



## Board Report

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File #: 2024-0527, File Type: Budget

Agenda Number: 18.

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**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.

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## **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**

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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**

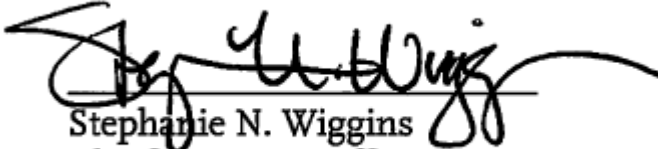
Attachment A - Funding/Expenditure Plan

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     |
|--|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|----------------|
| <b>USES OF FUNDS</b>                               |               |               |               |               |               |               |                 |                |
| 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> |
| <b>SOURCES OF FUNDS<sup>1</sup></b>                |               |               |               |               |               |               |                 |                |
| 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

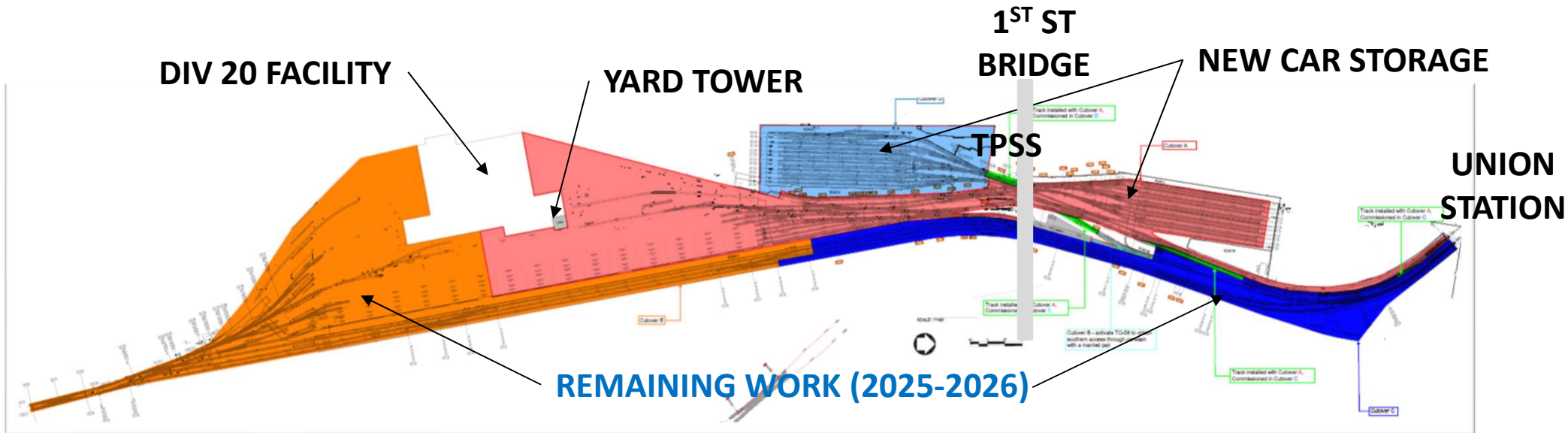
Revised LOP:\$1,056,479,577

## **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



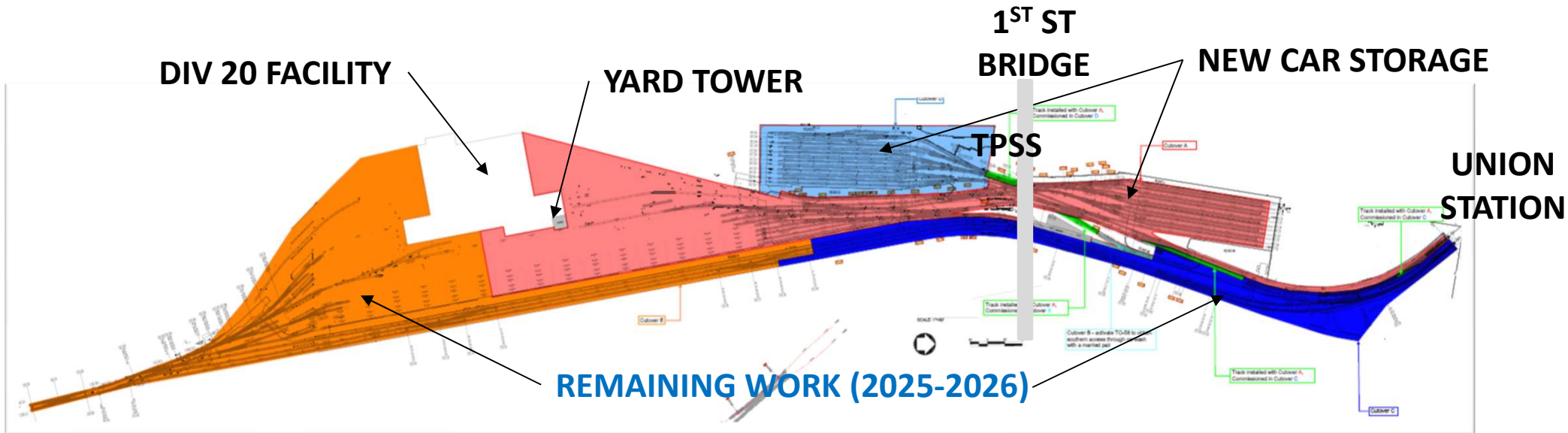
December 2024 western portions of the Project will be placed into Revenue Service.

- 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?**