Metro

July 18, 2025

TO: DISTRIBUTION

FROM: ALBERT SOLIZ,
DEPUTY EXECUTIVE OFFICER,
PROJECT MANAGER

SUBJECT: DIVISION 20 PORTAL WIDENING
QUARTERLY PROJECT STATUS REPORT
FY25 Q4 JUNE 2025

Enclosed herewith is the Quarterly Project Status Report for the Division 20 Portal Widening Turnback Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Division 20 Portal Widening Turnback Project status for the period ending June 30th, 2025.

If you have any questions regarding this report or its supporting information, please contact Alexander Lampros, Deputy Executive Officer, Program Control at (213) 407-0978.

Enclosure

Division 20 Portal Widening Turnback Project

QUARTERLY PROJECT STATUS REPORT

June 2025

TABLE OF CONTENTS

PROJECT OVERVIEW

Project Background

Per the project's Full Funding Grant Agreement (FFGA) for Section 1 of the Westside Purple Line Extension (WPLE), Metro is obligated to operate service at four-minute headways on the future Metro Purple Line. As a result of reduced headways, Metro will need to coordinate headways for Purple and Red Lines in the shared trunk portion of the tunnel system from Wilshire Vermont Station through 7th and Metro and Union Station.

Currently, the Metro Red/Purple Line trains "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 Purple/Redline service (or seven-and-a-half minutes on the branches), but that will become impracticable and less efficient once the Westside Purple Line Extension begins operating and more trains are using the same tracks.

At present, non-revenue Metro B (Red)/ D (Purple) Line trains proceed south of Union Station and through the portal just south of the US 101 Freeway before entering a complex set of switches in the Division 20 rail yard. To increase train speeds and ensure the reliability of operations, the existing tunnel portal must be widened to accommodate additional tracks and switches that diverge to become the turnback and yard leads.

The trackwork at the portal will be reconfigured to connect to new storage tracks to the south and west side of the yard. The reconfiguration of the yard will not preclude a potential future revenue station at 6th Street. Construction and pre-revenue testing of the portal widening and turnback facility must be completed before WPLE Section 1 opens for revenue service.

EXECUTIVE SUMMARY

Metro awarded the Division 20 Portal Widening Turnback Facility Contract C1136 on February 25, 2020, and issued Notice to Proceed (NTP) on April 8th, 2020. Contract C1136 is a Design Bid-Build (DBB) contract with a 52-month forecast for construction.

Status through June 2025:

Division 20 Portal Widening Turnback Facility overall project progress is 83%.
Project commitments and expenditures through June 2025 indicate that the current budget does not require increasing contract modification authority for the next reporting period.

The project's current substantial completion forecast is at the end of 2025, in addition, the project schedule continues to be updated as the project team is working with the contractor to develop an updated schedule and in coordination with the completion of Westside Purple Line Extension Section 1 (PLE1). The project team continues to work with Tutor Perini to update the schedule, and to review mitigation opportunities in order to improve the schedule and reduce impacts to the project budget.

Current Quarterly Accomplishments

Portal Area - West

- Conduct punch list work, i.e., adjust fire flow valve and install electrolier cover on retaining wall.
- Conduct WTP test on SWM #1 and DTP at Portal Minus.
- Test wall-mounted Pro-Tran device.
- Install west retaining wall pedestrian emergency gate.

Portal Area – West

- Install forms, rebar, and pour concrete for landing & stairs at Portal bungalow.
- Install formed and poured concrete foundation for two nonconductive light poles.
- Stencil bungalow name designation.
- Install underdrains AL 10/10a with cleanout risers.

Viertel Lot

- Install wastewater treatment system.
- Install fence posts and panels on Commercial Street retaining wall.

Center St Improvements

- Apply bike lane striping on Center Street at Banning Street.

North Yard

- Adjust, align, and conduct point closure/obstruction tests on DSS track switches and single turnouts.
- Relocate PF track circuit J-boxes.
- Set fence panels on Jackson Street (east).
- Install forms, rebar, and pour concrete for landings and stairs (east/north) for bungalow “C”.
- Install, replace, and repair tracer wires in pull boxes, manholes, and handholds.
- Install grounding conductors from pull boxes to manhole bus bar.
- Perform asphalt paving on roads L & J.Place curb, gutter, and sidewalk on Jackson Street (north).

Yard Tower

- Room 303, conduct PA SIT testing.

Road A

- Adjust, relocate, form, and pour concrete for lighting duct bank.
- Form and pour concrete for light pole foundations L0018-L0014.
- Install portions of storm drain line A-2.

Ladder Track – South of Road “G”

- Adjust, align, and test track DSS & single turnout switches;install 3rd rail side boards.
- Install dip rail section at switch 501.
- Install forms, rebar, and pour concrete for pocket bungalow landing and stairs (west/south).
- Paint bollards on roads.
- Complete Dead Car pull operations.

TPSS Site

- Correct open items.
- Install forms and Sono-tubes and pour concrete for three nonconductive light pole foundations.

West Yard

- Install contact rail and flangeway rail on TD track.
- Install and adjust light poles with fixtures.
- Install gate controller duct bank on road “G” (west).
- Grade, raise utilities, pour concrete collars, and place asphalt on roads C, G, and L.

Project Scope

The scope of work is composed of several major construction elements, each with its own subset of work components. The major elements are portal widening; First Street Bridge modification & seismic upgrade trackwork; power substation; system installation and integration and not precluding future 6th Street station.

Turnback Facility (3 pocket tracks)

- Mainline Trackwork and Special Trackwork Construction
- Signals and Communication Lines (CCTV, PA, Telephone, Radio, Fire Alarm) and New Duct banks
- Portal Widening (Shoring, Excavations, Soil testing and Soil Disposal)
- Modifications to 1st Street Bridge
- Two Storage Yards (North and South) with Cleaning Platforms
- Demolition of MOW 61A and Viertel’s Buildings
- Center Street Improvements
- Surface Parking at Viertel’s Tow Yard
- Utility Protection and Relocation
- Drainage
- Yard Perimeter (Retaining Walls, Fences, and gates)
- Access Roads
- TPSS Pads and Connections (Removal of Existing TPSS)
- Yard and Surface Parking Lighting
- Trackwork/Emergency walkway Modifications at East US Double Crossover
- Communications Conduits for Metro Center Project
- Yard Tower – Control Room Equipment
- System Integration Testing and Start-up

Adjacent Projects Coordination

- Early Demolition Contract
- TPSS Early Procurement Contractor (C1184)
- Pickle Works Building Demolition by City
- Early Construction of Duct banks
- Sixth Street Bridge
- Metro Center Street Project Construction
- Link US
- Purple Line Extension Section 1 – Rail Welding
- Eastside CTS Bus Bridge by Regional Connector
- Demolition of MOW Buildings B&C
- MOW 61A Equipment Relocation, Vacation and Abatement
- Shop Building Expansion
- Metro Rail Car Delivery Program
- Southern California Gas Co.

Project Facts

- Approximately 16 miles of duct banks installation
- Track installation of 28,217 feet of ballasted track and 4,294 feet of direct fixation tracks
- Approximately additional 6 acres added to the Division 20 yard
- Additional storage capacity of 120 train vehicles

Risk and Management Issues Management Issues

1. **MOD No.20 (CN006) -** *executed*
- Major design changes (e.g., track spacing)
- Work not completed from previous contracts (early utilities)
- Specs and criteria changes/updates
- Responses to bidders' questions
- Completed negotiations with Contractor

2. **Long Lead Items**
- Contract provisions for long lead items
- Identify Multiple Suppliers
- Weekly meetings with Nortrak
- Shortage of fiber optic cable

3. **Modification of Construction Scope within the Yard during Construction**
- Modifications to design should be avoided. However, if mitigation is required, timely design changes and review cycles to be implemented
- Alert contractor to upcoming changes to avoid rework and obtaining contractor input to help mitigate time delay caused by RFI process

4. **Maintaining Train Operations during Construction**
- Develop intricate staging plan with Metro Operations & Maintenance approval
- Allow for single tracking to the yard to expedite construction delivery
- Develop and maintain an O&M plan during construction & a Metro Ops staffing plan
- Close coordination with contractor

5. **Install Conduits to Regional Connector to Bus Bridge Start. -** *completed*
- Provide Access to Construction Crew for Installation of Communications Fiber, Overlapping with Regional Connector Activities
- Frequent coordination between both contractors
- Collaborate between Metro and both contractors, a solution for temporary connection

6. **Completion of Design /Construction by DWP to Energize New TPSS**
- Active and continuous coordination/bi-weekly meetings with DWP

7. **Significant number of Contractor questions regarding the design**
- Design inconsistencies noted between drawings and details causing contractor to submit multiple RFIs.

8. **MOD No.151-** *executed*
- Time Impact 3 Settlement for Schedule Impacts, Extension of Time Impacts, and associated costs related to, among other items, the 1st Street Bridge/1st Street Viaduct

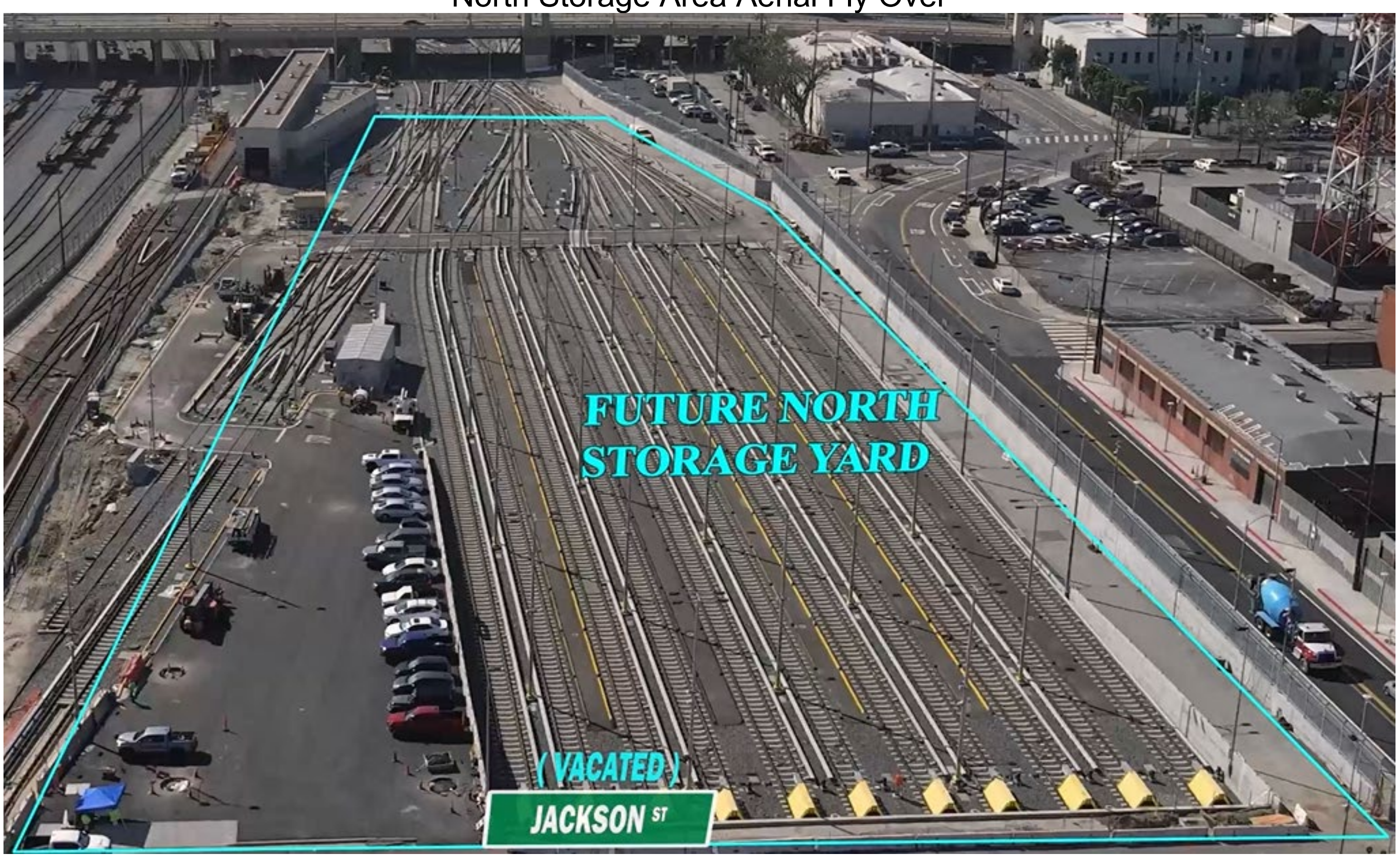
9. **MOD No.161.1-** *executed*
- Resequenced schedule to achieve Substantial Completion by December 31, 2025

10. **MOD No.162.1-** *executed*
- Time Impact 4 Settlement for Schedule Impacts, Extension of Time Impacts, and associated costs related to, among other items, revised Contract Milestones

Construction Progress Photos

Portal Area Aerial Fly Over

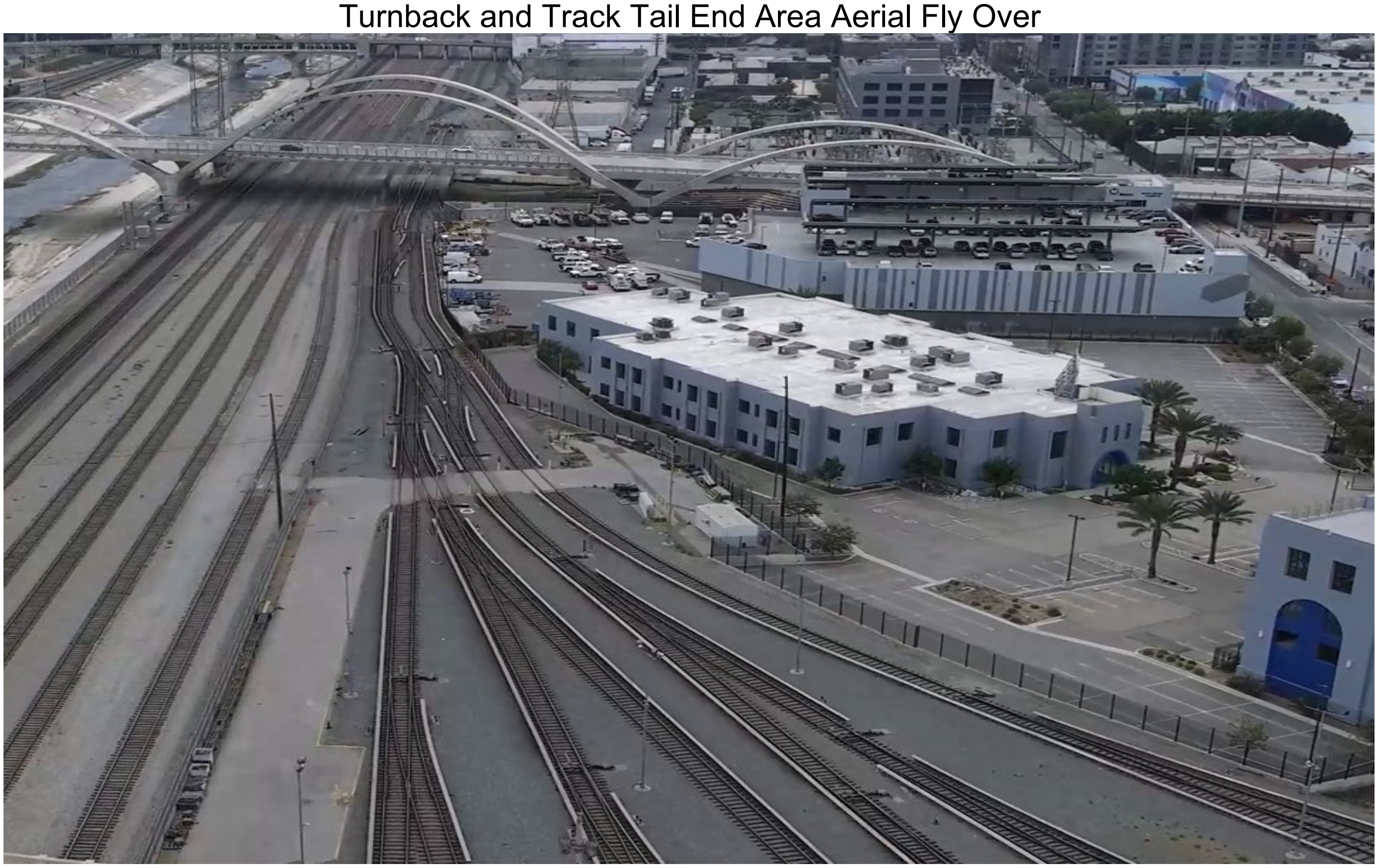
North Storage Area Aerial Fly Over



Construction Progress Photos *cont'd*

South Storage Area Aerial Fly Over

Turnback and Track Tail End Area Aerial Fly Over



Construction Progress Photos *cont'd*

Portal West

Adjusting fire flow valve

Installation electrolier cover on retaining wall

Conduct WTP test on SWM #1

WTP test on DTP at Portal Minus

Test wall-mounted Pro-Tran device

West retaining wall pedestrian emergency gate

Construction Progress Photos *cont'd*

Portal East

Landing and stairs at Portal bungalow

Light pole nonconductive foundation

Stenciled bungalow name designation

AL 10/10a underdrains with cleanout risers

Center St Improvements

Apply bike lane striping on Center Street at Banning Street

Construction Progress Photos *cont'd*

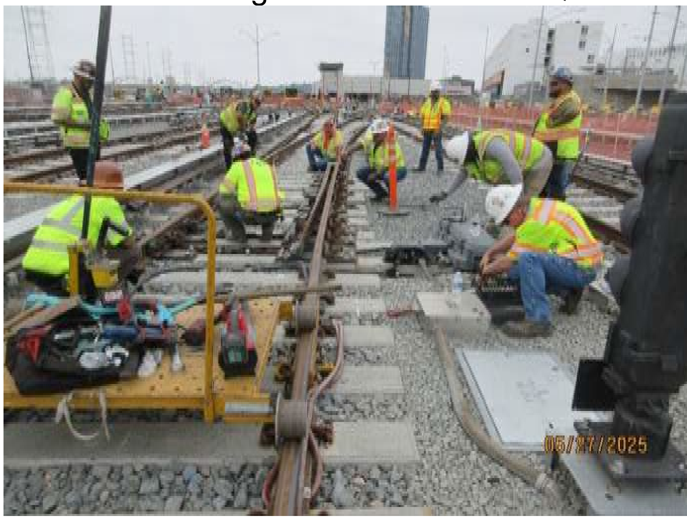
North Yard

Closure/obstruction tests on DSS track switches	Relocate PF track circuit J-boxes.
	
Jackson Street (east) fence panels	Bungalow "C" Landings and stairs
	
Install manholes and handholds	Roads L & J curb, gutter, and sidewalk
	

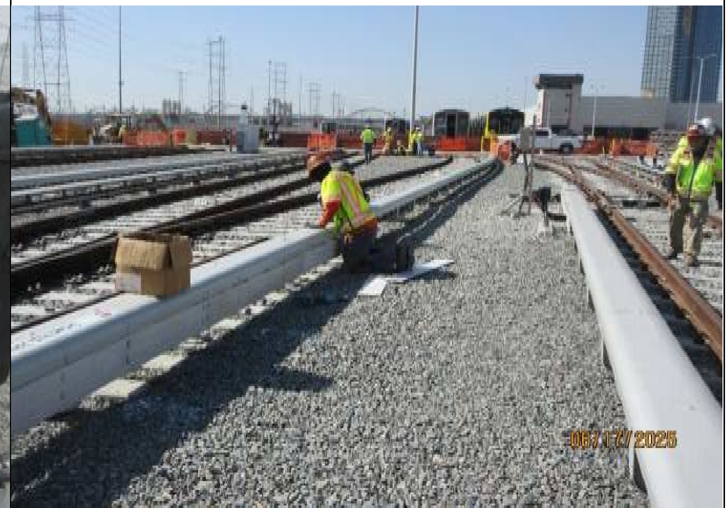
Construction Progress Photos *cont'd*

Ladder Track – South of Road "G"

DSS & single turnout switches QC



3rd rail side boards installment



Install dip rail section at switch 501

Pocket Bungalow landing and stairs

Paint bollards on roads

Complete Dead Car pull operations

PROJECT STATUS

SAFETY

C1136 (TPC)

- Ongoing monitoring of construction activities to ensure safety compliance.
- TPC (contractor) reported 1,414,183 total man hours period ending June 2025 with 873 calendar days without a loss time incident.

C1184 (C3M)

- Participated in meetings, reviewed, and approved submittals, monitored construction activities.
- Conduct safety and security sweeps.
- C3M and their subcontractors continue to report zero incidents period ending June 2025.

PROJECT SCHEDULE

Project Summary Updates

The Notice to Proceed for the main construction contract was issued in April 2020. Construction submittal preparation started right after and is still in progress. Stage 1 construction started with field investigation throughout the Yard, utility relocation and power modifications leading to the start of selective track demolition under the 1st Street Bridge, to allow the bridge modification work to start. Selective demolition began in October 2020 and was substantially complete in January 2023 with the successful removal of Bents 13 and 16. Bent 16 was removed in August 2022 followed by Bent 13 in January 2023.

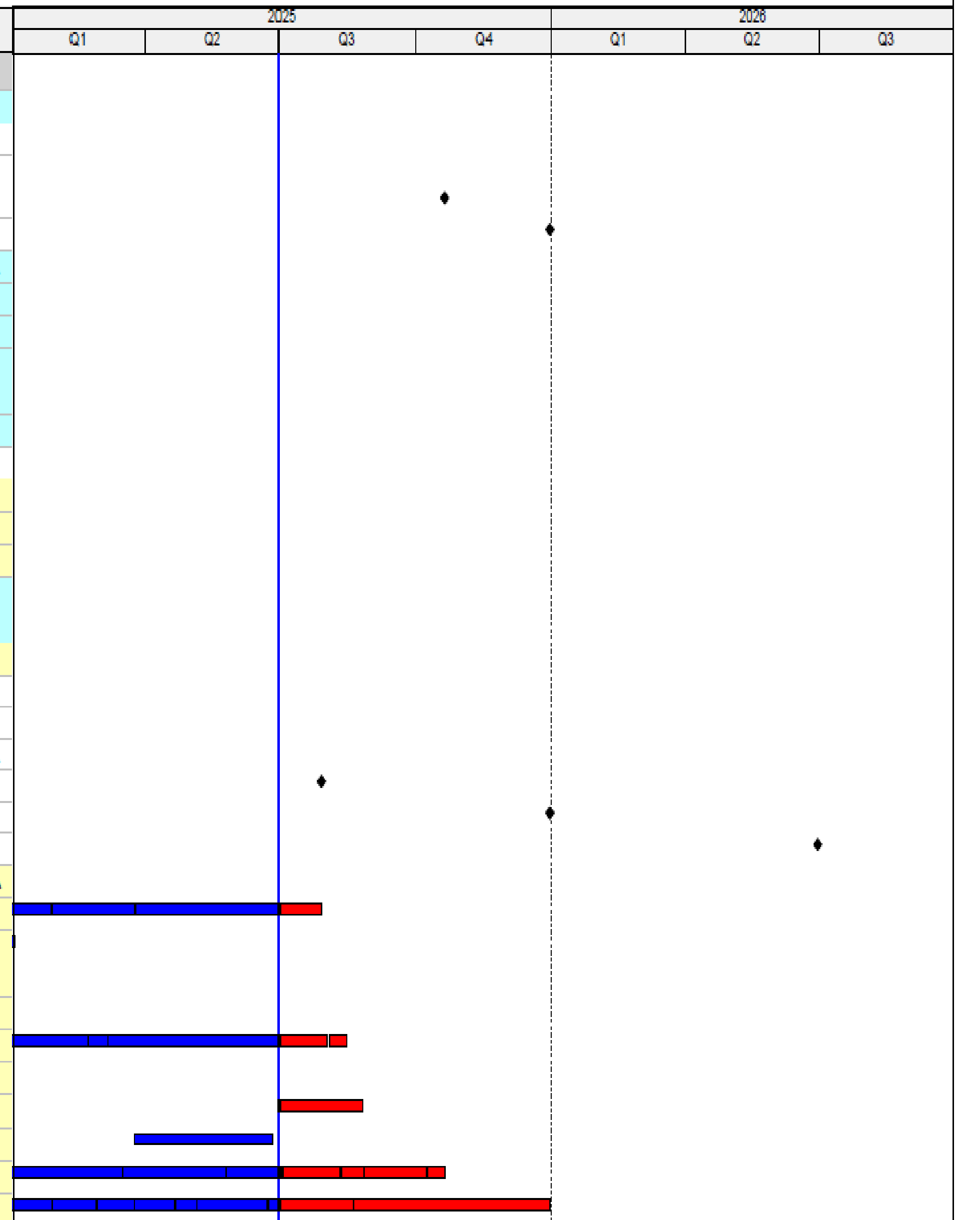
Work in Q4, Fiscal Year 25 continues at Viertel Lot, grading and pouring depression areas for catch basins occur at Ducommun Street's N/E and S/E corners. West Portal Widening involves punch list work, wooden barrier installation on the YL track, and an HRV Dead Car pull clearance test. East Portal Widening includes installing smoke detectors, alarms, and a cell communicator in the portal bungalow, plus punch list tasks. North Yard activities encompass forming and pouring a catch basin on Jackson Street's north side, setting gate post foundations on the south, adjusting DSS track switches, conducting an HRV Dead Car pull test, and completing punch list work with concrete collars on road “M.” The TPSS Site focuses on negative return connections, SEL-2505 mounting, YDS programming, and transfer trip wiring pending CO-16 ETS verification. South Yard tasks include installing storage track components, applying HPRSC resin to rails, adding light pole fixtures, setting asphalt block-out boards, and forming concrete collars and curbs on road “G.” At Ladder Tracks south of road “G,” work involves adjusting DSS switches, forming curbs at roads C and G, installing duct banks for SWA lines, and completing punch list tasks in pull boxes.

As of FY25 Q4, and in coordination with the completion of Westside Purple Line Extension Section 1 (PLE1), the D20 Northern Yard will be accessible for Mainline Track by the end of Summer 2025. The project team worked with the contractor to develop an updated schedule to resequence the current schedule and milestones to achieve substantial completion by December 31, 2025.

Project Summary Schedule

DIV 20 Portal Widening Turnback Working Schedule (Rev w/ New MS) | Division 20 QPSR Report | 02-Jul-25 09:00

Activity ID	Activity Name	Start	Finish
DIV 20 Portal Widening Turnback Working Schedule (F		16-May-16 A	29-Jun-26
Key Milestones / Interfaces		08-Nov-23 A	30-Dec-25
PRTL-MS-0082	PLE1 Revenue Service Date (per Contract)	08-Nov-23 A	
PRTL-MS1160	PLE1 FFGA RSD		31-Oct-24 A
PRTL-MS-1000	Mainline/Turnback Track Completion		20-Oct-25
PRTL-MS-0084	Div 20 Contract C1136 Construction Substantial Completi		30-Dec-25
Environmental Clearance		03-Jul-17 A	05-Dec-19 A
Design Procurement		20-Jul-16 A	18-Apr-17 A
Design		18-Apr-17 A	18-Sep-19 A
Property Parcels		16-May-16 A	17-Jan-20 A
CMSS Consultant Procurement		18-Sep-17 A	28-Jun-18 A
TPSS/EBPS		30-Mar-18 A	27-Oct-23 A
PRTL-PRO-1110	EBPS need by date Regional Connector		03-Apr-23 A
TPSS Design		30-Mar-18 A	19-Feb-19 A
TPSS C1184 Contract Bid/Award		19-Feb-19 A	10-Jul-19 A
TPSS C1184 (Procurement / Installation / Commissioning)		10-Jul-19 A	27-Oct-23 A
Division 20 C1136 Contract Bid/Award		28-Dec-18 A	08-Apr-20 A
Division 20 C1136 Construction		07-Apr-20 A	29-Jun-26
Milestones		07-Apr-20 A	29-Jun-26
PRTL-CON-4900	NTP		07-Apr-20 A
PRTL-CON-5410	Access to South Yard Storage Area		22-Jul-22 A
PRTL-CON-5180	Cutover 3 & 7 (MS #5) North Storage Yard Complete		18-Nov-24 A
PRTL-CON-4918	MS A Cutover A, Electrical tie-In and AR Track for Crosso		29-Jul-25
PRTL-CON-4920	MS B Substantial Completion		30-Dec-25
PRTL-CON-6550	MS C Contract Completion		29-Jun-26
Submittals and Long-Lead Procurement		08-Apr-20 A	30-May-23 A
Portal Area		09-Sep-20 A	29-Jul-25
North Storage Yard		08-Dec-20 A	03-Jan-25 A
1st Street Bridge		31-Aug-20 A	06-Feb-23 A
New TPSS Site		29-Jan-21 A	07-Oct-24 A
South Storage Yard		19-Apr-21 A	15-Aug-25
East of South Storage Yard (Existing; S. of 1st Street Bridge)		26-Feb-22 A	02-Aug-24 A
Shop Building and Yard Tower		31-May-23 A	26-Aug-25
Road A Area		19-Jan-21 A	27-Jun-25 A
Mainline Tracks Area		29-Apr-21 A	20-Oct-25
South Ladder Tracks		01-Jul-24 A	30-Dec-25



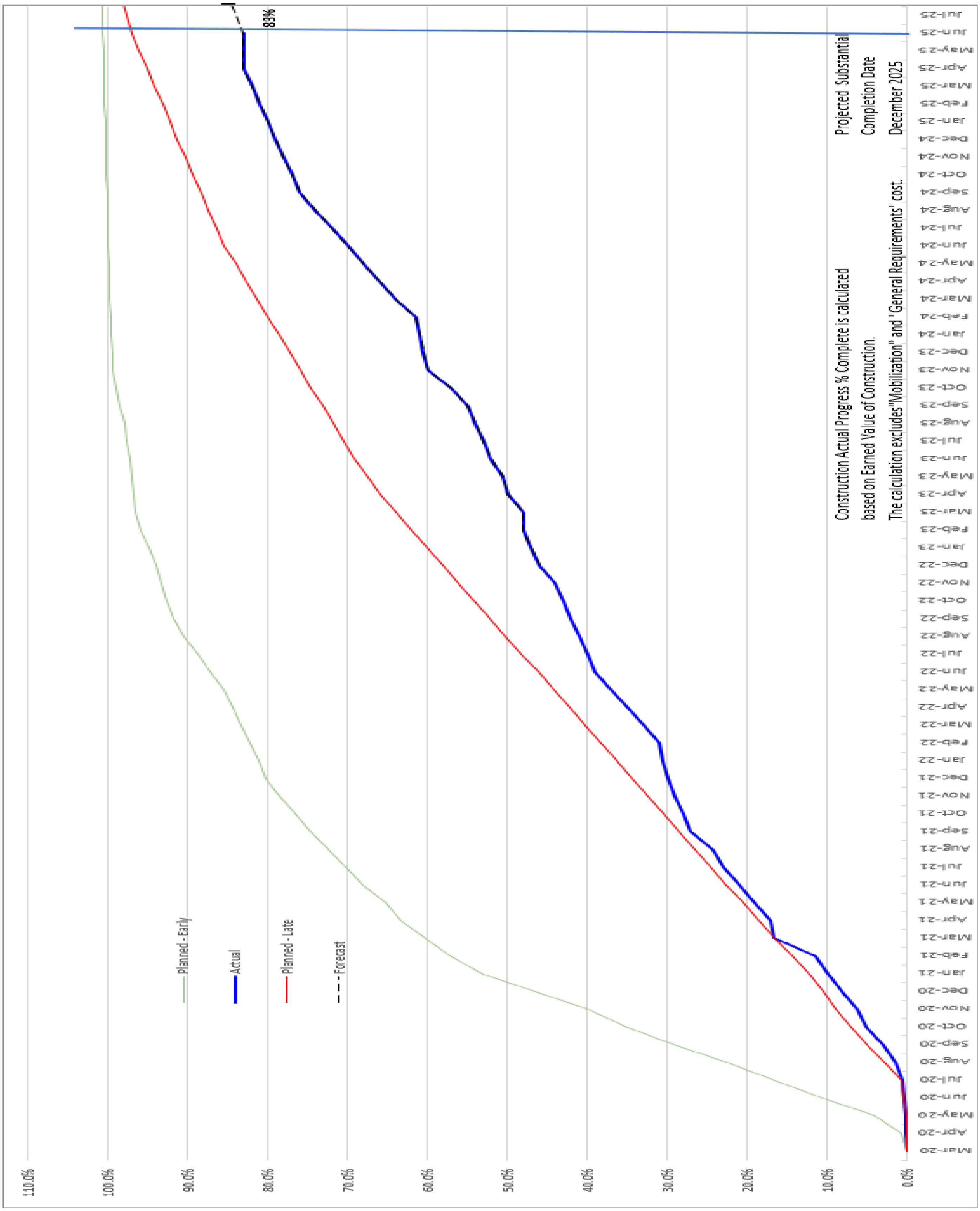
Remaining Level of Effort | Remaining Work
Actual Level of Effort | Critical Remaining Work
Actual Work | ♦ ♦ Milestone

Page 1 of 1

Data Date: 01-Jul-25

Planned vs. Actual Progress

C1136 Construction Progress



Planned vs. Actual Progress *cont'd*

The actual overall project progress is 83% versus an early planned of 95% (or late planned of 90%) through June 2025. The progress curves represent the physical progress of work performed to complete the current contract. The early and late planned % curves are based on the Contractor's schedule dates from the approved baseline schedule.

The physical progress percentage excludes non-construction items such as contractor's construction mobilization costs and all general requirement costs not tied to construction work effort.

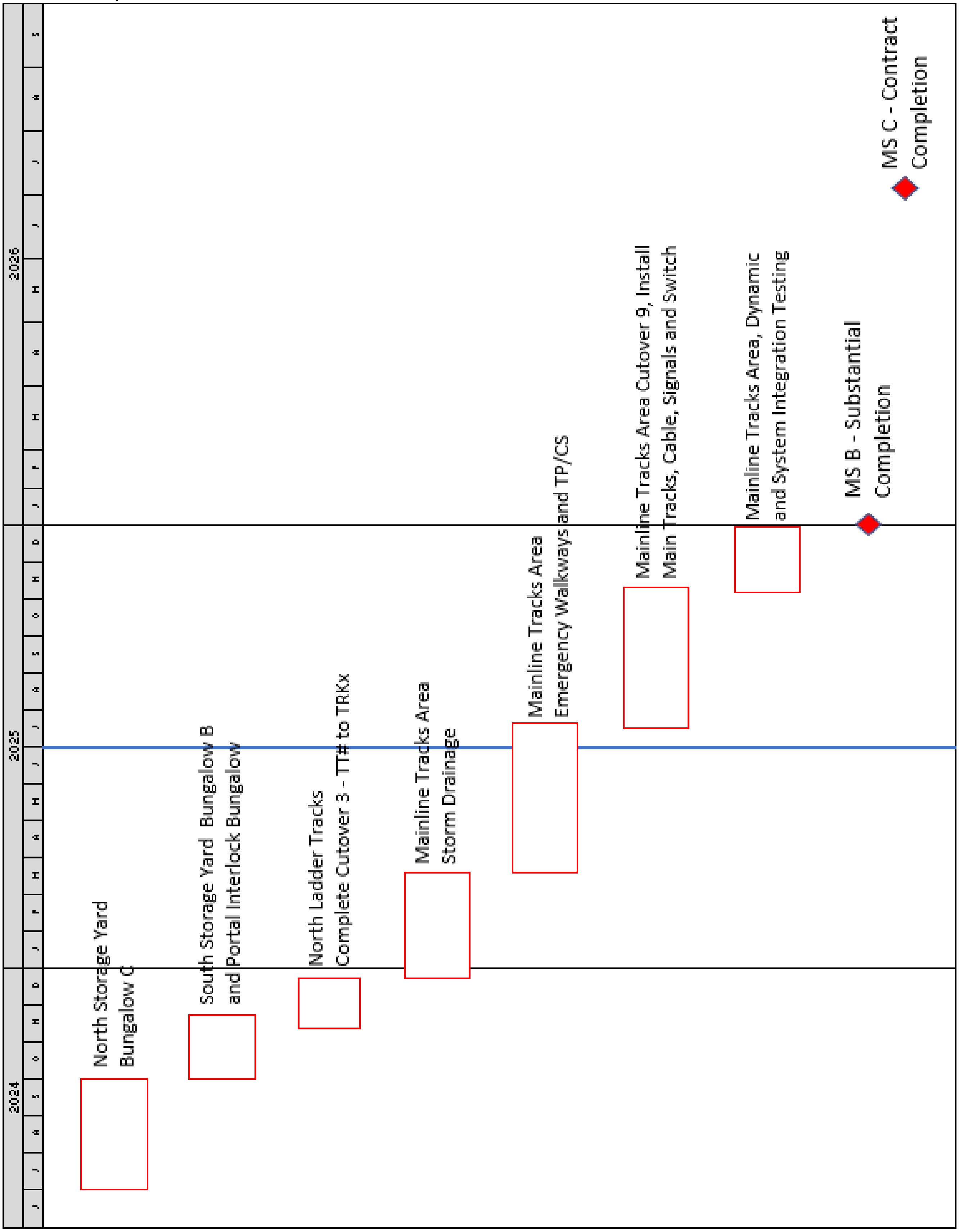
Key Activities and Milestone Six-Month Look Ahead

Milestone Date	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
C1136 Portal Widening Turnback						
LFAT/SIT Pocket Interlocking Bungalow - Sotht Storage Yard	□					
LFAT and Integrated Testing (Cutover 10) - Mainline Tracks Area		□				
LFAT and Integrated Testing (Cutover 9) - Mainline Tracks Area			□			
Cutover 6 Track and Systems (via TL2 to MR1-3, SI1-3, BD, RA, CCP - Ph1) - South Ladder Tracks				□		
Cutover 8 Track and Systems (via TL1 connect AL/TB/AT and TRK4-10 - Ph2) - South Ladder Tracks					□	
Punchlist and Substantial Completion						□
C1184 Transfer Power Substation						
Cable Terms, ETS/Transfer Trip Install as Needed by PWT-1	□	□	□			

◆ MTA Staff Milestone	⬭ MTA Design Consultant	Ⓜ MTA Board Action
△ Other Agencies	□ C1136	* New Date
	■ C1184 (grey box)	

Project Critical Path

The critical path activities are shown in the schedule below.



Risk Management Narrative

Summary of Risks

The risk register was last updated in March 2025 during the third (3) quarter FY25 from the previous Quarterly March 2025 report. There is a total of thirty (30) active risks remaining to be managed. Of the thirty (30) risks one (1) is scored high (11 to 20 rating), Ten (10) as medium (4 to 10 risk rating), and twenty (21) as low (less than 3 risk rating).

Top Risks

The table below shows the top six (6) project risks.

Risk ID	Risk Description	Risk Score	Action Items
1403	Contaminated water may be encountered which is not in the spec.	15	1.Remove when encountered. 2. Research possible alternative uses for water.
1584	Metro Ops request to replace an existing Bungalow which would increase costs and could delay the schedule.	10	1.Coordinate with Metro Ops. 2.Identify scope of work and performing parties.
1300	Modification to scope of construction within the yard during construction.	9	1. Modifications to design should be avoided, but if mitigation is required, timely design changes and review cycles to be implemented.
1307	Encountering unknown and surprise underground utilities and inaccurate as-builts on utilities (Type II DSC) during construction project-wide.	9	1.Better methods put in place.
1447	Excessive amount of COs are affecting the progress of the contract work but are necessary precursors.	9	1.Ongoing mitigation measures in place.
1584	Metro Ops request to replace an existing Bungalow which would increase costs and could delay schedule	8	1. Funding provided by Metro Ops . Project Team to mitigate schedule to avoid delays

Newly Identified Risks

1 new risk was added to the risk register as Risk Id 1584 to replace an existing Bungalow.

Actions in the Next Reporting Cycle

Continuous efforts in Risk Management will be made at the next workshop to update the register. Next upcoming Risk Workshop is anticipated at the start of FY26.

PROJECT COST

Project Cost Analysis

DESCRIPTION	ORIGINAL LOP BUDGET	CURRENT BUDGET		COMMITMENTS			EXPENDITURES			CURRENT FORECAST	
		APPROVED	TO DATE	PERIOD	TO DATE	REMAINING BUDGET	PERIOD	TO DATE	% SPENT	PERIOD	TO DATE
EARLY DEMOLITION	36,350,437	-	$ 39,489,733	-	$ 39,489,733	-	-	$ 39,479,775	100%	-	$ 39,489,733
TPSS DESIGN/BUILD	19,124,994	-	$ 21,680,231	77,898	$ 21,063,314	616,917	155,244	$ 19,890,793	92%	-	$ 21,680,231
PORTAL WIDENING	447,575,987	1,775,183	$ 591,487,080	1,775,183	$ 591,487,080	1,500,000	4,282,164	$ 521,339,671	88%	1,775,183	$ 592,987,080
CONSTRUCTION SUBTOTAL	503,051,417	1,775,183	652,657,045	1,853,081	652,040,127	2,116,917	4,437,408	580,710,239	89%	1,775,183	654,157,045
RIGHT OF WAY	103,210,417	-	$ 106,322,357	-	$ 106,321,762	595	46,215	$ 106,114,883	100%	-	$ 106,322,357
THIRD PARTY	5,000,432	1,169,403	$ 10,510,659	797,123	$ 10,138,379	372,280	210,487	$ 6,493,953	62%	1,169,403	$ 10,510,659
PROFESSIONAL SERVICES	97,708,756	4,804,747	$ 205,233,514	4,233,387	$ 200,080,394	13,853,120	7,165,182	$ 180,830,591	85%	13,504,747	$ 213,933,514
SUBTOTAL	205,919,605	5,974,150	322,066,530	5,030,510	316,540,534	14,225,995	7,421,884	293,439,427	89%	14,674,150	330,766,530
CONTINGENCY	92,778,555	(7,749,333)	$ 81,756,003	-	-	-	-	-	0%	(16,449,333)	$ 71,556,003
TOTAL	**801,749,577**	**(0)**	**1,056,479,577**	**6,883,591**	**968,580,662**	**16,342,912**	**11,859,291**	**874,149,666**	**77%**	**0**	**1,056,479,577**

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUNE 30, 2025

Original Budget
In December 2019, the Metro Board Approved the LOP Budget of $801,749,577. At that time the project budget was allocated to match the forecasts for construction, third party, right of way, professional services, and contingency, as was indicated in December 2019 Board report.

Current Budget
Since the start of the project there have been two LOP increases. The first occurred in February 2022, when the Board approved the LOP increase of $75,000,000, bringing the LOP budget to $876,749,577. The second occurred in April 2023, where the Board approved the LOP increase of $80 million, increasing the Total LOP Current Budget to $956,749,577. A third LOP increase of $99.73 million was approved in October 2024, increasing the Total LOP Budget to $1,056,479,577.

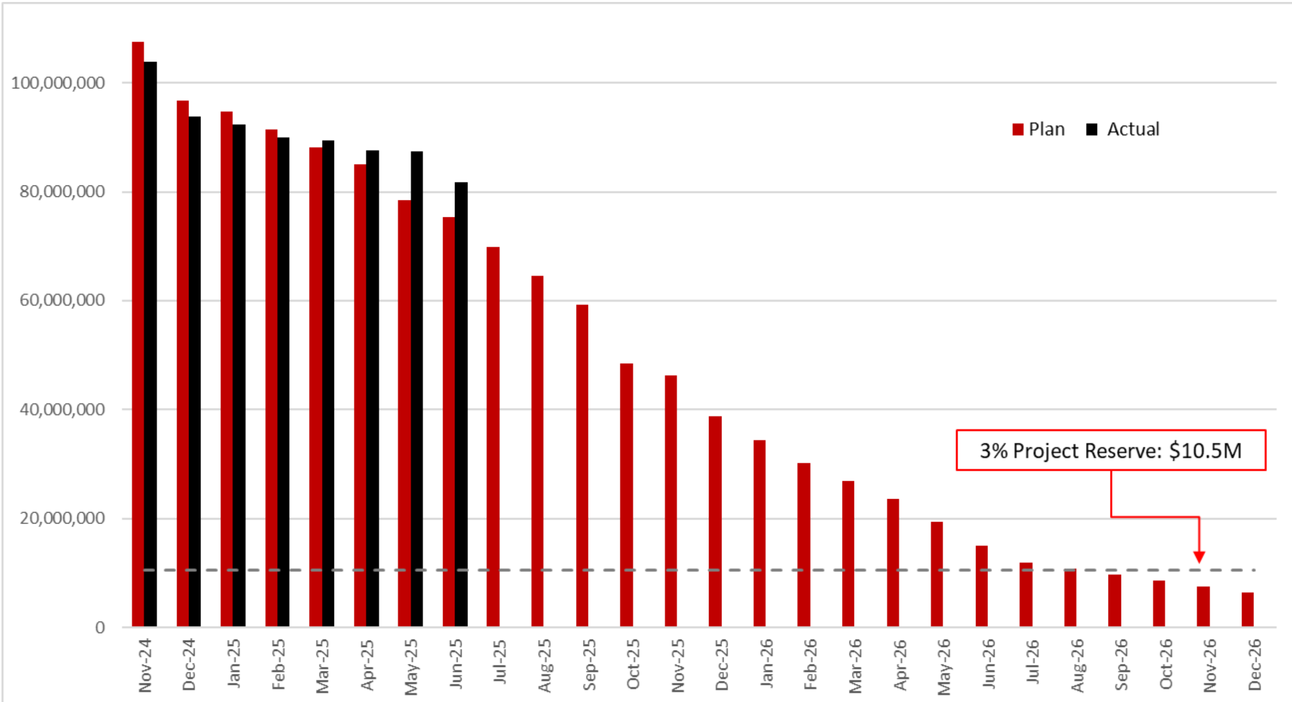
Commitments
Commitments increased by $6.9 million this period (FY25 Q4) to $968.6 million, which represents 91.7% of the current budget. There was a $5.0 million increase in commitments for this period under professional services and $1.9 million increase in construction.

Expenditures
Expenditures increased by $11.9 million this period (FY25 Q4) to $874.15 million, which represents 82.7% of the current budget. The total increase is for costs associated with construction and professional services.

Current Forecast (*expressed in millions*)
The overall project forecast is $1,056,479,577 million this reporting quarter period.

- The forecast for Construction is $654.2 for this reporting quarter.
- The forecast for Professional Services is $213.9 for this reporting quarter.
- The forecast for Right of Way is $106.3 for this reporting quarter.
- The forecast for Third Party Services is $10.5 for this reporting quarter.
- The forecast for Contingency is $71.6 for this reporting quarter.

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

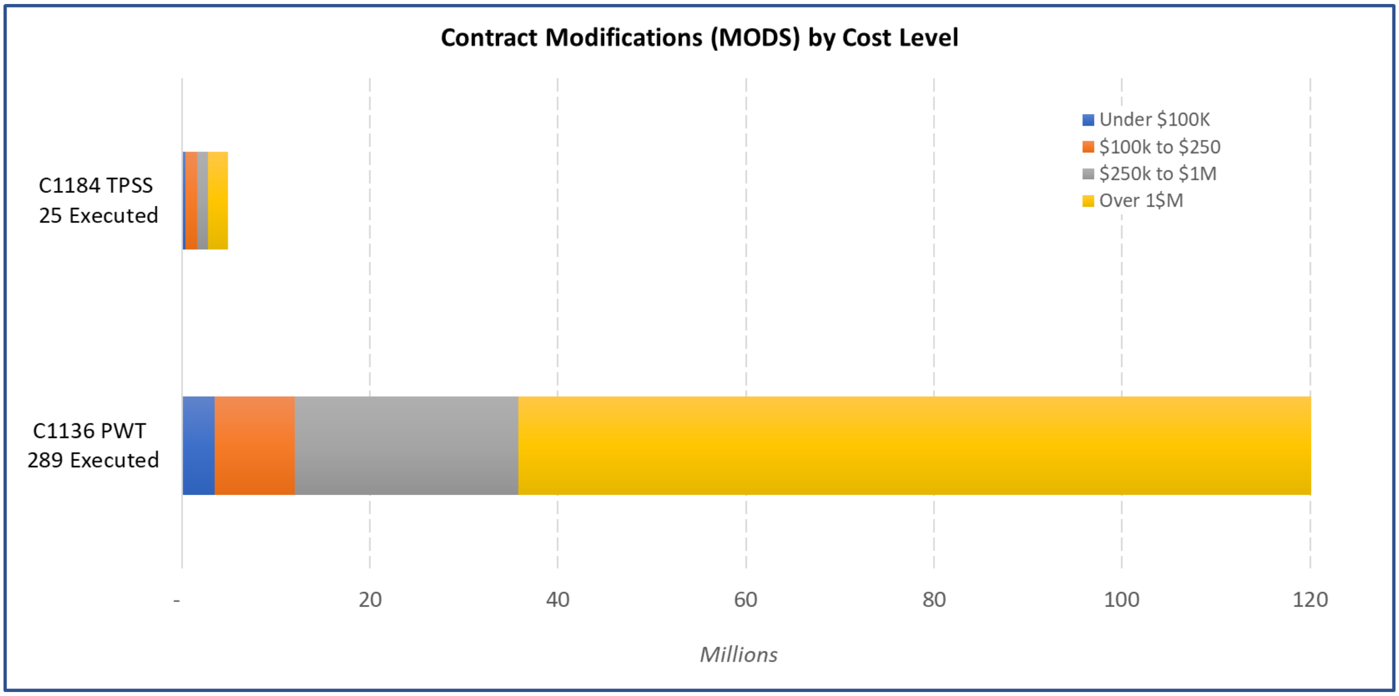
The Cost Contingency Drawdown curve reflects cost commitments and forecast exposure, thereby providing a depiction of overall contingency status. Basing the drawdown on exposures (issuances of change notices) rather than executed contract modifications, eliminates the administrative processing time involved to finalize contract modifications from the drawdown projections. Planned expenditures per quarter have also been updated to reflect the current schedule and risks.

Total Contingency is $309.4 million with $61.7 million in Allocated Contingency and $247.8 million in Unallocated Contingency. An LOP increase of $80 million and budget reallocation within the project at the end of Fiscal Year 2023 Quarter 4 reestablished project contingency levels. An additional LOP increase of $99.73 million in October 2024, FY25 Q2, reestablished project contingency levels.

In Fiscal Year 2025 Quarter 4, the remaining total project contingency (allocated and unallocated) is $81,756,003.

PROJECT COST CONTINGENCY UNITS in DOLLARS					
	LOP Contingency	**Previous Period**	**Current Period**	**To-Date**	**Remaining Contingency (Forecast)**
Allocated Contingency	61,665,813	(61,665,813)	-	(61,665,813)	-
Unallocated Contingency	347,508,555	(258,003,220)	(7,749,333)	(265,752,552)	81,756,003
Total	**409,174,368**	**(319,669,032)**	**(7,749,333)**	**(327,418,365)**	**81,756,003**

Summary of Construction Contract Modifications



Cost Level	C1136 PWT 289 Executed		C1184 TPSS 25 Executed	
Under $100K	151	3,504,245	14	372,140
$100k to $250	53	8,530,523	7	1,268,309
$250k to $1M	51	23,721,742	3	1,124,162
Over 1$M	34	128,801,059	1	2,101,007
Total Contract MODs	**289**	**164,557,569**	**25**	**4,865,618**
Contract Award Amount		**431,777,000**		**16,187,495**
% of Contract MODs		**28%**		**23%**

Two Hundred and Eighty-Nine (289) Contract MODs with a total value of $164.6 million have been executed since the award of Contract C1136 – Portal Widening Turnback by Tutor Perini Corporation.

Twenty-Five (25) Contract MODs with a total value of $4.9 million have been executed since the award of Contract C1184 – Transfer Power Substation by C3M.

FINANCIAL/GRANT

State of Funds Anticipated

Revised: updated October 2024

Proposed Funding ($1,000s)						
FUND SOURCE	Prior	FY23	FY24	FY25	FY26	TOTAL
TIRCP	44.68	24.53	0.00			69.21
State SB1 LPP	45.90	39.41	14.71	33.07		133.09
Local Funds	444.97	108.81	101.09	71.60	127.71	854.18
TOTAL FUNDS	535.55	172.75	115.80	104.67	127.71	1,056.48

Superseded - Previous Statement April 2023

Proposed Funding ($1,000s)						
FUND SOURCE	Prior	FY23	FY24	FY25	FY26	TOTAL
TIRCP	22,830		46,380			69,210
State SB1 LPP		20,000	84,090	29,000		133,090
Local Funds	512,720	147,150	8,960	56,000	29,620	754,450
TOTAL FUNDS	535,550	167,150	139,430	85,000	29,620	956,750

Superseded - Previous Statement July 2023

Proposed Funding ($1,000s)						
FUND SOURCE	Prior	FY22	FY23	FY24	FY25	TOTAL
TIRCP	4,772	0	16,880	47,550		69,202
State SB1 LPP	16,880	37,510	35,080	43,790		133,260
Local Funds	345,980	128,250	99,040	16,660	84,350	674,280
TOTAL FUNDS	367,632	165,760	151,000	108,000	84,350	876,742

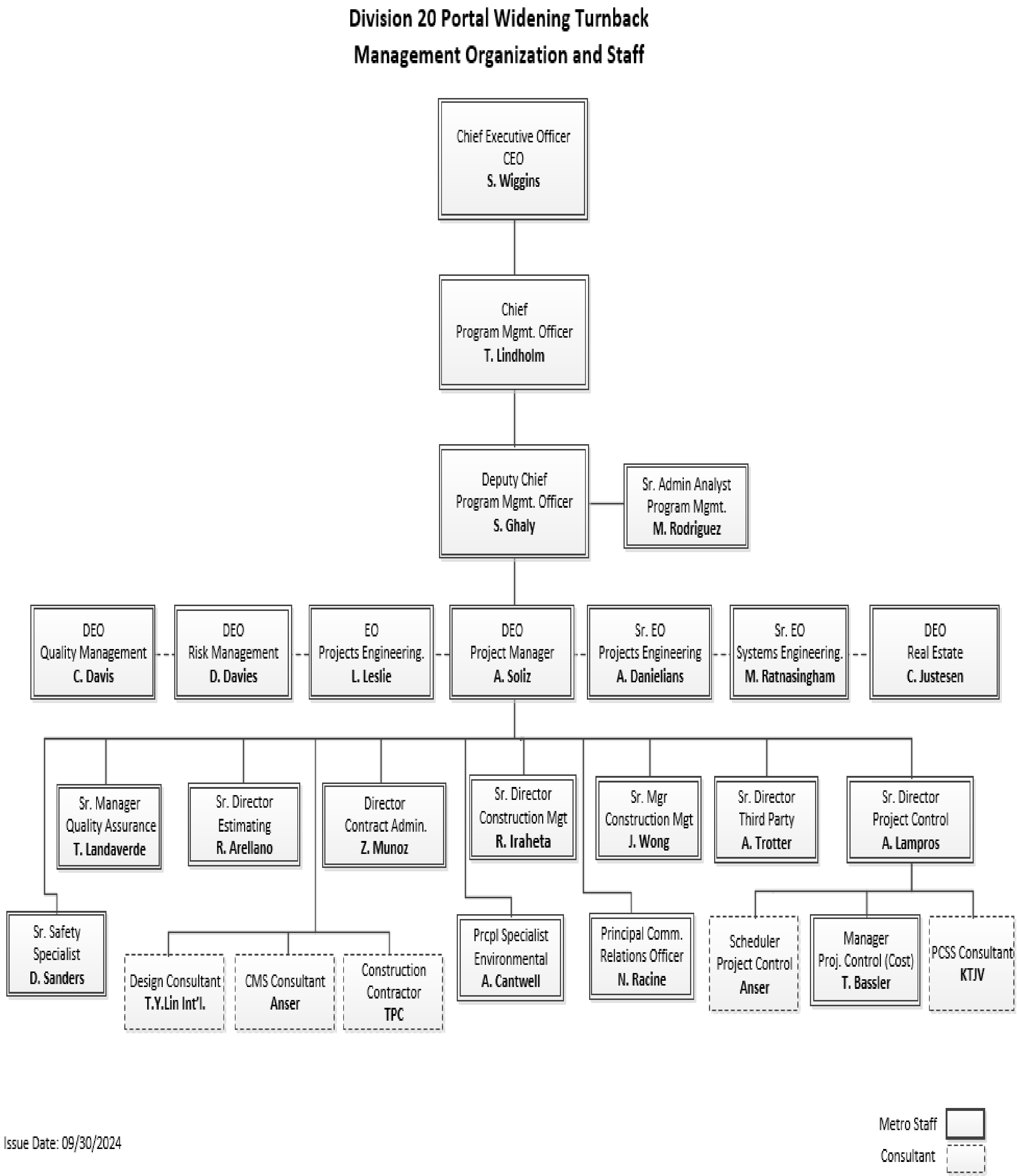
TIRCP is the Transit and Intercity Rail Capitol Program for Metro Red Line and Purple Line Core Capacity Improvements. The TIRCP grant provides partial project funding of $62,209 million for the additional yard capacity located at Metro's Division 20 to accommodate the augmenting expansion of the Purple Line Extension as well as not to preclude a future revenue station in the Arts District.

SB 1 is the California Senate Bill 1 also known as the Road Repair and Accountability Act of 2017. The SB1 Grant is a Local Partnership Program (LPP).
The LPP Road Repair and Accountability Act of 2017 (Senate Bill 1) created the Local Partnership Program and continuously appropriates $200 million annually from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements.
Ref. https://catc.ca.gov/programs/sb1/local-partnership-program
The SB1 LPP grant provides partial project funding of $133,090 million.

Local Funds comprise of Measure M and Measure R Los Angeles sales tax.
Local Funds provides remaining project funds of $754,450 million.

PROJECT ORGANIZATION AND STAFFING

The design-bid-build contract is being managed by Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO). Below is the organization chart for the project team and project staffing for engineering services consultants.



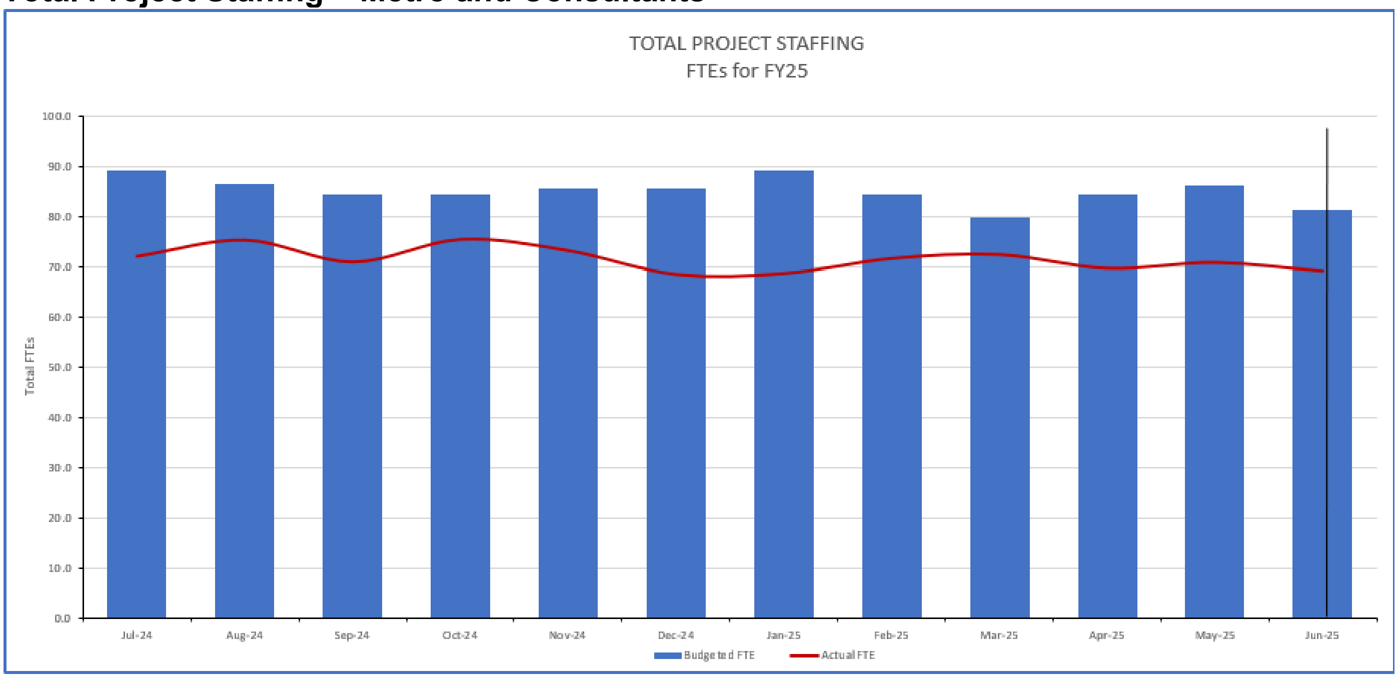
Staffing by Group

The opposing graphs represent Planned vs. Actual staffing levels by group.
Metro staffing includes full-time staff located in the IPMO as well as part-time support located at Gateway Headquarters.
Staffing plans are developed for each fiscal year based on Project needs.

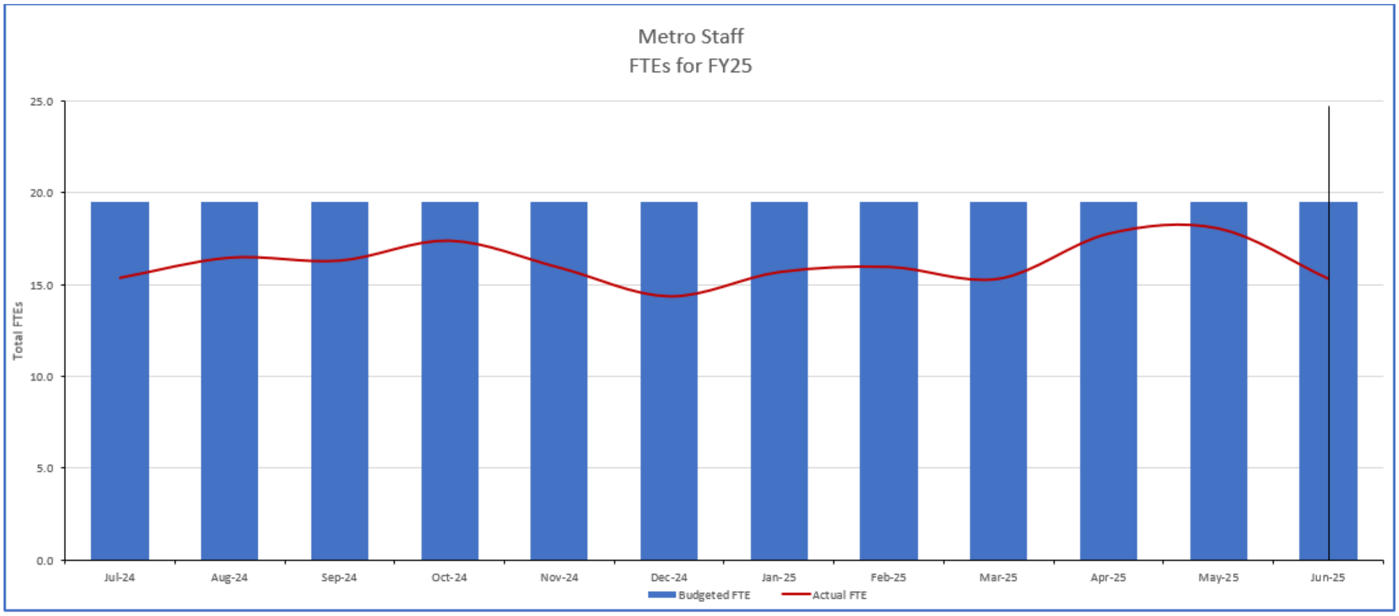
The total budgeted FY25 Total Project Staffing plan averaged 85 FTEs per month.
The total actual project staffing for June 2025 is comprised of
15 FTEs for Metro's Project Administration staff and 54 FTEs for consulting staff.
Consulting staff FTEs are based on monthly invoice billable hours.
Review of staffing plans is on-going to ensure staffing needs are appropriately managed.

FTEs – Full Time Equivalents

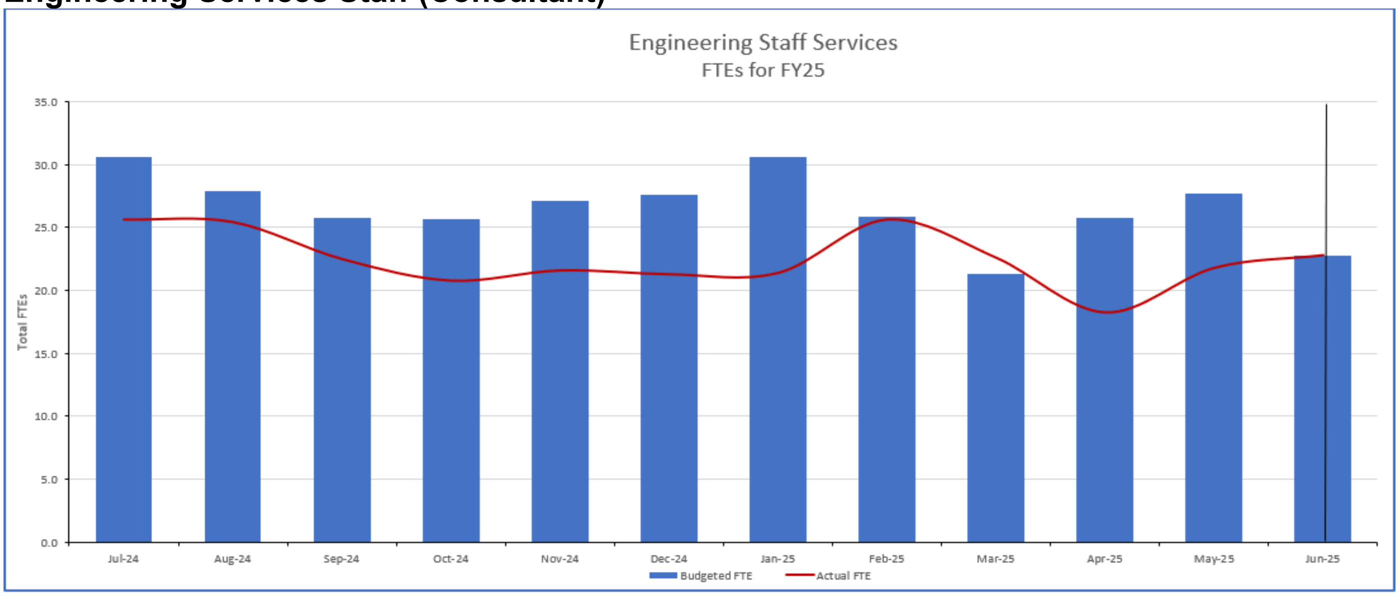
Total Project Staffing – Metro and Consultants



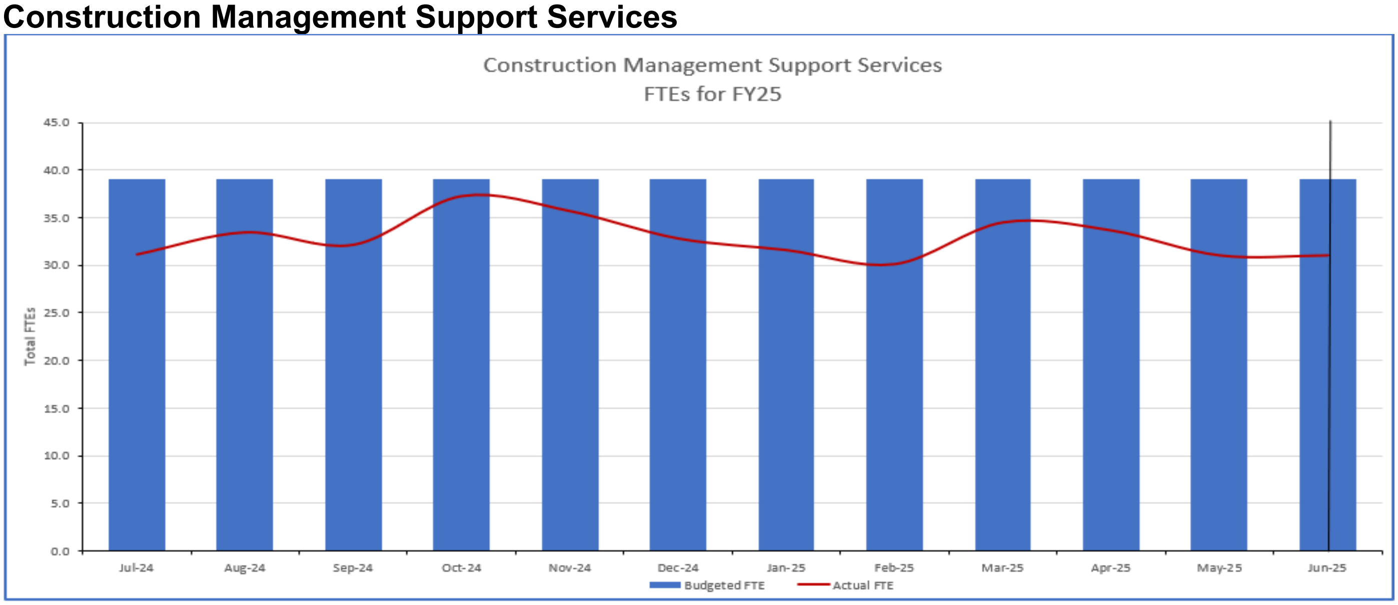
Metro Staff



Engineering Services Staff (Consultant)



Construction Management Support Services



QUALITY ASSURANCE

- Worked in conjunction with the contractor's Quality Management team to resolve items which have resulted in documented deficiencies.

- Facilitated dialogue with the contractor's Quality Group to continue Improvements in quality control processes and document control management.

- Coordinated with Metro's Verification Testing Laboratory consultant (Ninyo and Moore) to provide continued support with the inspection and testing of the Division 20 Project work activities.

- Performed reviews of the contractor's quality submittals and Construction Work Plans for compliance with contract requirements.

- Worked closely with the contractor's Project Quality Manager to assess and manage work activities which require additional attention.

- Continued evaluations of the contractor's inspection report, test results and associated quality records.

- Implementing new Metro Quality Management Oversight System (QMO) in this Project.

ENVIRONMENTAL

The following is a listed series of items that consolidates the scope of all the consultants task orders and finally the completion of Enabling Contract.

- Participated in various Project coordination meetings and evaluated progress and schedules for environmental compliance and sustainability efforts.
- Provided environmental awareness training as needed.
- Conducted field environmental monitoring and spot check inspections for construction noise and vibration, stormwater and fugitive dust BMPs, and Metro’s Green Construction Policy.
- Reviewed and provided responses to various contractor submittals and requests for information related to environmental matters.
- Performed archaeological/paleontological and cultural monitoring activities as needed during various excavation activities.
- Complied with various SCAQMD rules and permits including VOC and dust monitoring.

APPENDIX
CHRONOLOGY OF EVENTS

May 2016	Division 20 Portal Widening Turnback Project Initiated
March 2017	Design Engineering Contract AE66758000
July 2017	Real Estate Acquisition ADCO 200-234 N. Center Street
January 2018	Real Estate Acquisition Viertel's Tow Yard 500 N. Center Street
June 2018	Construction Management Support Services Contract AE4863MC074
October 2018	Certified Final Environmental Impact Report and Related Actions
January 2019	Real Estate Acquisition 100-120 N. Santa Fe
January 2019	Portal Widening Construction Contract C1136 Issue for Bid
February 2019	Real Estate Acquisition Pickle Works 1001 East First Street
February 2019	Transfer Power Substation Contract C1184 Issue for Bid
June 2019	Transfer Power Substation Contract C1184 Notice of Award
July 2019	Transfer Power Substation Contract C1184 Notice of Proceed
December 2019	Board Approved Life of Project Budget
February 2020	Portal Widening Construction Contract C1136 Notice of Award
March 2020	Completion of Enabling Project Contract PS69133 Notice of Award
April 2020	Portal Widening Construction Contract C1136 Notice of Proceed
March 2020	Completion of Enabling Project Contract PS69133 Notice of Award
December 2020	Completion of Enabling Project Contract PS69133 Completed

APPENDIX
CHRONOLOGY OF EVENTS *cont'd*

January 2021	Contract C1184 ongoing LADWP coordination. Contract C1136 ordering of third rail; portal timber logging & Installation of temporary power poles
February 2021	Installation of Temporary No.8 turnout for PLE1 transport of CWR into tunnel. Contract C1184 submittals to continue the fabrication of TPSS station, Switch gear & emergency backup generator
March 2021	Relocation of Amtrak fence to initiate walkway along Road A; continuation of duct bank and water lines install. Contract C1184 resolution of seismic design
April 2021	Ordering of third rail; initiate bridge removals. Contract C1184 additional submittals to continue the fabrication of the TPSS station
May 2021	Installation of temporary power poles and cables. Continuation of duct banks and waterlines
June 2021	Support of Excavation and Lagging on the Portal Wall is complete
September 2021	C1136 MOD20 /CN6 Executed
September 2021	Commence Mircrolok Cut Over
November 2021	Microlok II cutover successfully complete
December 2021	1st. Street Bridge poured footings and commence the installment of thirty-seven casted girders
January 2022	Installation of timber treated lagging at the Portal (East/West)
February 2022	Demolition of Smoke Slab on 1st Street bridge
March 2022	Shoofly Cutover Tail Track 2 (TT2) to Track 1
May 2022	North Yard Storage Tracks asphalt cap
June 2022	TPSS Foundation Pour
August 2022	1st Street Bridge Bent 16 Demolition
September 2022	Northern Yard Storage Track Installation
November 2022	North Storage Yard Paving, Ballast Placement and Storage Track Substantially complete EBPS Generator pad completed (C1184 TPSS)

APPENDIX
CHRONOLOGY OF EVENTS *cont'd*

December 2022	Contract Milestone 2 - Portal Wall Demolition started Transformer pad completed Metering Switchgear Installed (C1184 TPSS)
January 2023	1st Street Bridge Bent 13 Demolition
February 2023	Ducommun St. Protection slab and the first invert at the portal
March 2023	West Portal Retaining Wall foundation/slab
April 2023	Emergency Back up Power Supply (EBPS) delivery and setting
June 2023	Contract Milestone 3 - Completion of Portal Wall and conduits MCP site
June 2023	Traction Power Substation (TPSS) delivery and setting – 4 out of 6 sections
August 2023	Traction Power Substation (TPSS) delivery and setting – final 2 sections
August 2023	Contract Milestone 4 - Completion on Traction Power cable installation related to TPSS/EPBS Equipment Installation
October 2023	TPSS Local Field Acceptance Testing (LFAT)
December 2023	DWP TPSS Energization
March 2024	Train Control Bungalows – final setting of 4 train control bungalows
May 2024	4 new Train Control bungalows installed
June 2024	North Storage Yard Complete
October 2024	Division 20 Maintenance and Shop Building power cutover to new TPSS
November 2024	Trainway Feeder to Union Station Tunnel cutover to new TPSS
January 2025	Center Street Improvements completion Union East software cutover