

# **Division 20 Board Report 2023-0197**

**April 2023**

**DIVISION 20 LOP INCREASE**

# DIVISION 20 PORTAL WIDENING TURNBACK FACILITY

## RECOMMENDATION:

AMENDING the Life of Project (LOP) budget by \$80,000,000

Current LOP: \$876,749,577

Revised LOP:\$956,749,577

## BACKGROUND

- Purple Line Full Funding Grant Agreement (FFGA) for PLE1 requires capacity for 5-minute headways.
- Metro's commitment to meet the terms of the FFGA, existing portal must be widened and a turnback track constructed
- PLE 1, 2 and 3 will add vehicles to the Metro Fleet, requiring increased Yard storage
- Original contract includes substantial upgrades to power the new turnback and vehicle storage



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## ISSUE

- Maintaining the active yard combined with a significant number of site conditions, has contributed to changes and delays to the Project that has consumed much of the budgeted Life of Project (LOP) contingency

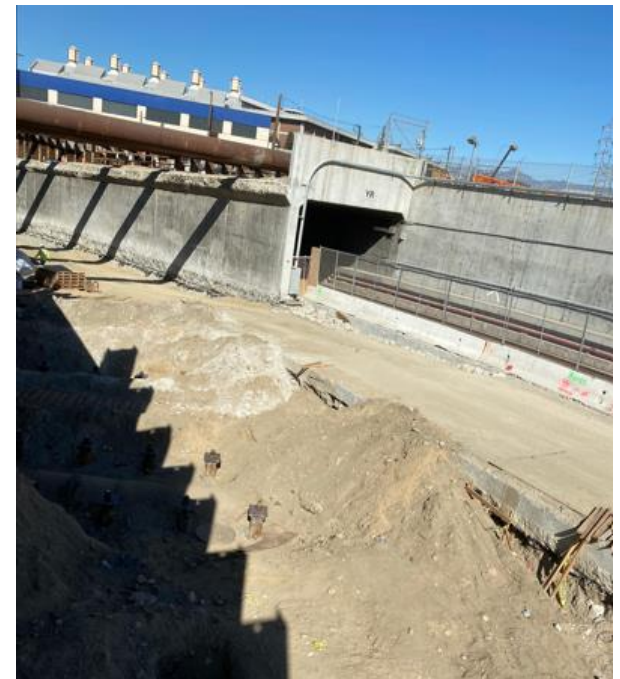
## DISCUSSION

- Multiple design issues
- D20 yard is over 30-years old causing repairs and replacement of equipment
- Old industrial site, excessive removal of hazardous materials
- Multiple interfacing projects have caused delays and construction challenges
- 3<sup>rd</sup>-Parties, City of Los Angeles, Utilities
- First Street Bridge is 100-years old and required unforeseen repairs
- Currently, the project is about 48% complete, less than 2% of the of the Project contingency remaining



## FUNDING FOR THIS LOP INCREASE REQUEST

- The use of \$80,000,000 of additional New Starts funding will make available an equal amount of Measure R Transit 35% for this proposed increase
- LOP budget increase actions to address the cost increase are evaluated using the Measure R and Measure M Unified Cost Management Policy
  - The completion of much of the First Street Bridge, underground work in the old industrial area, and existing yard, has reduced unknown risks
  - A majority of the Project footprint for underground work has been opened up and existing conditions exposed that should reduce changes related to differing site conditions



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## NEXT STEPS:

- Incorporate lessons learned between previously identified differing site conditions and design
- Continue risk assessments to manage remaining schedule and budget risks
- Identify resources to validate constructability, potential schedule conflicts, and contractor oversight coordination

