

# Early Intervention Team Program Update

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# Context on LA Metro's Early Intervention Team (EIT)

## Reminder of the EIT's purpose:

Improve on-time, on-budget capital program delivery by encouraging collaboration across departments and introducing cost control strategies across the full project life cycle for LA Metro's capital program

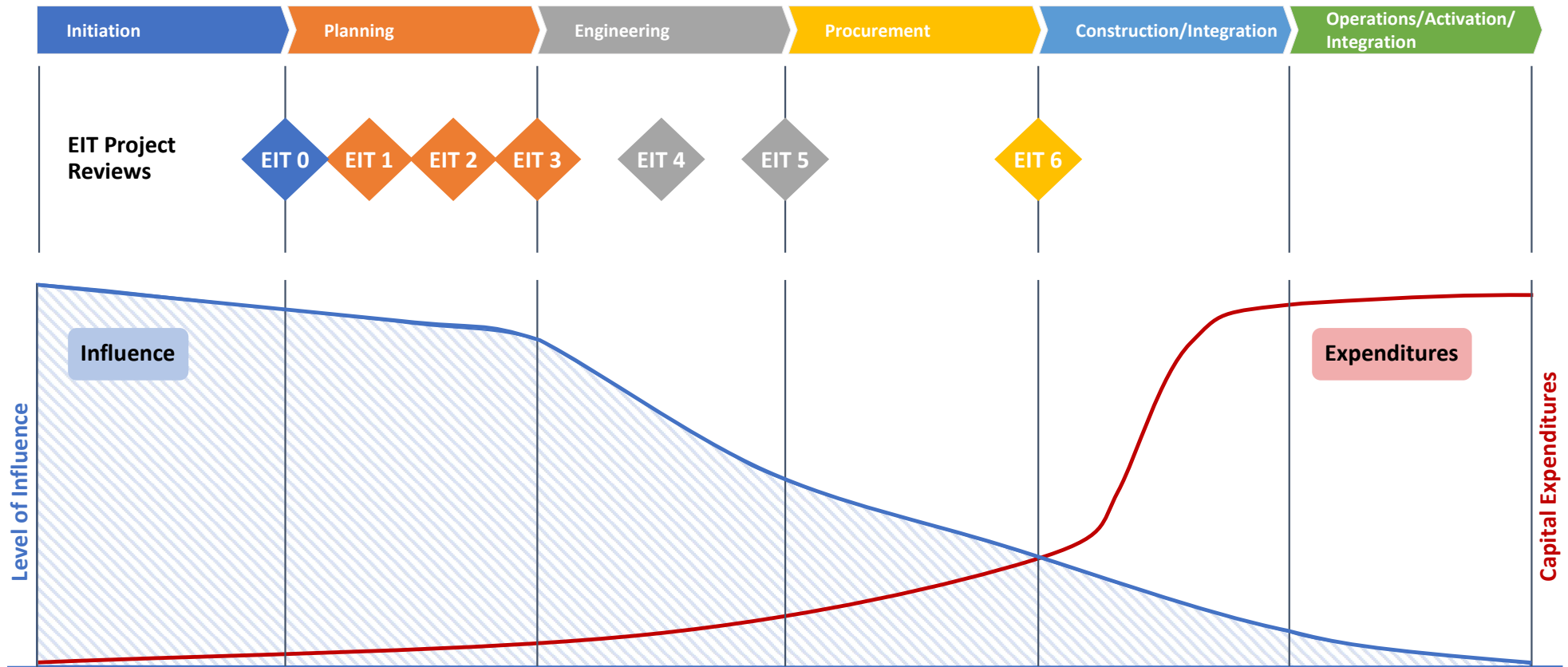
## Recall: Overview of October Board update

- EIT launched as a cross-functional team in July 2022 and has met at least twice a month to improve overall capital program and specific project performance
- EIT was focused on developing a comprehensive set of targeted cost control questions and creating the EIT Project Review Process to share executive cross-functional feedback to improve project outcomes
- Since the October Board update, the EIT has conducted four EIT Project Reviews

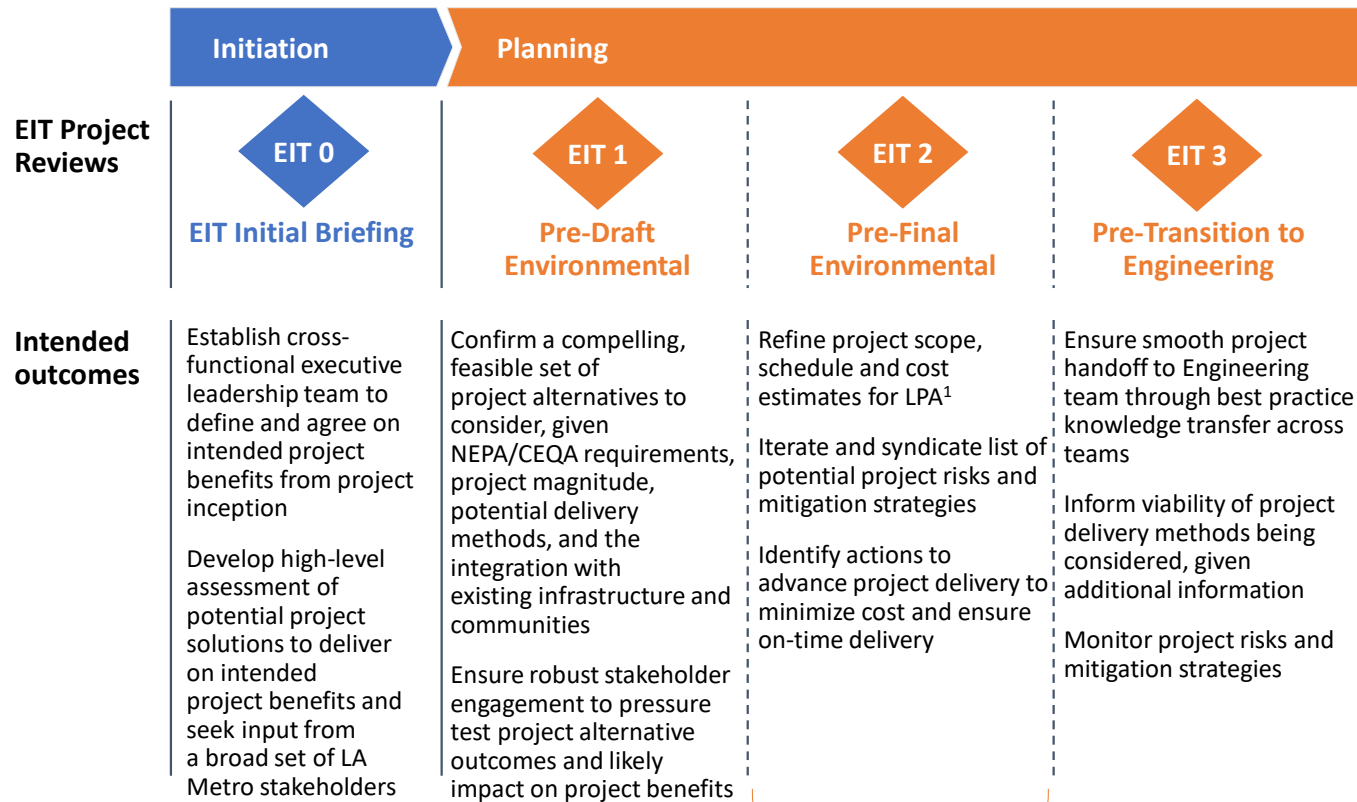
## Objectives for today

- Share the overall project cycle and how the EIT Project Review Process improves the likelihood of project success
- Discuss the types of critical actions being taken to improve project outcomes, given the integration of EIT feedback, using specific examples from completed EIT Project Reviews
- Outline the EIT's impact to date and proposed next steps

The EIT focuses LA Metro's Capital Program resources where they can have the most influence on project outcomes: early in the life cycle



# EIT Project Reviews are focused on ensuring intended project benefits, on time and on-budget (1/2)



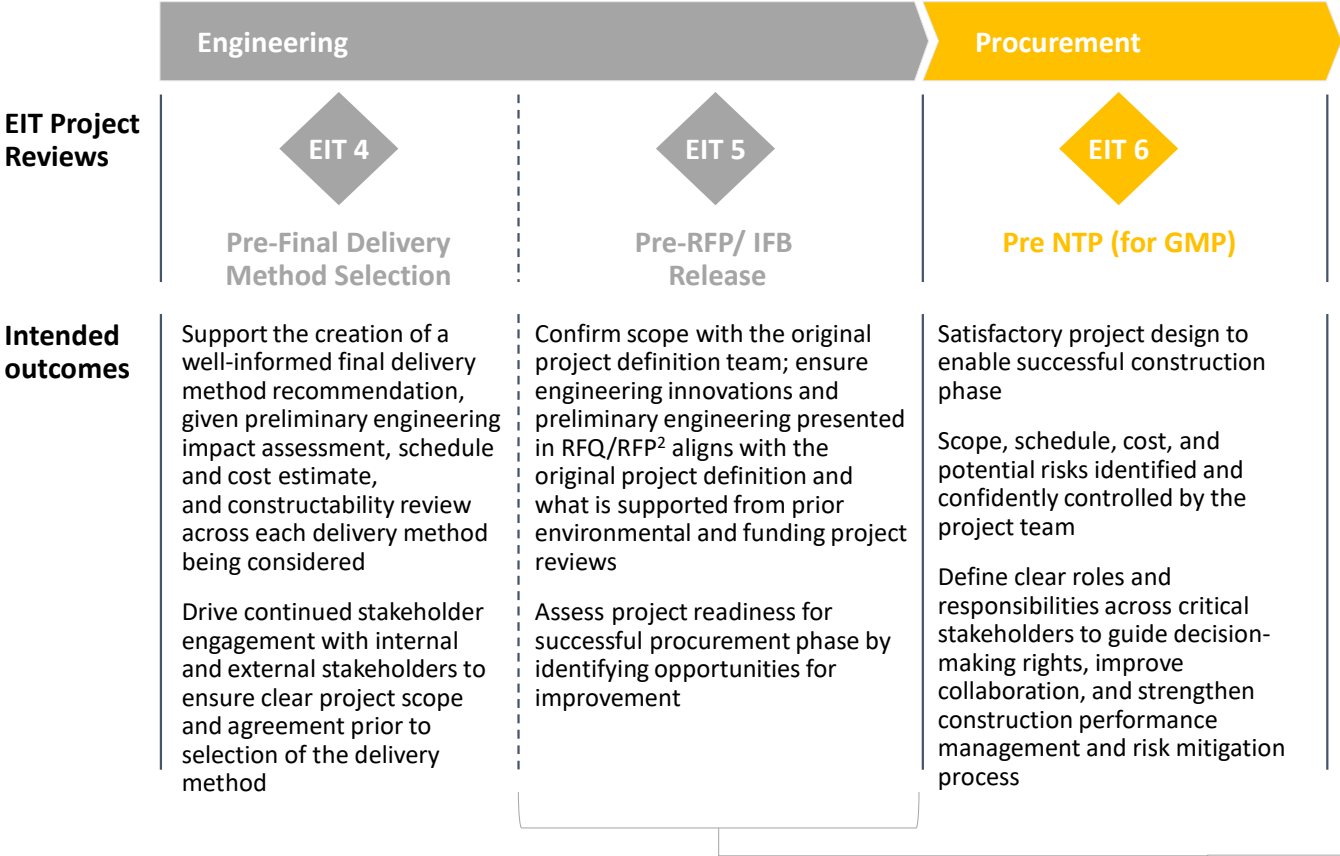
1. Locally Preferred Alternative

## Example EIT Project Review

### East Side Transit Corridor



# EIT Project Reviews are focused on ensuring intended project benefits, on time and on-budget (2/2)



Example EIT Project Review

East San Fernando Valley Transit Corridor

Phase 1: Van Nuys/MOL to Van Nuys/San Fernando  
• 6.7 miles  
• 11 stations

Phase 2: Van Nuys/San Fernando to Sylmar/San Fernando  
• 2.5 miles  
• 3 stations

I-105 Corridor

Initial Estimated Cost: \$150-\$170M Potential ROW impact: None Structure widenings - 3	Initial Estimated Cost: \$400-\$440M Potential ROW impact: 4 vacant parcels (partial) Structure widenings - 17	Initial Estimated Cost: \$150-\$170M Potential ROW impact: None Structure widenings - None
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# Impact to date and next steps

## Impact to date and anticipated outcomes

- Project risks, roadblocks, and alternatives have been reviewed and actions taken across four priority LA Metro capital projects, including:
  - **East San Fernando Valley (ESFV) Transit Corridor:** Advancement of a new value engineering process that is tailored to the Progressive Design Build delivery method
  - **East Side Transit Corridor Phase 2 (ESP2):** Increased understanding on the complexity of the construction, operations, and engineering associated with the project being an extension of an existing system (e.g., phasing of work, customer experience component, and extension of the fiber network)
  - **I-105 Express Lanes:** Early engagement of LA Metro Operations team decision makers to problem solve key project scope elements (e.g., WSAB crossing) and identify innovative design solutions to deliver a successful project outcome and mitigate integration risk with the existing system.
- Senior leader members of the EIT have been able to foster cross-departmental relationships and a more holistic understand of the project life cycle

## Next Steps

- Consolidate and share back EIT feedback to targeted questions for three completed Project Reviews
- Continue conducting EIT Project Reviews for 5 new projects that are planned by the end of FY23, including:
  - North Hollywood to Pasadena BRT in February
  - C-line Extension to Torrance in March
  - LA River Bike path in April
  - Sepulveda Transit Corridor in May
  - West Santa Ana Branch in June
- Identify and implement both project and program level KPIs to transition from qualitative to quantitative measures to drive progress
- Integrate and update EIT processes with existing procedures to create a cohesive set of LA Metro standards