$956,749,577 to \$1,056,479,577

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

Funds required for fiscal year 2025 have been requested through the fiscal year 2025 budget development, adopted at the May 2024 Board meeting. Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

#### **Impact to Budget**

The source of funds to address the LOP increase is Measure R Transit Capital (35%) for WPLE freed up by additional New Starts funding. These funds are not eligible for Bus and Rail Operations.

#### **Multiyear Impact**

The sources of funds for the Project are capital funds identified in the recommended Funding/Expenditure Plan as shown in Attachment A. With respect to the \$99,730,000 increase, Attachment B shows the Measure R and Measure M Unified Cost Management Policy (the Policy) analysis and funding strategy required for cost increases to Measure R and Measure M Projects.

To comply with the Policy of the Metro Board of Directors, Metro staff evaluated potential offsetting cost reductions, including scope reductions, value engineering, or shorter segments. Since the project is so far along, these actions are no longer feasible.

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

### **EQUITY PLATFORM**

The Division 20 C1136 Mainline contract will support the D Line Subway Extension Project by

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increasing service frequency, reliability, and access for communities that use the Metro transit system along both alignments for housing, jobs, educational, medical, and entertainment needs. These service upgrades have a positive impact for riders of the system from marginalized communities that travel along these Corridors, by increasing access, capacity, and reliability to meet these essential travel needs.

The D Line project consists of 3 sections, originating from Wilshire/Western to Westwood at the Veterans Administration Hospital in West Los Angeles. The D Line system alignment travels through the Wilshire-Koreatown, Pico/Union, Olympic Park, Miracle Mile, Larchmont communities where 50% or more are people of color. In Pico/Union, the percentage of people of color is over 70%, and in the Wilshire-Koreatown neighborhood it is over 90%.

Based on the 2019 Customer Survey, the D heavy rail line serves the following ridership 27.7% below the poverty line, 56.4% had no car available, Rider Race/Ethnicity is Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%, and Other 6.5%.

The Project is not within an Equity Focused Community; however, many workers, students, and others from EFCs commuting to destinations along the D Line extension will benefit from this Project.

On contract C1136, Tutor Perini Corporation (TPC) made a 19.34% Small Business Enterprise (SBE) commitment and a 3.31% Disabled Veteran Business Enterprise (DVBE) commitment. The current level of participation is 18.02% SBE and 3.12% DVBE, representing a 1.32% SBE shortfall and a 0.19% DVBE shortfall.

TPC has a mitigation plan on file and contends that the shortfall is due to schedule delay, which has impacted the utilization and reporting of payments to the SBE and DVBE firms. TPC indicated that as the project progresses and when appropriate, they will engage SBE and DVBE firms, which should help increase their level of participation. TPC reported that the SBE and DVBE commitments are expected to be met by the end of the project.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

## **ALTERNATIVES CONSIDERED**

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

## **NEXT STEPS**

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

**ATTACHMENTS**

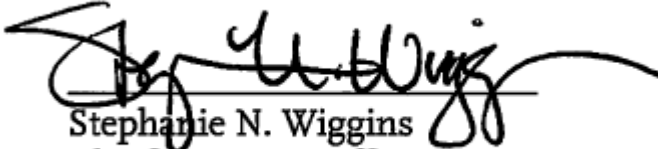
Attachment A - Funding/Expenditure Plan

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

Attachment C - Projected Breakdown of Cost Allocation

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ATTACHMENT A  
DIVISION 20 PORTAL WIDENING TURNBACK FACILITY  
LOP INCREASE OCTOBER 2024  
Funding/Expenditure Plan  
(Dollars in Millions)

Capital Project No. 865519	Prior LOP	Prior Spent	FY23	FY24	FY25	FY26	TOTAL	% of Total
<i>USES OF FUNDS</i>								
Construction	665.21	328.91	142.15	86.28	79.67	93.71	730.72	69.17%
Right of Way	101.54	101.54	-	0.34			101.88	9.64%
Professional Services	190.00	105.10	30.60	29.18	25.00	25.00	214.88	20.34%
Project Contingency		-				9.00	9.00	0.85%
<b>Total Life of Project Cost:</b>	<b>956.75</b>	<b>535.55</b>	<b>172.75</b>	<b>115.80</b>	<b>104.67</b>	<b>127.71</b>	<b>1,056.48</b>	<b>100.00%</b>
<i>SOURCES OF FUNDS<sup>1</sup></i>								
Prop A - Rail Development Account (35%)		2.48	0.04				2.52	0.24%
Measure R - Transit Capital (35%) <sup>2</sup>	754.45	442.49	108.77	101.09	71.60	127.71	851.66	80.61%
Transit and Intercity Rail Capital Program (TIRCP)	69.21	44.68	24.53		-	-	69.21	6.55%
SB1 - Local Partnership Program	133.09	45.90	39.41	14.71	33.07	-	133.09	12.60%
<b>Total Life of Project Funding:</b>	<b>956.75</b>	<b>535.55</b>	<b>172.75</b>	<b>115.80</b>	<b>104.67</b>	<b>127.71</b>	<b>1,056.48</b>	<b>100.00%</b>

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

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

## **ATTACHMENT B**

### **Division 20 Portal Widening Project**

#### **Measure R and Measure M Unified Cost Management Policy Analysis**

##### **Introduction**

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

The life of project (LOP) budget for the Project was last approved by the Board in April 2023 at \$956,749,577. The Project is subject to the Policy analysis now due to a proposed \$99,730,000 (10.4%) increase to the LOP budget. Funding for the cost increase may be needed through FY 2026. This analysis recommends trade-offs required by the Policy to identify the funds necessary to meet the cost increase.

##### **Measure R and Measure M Unified Cost Management Policy Summary**

The adopted Policy stipulates the following.

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

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

##### **Scope Reductions**

The Project cost increase is funding additional staffing needed to expedite the review and approval of work, as well as replenish contingency funds to address any owner-caused delays resulting from design changes or Metro's operational needs. Any attempt to identify and negotiate agreeable reductions to the scope to offset the cost increase may result in further delays and potential additional costs. Because of this, we recommend moving to the next step.

### New Local Agency Funding Resources

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

The Project is eligible for Measure M and Measure R funding and is currently allocated a portion of the total \$4,074,000,000 of Measure R funding that is identified in the Measure R sales tax ordinance Expenditure Plan for the Westside Subway Extension. The Board has also approved transfers of Measure R from the Crenshaw/LAX project to Westside Subway Extension totaling \$415,391,156. The transfers were made because the Westside Subway Extension is generally not eligible for Proposition A and C funding (because it is “new subway”) and, under certain conditions, the Measure R available for the Westside Subway Extension could be reduced to pay for debt interest (pursuant to the Metro Fiscal Stability Policy). Prior to the proposed LOP increase to the Project, the Board has approved \$4,110,355,492 of Measure R Westside Subway Extension programming for Sections 1, 2, and 3, and for Division 20.

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

### *Funding Within the Corridor*

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

### *Subregional Programs and Local Agency Contributions*

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



### *Local Agency Contributions*

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

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

### *State and Federal Funding (Discretionary)*

Metro was awarded with \$69.2 million of Transit and Intercity Rail Capital Program (TIRCP) state funding for the Project. In addition, the FTA has previously granted the WSE Section 1, 2, and 3 projects \$1.25 billion, \$1.187 billion, and \$1.3 billion respectfully through the New Starts program. The March 2021 federal American Rescue Plan Act increased the New Starts grants on Section 1, 2, and 3 by a combined \$218,284,002.

In addition, through federal budgetary action, FTA provided an additional \$59,583,554 for Section 1 and has accelerated much of all three sections' New Starts funding compared to the scheduled payments in the Full Funding Grant Agreements. Metro used the additional and accelerated New Starts to address \$66,428,844 of a \$150,000,000 cost increase for Section 1 in May 2021, a \$75,000,000 cost increase for Division 20 in February 2022, an \$80,000,000 cost increase for Division 20 in April 2023, and a \$134,000,000 cost increase for Section 2 in July 2023.

Additional State or federal discretionary funding (where Metro would compete for the funding) is not probable, given the Project has experienced a cost increase and the design/build contract is already awarded.

### Value Engineering

The Project cost increase is funding additional staffing needed to expedite the review and approval of work, as well as replenish contingency funds to address any owner-caused delays resulting from design changes or Metro's operational needs. Any attempt to identify and negotiate agreeable value engineering may result in further delays and potential additional costs. As a result, we recommend moving to the next step.

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

The cities and subregions have existing funding programs that have funding amounts yet to be programmed to the subregion or spent. The SEP is discussed above in the section "Subregional Programs."

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

The subregions receive Measure M funding for other transit capital projects - Sepulveda Pass Transit Corridor, Crenshaw Northern Extension, West Santa Ana Branch, Vermont BRT, and Lincoln Blvd BRT. These projects have not been completed or have not completed their respective environmental processes. It is too early to determine if they could be delivered with excess or surplus funding that could provide funding for the Project cost increase.

#### Countywide Cost Reductions and/or Other Funds

If new local agency resources are not allocated to the Project cost increase, regional or countywide funding could be considered. These funds are being programmed for uses in Metro's 2020 Long Range Transportation Plan financial forecast during the timeframe when funds are needed for the Project cost increase. Eligible sources of countywide funding include Proposition A and C (allocated to the portion of the Project that is not attributable to "new subway"), General Fund, and Lease Revenues.

#### *State and Federal Funding (Formula)*

Metro receives quasi-formula funding from the State through the Regional Improvement Program (RIP) and Local Partnership Program (LPP). This is considered regional funding as it can be applied countywide to both transit and highway spending. The approved funding plan, before the current LOP increase, includes \$133.1 million of LPP and no RIP is allocated. Currently, there is limited capacity in the RIP and LPP. The RIP has been allocated to projects submitted in Metro's RTIP, and the next cycle of the LPP (nominations due November 20, 2024) is planned to be used for other purposes. In addition, the Project is not likely eligible for RIP or LPP funding as it is already in construction and has experienced multiple cost increases.

Metro receives federal formula funding from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and the Surface Transportation Block Grant Program (STBG). Metro's apportionments from these programs increased in the 2021 Bipartisan Infrastructure Law (i.e., Infrastructure Investment and Jobs Act), which is a five-year authorization bill. Projects seeking CMAQ and STBG must now be nominated by Metro and submitted to SCAG for selection approximately every two years. Unfortunately, the Project is not eligible for federal funding because it was not environmentally cleared under the National Environmental Policy Act (NEPA).

**Recommendation**

Based on consideration of each of the required steps in the Policy process, Metro staff recommends using \$99,730,000 from Measure R 35% Transit Capital funds to fund the proposed \$99,730,000 LOP budget increase. The Measure R is designated for the Project in the sales tax ordinance, and there are sufficient funds available.

DIVISION 20 PORTAL WIDENING TURNBACK FACILITY  
 PROPOSED LOP INCREASE OCTOBER 2024  
 Projected Breakdown of Cost Allocation

Amount	Description
\$65,730,000	<b>CONSTRUCTION</b> <ul style="list-style-type: none"> <li>◦ Trackwork, Systems and Systems Integration Testing, Third Party requirements, Schedule Impacts</li> </ul>
\$25,000,000	<b>PROFESSIONAL SERVICES</b> <ul style="list-style-type: none"> <li>◦ Metro Staff at Gateway and field offices who perform oversight in various disciplines.</li> <li>◦ Engineering - Design support during construction (DSDC)               <ul style="list-style-type: none"> <li>- TY LIN Contract AEAE66758000: Design and Engineering</li> <li>- SecoTrans Contract AE47810E0128: Systems Engineering</li> </ul> </li> <li>◦ CMSS - ANSER: Construction Management Support Services procured to support Metro staff in oversight of specific areas of project construction disciplines such as field inspectors, resident engineer, engineers and other construction support.</li> <li>◦ Program Management Support Services (PMSS) - KTJV support services</li> <li>◦ 3rd Party Coordination               <ul style="list-style-type: none"> <li>- City and County of Los Angeles administration and services</li> <li>- Freight and Rail Line coordination adjacent to Division 20</li> </ul> </li> <li>◦ Claim Support Services - Arcadis Inc.: claims support consultant to assist with preparing documentation and analysis in support of Metro's defense against claims submitted by the contractor.</li> <li>◦ Labor Compliance Monitoring: Consultant companies monitor the construction contractor compliance with project labor agreement and DBE requirements.</li> <li>◦ Legal Services: Procured legal services to assist project management.</li> <li>◦ Auditing Services: Consultant companies conduct labor compliance audits of main professional services and construction contracts.</li> <li>◦ QA Test Lab Services: Consultant companies provide materials verification testing and inspections services.</li> <li>◦ Escalation and Inflation cost impacts.</li> </ul>
\$9,000,000	Contingency
<b>\$99,730,000</b>	<b>Total LOP Increase</b>

**DIVISION 20 PORTAL WIDENING  
TURNBACK FACILITY LOP INCREASE**

**October 23, 2024**

**Board Report 2024-0527**

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## **RECOMMENDATION:**

AMENDING the Life of Project (LOP) budget by \$99,730,000

Current LOP: \$ 956,749,577

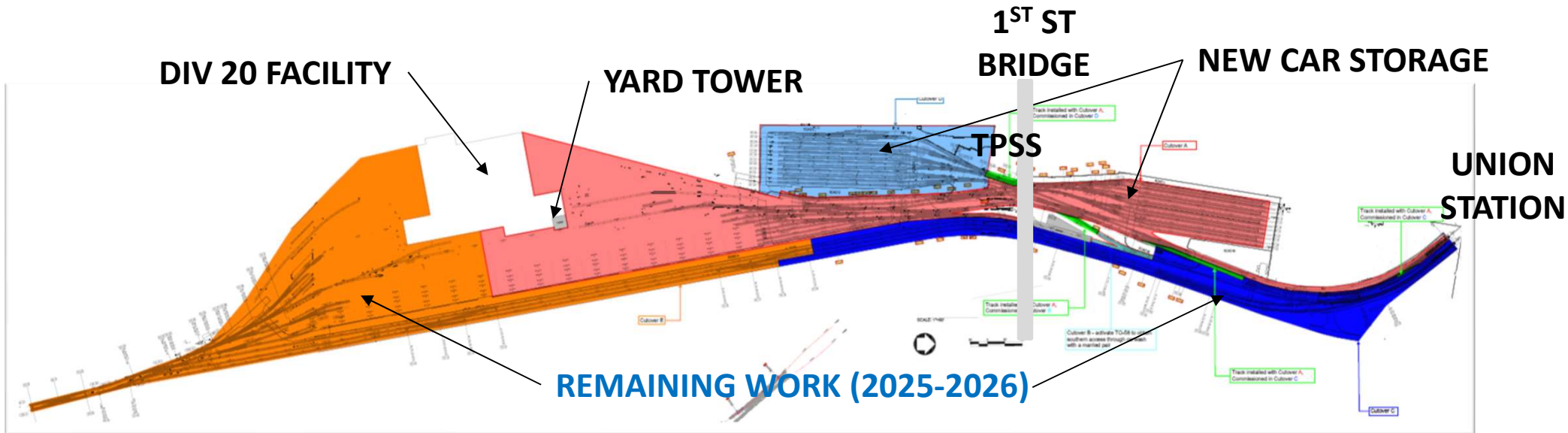
Revised LOP:\$1,056,479,577

## **BACKGROUND**

- Project is 76% complete
- The project was designed to maintain service for the B/D Lines while simultaneously reconstructing and expanding the facilities that dispatch, store, and service the entire B/D line rail fleet.
  - One of the two lines from the Yard to Union Station was reconstructed, while service was operated from the other.
  - Project was designed and has been constructed in 11 distinct and carefully sequenced stages while also maintaining uninterrupted operational services.
- Key items complete:
  - Traction Power Substation (TPSS)
  - First Street Bridge, modifications and upgrades.
  - Primary communications, signals, power to TPSS, Yard Tower, and Bungalows.
  - Work in previous industrial/commercial sites.

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## PROJECT SITE MAP



December 2024 western portions of the Project will be placed into Revenue Service.

- Provides 2-track turnback availability for a 6-car for turnback operations.
- Accommodates the needs of PLE1 for a five-minute headway.
- Provides the North and South Storage Yards (78 & 66 cars) for New Rolling Stock procurement.
- The completion of the Turnback Facility in 2025 will provide for the headway requirement for PLE2&PLE3, as more cars are added to the system.

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## PROJECT SITE MAP



- Largest Traction Power Substation west of the Mississippi
- B/D Lines carry over 140,000 passengers daily.
- 16 miles of ductbank
- 6.2 miles of new track
- North Storage Yard (78 cars)
- South Storage Yard (66) cars



# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

<b>Division 20 PWT LOP Increase</b>	
Current LOP Budget	\$ 956,749,577
Current Commitments -	\$ 949,526,018
<b>Remaining Budget</b>	<b>\$ 7,223,559</b>
Open Changes to-Date	\$ 25,000,000
Professional Services (Staff, Designer, Consultant CM, PMSS)	\$ 25,000,000
Future Changes	\$ 40,663,637
<b>Total</b>	<b>\$ 90,663,637</b>
10% Contingency	\$ 9,066,363
<b>LOP INCREASE*</b>	<b>\$ 99,730,000</b>

\* Measure R 35% Transit Capital funds.

The Measure R is designated for the Project in the sales tax ordinance, and there are sufficient funds available.



Underground utility work



Portal Construction

**Questions?**

**Board Report**

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**File #:** 2024-0857, **File Type:** Budget**Agenda Number:** 19.

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**CONSTRUCTION COMMITTEE  
OCTOBER 23, 2024****SUBJECT: I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL CONTRACTOR  
SEGMENT 1 (IDENTIFIED WORKS PACKAGE 1) LIFE- OF-PROJECT BUDGET  
AND ROADSIDE TOLL COLLECTION SYSTEM LIFE-OF-PROJECT BUDGET****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget and by establishing funding for the Segment 1 (Identified Work Package 1) construction, from Sepulveda Blvd. to Central Avenue on the I-105 Freeway. This action increases the existing Preconstruction Budget of \$119,391,538 by \$638,148,678 to a Life-of-Project Budget of \$757,540,216 (Attachment A);
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP;
- C. ESTABLISH an LOP budget of \$44,254,826 for the I-105 Express Lanes project segments 1, 2, and 3 Roadside Toll Collection System (RTCS) Project 275004; and
- D. AMEND FY25 budget for Project 475004 by \$47,234,197 from \$126,112,511 to \$173,346,708 and for Project 275004 by \$3,824,193 from \$2,129,990 to \$5,954,183.

**ISSUE**

The I-105 Express Lanes project (Project) has been advanced using the Construction Manager/General Contractor (CM/GC) delivery method. Leveraging this delivery method, Metro staff worked with the general contractor and Caltrans, benefiting from contractor design input to advance a number of value engineering opportunities. The general contractor then provided a bid to construct the project, which in this case is IWP 1. Staff has concluded negotiations with the CM/GC contractor on IWP 1 and is now seeking Board approval to increase funding which will enable advancement of IWP 1. Awarding IWP 1 is necessary to comply with the Project's state grant funding requirements,

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secure toll-backed financing, and ensure that construction progresses without delays to meet the opening of segment 1 of the Project prior to the 2028 Olympic and Paralympic games.

Establishing an LOP budget to execute contracts and modifications and pursue the completion of the RTCS contract is also necessary. Failure to approve these recommendations could lead to project delays, putting critical funding at risk and postponing the expected operational improvements and equity enhancements within the corridor.

## **BACKGROUND**

In 2016, the I-105 ExpressLanes Project was allocated \$175 million as part of the approved expenditure plan in the Measure M ordinance. Since 2017, Caltrans District 7 and Metro have collaborated on the Project Approval/Environmental Document (PA/ED) and Plans, Specifications, and Estimates (PS&E) phases of the Project, which will improve operations along the I-105 corridor, enhance trip reliability and actively manage traffic flow from I-405 in Los Angeles to Studebaker Road in Norwalk. The Project is structured into three segments, each involving specific design review and permitting packages. Segment 1 is between I-405 and Central Avenue (seven miles), Segment 2 is between Central Avenue and I-710 (four miles), and Segment 3 is between I-710 and Studebaker Road (five miles).

The CMGC method, authorized by the federal "Moving Ahead for Progress in the 21st Century" (MAP-21) Act, allows for phased construction through multiple work packages. This phased approach requires Federal Highway Administration (FHWA) review and concurrence of IWP 1. Metro has been meeting regularly with FHWA and expects to obtain this concurrence prior to the start of construction. As a direct recipient of Federal funding, Metro is advancing Segment 1 as Identified Works Package 1 (IWP 1) following FHWA CM/GC procedures. IWP 1 is the initial package to enable early construction for Segment 1 while Segments 2 and 3 are being developed.

Metro and Caltrans' collaboration ensures that all project phases meet federal standards, contributing to the project's overall success and compliance. The phased IWP approach is critical for the timely completion of the I-105 Express Lanes project, addressing key activities early to mitigate risk and accelerate the timeline.

The Environmental Impact Report/Environmental Assessment (EIR/EA) was completed in May 2021, establishing the environmental framework for the Project. Subsequently, in March 2024, a NEPA/CEQA Revalidation was approved, incorporating additional measures related to biological resources, air quality, cultural resources, and hazardous waste. There are no right-of-way acquisitions in Segment 1 of the Project.

Final design efforts commenced in June 2021. In June 2022, the Board approved a \$119,391,538 preconstruction budget for the Project. In August 2022, the Board approved several key contracts essential for the Project's progress: a Construction Manager/General Contractor (CM/GC) contract with FMJV, a Program Management Support Services (PMSS) contract with HNTB, and the RTCS contract with Conduent State and Local Solutions, Inc. following the plan discussed in the previous Board Report, Metro staff has completed the work to finalize the design for Segment 1 and

negotiated the construction cost to advance IWP 1 for construction.

An equity assessment for Segment 1 was initiated in September 2023 and completed in September 2024 to identify and prioritize potential projects that enhance mobility and equity in the corridor and could be funded with future net toll revenue.

**DISCUSSION**

The Project is a collaborative effort between Metro and Caltrans, governed by cooperative agreements for design and construction phases. Metro is tasked with awarding and administering all contracts related to the Project, while Caltrans provides design approval and construction permits. Funding sources include Metro Local Measure M funding, State Solutions for Congested Corridors (SCCP) grant funding, and Toll Revenue Backed Loans, including TIFIA financing. The CM/GC process was selected to enable early contractor involvement, providing critical construction expertise that informs design decisions.

On August 25, 2022, a Preconstruction Budget of \$119,391,538 was approved by the Board. This approved budget allowed Staff to finalize the design for Segment 1 and made significant progress on the design of Segment 2 and 3. The engineering development leveraged the partnership between the designer and the CM/GC to create an efficient design on elements such as retaining walls, pavement structure, and sign/toll systems structures and foundations. The CM/GC also collaborated with Metro staff to refine Metro’s contract requirements and remap some of the risks to seek additional construction cost savings. The current request seeks approval to establish the LOP for IWP 1, which covers Segment 1 construction costs, contingencies, and necessary support. Later, once the designs are sufficiently advanced and negotiation of construction costs are concluded, staff will return to the Board to amend the LOP budget for Segments 2 and 3.

The negotiated Opinion of Probable Construction Cost (OPCC) for Segment 1 was reported to the Board on March 11, 2024, with the design now undergoing Caltrans review. The prime contractor has completed the subcontracting procurement process, and the final price for Segment 1 construction has been determined, as shown in the table below:

Milestone	Submittal	OPCC	ICE
First OPCC Submittal	6/16/2023	\$548,020,093	\$424,194,333
Revised Design, Negotiated Estimates and Risks Allocations	12/7/2023	\$412,049,422	\$386,699,600
Final Price	8/19/2024	\$389,126,962	\$364,221,853

On May 17, 2024, the California Transportation Commission allocated a \$150,000,000 SCCP grant, secured by the Project in December 2020. The SCCP grant requires the Project’s construction contract to be awarded six months from the allocation date, which is November 2024. The SCCP grant provides Metro 36 months to complete the Project, which is November 2027. Construction of the Project is expected to begin in January 2025. Concurrently, the final design for Segments 2 and 3

is progressing.

With focus on addressing equity issues, an equity assessment was conducted alongside the preconstruction activities of the Project. This assessment aimed to create a prioritized list of potential projects that could enhance mobility and equity within the corridor, with the possibility of future funding from net toll revenues.

Potential projects were identified through a comprehensive analysis of corridor conditions, existing studies and plans, field visits, and input from Metro departments, local jurisdictions, and Community Based Organizations (CBOs). These projects must be within a three-mile radius of Segment 1 of the I-105 Express Lanes, in alignment with the I-10/I-110 Express Lanes' Net Toll Revenue Grant guidelines. The assessment also included data collection on socioeconomic and environmental conditions.

The projects were categorized into three main areas: active transportation, transit/system improvements, and roadway improvements. Based on a methodology developed explicitly for this project, projects were prioritized as high, medium, or low. This methodology evaluated projects across five categories: connecting people and places, creating community value, conserving resources, prioritizing Metro's Equity Focused Communities (EFCs), and cost-effectiveness.

The equity assessment, project list, and prioritization methodology were developed with extensive input and participation from community members and sixteen CBOs. CBO participation included ten monthly roundtable meetings and a walk audit, while broader community input was gathered through four pop up events and two public meetings held in July 2024. The pop-up events were held in Watts at a food distribution event, Willowbrook at the Watts Willowbrook Farmers Market, Inglewood at New Mt. Pleasant Baptist Church, and in Lawndale/Torrance at El Camino College. The public meetings presented the equity assessment and solicited feedback on the project list. Additionally, two surveys were conducted: the first to understand travel behavior in the corridor and the second to gather public input on the project list. The travel behavior survey received 848 responses, while the project list survey garnered 140 responses. The public meetings and surveys were conducted in English and Spanish.

There were 143 projects identified in total. Of these, 63 were prioritized as high, 70 as medium, and ten as low, as shown in the table below. High-priority projects were characterized by area-wide or corridor-level impact, proximity to Metro rail stations, location within EFC populations, and a focus on sustainable mobility options. The complete list of projects is included in Attachment C, and the Executive Summary is included in Attachment D.

Priority	Active Transportation	Roadway	Transit	Total
High	31	13	19	63
Medium	35	17	18	70
Low	2	5	3	10
<b>Total</b>	68	35	40	143

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Two corridor enhancements have been identified that could be implemented as part of the Project. The first is improved lighting at freeway under-crossings that are being widened for the Project, and the second is wayfinding, signage, and state-of-good repair improvements at Harbor and Avalon C line stations.

#### Public Outreach

Metro Construction Relations will implement a comprehensive outreach program to notify the public in advance of construction starting. Metro Construction Relations will roll out a multi-channel outreach program that, among other tools, will utilize social media, earned and paid media, electronic newsletters. Metro will work closely with partner agencies including local cities, to notify the public. The outreach program will continue through all phases of the project. Project contact tools, information line, and e-mail, are available to address inquiries about the outreach program. Metro's dedicated Construction Relations team will monitor these tools and coordinate accordingly.

Furthermore, the project's website, <https://www.metro.net/projects/i105-expresslanes/>, will contain information on the status of the project, closure information, including relevant fact sheets, detour maps, presentations and additional resources. Information regarding project related closures will be made available through social media outlets, including WAZE and Google maps. The information will be updated with detour information when closures begin.

Additionally, the staff requests approval for the LOP budget for the RTCS. This LOP includes segments 1,2, and 3 and is distinct from the IWP because Metro will own the RTCS upon completion, while Caltrans will retain ownership of the civil improvements. The LOP includes the design/build portion of the DBOM contract with Conduent State and Local Solutions, Inc., support costs, agency labor costs, and contingency. Details of the RTCS LOP are provided in Attachment G.

### **DETERMINATION OF SAFETY IMPACT**

The Project is being planned and designed according to Caltrans Standard Specifications and Caltrans Standard Plans. Approval of the IWP 1 and RTCS LOPs for the Project will not impact safety.

### **FINANCIAL IMPACT**

The project has secured \$325 million in funding, with \$175 million from Measure M and a \$150 million grant from the State's Solutions for Congested Corridors Program. Of the \$175 million in Measure M funds, \$119 million has been allocated for pre-construction activities and \$10 million for RTCS project, leaving \$46 million available for construction. As noted earlier, the Board approved preconstruction budget is \$119 million. The budget for IWP 1 is \$638 million, and the cost for the entire project is \$1.4 to \$1.5 billion. Toll-backed debt financing will be utilized to address the funding gap of \$1.075 to \$1.175 billion. The project's toll revenue is projected to exceed \$6.6 billion over the 40-year debt repayment period.

#### Impact to Budget

Board approval will have the following impacts on the FY25 budget:

FY25 budget for Project 475004 I-105 Express Lanes will increase from \$126,112,511 to \$173,346,708 (increase of \$47,234,197) (Attachment A).

FY25 budget for Project 275004 Roadside Toll Collection System (RTCS) will increase from \$2,129,990 to \$5,954,183 (increase of \$3,824,193) (Attachment G).

Funding for this action comes from Measure M Highway 17% and State grant, which are not eligible for bus and rail operations.

### **EQUITY PLATFORM**

Along the I-105 corridor, 92% of census tracts within a three-mile radius are EFCs. Within a three-mile radius of segment 1, 72% of census tracts and 75% of the population are in an EFC.

As described earlier, equity has been incorporated through an equity assessment for Segment 1 that identified potential projects that could be funded with future net toll revenue.

The CM/GC Contractor, Flatiron-Myers, JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 - Pre-Construction. The current level of DBE participation is 11.88%, representing a 0.52% shortfall. FMJV has a shortfall mitigation plan on file and contends that the shortfall is due to the timing of subcontractor work during the Pre-Construction phase. FMJV is projecting to achieve its DBE commitment by December 2024, for Phase 1. In addition, the segment 1 construction contract includes a DBE goal of 19%, with staff monitoring the construction contract to ensure compliance with the established goals. The Project Labor Agreement/Construction Careers Policy is applicable on the Phase 2-Construction portion of this contract. Finally, the segment 2/3 equity assessment is expected to begin in early 2025.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

- Goal 1: Provide high-quality mobility options that enable people to travel less by increasing regional highway capacity and offering travelers on the corridor a new, faster, more reliable, and more convenient travel mode alternative.
- Goal 2: Deliver outstanding trip experiences for all transportation system users by improving trip times and travel speeds for Express Lanes and general-purpose lanes.
- Goal 4: Transforming LA County through regional collaboration and national leadership by strengthening Metro's relationships with Caltrans, the Federal Highway Administration, Los Angeles County, local cities/jurisdictions, and other agencies.

### **ALTERNATIVES CONSIDERED**



One alternative is for the Board not to approve the recommended actions for the I-105 Express Lanes CM/GC Project. However, staff does not recommend this alternative for several critical reasons.

First, failing to establish the IWP1 LOP and authorize the related project agreements would significantly delay the Project's timeline. Such delays would jeopardize the \$150,000,000 in funding awarded under the Solutions for Congested Corridors Program (SCCP), which is crucial for the Project's financial viability.

Second, choosing not to proceed with the CM/GC contract would forfeit the key benefits of early contractor involvement. This involvement is essential for managing costs and ensuring the timely implementation of toll collection infrastructure. Without it, the Project may experience delays in generating anticipated toll revenue and achieving the expected operational improvements.

If the financial close of the TIFIA loan and toll-backed debt financing is not achieved by December 2025, it may become necessary to utilize I-110 Express Lanes toll revenue for interim funding. This would ensure that Segment 1 construction continues without interruption until the debt financing is finalized. Once the TIFIA or toll-backed financing is secured, funds from the I-110 toll revenues will be reimbursed. This action, if warranted, will require Metro Board consideration and approval before implementation.

## **NEXT STEPS**

Upon approval by the Board, staff will complete executing the Segment 1 IWP 1 contract modification and proceed with CM/GC construction for Segment 1. Staff will also continue developing Segments 2 and 3 and return to the Board to amend the LOP budget in Fall 2025. In addition, the Segment 2 and 3 equity assessment will begin in early 2025.

## **ATTACHMENTS**

- Attachment A - IWP Funding and Expenditure Table
- Attachment B - Procurement Summary
- Attachment C - Equity Assessment Prioritized List of Projects
- Attachment D - I-105 Express Lanes Segment 1 Equity Assessment Executive Summary
- Attachment E - Contract Modification/Change Order Log
- Attachment F - DEOD Summary (CM/GC Contract)
- Attachment G - RTCS LOP

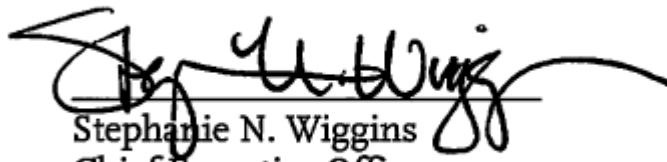
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**EXPENDITURE and FUNDING PLAN**  
**I-105 Express Lanes Project 475004 - Identified Work Package 1 (IWP 1)**

Uses of Funds			IWP 1 Budget Allocation by Fiscal Year					Total (Precon + IWP 1)
Work Package	Precon Budget	IWP 1 Budget	FY25	FY26	FY27	FY28	FY29	
PS&E	\$ 96,049,538	\$ 27,400,000	\$ 25,285,714	\$ 2,114,286	\$ -	\$ -	\$ -	\$ 123,449,538
ROW	\$ 3,000,000	\$ 17,660,000	\$ 1,260,000	\$ 11,160,000	\$ 4,160,000	\$ 1,080,000	\$ -	\$ 20,660,000
Utilities	\$ 6,000,000	\$ 3,591,000	\$ 346,000	\$ 1,890,000	\$ 1,155,000	\$ 200,000	\$ -	\$ 9,591,000
Agency Labor Cost	\$ 7,300,000	\$ 14,195,781	\$ 3,853,887	\$ 5,455,752	\$ 3,819,026	\$ 1,067,116	\$ -	\$ 21,495,781
Construction Capital		\$ 389,126,960	\$ 95,725,232	\$ 160,320,308	\$ 107,009,914	\$ 26,071,506	\$ -	\$ 389,126,960
Construction Support		\$ 62,064,176	\$ 14,838,169	\$ 22,476,609	\$ 17,150,650	\$ 6,876,660	\$ 722,088	\$ 62,064,176
Contingency	\$ 7,042,000	\$ 124,110,762	\$ 32,037,706	\$ 50,386,319	\$ 33,287,490	\$ 8,327,038	\$ 72,209	\$ 131,152,762
<b>Total Project Estimate</b>	<b>\$ 119,391,538</b>	<b>\$ 638,148,679</b>	<b>\$ 173,346,708</b>	<b>\$ 253,803,273</b>	<b>\$ 166,582,081</b>	<b>\$ 43,622,320</b>	<b>\$ 794,297</b>	<b>\$ 757,540,217</b>

## Source of Funds

Toll-backed Debt Obligations	\$ -	\$ 442,695,877	\$ -	\$ 236,583,322	\$ 162,763,054	\$ 42,555,204	\$ 794,297	\$ 442,695,877
Local Revenue (Measure M)	\$ 119,391,538	\$ 45,452,802	\$ 30,745,601	\$ 9,821,059	\$ 3,819,026	\$ 1,067,116	\$ -	\$ 164,844,340
State Revenue	\$ -	\$ 150,000,000	\$ 142,601,107	\$ 7,398,893	\$ -	\$ -	\$ -	\$ 150,000,000
<b>TOTAL SOURCE</b>	<b>\$ 119,391,538</b>	<b>\$ 638,148,679</b>	<b>\$ 173,346,708</b>	<b>\$ 253,803,273</b>	<b>\$ 166,582,081</b>	<b>\$ 43,622,320</b>	<b>\$ 794,297</b>	<b>\$ 757,540,217</b>

## PROCUREMENT SUMMARY

I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL  
CONTRACTOR/PS84667000

1.	<b>Contract Number:</b> PS84667000		
2.	<b>Contractor:</b> Flatiron-Myers, a Joint Venture		
3.	<b>Mod. Work Description:</b> Identified Works Package 1 (Phase 2)		
4.	<b>Contract Work Description:</b> Segment 1 - ExpressLanes Construction/Installation		
5.	<b>The following data is current as of:</b> October 10, 2024		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	8/25/2022	<b>Contract Award Amount:</b> \$7,997,461
	<b>Notice to Proceed (NTP):</b>	11/10/2022	<b>Total of Modifications Approved:</b> \$0.00
	<b>Original Complete Date:</b>	5/10/2025	<b>Pending Modifications (including this action):</b> \$389,126,962
	<b>Current Est. Complete Date:</b>	5/10/2025	<b>Current Contract Value (with this action):</b> \$397,124,423
7.	<b>Contract Administrator:</b> Victor Zepeda		<b>Telephone Number:</b> 213.922.1458
8.	<b>Project Manager:</b> James Wei		<b>Telephone Number:</b> 213.922.7528

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 3 that implements the conversion of the I-105 Freeway High Occupancy Vehicle (HOV) lanes to ExpressLanes. This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On August 25, 2022, the Board approved an alternative delivery contract, Construction Manager/General Contractor (CM/GC), Contract No. PS84667000 (File #2022-0442) with Flatiron-Meyers, a Joint Venture. The initial contract award for pre-construction services (CM phase) was \$7,997,461 for a period of performance of 30 months. The GC phase of this contract is the conversion of the HOV lanes to ExpressLanes.

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

**B. Cost/Price Analysis**

The recommended price has been determined to be fair and reasonable based upon independent cost estimates, cost analysis, technical evaluation, fact finding, and negotiations. Staff conducted multiple rounds of negotiations with the contractor for this Identified Work Package 1. Through the CM/GC process, Metro and contractor identified key areas to reduce costs such as: reducing indirect costs, alternative work efficiencies, type of retaining walls, median construction elements, overhead sign structures, and use of current K-rail versus new higher cost K-rail.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$548,020,093	\$424,194,333	<b>\$389,126,962</b>

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
38	FLM Improvements near Metro C Line Hawthorne/Lennox Station	Implement active transportation infrastructure improvements within 1 mile of the station and enhance transfer/station experience (add protected bike lanes and raised medians near station entrances).	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$\$ (\$10M-\$14.9M)	CBO	90250, 90303, 90304	High
39	FLM Improvements near Metro C Line Crenshaw Blvd Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	Technical Team	90250, 90303	High
40	FLM Improvements near Metro C Line Vermont Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	CBO	90044, 90047, 90061	High
41	FLM Improvements near Metro C Line Harbor Freeway Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	LADOT	90044, 90061	High
42	FLM Improvements near Metro C Line Avalon Station	Implement active transportation infrastructure improvements within 1 mile of the station and enhance transfer/station experience (add protected bike lanes and raised medians near station entrances).	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$\$ (\$10M-\$14.9M)	CBO	90059, 90061	High
43	FLM Improvements near Metro C Line Willowbrook/Rosa Parks Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	LA County Ped Plan	90059, 90222, 90262	High
44	FLM Improvements near Metro C Line Long Beach Boulevard Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Lynwood	\$\$ (\$5M-\$9.9M)	LA County Ped Plan	90262	High
45	South LA Pedestrian Improvements	Add curb extensions, leading pedestrian intervals, pedestrian refuge islands, high visibility crosswalks, and increased lighting at the following intersections: Manchester/Normandie, Manchester/Vermont, Century/Avalon, Manchester/Figueroa, and Manchester/Broadway.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$\$ (\$5M-\$9.9M)	LADOT	90001, 90002, 90003, 90044	High
46	Inglewood/Lennox Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	\$\$\$ (\$10M-\$14.9M)	Metro ATSP	90301, 90302, 90303, 90304, 90305	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
51	Willowbrook/West Rancho Dominguez Pedestrian Improvements	Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage, including projects from Willowbrook TOD Specific Plan.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	\$\$\$ (\$10M-\$14.9M)	LA County Ped and TOD Plan	90059, 90061, 90220, 90222, 90248, 90262	High
72	Hawthorne Blvd On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks with in-road warning lights, curb extensions to alter corner radii, RRFBs with ped push buttons, and signage to improve pedestrian visibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	CBO	90250, 90303, 90304	High
79	Hawthorne/Lennox Station Mobility Hub	Improve multimodal connectivity and transportation options.	Active Transportation	First/Last Mile	Hawthorne	\$\$\$\$ (\$15M-\$19.9M)	Caltrans	90250, 90303, 90304	High
80	Downtown Inglewood Station Mobility Hub	Improve multimodal connectivity and transportation options.	Active Transportation	First/Last Mile	Inglewood	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90301, 90302	High
81	Harbor Freeway Station Mobility Hub	Improve multimodal connectivity and transportation options.	Active Transportation	First/Last Mile	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90044, 90061	High
82	South LA FLM Bikeshare	Install bikeshare docks near transit stations in areas with protected facilities and dedicated lanes near C Line Stations.	Active Transportation	First/Last Mile	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	Inglewood Active Transportation Plan	90001, 90002, 90003, 90044, 90047, 90059, 90061, 90255, 90262, 90280	High
83	South LA Bike Infrastructure Upgrades	Improve safety for cyclists by upgrading existing Class II and III facilities to buffered/protected bike lanes.	Active Transportation	Bikeway	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90001, 90002, 90003, 90044, 90047, 90059, 90061	High
84	South LA Bike Network Gap Closures	Improve safety and connectivity for cyclists by filling in gaps in the existing bike network through neighborhood Class II and III connections.	Active Transportation	Bikeway	City of Los Angeles	\$\$\$ (\$10M-\$14.9M)	Technical Team	90001, 90002, 90003, 90043, 90044, 90047, 90059, 90061, 90247, 90248, 90249, 90262, 90280, 90303, 90305	High
88	Imperial Hwy Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90044, 90045, 90047, 90059, 90061, 90222, 90245, 90250, 90262, 90280, 90303, 90304	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
89	Redondo Beach Blvd/Compton Blvd Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Existing Plan	90059, 90220, 90221, 90222, 90247, 90248, 90249, 90260, 90504, 90506, 90746	High
97	South LA Commercial Corridor Public Space Improvements	Add parklets, public space improvements, play streets, trees, etc. on commercial corridors S Vermont Ave, Manchester Ave, S Hoover St, S Van Ness Ave, and S Figueroa St.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (\$5M-\$9.9M)	Metro ATSP	90003, 90043, 90044, 90047, 90061, 90247, 90250, 90303, 90305	High
107	Safe Routes for Seniors West Rancho Dominguez	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059, 90061	High
109	Safe Routes for Seniors Alondra Park	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90260	High
110	Safe Routes for Seniors Lawndale	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Lawndale	\$ (< \$4.9M)	Technical Team	90260, 90278	High
113	Safe Routes for Seniors South Gate	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	South Gate	\$ (< \$4.9M)	Technical Team	90280	High
114	Safe Routes for Seniors Inglewood	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Inglewood	\$ (< \$4.9M)	Technical Team	90302	High
153	Central Ave Class IV Bike	Add Class IV bikeways.	Active Transportation	Bikeway	City of Los Angeles	\$\$\$\$ (> \$20M)	LADOT Mobility Plan 2035	90059, 90222, 90220, 90002, 90001, 90003, 90746	High



ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
154	Avalon Blvd Improvements	The project scope consists of vision zero elements by installing curb extensions, pedestrian islands, bus boarding islands, and protected bike lanes.	Active Transportation	Bikeway	City of Los Angeles	\$\$\$\$ (> \$20M)	Metro ATSP	90059, 90220, 90002, 90001, 90003, 90248, 90746, 90061	High
155	FLM Improvements near Metro C Line 103rd St / Watts Towers Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	City of Los Angeles	\$\$\$ (\$10M - \$14.9M)	Technical Team	90280, 90059, 90262, 90002	High
156	FLM Improvements near Metro C Line Downtown Inglewood Station	Implement active transportation infrastructure improvements within 1 mile of the station.	Active Transportation	First/Last Mile	Inglewood	\$\$\$ (\$10M - \$14.9M)	Technical Team	90305, 90301, 90302	High
157	Stress Free Connections: Watt	Aims to improve pedestrian and bicyclist safety and connectivity, enable safer and more accessible travel across neighborhoods, aligning with the Neighborhood Enhanced Network and promoting walking and biking while reducing vehicle miles traveled.	Active Transportation	Complete Streets	City of Los Angeles	\$\$\$\$ (\$15M - \$19.9M)	LADOT	90280, 90059, 90262, 90002	High
159	Hoover Street Safety Improvements	Install bike lanes from MLK Blvd to 120th St.	Active Transportation	Safety	City of Los Angeles	\$\$\$\$ (> \$20M)	LADOT	90003, 90044, 90047, 90061, 90247	High
47	Hawthorne Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Hawthorne	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90250	Medium
48	South Vermont Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90044, 90047	Medium
49	Compton Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Compton	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90220, 90221, 90222	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
50	Lynwood/South Gate Pedestrian Improvements	Identified as a Pedestrian District in the Metro ATSP. Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90262, 90280	Medium
52	Florence Firestone Pedestrian Improvements	Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	\$\$\$ (\$10M - \$14.9M)	LA County Ped Plan/Metro ATSP	90001, 90002, 90255, 90280	Medium
53	Westmont/West Athens Pedestrian Improvements	Upgrade crosswalks and curb ramps, add leading pedestrian intervals, upgrade traffic signals, and add RRFBs, pedestrian activated warning systems, pedestrian refuge islands, curb extensions, and signage, including projects from the Westmont/West Athens Community Pedestrian Plan	Active Transportation	Pedestrian Improvements	Unincorporated LA County	\$\$\$ (\$10M - \$14.9M)	Metro ATSP	90044, 90047, 90247, 90249, 90250, 90303	Medium
70	Central Ave On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks and signage to improve pedestrian visibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	CBO	90059	Medium
71	Crenshaw Blvd On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks with in-road warning lights, curb extensions to alter corner radii, RRFBs with pedestrian push buttons, and signage to improve pedestrian visibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	Hawthorne	\$ (< \$4.9M)	Technical Team	90250, 90303	Medium
73	Hoover St On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks and ADA upgrades to improve pedestrian visibility and accessibility at the I-105 entrance.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	Metro ATSP	90044, 90061	Medium
74	Imperial Hwy/Prairie Ave On-/Off-Ramp Pedestrian Crossing Improvements	Add continental crosswalks, ADA curb ramps, and signage to improve pedestrian visibility and accessibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90250, 90303, 90304	Medium
75	La Cienega Blvd/Aviation Blvd On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks and ADA curb ramps to improve pedestrian visibility and accessibility at the I-105 exit.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90045, 90245, 90250, 90304	Medium
76	Nash Street/LAX Alt On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks to improve pedestrian visibility at the I-105 exit.	Active Transportation	Pedestrian Improvements	El Segundo	\$ (< \$4.9M)	Technical Team	90045, 90245	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
77	Vermont Ave On-/Off-ramp Pedestrian Crossing Improvements	Add ADA upgrades at I-105 entrances and exits to improve accessibility.	Active Transportation	Pedestrian Improvements	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90044, 90047, 90061	Medium
78	Wilmington Ave/Imperial Hwy On-/Off-ramp Pedestrian Crossing Improvements	Add continental crosswalks to improve pedestrian visibility at I-105 exits and entrances.	Active Transportation	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90059, 90222, 90262	Medium
85	City of Inglewood Bikeways	Short-term prioritized bikeways from Inglewood Active Transportation Plan. Ranges from Class II to IV.	Active Transportation	Bikeway	Inglewood	\$\$ (\$5M-\$9.9M)	Inglewood Active Transportation Plan	90043, 90045, 90250, 90301, 90302, 90303, 90304, 90305	Medium
86	Vermont Ave Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Metro ATSP	90003, 90044, 90047, 90061, 90247, 90248, 90249	Medium
87	Manchester Ave/Firestone Blvd Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Metro ATSP	90001, 90002, 90003, 90044, 90045, 90047, 90301, 90302, 90305	Medium
94	Downtown Inglewood Public Space Improvements	Add parklets, public space improvements, play streets, trees, etc. on Market Street between Florence Ave and Hillcrest Blvd.	Active Transportation	Pedestrian Improvements	Inglewood	\$\$ (\$5M-\$9.9M)	Technical Team	90301, 90302, 90305	Medium
95	Downtown Compton Public Space Improvements	Compton Boulevard between Acacia Avenue and Santa Fe Avenue public space improvements; add parklets, play streets, trees, widen sidewalks	Active Transportation	Pedestrian Improvements	Compton	\$\$ (\$5M-\$9.9M)	Technical Team	90220, 90221, 90222	Medium
96	Tweedy Blvd Public Space Improvements	Add parklets, public space improvements, play streets, trees, etc. on Tweedy Blvd	Active Transportation	Pedestrian Improvements	South Gate	\$\$ (\$5M-\$9.9M)	Technical Team	90002, 90262, 90280	Medium
98	Aviation Blvd Greenway	Add greenway and public space to Aviation Blvd within walkshed of Aviation/LAX C Line Station. Pedestrian bridge over Imperial Highway connecting LAX to Aviation/LAX C Line Station.	Active Transportation	Pedestrian Improvements	El Segundo	\$\$\$ (\$10M - \$14.9M)	Tehnical Team	90045, 90245, 90250, 90304	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
99	Safe Routes to School West Rancho Dominguez	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059, 90061, 90220, 90248	Medium
100	Safe Routes to School Compton	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	Compton	\$ (< \$4.9M)	Technical Team	90220, 90221	Medium
101	Safe Routes to School West Athens Westmont	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	LADOT	90044, 90047	Medium
102	Safe Routes to School Florence Firestone	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90001	Medium
103	Safe Routes to School South Los Angeles - I-110	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	City of Los Angeles	\$\$ (\$5M-\$9.9M)	Technical Team	90003, 90044, 90061	Medium
104	Safe Routes to School South Los Angeles	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	City of Los Angeles	\$\$ (\$5M-\$9.9M)	LADOT	90001, 90002, 90003, 90044, 90059	Medium
105	Safe Routes to School South Los Angeles - Manchester Avenue	Add High visibility crosswalks, pedestrian refuge islands, trees, curb extensions, and leading pedestrian intervals near schools.	Active Transportation	Safety	City of Los Angeles	\$\$ (\$5M-\$9.9M)	Technical Team	90003, 90044, 90047	Medium
106	Safe Routes for Seniors Compton	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Compton	\$ (< \$4.9M)	Technical Team	90220, 90221, 90222	Medium
108	Safe Routes for Seniors Gardena	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Gardena	\$ (< \$4.9M)	Technical Team	90047, 90247, 90249, 90250	Medium
111	Safe Routes for Seniors Hawthorne	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Hawthorne	\$ (< \$4.9M)	Technical Team	90250, 90260, 90304	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
112	Safe Routes for Seniors West Athens Westmont	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90044, 90047	Medium
115	Safe Routes for Seniors South LA	Implement safety and pedestrian access improvements near senior housing, centers, and services.	Active Transportation	Safety	City of Los Angeles	\$\$ (\$5M-\$9.9M)	Technical Team	90002, 90003, 90059, 90061	Medium
116	Hawthorne Blvd Class IV Bike Lane	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (\$15M-\$19.9M)	Metro ATSP	90250, 90260, 90301, 90303, 90304	Medium
117	Alameda St Class I Bike Path	Add Class IV bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Metro ATSP	90001, 90002, 90059, 90220, 90221, 90222, 90255, 90262, 90280	Medium
90	Compton Creek Bike Path	Add Class I bikeways.	Active Transportation	Bikeway	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90059, 90220, 90222	Low
91	Micromobility Device Rental Program	Create an e-bike and e-cargo bike rental program as an alternative to bike share.	Active Transportation	VMT Reduction	Multi-Jurisdictional	\$\$ (\$5M-\$9.9M)	Technical Team	No Data	Low

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
63	Hoover St I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90044, 90061	High
65	Main St I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90061	High
66	Manchester Blvd I-110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044	High
67	Rosecrans Ave I-110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Pedestrian Improvements	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90061, 90247, 90248	High
68	Stanford Ave I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90059, 90061	High
93	Universal Basic Mobility	Expand the pilot program (south of Florence Ave) focusing on Metro EFCs.	Roadway/ITS	Other	City of Los Angeles	\$\$\$ (\$10M - \$14.9M)	LADOT	90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245	High
123	Manchester Ave Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Manchester Ave between Crenshaw Blvd and Wilmington Ave	Roadway/ITS	Safety	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90001, 90002, 90003, 90044, 90047, 90255, 90280, 90305	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
124	Century Blvd Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Century Blvd between Crenshaw Blvd and Wilmington Ave	Roadway/ITS	Safety	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90002, 90003, 90044, 90047, 90059, 90061, 90301, 90303, 90305	High
132	Rosecrans Ave Signal Synchronization	Multi-jurisdictional signal sychronization along Rosecrans Ave between I-405 and Alameda Street to improve traffic congestion	Roadway/ITS	TSM/ITS/ Operational Improvements	Compton, Gardena, Hawthorne, Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90266, 90278	High
142	RIITS Communications Upgrades	Upgrade RIITS communication connection to the local agencies adjacent to the I-105 corridor.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Metro	90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245	High
143	RIITS Video Distribution	Implement a regional video distribution system for video sharing amongst the local agencies within the I-105 corridor.	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Metro	90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245	High
145	RIITS/ATSAC TMDD	Upgrade ATSAC SPAT and Enhanced IEN XML Interfaces to support TMDD standards	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Metro	90280, 90255, 90059, 90222, 90262, 90220, 90221, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90746, 90249, 90061, 90044, 90260, 90304, 90250, 90278, 90504, 90506, 90045, 90302, 90266, 90261, 90245	High
158	BlueLA Expansion	Expand electric vehicle carshare program to communities disproportionately impacted by the environmental and socio-economic impacts of historical patterns of development	Roadway/ITS	Zero-Emissions	City of Los Angeles	\$\$\$\$ (\$15M-\$19.9M)	LADOT	90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245	High
69	Success Ave I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059	Medium

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125	Imperial Hwy Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Imperial Hwy between Crenshaw Blvd and Wilmington Ave	Roadway/ITS	Safety	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Technical Team	90044, 90047, 90059, 90061, 90222, 90250, 90303	Medium
126	Vermont Ave Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Vermont Ave from Manchester Ave to Imperial Hwy	Roadway/ITS	Safety	City of Los Angeles	\$\$\$\$ (> \$20M)	Technical Team	90003, 90044, 90047, 90061	Medium
127	Figueroa St Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Figueroa St from Manchester Ave to Imperial Hwy	Roadway/ITS	Safety	City of Los Angeles	\$\$\$\$ (> \$20M)	Technical Team	90003, 90044, 90061	Medium
128	Broadway Intersection Improvements	Implement intersection improvements to reduce collision rates at High accident locations along Broadway from Manchester Ave to Imperial Hwy	Roadway/ITS	Safety	City of Los Angeles	\$\$\$\$ (> \$20M)	Technical Team	90003, 90044, 90061	Medium
129	Alameda Street State of Good Repair from Elm St to Fernwood Ave	Resurface Alameda Street to improve safety	Roadway/ITS	State of Good Repair	Multi-Jurisdictional	\$\$\$ (\$15M-\$19.9M)	Technical Team	90002, 90059, 90220, 90221, 90222, 90262, 90280	Medium
133	Redondo Beach Blvd / Compton Ave Signal Synchronization	Multi-jurisdictional signal synchronization along Redondo Beach Blvd and Compton Blvd to improve traffic congestion (Prairie Ave to Woodruff)	Roadway/ITS	TSM/ITS/ Operational Improvements	Compton, Gardena, and Unincorporated LA County	\$ (\$5M-\$9.9M)	Technical Team	90059, 90220, 90221, 90222, 90247, 90248, 90249, 90260, 90504, 90506, 90746	Medium
135	Imperial Hwy/Long Beach Blvd Intersection Improvement	Westbound - add second left-turn lane. Add left turn lane on WB approach	Roadway/ITS	Arterial Corridor Improvements	Lynwood	\$\$\$ (\$10M-\$14.9M)	Technical Team	90262, 90280	Medium
136	Firestone Blvd Hot Spot Intersection Improvements	Intersection improvements along Firestone Blvd in unincorporated LA County and South Gate. (S Alameda St to Madison Ave)	Roadway/ITS	Arterial Corridor Improvements	South Gate	\$\$\$ (\$15M-\$19.9M)	Technical Team	90001, 90002, 90255, 90280	Medium
138	S Main Street Green Street Project	Implement beautification and landscaping strategies along Main Street between 121st Street to El Segundo Boulevard	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90061	Medium
139	San Pedro Street Green Street Project	Implement beautification and landscaping strategies along San Pedro Street between Rosecrans Avenue to Avalon Boulevard	Roadway/ITS	Complete Streets	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059, 90061, 90220, 90248, 90746	Medium



ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
140	Alameda Street Green Street Project	Implement beautification and landscaping strategies along Alameda Street between Rosecrans Avenue to Firestone Boulevard	Roadway/ITS	Complete Streets	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90001, 90002, 90059, 90220, 90221, 90222, 90255, 90262, 90280	Medium
54	108th St 110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044, 90061	Medium
55	92nd St 110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044	Medium
56	Alameda St I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	Lynwood	\$ (< \$4.9M)	Technical Team	90059, 90222, 90262	Medium
58	Central Ave I-105 Underpass Improvements	Reconnect neighborhoods separated by I-105 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	Unincorporated LA County	\$ (< \$4.9M)	Technical Team	90059	Medium
59	Century Blvd I-110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044, 90061	Medium
60	Colden Ave I-110 Underpass Improvements	Reconnect neighborhoods separated by I-110 with underpass improvements such as lighting, public art, and landscaping.	Roadway/ITS	Complete Streets	City of Los Angeles	\$ (< \$4.9M)	Technical Team	90003, 90044	Low
130	Manchester Ave/Vermont Ave Pedestrian Bridge	New pedestrian bridge where there are Higher number of active transportation collisions. Vermont Ave and Manchester Ave	Roadway/ITS	Pedestrian Improvements	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Technical Team	90003, 90044, 90047	Low
137	I-105 Integrated Corridor Management Phase 2	Extend the current I-105 ICM project to the east between I-110 and I-710 along I-105.	Roadway/ITS	Arterial Corridor Improvements	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Technical Team	90002, 90003, 90044, 90059, 90061, 90222, 90248, 90262, 90280	Low
141	Network Communications Upgrades for ATSAC	Upgrade communications to the intersections within the City of Los Angeles for enhanced connections to ATSAC.	Roadway/ITS	TSM/ITS/ Operational Improvements	City of Los Angeles	\$ (< \$4.9M)	Metro Shared Mobility	90280, 90059, 90222, 90262, 90002, 90001, 90305, 90047, 90003, 90301, 90303, 90043, 90247, 90248, 90249, 90061, 90044, 90304, 90250, 90045, 90302, 90245	Low
144	I-105 Corridor Signal Performance Measures	Implement signal performance measures at intersections adjacent to the I-105 corridor	Roadway/ITS	TSM/ITS/ Operational Improvements	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Shared Mobility	90059, 90047, 90303, 90247, 90249, 90061, 90044, 90304, 90250, 90045, 90245	Low

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3	Harbor Freeway Transit Center and Facilities Improvements Project	Convert a section of the existing parking lot at the Harbor Freeway Station to be a Transit Center, as well as implement station facilities and grounds improvements (e.g., improved station lighting, improved pedestrian access and wayfinding, and pedestrian, bicycle and micromobility amenities, etc.)	Transit	Rail	Unincorporated LA County	\$\$\$\$\$ (> \$20M)	Technical Team	90061	High
5	Vermont Transit Corridor Project	Funding for Vermont Transit Corridor Project north of 120th St	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Measure M Expenditure Plan	90003, 90044, 90047, 90061, 90247	High
7	Broadway BRT	Funding for BRT on Broadway within the project area from W 75th St to Harbor Fwy Station.	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Metro's BRT Vision & Principles Study	90003, 90044, 90061	High
8	Sepulveda BRT	Funding for center-running BRT on Sepulveda Blvd within the project area from W 80th St to LAX.	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Technical Team	90045	High
10	Century Blvd Bus Priority Corridor	Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Century Blvd between Van Ness and Wilmington.	Transit	Bus Infrastructure	Multi-Jurisdictional	\$\$\$\$\$ (> \$20M)	Technical Team	90002, 90003, 90044, 90045, 90047, 90059, 90061, 90301, 90303, 90304, 90305	High
12	Firestone/Manchester Blvd Bus Priority Corridor	Transit signal prioritization, bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Firestone Blvd/Manchester Blvd.	Transit	Bus Infrastructure	Multi-Jurisdictional	\$\$\$\$\$ (> \$20M)	Long Beach-East Los Angeles Corridor Mobility Investment Plan	90001, 90002, 90003, 90043, 90044, 90045, 90047, 90255, 90280, 90301, 90302, 90305	High
13	Bus Stop Shelters/Amenities - Unincorporated Lennox, West Athens-Westmont, Florence-Firestone and Willowbrook	Install up to 113 shelters and other amenities at existing bus stops without shelters within the project area in unincorporated LA County neighborhoods of Lennox, West Athens-Westmont, Florence-Firestone, and Willowbrook.	Transit	Bus Infrastructure	Unincorporated LA County	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90001, 90002, 90044, 90045, 90047, 90059, 90222, 90247, 90249, 90250, 90255, 90262, 90280, 90303, 90304	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
16	Bus Stop Shelters/Amenities - COLA CD 15	Install up to 80 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 15.	Transit	Bus Infrastructure	City of Los Angeles	\$\$\$ (\$10M - \$14.9M)	Technical Team	90002, 90044, 90059, 90061, 90247, 90248, 90262, 90280	High
18	Bus Stop Shelters/Amenities - Hawthorne	Install up to 86 shelters and other amenities at existing bus stops without shelters within the project area in the City of Hawthorne.	Transit	Bus Infrastructure	Hawthorne	\$\$\$ (\$10M - \$14.9M)	Technical Team	90045, 90047, 90245, 90249, 90250, 90260, 90261, 90266, 90278, 90303, 90304	High
26	GTrans Bus Electrification and Charging Facilities	Electrification of GTrans buses and construction of charging facilities.	Transit	Zero-Emissions	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Gtrans	90044, 90045, 90047, 90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90262, 90266, 90278, 90301, 90303, 90304, 90305, 90504, 90506, 90746	High
27	Metro Bus Electrification	Electrification of Metro buses.	Transit	Zero-Emissions	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	Metro	90001, 90002, 90003, 90043, 90044, 90045, 90047, 90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90255, 90260, 90261, 90262, 90266, 90278, 90280, 90301, 90302, 90303, 90304, 90305, 90504, 90506, 90746	High
28	Torrance Transit Electrification	Electrification of Torrance Transit buses.	Transit	Zero-Emissions	Multi-Jurisdictional	\$\$\$ (\$10M - \$14.9M)	Torrance	90003, 90044, 90045, 90047, 90061, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90266, 90278, 90301, 90302, 90303, 90304, 90305, 90504, 90506	High
36	Access Services Cutaway Paratransit Vehicle Electification	Replace cutaway paratransit buses with zero-emissions vehicles.	Transit	Zero-Emissions	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90247, 90248	High

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
146	Metro C Line Improvements	Add signage, sound enclosures, and lighting at Metro C Line stations and make improvements to increase rail frequency.	Transit	Rail	Multi-Jurisdictional	\$\$\$\$\$ (> \$20M)	CBO	90059, 90222, 90262, 90047, 90303, 90061, 90044, 90260, 90304, 90250, 90278, 90045, 90266, 90261, 90245	High
149	Metro Bus 115 Service Frequency Improvements	Increase bus frequency on Manchester/Firestone.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90280, 90255, 90002, 90001, 90003, 90044, 90045, 90047, 90301, 90302, 90305	High
150	Metro Bus 232 Service Frequency Improvements	Increase bus frequency on Sepulveda Blvd.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90045, 90266, 90245	High
152	Metro J Line Service Frequency Improvements	Increase bus frequency on Metro's J Line.	Transit	Bus Service	Multi-Jurisdictional	\$\$\$ (\$10M - \$14.9M)	Metro Service Planning	90003, 90248, 90061, 90044, 90247	High
160	Metro Bus 48 Service Frequency Improvements	Increase bus frequency on Avalon and Main.	Transit	Rail	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90059, 90220, 90002, 90001, 90003, 90248, 90746, 90061	High
161	Metro Bus 206 Service Frequency Improvements	Increase bus frequency on Vermont	Transit	Rail	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90003, 90044, 90047, 90061, 90247	High
6	Vermont Transit Corridor South Bay Extension	Funding for Vermont Transit Corridor Project south of 120th St	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Metro Vermont Transit Corridor South Bay Extension Feasibility Study	90044, 90061, 90247, 90248, 90249	Medium
9	Lincoln BRT	Funding for center-running BRT on Lincoln Blvd within the project area from Westchester Pkwy to LAX.	Transit	BRT	City of Los Angeles	\$\$\$\$\$ (> \$20M)	Measure M Expenditure Plan	90045	Medium
11	Crenshaw Blvd Bus Priority Corridor	Bus priority lanes, bus stop bulb outs, all door boarding, bus stop and layover improvements on Crenshaw Blvd.	Transit	Bus Infrastructure	Multi-Jurisdictional	\$\$\$\$ (\$15M-\$19.9M)	Technical Team	90043, 90047, 90247, 90249, 90250, 90260, 90301, 90302, 90303, 90305, 90504, 90506	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
14	Bus Stop Shelters/Amenities - COLA CD 8	Install up to 168 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 8.	Transit	Bus Infrastructure	City of Los Angeles	\$\$\$\$ (> \$20M)	Technical Team	90002, 90003, 90043, 90044, 90047, 90059, 90061, 90301, 90302, 90305	Medium
15	Bus Stop Shelters/Amenities - COLA CD 9	Install up to 54 shelters and other amenities at existing bus stops without shelters within the project area in the City of Los Angeles Council District 9.	Transit	Bus Infrastructure	City of Los Angeles	\$ (\$5M-\$9.9M)	Technical Team	90001, 90002, 90003	Medium
17	Bus Stop Shelters/Amenities - Inglewood	Install up to 147 shelters and other amenities at existing bus stops without shelters within the project area in the City of Inglewood.	Transit	Bus Infrastructure	Inglewood	\$\$\$\$ (> \$20M)	Technical Team	90043, 90045, 90047, 90250, 90301, 90302, 90303, 90304, 90305	Medium
19	Bus Stop Shelters/Amenities - Compton	Install up to 75 shelters and other amenities at existing bus stops without shelters within the project area in the City of Compton.	Transit	Bus Infrastructure	Compton	\$ (\$10M-\$14.9M)	Technical Team	90059, 90220, 90221, 90222, 90262, 90746	Medium
20	GTrans Line 5 Service Frequency Improvements	Increase bus frequency on El Segundo Blvd.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90044, 90045, 90047, 90059, 90061, 90222, 90245, 90247, 90248, 90249, 90250, 90262, 90303, 90304	Medium
21	Metro Bus 125 Service Frequency Improvements	Increase bus frequency on Rosecrans Ave.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90059, 90061, 90220, 90221, 90222, 90245, 90247, 90248, 90249, 90250, 90260, 90261, 90262, 90266, 90278	Medium
22	Metro Bus 202 Service Frequency Improvements	Increase bus frequency on Willowbrook.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90059, 90220, 90221, 90222, 90262	Medium
23	Metro Bus 205 Service Frequency Improvements	Increase bus frequency on Wilmington.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90059, 90220, 90222, 90262	Medium
24	Metro Bus 211 Service Frequency Improvements	Increase bus frequency on Prairie Ave.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90045, 90249, 90250, 90260, 90261, 90266, 90278, 90301, 90302, 90303, 90304, 90305, 90506	Medium
25	Metro Bus 251 Service Frequency Improvements	Increase bus frequency on California Ave and State St.	Transit	Bus Service	South Gate	\$ (< \$4.9M)	Technical Team	90262, 90280	Medium

ID #	Project Name	Description	Mode	Subtype	Jurisdiction	ROM Range	Origin	Zipcodes(s)	Tiers
32	EV Charging Stations at C Line Stations (Repair and New)	Repair existing EV charging stations and install 100 new Level-2 EV charging stations across C Line park-and-ride facilities within the project area.	Transit	Zero-Emissions	Multi-Jurisdictional	\$ (< \$4.9M)	Technical Team	90044, 90045, 90047, 90059, 90061, 90222, 90245, 90250, 90262, 90303, 90304	Medium
134	A Line and El Segundo Blvd Grade Separation	Raise A Line above El Segundo Blvd	Roadway/ITS	Arterial Corridor Improvements	Unincorporated LA County	\$\$\$\$ (> \$20M)	Technical Team	90222	Medium
147	Metro K Line Service Frequency Improvements	Increase rail frequency on Metro's K Line.	Transit	Rail	Multi-Jurisdictional	\$\$\$\$ (> \$20M)	CBO	90305, 90301, 90043, 90304, 90045, 90302, 90245	Medium
148	Metro Bus 45 Service Frequency Improvements	Increase bus frequency on Broadway.	Transit	Bus Service	Multi-Jurisdictional	\$ (< \$4.9M)	Metro Service Planning	90003, 90044, 90061	Medium
151	Metro A Line Service Frequency Improvements	Increase rail frequency on Metro's A Line.	Transit	Rail	Multi-Jurisdictional	\$ (< \$4.9M)	CBO	90001, 90002, 90059, 90220, 90221, 90222, 90262	Medium
29	Electric Bus Fast-Charging Stations - Aviation/LAX Station	Install four electric bus fast-charging stations at Aviation/LAX Station.	Transit	Zero-Emissions	City of Los Angeles	\$\$ (\$5M-\$9.9M)	Metro Zero Emission Bus Program Master Plan	90045, 90245, 90250, 90304	Low
30	Electric Bus Fast-Charging Stations - Harbor Fwy Station	Install three electric bus fast-charging stations at Harbor Fwy Station.	Transit	Zero-Emissions	City of Los Angeles	\$ (< \$4.9M)	Metro Zero Emission Bus Program Master Plan	90044, 90061	Low
31	Electric Bus Fast-Charging Stations - WilLowbrook/Rosa Parks Station	Install three electric bus fast-charging stations at WilLowbrook/Rosa Parks Station.	Transit	Zero-Emissions	Unincorporated LA County	\$ (< \$4.9M)	Metro Zero Emission Bus Program Master Plan	90059, 90222, 90262	Low

# Executive Summary

## Introduction

Metro is planning to ease traffic on Interstate (I)-105 by adding two ExpressLanes in each direction. The goal of the I-105 ExpressLanes Project is to improve traffic flow, trip reliability, and travel times on I-105. The project will be implemented in three segments. Once Segment 1 is operational, the I-105 ExpressLanes will generate toll revenue, which will include net revenue. Metro reinvests a portion of the net toll revenue in projects in communities within a 3-mile radius of the ExpressLanes with benefit to the ExpressLanes. To plan how to equitably invest the future net toll revenue, Metro is embarking on a unique and first-of-its kind Equity Assessment to identify transportation projects that will further enhance mobility, accessibility, connectivity, and equity for nearby communities as well as all users of the I-105 corridor.

This I-105 ExpressLanes Segment 1 Equity Assessment (Assessment) identifies and prioritizes equity and mobility improvements in the Segment 1 area (the Assessment Area), shown on Figure 1. As part of the process to identify potential mobility improvement projects, Metro facilitated a community participation process for obtaining feedback, incorporated stakeholder and CBO input, and evaluated equity, demographics, transportation data, existing conditions, and previous studies/plans.



Figure ES-1

I-105 ExpressLanes Segment 1 Assessment Area





# Equity

To improve access and opportunity for all, infrastructure, programs, and service investments must be targeted toward those with the greatest mobility needs. This I-105 ExpressLanes Segment 1 Equity Assessment provides valuable information that can guide the use of net toll revenue from the future ExpressLanes as a catalyst to positively affect the I-105 corridor communities with particular focus on EFCs.

Metro has been at the forefront of leading equitable transportation planning with the development of and/or Board adoption of the following:

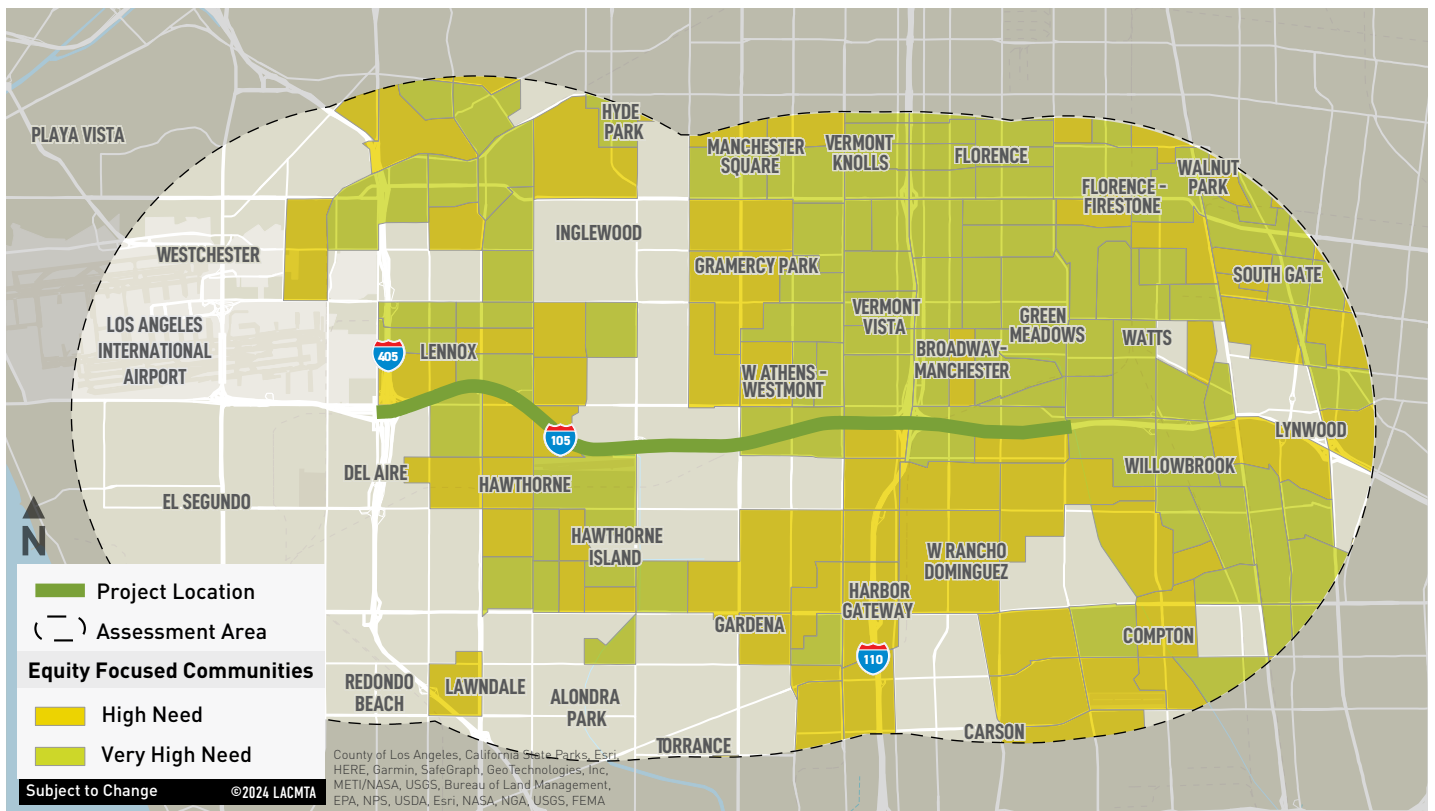
- > **Equity Platform Framework:** Policy framework for how Metro can use its influence as a transportation authority to evaluate and address disparities in mobility access while providing people opportunities for upward social and economic mobility.

- > **Equity Focus Communities (EFCs):** An analysis that maps where transportation needs are greatest by assessing low-income households, populations of people of color, and households with no access to a car. Figure 2 shows the EFCs within the Assessment Area.

Several of Metro’s equity tools have been incorporated into the equity assessment though the goals and evaluation criteria for projects that could be funded with future net toll revenue. These projects are a part of Metro’s efforts to achieve a multidimensional, multimodal strategy for improving mobility and equity while fostering social equity, economic vitality, environmental sustainability, improved public health, and access to opportunities.

Figure ES-2

## Equity Focused Communities



## Existing Conditions

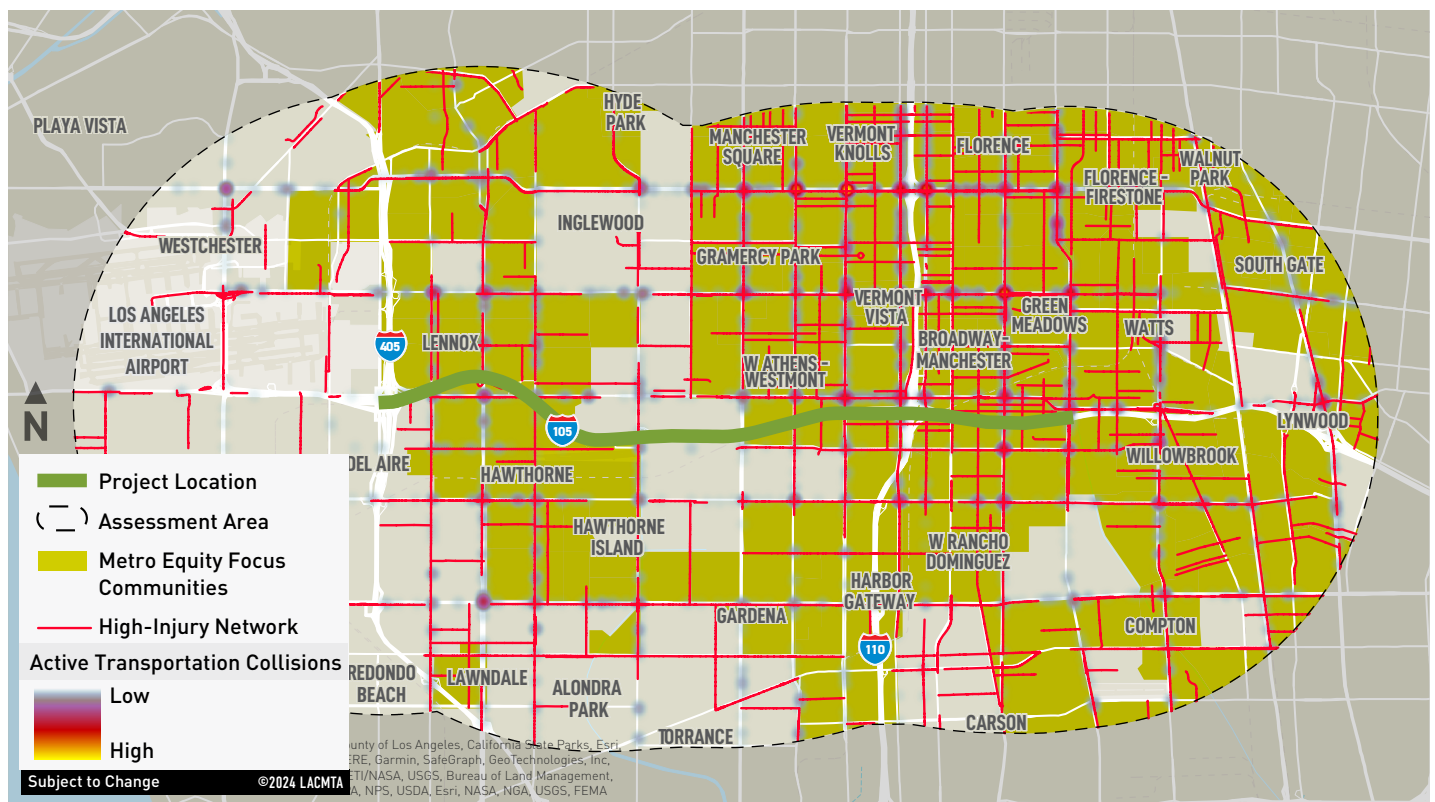
To gain an understanding of the Assessment Area and population, an existing conditions assessment was conducted that focused on demographics, socioeconomics, as well as environmental and transportation data. The existing conditions assessment focused on identifying transportation patterns and disparities in EFCs within the Assessment Area.

The findings reveal communities that are primarily economically disadvantaged, composed of people of color, and with unemployment rates higher than the county average. Households within the area have high living costs,

with about half being housing burdened, spending 30% or more of their household income on housing. With almost 10% of the population lacking a household vehicle, safe first/last mile connections are crucial, especially considering the disproportionate concentration of high-injury network corridors in the area. High-injury network corridors consist of roadway segments that account for a disproportionate share of fatal and serious injuries in the region (shown on Figure 3). The findings were critical to the development of the vision statement, project list, evaluation criteria, and recommendations.

Figure ES-3

### High Injury Network and Collisions Heat Map



Source: Southern California Association of Governments and University of California, Berkeley

# Community Engagement

Community-driven conversations are essential, but engagement efforts must ensure that community members are left feeling heard and respected. A successful outcome for this Study required a commitment to authentic listening and learning, and meaningful community outreach and engagement. Involving the public in decision-making processes ensures more informed and inclusive outcomes. Throughout the processes, the public has been integral, receiving project information and providing feedback through various avenues such as attending public meetings, providing comments, contributing to surveys, and engaging in community meetings and events and via partnerships with various local community-based, faith-based, and community development-based organizations.

Metro engaged 16 community-based organizations (CBOs) that represent the communities in the project area to be part of a monthly CBO roundtable meeting. These CBO roundtable meetings allowed the CBOs to provide input on the Assessment's goals, evaluation criteria, and projects. The CBOs also shared project information with community stakeholders through their resources. The CBO roundtable

partners also participated in walk audits. Concurrently, Metro participated in multiple pop-up events that engaged nearly 500 people and conducted a travel survey that engaged over 900 people within the Assessment Area.

## COMMUNITY ENGAGEMENT BY THE NUMBERS

**16** CBO PARTNERS

**10** CBO MEETINGS

**2** WALK AUDITS

**478** PEOPLE ENGAGED AT POP-UP EVENTS

**922** RESPONSES TO THE TRAVEL SURVEY

**2** COMMUNITY MEETINGS



# Methodology for Identifying and Evaluating Projects

Using an equity lens and input from CBOs, Metro undertook a comprehensive and robust process to identify and evaluate these potential projects. This Equity Assessment consisted of a multistep technical process that identified the list of projects, established goals, project identification criteria, and scoring to recommend the most valuable and equitable projects for future net toll revenue funding.

Projects were identified by reviewing existing studies, field visits, and input from Metro departments and local jurisdictions. The projects were then scored using 5 goals and 14 evaluation criteria metrics, presented in Table 1.

For each of the evaluation criteria listed in Table 1, a project received a score between 1 and 5, with 5 being the best outcome or highest benefits. In cases where quantitative data was not available for a particular evaluation criteria, the scores are a qualitative assessment based on professional judgement of the project team.

In addition, each of the five goals were weighted based on Metro and CBO input. This process resulted in the following weights – Connect People and Places, 25%; Prioritize Equity, 21%; Create Community Value, 20%; Conserve Resources, 17%; and Cost-Effective, 17%.

The project list also incorporates feedback from the broader community. This was done through a survey that allowed the public to suggest changes in prioritization as well as suggest new projects not included in the list. In total, 140 survey responses were received. Projects were scored as high, medium, and low and grouped into three categories consistent with the existing I-10/I-110 ExpressLanes net toll grants – active transportation, transit, and roadway improvements.

**Table ES-1. Goals and Evaluation Criteria**

GOAL	EVALUATION CRITERIA
1. Connect People and Places	1.1 Improve and encourage transit, walking, and biking/rolling 1.2 Improve transportation access and connectivity 1.3 Reduce congestion by increasing people throughput 1.4 Make all modes of travel safer
2. Create Community Value	2.1 Provide access for economic opportunities 2.2 Align with community input, including local plans and policies 2.3 Enhance the quality of life (e.g., Crime Prevention Through Environmental Design principles, no displacement) 2.4 Adopt innovative technology, practice, or strategy
3. Conserve Resources	3.1 Foster local and regional environmental quality 3.2 Reduce GHG emissions 3.3 Leverage matching funds
4. Prioritize Equity Focus Communities	4.1 Minimize disruption during construction 4.2 Provide long-term benefits to EFCs
5. Cost-Effectiveness	5.1 Effectiveness in relationship to the total project cost and consideration of life-cycle costs

# Prioritized Project List and Recommended Actions

The evaluation and prioritization process resulted in prioritized project lists recommended for potential consideration when the net toll revenue funding becomes available from the I-105 ExpressLanes. Of the 143 projects identified, approximately 50% of the projects are prioritized as high, 46% are medium, and 4% are low. The characteristics of high-scoring projects include Assessment Area-wide or corridor projects, projects within high EFC populations, projects near Metro rail/bus rapid transit stations to promote intermodality, and projects focused on sustainable mobility options. Figure 4 provides a breakdown of the numbers and percentages of each tier by mode. Since many of the projects on the list are in city or county right of way and net toll grants are awarded on a competitive basis, Metro can only grant funding if the local jurisdictions apply to Metro for funding. The detailed project list can be found in Appendix B.

The priority lists of potential active transportation, roadway, and transit projects serve as a living plan and represent current priorities. Priorities and projects may evolve once the

I-105 ExpressLanes are operational and generating Net Toll Revenue. Projects submitted for the future Net Toll Revenue grants will ultimately be up to local agencies.

In addition to the project list, it is recommended Metro undertake the following actions to support this Equity Assessment as the I-105 ExpressLanes project is implemented:

- > Incorporate lighting improvements at undercrossings that will be widened as part of segment 1;
- > Modify Metro’s existing I-10/I-110 Net Toll Revenue Guidelines’ evaluation criteria and process to prioritize equity above other criteria
- > Advance the project development of prioritized projects
- > Monitor and report on key equity metrics of projects funded through the Net Toll Revenue program
- > Continue to engage the community and CBOs along I-105

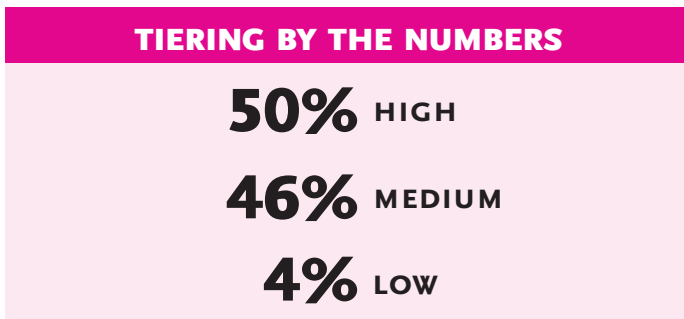
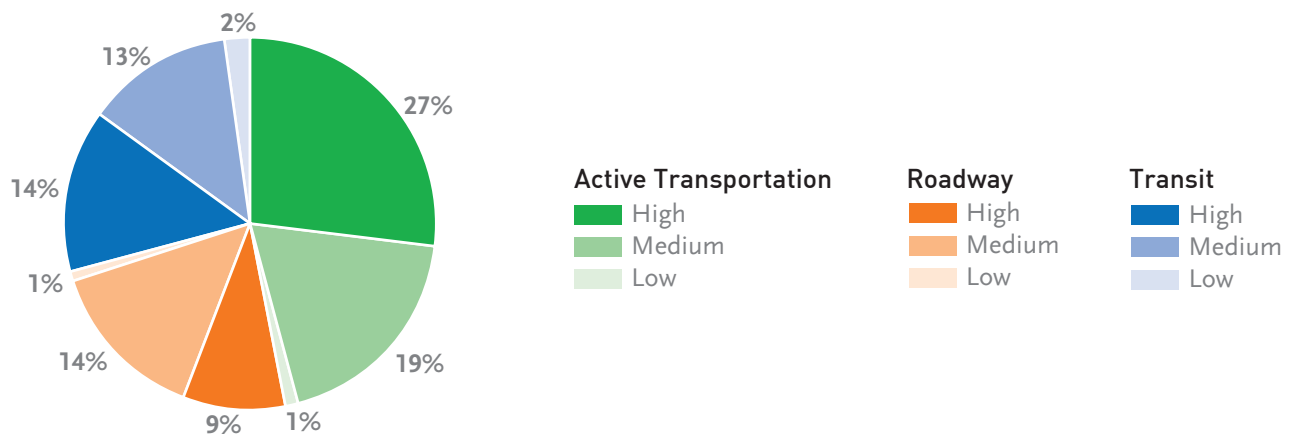
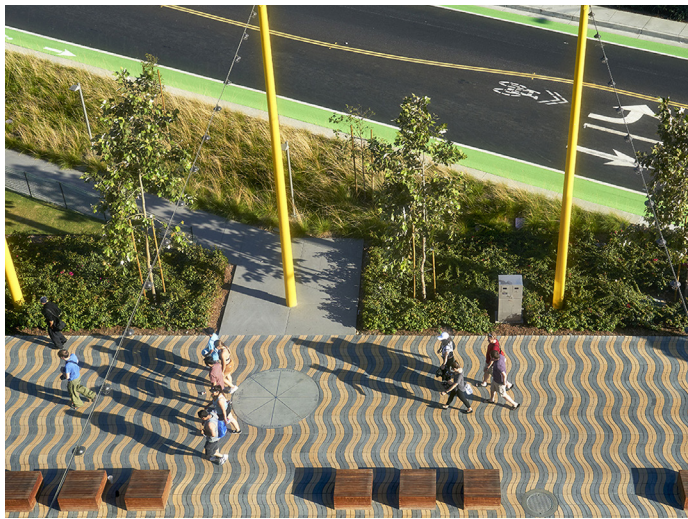


Figure ES-4

**Breakdown of Projects by Mode and Tier**





**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**I-105 EXPRESSLANES CONSTRUCTION MANAGER/GENERAL  
CONTRACTOR/PS84667000**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
<b>1</b>	<b>Replace Exhibit 13 (Schedule of Values)</b>	<b>Approved</b>	<b>5/31/23</b>	<b>\$0.00</b>
<b>2</b>	<b>Add Article to Terms and Conditions to allow for e-sign</b>	<b>Approved</b>	<b>3/8/24</b>	<b>\$0.00</b>
<b>3</b>	<b>Identified Work Package 1</b>	<b>Pending</b>	<b>10/31/24</b>	<b>\$389,126,962</b>
	<b>Modification Total:</b>			<b>\$389,126,962</b>
	<b>Original Contract:</b>			<b>\$7,997,461</b>
	<b>Total:</b>			<b>\$397,124,423</b>

**DEOD SUMMARY**

**METRO I-105 EXPRESSLANES – CONSTRUCTION MANAGER/GENERAL CONTRACTOR/PS84667000**

**A. Small Business Participation**

Flatiron-Myers, JV (FMJV) made a 12.40% Disadvantaged Business Enterprise (DBE) commitment on Phase 1 – Pre-Construction of this project. Based on payments, Phase 1 is 72% complete and the current level of DBE participation is 11.88%, representing a 0.52% shortfall.

FMJV submitted a shortfall mitigation plan in October 2024 and contends that the shortfall is due to the timing of subcontractor work during the Pre-Construction phase. FMJV further contends that according to the projections outlined in the mitigation plan, participation has been incrementally increasing as anticipated. FMJV projects to achieve 12.40% by December 2024 for Phase 1 – Pre-Construction.

<b>Small Business Goal</b>	<b>12% DBE</b>	<b>Small Business Commitment</b>	<b>12.40% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Costin Public Outreach Group, Inc.	Caucasian Female	2.74%	2.69%
2.	Hirschmugi, Heine & Associates, Inc.	Caucasian Female	1.73%	1.52%
3.	Modern Times, Inc.	Hispanic American	1.72%	1.69%
4.	Sequoia Consultants, Inc.	Subcontinent Asian American	2.37%	2.16%
5.	Steiner Consulting, Inc.	Caucasian Female	3.84%	3.82%
<b>Total</b>			<b>12.40%</b>	<b>11.88%</b>

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



## Phase 2 Work – Construction

FMJV made a 19% DBE commitment for Phase 2 Work. For EWP 1, FMJV made a 19% DBE commitment.

Small Business Goal	19% DBE	Small Business Commitment	19% DBE
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	DBE Subcontractors	Ethnicity	% Committed
1.	Dependable Petroleum Products, Inc.	African American	0.09%
2.	Sequoia Consultants, Inc.	Sub-Continent Asian American	0.02%
3.	G&F Concrete Cuttings Inc	Hispanic American Female	0.41%
4.	CGO Construction Company Inc	African American	0.45%
5.	Cooper Engineering Inc.	Non-Minority Female	1.08%
6.	Dees Burke Engineering Constructors Inc.	Non-Minority Female	0.40%
7.	Los Angeles Signal Construction	Hispanic American	1.16%
8.	Tesoro Contractors Inc.	Hispanic American	0.11%
9.	Mountain Electric Supply Inc	Non-Minority Female	0.77%
10.	D.C. Drilling Inc	Hispanic American	0.37%
11.	Ace Fence Company	Asian Pacific American Female	0.50%
12.	Prime Supply 1 Inc.	Asian Pacific American Female	0.03%
13.	Reycon Construction Inc.	Hispanic American	0.82%
14.	Fehoko Concrete Inc.	Asian Pacific American	0.63%
15.	LA Steel Services Inc.	Hispanic American	2.67%
16.	Morales Contracting Services	Asian Pacific American	0.13%
17.	Lucas Builders Inc.	Asian Pacific American	2.54%
18.	ABSL Construction	Hispanic American	0.28%
19.	Maneri Traffic Control Inc.	Hispanic American Female	1.38%
20.	C.C. Products, Inc.	Sub-Continent Asian American	0.08%
21.	K&K Construction Supply Inc.	Non-Minority Female	0.11%
22.	Sequoia Consultants Inc.	Sub-Continent Asian American	1.21%
23.	South Coast Sweeping Inc.	Non-Minority Female	0.68%

24.	Tital Disposal Inc.	African American	0.62%
25.	CL Surveying & Mapping Inc	Asian Pacific American	0.91%
26.	Veneklasen Associates Inc.	Sub-Continent Asian American Female	0.16%
27.	Steiner Consulting Inc.	Non-Minority Female	0.13%
28.	Modern Times Inc.	Hispanic American	0.63%
29.	Costin Public Outreach Group	African American	0.14%
30.	Mundo Environmental Inc.	Hispanic American	0.37%
31.	Morgner Construction Management	Hispanic American Female	0.14%
<b>Total DBE Commitment</b>			<b>19.02%</b>

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

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

Project Labor Agreement/Construction Careers Policy is applicable on Phase 2-Construction portion of this contract to include all Early Work Packages that have contract value more than 2.5 million and above.

The PLA/CCP requires that the Prime Contractor commit to meet the applicable Targeted Hiring Requirements.

Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**EXPENDITURE and FUNDING PLAN**  
**I-105 Express Lanes RTCS Project 275004 - Life of Project Budget**

**Uses of Funds**

<b>Work Package</b>	<b>Thru FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>	<b>FY29</b>	<b>FY30</b>	<b>Total</b>
Agency Labor Cost	\$ 198,955	\$ 252,443	\$ 275,484	\$ 275,484	\$ 275,484	\$ 124,100	\$ 62,050	\$ 1,463,998
Construction Capital	\$ 1,223,156	\$ 2,870,000	\$ 14,000,000	\$ 2,500,000	\$ 3,953,422	\$ 3,953,422		\$ 28,500,000
Construction Support	\$ 1,048,980	\$ 1,120,352	\$ 1,233,166	\$ 1,732,796	\$ 1,512,658	\$ 1,562,763	\$ 450,000	\$ 8,660,715
Financing Support	\$ 619,217	\$ 1,270,099	\$ 98,568					\$ 1,987,884
Contingency		\$ 441,289	\$ 1,560,722	\$ 450,828	\$ 574,156	\$ 564,029	\$ 51,205	\$ 3,642,229
<b>Total Project Estimate</b>	<b>\$ 3,090,308</b>	<b>\$ 5,954,183</b>	<b>\$ 17,167,939</b>	<b>\$ 4,959,108</b>	<b>\$ 6,315,720</b>	<b>\$ 6,204,314</b>	<b>\$ 563,255</b>	<b>\$ 44,254,826</b>

**Source of Funds**

<b>Toll-backed Debt Obligations</b>								
<b>Subtotal</b>			\$ 16,793,888	\$ 4,683,624	\$ 6,040,236	\$ 6,080,214	\$ 501,205	\$ 34,099,167

<b>Local Revenue (Measure M)</b>								
<b>Subtotal</b>	\$ 3,090,308	\$ 5,954,183	\$ 374,052	\$ 275,484	\$ 275,484	\$ 124,100	\$ 62,050	\$ 10,155,660

<b>TOTAL SOURCES</b>	<b>\$ 3,090,308</b>	<b>\$ 5,954,183</b>	<b>\$ 17,167,939</b>	<b>\$ 4,959,108</b>	<b>\$ 6,315,720</b>	<b>\$ 6,204,314</b>	<b>\$ 563,255</b>	<b>\$ 44,254,826</b>
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# **METRO EXPRESSLANES**

I-105 ExpressLanes



Metro

# 105 ExpressLanes



## RECOMMENDATION:

- A. ESTABLISH the I-105 ExpressLanes Project 475004 Life-of-Project (LOP) Budget by increasing the existing Preconstruction Budget of \$119,391,538 by \$638,148,678 to a Life-of-Project Budget of \$757,540,216 (Attachment A);
- B. NEGOTIATE AND EXECUTE project-related agreements, including contract modifications, up to the authorized LOP
- C. ESTABLISH the Roadside Toll Collection System (RTCS) Project 275004 LOP Budget of \$44,254,826
- D. AMEND FY25 Budget for 475004 by \$47,234,197 from \$126,112,511 to \$173,346,708 and for Project 275004 by \$3,824,193 from \$2,129,990 to \$5,954,183



Metro

# 105 ExpressLanes



## Impact of Construction Manager/General Contractor (CM/GC) Process on Segment 1 Cost

Initial Cost Estimate from the Contractor: \$548,020,093

Segment 1 contract modification for construction: \$389,126,962

Reduction to the estimate: \$158,893,131

CM/GC Process to reduce cost:

- Modifying General Requirements (GR) to align with Caltrans
- Converting Cantilever Retaining Walls to Soil Nail Walls
- Improving Traffic Management Plan
- Collaborated with Contractor on Risk Allocation (i.e. Noise Mitigation)

Package 1 Opportunities will be applied to Package 2/3.

# 105 ExpressLanes



Source of Funds	Identified Works Package 1	Roadside Toll Collection System (RTCS)	Anticipated LOP (Illustrated Example) in Millions
Local Rev - Measure M	\$ 164,844,340	\$ 10,155,660	\$ 175
State Revenue	\$ 150,000,000	\$ -	\$ 150
Toll Backed Debt Obligations	\$ 442,695,876	\$ 34,099,166	\$ 613 to \$ 680
TIFIA			\$ 462 to \$ 495
<b>Total</b>	<b>\$ 757,540,216</b>	<b>\$ 44,254,826</b>	<b>\$ 1,400 to \$1,500</b>

I-105 Express Lanes Project 475004 Segment 1 (Identified Works Package 1)  
RTCS Project 275004 LOP

- The project's toll revenue is projected to exceed \$6.6 billion over the 40-year debt repayment period.



# 105 ExpressLanes

## Segment 1 Equity Assessment

- Held monthly CBO roundtables , Engaged public through surveys and two community meetings
- Extensive socioeconomic and existing transportation system data collection
- Identified a prioritized list of projects that could be funded with future net toll revenue.
  - Feedback sought on project list from CBOs, local jurisdictions, and the public; list incorporates comments received





# 105 ExpressLanes



## NEXT STEPS

- Construction outreach will begin in late 2024 in advance of starting construction and continue throughout construction
- Acquire permits and Start Segment 1 Construction in first quarter 2025
- Begin Segment 2 and 3 Equity Assessment in early 2025
- Continue to work with Build America Bureau on TIFIA loan; financial close targeted for late 2025
- Finalize Segment 2 and 3 design and pricing then return to the Board for total project construction budget approval



## Board Report

File #: 2024-0993, File Type: Contract

Agenda Number: 20.

### CONSTRUCTION COMMITTEE OCTOBER 23, 2024

**SUBJECT: GOLD LINE FOOTHILL EXTENSION PHASE 2B2**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE execution of Amendment No. 4 to the Funding Agreement between the Metro Gold Line Foothill Extension Construction Authority ("Authority") and the Los Angeles County Metropolitan Transportation Authority ("Metro") to reflect the allocation of \$798,000,000 of the California State Transportation Agency ("CalSTA") Transit and Intercity Rail Capital Program ("TIRCP") formula funding authorized by Senate Bill 125 ("SB125 Funds").

#### **ISSUE**

The Authority is responsible for the design and construction of the Gold Line Foothill Extension Phase 2B2 Project ("Project"), a proposed extension of the Metro A Line from Pomona to Montclair, which will directly serve two counties. At its December 2022 meeting, the Board prioritized the ranking of projects for state discretionary funding and identified a need for \$798 million for the Los Angeles County portion of the Project. Funding for the Project in San Bernardino County is to be provided by the San Bernardino County Transportation Authority ("SBCTA"). Upon completion of the Project, the Construction Authority is to handover the Project to Metro to operate and maintain. Responsibilities and guidelines for allocation of the funds and the specific commitments by the Authority and Metro are established by a Funding Agreement and a Master Cooperative Agreement (MCA) between the two agencies.

The Authority's procurement process for Phase 2B2 to seek a potential Design-Build Contractor for the design and construction of the Project is ongoing, and an amendment to the Funding Agreement is needed to document the allocation of the award of SB 125 Funds to Metro for this Project.

#### **BACKGROUND**

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

in their respective expenditure plans.

The Metro Gold Line Foothill Extension Phase 2B project extends 12.3 miles from Glendora to Montclair and includes six stations. The overall Phase 2B project is divided into two sections: Phase 2B1 extends from Glendora to Pomona, and Phase 2B2 (the Project) extends from Pomona to Montclair.

The Project includes stations and parking facilities in the two cities along the alignment and shares right of way with Southern California Regional Rail Authority (Metrolink) and the Burlington Northern Santa Fe (BNSF) freight line. A portion of the project extends approximately 1.5 miles into San Bernardino County, terminating at the Montclair Station.

At its July 2019 meeting, the Metro Board approved additional funding of \$126,000,000 for the project to Pomona, making the total Metro contribution \$1,531,667,000. This amount includes a \$290,200,000 TIRCP grant award, of which \$41,000,000 was ultimately withheld by the State of California due to the reduction of the project scope at the time to terminate in Pomona. Metro anticipates the \$41,000,000 will be available for use on the Project, as the Authority and Metro intend to revive the original project scope, including construction to Montclair.

In June 2022, the State approved AB 180, which appropriated \$3.63 billion for the Transit and Intercity Rail Capital Program (TIRCP). In November 2022, the State targeted \$900 million to \$1.35 billion for existing TIRCP projects in Southern California through a competitive TIRCP Cycle 6 process. Metro applied for TIRCP Cycle 6, requesting funds for the East San Fernando Valley LRT, A Line/Gold Line to Montclair (the Project), and the Southeast Gateway Line. Metro received \$600 million in funding only for the East San Fernando Valley LRT.

The fiscal year 2022-23 (FY23) State budget process also included SB 198, which identified \$4 billion of formula funding for transportation projects statewide that would be funded in FY24 and FY25. In March 2023, the Metro Board reaffirmed that the Project and the Southeast Gateway Line were the first and second priorities for the SB 198 funds, respectively. The State enacted SB 125 in July 2023, which respectively identified \$495.65 million in FY24 and \$499.9 million in FY25 for Metro.

In December 2023, Metro submitted a required “allocation package” to the State, formally requesting \$798,000,000 for the Project (presuming \$41,000,000 of TIRCP remaining for the project from Pomona to Montclair would be used entirely for costs in San Bernardino County as described in Amendment No. 3 of the Agreement). The State approved Metro’s allocation package in July 2024 and allocated \$798,000,000 to the Project (the “SB125 Funds”)

## **DISCUSSION**

In November 2022, the Authority informed Metro that the estimated cost of the Project was \$878,000,000, with \$798,000,000 attributable to costs in Los Angeles County and \$80,000,000 to costs in San Bernardino County. As of October 2024, Metro has been allocated and received \$498,650,905 of the SB125 Funds; Metro has also been allocated and has not yet received an additional \$299,349,095 of the SB125 Funds. Metro anticipates the \$41,000,000 that was awarded to Metro in 2018 and subsequently withheld when the project extended only to Pomona will be allocated from CalSTA pursuant to a 2018 TIRCP grant for use on the Project. Due to the funding made

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available by SB 198 and the Metro Board action to prioritize the funding for the Project, the Authority initiated a procurement for a design build contractor. The Authority issued a request for qualifications for the design build contractor in March 2024 and shortlisted one contractor to submit a response to the Authority's Request for Proposals in July 2024. The Authority is requesting the execution of Amendment No. 4 to demonstrate the financial commitment for the design build contract. The Authority expects to receive a firm, fixed price proposal from its design build contractor in early 2025. The draft Fourth Amendment to the Funding agreement is included as Attachment A, a project funding matrix is included as Attachment B, the expenditure plan is included as Attachment C, and the Scope of Work is included as Attachment D.

### **DETERMINATION OF SAFETY IMPACT**

There is no safety impact for the Foothill Extension as a result of this action.

### **FINANCIAL IMPACT**

The recommendation to approve the amendment to the Funding Agreement will document the Metro Board's action to allocate the SB125 Funds to the Los Angeles County portion of the Project. Staff will return to the Board upon the Authority's receipt of a design build price proposal and request a FY25 Budget amendment, an LOP for the Project, and amendments to the agreements with SBCTA. Since this is a multi-year project, the Project Manager, Cost Center Manager and Chief Program Management Officer is responsible for budgeting for future project costs.

### **EQUITY PLATFORM**

By having affordable transportation options, the population along the project corridor can access the job opportunities within the San Gabriel Valley and Los Angeles County and beyond. Twenty five percent (25%) of the project corridor is within Equity Focus Communities (EFCs) such as Azusa and Pomona. The Project will increase access for EFCs along the corridor that use the Metro transit system to access housing, jobs, educational, medical and entertainment needs.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This Board Action is related to the Metro Strategic Plan by updating the project Funding Agreement and providing needed TIRCP grant funds authorized by SB 125 to a portion of the Gold Line Foothill Extension Phase 2B2 project.

### **ALTERNATIVES CONSIDERED**

The Board may decide to forego amending the Funding Agreement, however this would be contrary to previous Metro Board actions and priorities. Staff recommendation is to proceed with the Amendment in order to assure grant funds are accounted for as a requirement of the Funding Agreement, between Metro and the Authority.

### **NEXT STEPS**

Upon Board approval, the terms of the Funding Agreement Amendment will be finalized and will be circulated for execution.

**ATTACHMENTS**

Attachment A - DRAFT Project Funding Agreement Amendment No. 4

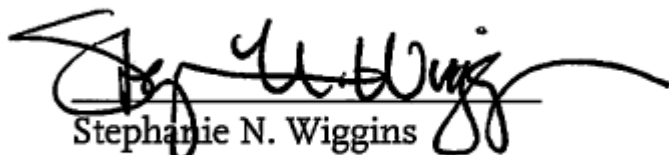
Attachment B - Project Funding

Attachment C - Expenditure Plan

Attachment D - Scope of Work

Prepared by: Kavita Mehta, Executive Officer, Program Management (213) 922-4921  
Craig Hoshijima, Executive Officer, Countywide Planning & Development (213) 547-4290  
922-  
Sameh Ghaly, Deputy Chief Program Management Officer (213) 418-3369

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



Stephanie N. Wiggins  
Chief Executive Officer

FOURTH AMENDMENT TO  
FOOTHILL EXTENSION PHASE 2B FUNDING AGREEMENT

This Fourth Amendment (“**Fourth Amendment**”) to Foothill Extension Phase 2B Funding Agreement Glendora to Claremont (“**Agreement**”) is dated for reference purposes only \_\_\_\_\_, 2024 and is by and between the Los Angeles County Metropolitan Transportation Authority (“**LACMTA**”) and the Metro Gold Line Foothill Extension Construction Authority (“**Recipient**”), FTIP # LA29212XY.

WHEREAS, in December 2023, LACMTA applied to the California State Transportation Agency (“**CalSTA**”) for \$798,000,000 of funding from the Transit and Intercity Rail Capital Program (“**TIRCP**”) formula funding authorized by Senate Bill 125 (“**SB125**”) for the Project (the “**SB125 Funds**”).

WHEREAS, as of the date of this Fourth Amendment, LACMTA has been allocated and received \$498,650,905 of the SB125 Funds, and has been allocated but has not yet received an additional \$299,349,095 of the SB125 Funds.

WHEREAS, LACMTA anticipates an additional \$41,000,000 will be allocated from CalSTA pursuant to a 2018 TIRCP grant for use on the Project (“**2018 TIRCP Funds**”).

WHEREAS, the parties desire to increase funding to the Project to allow the Project to extend further east from the City of Pomona to the City of Claremont and, additionally, to revise the Project and Phase 2B definition and scope of work and to increase the funding to the Project to allow the Project to extend from the City of Claremont to the City of Montclair, all subject to the limits of the available funding as described in this Agreement.

WHEREAS, the portion of the Project from Pomona to Montclair is “**Phase 2B2**” and, as defined in the Agreement, the portion of the Project to be constructed in San Bernardino County is the “**Montclair Extension.**”

NOW, THEREFORE, the parties hereby agree as follows:

1. The defined terms herein, as identified by initial capitalization, shall have the meanings ascribed to them in the Agreement, unless otherwise indicated.
2. The terms “**Phase 2B**” and “**Project**” are hereby revised to be: “the Metro Gold Line Foothill Extension Phase 2B (Glendora to Montclair)”.
3. LACMTA expects to enter into a funding agreement with San Bernardino County Transportation Authority (“**SBCTA**”) (“**SBCTA-LACMTA Funding Agreement**”) pursuant to which \$80,000,000, subject to change as described herein, will be provided to construct the Project including the Montclair Extension (“**Total SB County Funds,**” and any part thereof, the “**SB Funds**”), which is comprised of \$41,000,000 in 2018 TIRCP Funds or other SBCTA funding and an additional \$39,000,000 of funding previously approved by and to be provided by SBCTA, with the understanding that the amount of Total SB County Funds and the cost breakdown between LACMTA and SBCTA for their respective intended construction costs may be revised after the design builder for the Phase 2B2 Pomona to Montclair Design/Build Project is under contract with Recipient and the contracted costs of Phase 2B2 including the Montclair Extension are better known. Once Recipient identifies, subject to LACMTA review and acknowledgement of, the contracted cost of the design-builder, and only if SBCTA and LACMTA agree in

writing that changes in funding allocations and amounts for construction of Phase 2B2 including the Montclair Extension are required to reflect the contracted cost of the design-builder, the Chief Executive Officers of LACMTA and Recipient will amend the Agreement to reflect such changes.

4. **Section A2.1** is hereby amended and restated to read as follows: “Pursuant to LACMTA Board Action on June 22, 2017, LACMTA has approved (a) \$1,364,664,635 for use on the Project less LACMTA Project Costs, as defined in **Section B7**, and subject to the provision of **Sections A2.2** and its subsections below; (b) plus an increase in the amount of \$41,002,365 to accommodate amounts included in the TIRCP grant application awarded funding in 2018, of which \$41,000,000 was subsequently withheld and is now anticipated to be available for the Project as further described below; (c) plus an increase in the amount of \$97,000,000 in January 2019 as part of the Second Amendment; (d) plus an increase in the amount of \$29,000,000 as part of the Third Amendment; (e) plus an increase in the amount of \$798,000,000 as part of the Fourth Amendment; (f) plus an anticipated contribution of \$39,000,000 from SBCTA as part of the Fourth Amendment, for a total amount of \$2,368,667,000 for the Project less LACMTA Project Costs, as defined in **Section B7**, and less SBCTA Project Costs, as defined in Section B7 of the SBCTA-LACMTA Funding Agreement, and subject to the provision of **Section A2.2** and its subsections below. The amounts identified above in clauses (a) through (f), are referred to herein collectively as the “**Funds**”. The amount of the Funds less the LACMTA Project Costs and SBCTA Project Costs is referred to as the “**Gold Line Fund Amount**”. Except as specifically provided otherwise in the Agreement, the Parties are not required to further amend this Agreement before Recipient is entitled to invoice against the Gold Line Fund Amount.”
5. The “\$1,364,664,635” referenced in the initial clause of **Section A2.2** that was revised by the First Amendment to be “\$1,405,667,000” and thereafter revised by the Second Amendment to be “\$1,502,667,000” and thereafter revised by the Third Amendment to be “\$1,531,667,000” is hereby revised by this Fourth Amendment to be \$2,368,667,000.
6. The first paragraph of **Section A2.2.2** is hereby amended and restated to read as follows: “LACMTA previously requested \$290,200,000 in Cap and Trade Funds from the State of California for the Project (“**Cap and Trade Funds**”); \$249,200,000 from Cap and Trade Funds was allocated and is eligible for use on the Project to the City of Pomona as well as within Los Angeles County. The additional \$41,000,000 from Cap and Trade Funds was withheld by the State of California due to the reduction of the Project scope at the time to construct only to Pomona. LACMTA anticipates the \$41,000,000 in additional Cap and Trade Funds will be available for use on the Project, as the parties intend to revive the original Project scope, including the Montclair Extension. The Cap and Trade Funds grant amount is sufficient to cover \$78,000,000 of planned funding referenced in the Ordinance as 2016-2067 Local, State, Federal, Other Funding, \$33,197,635 needed for LACMTA Project Costs in excess of what was needed in Phase 2A and \$138,000,000 of additional funding (“**Additional Funding**”) requested by Recipient.”
7. The first sentence of the second paragraph of **Section A2.2.2** is hereby deleted and replaced as follows: “If the Funds are not sufficient to cover the entire cost of the Project to Claremont or if, after Recipient exercises the Montclair Option as such term is defined

in Recipient's design-build contract "C3001 Phase 2B2 Pomona to Montclair Design-Build Contract", SBCTA or another source who is not LACMTA does not agree to provide additional funding should the anticipated costs of constructing the Montclair Extension exceed the Total SB County Funds, then Recipient and LACMTA agree to (i) meet with one another and attempt to meet with SBCTA regarding the Montclair Extension, if applicable, and (ii) use good faith efforts to review the budgets for the Project including the Montclair Extension, if applicable, and (iii) identify cost savings achievable through value engineering, elimination of any project scope or services agreed to be unnecessary including potentially terminating the Project at the Claremont station, or other mutually agreeable cost-saving methods. Recipient shall not authorize the use of Funds for the construction of the Project beyond the Claremont station, except as may be required for the functionality of the light rail system or as necessary to make Claremont a terminus station, if applicable, nor any part of the Montclair Extension unless LACMTA has obtained full and binding funding commitments for the total cost of the Montclair Extension from a source or sources other than LACMTA. Nothing in this Agreement shall create an obligation on the part of LACMTA to fund any portion of the Montclair Extension."

8. The first \$20,000,000 of the Funds has already been paid by LACMTA to Recipient in accordance with **Section A3.2** of the Agreement as the Phase 2B Working Capital Advance. In addition, LACMTA anticipates that SBCTA will be providing an additional \$7,000,000 to LACMTA for the "**SBCTA Working Capital Advance**," consistent with Section A3.2 of the SBCTA-LACMTA Funding Agreement, which funds LACMTA will provide to Recipient once received. Upon LACMTA's receipt of Recipient's invoice for the SBCTA Working Capital Advance, LACMTA shall within two (2) business days forward the invoice to SBCTA. Pursuant to Section A3.2 of the SBCTA-LACMTA Funding Agreement, SBCTA shall pay the invoice within ten (10) days. The SBCTA Working Capital Advance will be held by Recipient in a separate account from the Phase 2B Working Capital Advance.
9. The third sentence of **Section A3.2** of the Agreement is replaced with the following: "Recipient shall submit the Monthly Progress/Expenditure Report which shall clearly delineate which funds are for Los Angeles County expenses (to be paid by LACMTA funding sources) and which are for the Montclair Extension (to be paid by SB Funds) and, notwithstanding the approval process in **Section B.5.1**, will be reimbursed by LACMTA for Los Angeles County expenses within thirty (30) days after LACMTA's receipt of each Monthly Progress/Expenditure Report submittal, except that for costs to be paid by SB Funds, Recipient shall be reimbursed within a number of days to be determined in the SBCTA-LACMTA Funding Agreement and in no circumstances more than forty-five (45) days, provided, however, that if LACMTA for any reason does not receive the SB Funds from SBCTA with sufficient time to meet this timeframe, LACMTA will provide timely notice to Recipient of such delay and will pay only the LACMTA Funds and will forward the SB Funds to Recipient upon receipt. LACMTA shall submit the portion of each Monthly Progress/Expenditure Report that delineates expenses for the Montclair Extension (if any) to SBCTA within two (2) business days after receipt from the Recipient."
10. **Section A9** of the Agreement is revised by changing "Phase 2B Revenue Operations Date" to "Phase 2B2 Revenue Operations Date."



11. Pursuant to Section B3.3 of the SBCTA-LACMTA Funding Agreement, LACMTA informs Recipient that Recipient is required to spend all Total SB County Funds in accordance with applicable law.
12. **Section B6.8** of the Agreement is revised to read: “Notwithstanding anything in this Agreement to the contrary, the provisions of this **Section B6** shall not apply to any contractor, consultant, or supplier performing work pursuant to (i) a fixed-rate or time and materials contract (except for any cost reimbursement portion of the contract) or (ii) a fixed price contract that has been procured competitively or to which an exception to competitive procurement applies; provided, however, that this **Section B6** shall apply to the costs and records of any contractor, consultant, and supplier to the extent that such costs and records directly relate to a change order, claim, or formal dispute and for any audit-related requests or other requirements originating from the State of California.”
13. **Section B6.10** of the Agreement is revised to read: “Recipient shall certify monthly invoices by reviewing all contractor and subcontractor costs and maintaining internal control to ensure that all expenditures are allocable, allowable and reasonable and in accordance with Modified OMB A-87 or FAR Subpart 31 (whichever is applicable) and the terms and conditions of this Agreement as well as to ensure all Montclair Extension costs are in compliance with all applicable funding source requirements and the applicable terms and conditions of the SBCTA-LACMTA Funding Agreement; provided, however, that Recipient’s obligation to ensure that all Montclair Extension costs are in compliance with all applicable funding source requirements and the applicable terms and conditions of the SBCTA-LACMTA Funding Agreement is conditioned upon (a) LACMTA having provided such funding source requirements and terms and conditions of the SBCTA-LACMTA Funding Agreement to Recipient and (b) Recipient having provided written concurrence to LACMTA. Notwithstanding anything in the Agreement to the contrary, LACMTA’s obligation to disburse SB Funds is conditioned on LACMTA’s receipt of such written concurrence.”
14. **Section B6.11** of the Agreement is revised to read: “Recipient shall also certify final costs of the Project to ensure all costs are in compliance with Modified OMB A-87 or FAR Subpart 31 (whichever is applicable) and the terms and conditions of this Agreement as well as to ensure all Montclair Extension costs are in compliance with all applicable funding source requirements and the applicable terms and conditions of the SBCTA-LACMTA Funding Agreement; provided, however, that Recipient’s obligation to ensure that all Montclair Extension costs are in compliance with all applicable funding source requirements and the applicable terms and conditions of the SBCTA-LACMTA Funding Agreement is conditioned upon (a) LACMTA having provided such funding source requirements and terms and conditions of the SBCTA-LACMTA Funding Agreement to Recipient and (b) Recipient having provided written concurrence to LACMTA. Notwithstanding anything in the Agreement to the contrary, LACMTA’s obligation to disburse SB Funds is conditioned on LACMTA’s receipt of such written concurrence.”
15. Pursuant to LACMTA Board action on January 24, 2019, the LACMTA Project Costs were reduced from \$221,164,635 to \$142,200,000, and by this Fourth Amendment are now increased by \$64,000,000. Accordingly, **Section B7.4** of the Agreement is revised by changing “\$221,164,635” to “\$206,200,000,” and **Section B7.3.5** is revised by changing “\$10,000,000” to “\$7,500,000.”

16. The last sentence of the first paragraph of **Section B8.1** is hereby amended and restated to read as follows: “For accounting purposes only, adding the Recipient Funding Commitment of \$42,206,122 to the Funds of \$2,368,667,000 makes the total project cost equal to \$2,410,873,122.”
17. **Section B12.14** of the Agreement is revised by changing “date that the RFP for the Alignment Design/Build Contract” to “date that the RFP for the parking facilities associated with the Phase 2B2 Pomona to Montclair Design/Build Project.”
18. Attachment B is hereby amended and restated as set forth in the attached “Revised Attachment B.”
19. Attachment C is hereby amended and restated as set forth in the attached “Revised Attachment C.”
20. Attachment D is hereby amended and restated as set forth in the attached “Revised Attachment D.”

**[Signature Page Follows]**

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

LACMTA:

LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION  
AUTHORITY

By: \_\_\_\_\_  
Stephanie N. Wiggins  
Chief Executive Officer

Date: \_\_\_\_\_

APPROVED AS TO FORM:

DAWYN R. HARRISON  
County Counsel

By: \_\_\_\_\_  
Deputy

Recipient

METRO GOLD LINE FOOTHILL  
EXTENSION CONSTRUCTION  
AUTHORITY

By: \_\_\_\_\_  
Habib F. Balian  
Chief Executive Officer

Date: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_

**ATTACHMENT B**

**PROJECT FUNDING**

Metro Gold Line Foothill Extension Phase 2B Glendora to Montclair

(in millions of dollars escalated to the year of the expenditure) 10-09-2024

Capital Project 865202	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	Total
Sources of Funds	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
Measure R 35%	4.1	3.2	9.1	14.1	21.0	45.0											96.5
Measure M						92.0	210.0	210.1	126.0	0.3	150.0	160.6	70.0				1,019.0
Transit and Intercity Rail Capital Program (TIRCP 2018) LA									82.0	167.2							249.2
Transit and Intercity Rail Capital Program (TIRCP 2018) SB												10.0	10.0	11.0	10.0		41.0
LACMTA													69.8	27.2			97.0
LACMTA														16.1	12.9		29.0
SB125 FUNDS (TIRCP 2024) LA												160.0	180.0	190.0	188.0	80.0	798.0
OTHER SBCTA FUNDS (SB)												10.0	10.0	10.0	9.0		39.0
Local Contributions						6.0	6.0	6.0	6.0	6.0	6.0	6.2					42.2
<b>Total Project Funding</b>	<b>4.1</b>	<b>3.2</b>	<b>9.1</b>	<b>14.1</b>	<b>21.0</b>	<b>143.0</b>	<b>216.0</b>	<b>216.1</b>	<b>214.0</b>	<b>173.5</b>	<b>156.0</b>	<b>346.8</b>	<b>339.8</b>	<b>254.3</b>	<b>219.9</b>	<b>80.0</b>	<b>2,410.9</b>

## ATTACHMENT C

### EXPENDITURE PLAN - COST AND CASHFLOW BUDGET

Metro Gold Line Foothill Extension Phase 2B Glendora to Montclair

(in millions of dollars escalated to the year of the expenditure) 10-09-2024

Capital Project 865202	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	Total
Uses of Funds	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
Pre-Construction	4.1	3.2	9.1	14.1	9.5												40.0
MCA						0.3	1.0	0.7	0.3	3.0	1.0	5.5					11.8
Construction DB2 2B						105.9	171.9	164.6	178.1	108.6	78.6						807.7
Construction DB3 2B										30.0	35.0						65.0
Right of Way					0.5	15.5	17.5	29.8	12.5	4.7	1.0	1.0	17.5				100.0
Professional Services					11.0	15.3	19.6	15.0	17.1	19.2	19.0	19.0	43.8	8.5	8.5		196.0
Project Contingency 2B										2.0	6.4	11.8	12.8	3.0	4.0		40.0
Metro Costs												110.3	12.7	18.8	0.4		142.2
Planning											9.0	13.0	13.0	13.0			48.0
New Work Sub Projects													40.0				40.0
Construction 2B2 LA												166.0	180.0	184.0	193.0	75.0	798.0
Construction 2B2 SB												14.0	20.0	27.0	14.0	5.0	80.0
Local Contributions						6.0	6.0	6.0	6.0	6.0	6.0	6.2					42.2
<b>Total Project Costs</b>	<b>4.1</b>	<b>3.2</b>	<b>9.1</b>	<b>14.1</b>	<b>21.0</b>	<b>143.0</b>	<b>216.0</b>	<b>216.1</b>	<b>214.0</b>	<b>173.5</b>	<b>156.0</b>	<b>346.8</b>	<b>339.8</b>	<b>254.3</b>	<b>219.9</b>	<b>80.0</b>	<b>2,410.9</b>

## **ATTACHMENT D**

### **SCOPE OF WORK**

The Phase 2B project will provide a light rail transit (LRT) system linking the cities of Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair, and will involve relocation and reconfiguration of existing freight and Metrolink commuter rail track. The Project includes approximately 12.3 miles of double light rail main track; tail tracks beyond the Montclair platform; new bridges; improvements to existing culverts; retaining walls and sound walls; embankment improvements; drainage and storm water improvements; six at-grade passenger stations; one parking structure, five parking lots; intermodal interfaces; traction electrification system comprised of traction power supply substations (TPSS) and overhead contact system (OCS); grade crossings and adjacent roadway/traffic signal improvements; station equipment; wayside equipment; communications systems; approximately 10.2 miles of freight rail track and signal system upgrades; light rail train control/signaling system; approximately 1.9 miles of Metrolink track relocation and signaling, including Positive Train Control (PTC); a new Claremont Metrolink platform on the Metrolink Corridor; landscaping; and all related appurtenances, accessories, subsystems, documentation, procedures, spare parts, manuals, and special tools.

Light rail vehicles (LRV), universal fare system (UFS) equipment, the radio system for the LRT system, the rail operations control (ROC) facility, and the light rail supervisory control and data acquisition (SCADA) system will be provided by Metro.

A general overview of the Project alignment is provided below:

#### Foothill Gold Line Pasadena to Azusa Tail Track to Gladstone Avenue Segment

This segment of the alignment is approximately 4.4 miles, runs mainly at-grade, and includes eight at-grade crossings at Barranca Avenue, Foothill Boulevard/Grand Avenue (freight only), Vermont Avenue, Glendora Avenue, Pasadena Avenue, Elwood Avenue, Loraine Avenue and Lonehill Avenue (freight only); grade separations at Foothill Boulevard/Grand Avenue (LRT only), U.S. Route 66 (LRT only), San Dimas Wash, Lone Hill Avenue (LRT only); multiple channel crossings; and modifications to the existing 1- 210 undercrossing. This segment of the alignment contains an existing freight track which will be relocated and remain active during the entire construction of the Project. The Work of this segment includes interfacing with the existing operating Metro Gold Line (MGL) at the eastern end of the existing LRT and freight alignment. LRT universal crossovers are to be located west of Vermont Avenue and east of Loraine Avenue.

This segment of the Project has one center platform station in Glendora between Vermont Avenue and Glendora Avenue and one new parking lot. The Glendora station will have a pedestrian undercrossing from the station platform to the parking lot.

#### Gladstone Avenue to White Avenue Segment

This segment of the alignment is approximately 3.9 miles, runs mainly at-grade, and includes at-grade crossings at Gladstone Avenue, Eucla Avenue, Bonita Avenue/Cataract Avenue (freight only), San Dimas Avenue, Walnut Avenue, San Dimas Canyon Road, Wheeler Avenue, A Street, D Street, and E Street; a grade separation at Bonita Avenue/Cataract Avenue (LRT only); multiple channel crossings; and modifications to the existing undercrossing at SR-57. LRT universal crossovers are to be located east of Eucla Avenue and west of Wheeler Avenue. This segment of the alignment

contains an existing freight track that will be relocated and remain active during the entire Project.

This segment of the Project has one center platform passenger station in San Dimas (east of San Dimas Avenue), one center platform passenger station in La Verne (east of E Street), one new parking lot in San Dimas, and one new parking lot in La Verne. The San Dimas station will have an at-grade pedestrian crossing on the west end of the station platform. The La Verne station will have at-grade pedestrian crossings on both ends of the platform.

#### White Avenue to Freight/Metrolink Tie-in Segment

This segment of the alignment is approximately 1.9 miles, runs mainly at-grade, and includes at-grade crossings at White Avenue, Fulton Avenue, Garey Avenue (freight and Metrolink commuter rail only), and Towne Avenue (freight and Metrolink commuter rail only); one grade separation at Garey Avenue (LRT only), and an LRT/freight flyover at Towne Avenue; a diamond crossover located east of Fulton Avenue; an SCRRA maintenance of way facility east of Garey Avenue with connecting track to the Metrolink commuter rail tracks; and a channel crossing. This segment of the alignment contains an existing single track freight alignment and existing sidings that will be relocated and remain active during the entire Project. The Metrolink commuter rail tracks are immediately to the south of the LRT tracks in this segment and will not be disturbed with the exception of improvements to the grade crossings.

This segment of the Project has one center platform station in Pomona (west of Garey Avenue) and one new parking lot. The existing surface lot at the Metrolink station will be modified to maximize the remaining number of spaces.

#### Freight/Metrolink Tie-in to Montclair

This segment of the alignment is approximately 2.1 miles, runs mainly at-grade, and includes three LRT at-grade crossings at Cambridge Avenue, College Avenue, and Claremont Boulevard; two LRT grade separations, one at Indian Hill Boulevard and a second at Monte Vista Avenue; four freight/Metrolink commuter rail at-grade crossings at Cambridge Avenue, Indian Hill Boulevard, College Avenue, and Claremont Boulevard; as well as a channel crossing. This segment of the alignment contains an existing freight/Metrolink commuter rail track which will be relocated and remain active during the entire Project.

This segment of the Project has two center platform LRT stations, one in Claremont (west of College Avenue) and one in Montclair (east of Monte Vista Avenue at the existing Transit Center). The Claremont LRT and Montclair LRT stations will have at-grade pedestrian connections from both ends of the platform. The Claremont parking facility will consist of a parking structure located east of College Avenue and north of the LRT tracks as well as modifications to the existing Claremont parking lot. The new Metrolink platform will be constructed approximately 800 feet east of College Avenue with a pedestrian undercrossing that connects to the Claremont parking facility to the north and the recreational area to the south. The existing Montclair Transit Center parking lot will be reconfigured to allow space for the new LRT platform. An LRT operator layover building shall be provided. The existing Metrolink platforms will be accessed via a new pedestrian undercrossing beneath the LRT tracks. At the Montclair LRT station, the TVMs, fare gate array, TVM canopies, and emergency exit gates will be located off the platform. A pedestrian connection between the LRT and Metrolink platform will be included.

***GOLD LINE FOOTHILL EXTENSION PHASE 2B2***

*2024-0993*

*Construction Committee*

*October 23, 2024*



# GOLD LINE FOOTHILL EXTENSION PHASE 2B2

## RECOMMENDATION:

AUTHORIZE execution of Amendment No. 4 to the Funding Agreement between the Metro Gold Line Foothill Extension Construction Authority and the Los Angeles County Metropolitan Transportation Authority to reflect the allocation of \$798,000,000 of the California State Transportation Agency (“CalSTA”) Transit and Intercity Rail Capital Program (“TIRCP”) formula funding authorized by Senate Bill 125 (“SB125 Funds”).



# GOLD LINE FOOTHILL EXTENSION PHASE 2B2



Gold Line Rail Corridor (shared with freight)

Metrolink Rail Corridor

Gold Line Station

Gold Line Station and Metrolink Station (not shared)

Planned Grade Separation for Gold Line Trains Only



## Background

- > November 2022: Estimated cost of extending the line from Pomona to Montclair - \$878,000,000 (\$798,000,000 attributable to costs in LA County and \$80,000,000 to costs in San Bernardino County).
- > October 2024: Metro allocated and received \$498,650,905 of the SB125 Funds; Metro has also been allocated and has not yet received an additional \$299,349,095 of the SB125 Funds.
- > Metro anticipates the \$41,000,000 of the 2018 TIRCP grant withheld when the project scope was reduced to Pomona will be allocated from CalSTA for use on the Project.
- > Due to the funding made available by SB 198 and the Metro Board action to prioritize the funding for the Project, the Authority initiated a procurement for a design build contractor.
- > The Authority is requesting the execution of Amendment No. 4 to demonstrate the financial commitment for the design build contract.

# Project Funding

## Metro Gold Line Foothill Extension Phase 2B Pomona to Montclair

SOURCE OF FUNDS* (In Millions)	
Transit and Intercity Rail Capital Program (TIRCP 2018) SB**	\$41.0
SB125 FUNDS (TIRCP 2024) LA	\$798.0
OTHER SBCTA FUNDS (SB)	\$39.0
<b>Total Project Funding</b>	<b>\$878.0</b>

\*in millions of dollars escalated to the year of the expenditure

\*\*Metro anticipates the \$41,000,000 of the 2018 TIRCP grant withheld when the project scope was reduced to Pomona will be released and allocated from CalSTA for use on the Project.



## Next Steps

Upon Board approval:

- > The Funding Agreement Amendment will be circulated for execution





## Board Report

**File #:** 2024-0553, **File Type:** Oral Report / Presentation

**Agenda Number:** 21.

CONSTRUCTION COMMITTEE  
OCTOBER 23, 2024

**SUBJECT:** CALTRANS QUARTERLY UPDATE

**ACTION:** RECEIVE ORAL REPORT

### RECOMMENDATION

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

### ISSUE

Caltrans is a Metro funding partner and the lead agency on a few highway projects that are under construction in Los Angeles County. These projects include, but are not limited, to safety, mobility and operational improvements on freeways and state highways that are Measure M funded.

### EQUITY PLATFORM

Projects administered by Caltrans have federal aid and Disadvantaged Business Enterprise (DBE) commitment goals based on the contract bid amount for federal aid projects.

\* I-405 Crenshaw Auxiliary Lane DBE goal is 14%. To date, 10% of the DBE goal for the Project has been achieved.

\* SR-71 South Segment did not have federal participation and therefore was not required to establish a DBE goal. The contractor claimed and achieved 0.45% in DBE participation.

At the request of Directors Horvath and Hahn, this report includes an update on the status of the Pacific Coast Highway Safety Enhancement Project, and the I-105 at Studebaker Safety Enhancement Project, respectively.

Caltrans is leading all elements of the proposed transportation improvements including procurement, environmental process, outreach, final design, and construction. Caltrans, in coordination with the local jurisdictions, determined community engagement processes specific to the 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 the projects noted, outreach efforts consisted 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 detours were made available in multiple languages (English, Spanish, Chinese, etc.,) based on the affected communities. Caltrans also provided updates that were posted on the Caltrans and Metro websites. Every effort is made to avoid, minimize, and/or mitigate construction impacts to communities by providing advance notices to the public when there are freeway and/or ramp lane closures for construction work and/or planned detours. Any unintended equity impacts that may arise will be responded to on a case-by-case basis by the appropriate project partners.

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# Caltrans Projects Status Report









October 2024

**Construction Committee**  
Los Angeles County Metropolitan Transportation Authority









# Project Budget & Schedule Status Summary Chart

		Cost Performance		Schedule Performance		
Project	DBE Goal	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	Comments
1. SR-71 South Segment	N/A					Contract progress: 63% complete. Working with Contractor for schedule recovery along with resolving outstanding claims. RW131 soil nail wall is 90% complete. All walls are currently being constructed along with drainage systems in both directions NB and SB. NB Rio Rancho on-ramp realignment is due to open late September. Concrete paving for new outside roadway section is currently being constructed NB.
2. I-405 Crenshaw Aux Lane	14%					Contract progress: 97% complete. Contractor is working on planting throughout the project and is expected to be in plant establishment

# SR-71 South Segment

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

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

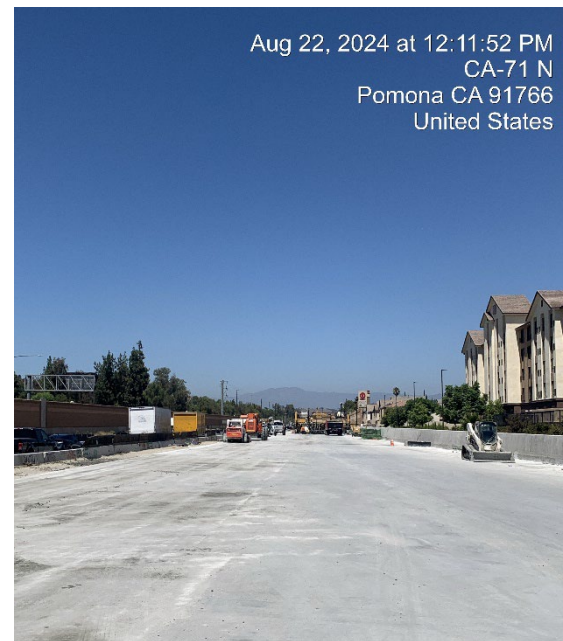
\*Pending from time extension approval based on claim resolution

# SR-71 South Segment

- Contract progress: 63% complete.
- RW 131 soil nail retaining wall is 90% complete.
- Drainage System (DS) 16-1 Reinforced Concrete Box (RCB) is nearly 50% complete. Ground water issues have been mitigated during construction. Additional cost incurred is currently being resolved with Contractor.
- NB 71 pavement is being constructed. NB-71 Rio Rancho on-ramp is scheduled to open late September.
- SB 71 drainage systems and walls are currently being constructed.
- Contractor is preparing claim backup documentation. Once received, Department will verify and resolve all current potential claims on the project.



SB-71 DS 16-1, RCB construction progress.



NB-71 Lean Concrete Base placement.





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Los Angeles County Metropolitan Transportation Authority

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# I-405 Crenshaw Aux Lane

BUDGET				
	FA	Approved LOP	Previous Period	Current Forecast
	\$62.0M	\$62.0M	\$62.0M	\$62.0M
	Variance from Approved LOP:		\$0 (0%)	\$0 (0%) 
Variance from Revised Budget:			\$0 	

SCHEDULE				
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Spring 2024	N/A	Spring 2024	Summer 2024
	Variance from Original:		0 WD (0%)	65 WD (11.2%) 
Variance from Revised Schedule:			0 WD 	

# I-405 Crenshaw Aux Lane

- Contract progress: 97% complete.
- Crenshaw Blvd off ramp re-alignment was completed at the end of April 2024.
- Contractor finished irrigation portion of the landscape work and ready for planting throughout the project and will start the plant establishment period
- Crenshaw Blvd/182<sup>nd</sup> Street improvements completed August 2024. This work was delayed by SCE utility relocation on 182<sup>nd</sup> Street
- There are no major issues.



North side of Crenshaw Blvd UC (Looking South) showing Crenshaw Blvd improvements/auxiliary lane for new NB loop ramp.



South side of Crenshaw Blvd UC (Looking North) showing Crenshaw Blvd improvements/auxiliary lane for realigned SB on ramp and new NB Crenshaw Blvd to SB 405 on ramp

# Pacific Coast Highway (PCH) Safety Enhancement Project\*

## Project Limit

- State Route 1 from McClure tunnel to LA/Ventura County line

## Schedule

- December, 2023 to December, 2024

## Cost

- \$4,255,000

## Scope

- Striping improvement
- QWICK KURB for better visibility
- Radar feedback signs
- Pedestrian countdown signals
- Sign Installations

\*Caltrans Emergency Contract



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Los Angeles County Metropolitan Transportation Authority

October 2024 Construction Committee



# PCH Safety Enhancement Project

## STRIPING:

- Permanent thermoplastic striping for lane delineation completed.
- Completed thermoplastic pavement markings (installation of crosswalks, speed limit demarcations on the pavement and speed reduction bars).



## QWICK KURB:

- All Qwick Kurb installation has been completed per plans. Per request from City of Malibu, some locations were replaced with shorter reflective markers to enhance motorist visibility. All work completed.



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Los Angeles County Metropolitan Transportation Authority

October 2024 Construction Committee



# PCH Safety Enhancement Project

## RADAR SPEED FEEDBACK SIGNS:

- Temporary radar speed feedback signs installed at 10 locations as of December 2023. Working with City of Malibu to finalize the design for the poles of the permanent signs.

## PEDESTRIAN COUNTDOWN SIGNALS:

- Installation is completed for all 44 signals.

## SIGNS:

- Caltrans team is continuously taking inventory of all signs that need to be removed or replaced to improve visibility. The removal and replacement are ongoing.



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Los Angeles County Metropolitan Transportation Authority

October 2024 Construction Committee





# I-105 at Studebaker Safety Enhancement Project\*\*

## Project Limit

- Interstate Route 105 ramp to Studebaker

## Schedule

- February 2024 to August 2024
- Contract was completed and accepted on 08/06/2024

## Cost

- \$460,000

## Scope

- Rumble strips
- Flashing beacon
- LED flashing sign panels
- Reflective back plates

\*\*Caltrans Minor Contract



# I-105 Safety Enhancement Project

## RUMBLE STRIPS:

- Completed: Installed four sets of Rumble Strips on exit ramp ahead of Studebaker intersection



## CROSSWALK MARKINGS:

- Completed: Installed Continental Crosswalk Marking



# I-105 Safety Enhancement Project

## FLASHING BEACON SIGN:

- Completed: Installed flashing beacons on ground-mounted “END FREEWAY ½ MI” sign



## REFLECTIVE BACK PLATES:

- Completed: Installed reflective backplates on the traffic signal heads at the intersection of I-5 and Studebaker Rd

## LED FLASHING SIGN PANELS:

- Completed: Installed LED flashing signs at the intersection of I-5 and Studebaker Rd





## Board Report

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**File #:** 2024-0531, **File Type:** Oral Report / Presentation

**Agenda Number:** 22.

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**CONSTRUCTION COMMITTEE  
OCTOBER 16, 2024**

**SUBJECT: PROGRAM MANAGEMENT PROJECT STATUS**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE the Program Management Project Status Report.

**ISSUE**

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

**BACKGROUND**

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

**DISCUSSION**

The project status report includes a summary of 11 major projects including cost and schedule performance, small business project participation status, safety, risk, and equity (Westside Purple Line Sections 1, 2, and 3, Division 20 Portal Widening Turnback, Gold Line Foothill Ext. Phase 2B, Airport Metro Connector, I-5 North County Enhancements, East San Fernando Valley Transit Corridor, North Hollywood to Pasadena BRT Project, G Line BRT Improvements and I-105 Express Lanes Projects). The report highlights construction activities, and safety data is based on the latest available information, consistent with reporting timelines.

**EQUITY PLATFORM**

The following tables summarize Equity Focus Communities (EFC) percentage data for the individual projects covered in this report. Going forward, Program Management will complete an equity section baseline, which is expected to be included starting with the January 2025 Program Management Project Status report.

**Major Projects**

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

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

**SAFETY**

The average national safety rate is 2.4. Below are the project’s recordable injury rates as compared to the national average.

**Major Projects**

	Project Hours	Recordable Injury Rate	Comments
Airport Metro Connector	1,182,282	1.35	Below National Average
Gold Line Foothill Ext. Phase 2B	2,269,576	0.26	Below National Average
Westside Purple Line Ext 1	10,155,375	0.85	Below National Average
Division 20 Portal Widening Turnback	1,135,549	1.59	Below National Average
Westside Purple Line Ext 2	4,549,713	2.46	Above National Average
I-5 North County Enhancements	780,691	1.02	Below National Average
Westside Purple Line Ext 3 (C1151)	1,781,136	2.36	Below National Average
Westside Purple Line Ext 3 (C1152)	1,775,838	0.56	Below National Average
North Hollywood to Pasadena BRT Project	N/A	N/A	N/A - Construction not started
G Line BRT Improvements	N/A	N/A	N/A - Construction not started
I-105 Express Lanes	N/A	N/A	N/A - Construction not started
East San Fernando Valley Transit Corridor	36,514	0	Advanced Utility Adjustment Construction Only

The safety data is based on the latest available information, consistent with reporting timelines.

**NEXT STEPS**

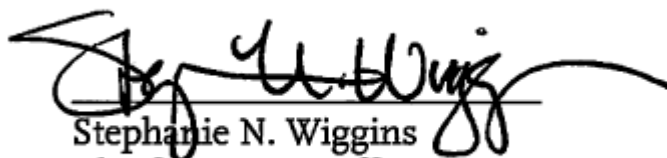
Staff will continue to work towards the completion of all capital projects. The next Program Management project status report and update will be in January 2025.

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Reviewed by:

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



Stephanie N. Wiggins  
Chief Executive Officer

# **Program Management** Project Status Report

**Tim Lindholm**

Chief Program Management Officer

**Construction Committee**

October 2024

# Project Budget & Schedule Status Summary Chart

Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
1. LAX/Metro Transit Center (AMC)					The project is 94% complete. The contractor is making progress on several items, including ceiling light fixtures and low-voltage devices, building cladding and glazing, interior finishes, electrical and communication room equipment/wiring, elevators and escalators, site finishes, and public ROW (B-Permit) work. Additionally, the contractor is preparing for communication systems testing, which is scheduled to begin next month.
2. Gold Line Foothill Extension Phase 2B					Project is 90% complete. Construction continues with construction at the Glendora, San Dimas, La Verne and Pomona stations, Southern California Regional Rail Authority (SCRRA) Maintenance of way (MOW) building, Systems Integration Testing and Nighttime Train Testing. Began SCADA Testing. Equity - 25% of the project is within or adjacent to Equity Focus Communities.
3. Westside Purple Line Extension-Section 1					Project is 92% complete. The Revenue Service Date is Fall 2025. Due to anticipated commitments, the PLE1 contingency has dropped below the 3% Project Reserve threshold. Equity - This Project is not located within or adjacent to Equity Focus Communities.
4. Division 20 Portal Widening Turnback					Project is 76% complete. Construction continues inside the West Portal at the Union East Crossover, North Ladder tracks installation are underway, traction power substations (TPSS) assembly and LFAT complete. Contingency is below 3%, staff will be proposing a final budget adjustment in Fall 2024" Equity - 100% of the project is within or adjacent to Equity Focus Communities.
5. Westside Purple Line Extension-Section 2					Project is approximately 72% complete. The Project schedule is currently trending behind the target date, which is currently under review to improve schedule performance and recovery options. Equity - This project is not located within or adjacent to Equity Focus Communities.
6. I-5 North County Enhancements					Project is 44% complete. The current construction progress will not allow for an on-time completion. Substantial completion has moved from late July 2026 to late-September 2026 (3% variance). Metro will closely monitor the progress of the work and coordinate with Contractor to mitigate the current delays. Retaining/Sound wall excavation/construction at 10 locations, work on 4 bridges, roadway excavation, lean concrete base (LCB) placement, and drainage/barrier work continues. Equity - This project is not located within or adjacent to Equity Focus Communities.
7. Westside Purple Line Extension-Section 3					Project is 55% complete. The Project is implementing an accelerated re-sequenced schedule with a revised Revenue Service Date in Summer 2027. Equity - 50% of the project is within or adjacent to Equity Focus Communities. The LOP budget to the Board in Fall 2024.
8. North Hollywood to Pasadena BRT Project*					Design completed to 25% level by planning engineering firm. Program Management Support Service (PMSS) and Architect & Engineering contracts have been approved by Board. The Construction Manager/General Contractor (CM/GC) RFP was released in January 2024. 60% of the project is within or adjacent to Equity Focus Communities.
9. G Line BRT Improvements					Project LOP approved by Board in September 2024. Executing Early Works Package to commence construction on grade separations, station and bike path improvements. Advancing design on gated Intersections alternative including gates at 13 intersections and traffic signal reservicing at remaining crossings. Equity: 88% of the project is within or adjacent to Equity Focus Communities.
10. I-105 Express Lanes*					Design is 80% complete overall. Due to re-design of Segment 1 to reduce the construction cost, Segment 1 design is currently at 95% completion. Seg 1 subcontractor bidding is in process. Segments 2 and 3 Design is at 65% complete. Opinion of Probable Construction Cost (OPCC) based on 65% has been submitted and under evaluation. Equity: 92% of the project is within or adjacent to Equity Focus Communities.
11. East San Fernando Valley Light Rail Transit Project*					FFGA was signed September 6, 2024. Real Estate property acquisitions are underway. In process of awarding Early Work Packages to the contractor. Equity – 100% of the project is within or adjacent to Equity Focus Communities.

\*Projects without a LOP budget



October 2024 Construction Committee

On target

Possible problem (5-10% variance)

Significant Impact (over 10% variance)



# Small Business Project Status Summary Chart (reflective of payments reported through August 2024)

\*Projects without a LOP budget

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

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
1. LAX/Metro Transit Center (AMC)	Construction	SBE	20.79%	18.53%		+0.80%		92%	Tutor Perini Corporation (TPC) has a 2.26% SBE shortfall and is exceeding the DVBE commitment by 2.59%. TPC reported an increase in both SBE and DVBE participation by 0.80% and 0.04%, respectively during this reporting period. TPC has a shortfall mitigation plan on file.
		DVBE	4.96%	7.55%		+0.04%			
2. Gold Line/Foothill 2B	Construction	SBE	14.20%	12.42%		--	--	90%	Metro Gold Line Foothill Extension Construction Authority reporting on Kiewit/Parsons JV Construction contract.
3. Westside Purple Line Extension-Section 1	Design	DBE	20.25%	22.21%		-0.13%		95%	Skanska-Traylor-Shea Joint Venture (STS) is exceeding the DBE commitment on both Design and Construction by 1.96% and 1.29%, respectively. STS reported a decrease in DBE participation on both Design and Construction of 0.13% and 1.19%, respectively during this reporting period.
	Construction	DBE	17.00%	18.29%		-1.19%	20.57%	95%	
4. Division 20 Portal Widening Turnback	Construction	SBE	19.34%	18.02%		+0.02%	18.26%	84%	Tutor Perini Corporation (TPC) has a 1.32% SBE and a 0.19% DVBE shortfall. TPC reported a slight uptick in both the SBE and DVBE participation of 0.02% and 0.04%, respectively during this reporting period. TPC has an updated mitigation plan on file and staff will continue to monitor TPC progress towards meeting its commitment.
		DVBE	3.31%	3.12%		+0.04%	3.16%		
5. Westside Purple Line Extension-Section 2	Design	DBE	25.31%	30.13%		+0.01%		99%	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 4.82% and has a 1.40% shortfall on Construction. TPOG reported a slight increase in the DBE participation on Design both Design and Construction by +0.01% and -0.02%, respectively during this reporting period. TPOG has a shortfall mitigation plan on file. An assessment for an updated mitigation plan on Construction will be conducted at 75% contract completion.
	Construction	DBE	17.00%	15.60%		-0.02%		72%	
6. I-5 North County Enhancements	Construction	DBE	13.01%	20.95%		+2.14%		35%	OHLA USA, Inc. (OHLA) is currently exceeding its DBE commitment by 7.94%. OHLA reported a increase in their DBE participation by 2.14% during this reporting period.
7. Westside Purple Line Extension-Section 3 – Tunnels	Design	DBE	11.19%	17.30%		N/A		97%	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on both Design and Construction. FKTP reported no change in their DBE participation on design and a slight increase in its DBE participation on construction of 0.03% during this reporting period.
	Construction	DBE	17.10%	21.56%		+0.03%	21.65%	87%	
7. Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing	Design	DBE	19.25%	16.35%		-0.36%		95%	Tutor Perini/O&G, A Joint Venture (TPOG) reported a decrease in its DBE participation on Design of 0.36% and a slight increase on Construction of 0.01% during this reporting period. TPOG has a 2.90% shortfall on Design and 10.51% shortfall on Construction. TPOG submitted an updated shortfall mitigation plan and contends the majority of DBE work will be performed in the 3rd qtr. of 2026 and through substantial completion. As DBE work commences the level of participation will increase accordingly. Staff will continue to monitor TPOG's progress towards meeting its commitments on this project.
	Construction	DBE	21.00%	10.49%		+0.01%		51%	

On target

Possible problem (3-5% shortfall)

Significant Impact (over 5% shortfall)

# Small Business Project Status Summary Chart (reflective of payments reported through August 2024)

\*Projects without a LOP budget

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



Project	Phase	Goal Type	Contractor Commitment	Current Participation	Status	Variance from Last Reporting +/-	**Adjusted Participation %	% Complete	Comments
8. North Hollywood to Pasadena BRT Project	PMSS	SBE	35.59%	TBD	TBD	TBD		TBD	Contract recently awarded; no payments have been reported to date.
		DVBE	3.00%	TBD	TBD	TBD		TBD	
	A&E	SBE	37.69%	TBD	TBD	TBD		TBD	Contract recently awarded; no payments have been reported to date.
		DVBE	3.00%	TBD	TBD	TBD		TBD	
	CM/GC	TBD	TBD	TBD	TBD	TBD		TBD	Contract has not been awarded at this time.
9. G Line BRT Improv. (PDB Phase 1)	PDB Phase 1	SBE	18.35%	20.07%		-0.86%		88%	Valley Transit Partners (VTP) is exceeding the SBE and DVBE commitments by 1.72% and 0.29%, respectively. VTP reported a decrease in both SBE and DVBE participation of 0.86% and 0.32%, respectively during this reporting period.
		DVBE	3.73%	4.02%		-0.32%			
9. G Line BRT Improv. (PDB Phase 2)	PDB Phase 2	SBE	24%	0.24%		N/A		24%	Valley Transit Partners (VTP) was recently awarded Early Works Package 01 and the current level of SBE and DVBE participation is 0.24% and 0%, respectively and is cumulatively being counted towards the Phase 2 – Construction commitment.
		DVBE	3%	0.00%		N/A			
10. I-105 Express Lanes*(Phase 1)	CM/GC	DBE	12.40%	11.11%		+0.39%		62%	Flatiron-Myers, A Joint Venture's (FMJV) current level of DBE participation is 11.11%, representing a 1.29% shortfall. FMJV reported an uptick in DBE participation by 0.39% during this reporting period. FMJV has a shortfall mitigation plan on file and staff will continue to monitor GFI's progress towards meeting its commitments. An assessment for an updated mitigation plan will be performed at 65% contract completion if the shortfall remains.
11. East San Fernando Valley Transit Corridor* (ESFV)	PE/DSDC	SBE	25.29%	23.50%		N/A		82%	Gannett Fleming, Inc (GFI) has a 1.79% SBE shortfall and is exceeding the DVBE commitment by 0.07%. GFI reported no change in the SBE and DVBE participation during this reporting period. GFI submitted an updated mitigation in December 2023. However, an assessment for an updated mitigation plan will be performed at 85% contract completion.
		DVBE	5.54%	5.61%		N/A			
11. ESFV LRT Line Project – Phase 1*	PDB	DBE	19.33%	21.85%		+3.74%		80%	San Fernando Transit Constructors' (SFTC) current level of DBE participation is 21.85%, exceeding the commitment by 2.52%. SFTC reported an increase in DBE participation of 3.74% during this reporting period. Staff will continue to monitor SFTC's progress toward meeting the DBE commitment.
11. ESFV – AUA #1*	DBB	DBE	25.32%	22.41%		-1.30%		89%	W A Rasic Construction Company, Inc.'s (WA Rasic) current level of DBE participation is 22.41%, representing a 2.91% shortfall. WA Rasic reported a decrease in DBE participation of 1.30% this reporting period. WA Rasic has a shortfall mitigation plan on file. Staff will continue to monitor WA Rasic's progress toward meeting the DBE commitment. However, an assessment for an updated mitigation plan will be performed at 90% contract completion.

On target



Possible problem (3-5% shortfall)

Significant Impact (over 5% shortfall)

# LAX/Metro Transit Center (AMC)

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

\* Approved April 2021 Board

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	Fall 2024	N/A	Fall 2024	Winter 2024***
	Variance from Original:		+0d (0%)	-45d (1.5%) 
	Variance from Revised Schedule:			N/A 

\*\* Current Forecast is Metro's September 2024 Schedule Update

\*\*\* Pre-revenue train testing to begin in October 2024, and system integration testing ongoing.



# LAX/Metro Transit Center (AMC)

## Safety

Project Hours: 1,182,282 (purely construction hours);  
Recordable Injury Rate: 1.35 vs. The National Average: 2.4.

## Updates

### Overall project progress is 94% complete

Primary Station Construction at 92.7% completion

- LADWP is installing cable and the meter for permanent power at the AMC station.
- Station-wide buildout is progressing at the LRT, Metro Hub, Bike Hub, and Bus Plaza, both interior and exterior.
- The restraining rail has been installed at the pocket track, and ARM testing for vehicle and rail wear has been completed. All base design track work is now finished and handed over to Metro, enabling limited pre-revenue operations during nights and weekends. Full pre-revenue operations are anticipated in October 2024.
- Vertical circulation systems are making progress. A temporary generator is being used to power the elevator and escalator control rooms to start up essential equipment.
- Site-wide civil improvements: The bus loop concrete pavement is complete, trees have been planted in the planters, bollard installation is ongoing, and the hardscape architectural concrete pour is scheduled to begin site-wide in September. The stainless-steel fence at the LRT platform is nearly complete, and about half of the shared-use path sidewalk on Aviation Blvd is paved (B-Permit).

## Equity



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



October 2024 Construction Committee



Los Angeles County Metropolitan Transportation Authority

# Gold Line Foothill Extension Phase 2B

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

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

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

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

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

\*\* Current Forecast is from the Authority's September 2024 Schedule Update. Authority forecasts Substantial Completion at January 2025, and assumes Revenue Operation will follow 6 months later for the first segment to Pomona.



# Gold Line Foothill Extension Phase 2B

## Safety

- Project Hours: 2,269,576 (as of June 2024)
- Recordable Injury Rate: 0.26 vs. the National Average: 2.4.

## Updates

- **Overall Project Progress is 90% complete**

## Construction is planned and will continue as follows:

- Sound wall and fencing throughout the project
- Storm Drain inlets and walkway gutter nearing completion
- 4 new stations: Glendora, San Dimas, La Verne, and Pomona
- LRT train control, Overhead Catenary System (OCS) poles and wire installation
- Continue local field acceptance testing for traction power substations (TPSS's)
- Systems integration testing continues
- Begin nighttime active train testing
- Begin preliminary punch list walk with Cities
- Station Parking Lot hardscape work in progress.
- Conducted tour with Gold Line Authority elected officials.

## Equity

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



Nighttime Active Train Testing  
San Dimas to Pomona



Active Train Testing San Dimas





# Westside Purple Line Extension – Section 1

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

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

\*\*Excludes finance costs.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	November 2023	Fall 2025	Fall 2025	Fall 2025
	Variance from Original:		+667d (17%)	+667d (21%) 
	Variance from Revised Schedule:			+0d (0%) 



# Westside Purple Line Extension – Section 1

## Safety

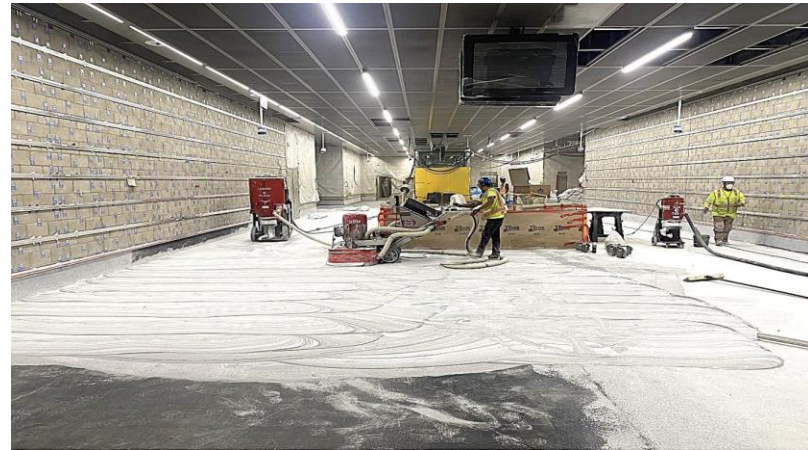
Project Hours: 10,155,375; Recordable Injury Rate: 0.85 vs. the National Average: 2.4.

## Updates

- **Overall Project Progress is 92% complete.**
- **Western Station/Interface Chamber:** Continued interior room build-out and acceptance (LFAT) testing.
- **Wilshire/La Brea Station:** Civil restoration on Wilshire Boulevard including access hatch construction. Entrance structure/plaza construction. Interior room buildout, architectural finishes, elevator/escalator work, systems installations and acceptance testing (LFAT).
- **Wilshire/Fairfax Station:** Entrance structure/plaza construction. Civil restoration on Wilshire Boulevard. Interior room buildout, architectural finishes, systems, escalator/elevator work and acceptance testing (LFAT).
- **Wilshire/La Cienega Station:** Entrance structure/plaza and appendage construction. Permanent utility work and access hatch construction. Architectural finishes, interior room build-out, systems, elevator/escalator work and acceptance testing (LFAT).
- **Tunneling:** Successfully completed Dead Car Train Test (Project Wide)
  - **Reach 1:** Continued systems work in tunnels and cross passages.
  - **Reach 2:** Continued systems work in tunnels and cross passages.
  - **Reach 3:** Continued systems work in tunnels and cross passages.
  - **Reach 4:** Continued systems work in tunnels and cross passages.

## Equity

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



**Wilshire/La Brea Station**  
Rough Grinding Terrazzo at the Concourse Level



**Reach 3 Tunnel (Fairfax to La Cienega)**  
Dead Car Train Test entering La Cienega Station (BR)





October 2024 Construction Committee

Los Angeles County Metropolitan Transportation Authority





# Division 20 Portal Widening Turnback

BUDGET				
		Approved LOP*	Previous Period**	Current Forecast***
		\$801.7 M	\$956.7 M	\$1,059.7 M
	Variance from Approved LOP:		\$155M (19%)	\$257.9M (32%) 
Variance from Revised Budget:			\$102.9M(10.8%) 	

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

\*\* LOP increase approved at April 2023 Board meeting

\*\*\* Contingency is below 3%, staff will be proposing a final budget adjustment in Fall 2024

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline*	Previous Period	Current Forecast**
	June 2024	Summer 2026	Summer 2026	Summer 2026
	Variance from Original:		+731d (47%)	+733d (47%) 
Variance from Revised Schedule:			2d (0.3%) 	

\* Rebaseline Schedule April 2024

\*\* Current Forecast is Contractor's recent approved Schedule Update



# Division 20 Portal Widening Turnback

## Safety

- Project Hours: Project Hours: 1,135,549
- Recordable Injury Rate: 1.59 vs. The National Average: 2.4.

## Construction Updates

- **Overall Project Progress is 76% complete.**
  - **C1136 TPC Portal Widening Turnback Contract**
    - Contract progress is 74%.
    - Traction power substation (TPSS) SCADA testing is complete and energized, Union East crossover dynamic SIT underway, north storage yard devices & terminations underway. In the north ladder track area, third rail & bumping post is being installed as well as train control devices. Track tie-in to existing storage tracks underway. Paving of service access roads is underway.
  - **C1184 C3M Traction Power Substation Contract**
    - Contract progress is 96%.
    - Substation energized April 2024 and will feed new improvements.
  - **Coordination with Adjacent Projects**
    - Purple Line Extension (PLE1), Regional Connector; Metro Center Project, HR4000 and A650 Vehicle Delivery.

## Equity

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





QC Track Inspection



South Storage Yard





# Westside Purple Line Extension – Section 2

BUDGET	FFGA	Approved LOP*	Previous Period**	Current Forecast**
	\$2,499M	\$2,441M	\$2,575M	\$2,700M***
	Variance from Approved LOP:		\$134M (5%)	\$259M (11%) 
	Variance from Revised Budget:			\$125M (5%) 

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

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

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

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	August 2025	N/A	Summer 2026	Summer 2026
	Variance from Original:		+374d (12%)	+374d (12%) 
Variance from Revised Schedule:			+0d (0%) 	

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



# Westside Purple Line Extension – Section 2

## Safety

- Project Hours: 4,549,713
- Recordable Injury Rate: 2.46 vs. The National Average: 2.4

## Construction Updates-

- **Overall Project Progress: 72% complete.**
- **Century City Station (CCS)**
  - Placement of concrete for concourse level walls in the station box is ongoing. Roof structural concrete is ongoing (94% complete).
  - Station Entrance exterior wall waterproofing and rebar is ongoing.
- **Wilshire/Rodeo Station (WRS)**
  - Traction power substation access shaft walls are ongoing.
  - Station entrance exterior walls are complete. Installation of roof falsework is ongoing.
- **Tunnels**
  - Tunnel walkway construction has started in BL Tunnel in Reach 4.

## Equity

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





Century City Station  
CMU walls on Rooms at Track Level Crossover





Wilshire Rodeo Station  
East EVS Shaft-East of Station-Rebar and Formwork



# I-5 North County Enhancements

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

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

SCHEDULE			Substantial Completion	
	Original	Approved Re-baseline	Previous Period	Current Forecast
	July 2026	N/A	Summer 2026	Fall 2026**
	Variance from Original:		+0d (0%)	-66d (3%) 
Variance from Revised Schedule:			N/A 	

\*\* Schedule analysis shows a 66 day delay in substantial completion. Working with contractors to mitigate delay and improve the schedule performance.



# I-5 North County Enhancements

## Safety

Project Hours: 780,691; Recordable Injury Rate: 1.02 vs. The National Average: 2.4.

## Updates

- **Overall Project progress is 44% complete.**
- Construction Stage 1, Phases 1 & 2 continues:
  - Work on 4 bridges throughout the project.
  - Construction of approximately 10 Retaining Walls on-going throughout the project.
  - On-going work in the median includes drainage, electrical, barrier, and signage installation
  - Lean Concrete Base (LCB) placement and Jointed Plain Concrete Paving (JPCP) in the median.
- Dewatering and abutment construction for outside widening at Castaic Creek Bridge.
- Project Team continues to coordinate with various stakeholders.

## Equity

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



Preparation for SB  
JPCP Pour



Gavin Canyon Bridge  
Deck Rebar Install





Castaic Creek Bridge  
Abutment 4 Complete



Retaining Wall 2460 formwork installation





# Westside Purple Line Extension – Section 3

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

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

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

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast*
	March 2027	Summer 2027	Summer 2027	Summer 2027
	Variance from Original:		+131d (3.91%)	+131d (3.91%) 
Variance from Revised Schedule:			+0d (0%) 	

\* Based upon agreed acceleration modification.



# Westside Purple Line Extension – Section 3

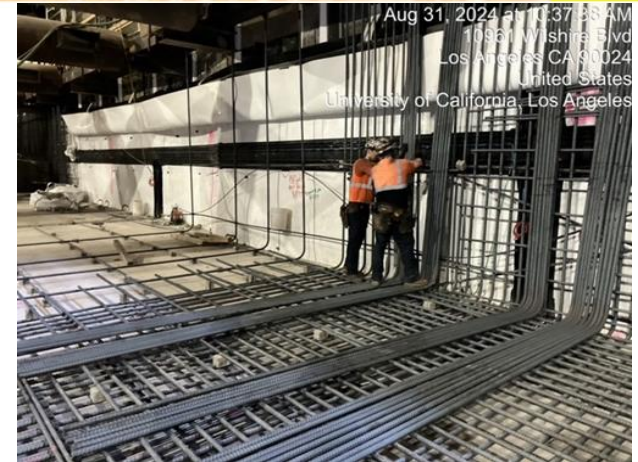
## Safety

Project Hours: 3,556,974 Recordable Injury Rate: 1.46 vs. The National Average: 2.4.

- C1151: Project Hours: 1,781,136; Recordable Injury Rate: 2.36.
- C1152: Project Hours: 1,775,838; Recordable Injury Rate: 0.56.

## Updates

- **Overall Project Progress is 55% complete.**
- **Final design progress is 97% complete.**
- **Westwood/UCLA Station**
  - Station invert concrete placement is ongoing (34% complete)
- **Westwood/VA Hospital Station**
  - Excavation is 99% complete. Station subgrade preparations is ongoing. Station invert concrete placement ongoing (1% complete).
  - The water line connection on Wilshire is 85% complete.
- **Tunnels**
  - Cross passage work in the tunnels continues.
  - Excavation for five of fourteen cross passages are complete.
- **Equity**
  - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station:  
Rebar Installation on the North Wall





Westwood/VA Hospital Station:  
Traction Power Conduit Install (Looking West)







# North Hollywood to Pasadena BRT

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Project	N/A		\$263M-386M	\$308-515M
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				N/A 

\* Project will work within the annual budget constraints until Life of project (LOP) is established. The goal is to use CM/GC process to reduce forecasted project costs.

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

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



# North Hollywood to Pasadena BRT

## Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

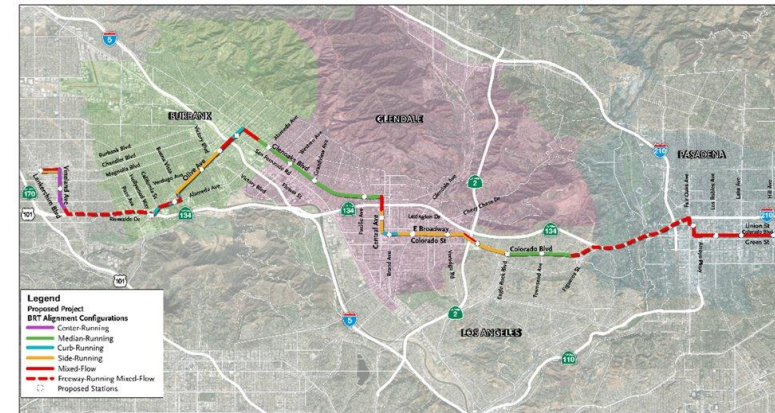
## Updates

**Design is 25% complete.**

- Environmental Impact Report (EIR) Approved April 2022
- Program Management Support Service (PMSS) awarded in March 2024
- Architect & Engineering (A&E) contract awarded in May 2024
- Plan to Award Construction Manager/General Contractor (CM/GC) at November Board.

## Equity

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





*Project Map*





*View of Vineland Ave / Lankershim Blvd*



# G Line BRT Improvements

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Project	\$668.45M		\$488.1-511M	\$668.45M
	Variance from Approved LOP:			\$0M (0%)	\$0M (0%) 
	Variance from Revised Budget:				\$0M 

\*Approved Budget only includes the Pre-Construction Budget. The project will request LOP budget prior to PDB Contract Phase 2 award.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	Winter 2027	N/A	Winter 2026	Winter 2027**
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	

\*\*Forecasted revenue operations date consistent with the LOP Budget approved by the Board in September 2024.



# G Line BRT Improvements

## Safety

Project Construction Hours: 0; Recordable Injury Rate: N/A vs. National Average: 2.4.

## Updates

### Progressive Design Build Contract

- The Life of Project (LOP) budget was approved at the September 2024 Board meeting.
- Pilot Gate Proof of Concept has already been executed, Fiber Bypass and Bike Detour will be executed in October and EWP for Grade Separations, Station and Bike Path Improvements construction is anticipated to be executed by end of November 2024.
- Construction start is expected in January 2025.
- Phase II Environmental Site Assessment is currently underway.
- The 100% design submittal for Van Nuys and Bike Path improvements is under review, and the 85% design submittal for Sepulveda is also under review.
- Advancing the gated intersections alternative, which includes gates at 13 intersections and traffic signal upgrades at the remaining crossings.

### Utility Owner-Performed Advanced Utility Relocation (AURs)

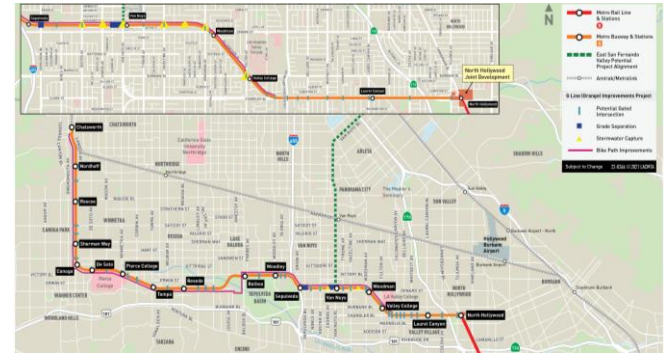
- Sepulveda – LADWP removal of poles and overhead wires pending
- Vesper – Overhead to Underground relocation completed Sept. 2024
- Sylmar – Overhead to Underground relocation completed

### Property Acquisitions

- Metro has obtained possession of two of three required properties

## Equity

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



Project Map





Phase II Environmental Site Assessment – Site Walk & Soil Boring Marking at Van Nuys





October 2024 Construction Committee

Los Angeles County Metropolitan Transportation Authority

# 105 Express Lanes

BUDGET	Approved Budget to Date			Previous Period	Current Forecast
	Pre-Construction	\$119 M		\$119 M	\$119 M
	Project	N/A		\$1B - \$1.44B	\$1.2B - \$1.44B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0 M (0%) 
	Variance from Approved LOP:			N/A	N/A 
	Variance from Revised Budget:				\$0M

The Revised Forecast is derived from the ongoing Project estimate, which is in progress following the recent finalization of OPCC for Segment 1 and a more precise estimate for Segments 2 & 3 by CMGC.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast
	N/A	N/A	Spring 2028*	Spring 2028* 
	Variance from Original:		+0d (0%)	+0d (0%) 
	Variance from Revised Schedule:		N/A	N/A

\*Note: Spring of 2028 operation is for Segment 1. Segment 2/3 currently is forecasting Spring of 2029



# 105 Express Lanes

## Safety

- Project Construction Hours: 0; Recordable Injury Rate: N/A vs. The National Average: 2.4.

## Updates

**Design is 80% complete.**

### Segment 1

- Sub-contractor packages bids were received in July. Final pricing and Segment 1 budget is expected to go to the Board in October 2024.
- Segment 1 95% plans submitted to Caltrans in September 2024.
- Equity Assessment is in progress; seven roundtable meetings held to date with Community Based Organizations
- Receipt of State's funding allocation of \$150M from California Transportation Commission (CTC) in May 2024. Metro is expected to award contract by November 2024.

### Segment 2 and 3

- Caltrans has concurred with Value Engineering elements. Design team is preparing necessary documents for approval.
- Revised design 95% submittal is anticipated late 2025.
- 65% OPCC update was received with VE elements and is being evaluated.
- Segment 3 design is coordinating with Southeast Gateway Line project

### Roadside Toll Collection System (RTCS)

- Started Milestone A-3: Requirements Traceability Matrix Approval
- Draft Roadside System Detailed Design Document submitted for review
- Approval for RTCS Infrastructure Design Document

## Equity

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



Traffic on 105 Freeway Eastbound





The Project Map





October 2024 Construction Committee

# East San Fernando Valley Transit Corridor

BUDGET	Approved Budget to Date*			Previous Period	Current Forecast
	Pre-Construction	\$879.7M		\$879.7M	\$879.7M
	Project	N/A		\$3.57B	\$3.57B
	Variance from Approved Pre-Construction Budget:			\$0M (0%)	\$0M (0%) 
	Variance from Approved LOP:			N/A	N/A
	Variance from Revised Budget:				\$0M 

\*The Board approved an increase to the Pre-Construction Budget in July 2024.

SCHEDULE			Revenue Operation	
	Original	Approved Rebaseline	Previous Period	Current Forecast**
	N/A	N/A	Fall 2031	Fall 2031
	Variance from Original:		+0d (0%)	+0d (0%) 
Variance from Revised Schedule:			N/A 	

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



# East San Fernando Valley Transit Corridor

## Safety

C1220 Contract Hours Worked: 36,514; Recordable Injury Rate: 0 vs. National Average: 3.0

## Updates

- **FTA Coordination**
  - Full Funding Grant Agreement (FFGA) was executed on 9/13/24
- **Progressive Design-Build Contract**
  - Project negotiating and executing Early Work Packages (EWPs)
  - EWP-01 – Design Studies – \$4.8M - awarded 7/9/24
  - EWP-02 – Initial Integrated Project Mgmt. Office – \$8.8M - awarded 8/7/24
  - EWP-03 – Utility Adjustment Packages 4/6 – awarded 9/5/24
  - EWP-04 – Final Design – \$80M – awarded 9/30/24
  - EWP-05 – Field Office – target Nov. award
  - EWP-06 – Utility Adjustment Packages 2/3/7 - target Nov. award
- **Real Estate**
  - Offers have been made on 11 properties.
  - 8 accepted offers, 1 property purchased
  - Condemnation process has begun for parcels that did not accept.
- **Construction - Advance Utility Adjustment #1 (C1220)**
  - Construction complete, DWP initiated intercept work May 2024.
- **Light Rail Vehicle (LRV) Procurement**
  - LRV Manufacturing Contract anticipated to be advertised in early 2025.
- **Equity**
  - 100% of the project is within or adjacent to Equity Focus Communities.

