



## Board Report

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**File #:** 2025-0187, **File Type:** Informational Report

**Agenda Number:** 14.

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### CONSTRUCTION COMMITTEE APRIL 16, 2025

**SUBJECT: PROGRAM MANAGEMENT QUARTERLY CHANGE REPORT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE Status Report on Program Management Quarterly Change Report.

#### **ISSUE**

This report provides a quarterly summary of the use of Board delegated authority to the Chief Executive Officer (CEO) regarding contract changes for transit and regional rail construction projects greater than \$500,000.

#### **BACKGROUND**

In January 2017, the Board approved a one-year pilot to delegate to the CEO authority to execute project agreements up to the Life-of-Project (LOP) budget for the Crenshaw/LAX, Regional Connector, and Purple Line Extension Section 1 & 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 is very beneficial to expedite contract changes and avoid costly construction delays. Since inception of the program, up to 2,916 concurrent workdays or concurrent 11.3 years, aggregated across the program, have been saved (Attachment B).

#### **DISCUSSION**

The change activities for the reporting period between December 1, 2024 - February 28, 2025 are included in Attachment A.

#### **EQUITY PLATFORM**

The table below summarizes the percentage of each project within Equity Focus Communities (EFCs). These contract modifications are necessary to complete each capital project, which benefits EFCs.

Project	Percent in Equity Focus Communities
Crenshaw/LAX	8 of 8 stations (100%) are within or adjacent to Equity Focus
Westside Purple Line Ext 1	This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Ext 2	This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Ext 3	1 of 2 stations (50%) are within or adjacent to Equity Focus Communities
Division 20	100% of the project is within or adjacent to Equity Focus Communities
Airport Metro Connector	100% of the project is within or adjacent to Equity Focus Communities
Metro Center Project (ESOC)	This project is not located within or adjacent to Equity Focus Communities
Rail to Rail	90% of the project is within or adjacent to Equity Focus Communities
I-5 North County Enhancements	This project is not located within or adjacent to Equity Focus Communities
Metro G Line BRT Improvements	15 of 17 stations (88%) of the project is within or adjacent to Equity Focus Communities
I-105 Express Lanes	92% of the project is within or adjacent to Equity Focus Communities
East San Fernando Valley	100% of the project is within or adjacent to Equity Focus Communities
Link Union Station	100% of the project is within or adjacent to Equity Focus Communities

**VEHICLE MILES TRAVELED OUTCOME**

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

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

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Although the three highway projects above may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

Project	Increase or Decrease VMT
Crenshaw/LAX	This item has helped to decrease VMT.
Westside Purple Line Ext 1	This item will likely decrease VMT.
Westside Purple Line Ext 2	This item will likely decrease VMT.
Westside Purple Line Ext 3	This item will likely decrease VMT.
Division 20	This item will likely decrease VMT.
Airport Metro Connector	This item will likely decrease VMT.
Metro Center Project (ESOC)	This item will likely decrease VMT.
Rail to Rail	This item will likely decrease VMT.
I-5 North County Enhancements	This item will likely increase VMT.
Metro G Line BRT Improvements	This item will likely decrease VMT.
I-105 Express Lanes	This item will likely increase VMT.
East San Fernandy Valley	This item will likely decrease VMT.
Link Union Station	This item will likely decrease VMT.

\*Based on population estimates from the United States Census and VMT estimates from Caltrans’ Highway Performance Monitoring System (HPMS) data between 2001-2019.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

### **NEXT STEPS**

The next Program Management Quarterly Change Report will cover the period of March 1, 2025, through May 31, 2025, and will be presented to the July 2025 Construction Committee.

### **ATTACHMENTS**

Attachment A - Quarterly Change Orders Log for Reporting Period of December 1, 2024 - February 28, 2025.

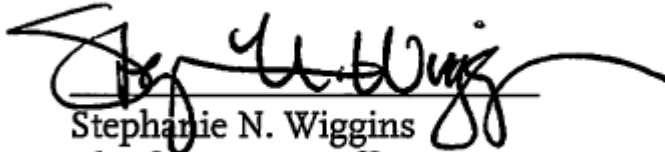
Attachment B - OIG Construction Change Order Spot Checks CEO Delegated Authority Delays Avoided (Through February 2025)

Prepared by:

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- **Westside Purple Line Ext 3** - Kimberly Ong, Senior Executive Officer, Projects Engineering, (424) 551-4501
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- **Metro G Line BRT Improvements** - Annalisa Murphy, Deputy Executive Officer, Project Management, (213) 474-6838
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