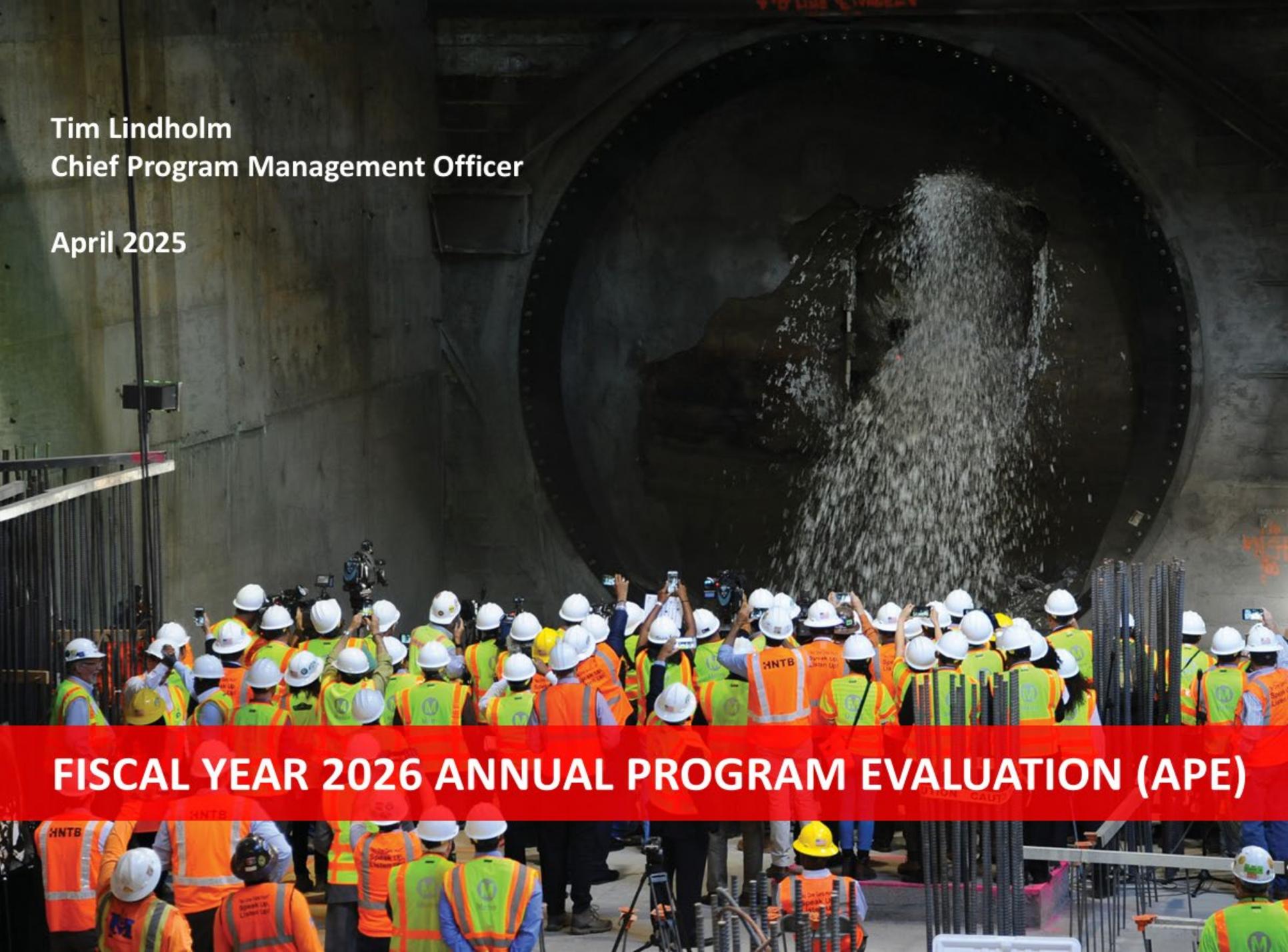


Tim Lindholm
Chief Program Management Officer

April 2025

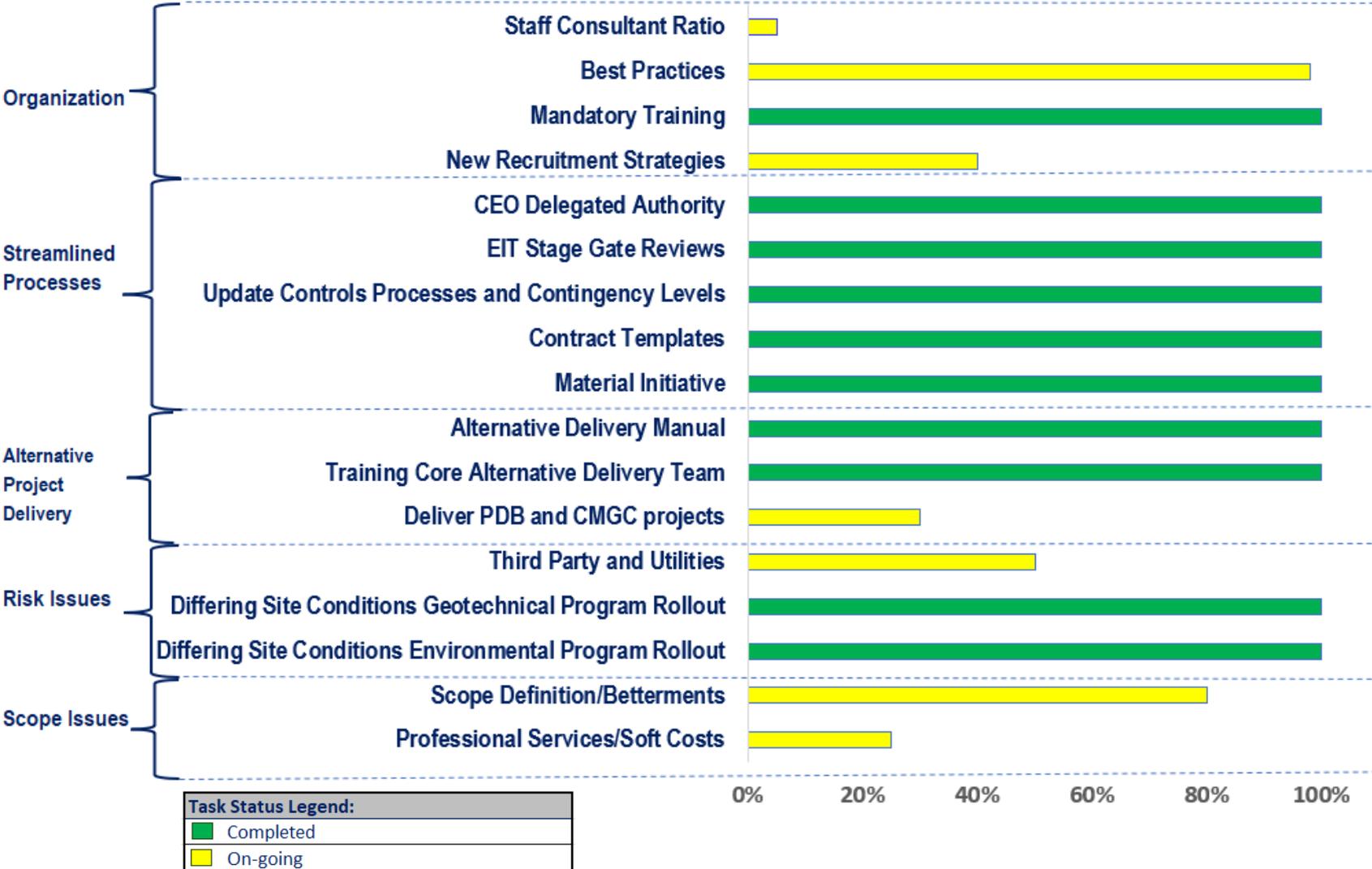


FISCAL YEAR 2026 ANNUAL PROGRAM EVALUATION (APE)

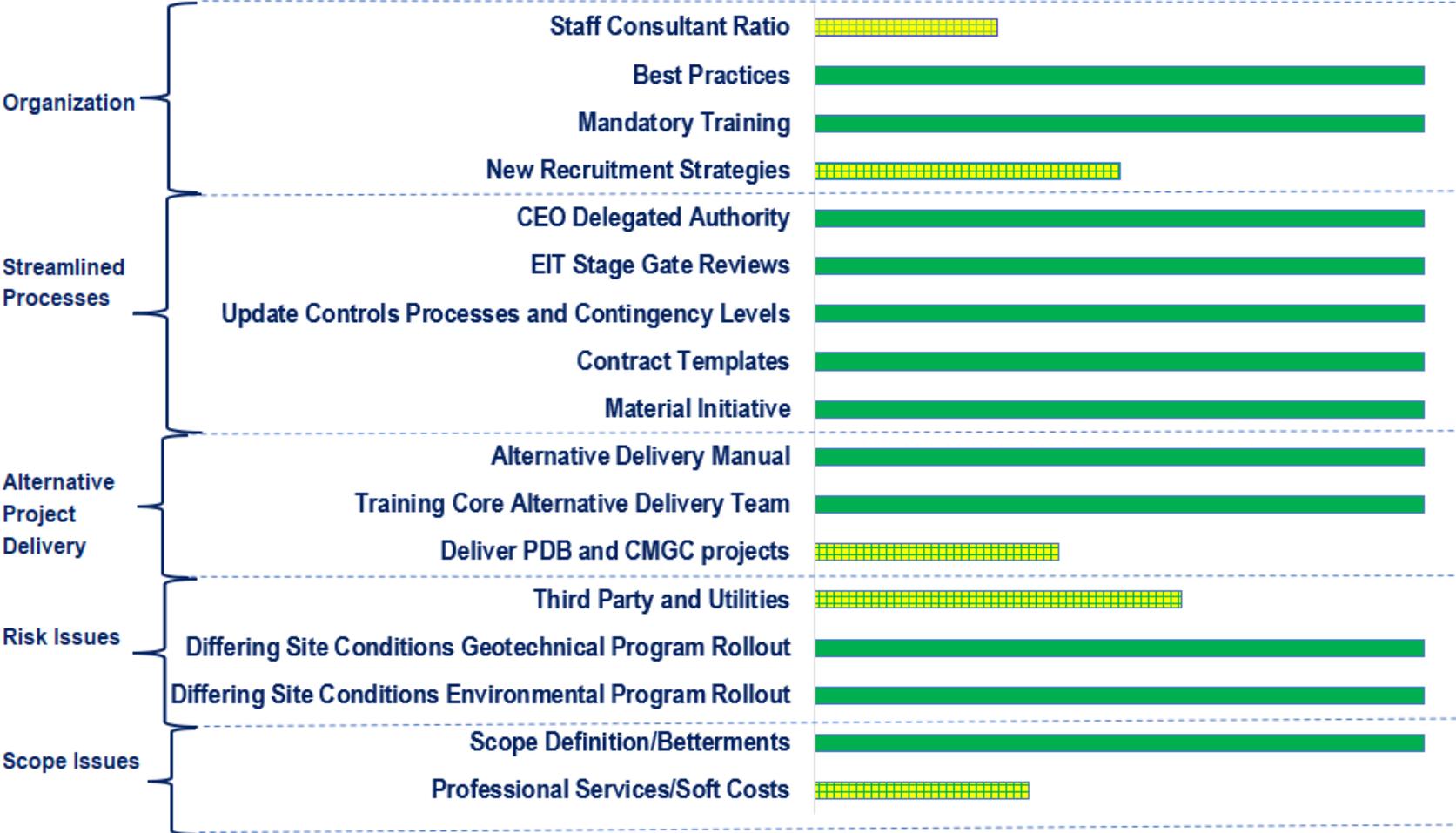
FY26 Annual Program Evaluation

- Strategic initiatives – a foundation for growth and continuous improvement.
- Capital program is growing – we are preparing for the next phase of upcoming capital projects transitioning from planning to implementation.
- Growing our team to deliver these projects, with sound training in the new procedures and foundation documents.
- Leaning in on early involvement and new contracting mechanisms to provide better certainty on cost and schedule with less conflict.

FY25 APE Strategic Initiatives and Mitigation Measures Progress



FY26 APE Strategic Initiatives and Mitigation Measures Progress



Task Status Legend:	
■	Completed
■	Completed, On-going

0% 20% 40% 60% 80% 100%

FY26 Continuous Improvement

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

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

FY25 Construction Market Analysis (Federal Policies)

Market uncertainties from federal policies will likely cause contractors to price additional risk in future construction bids

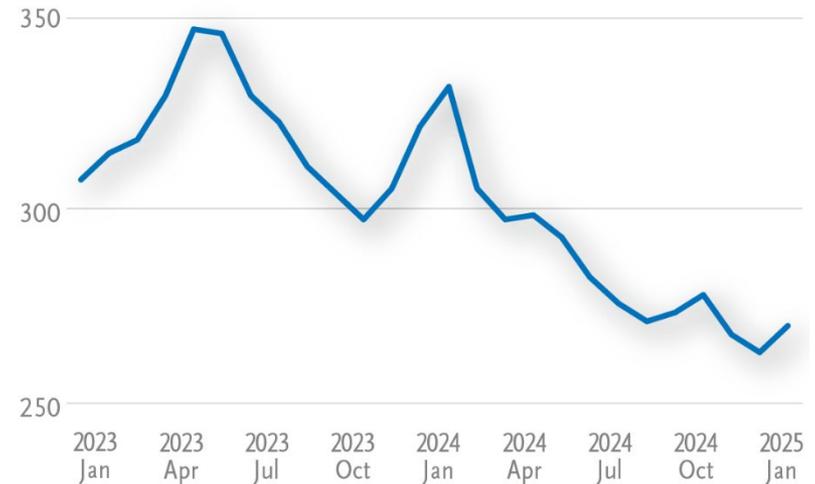
- Tariffs

- Steel, aluminum, copper, and lumber tariffs will increase prices and strain the supply of US producers
- Adjust cost estimates for higher escalation rates and conduct more frequent market pricing checks

- Immigration

- Minimal impact on Metro’s construction workforce due to strong union participation

Steel Pricing Trends and Forecast



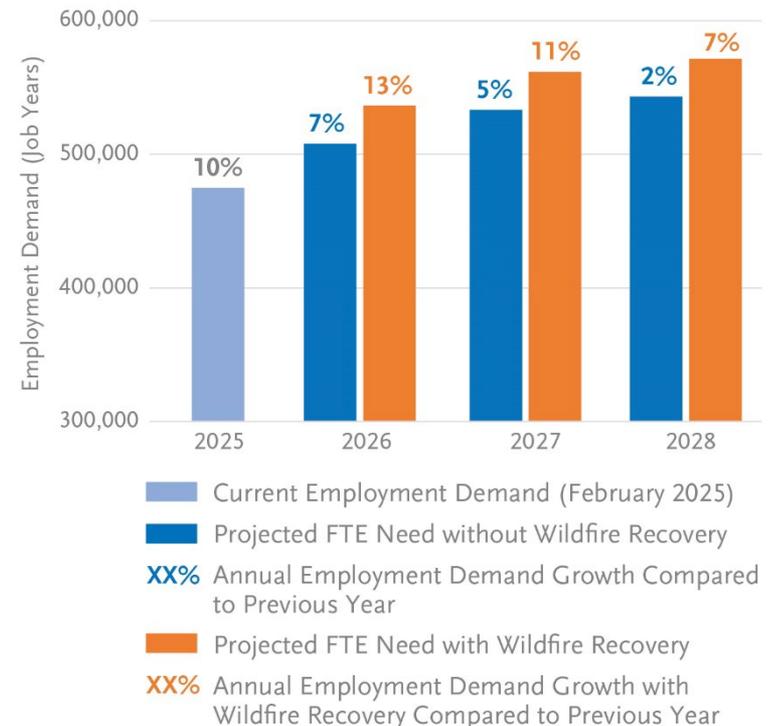
	-19% <i>percent change in last 12 months</i>	-2% <i>percent change in last 6 months</i>	3% <i>percent change in last month</i>
PRICE FORECAST	2025  Trending up (+5% to+15%)	2026  Trending up (+5% to+15%)	2027  Stable (-5% to+5%)

FY25 Construction Market Analysis (Wildfire Recovery)

Too early in the recovery process, but the impact will be felt on future Metro projects

- **Materials/Service Pricing**
 - Short-term challenges with trucking services and underground cables/conduits
 - Reconstruction efforts are expected to drive increased demand and prices for construction materials in the long term, especially lumber
- **Labor**
 - Minimal impact on Metro’s construction labor
 - Challenge will be utility agencies and local jurisdictions’ staff availability for non-wildfire efforts to review, inspect, and permit Metro projects
 - Seek streamlined permitting to mitigate this risk

Labor Projection and Annual Growth Percentages



Construction Market Outlook: 2025 and Beyond



Federal Policies/Tariffs

- Tariffs will increase prices and strain supply
 - Contractors price the risk due to market uncertainty
 - Minimal impacts from immigration policy changes
-



Wildfire Recovery

- Short term challenges (e.g. trucking, underground cabling)
 - Increased demand and prices on construction materials, particularly lumber
 - Priority challenges with third parties, streamlining proposed
-



Workforce/Labor Demand

- Wages increasing
 - Labor demand forecasted increase 13% in 2026
-



Material Costs

- 2024 stability in materials market will not continue
 - Expecting material price increases through 2025 and 2026 potentially stabilizing in 2027
-



Construction Market Outlook: 2025 and Beyond



Contractor Bidding

- Sustained growth in construction sector, contractor's market
 - Risks and costs increasing, sensitivity to losses
 - Trend of reduced competition and increased bid prices
-



Cost Escalation

- Escalation rates exceeding projections
 - Consider implementing 6% in 2025, 5% in 2026, and 4% in 2027
-



Contract Terms and Conditions

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



Alternative Delivery (Status)

- Manuals and Training – Completed and continuous. Version 2 in process.
- Five alternative delivery contracts awarded – G-Line and I-105 Segment 1 reached guaranteed maximum price, ESFV conducting design and early utility relocations. SEGL and Noho to Pasadena in process.
- Project Delivery Selection – New procedure adopted and in use.
- Three projects in Construction – G-Line and I-105 Segment 1 started major construction and ESFV conducting early relocation of utilities.

Alternative Delivery (Results to Date)

- Procurement: Five completed, results are positive.
- Significant areas of improvement: Streamline processes, reduce time required to reach guaranteed maximum price.
- Lessons Learned: Staff currently preparing V.2 of Manual to incorporate lessons learned to date.
- Positive Trends: Project First mentality, strong partnership, favorable procurement results, visibility and access to cost drivers, bilateral executive involvement.
- FY26 Focus: Maintain partnership and commitments as we proceed into construction, complete successful price negotiations on ESFV, I-105 Segments 2/3, and Noho, and enter into construction contract on Vermont BRT.

Potential FY26 Risks

- ⚠ Availability of Federal funding and evolving Federal landscape
- ⚠ Potential impacts due to wildfires and Federal policies highlighted in the 2025 Construction Market Outlook
- ⚠ Four project openings in one year
- ⚠ Size of the construction program moving forward
- ⚠ Resourcing the program, from craft labor to professional services and agency staff
- ⚠ Continued escalation in the labor and material market
- ⚠ Open claims on projects (PLE1 and PLE2)

Cost Benefit Analysis for Metro Capital Projects

2025-0149 (February 2025): COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS MOTION APPROVED AS AMENDED MOTION by Directors Dutra, Najarian, Barger, Butts and Solis to direct the CEO to develop a **standardized cost-benefit analysis framework**, using USDOT analysis or a comparable methodology, for all Metro capital projects to help inform a more data-driven and transparent decision-making process. This cost-benefit analysis framework should also include **national economic impact data** and a **comparison to the cost-benefit analysis methodology currently used** by Metro and required by State and Federal for significant **grant opportunities**. An update on this analysis framework shall be presented as part of the Annual Program Evaluation brought to the Board in 2025.

HORVATH AMENDMENT: Direct the CEO to incorporate the project evaluation **criteria approved by the Board in October 2023** and being applied to Metro's Short Range Transportation Plan Update, into the framework of a standardized cost-benefit analysis.

Framework for Cost Benefit Analysis (Draft)



FEDERAL CRITERIA
(Highly Prescribed)

Safety
Travel Time Savings
Operating Cost Savings
Emissions Reduction
Health Benefits



STATE CRITERIA

Accessibility
Journey Quality



BOARD CRITERIA

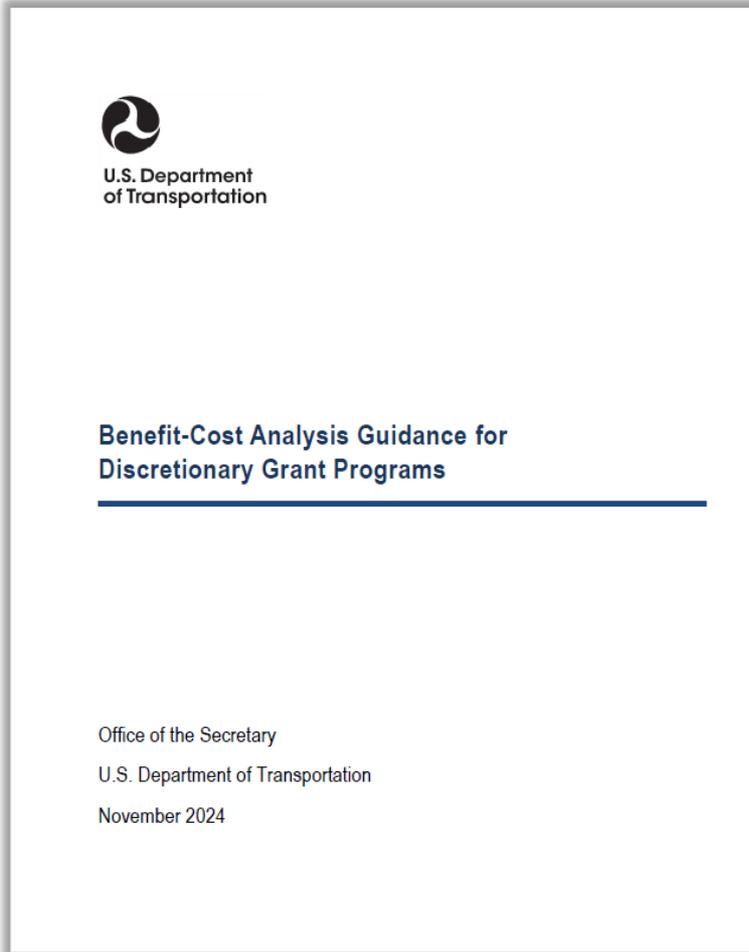
Community Benefits
System/Network Benefits
Economic Benefits
(National, State, Local)
Equity
Property Values



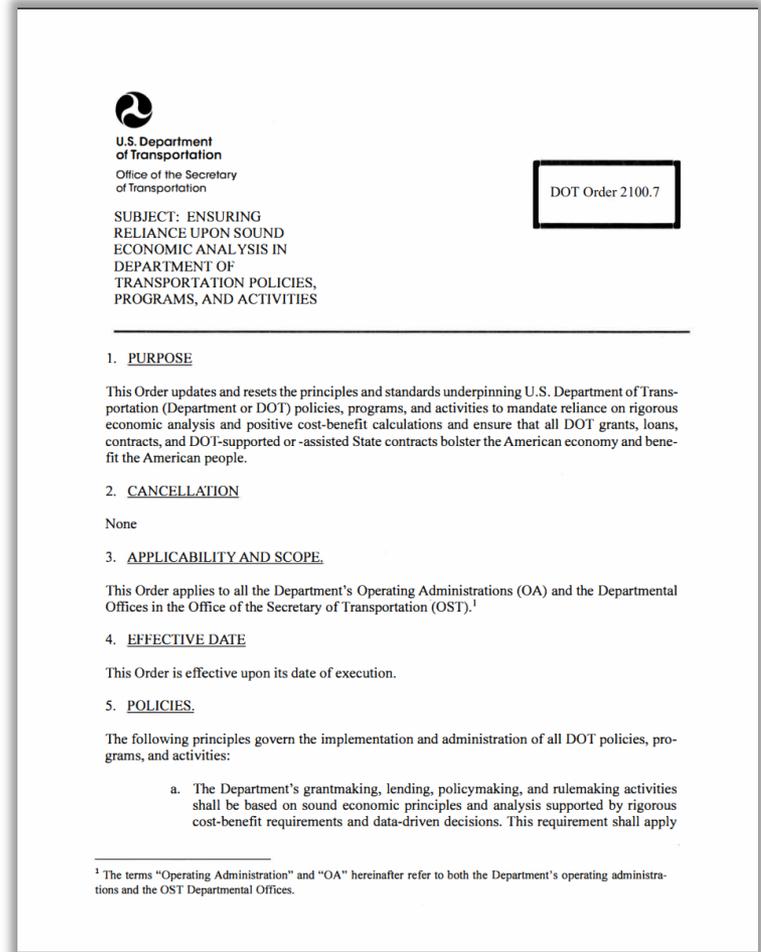
COST

Capital
Operating & Maintenance

Standardized (but Evolving) Federal Guidance



Nov 2024



Jan 2025

Next Steps

- Continue to refine Metro's Cost Benefit Analysis as the new federal Administration develops priorities and guidelines.
- Standardize Metro's methods and models, and include economic analysis to support Government Relations programs, grant strategy and pursuit, public engagement and Metro strategic planning.
- Identify options for measures and metrics to support project decisions throughout project development and implementation.
- Pilot and refine the framework of Benefit and Cost Analyses aligned with Metro strategic goals and evaluation criteria for upcoming projects.

FY26 Program Summary

- There are 37 Program Management projects in the FY26 APE.
 - 4 - Capital Projects With LOP > \$1Bn
 - 15 - Capital Projects With LOP < \$1Bn
 - 8 - Alternative Delivery Projects
 - 8 - Projects in Development – Shovel Ready
 - 2 - Closeout
- Project volume increased from \$25.7-\$27.2 billion in FY25 to \$33.7-\$35.9 billion in FY26.
- Four Projects are nearing transition from Planning to Implementation phase, which are currently estimated at \$11.8-\$13.9 billion.

Capital Projects With LOP > \$1Bn

Project Listing	Delivery Method	Current LOP (in millions)	Current Forecast at Completion (in millions)	Percent Complete
Westside Purple Line Extension Section 1 Project	DB	\$3,354	\$3,354	96%
Gold Line Foothill Extension Phase 2B Project - Pomona	DB	\$1,533	\$1,533	95%
Westside Purple Line Extension Section 2 Project	DB	\$2,575	\$2,897-\$2,922	74%
Westside Purple Line Extension Section 3 Project	DB	\$3,277	\$3,277	59%
Total:		\$10,739	\$11,061-\$11,086	

Capital Projects With LOP < \$1Bn

Project Listing	Delivery Method	Current LOP (in mill.)	Current Forecast (in mill.)	Percent Complete
LAX/Metro Transit Center Station (AMC)	DBB	\$899	\$899	98%
Rosecrans/Marquardt Grade Separation	DB	\$156	\$161	95%
Rail to Rail Active Transportation Corridor	DBB	\$166	\$166	91%
Division 20 Portal Widening Turnback	DBB	\$1,056	\$1,056	82%
Crenshaw/LAX Catch-All	DBB	\$57	\$57	67%
Soundwall Package 10	DBB	\$73	\$73	64%
I-5 North County Enhancement Project	DBB	\$679	\$679	49%
J Line Electrification	DBB	\$50	\$50	34%
I-605/South Street Interchange Safety Improvement	DBB	\$33	\$33	29%
Chatsworth Station ADA Improvements	DBB	\$7	\$7	22%
Division 1 Street Closure	DBB	\$10	\$10	15%
Eastbound SR-91 Atlantic to Cherry Auxiliary Lane Improvements*	DBB	\$174	\$174*	10%
NSFV BRT Network Improvements Project	DBB	\$159	\$180	4%
I-105 Express Lanes RTCS	DBOM	\$44	\$44	4%
Regional Connector Catch-All	DB	\$10	\$10	0%
Total:		\$3,573	\$3,599	

▶ *Project is currently paused/pending cancellation

Alternative Delivery Projects

Preconstruction Budget Development

Project List	Delivery Method	Approved LOP	Current Approved Pre-Const. Budget (in millions)	Funding to Date (in millions)	Est. Cost Range (in millions)
G Line Bus Rapid Transit Improvements	PDB	\$668M	N/A	\$668	\$668
N.Hollywood to Pasadena BRT	CM/GC		\$135	\$317	\$308 - \$515
ZEB Charging Infrastructure Division 18 and 7	PDBOM		N/A	\$272	\$300-\$360
I-105 Express Lanes - Segment 1, 2, 3	CM/GC	\$758*	N/A	\$758	\$1,400-\$1,500
Vermont Transit Corridor BRT	TBD		N/A	\$425	\$328-\$425
LINK Union Station Project	CM/GC		\$298	\$950	\$1,500-\$1,800
East San Fernando Valley	PDB		\$1,488	\$3,573	\$3,573
Southeast Gateway Line	CM/GC		\$998	\$3,130	\$8,200-\$9,500
Total:			\$2,919	\$10,093	\$16,277-\$18,341

*LOP includes construction for Segment 1 and continued pre-construction for Segments 2 and 3.

Projects in Development – Shovel Ready

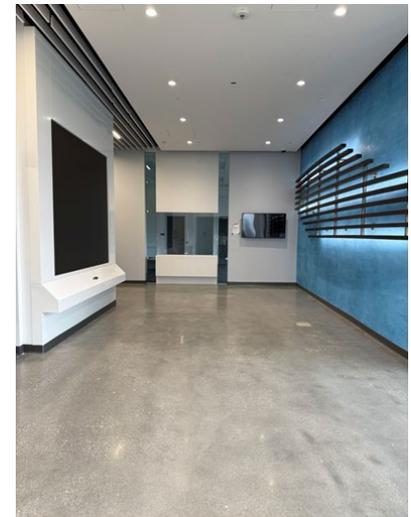
Project Listing	Delivery Method	Funding to Date (in millions)	Est. Cost Range (in millions)	% Complete (Design)
Doran Street and Broadway/Brazil Grade Separation Project	DBB	\$80	\$316	100%
Lone Hill to White Double Track	DBB	\$19	\$280	90%
Brighton to Roxford Double Track	DBB	\$26	\$561	90%
I-605/Beverly Interchange Improvement	DBB	\$45	\$49	40%
Westbound SR-91 Improvement - Shoemaker to Alondra	DBB	\$335	\$335	30%
Install 2 Traction Power Substation on the K Line	DB	\$55	\$60	15%
C Line Platform Extensions	DB	\$120	\$120	5%
GL Foothill Ext. Phase 2B2 Montclair	DB	\$798	\$800-\$900	0%
Total:		\$1,478	\$2,521-\$2,621	

Projects in Closeout

PROJECT LIST	Delivery Method	Funding to Date (in millions)	Est. Cost (in millions)
Metro Center Street Project	DB	\$157	\$157
Metro Training and Innovation Center	Development Agreement	\$21	\$21
Total:		\$178	\$178



Metro Center Street project



Training Center – (above) Third floor Lobby; (left) Reception

Capital Projects – Planning to Implementation

	Current Phase	Phase Completion Date	Available Funding (in millions)	Est. Cost Range (in millions)
Final EIR Anticipated for Release				
Eastside Extension Phase II – Initial Operating Segment	NEPA	Winter 2026	\$3,690	\$7,895
Final EIS Anticipated for Release				
K Line Extension to Torrance/Green Line	CEQA	Summer 2026	\$1,400	\$2,000-\$3,000
Early Planning Phase or LPA not yet selected				
ROC/BOC	CEQA	Spring 2026	\$17	\$985 - \$1,400
L. A. River Bike Path	CEQA	Spring 2026	\$365	\$950 - \$1,600
Total:			\$5,472	\$11,830-\$13,895

Metro Project Completion Summary

Project Completion in FY25 	LAX/Metro Transit Center Station (AMC)
	Rail to Rail Active Transportation Connector
	Rosecrans/Marquardt Grade Separation
Project Completion Planned in FY26	Gold Line Foothill Extension Phase 2B Project - Pomona
	Westside Purple Line Extension Section 1 Project (D Line)

Project LOP Budget Adoptions or Adjustments

New LOP Budget Adoptions
Construction
Alternative Delivery
East San Fernando Valley I-105 Express Lanes, Segment 2 and 3 Noho to Pasadena BRT
Design Build/Design Bid Build
C/K Line Platform Extensions
Anticipated FY25/26 LOP Budget Adjustments
Construction
Westside Purple Line Extension Section 2 Project (D Line) Rosecrans/Marquardt Grade Separation

Individual project details are in the Appendix.

Pre-Construction Budget Adoptions/Adjustments

Projects for Pre-Construction Budget in FY26
Zero Emission Bus Divisions 7 and 18
Vermont Transit Corridor
Anticipated FY26 Pre-Construction Budget Adjustment
LINK Union Station

Individual project details are in the Appendix.



APPENDIX – INDIVIDUAL PROJECT DETAILS



CAPITAL PROJECTS LOP > \$1 BILLION



Gold Line Foothill Extension Phase 2B

Original
LOP

\$1,407M

Current
LOP

\$1,533M

Current
Forecast

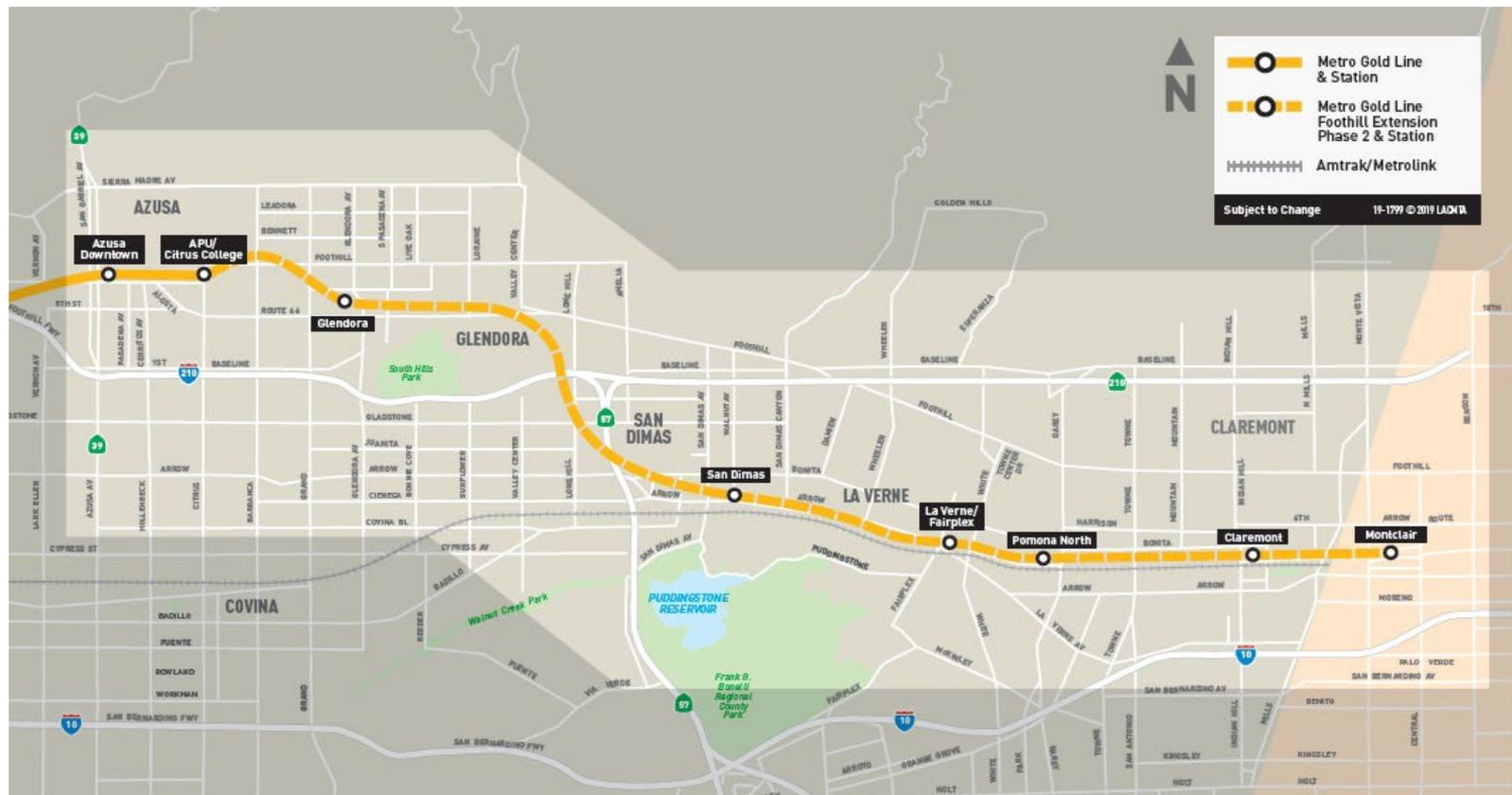
\$1,533M

Forecast
Completion

Summer 2025
(Pomona)

Percent
Complete

95%



Gold Line Foothill Extension Phase 2B

Cost:

- Project segment to Pomona is within the approved LOP budget.

Schedule:

- Initial segment to Pomona achieved substantial completion on January 3, 2025; to be followed by Revenue Operation and closed out.

Mitigation Measures:

- Updated and executed amended funding agreement with the Construction Authority.

Accomplishments:

- Light Rail Track (LRT) construction completed
- LRT train control, OCS off-site construction poles and wire installed
- Traction Power Substations (TPSS) delivered and installed
- Completed station and parking lot construction
- SIT2 Testing in progress pending start of pre-revenue operations

Challenges/Risks:

- Substantial Completion Achieved January 3, 2025.
 - None identified at this time.
-

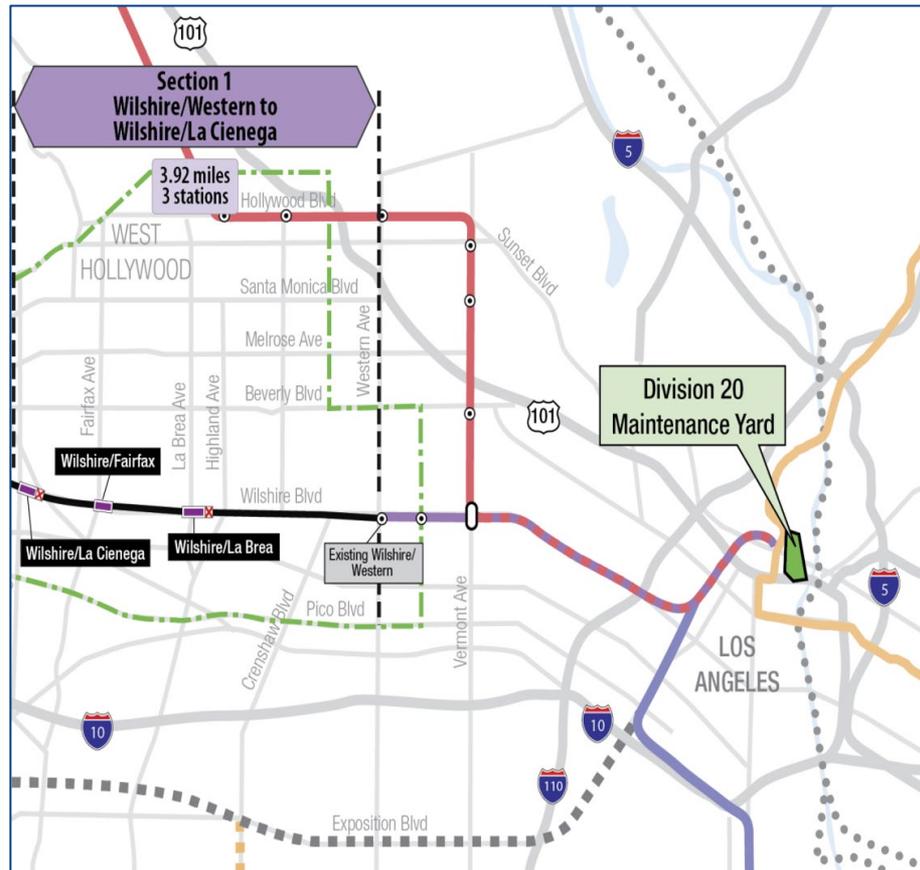


Westside Purple Line Extension Project



Westside Purple Line Extension Section 1

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$2,774M	\$3,354M	\$3,354M	Fall 2025 RSD	96%



Westside Purple Line Extension Section 1

Cost: No cost variance at this time.

Schedule: Expected impact to Contract Milestone #3 (Systems Ready for Start of Integration Testing to Rail Operations Center), which may impact the Projects substantial completion date of July 2025.

Mitigation Measures:

- Metro and the Contractor have been exploring workarounds to mitigate delays. The project team is currently assessing the existing project substantial completion date of July 2025.

Accomplishments:

- Dynamic Train Control Testing ongoing (Project Wide).
- Radio System Testing ongoing (Project Wide).
- Completed Intrusion Detection System (IDS) Testing at Wilshire/La Brea Station.

Challenges/Risks:

- The Request for Change Order (RFC)-12 (Early Completion) issue remains open.
 - Anticipating a claim related to tar intrusion in very limited tunnel areas (RFC-31).
 - Completion of City of Beverly Hills (COBH) public safety center COBH designed and funded prior to RSD.
-



Westside Purple Line Extension Section 1



Wilshire/Fairfax Station: TPIS Platform Level



Wilshire/La Cienega Station Entrance Structure: Dry-Wall Installation Entryway



Reach 2 (La Brea to Fairfax) - Live Car Testing Executed 55 MPH



Westside Purple Line Extension Section 2

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$2,441M	\$2,575M	\$2,897M - \$2,922M	Summer 2026	74%



Westside Purple Line Extension Section 2

Cost: The Project is proposing a second LOP budget amendment in 2025 to account for cost exposures known to date. The preliminary estimate for the increase is between \$238M and \$263M. This range reflects pending final negotiations of time-related disputed issues currently under review.

Schedule: The Project is currently in negotiations with the Contractor to identify realistic schedule completion milestones. Current contractual Milestone #1 (Substantial Completion) is June 2026.

Mitigation Measures: Analyze and monitor potential delays to critical and near-term critical path schedule activities and intervene (as appropriate) before impacts are realized.

Accomplishments:

- Wilshire/Rodeo Station: Completion of concourse deck, all station box exterior walls and station arched roof.
- Century City Station: Completion of all station box exterior walls and station arched roof
- Disassembly of both Tunnel Boring Machines.
- Construction of tunnel invert and walkways at Reach 5.
- Completion of cross passages 27 through 40.

Challenges/Risks:

- Extension of several temporary construction easements.
 - Inability to mitigate schedule delays.
 - Start up and commissioning delays due to System Integration Testing 2 (SIT2) testing which is lead by Metro with contractor support.
-



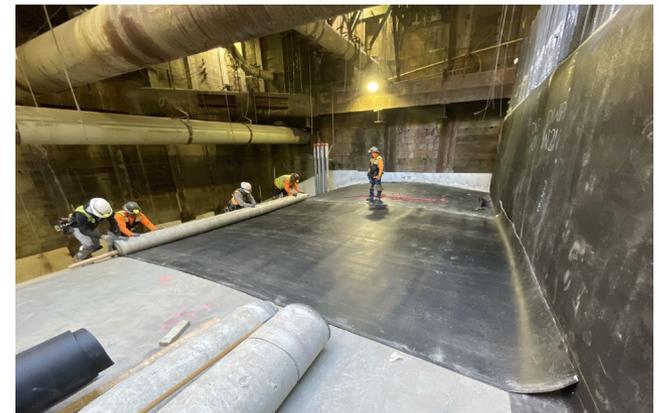
Westside Purple Line Extension Section 2



BR Reach 4 Walkway HDPE



Wilshire/Rodeo Station Metal Ceiling



Century City Station Waterproofing



Westside Purple Line Extension Section 3

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$3,224M	\$3,277M	\$3,277M	Fall 2027	59%



Westside Purple Line Extension Section 3

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

Schedule: Agreed upon accelerated schedule is implemented. Current forecast Revenue Service Date moved +48 Calendar Days due to rain allowance granted. Revenue Service Date is in Summer 2027.

Mitigation Measures: Implementation of agreed upon accelerated schedule.

Accomplishments:

- Tunnels: Complete Cross Passages excavation.
- Stations: Complete UCLA main station roof concrete.
- VA Parking Structure: Packages 2 to 6 substantially complete. Start Package 1 (VA Parking Structure).

Challenges/Risks:

- Contractor resources to support the accelerated schedule.
 - Systems testing schedule may take longer than anticipated.
 - Potential Mechanical, Electrical, Plumbing equipment installation may negatively impact systems installation, testing and commissioning schedule.
-



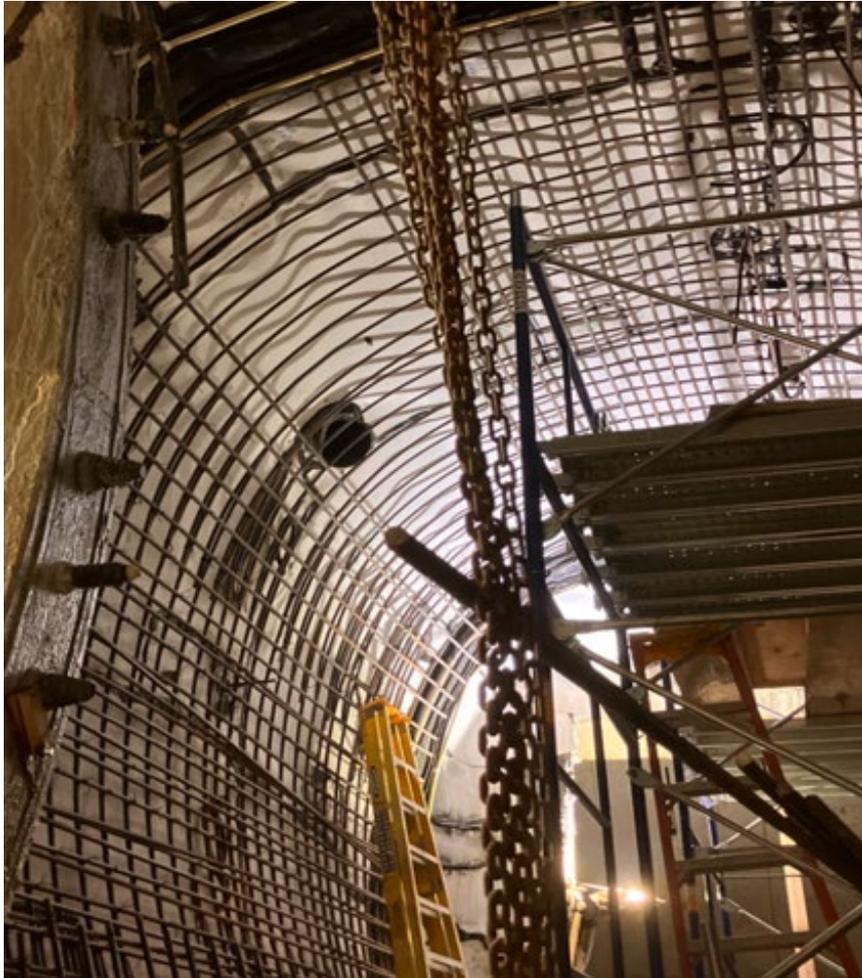
Westside Purple Line Extension Section 3



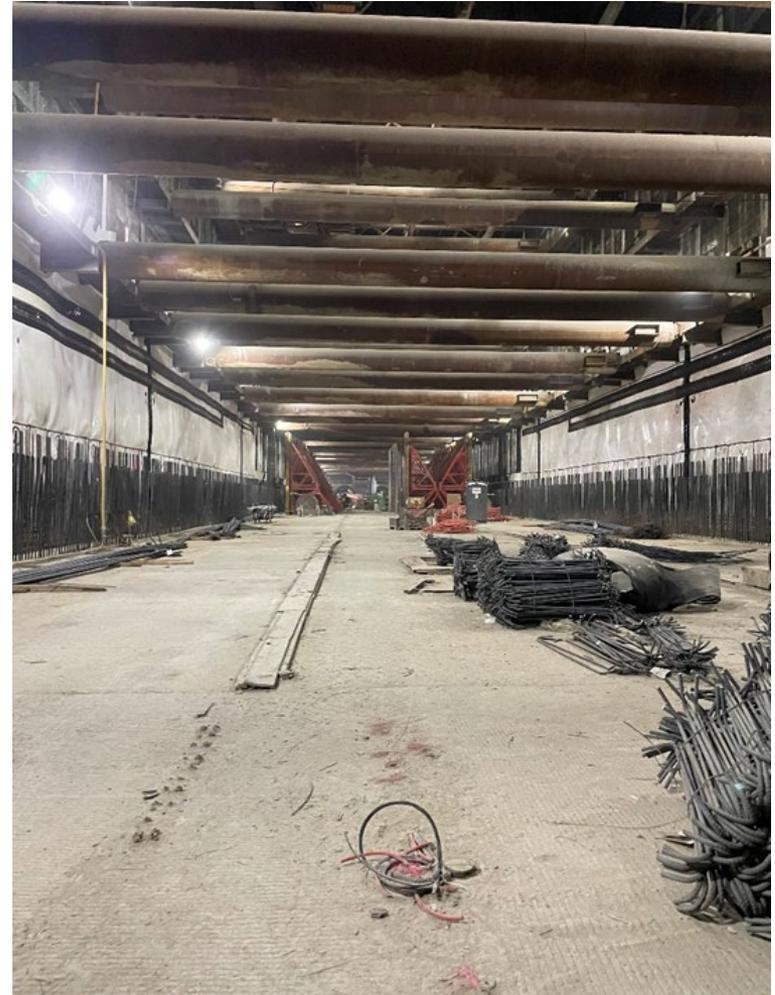
Westwood/VA Station - Rebar Installation at End Wall and Lower Exterior Walls



Westside Purple Line Extension Section 3



Tunnels - Rebar Installation at Cross Passage Wall and Crown



Westwood/UCLA Station - Main Box Invert Concrete Placement





CAPITAL PROJECTS LOP < \$1 BILLION

LAX/Metro Transit Center Station (AMC)

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$899M	\$899M	\$899M	Spring 2025	98%



LAX/Metro Transit Center Station (AMC)

Cost: No Variance. The project is anticipated to be completed within the current LOP of \$898,581,000.

Schedule: Opening scheduled Spring 2025.

Mitigation Measures: Ongoing meetings are in place to address the challenging interface between train operators and construction workers due to the C and K Line operations plan. Working with DWP and the photovoltaic manufacturer to expedite deliveries of equipment.

Accomplishments:

- Station-wide buildout at LRT/Metro Hub/Bike Hub/Bus Plaza ongoing.
- Mechanical, Electrical and Low voltage installation and testing.
- Vertical circulation systems progressing.
- Installation of signage elements: monument sign, VMS structures, portal sign, bus totems and station signs.
- Side-wide civil improvements progressing.

Challenges/Risks:

- LAWA activities along Aviation Blvd. may impact bus operations.
 - Low voltage system testing slowed due to material shortages/manpower challenges for devices on site elements like elevator fronts.
 - Equipment delays impacting the photovoltaic system commissioning.
 - Irrigation system can't use LADWP reclaimed water per Title 22; redesigning for domestic water.
-



LAX/Metro Transit Center Station (AMC)



Bike Hub



Station Planters



LRT Platform Area



Rosecrans/Marquardt Grade Separation Project

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$156M	\$156M	\$161M	Fall 2024	95%

Cost: The project is within the LOP budget but is forecasted to exceed LOP. To manage residual costs, including claims, soft costs, and land acquisition, legal fees, the remaining contingency will be strategically allocated. When additional budget is needed to close out the project, staff will return to the Board after assessment of these needs.

Schedule: Substantial completion was achieved on schedule in September 2024; project closeout is expected in Summer 2025.

Mitigation Measures: Collaborating with funding partners to align grant funding allocations with the construction schedule timeline, ensuring optimal use of external contributions.

Accomplishments:

- Achieved substantial completion of the Rosecrans Avenue Overpass on September 11, 2024; 18 days ahead of schedule.
- Opened the bridge to live traffic in both directions following completion.

Challenges/Risks:

- Right-of-Way (ROW) and Property Transfers: Focus on mapping and identifying new ROW lines to ensure compliance with agreements and project requirements.
 - Additional betterment requests from local jurisdiction.
 - Continued claims on the project from the Contractor.
-



Rail to Rail Active Transportation Corridor

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$116M	\$166M	\$166M	Winter 2025	91%



Rail to Rail Active Transportation Corridor

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Not applicable.

Accomplishments:

- Continued planting trees, landscaping, and irrigation system from Slauson to Main St.
- Continued installation of cameras and E-Tels from 11th to Slauson Ave.
- Continue punch walk and repairs from 11th to Denker Ave.
- Finished work in intersections with the completion of the improvements at Avalon.

Challenges/Risks:

- Site security issues, vandalism, and theft of materials could cause schedule delays, additional material procurements, and extra costs.
- Work quality issues could require rework and affect substantial completion.



Rail to Rail Active Transportation Corridor



Graffiti Removal by City with support from Metro contractor



Paving and compacting at Avalon

Division 20 Portal Widening Turnback

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$802M	\$1,056M	\$1,056M	Winter 2025	82%

Division 20 PWT Project Area



Division 20 Portal Widening Turnback

Cost: LOP increase was presented to the board and was approved in the October 2024, Regular Board meeting. Project is proceeding towards completion and closeout within LOP budget.

Schedule: Change in completion date due to change orders related to design issues, differing site conditions. Key change orders are critical path to be addressed prior to base contract work.

Mitigation Measures: Currently prioritizing construction activities, working with contractor to update project schedule.

Accomplishments:

- First Street Bridge modifications.
- DWP energization into the site complete.
- New traction power substation (TPSS) complete and energized.
- New backbone fiber optic cable complete.
- Handover to Operations procedure developed

Challenges/Risks:

- Design changes and revisions and differing site conditions
 - Portal Wall Demolition-East: relocation of existing systems and utilities that have been difficult to identify
 - Ductbank Realignment in the Southern Yard
-



Crenshaw/LAX Catch-All

Original
LOP

\$47M

Current
LOP

\$57M

Current
Forecast

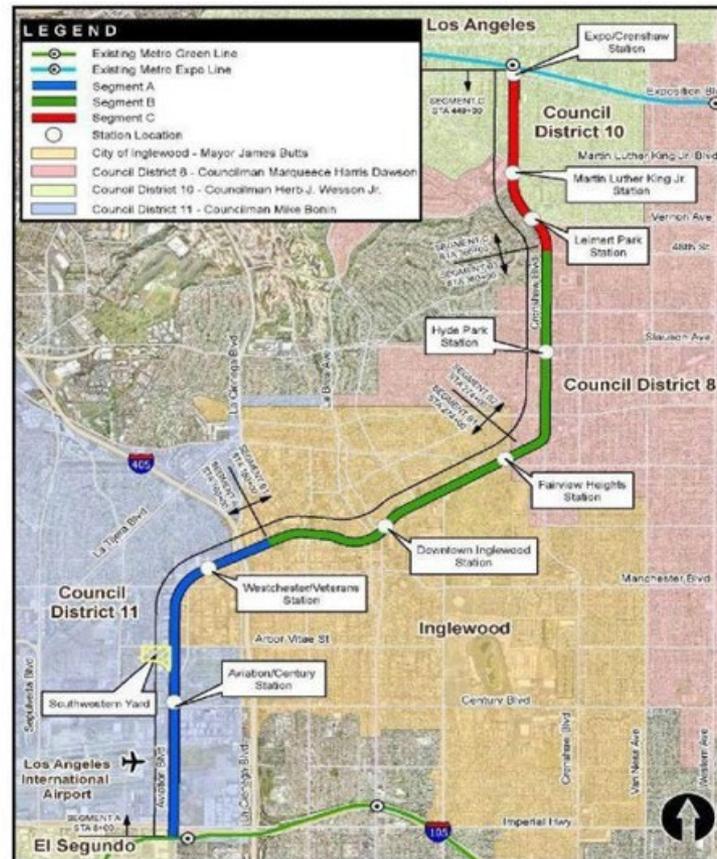
\$57M

Forecast
Completion

Summer 2025

Percent
Complete

67%



Crenshaw/LAX Catch-All

Cost: No additional anticipated LOP increase.

Schedule: Catch-all contracts (C1217, C1221) are forecasted to complete in May 2025.

Mitigation Measures: Continued monitoring of critical and near-term critical path activities. Closely monitoring cost exposures and schedule slippages. Expedite the re-design and MODs processing.

Accomplishments:

- Catch-All Contract #2 (C1221) K-Line Paving and Improvements completed Video Wall and Barrier wall and started Florence street work.
- Contract #1 (C1217) Crenshaw Punch out work scope completed 24 water line and restored traffic to public.

Challenges/Risks: Schedule slippage to substantial completion of the close out project due to unforeseen field conditions, RFIs and changes.



Soundwall Package 10

Original
LOP

\$51M

Current
LOP

\$73M

Current
Forecast

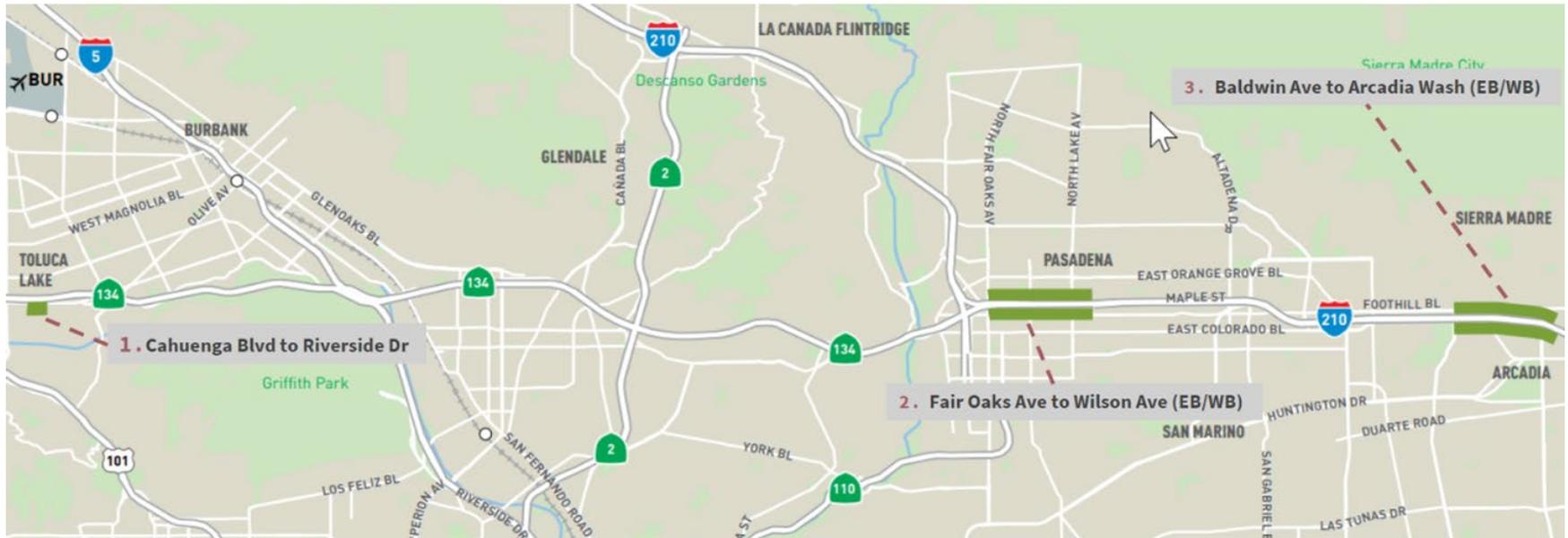
\$73M

Forecast
Completion

Summer 2025

Percent
Complete

64%



Soundwall Package 10

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

Schedule: The project is anticipated to achieve substantial completion before or within the contractual date of November 2025.

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

Accomplishments:

- The Project is in construction for Arcadia, Pasadena, and Toluca Lake.
- The contractor has completed all the block work in Arcadia and Toluca Lake.
- Pasadena is ready for block work and all barriers are up, which is expected to be completed in January 2025.
- The contractor has started Irrigation and AVSF work in the City of Arcadia.

Challenges/Risks:

- Soundwall 50 tie-in walls are to be completed by December.
 - Caltrans is searching for a new Best Management Practices location; the original BMP was in conflicts.
 - City of Arcadia is requesting a redesign for Santa Anita Offramp Lane Configuration.
-



Soundwall Package 10



Austin Vault Drilling and Installing the Shoring Beam (Arcadia)



SW176 Masonry Block Work (Pasadena)



SW1658 Installing Irrigation (Arcadia)



I-5 North County Enhancements Project

Original
LOP

\$679M

Current
LOP

\$679M

Current
Forecast

\$679M

Forecast
Completion

Winter 2027

Percent
Complete

49%



Set Girders at Rye Canyon Bridge

I-5 North County Enhancements Project

Cost: No Change.

Schedule: The Contractor continues to use incorrect statusing and flawed logic/forward projections within schedule updates. Multiple recent updates, show substantial completion 10 months behind schedule; these were rejected. Project team held a schedule workshop with Contractor to get a realistic update. Resulting schedule update is pending review.

Mitigation Measures: The project team is holding workshops with the Contractor to review current logic of the schedule and potential changes that can be made to bring the completion of the project back to original planned completion. Analysis shows that a few minor logic changes should eliminate the projected delays.

Accomplishments:

- Work in Stage 1 (Median) and Stage 2 (Outside).
- Roadway work includes drainage, electrical, median barrier, sign foundations, and outside paving at southbound Calgrove offramp.
- Ongoing structural work includes construction/widening of 4 bridges and 11 retaining/sound walls.
- Critical work complete includes setting of girders at Rye Canyon Bridge.

Challenges/Risks:

- Differing Site conditions may add costs or delay to the project.
 - Unexpected geotechnical issues may delay Project construction and add costs (ex. cobbles, water, etc.).
 - Hitting utilities that are not shown on the plans or facing utility as-built inaccuracies that cause design changes during construction.
-



I-5 North County Enhancements Project



Median Barrier Rebar Installation



Santa Clara Overhead Soffit Formwork



J Line Electrification

Approved Pre-Const. Budget

\$50M

Funding to Date

\$50M

Current Forecast LOP Budget

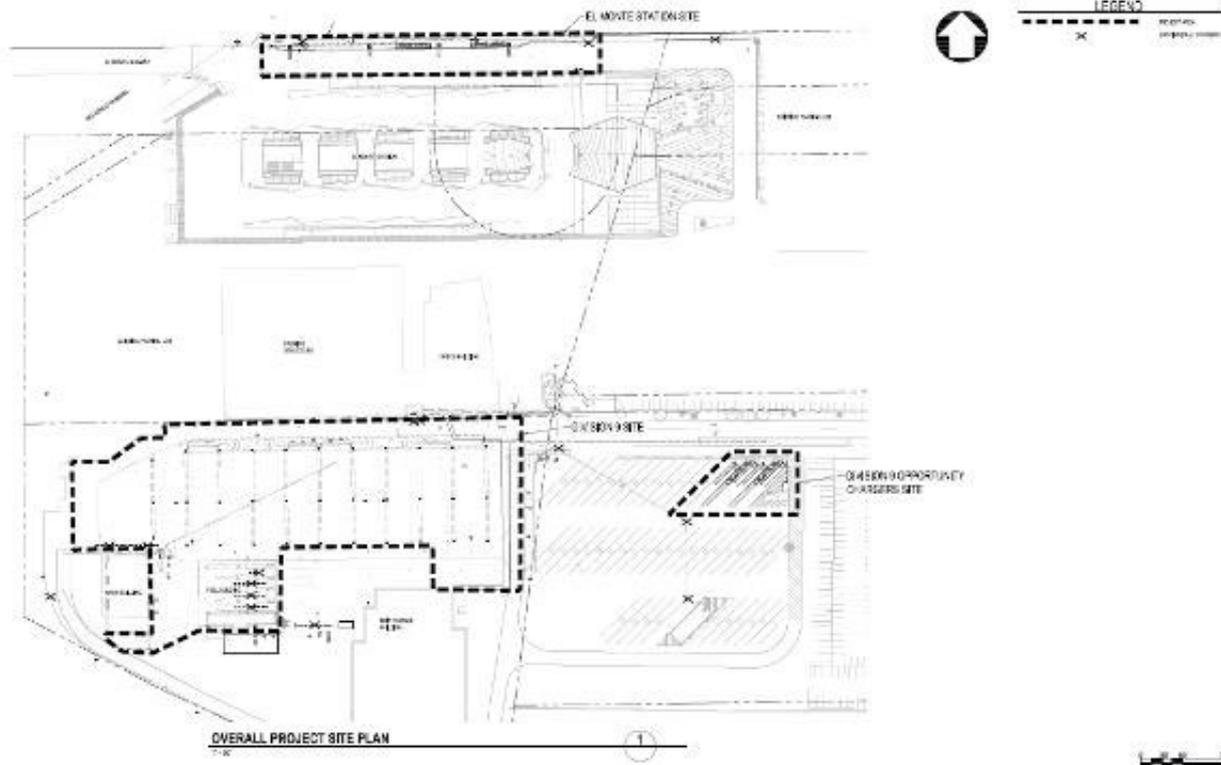
\$50M

Current Forecast Completion

Spring 2026

Percent Complete (Design)

34%



J Line Electrification

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

Schedule: The Project is anticipated to achieve substantial completion within the contractual date in Spring 2026.

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

Accomplishments:

- Harbor Gateway Transit Center
 - Chargers tested and commissioned
 - Operator training completed
- Division 9
 - Awarded construction contract July 2024
 - Issued NTP August 2024
 - Started civil work October 2024

Challenges/Risks:

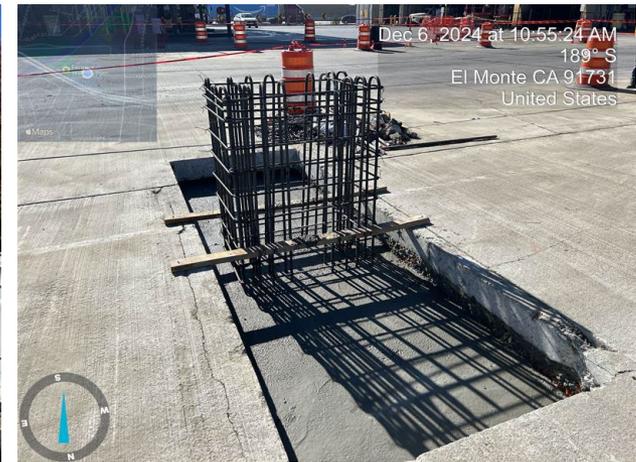
- Coordination with Southern California Edison
 - Construction is in an active bus yard
 - Delivery of long-lead items may impact schedule
-



J Line Electrification



Installation of charger disconnect switches



Concrete foundation and Pile Caps and pedestal rebar



Division 9 Depot Construction (facing southeast)

I-605/South Street Interchange Safety Improvement

Original
LOP

\$33M

Current
LOP

\$33M

Current
Forecast

\$33M

Forecast
Completion

Spring 2025

Percent
Complete

29%



I-605/South Street Interchange Safety Improvement

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Not Applicable.

Accomplishments:

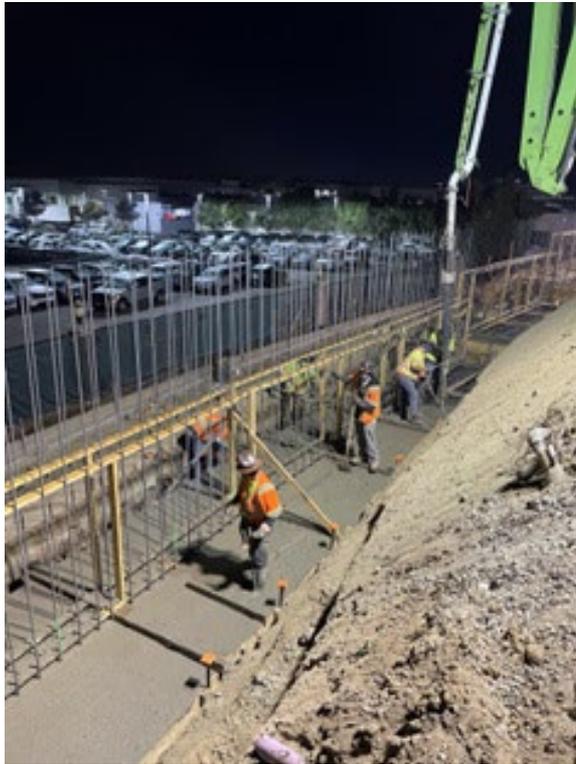
- Contractor completed Stage 1 on Aug 22, 2024, as per schedule, and started on Stage 2A to be completed by Mar 17, 2025.
- Powell Constructors Inc started construction activities on July 15, 2024.
- NTP was issued on May 31, 2024.
- Community meetings occurred on June 27, 2024, and Oct 24, 2024.
- Meeting with Cerritos City Council on Jan 9, 2025.

Challenges/Risks:

- Groundwater level for cast-in-drill-hole piles construction may delay construction progress.
 - Unknown utilities or differing site conditions could affect the schedule and budget.
 - Unforeseen environmental impacts, such as bird nesting, might also disrupt the schedule and budget.
-



I-605/South Street Interchange Safety Improvement



Stage 2A - Footing concrete placement



Stage 2A - 16in CIDH Pile Cages
Concrete Pour



Stage 2A - Install Rebar for Footing



Chatsworth Station ADA Improvements

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$7M	\$7M	\$7M	Winter 2025	22%

Cost: A revised LOP budget has been established for the project and includes the construction budget.

Schedule: Contract schedule is to complete 300 days after LNTP. This means construction completion in December 2025. Staff to review detailed construction schedule once received from contractor.

Mitigation Measures: Staff will seek appropriate extension from Department of Justice (DOJ) deadline which is August 2025.

Accomplishments:

- Metro Board approved the revised LOP budget for the construction phase in December 2024.
- The Notice of Award was sent to the selected contractor December 31, 2024. Construction NTP was issued Feb 28, 2025.

Challenges/Risks:

- Delay in securing the required permits by the contractor from the stakeholder agencies.
- Contractor schedule longer than the DOJ deadline of August 2025. Per contract, completion is Dec 2025.



Division 1 Street Closure

Approved Pre-Const. Budget	Funding to Date	Current Forecast LOP Budget	Current Forecast Completion	Percent Complete (Design)
\$10M	\$10M	\$10M	Spring 2025	15%

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

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

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

Accomplishments:

- There is a new owner of the hotel across the street from Division 1
- As a result, Metro is will be designing for a full street closure again
- Metro is complying with the City of Los Angeles conditions for approval and initiated conceptual design

Challenges/Risks:

- Complying with Industrial Street Vacation Conditions by Fall 2025
 - Working to keep all existing utilities in place
 - Designing acceptable private driveway access for the adjacent owner
-



EB SR-91 Atlantic to Cherry Auxiliary Lane

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$174M	\$174M	*	*	10%



*Project is currently paused/pending cancellation



EB SR-91 Atlantic to Cherry Auxiliary Lane

Cost: Contractor Flatiron West Inc. contract C1228 has been suspended, per suspension letter issued on July 24, 2024. Project cost forecast will be updated once final direction is determined.

Schedule: Project is currently paused/pending cancellation.

Mitigation Measures: Not Applicable.

Accomplishments:

- Contractor Flatiron West Inc contract C1228 has been suspended and suspension letter issued on July 24, 2024.
- This is due to community and elected officials concerns raised at the June 25 and July 22, 2024, community meetings.

Challenges/Risks:

- Conflicts between existing driven piles and proposed CIDH piles at Retaining Walls (RWs).
 - Design changes due to the Differing Site Conditions (DSC).
 - Challenging geotechnical conditions (soils and groundwater).
-



EB SR-91 Atlantic to Cherry Auxiliary Lane



EB Atlantic Ave Off Ramp



Atlantic Ave EB Interchange

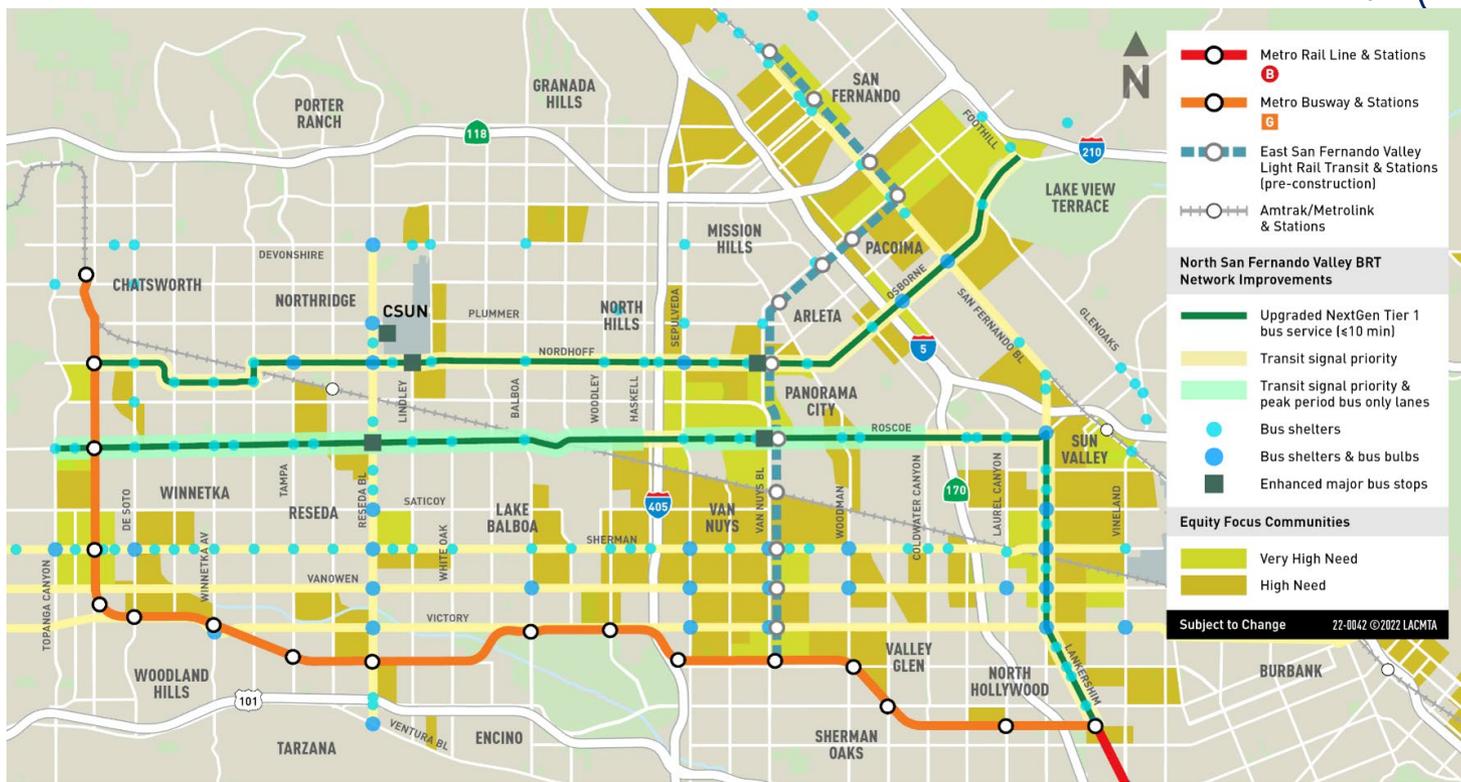


EB Cherry Ave Off Ramp



NSFV BRT Network Improvements Project

Funding Through Current Phase	Available Funding	Current Forecast	Current Forecast Completion	Project Status
\$43M	\$159M	\$180M	Spring 2029	4% (Design) 4% (Total)



NSFV BRT Network Improvements Project

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

Schedule: Planned completion dates:

- New Bus Procurement – March 2029
- Roscoe Bus Lanes – completed.
- Bus Bulbs (82) – Dec. 2027 (subject to design and construction procurement)
- Bus Shelters (393) – Dec. 2026 (4 phases)
- Transit Service Priority, 7 corridors – Dec. 2025
- All Door Boarding – June 2025 (ahead of schedule)
- Key Transfer Locations – June 2025 (on schedule)

Mitigation Measures:

- Reallocate budget for bus bulbs from other items.

Accomplishments:

- Roscoe Bl Bus Priority Lanes - Completed October 2024.
- Shelter Installation - Piloted three shelter installations. Installed June 2024. 16 locations in pre-construction.
- Began design of 5 Key Transfer Locations and 82 bus bulbs.
- All Door Boarding - BMVs 99% installed.
- ZEB procurement closed March 20, 2025.
- TSP begun implementation.

Challenges/Risks:

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



NSFV BRT Network Improvements Project

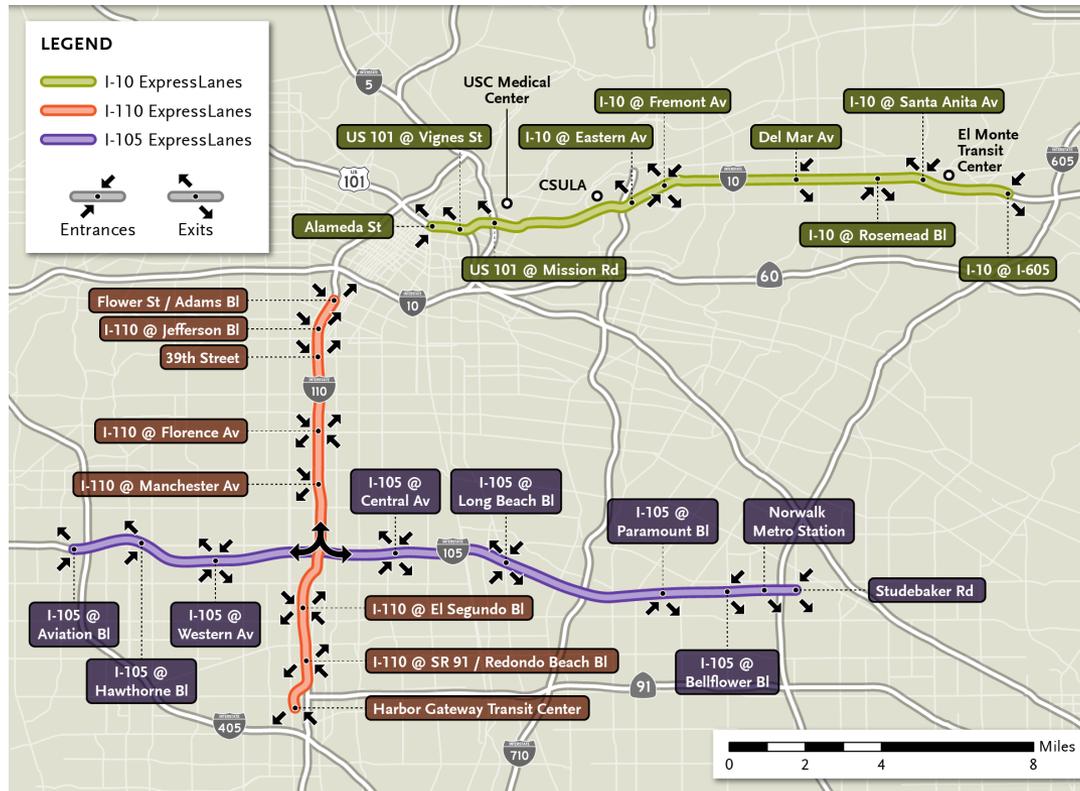


Bus shelter installed at Reseda and Victory



I-105 Expresslanes RTCS

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$44M	\$44M	\$44M	Summer 2029	4%



I-105 Expresslanes RTCS

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Not Applicable.

Accomplishments:

- Drafted a consensus turnover schedule for coordination with the Civil and Design teams.
- Completed Project Milestone A-8 for the Roadside Toll Collection System (RTCS) Infrastructure Design Document.
- Achieved substantial completion for Project Milestone A-4 for Business Rules.
- Received Board approval for Life-of-Project (LOP) budget.

Challenges/Risks:

- Delays associated with site commissioning.
 - Delays from third parties in issuing RTCS permits.
 - Restrictions on allowed work periods due to the other projects.
 - Delays in site turnover by project partners.
 - Vandalism of equipment.
-



Regional Connector Catch-All

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$10M	\$10M	\$10M	Summer 2026	0%



Regional Connector Catch-All

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Not Applicable.

Accomplishments:

- RC Safety, Security, and Architecture Enhancement Contract-(NOIA) was issued on Feb 25, 2025, and Notice of Award (NOA) draft contract was issued on Mar 13, 2025. If no pending items for the PLA, the Notice to Proceed will be issued Mar 24, 2025. The landscaping and Tree Maintenance Services Contract was awarded in May 2024.

Challenges/Risks:

- Unknown close-out or punch-list items.
- The project has issued NOIA and at this point has not encountered any issues yet.



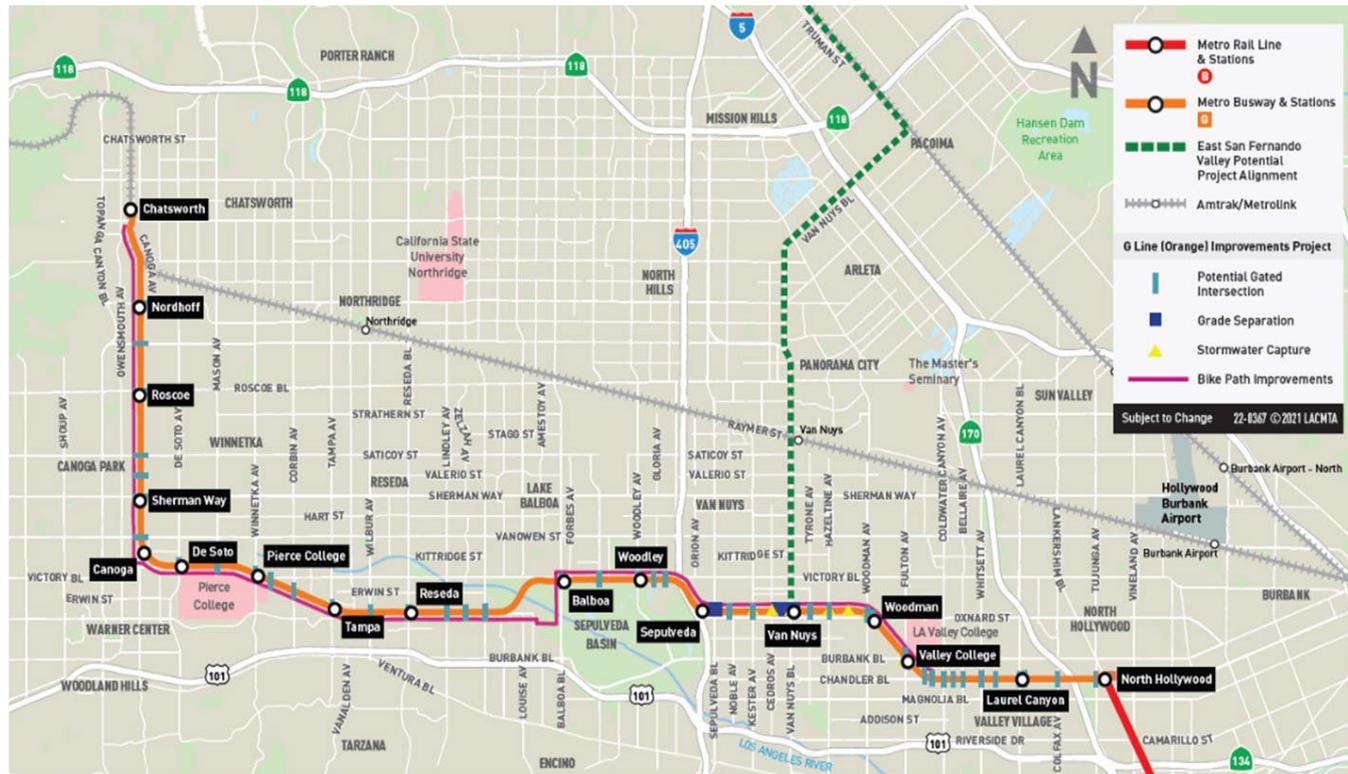


ALTERNATIVE DELIVERY PROJECTS



G Line Bus Rapid Transit Improvements

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$668M	\$668M	\$668M	Winter 2027	32%



G Line Bus Rapid Transit Improvements

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

Schedule: Early Works Package (EWP) 4 - Grade Separations, Station, and Bike Path executed in early December 2024, notice to proceed planned for mid-late December 2024. Substantial completion anticipated for August 2027.

Mitigation Measures: Not Applicable

Accomplishments:

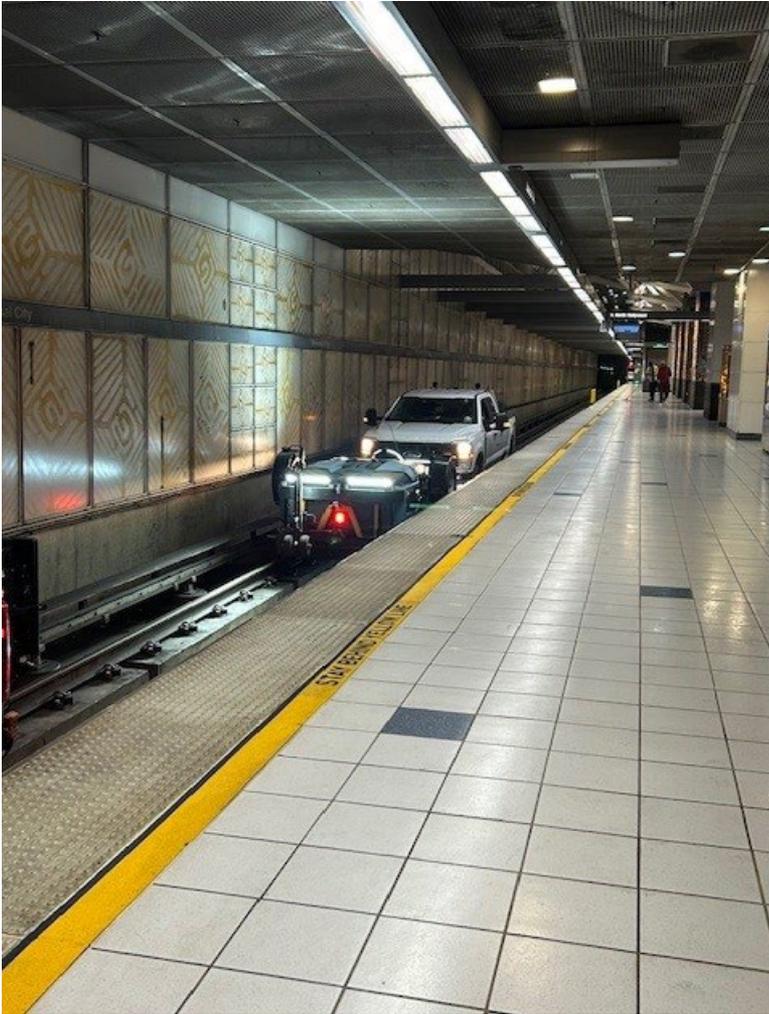
- Design Packages: Approved for Construction (AFC) design is underway for bike path and Van Nuys grade separation. 85% Sepulveda grade separation design is under review. Van Nuys Foundation Advanced Partial Design Unit (APDU) submitted in December 2024.
- EWP 4 Grade Separations, Station, and Bike Path executed in December 2024.

Challenges/Risks:

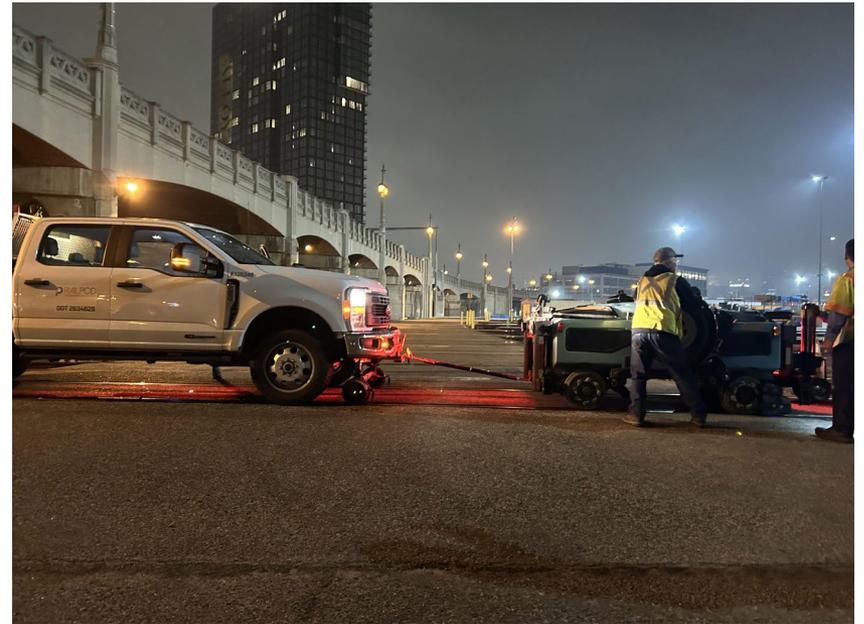
- If Van Nuys APDU AFC is rejected, it may delay the schedule.
 - Limited B Line tunnel work windows may delay G Line fiber backbone, key for station equipment.
 - Complex LADOT interfaces with Cycle Track and gated intersections may cause delays.
-



G Line Bus Rapid Transit Improvements



LiDAR Scan for B Line Tunnels



LiDAR Scan Setup



North Hollywood to Pasadena

Approved Pre-Const. Budget

\$135M

Funding to Date

\$317M

Current Forecast LOP Budget

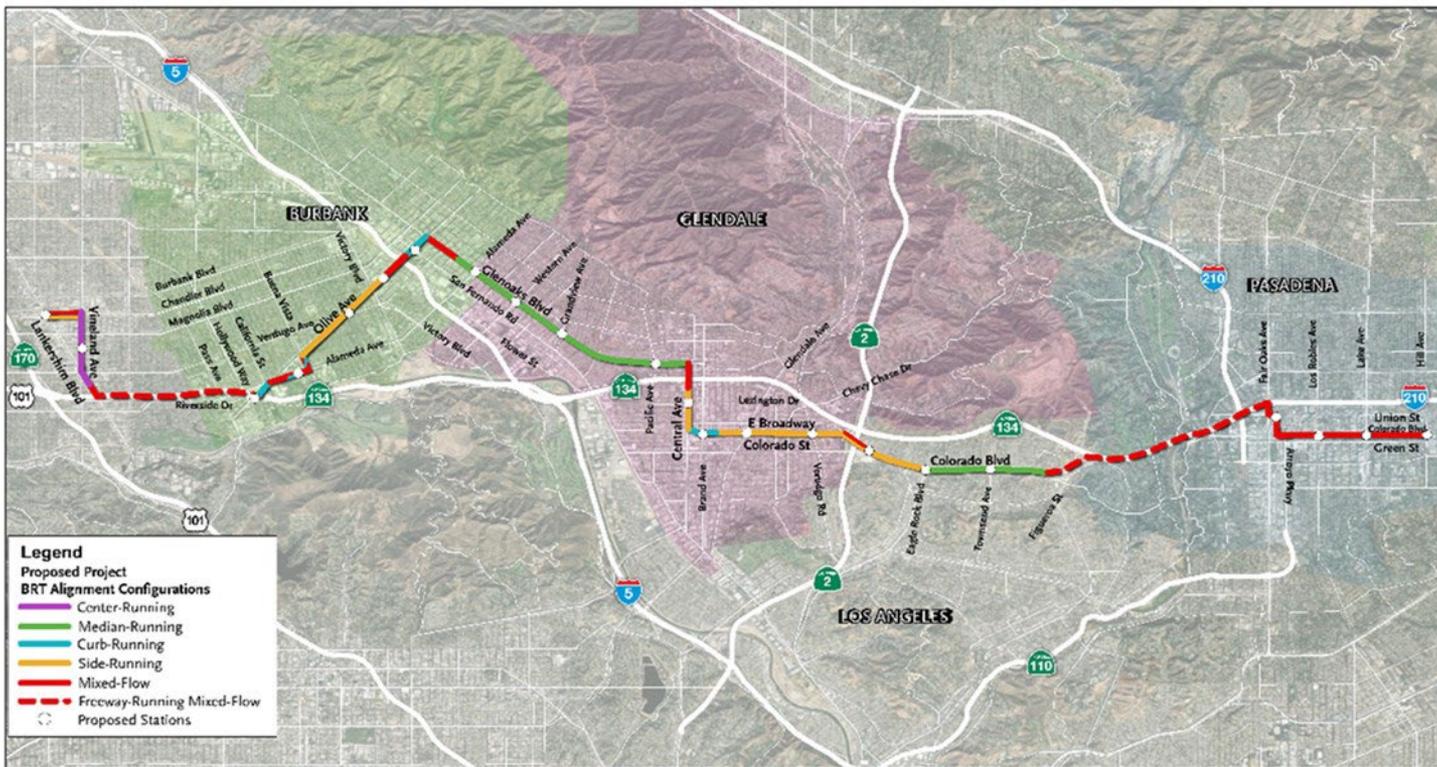
\$308M - \$515M

Current Forecast Completion

Winter 2027

Project Status

Pre-Construction



North Hollywood to Pasadena

Cost: The project established the Pre-Construction budget at the November/December 2024 board meeting for \$135.2M.

Schedule: Advancing design with OPCC estimates completing in FY26. With the CM/GC Phase 1 Contract being awarded, we anticipate initiating Early Works Packages (EWPs) in FY25 and FY26 with an emphasis on activities affecting the critical path.

Mitigation Measures: Project Delivery via CMGC to provide opportunities to pursue phasing strategies and value engineering opportunities to reduce project cost, minimize construction impacts and potentially open segment sections early.

Accomplishments:

- Metro awarded PMSS consultant (Mar 2024)
- Metro awarded PS&E Designer (May 2024)
- 30% Burbank & Pasadena designs submitted (Nov 2024)
- 30% Glendale design submitted, pre-construction budget approved, CM/GC awarded (Dec 2024)

Challenges/Risks:

- Third Party/Community Betterments and Approvals/CD14 Issues
 - Easement at Pasadena City College
 - Pending Station Design Criteria
-



ZEB Charging Infrastructure Divisions 18 and 7

	<u>FY25 Budget</u>	<u>Available Funding</u>	<u>Current LOP Forecast</u>	<u>Forecast Completion</u>	<u>Percent Complete (Design)</u>
Div 7	\$500K	\$97M	\$186M	Summer 2028	10%
Div 18	\$500K	\$175M	\$172M	Spring 2028	10%

Cost: Staff will go to the Board to establish a preconstruction budget for the project when awarding the PDBOM Contract in December 2025.

Schedule: RFP anticipated to be advertised in April 2025, pending Board authorization.

Mitigation Measures: Mitigation measures are not necessary at this point in time as the project is proceeding under the current schedule.

Status:

- Progressive Design Build Operate and Maintain (PDBOM) Request For Proposal (RFP) slated to be issued for Industry Review in February 2025.

Challenges/Risks

- Work at two locations is paid by two projects under one contract.
- Power availability and coordination with Southern California Edison (SCE).
- Lead times and availability of charging equipment and related materials.
- Discovery and removal of unsuitable and/or contaminated soils delays may disrupt construction.



I-105 Express Lanes

Partial
LOP

\$758M

Funding to
Date

\$758M

Current Forecast
LOP Budget

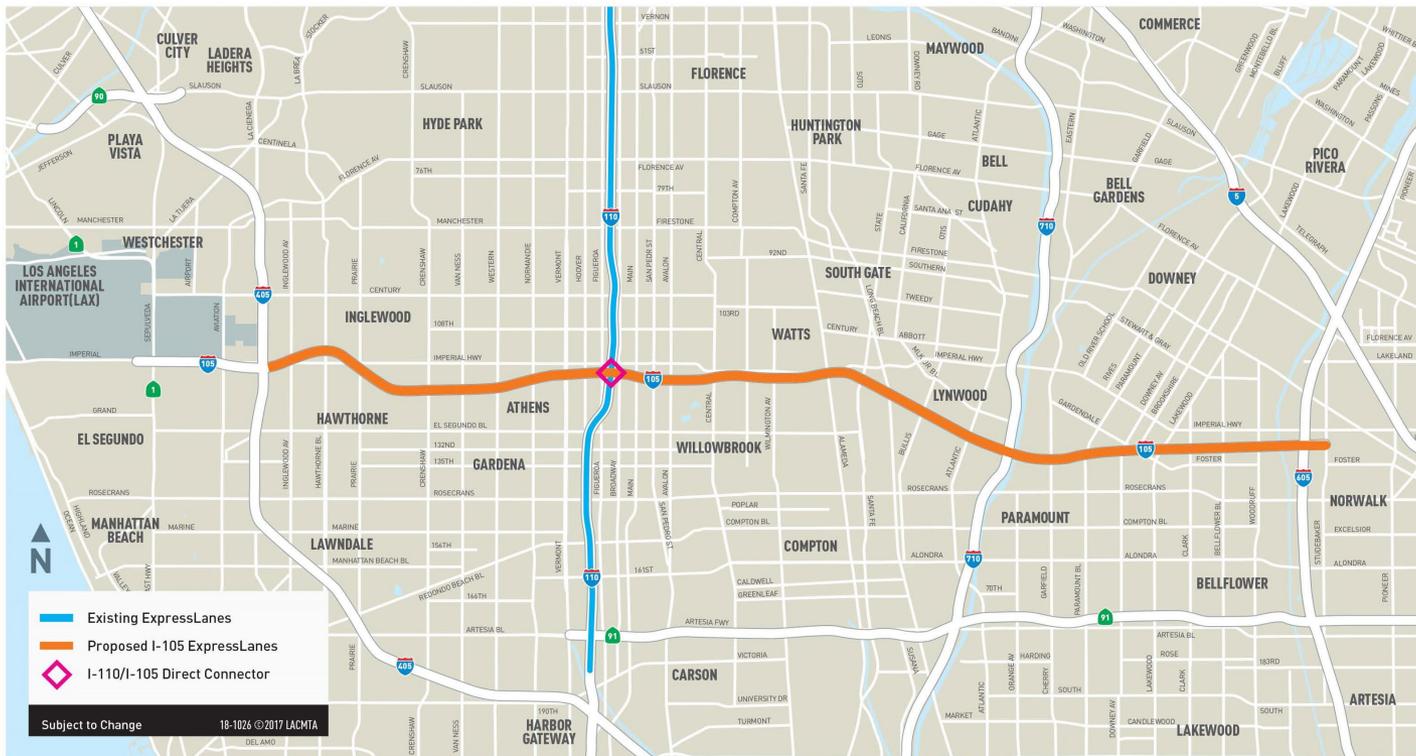
\$1,400M - \$1,500M

Forecast
Completion

Spring 2029

Percent Complete
(Design)

80%



I-105 Express Lanes

Cost: Not Applicable.

Schedule: Not Applicable.

Mitigation Measures: Not Applicable.

Accomplishments:

Segment 1

- Construction budget approved in Oct 2024, NTP awarded in Nov 2024
- Final plans submitted to Caltrans in Dec 2024
- Construction of Seg 1 started in Feb 2025
- Equity Assessment report and mobility improvement priorities completed

Segments 2 and 3

- 65% Opinion of Probable Construction Cost (OPCC) update received and is being evaluated

Challenges/Risks:

- Differing Site Conditions (DSC)
 - Design Changes
 - C Line Duct bank relocations
 - Working with C Line Overhead Catenary System (OCS) replacement project schedule
 - ROW impact to newly constructed 7-Eleven and a carwash under permit process
 - Bridge widening adjacent to Imperial Highway
 - Willowbrook viaduct widening over UPRR and A Line
-



Vermont Transit Corridor

Funding Through
Current Phase

\$25M

Available
Funding

\$425M

Current
Forecast

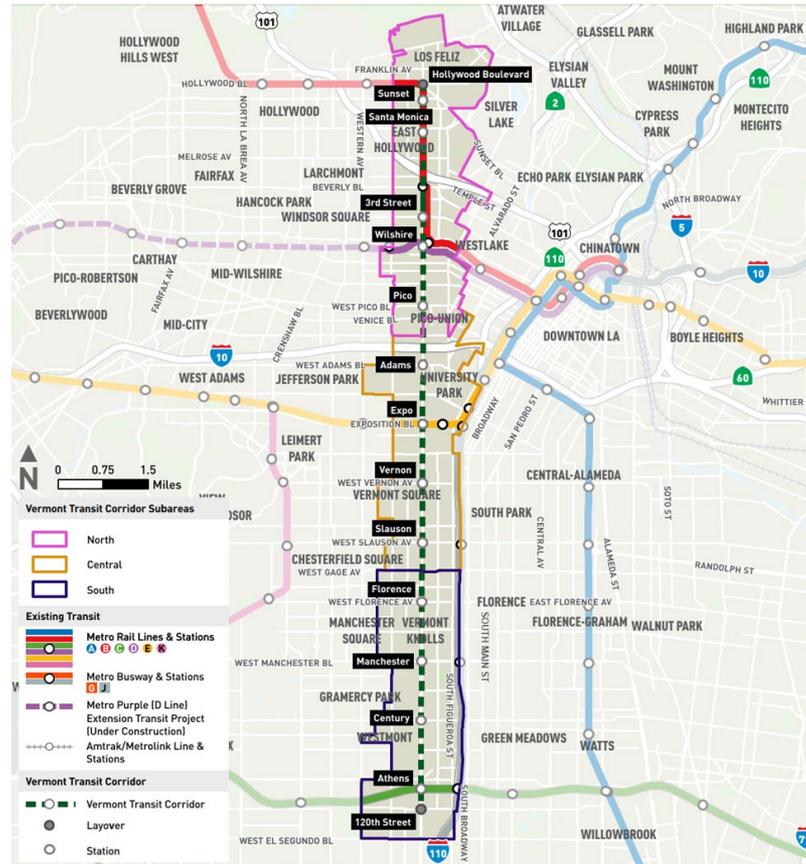
\$328M - \$425M

Current Forecast
Completion

Spring 2028

Project
Status

90%
(Environmental)
10% (Total)



Vermont Transit Corridor

Cost: Currently funded through Preliminary Engineering (PE)

Schedule: Anticipated early opening date of 2028

Mitigation Measures: Refine project scope. Currently conducting meetings with the City of Los Angeles to resolve City comments on the Advance Conceptual Engineering (ACE).

Accomplishments: - Kicked off 30% PE in November 2024

Challenges/Risks:

- Lack of agreement on project definition with the City of Los Angeles and County
- City design approval process poses significant risk of scope growth.
- Procurement timelines for Contractor, Designer, and Construction Management Support Services may affect project progress.



Link Union Station (LINK US)

Approved Pre-Const. Budget

\$296M

Funding to Date

\$950M

Current Forecast LOP Budget

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

Current Forecast Completion

Fall 2031

Percent Complete (Design)

65%



Link Union Station (LINK US)

Cost: Project staff have worked with CalSTA, Metrolink, LOSSAN, Amtrak and CAHSR to reduce scope while still achieving future rail expansion goals. The reduced scope will result in cost/schedule savings.

Schedule:

- Advanced Utility Relocation began in January 2024 and on going until Fall 2025.
- Final Design will begin as early as Spring 2025 and is scheduled for completion by the end of 2026.
- Early construction by the CMGC contractor could begin by Fall 2025.

Mitigation Measures:

- Requesting for approval of positions to support the project, including 3 new Metro hires and consultant staff.
- A Remediation Plan is being finalized as required as part of the Project Management and Funding Agreement (PMFA) with California High Speed Rail.

Accomplishments:

- CMGC Contract is anticipated to be awarded as early as Spring of 2025, which corresponds with NEPA ROD for the project.
- The project is moving forward with Advanced Preliminary Engineering (65%).
- The Life Storage Building was acquired, vacated, and the demolition work has begun.
- Project team has applied for grants to fill funding gap.

Challenges/Risks: - NEPA Approval not received prior to CMGC Award.



East San Fernando Valley Transit Corridor

Approved Pre-Const. Budget

\$1,488M

Funding to Date

\$3,573M

Current Forecast LOP Budget

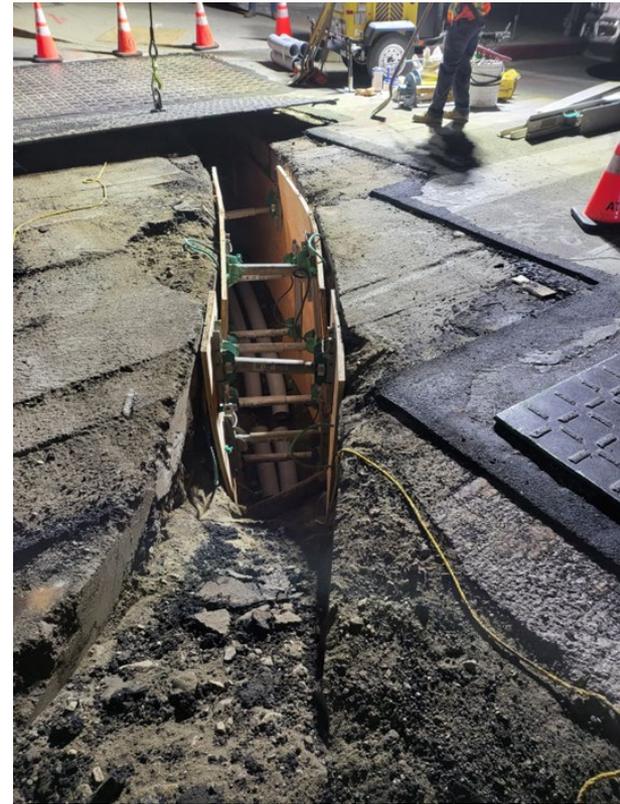
\$3,573M

Current Forecast Completion

Fall 2031

Percent Complete (Design)

50%



UA-6 Ductbank Sawcutting

East San Fernando Valley Transit Corridor

Cost: Metro has negotiated six Early Work Packages worth \$237M with SFTC for Design, Field Offices, and Utility Relocations. In 2025 Metro will negotiate the Phase 2 PDB contract with SFTC. Monitoring EWP budget and schedule and any utilization of project contingency.

Schedule: The Metro Master Project Schedule continues to show a Targeted Start of Revenue Service Date of September 30, 2031. The schedule will be negotiated as part of the Phase 2 PDB contract with SFTC.

Mitigation Measures:

- The Project is conducting a series of estimating workshops with SFTC to review variances in the Phase 2 estimates between SFTC and Metro.
- Once design reaches a project-wide 60% level SFTC will provide an updated cost estimate for the Project.

Accomplishments:

- PDB contract awarded to SFTC on April 14, 2023.
- FFGA executed on September 13, 2024.
- Project continues to negotiate and execute Early Work Packages (EWP) with SFTC.
- Six EWPs have been issued to SFTC for final design, utility adjustments, and field offices.
- Construction of utility adjustment work commenced in October.

Challenges/Risks:

- DWP undergrounding of utilities.
 - Potential of unknown utilities being encountered during construction.
 - Delay in providing contractor access to properties involving relocation/condemnation of businesses.
-



East San Fernando Valley Transit Corridor



UA-6 Conduit Installation



Southeast Gateway Line

Approved Pre-Const. Budget

\$998M

Funding to Date

\$3,130M

Current Forecast LOP Budget

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

Current Forecast Completion

Winter 2035

Project Status

Pre-Construction



Southeast Gateway Line

Cost: The project forecast stands at \$8.2 billion in YOES\$. Staff anticipates FTA will increase the forecast. Funding sources include Measure M and Measure R, state, and federal New Starts FFGA, currently planned for execution in 2027.

Schedule: Targeted Revenue Commencement Date Q4 2035.

Mitigation Measures: Deliver the project in two phases starting with a CMGC Advanced Works contract to derisk the project by addressing high risk items such as utility conflicts, freight relocation, grade crossings, hazardous soils, and I-105 interface, clearing the corridor for a follow-on contracts to construct the remaining LRT core scope.

Accomplishments:

- Metro Board certified FEIR in Apr 2024 and FTA issued Record Of Decision in Aug 2024
- Completed FTA New Starts Project Delivery requirements in Aug 2024
- Held groundbreaking ceremony for utility adjustments in Oct 2024
- Metro Board awarded CM/GC Advanced Works contract in Feb 2025

Challenges/Risks:

- Design approval from cities, railroad, and California Public Utilities Commission and LADWP
 - Timely relocations by private self-performing utilities
 - Right-of-Way acquisition and relocation
 - Critical third-party agreements including Construction and Maintenance Agreements with Union Pacific Railroad, Port of Long Beach, Port of LA, and Caltrans
-



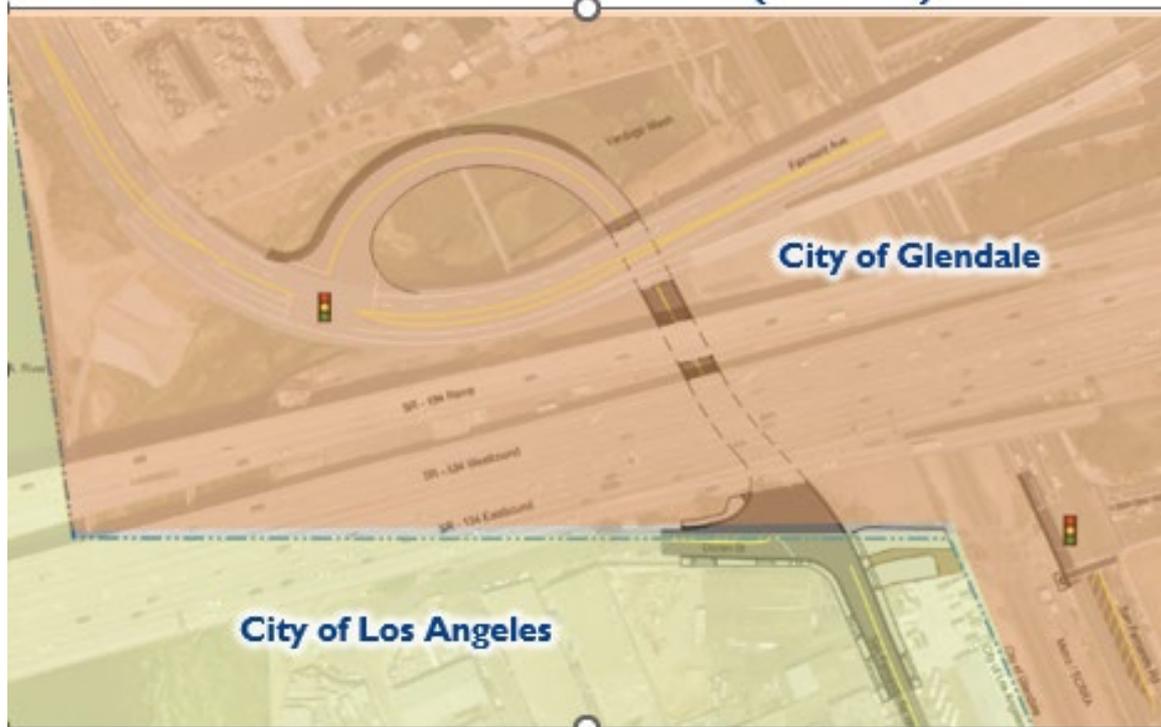


PROJECTS IN DEVELOPMENT – SHOVEL READY

Doran and Broadway/Brazil Grade Separation

Design Phase Budget	Funding to Date	Current Forecast	Forecast Completion	Percent Complete
\$20M	\$80M	\$316M	Summer 2028	100% (Design) 4% (Total)

Doran Street Grade Separation (Phase A)



Doran and Broadway/Brazil Grade Separation

Cost: No Change.

Schedule: July 2023 Board approved dividing project into two construction segments and additional programming to complete the final design phase of work.

Mitigation Measures: Continue to seek construction funding for Phase B construction of the Salem/Sperry Overpass, though coordination with the City of Los Angeles will continue for the City does not support Phase B.

Accomplishments:

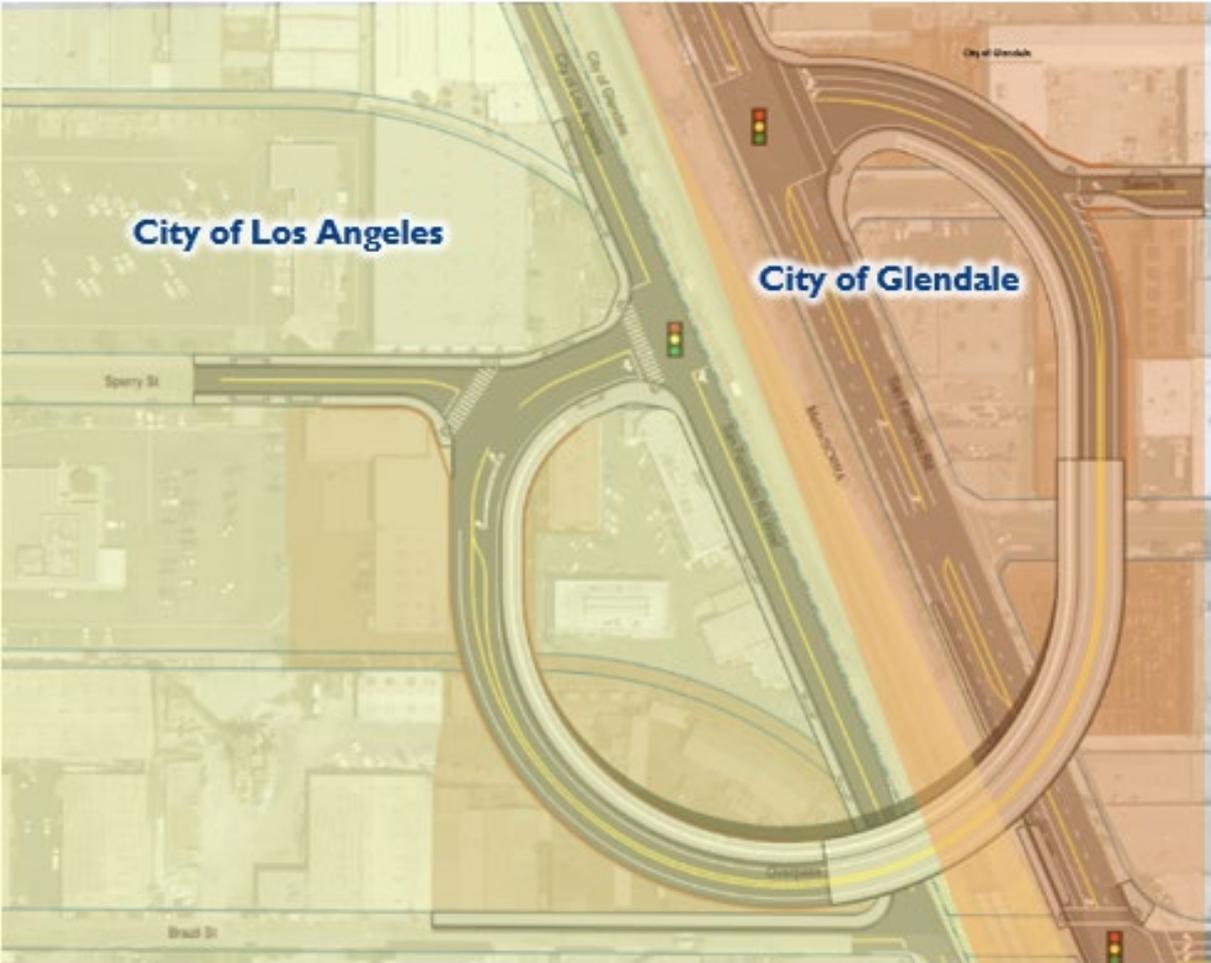
- The Phase A improvements for the Doran Street grade separation have achieved a 100% design submittal to approving agencies.
- Metro is working with FRA for NEPA approval prior to starting any construction activity.
- Metro has begun right-of-way coordination for Phase A, final design approvals, and agreement development for construction.

Challenges/Risks:

- Obtaining construction funding for the Salem/Sperry Overpass (\$284.5M), City of LA does not support the Phase B improvements.
- If funding is available, begin construction for Phase B improvements, Salem/Sperry Overpass, by 2028.



Doran and Broadway/Brazil Grade Separation



Salem/ Sperry Overpass (Phase B)

Doran Phase B map



Lone Hill to White Double Track

Design Phase
Budget

\$19M

Funding to
Date

\$19M

Current
Forecast

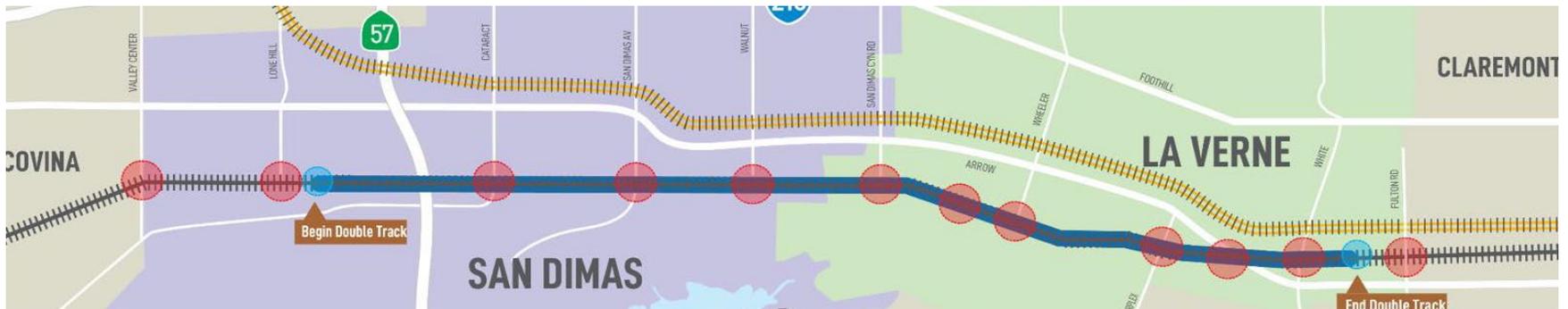
\$280M

Forecast
Completion

TBD

Percent
Complete

90% (Design)
6% (Total)



Lone Hill to White Double Track

Cost: Project cost forecast has not changed.

Schedule: The staff has extended the design consultant's period of performance to December 31, 2025, without a cost increase, in order to secure approvals from third-party and approving agencies and achieve shovel-ready status for the project.

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

Accomplishments:

- The project team completed the 90% design deliverables and received review comments from Metro engineering and other stakeholders/approving agencies. The team is currently closing out comments and awaiting additional field survey and pothole data to include in the next submittal.

Challenges/Risks:

- Cities can elect not to proceed with quiet zone ready infrastructure and request soundwalls as mitigation.
 - Delay in stakeholder's permit approvals.
 - Metro is unable to secure funding for the construction of the project.
-



Brighton to Roxford Double Track Project

Design Phase Budget	Funding to Date	Current Forecast	Forecast Completion	Percent Complete
\$26M	\$26M	\$561M	Fall 2030	90% (Design) 6% (Total)

Cost: Project cost estimates have been updated after completion of independent cost estimates.

Schedule: July 2023 Board approved separating the project into four segments, starting construction with Segment 1 at Brighton Street.

Mitigation Measures:

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

Accomplishments:

- The technical team continues to work on segments 1, 2 and 4 with the approved contract modifications as part of the final design phase.
- The East San Fernando Valley Transit Corridor project team to present their findings to Board for their recommendations regarding the 2.5-mile shared corridor.

Challenges/Risks:

- Completing construction of segment 1 to enable additional service on the AVL. Obtaining construction funding for segments 1,2, 3 and 4. This timeline is expected in advance of the ESFV transit project to provide multiple modes of transportation to the San Fernando Valley. Potential impact of ESFV ROW study on scope and schedule for Segment 3.
-



I-605/Beverly Interchange Improvement

Funding Through
Current Phase

\$45M

Funding to
Date

\$45M

Current
Forecast

\$49M

Forecast
Completion

Winter 2027

Percent Complete
(Design)

40%



I-605/Beverly Interchange Improvement

Cost: Staff will go to the Board to establish the LOP after bids are received and the lowest responsive and responsible bidder is identified.

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

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

Accomplishments: Metro staff is currently preparing the Invitation for Bid (IFB) documents.

Challenges/Risks:

- Due to the nature of sub-surface construction, there may be Aerially Deposited Lead (ADL) and potential for differing site conditions.
- CIDH piles, retaining wall construction, and 55-hour closures.
- Railroad coordination and potential temporary construction easements (TCEs) due to the proximity of the Caltrans/UPRR right-of-way fence.



I-605/Beverly Interchange Improvement



I-605 South Beverly Blvd



Aerial View of Existing Beverly Blvd.

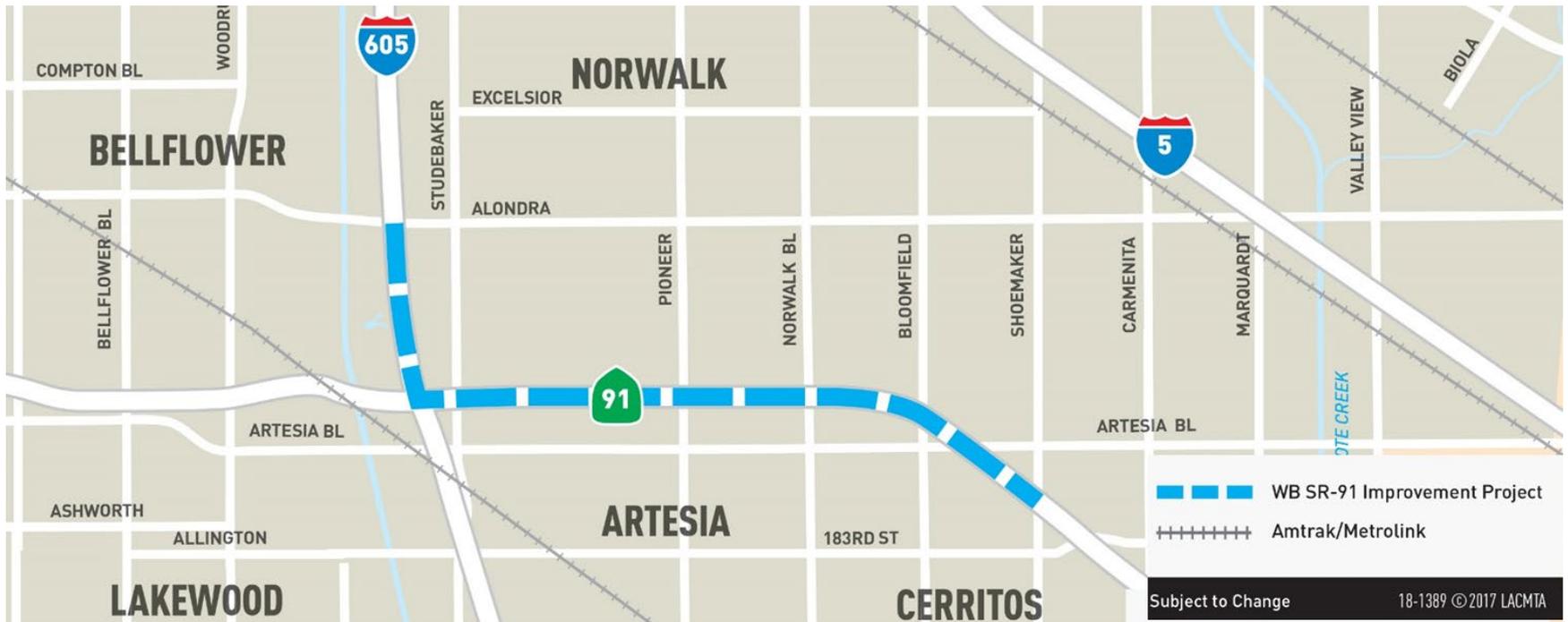


Aerial View of Existing Beverly Blvd.



WB SR-91 Improvement - Shoemaker to Alondra

Funding Through Current Phase	Funding to Date	Current Forecast	Forecast Completion	Percent Complete (Design)
\$335M	\$335M	\$335M	Summer 2029	30%



WB SR-91 Improvement - Shoemaker to Alondra

Cost: No Change.

Schedule: RTL 2024. Construction to start late 2025/early 2026.

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

Accomplishments:

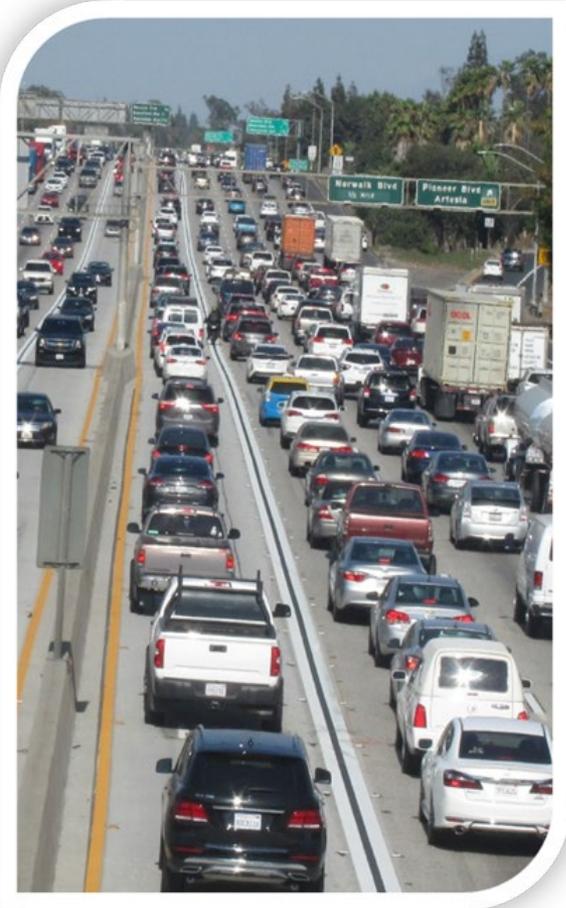
- The Westbound State Route 91 (SR-91) Project will improve approximately three miles of freeway from the northbound Interstate 605 (I-605) to the I-605/SR-91 interchange.
- The project proposes adding one mixed-flow lane in the westbound direction, three auxiliary lanes, and accommodations for multimodal bike lanes and bus stops.

Challenges/Risks:

- Bridge construction, particularly at Gridley Road and Bloomfield Avenue.
 - Renewal of temporary construction easements (eight temporary and four permanent easements).
 - Relocation of existing utilities, primarily Southern California Edison (SCE).
 - Working with Caltrans to prepare/execute documents required for Caltrans to administer construction of the project.
-



WB SR-91 Improvement - Shoemaker to Alondra



Existing Traffic Jam



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

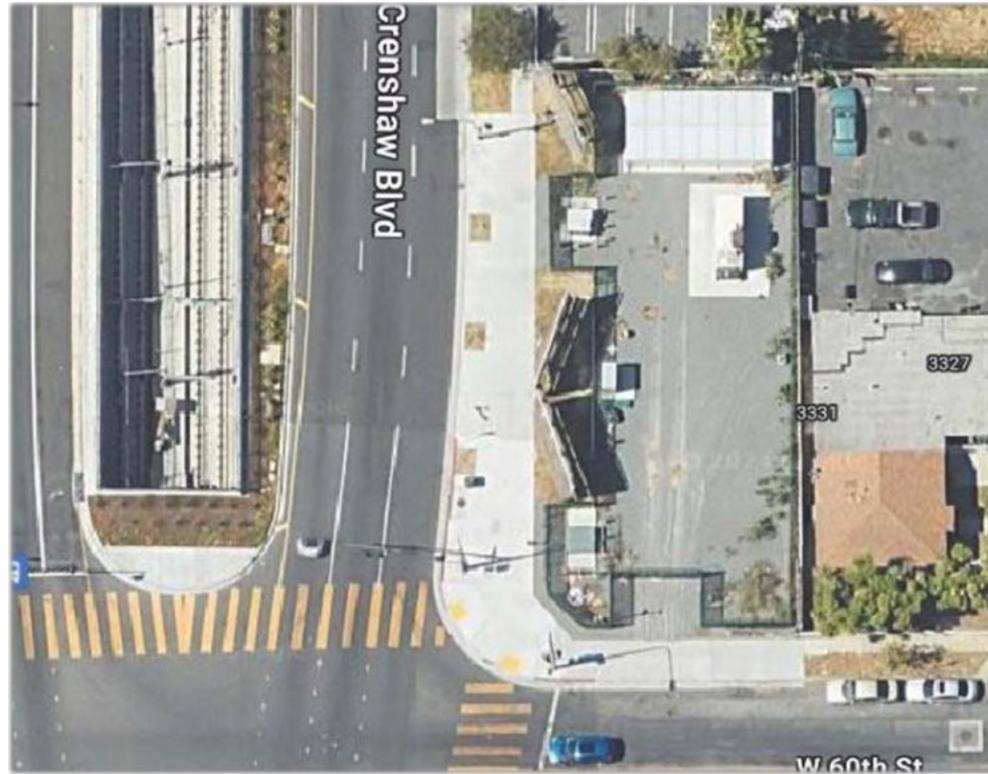


WB 91 to 605 Connector Utilities Relocation at Studebaker



Install 2 Traction Power Substation on the K Line

Design Phase Budget	Funding to Date	Current Forecast	Forecast Completion	Percent Complete
\$2M	\$55M	\$60M	Spring 2028	15% (Design)



Install 2 Traction Power Substation on the K Line

Cost: The project is to design, procure, install and test 2 Traction Power Substations (TPSS) on the K-line (Crenshaw Line).

Schedule: The current completion date is anticipated to be complete by Winter 2027. Metro is still evaluating the feasibility of meeting this schedule.

Mitigation Measures: No mitigation measures at this time.

Accomplishments: Issued work order to start work on TPSS 30% design.

Challenges/Risks:

- Complete a design package to a level to allow the project to bid by winter 2024.
- Assure new TPSS can be integrated into the existing system.
- Complete the project by the Winter of 2027.



Install 2 Traction Power Substation on the K Line



TPSS W Florence Ave. & N Cedar Ave. Site



C Line Platform Extensions

Design Phase
Budget

\$5M

Funding to
Date

\$120M

Current
Forecast

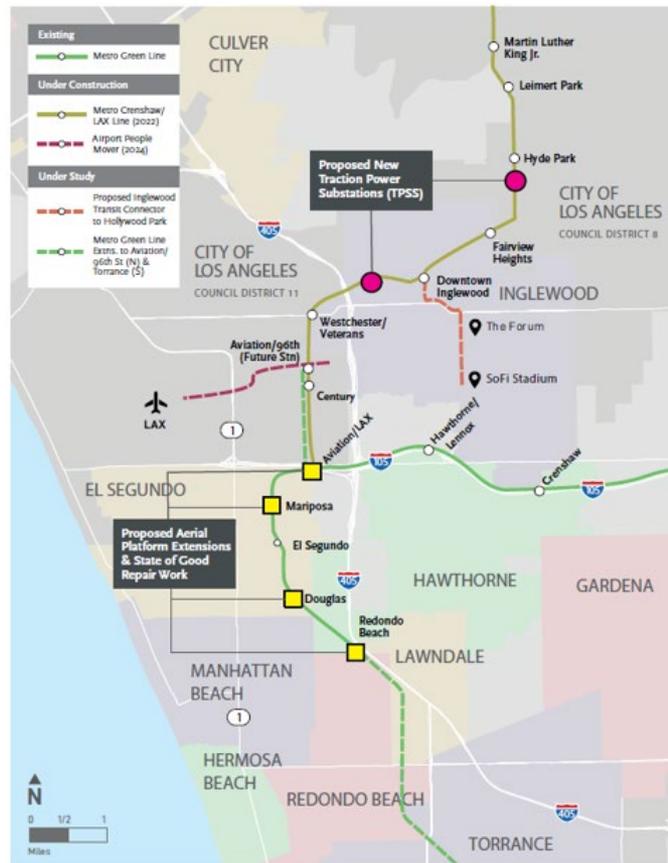
\$120M

Forecast
Completion

Winter 2028

Percent
Complete

5% (Design)



C Line Platform Extensions

Cost: The project is in the conceptual stage of defining all the items that are required to be completed.

Schedule: The current requested completion date is to have the stations expansion completed in spring of 2028. Metro is still evaluating the feasibility of meeting this schedule.

Mitigation Measures: No mitigation measures at this time.

Accomplishments:

- Initiated engineering evaluation to determine if seismic upgrades are necessary due to code changes since constructed.
- Initiated engineering evaluation to determine if additional egress capacity is necessary at stations.
- Preparing work order for engineering bench contractor.
- Feasibility Study completed.
- 15% Design completed.

Challenges/Risks:

- Determine what can be built within the available budget.
 - Develop a design to a level that allows the project to continue construction during single-track operations.
 - Complete the project within proposed timeline.
-



Gold Line Foothill Extension Phase 2B2

Current Phase Budget	Funding to Date	Current Forecast	Forecast Completion	Percent Complete
\$878M	\$798M	\$800M-\$900M	Fall 2031 (Montclair)	0%



-  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



Gold Line Foothill Extension Phase 2B2

Cost: Secured \$798M to fund the LA County portion of Phase 2B2; Currently drafting funding agreement with SBCTA to secure funding for the SB County portion. A separate project number and LOP will be established for Phase 2B2 to Montclair.

Schedule: Phase 2B2 project completion is forecasted for Fall 2031 and extends scope from terminating in Pomona to Montclair.

Mitigation Measures:

- Executed amended funding agreement with the Construction Authority.
- Negotiating funding agreement and O&M agreement with SBCTA.

Accomplishments:

- Metro has fully executed 4th amendment to the Foothill Extension 2B Funding Agreement between LA Metro and the Gold Line Construction Authority that reflects the allocation of \$798M of the CalSTA TIRCP formula funding authorized by Senate Bill 125.
- As of the date of the execution of the 4th 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 for this project.
- SBCTA has previously taken action to provide \$80 million as an interim funding step for the portion of the project in San Bernardino (SB) County.
- Metro is also developing the O&M estimate for the SB County portion of the project.

Challenges/Risks: - Bid amount exceeding available funding for the LA County portion of the project or SB County portion of the project, or both.





PROJECTS IN CLOSEOUT

Metro Training and Innovation Center

Approved Pre-Const. Budget	Funding to Date	Current Forecast LOP Budget	Current Forecast Completion	Percent Complete
\$21M	\$21M	\$21M	Spring 2025	98%

Cost: No variance. The project is anticipated to be completed within the current LOP of \$21,309,000 .

Schedule: No variance. The Developer is anticipated to achieve substantial completion and hand over the building to Metro in FY25.

Mitigation Measures: Mitigation measures are not necessary at this time because the project is being built on schedule within the adopted LOP budget.

Accomplishments:

- Developer to achieve substantial completion in January 2025
- Developer to obtain beneficial occupancy in January 2025
- Staff is placing orders for furniture and office equipment

Challenges/Risks:

- Additional scope requests for badge readers and security cameras from Metro Security and Operations could delay the project opening
- FTA may rule that the Federal Earmark obtained in December 2023 may not be used to staff the building
- Chief People Office needs to staff the building and start paying rent to the Developer



Metro Center Street Project

Original LOP	Current LOP	Current Forecast	Forecast Completion	Percent Complete
\$131M	\$157M	\$157M	February 2025	99%

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

Schedule:

- Substantial Completion: Achieved in August 2024
- Certificate of Occupancy: Achieved in October 2024
- Final Acceptance: Anticipated in April 2025

Mitigation Measures: Evaluation of claims for merit as part of the overall Project risk items in the budget forecast. Maintain potential cost as a risk item, making the cost to complete estimate accurate of all known and potential costs.

Accomplishments:

- The project is 99% Complete.
- Punch list items and Project Close-Out in progress.
- Building occupancy on December 2024.

Challenges/Risks: Project team is attending the March board meeting to request extra funding for payoff contractor claims.





CAPITAL PROJECTS: PLANNING TO IMPLEMENTATION

Los Angeles River Path

Funding Through
Current Phase

\$36M

Available
Funding

\$365M

Current
Forecast

\$950M - \$1,600M

Current Forecast
Completion

Spring 2031

Project
Status

70%
(Environmental)
9% (Total)



Los Angeles River Path

Cost: The DEIR release was delayed due to legal inadequacies in certain resource assessments and addressing stakeholder input, County of LA and Army Corps (USACE). Certain key milestones have been postponed, allowing for continued coordination with County Counsel and Program Management to address these concerns effectively.

Schedule:

- Early 2025: Public engagement on the upcoming release of the Draft EIR; Release of Draft EIR with a 60-day comment period
- Ongoing: Development of implementation plan, roles, and responsibilities with the City and County of Los Angeles
- Late 2025/2026: Metro Board Adoption of LPA and Implementation Plan; Release of Final EIR and Certification

Mitigation Measures: Not Applicable.

Accomplishments:

- The environmental planning and design contract for \$45.9M was awarded to CH2M Hill on May 29, 2018. . The contract was divided into four phases. The contract currently stands at \$47.8M
- Outreach contract was also issued on May 29, 2018
- Phase 1: Conceptual Design completed. Phase 2: Environmental Clearance is ongoing

Challenges/Risks:

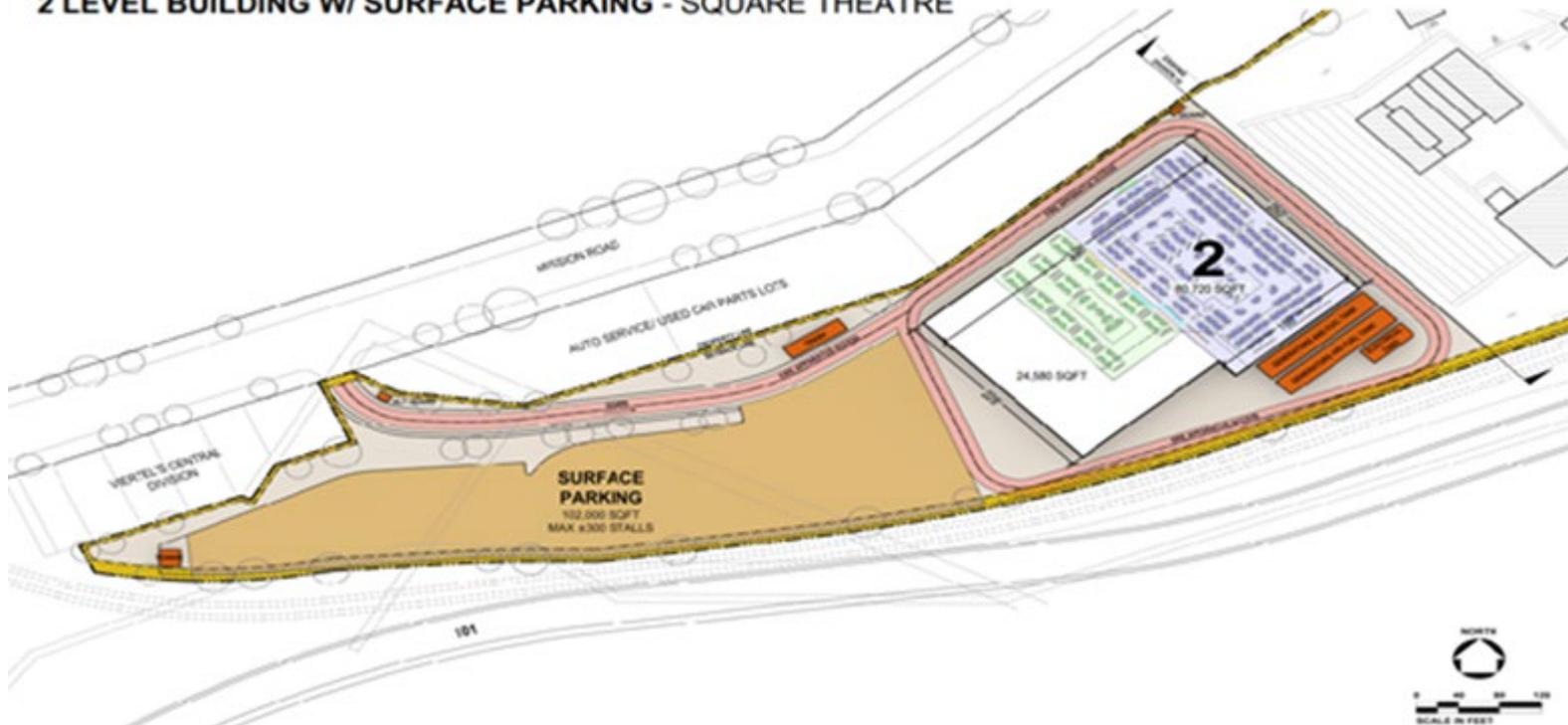
- Need to identify a construction, owner and maintenance agency for the project, to achieve schedule and cost efficiencies should the responsibilities extend to the appropriate ROW owner
 - Coordination with partner agencies (City of LA, County of LA, and USACE) leading to delay in delivering the project
 - Need for additional funding
-



ROC / BOC

Funding Through Current Phase	Available Funding	Current Forecast	Current Forecast Completion	Project Status
\$17M	\$17M	\$985M - \$1,400M	Spring 2032	1% (Design)

2 LEVEL BUILDING W/ SURFACE PARKING - SQUARE THEATRE



ROC / BOC

Cost: No Change.

Schedule: No Change.

Mitigation Measures: Not Applicable.

Accomplishments:

- The Feasibility Study is complete. Division-10 was selected to be the project site
- Phase I Environmental Site Assessment (ESA). Phase II ESA ongoing
- Technical study for state environmental (CEQA) documentation started
- Preliminary Engineering (PE) design kick off meeting was held on January 7th

Challenges/Risks:

- Relocation of impacted uses at Div 10 may delay start of construction
 - Timely upgrade of existing fibers along A, B and E line routes required for connectivity to existing Rail Operation Control Center (ROC)
 - Complete funding not identified
 - Measure M program schedule impacted if ROC/BOC not operational post East San Fernando Valley Project
-



Eastside Extension Phase II

Funding Through
Current Phase

\$3,690M

Available
Funding

\$3,690M

Current
Forecast

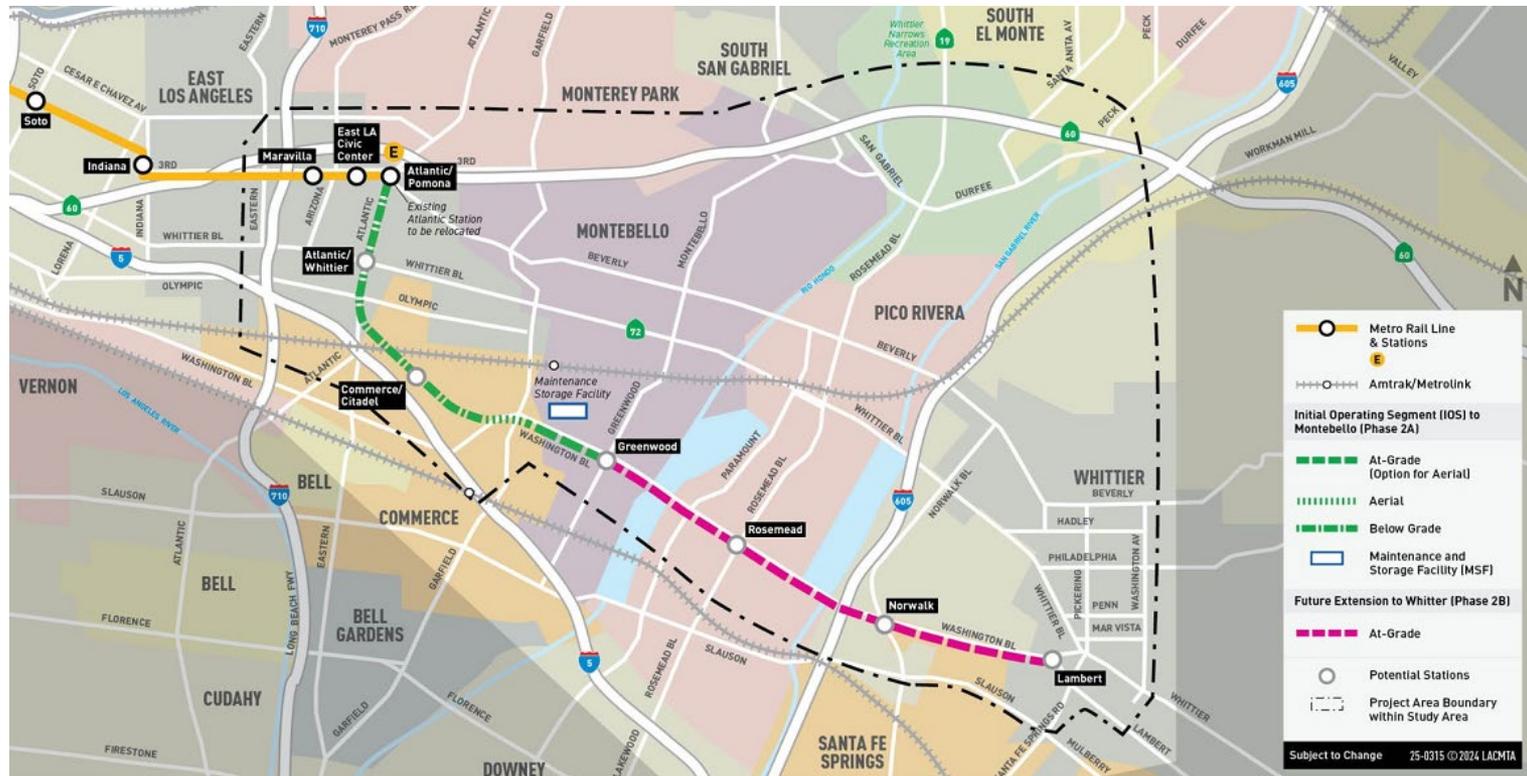
\$7,895M

Current Forecast
Completion

December 2035

Project
Status

15% (Total)



Eastside Extension Phase II

Cost: Seeking State and Federal Funding to complete the initial operating segment (IOS) to Greenwood Station in Montebello.

Schedule: Anticipated entry into a 12-month NEPA/EA process in February 2025 and completion of Preliminary Engineering by Summer 2026. Submitted for entry into 12-month NEPA/EA process in February 2025. Working with FTA on Section 106/SHPO consultation. Anticipating completion of Preliminary Engineering by Summer/Fall 2026.

Mitigation Measures: Commence Advance Utility Relocation efforts.

Accomplishments:

- Board certified FEIR (May 2024). Approved PE contract modification (Sep 2024). PE kickoff in Oct 2024
- RFP for PMSS released in Oct 2025; Anticipated contract award in Summer 2025.
- FLM Plan approved (Oct 2024)
- Board approved MCA board report in Jan 2025
- Completed potholing efforts on public ROW.
- Conducted 4 community meetings (Jan 28-29, Feb 2-3)

Challenges/Risks:

- ROW acquisitions
 - Secure remaining funding for IOS
 - Unknown environmental, geotechnical, and underground utilities
 - Agreements (MCA, UA, LOA with LA County)
 - CEQA litigation with Prologis (MSF parcel in Montebello)
-



K Line Extension to Torrance/Green Line

Funding Through Current Phase

\$1,400M

Available Funding

\$1,400M

Current Forecast

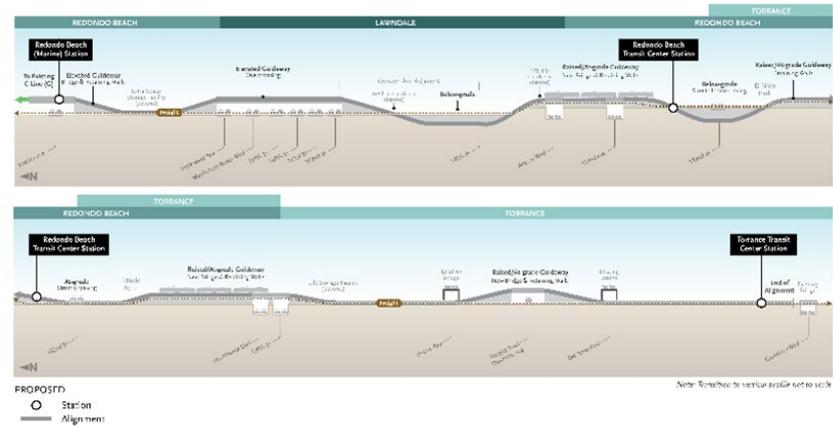
\$2,000M-\$3,000M

Current Forecast Completion

2036

Project Status

60%
(Environmental)
5% (Total)



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

K Line Extension to Torrance/Green Line

Cost: Cost estimate is \$2.3B including escalation to midpoint of construction (2031). Needs to be updated prior to Final EIR in 2025 to reflect increase to escalation and updates to schedule.

Schedule: Based on the Board timing to select an LPA and initiate field work, the anticipated opening schedule has shifted from operations in late 2034 to early 2036. Opportunities for schedule recovery are being explored.

Mitigation Measures: Currently defining early works activities and anticipating an update to project schedule.

Accomplishments:

- Accomplishments: Published Draft EIR in January 2023 and Hybrid Alternative selected by Metro Board as Locally Preferred Alternative in May 2024.
- Status: Preparing Final EIR under CEQA.

Challenges/Risks:

- BNSF agreement (ongoing negotiations)
 - Utility relocation (ongoing third-party coordination)
 - MCAs with cities (working with counsel)
 - Funding gap (exploring sources)
 - Vacancies in project team (Advancing PMSSC contract to support team)
-

