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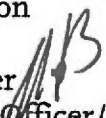
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June 17, 2020

TO: Distribution

FROM: Gary Baker 
Executive Officer/Project Manager

SUBJECT: Regional Connector Transit Project
May 2020 Monthly Project Status Report

Enclosed is the Monthly Project Status Report for the Regional Connector Transit Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Regional Connector Transit Project status for the period ending May 29, 2020.

If you have any questions regarding this report or its supporting information, please contact Dan Estrada, Deputy Executive Officer of Program Control at (213) 893-7130.

GB: CS
Enclosure

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Project

MONTHLY PROJECT STATUS REPORT

May 2020



Metro

REGIONAL CONNECTOR TRANSIT PROJECT

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA).

May 2020

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PROJECT OVERVIEW

Project Background

The Regional Connector Transit Project (Project) will link the terminus of the Blue and Expo Lines at 7th/Metro Center to the Gold Line near the current Little Tokyo/Arts District Station through a new 1.9-mile underground alignment in downtown Los Angeles. The alignment includes three underground stations: Grand Av Arts/Bunker Hill; Historic Broadway; and Little Tokyo/Arts District.

From the existing 7th Street/Metro Center Station, the Project alignment will extend north under Flower Street to 2nd Street. It will then proceed east underneath 2nd Street to just west of Central Avenue where the alignment will veer northeast under privately-held property to the new Little Tokyo/Arts District Station at 1st and Central. The alignment continues briefly eastward through a Wye Junction (Wye) constructed beneath the 1st and Alameda intersection. To the north of the Wye at Temple and Alameda, and to the east of the Wye at 1st and Vignes, trains will connect with the Gold Line by rising to the surface through two new transition portals heading north to Pasadena, and east to East Los Angeles.



Upon completion, the Project will in effect facilitate regional light rail service along a 49-mile north-south route – Azusa to Long Beach, and a 23-mile east-west route – East LA to Santa Monica.

Passenger forecasts in 2035, as a result of the improved service, indicate 90,000 daily transit trips will occur through the 1.9-mile downtown trunk, including 17,000 new riders.

The above Project configuration is based on years of planning and environmental work that is reflected in the following milestones:

- Metro Board approval of Alternative Analysis – January 2009
- Initiation of Draft EIS/EIR – February 2009
- Initiation of Preliminary Engineering (PE) – January 2011
- Metro Board certification of Final EIS/EIR – April 2012
- FTA issuance of Record of Decision – June 2012
- PE and Advanced PE complete – March 2013
- FTA award of Full Funding Grant Agreement – February 2014.

Major Procurements

Utility Relocation: Advanced Utility Relocation Contract C0981R was awarded to Pulice Construction, Inc. in January 2014 and the Notice to Proceed (NTP) issued on February 18, 2014. Contract C0981R was terminated for convenience on April 14, 2015 and remaining AUR work was transferred to the C0980 Design/Build (D/B) Contractor.

Guideway & Systems Contract: The Board authorized to solicit a major D/B contract, C0980, in August 2011. A contract was awarded on April 24, 2014 to Regional Connector Constructors (RCC), a joint venture of Skanska USA Civil West California District, Inc. and Traylor Brothers, Inc. in the amount of \$927,226,995. NTP was issued July 7, 2014. The final engineering and design for the joint venture was performed by Mott McDonald.

Vehicles: Metro is procuring four (4) Light Rail Vehicles (LRVs) for the Project. The vehicles are being built and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. Delivery and acceptance of four LRVs is under review by Metro and Kinkisharyo. The outlook appears to be August 2020.

Rail Operations Center (ROC): The existing functional operations at the ROC are being expanded to accommodate the central control functions associated with five new rail lines to include Regional Connector. The Project is contributing \$4.07M towards this expansion which is scheduled to be completed by June 2021.

Fare Collection: Procurement of Universal Fare System and Ticket Vending Machine equipment was completed in January 2018 with award to Cubic Corporation. Metro is coordinating with RCC for installation and testing schedules, which are currently expected to begin in late 2020. The scope addition of fare transfer equipment in the three Regional Connector stations is on hold pending decision to proceed. A decision will be made in 2020.

Program Management

The RCC contract is being managed by a team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO). The consultant component is comprised of The Connector Partnership, a joint venture between AECOM, Inc. and WSP (CPJV) which provides engineering and design support services while Arcadis, Inc., provides construction management support services. An overview of management staffing of these consultants is provided under the Staffing Section of this report. The on-site program management team is also supported by Metro Headquarters resources to include, but not limited to, engineering, risk management, environmental, quality management, operations and creative services departments.

Project Schedule and Budget: The Revenue Service Date (RSD) is planned for Summer/Fall 2022.

In January 2017, the Metro Board revised the Life of Project (LOP) Budget for Regional Connector Transit Project 860228 to \$1.756 billion. The LOP budget for Concurrent Non-FFGA activities related to Project 861228 was increased to \$46.4 million in December 2019 to include radio communication elements at 7th/Metro Center. Financing costs are estimated at \$14M. Cost forecasts remain consistent with budgets. A detailed FFGA budget forecast is included under the Project Cost Section of this report.

Funding has been secured from a variety of sources, detailed in the Financial/Grant Section on Page 18, to include:

- Federal New Starts Grant
- Federal Congestion Management Air Quality and RIP Programs
- USDOT TIFIA loan proceeds
- State Proposition 1A/1B and Capital Project Loan proceeds
- City of Los Angeles
- Lease revenues.

Construction and Community Relations: The Construction and Community Relations Team is tasked with promoting the Project and performing public outreach within the communities to keep stakeholders informed of construction activities occurring along the Project alignment. To facilitate the communication, community leadership councils have been formed which represent geographic-based constituent groups along the alignment.

The Project is also engaged in social media outreach and various marketing and advertising efforts designed to keep the public informed and supportive of the Project. These efforts are aimed at promoting businesses that are affected by construction. An overview of monthly activities is presented in the Construction and Community Relations Section of this report.

System Integration: The Project's integration of three separate lines, each possessing distinct system technologies, presents significant challenges for both the Project and Metro at-large. Extensive planning continues to be performed to define logistics of the systems' cut-overs that will be required. The Project will continue to coordinate the completed systems interface design, with on-going procurement in preparation for construction and testing as Metro maintains revenue service on the three operating lines.

Rail Activation: The Project and Metro Operations recognize the extensive planning required in preparation for rail activation of the new regional light rail service the Project will enable through downtown Los Angeles. The training of 400+ operators and supervisors across the regions has surfaced as a key component to rail activation. This training will require dedicated time during rail activation to ensure safety.

Planning efforts have outlined a sequence of dependent testing, training, simulation, and safety certification. From the sequence, a twenty-week schedule has been developed to guide the testing, rail activation and start-up. The twenty weeks are initiated by the Project's issuance of the Substantial Completion milestone to RCC.

EXECUTIVE SUMMARY

In *May*, the Project achieved 66.2% completion based on earned value measurements for design and construction. The focus of the Project is on facilitating advancement of construction activities throughout the alignment.

The following is an overview of current design and construction activities.

Design Status

Miscellaneous design changes to approved design packages continue to be managed as Engineering Change Instructions (ECI), enabling required changes to be promptly addressed while the balance of the scope is built.

Construction Status

1st Street Cut & Cover Tunnel & U-Channel: Pending the start of Bus Bridge 3, the remaining U-Channel excavation and structure will resume.

Wye Structure: Continued structural backfill and removal of temporary decking.

Little Tokyo/Arts District Station: Continued Upper Ancillary *and* Station Box exterior walls. Completed Platform deck.

Reach 1 Tunnel Section (1/C Station to 2/B Cavern) Continued temporary storage of rail in both the Left and Right tunnels.

Crossover Cavern: Completed the arch concrete placements and started the installation of the emergency walkways.

Historic Broadway Station: In the station box area, completed the platform walls, the west concourse exterior walls and the east concourse deck. The concourse roof continued. In the entrance area, the concourse invert continued, and the ancillary deck started.

Reach 2 Tunnel Section (2/B Station to 2/H Station): Continued fabrication and delivery of pre-cast segments. In the left tunnel, the installation pre-cast segments is complete. Continued the installation of the floating slab track and started the installation of the LVT track. In the right tunnel, continued the installation of pre-cast segments and the temporary storage of rail.

Grand Av Arts/Bunker Hill Station: In the Station Box area, completed Upper Ancillary exterior walls and Roof deck. Continued Platform deck. Started Roof exterior walls in the Entrance area, started Roof exterior walls. Completed East Ventilation shaft excavation. Started the Emergency Exit #3 stair excavation.

Reach 3 Tunnel Section (2/H Station to Flower) In the left tunnel area, started the installation of LVT track.

Flower Cut & Cover Tunnel: In the north tunnel, continued with the *interior walls and emergency walkway; and continued structure* backfill. In the south tunnel (5th Street to 7th/Metro Center Station), *completed the invert, and* continued the interior walls, exterior walls, and the roof.

Cost and Schedule Summary

As of the reporting date, RCC was late in submitting the *April 2020* Schedule Update.

RCC Schedule Metrics

	Original Contract Date/Duration	Time Extension (CD)	Current Contract Schedule	Forecast (Metro PMS)	Variance CD (Trending)
NTP	7/7/14				
Substantial Completion	10/22/20	527	04/01/22	04/8/22	-7 days

Costs

Project costs continue to track within budget. Contingency draw-downs are lagging as large modifications continue to take longer to reconcile. However, no material net variance in contingency use is anticipated. To date, the design and construction changes related to base scope represent approximately 6.8% of the contract value. There is one notice of intent to claim by RCC. The notice relates to Historic Broadway Station SOE stability issues. Detailed cost and budget information begins on Page 13.

Coronavirus Impacts

Although the Project was designated as critical infrastructure by the Governor - thus allowing construction operations to continue - the Project has witnessed an overall slow-down in momentum. The Governor’s Stay-at-Home order combined with similar local orders have placed restrictions on Metro employees, contractor staff, union crafts, suppliers, consultants, and others which account for the slow-down. RCC has notified Metro of multiple situations where impacts may surface but have not yet manifested.

RCC has, for the most part, focused their efforts on critical path elements of the Project enabling the maintenance of total float in their schedule. However, some operations have been delayed or deferred due to insufficient crew staffing and similar logistical issues. The combined effect is RCC’s inability to increase the overall progress rate which was planned to dominate throughout 2020.

Key Management Concerns

Item 1: Given the impact the Project will have on light rail operations through downtown Los Angeles and the region, the Rail Activation effort is exceedingly complex. Schedule and cost impacts are likely to surface.

Status/Action: Ongoing cut-over, testing and rail activation meetings are being conducted with various Metro Departments. Through this process, specific work items have been identified and those requiring further investigation are being evaluated and attended-to when possible. Notwithstanding considerable progress, planning meetings continue, as the team plans the complex rail activation and certification process. Cutover requirements may stress Metro resource availability.

Item 2: *Constructability issues related to construction of the load transfer structure for the Historic Broadway Station overbuild structure, may pose cost and schedule impacts.*

Status/Action: *Metro is working with RCC to identify extent of impacts and potential mitigation, which could include early closure of 2nd Street for deck removal and street restoration. Discussions are on-going.*

Item 3: Installation of the communication link for the Gold Line Eastside Extension during Bus Bridge #3 has been delayed. If not remedied, the delays will adversely impact schedule and costs.

Status/Action: Design workarounds have been identified and agreed to by all stakeholders to provide routing of dual fiber-optic lines from the 1st Street Bridge through Division 20 to Union Station. These designs are utilizing temporary and permanent infrastructure options, to meet the Project's needs. *Contracting for specialty related to programming and commissioning is now in-place. Bridge coring and conduit placements are anticipated to begin in late June.*

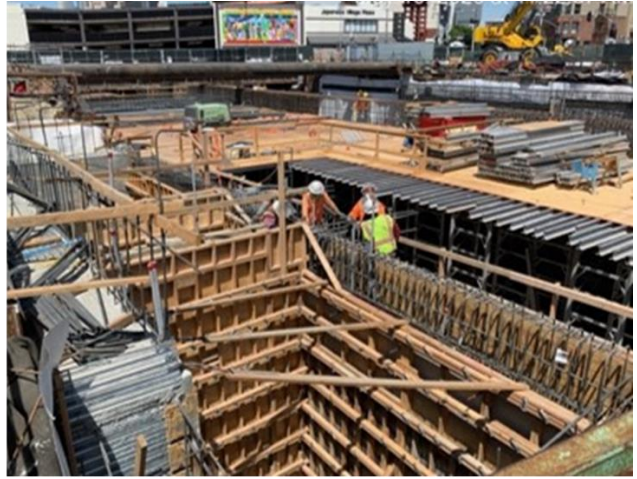
Item 4: Multiple utility rearrangements remain to be completed as the Project enters street restoration phase. *Most notably, AT&T at 2nd Street and the joint utility trench at Grand Av Arts/Bunker Hill Station.* If not properly managed, there is a budget and schedule risk.

Status/Action: Metro utility owners and RCC teams are meeting regularly to review priorities, designs, and interferences enroute to construction. *The joint trench design has been approved by BOE. Potholing on Spring and Broadway to verify design parameters is now underway.*

Project Construction Photos



Floating slab at Grand Av Arts/Bunker Hill Station



Interior wall installation at the future Little Tokyo/Art District Station



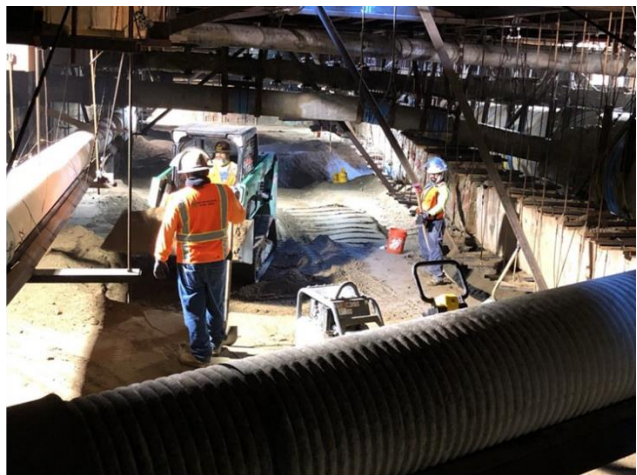
Bottom mat rebar installation at roof deck at Historic Broadway Station



Emergency walkway installation in Crossover Cavern



Forming roof level wall at Grand Av Arts/Bunker Hill Station

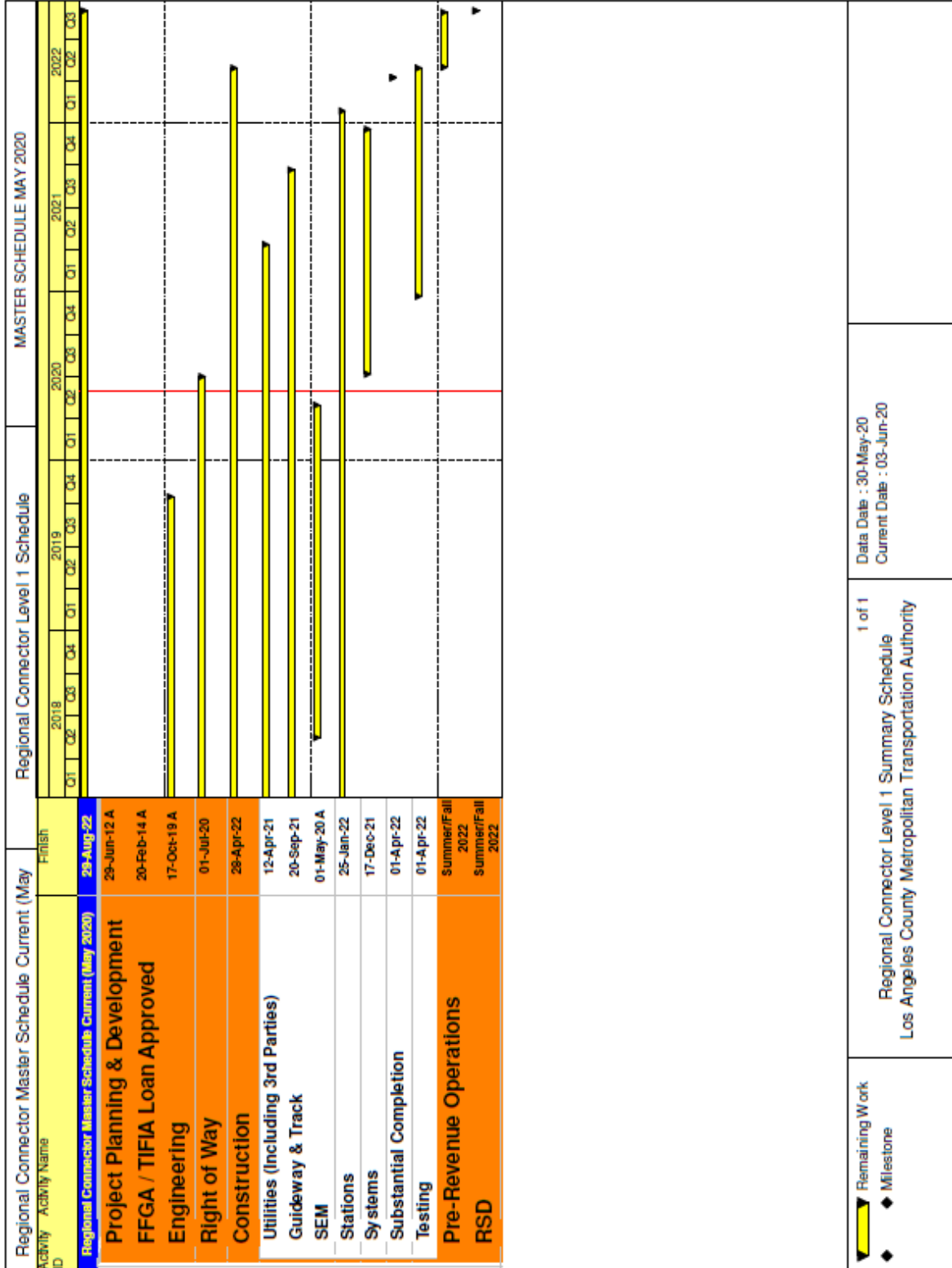


Backfilling above roof slabs at Flower North

PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule



Remaining Work
Milestones

1 of 1
Regional Connector Level 1 Summary Schedule
Los Angeles County Metropolitan Transportation Authority

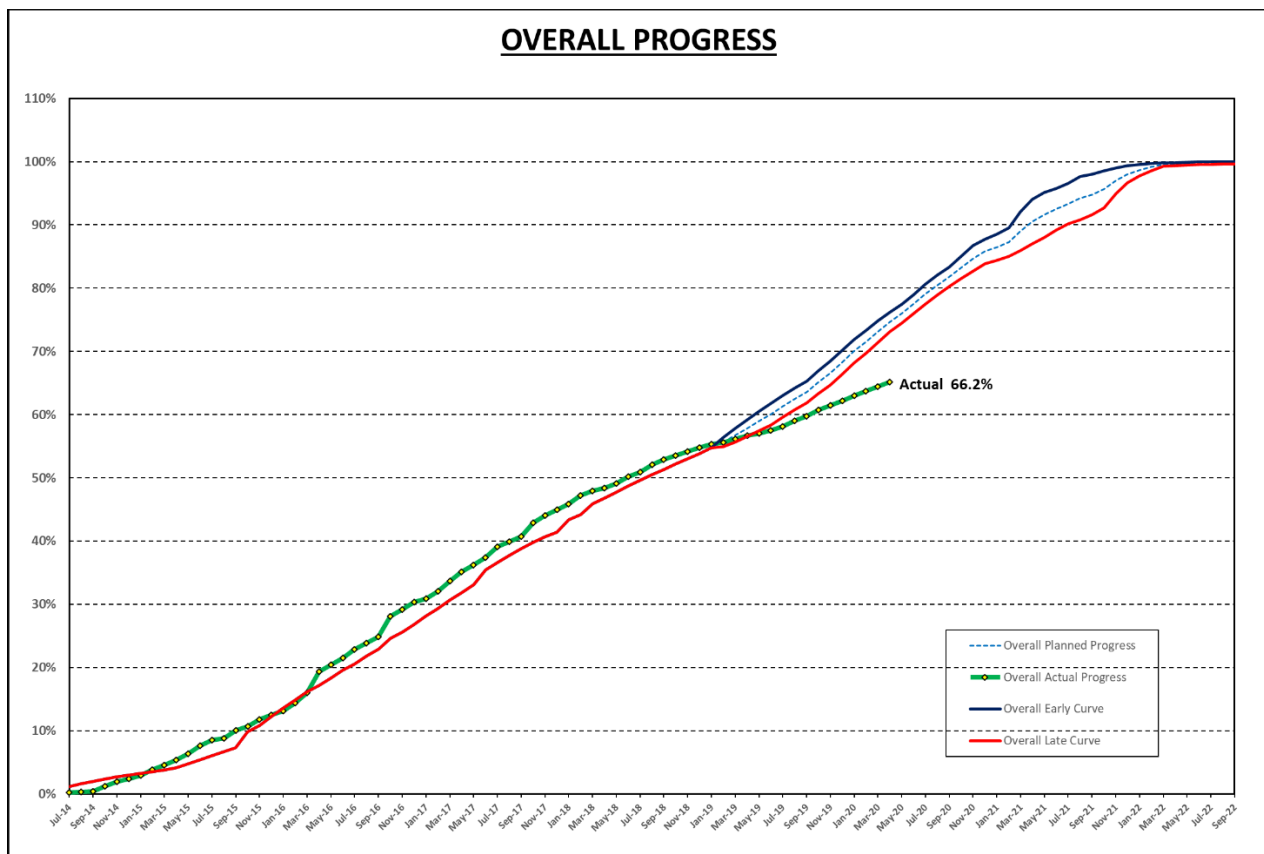
Data Date : 30-May-20
Current Date : 03-Jun-20

Progress Summary

	Status	Change from Last Month	Comment
Forecast Revenue Service	Summer/Fall 2022	None	
Proposed TIFIA Revenue Service	2/25/2023	None	
Proposed FFGA Revenue Service	2/25/2023	None	
Final Design Progress:			
Contract C0980	100%	NA	
Construction Contracts Progress:			
Contract C0981R & C0980	64.5%	1.2%	

Note: Construction Progress excludes General Requirements, Construction and Design Mobilization, Final Design and Provisional Sum costs (Schedule C). Progress values include executed modifications and change orders.

Planned vs. Actual Progress



Current overall planned progress reflects median of early and late finish dates.

Key Milestone Six-Month Look Ahead

	Milestone Date	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20
Complete SEM Arch Concrete	05/01/20 A	◻					
Complete Upper Ancillary Level Walls at Grand Ave / Bunker Hill Station	05/15/20 A	◻					
Complete South Flower Cut & Cover Tunnel Invert	05/15/20 A	◻					
Complete Fabrication Pre-Cast Floating Slab Sections	06/04/20		◻				
Complete SEM Emergency Walkways	06/09/20		◻				
Complete North Flower Cut & Cover Roof	07/02/20			◻			
Complete Right Track Floating Slabs	07/15/20			◻			
Complete East Roof Level Walls at Grand Ave / Bunker Hill Station	07/24/20			◻			
Complete Upper Ancillary Exterior Walls at Little Tokyo / Art District Station	07/28/20			◻			
Complete Station Box Roof Deck at Historic Broadway Station	08/03/20				◻		
Complete Revised Communications System Fiber Optic Cable Pico/Aliso Station to Division 20 Yard	09/22/20					◻	
Complete Station Entrance Exterior Walls at Historic Broadway Station	10/22/20						◻

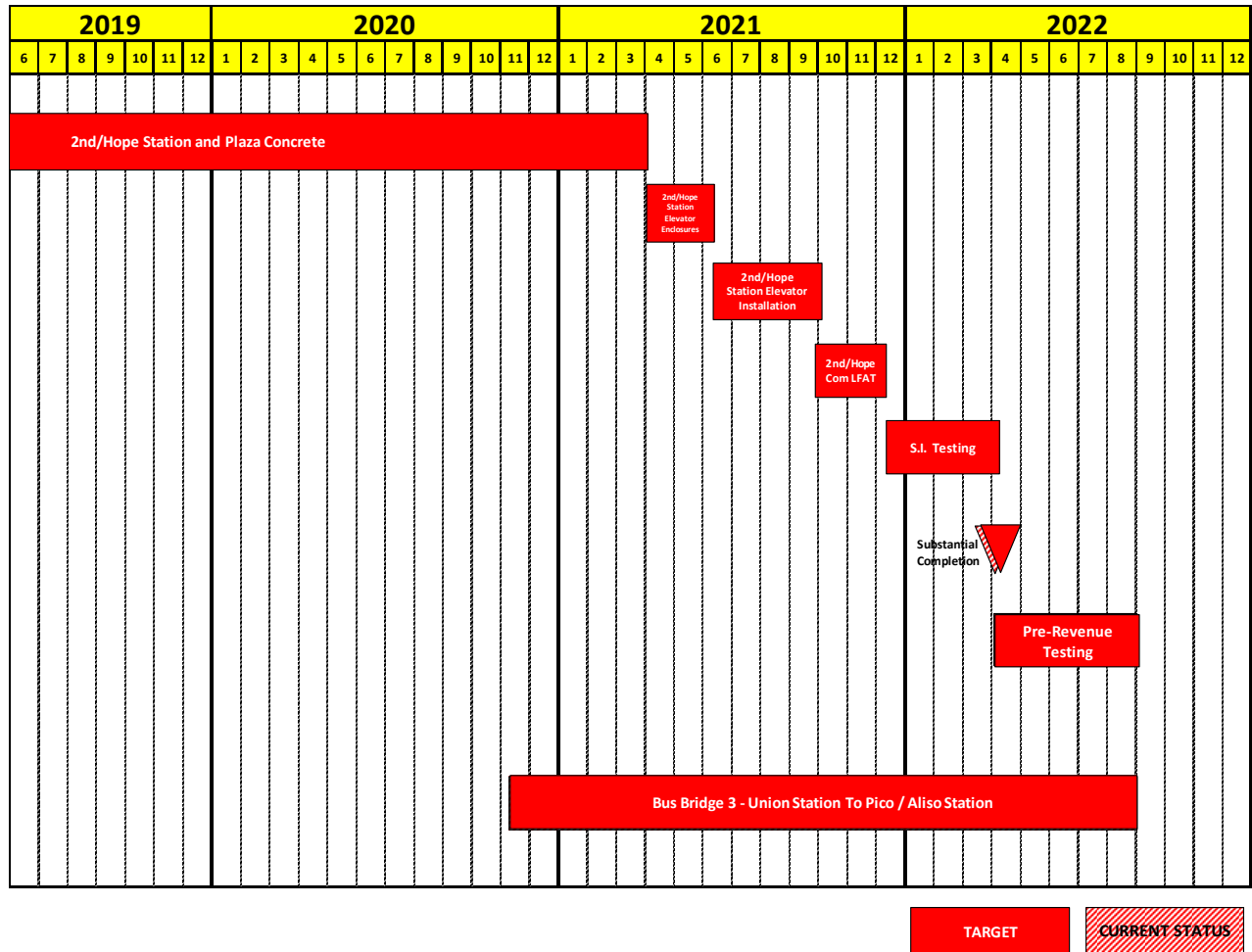
◆ MTA Staff
 Ⓜ MTA Board Action
 ✕ FTA (Federal Transit Administration)
 ▽ Utility Company
△ Other Agencies
 □ Contractors
 ○ Design Consultant
 ◻ C0980 D/B
 A following date is actual and completed
 * New

Major Equipment Delivery

Metro Supplied Equipment

Equipment	Initial Procurement	Scheduled Delivery	Scheduled Installation
LRT Vehicles	(NTP) 08/20/2012	Option 2 08/31/2020	N/A
Ticket Vending Machines	~ 01/30/2018	07/08/19 A (warehoused)	05/25/2021 ~08/26/2021

Target Critical Path (C0980) depicts activity sequence leading to milestones



The critical path *continues through* the Grand Av Arts/Bunker Hill Station. The current focus is the completion of the *roof level* exterior walls, which will then be followed by the upper roof deck. After the station concrete is complete, the backfill and the plaza concrete will begin. Following the completion of the plaza, the station entrance elevator enclosures and elevator installation will commence. After the elevator installation is completed, then the communications Local Field Acceptance Testing (LFAT) will *be finalized*, which will be followed by the systems integration testing. Upon completion of systems integration testing, pre-revenue testing *operations will commence*.

PROJECT COST

Project Cost Analysis – 860228

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)
COST REPORT
DOLLARS IN THOUSANDS

SCC CODE		FFGA BUDGET	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET/ FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS & TRACK ELEMENTS	280,622	204,691	0	272,696	0	258,459	3,052	207,907	-13	274,573	1,876
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	0	230,857	0	229,907	2,065	98,425	-1,540	232,979	2,122
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	422,453	0	626,831	0	581,753	3,218	498,747	2,515	632,801	5,970
50	SYSTEMS	69,667	73,848	0	77,972	90	67,722	229	19,346	608	78,957	986
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	0	1,208,356	90	1,137,842	8,564	824,425	1,570	1,219,310	10,954
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	0	59,315	2	52,631	2	52,624	0	59,315	0
70	VEHICLES	16,275	16,275	0	16,275	0	16,275	67	7,567	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,973	0	394,216	15	326,287	1,619	312,474	-220	394,450	234
	SUBTOTAL (10-80)	1,239,963	1,268,925	0	1,678,162	107	1,533,035	10,252	1,197,090	1,350	1,689,351	11,188
90	UNALLOCATED CONTINGENCY	135,399	126,892	0	51,179	0	0	0	0	-1,350	39,990	-11,188
100	FINANCE CHARGES	27,571	7,115	0	14,301	0	0	0	0	0	14,301	0
	TOTAL PROJECTS (10-100)	1,402,932	1,402,932	0	1,743,642	107	1,533,035	10,252	1,197,090	0	1,743,642	0
	ENVIRONMENTAL/PLANNING - 400228		6,075	0	6,075	0	6,075	0	6,075	0	6,075	0
	ENVIRONMENTAL/PLANNING - 460228		0	0	20,425	0	20,425	0	18,988	0	20,425	0
	TOTAL PROJECTS (EVN/PLAN'G)		6,075	0	26,500	0	26,500	0	25,063	0	26,500	0
	TOTAL	1,402,932	1,409,007	0	1,770,142	107	1,559,535	10,252	1,222,153	0	1,770,142	0

Original Budget:

The Original Budget of \$1.427 billion reflects the April 2014 Board approved LOP Budget, plus finance costs of \$7.1 million.

Current Budget:

In January 2017, the Metro Board revised the LOP Budget for the Regional Connector Project 860228 to \$1.756 billion. Finance costs, estimated at \$14.3 million, are also reflected leading to a total of \$1.770 billion. Budgets were adjusted throughout the SCC structure reflecting revised values as of September 30, 2019.

Commitments:

Overall commitments increased by \$0.107 million this month to \$1.56 billion which represents 88.1% of the Current Budget. The increase is related to RCC executed mods, *escrow fee* from *real estate*, and purchase orders from Community Relations.

Expenditures:

Expenditures are cumulative through *May 2020* and increased by \$10.3 million this month for costs associated with C0980 Design Build Contract, Engineering Management Support, Metro Project Administration, Construction Management Support Services, Third Party Master Cooperative Agreements with the City of LA, Community Relations, and Environmental Consultant Services. The \$1.22 billion in expenditures to date represent 69.0% of the Current Budget.

Current Forecast:

The total current forecast remains equal to the total current budget.

Project Cost Analysis – 861228

CONCURRENT NON-FFGA ACTIVITIES (861228)

PROJECT COST STATUS BY FTA SCC

DOLLARS IN THOUSANDS

SCC CODE		ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS & TRACK ELEMENTS	0	0	0	0	0	0	0	0	0	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	0	0	0	0	0	0	0	0	0	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	10,480	0	10,480	0	10,480	0	0	0	10,480	0
40	SITework & SPECIAL CONDITIONS	0	0	0	0	0	0	0	0	0	0
50	SYSTEMS	0	0	5,950	0	2,750	0	125	0	5,950	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	0	16,430	0	13,230	0	125	0	16,430	0
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	0	27,748	0	27,748	0	22,470	0	27,748	0
70	VEHICLES	0	0	0	0	0	0	0	0	0	0
80	PROFESSIONAL SERVICES	650	0	1,150	0	648	0	412	0	1,150	0
	SUBTOTAL (10-80)	38,878	0	45,328	0	41,627	0	23,007	0	45,328	0
90	UNALLOCATED CONTINGENCY	1,113	0	1,113	0	0	0	0	0	1,113	0
100	FINANCE CHARGES	0	0	0	0	0	0	0	0	0	0
	TOTAL PROJECTS (10-100)	39,991	0	46,441	0	41,627	0	23,007	0	46,441	0
	861228 TOTAL	39,991	0	46,441	0	41,627	0	23,007	0	46,441	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 2020.

Original Budget:

The Original Budget reflects the Board approved LOP Budget established April 24, 2014.

Current Budget:

The budget reflects the addition of \$6.45 million added by the Metro Board in December 2019.

Commitments:

No changes to commitments this month. The cumulative \$41.6 million through May 2020 represents 90.0% of the Current Budget.

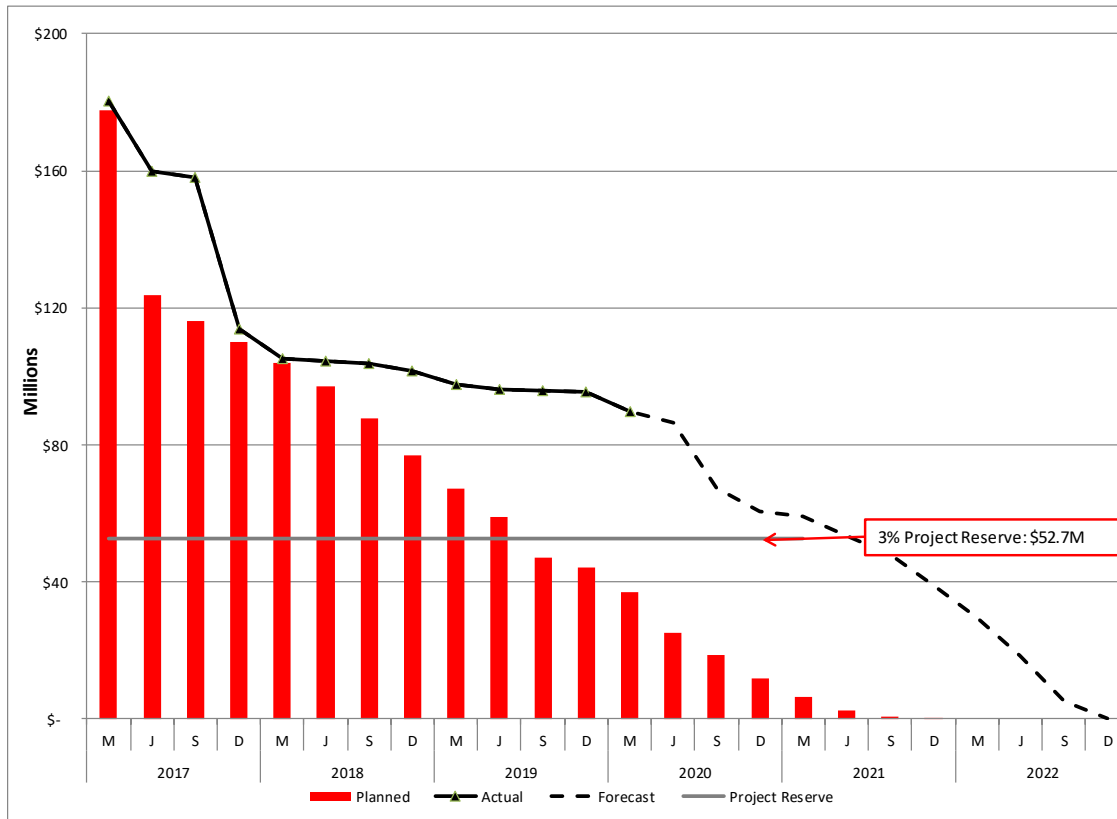
Expenditures:

No changes to expenditures this month. The cumulative \$23.0 million through May 2020 represent 50% of the Current Budget.

Current Forecast:

The total current forecast remains unchanged this month.

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

In January 2017, the Metro Board revised the LOP Budget to \$1.756 billion, which included increasing the unallocated contingency to \$89 million and allocated contingency to \$92.8 million. From that action, a revised drawdown plan for unallocated contingency, correlated to anticipate risk trends, was developed to monitor and measure drawdowns moving forward.

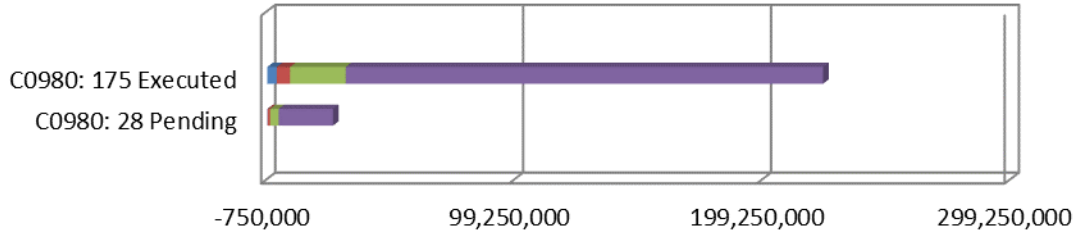
Highlighted in the drawdown is a 3% Project Reserve threshold measured against the LOP Budget. Metro’s Board is to be notified when it becomes necessary to drawdown contingency below the threshold to cover Project costs.

In *May*, there was a \$0.09 million drawdown from contingency due to executed *mod*. The remaining total Project Contingency (allocated and unallocated) remains \$95.01 million this month.

PROJECT COST CONTINGENCY						
DOLLARS IN THOUSANDS						
	Original Contingency	LOP Contingency	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	124,919	89,946	(51,035)	1,350	(49,685)	40,260
Allocated Contingency	86,345	92,809	(36,619)	(1,440)	(38,059)	54,750
Total Contingency	211,263	182,754	(87,655)	(90)	(87,745)	95,010

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C0980		Total
	175 Executed	28 Pending	
■ Under \$100K	3,822,910	93,000	3,915,910
■ \$100K to \$250K	5,367,281	1,070,000	6,437,281
■ \$250K to \$1M	22,443,549	3,435,650	25,879,199
■ Over \$1M	192,627,940	21,900,000	214,527,940
Total Contract MODs	224,261,680	26,498,650	250,760,330
Contract Award Amount	927,226,995	927,226,995	
% of Contract MODs	24.2%	2.9%	

Note:

1. Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.
2. Pending Mods are under negotiation.

One hundred and seventy-five (175) changes with a total value of \$224.3 million have been executed since NTP of Contract C0980. An additional 28 changes, with a total estimated value of \$26.5 million, are pending.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of *April 2020*:

DBE Commitment – Design The percentage of funds apportioned to Design Contracts	22.63%
Current DBE Commitment Design Total DBE Committed Dollars divided by Total Contract Value for Design	\$14.5M (22.63%)
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	24.06%

Fourteen (14) Design DBE sub-consultants have been identified to date.

DBE Commitment – Construction The percentage of funds apportioned to Construction Contracts	18%
Current DBE Commitment Construction Contract commitment divided by current contract value for Construction	\$194.9M (18%)
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	15.74%

One hundred (100) Construction DBE sub-contractors have been identified to date.

PROJECT LABOR AGREEMENTS (PLA)

As of *April 2020*:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	60.23%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	19.12%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged Workers who are residents of the United States	11.22%
Disadvantaged Worker Current Attainment	11.28%

FINANCIAL/GRANT

Status of Funds by Source

May 2020

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	\$64.00	\$218.11	\$64.00	\$132.42	61%	\$61.98	28%	\$46.22	21%
FEDERAL - SECTION 5309 NEW STARTS	\$669.90	\$669.90	\$565.00	\$652.35	97%	\$436.38	65%	\$427.67	64%
FEDERAL - RIP	\$0.00	\$1.41	\$1.41	\$1.41	100%	\$1.41	100%	\$1.41	100%
MEASURE R - TIFIA LOAN	\$160.00	\$160.00	\$141.89	\$155.00	97%	\$145.89	91%	\$141.89	89%
STATE PROPOSITION 1A HSRB *	\$114.87	\$114.87	\$114.87	\$114.87	100%	\$114.87	100%	\$114.87	100%
STATE PROPOSITION 1B PTMISEA **	\$149.50	\$135.16	\$135.16	\$135.16	100%	\$135.16	100%	\$135.16	100%
STATE STIP RIP	\$2.59	\$17.00	\$15.90	\$11.52	68%	\$2.74	16%	\$2.74	16%
STATE CAPITAL PROJECT LOANS - OTHERS ***	\$132.47	\$274.83	\$274.83	\$265.83	97%	\$232.74	85%	\$224.14	82%
MEASURE R	\$27.57	\$0.00	\$0.00	\$0.00	0%	\$0.00	0%	\$0.00	0%
CITY OF LOS ANGELES	\$41.98	\$41.98	\$41.98	\$41.98	100%	\$41.98	100%	\$41.98	100%
LEASE REVENUE****	\$64.25	\$79.07	\$69.60	\$16.73	21%	\$16.73	21%	\$16.73	21%
GENERAL FUND - METRO****	\$0.00	\$43.50	\$43.50	\$32.26	74%	\$32.26	74%	\$32.26	74%
TOTAL	\$1,427.13	\$1,755.84	\$1,468.15	\$1,559.54	89%	\$1,222.15	58%	\$1,185.09	67%

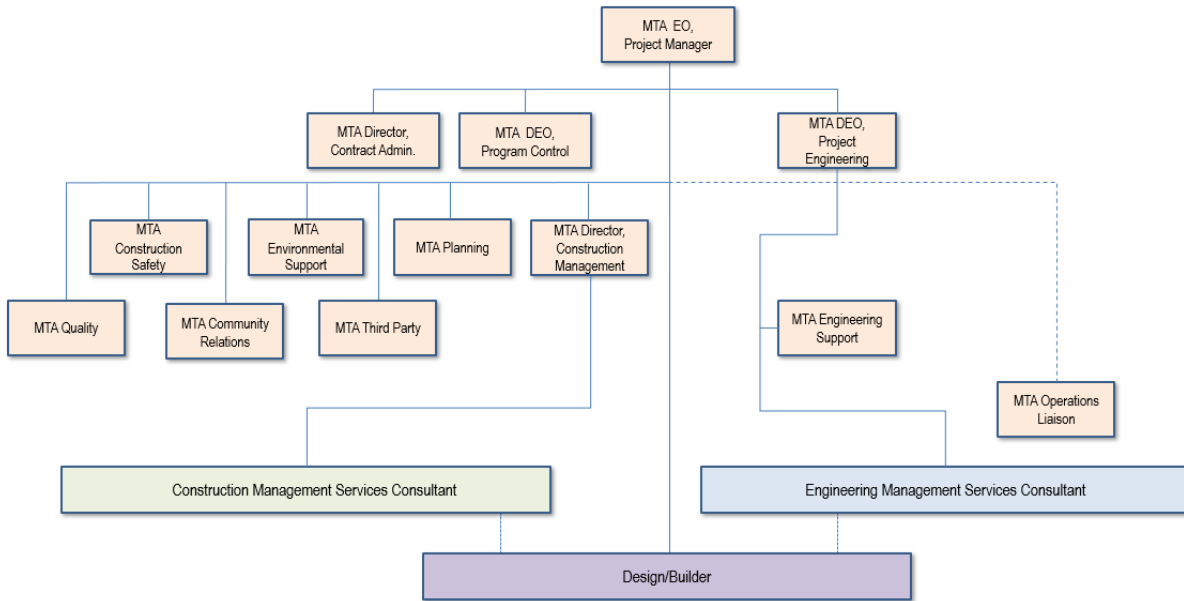
NOTES:

1. EXPENDITURES ARE CUMULATIVE THROUGH MAY 31, 2020
 2. METRO AND TRIBUNE AGREED ON REIMBURSEMENT OF \$1.6 MILLION RELATED TO 2ND/BOARDWAY OVERBUILD.
 3. ORIGINAL BUDGET BASED ON FUNDING PLAN INCLUDED IN THE APPROVED FULL FUNDING GRANT AGREEMENT
 4. LACMTA RESERVES THE ABILITY TO UPDATE COSTS AND CHANGE FUND SOURCES AS REQUIRED.
- * STATE PROPOSITION 1A HIGH SPEED RAIL BONDS
 ** STATE PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT
 *** OTHERS INCLUDE TDA ADMINISTRATION, AND NB PROPOSITION A ADMINISTRATION (FOR A TOTAL OF \$.255M)
 **** OTHERS INCLUDE TDA ADMINISTRATION, AND NB PROPOSITION A ADMINISTRATION (FOR A TOTAL OF \$.255M)
 *****REFLECTS PLANNED BILLING. GENERAL FUND WAS CHARGED \$16.71M IN ERROR, BILLING WILL BE REALLOCATED TO LEASE REVENUE IN JUNE 2020

PROJECT ORGANIZATION AND STAFFING

The D/B contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).

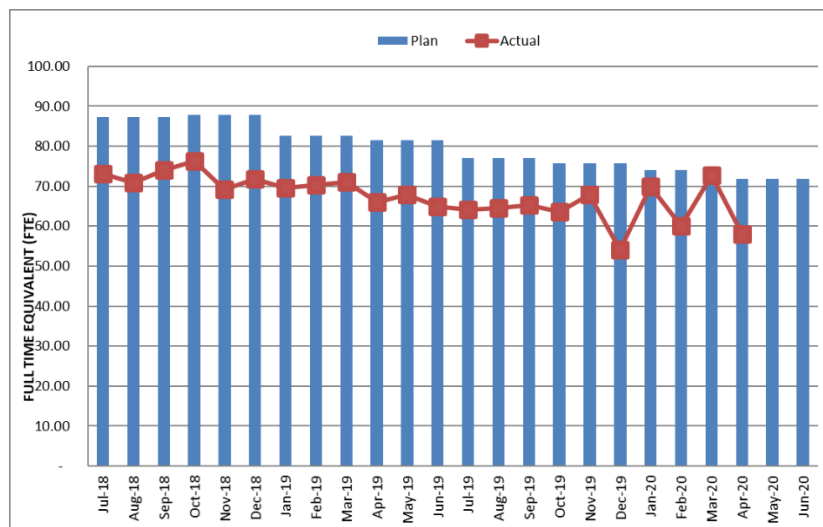
Regional Connector Transit Project Responsibility and Reporting Matrix



Updated: 03/2020

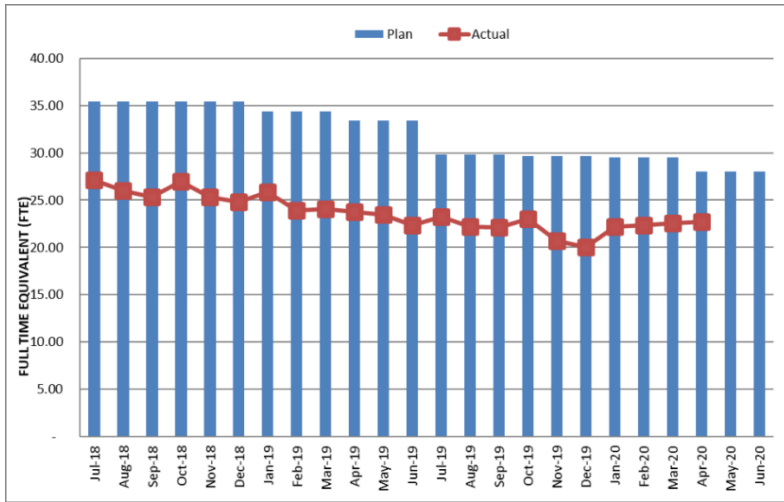
The overall FY20 Total Project Staffing plan averages 73.7 FTE's per month. The total actual project staffing for *April 2020* was 57.99; 22.69 FTEs for Metro's Project Administration staff and 35.3 FTEs for consulting staff. Consulting staff FTEs are based on monthly invoice billable hours. Review of staffing plans is on-going to ensure staffing needs are appropriately managed.

Total Project Staffing – Metro and Consultants



April actuals include 2.8 FTEs related to PMSS Services.

Metro Staff



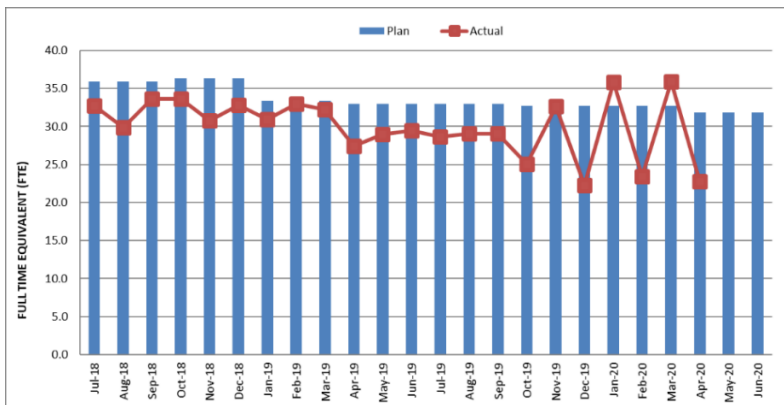
Staffing by Group

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.

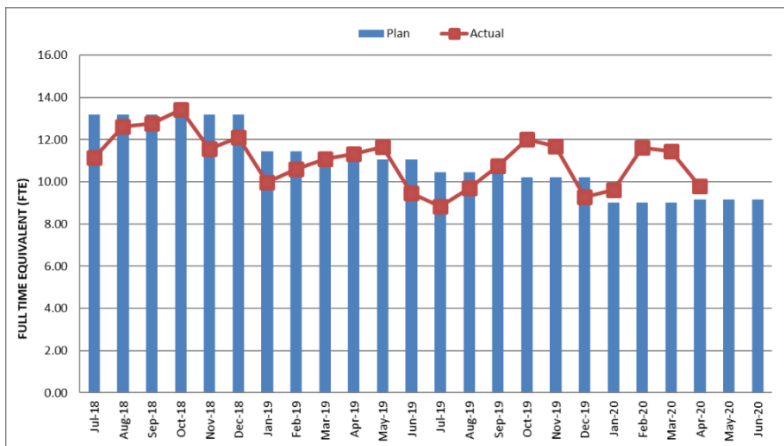
Staffing plans are developed for each fiscal year based on Project needs.

CM Support Services Staff (Consultant)



CMSS April actual FTEs fell short of the forecast due to lower billable hours this month.

Engineering Services Staff (Consultant)



All above data through April 2020

REAL ESTATE

Open Real Estate Matters – Seven Parcels Remaining

City of Los Angeles (Mangrove Parcels)

- *The acquisition documents between the City and MTA have been completed and approved by the LA City Council. MTA executed the documents on June 12 and the City is proceeding to execute and open escrow. Efforts will be expedited to complete the escrow closing by June 30, 2020.*

Department of Water and Power ‘Duco Yard’ – DWP (RC-473)

- The Purchase Agreement has been reviewed and accepted by Metro. Adoption by the LADWP Board is still pending. No change, meeting scheduled with LADWP on 5/20/20 to discuss status of agreement.

2nd and Hope

- Unknown Ownership Parcel - Resolution of Necessity adopted, eminent domain complaint filed, pending court's approval serve Order of Possession through newspaper publication. Received updated declaration from engineer on 5/15/20, pending submission to court. *LACMTA's condemnation counsel scheduled to submit court request to publish Order of Possession on June 22, 2020.*
- CRALA Parcel - CRALA has accepted the offer and will be taking the agreement to their Board on June 4, 2020. *CRA/LA Board approved transaction on June 4, 2020, will be presented to Oversight Board on June 18, 2020.*
- County of Los Angeles Parcel - the County has accepted the offer and will be taking the agreement to their Board on May 5, 2020. Item rescheduled to May 19th meeting. *County approved transaction, pending finalized conveyance documents.*
- City of Los Angeles Parcel - the City has agreed to the transfer based on the City's and LACMTA's Memorandum of Agreement. The City is preparing the conveyance documents. Conveyance documents finalized. City coordinating council action to approve conveyance. *No change.*

Tribune

- Finalizing property swap for subsurface easement area. *No change.*

QUALITY ASSURANCE

Metro QA performed the following activities during the month of *May*:

- Reviewed and provided comments on RCC's quality-related submittals
- Performed oversight verification of RCC's design and construction activities
- Reviewed test results for Portland Cement Concrete, Soils Testing, Asphalt Testing and Non-Destructive Testing of Welding
- Attended "Readiness Review" meetings with RCC
- *Metro QA conducted a surveillance (C980-Surv-2020-008) for placement of structural backfill above the roof deck at Flower Cut and Cover. The installation activities were found to be in compliance and acceptable and the surveillance was closed.*
- *Metro QA conducted a surveillance (C980-Surv-2020-009) the concrete placement at East Wall # 18 at Flower Cut and Cover. The installation activities were found to be in compliance and acceptable and the surveillance was closed.*

RCC issued NCR 0068 for a right tunnel ring segment that was not installed plumb and perpendicular to the track, in addition to being out of tolerance for nominal clearance between segments. There is also one (1) 3/4-inch bolt 8 inches long missing in the same tunnel ring. This NCR also lists a left tunnel ring missing one (1) 3/4-inch bolt 8 inches long. The repairs have been completed and the NCR was closed.

RCC NCR 094 was issued for a cold-water copper line strike at the future Little Tokyo/Arts District Station during drilling operations for dowel placement. The condition was reworked and brought back to the original design condition and the NCR closed.

RCC NCRs 004, 0038, 0047, 0053, 0054, 0057, 0064, 0069, 0074, 0076, 0083, 0084, 0086, 0087, 0089, 0090, 0091, 0092, 0093, and 0094 remain open with no change.

ENVIRONMENTAL

- Stormwater Pollution Prevention Plan (SWPPP) inspections of most active Project work areas are conducted weekly by RCC. Metro staff conducted oversight observations and shared feedback on ways to improve BMP preparation and execution. A comprehensive SWPPP update is in development by the contractor. There were qualifying rain events in *May, but there were days of high heat and high winds.*
- Noise and vibration spot checks continue to be conducted weekly at multiple sensitive locations, and at locations of new activities along the alignment. The Contractor conducted attended monitoring weekly at active construction sites or when work and/or equipment changed. In addition, noise and vibration monitoring was also conducted continuously and data was gathered in an online system. The Contractor also provided a compliance report weekly.

There have been inquiries from stakeholders adjacent to the future Grand Av Arts/Bunker Hill Station, Historical Broadway Station, and Little Tokyo/Arts District Station construction sites; however, Metro/RCC's Community Relations team have been responsive and continue to actively address community concerns in coordination with Area Leads, Resident Engineers, and field staff with respect to each construction site.

- *On May 14, 2020, Metro submitted the 29th Quarterly MMRP report covering the period from February through April 2020.*
- *Six (6) new historic period isolates were recorded during May, including a Mason's jar, clear and brown glass bottles, and a brick with an inscription. Two (2) previously encountered historic period features were recorded during May. Feature 116, consisting of remnants of a demolished building, was initially encountered on July 15, 2016. More structural debris from Feature 116 were encountered on May 8, 2020. Additionally, Feature 86, consisting of a large historic refuse deposit, previously encountered on December 2, 2015, was encountered again on May 27, 2020.*

CONSTRUCTION AND COMMUNITY RELATIONS

Construction Relations

- Responded and addressed Project related inquiries from the public received via the hotline, and email. The Little Tokyo Community Office is closed in response to Safer at Home order due to COVID-19. Concerns were addressed by RCC and Metro project staff.
- Performed public outreach and construction coordination to impacted area stakeholders regarding the following construction activities: concrete placement throughout the alignment, *waterline installation on westbound 1s St*, planned street closures at 1st/Alameda for restoration, pile installation *and excavation* at Central Av, equipment mobilization & backfill material delivery on Flower St, and geotechnical monitor maintenance.
- Distributed *six (6)* construction notices to the public on the above activities through email and made it available on the Project website and social media outlets.
- Completed a total of *five (5)* construction coordination activities with Project adjacent property owners to perform maintenance on geo-tech equipment: Metropolitan News, Onni Times Square, Colburn Music School, *REDCAT*, and *The Standard Hotel*.
- Provided weekly construction updates and coordinated work activities with 39 stakeholders: The Westin-Bonaventure Hotel, 444 S Flower St, Central Library/Maguire Gardens, City National Plaza, The California Club, The Standard Hotel, Public School 213, Pegasus Apartments, Charles Dunn, Paragon Parking, Takami Sushi, The Roosevelt Lofts, 888 Figueroa, and 818 7th St, LTBA, LTCC, *LTBID*, LTSC, JACCC, Sustainable Little Tokyo, JANM, MOCA at Geffen, Chado Tea Room, Hikari Apartments, JVP, *Office Depot*, *Shin-Sen Gumi*, Arts District BID, Savoy Community Association, *Higgins Building*, *Kawada Hotel*, *Broadway Civic Center*, *Cafecito Pura Vida*, *LAPD Headquarters*, *Metropolitan News*, *LA Times Parking*, *Redwood Bar and Grill*, and *Cherry Pick Café*.
- Presented *virtually* to three (3) community organizations with updates on: extended closure for street restoration *on 1st St, Central Av to Alameda St*, *excavation* at Central Av, and *22-month Gold Line* service interruption anticipated Fall 2020 for Alameda tunnel box construction: Little Tokyo Business Association, Little Tokyo Community Council, and the *Little Tokyo Community Council All Committees*.
- Continued standing meetings with LA City Council District 14 and the Mayor's Office.

- Conducted *nine (9)* briefings to local stakeholders on planned construction activities:
 - *Street closures for restoration on 1st St and on Central Av: LTCC, LTBA, LTBID.*
 - *Utility investigation at 2nd St/Broadway: Higgins Building, Kawada Hotel, Broadway Civic Center, Onni Group.*
 - *Flower St concrete placement backfill material delivery, and upcoming work below deck: Charles Dunn, 444 S Flower St, Westin Bonaventure.*

Eat, Shop, Play – Construction Impact Business Mitigation Program Highlights

- *Highlighted 16 businesses in eblasts and social media posts highlighting businesses near Metro construction in sixteen (16) social media posts and two (2) e-blasts:*
 - *Ebisu Japanese Tavern, Cafecito Pura Vida, Public School 213, MILK +T, Mitsuru Sushi & Grill, Raggedy Threads, Bae, Zencu Sushi & Grill, Japangeles, JANM, Dalia Cocina Mexicana, Café Demitasse, Badmaash, The Library Store, Donatsu, (abeautifullife) jamaican cafe.*

Community Relations

Continued work with the monthly Little Tokyo Marketing & Business Task Force via Zoom because of the statewide COVID-19 Stay-At-Home order. The focus of the meeting was on how to continue to promote small and/or legacy businesses that remain open. *A virtual month-long concept of Delicious Little Tokyo was presented. Delicious Little Tokyo will launch on June 26, 2020 and end on July 26, 2020.*

CREATIVE SERVICES

Art Program

- Reviewed and responded to RCC PSR, CN and RFI submittals.
- *Reviewed and responded with Artists to mosaic fabricator progress updates.*
- *Refined layout and text and met with community stakeholders for Atomic Cafe Interpretive Graphic Display Mitigation Measure.*
- Continued assessment of Project operating impacts to signage systemwide.

SAFETY & SECURITY

C0980 Regional Connector

- In response to the COVID-19 pandemic, Project Safety Management continued to monitor compliance by RCC and IPMO staff with Federal, State, and City requirements for 'Essential Workers' on 'Critical Infrastructure' projects.
- Monitored RCC's pre-employment drug/alcohol testing and new employee safety orientation to ensure compliance with contract specifications.
- Conducted Project Safety Orientation for new Metro/Consultants, visitors, and IPMO project staff. Training sessions included Safety Orientation, Underground Safety, and Self Rescuer Training.
- Participated in work plan reviews, daily crew safety meetings, and the RCC 'Safety Stand Down' sessions.
- Monitored construction field activities daily to ensure compliance with contract specifications. Participated with RCC staff in field safety inspection walks of multiple project worksites, laydown areas, and storage yards.
- Monitored Third Party contractor's work activities to ensure safety compliance.
- Made recommendations to utility crews regarding contract activities and improving overall traffic control and pedestrian safety.

Project Safety Record

- *There were no additional COVID-19 cases reported in May; there is one (1) reported positive case-to-date.*
- RCC reported no Recordable Injuries during the month of May 2020.
- RCC reported 72,762 work hours for April 2020. RCC's total Contract to Date work hours through April 2020 are 3,811,476 with a total of 18 Recordable Injuries and no Lost Workday (Days Away) case injuries. The C0980 Contract Recordable Injury Rate is 0.94. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.5 for heavy civil construction projects.
- Total Contractors' Project to Date Work Hours, including both the C0980 and the completed C0981 AUR contract, through April 2020 is 3,922,535 hours with 19 recordable injuries. The Total Project Contractor Recordable Injury Rate is 0.97.
- Total Aggregate Project work hours for Contractors, Metro, and Support Services Consultants, through April 2020 is 4,734,367 with 20 Recordable Injuries and no Lost Workday (Days Away) injury cases. The Total Project Aggregate Safety Rate is 0.84.*

* Using RIR method of calculating.

APPENDIX CHRONOLOGY OF EVENTS

June 2007	Began Alternatives Analysis study
January 2009	Board approval of Alternatives Analysis study and next phase
February 2009	Began Draft Environmental Impact Statement / Report (EIS / EIR)
October 2010	Board approval of Draft EIS / EIR and selection of locally preferred alternative
January 2011	FTA approval to Enter into Preliminary Engineering
January 2011	Began Preliminary Engineering
August 2011	Board authorized to solicit major D/B contract C0980
October 2011	Issued RFQs for D/B contract C0980
December 2011	Began Real Estate Acquisition
March 2012	Completed PE and began Advanced PE
April 2012	Board certification of Final EIS / EIR and adoption of project
April 2012	Began Final Design - Advanced Utility Relocations (AUR)
June 2012	FTA Record of Decision
August 2012	Issued RFQs for D/B contract C0980
January 2013	Issued RFPs for D/Build contract C0980
March 2013	Completed Final Design - Advanced Utilities Relocation (AUR)
May 2013	NTP for Construction Management Services contract MC070
June 2013	Beginning of AUR contract C0981R Bid Period
July 2013	Submitted TIFIA loan application
July 2013	Submitted first draft FFGA application to FTA for review

September 2013	Received proposals for D/B Contract C0980
September 2013	Submitted second draft FFGA application to FTA, incorporating FTA comments
October 2013	Submitted Application to FTA Requesting an FFGA
November 2013	Started Emergency Generator Replacement Tank at 2nd Street and Historic Broadway Station (LA Times Building)
December 2013	Issued "Notice of Intent to Award" letter to contract C0981R contractor Pulice Construction Inc.
January 2014	Awarded AUR contract C0981R to Pulice Construction Inc.
February 2014	Issued Notice to Proceed for AUR Contract C0981R
February 2014	FTA issued Full Funding Grant Agreement to Metro
March 2014	Issued Amendment # 11 for D/B Contract C0980
March 2014	Started Survey for AUR Contract C0981R
April 2014	Metro Board approved the award of D/B Contract C0980 and established a LOP Budget
May 2014	Awarded D/B Contract C0980 to Regional Connector Constructors, Joint Venture
June 2014	Obtained possession of the Mangrove property from the City of Los Angeles
July 2014	Issued Notice to Proceed for D/B contract C0980
August 2014	C0980 D/B Contractor (RCC) began Final Design
September 2014	Metro performed the ground-breaking ceremony for C0980 D/B Contract
October 2014	EN077 Contractor, Arcadis, removed the underground storage tank at LA Times Parking Lot
November 2014	C0981R AUR Contractor completed DWP power work at 1st St. and Alameda
December 2014	Metro completed Field Vibration Testing for existing Expo and Gold Lines
January 2015	Demolish Buildings at 1st/Central Station
February 2015	Metro approved the Baseline Schedule for C0980 D/B Contract

March 2015	RCC started Historic Broadway Station Site Move-In
April 2015	Metro terminated C0981R Contract for convenience
May 2015	RCC started pile installation at Mangrove Launch Pit
June 2015	RCC started decking for shoofly bridge (Pile Cap & Grade Beam)
July 2015	DWP Water started installing 36" Water Valve at Alameda St.
August 2015	RCC completed DWP Power work at Flower & 5th Street
September 2015	RCC started Phase 2 DWP Power Relocation work at Broadway (Behind K Rail).
October 2015	RCC started pile installation at 1st/Central Station
November 2015	RCC completed Central Ave Full Closure (Pile & Decking)
December 2015	Metro Board approved the increase (\$131.8M) of the Project LOP Budget to \$1,589.9 million.
January 2016	RCC began implementation of Bus Bridge # 1 (Shoofly Tie-In Work at Little Tokyo).
February 2016	RCC began implementation of full closure at 2nd/Broadway intersection.
March 2016	RCC completed Bus Bridge # 1 (Shoofly Tie-In at Little Tokyo) work.
March 2016	Excavation of 1st/Central Station was initiated.
April 2016	TBM (Tunnel Boring Machine) was delivered to the temporary storage site.
May 2016	Closed 1st Street between Alameda and Central Streets. Opened northbound 1st East of Alameda Street.
June 2016	RCC completed excavation at 1st/Central Station Box
June 2016	RCC began pile installation on west side of Flower Street between 4th and 5th Street
July 2016	RCC initiated pile installation at Historic Broadway Station (West Hammer Head)
July 2016	RCC Initiated CIP invert at 1st/Central Station Box
August 2016	RCC completed 36" waterline replacement at 1st/Alameda

September 2016	RCC completed temporary decking at 1st/Alameda intersection (Wye)
October 2016	Metro performed TBM lowering ceremony
October 2016	RCC completed CIP invert at 1st/Central Station Box
November 2016	RCC completed CIP invert at Mangrove Launch Pit and Wye
December 2016	RCC completed Phase 1, 2nd Street Decking in front of LA Times Bldg.
January 2017	Metro Board approved a LOP Budget increase
February 2017	RCC initiated TBM mining (1st – Left)
March 2017	RCC completed TBM mining under JVP (first 500 ft.)
March 2017	RCC completed temporary decking on Flower St. (between 4th and 5th)
April 2017	RCC completed sub-invert at TBM retrieval pit
April 2017	RCC completed CIP invert at Grand Av Arts/Bunker Hill Station Box
May 2017	RCC completed temporary decking at Historic Broadway Station
May 2017	RCC completed water relocation work along Flower Street
June 2017	RCC completed mining and broke through at Grand Av Arts/Bunker Hill Station
June 2017	Five-month full closure of 6th Street approved by LADOT, Caltrans and LADWP
July 2017	RCC completed TBM mining of the first tunnel
August 2017	RCC extracted TBM shields from the Retrieval Shaft
September 2017	RCC began TBM mining of the second tunnel (right)
October 2017	RCC completed TBM mining under JVP (first 500 ft.)
October 2017	RCC completed temporary decking on Flower St. (between 5th and 6th, deck beam 16 to deck beam 58)
November 2017	Completed five-month full closure of 6th Street

November 2017	Initiated underpinning related to the Historic Broadway Station
December 2017	RCC completed mining and broke through at Grand Av Arts/Bunker Hill Station (Right Tunnel)
January 2018	RCC completed TBM mining of the second tunnel (right)
February 2018	RCC began excavation of cross passages
February 2018	RCC began SEM canopy pipe installation
March 2018	RCC began tunnel invert concrete
March 2018	RCC completed infrastructure for power relocation work at 6th/Flower
April 2018	RCC completed entrance structure excavation of Historic Broadway Station
May 2018	RCC began SEM excavation
June 2018	LADWP Power completed cable pulling at 6 th /Flower
June 2018	Completed underpinning related to the Historic Broadway Station
July 2018	RCC completed station box excavation of Historic Broadway Station
August 2018	Completed entrance structure invert of Historic Broadway Station
September 2018	Completed temporary decking of Flower Street
October 2018	RCC started the CN 106.2 Final Design of the Revised Cable Transmission System for the Gold Line
October 2018	Metro completed approval of floating slab test results
October 2018	RCC completed SEM left drift excavation
October 2018	RCC completed Trainway Feeder duct bank at Flower St & 7 th St
November 2018	RCC completed Little Tokyo / Arts District Station Box Excavation
November 2018	RCC completed Grand Av Arts/Bunker Hill Station East Platform Level Exterior Walls
December 2018	RCC completed SEM right drift excavation

December 2018	RCC completed the Historic Broadway Station west invert
December 2018	RCC started tunnel walkways between the future Little Tokyo/Arts District Station to Historic Broadway Station
December 2018	RCC started the future Little Tokyo/Arts District Station east invert
December 2018	RCC completed Grand Av Arts/Bunker Hill Station mezzanine concrete
January 2019	RCC completed Grand Av Arts/Bunker Hill Station invert concrete
January 2019	RCC completed SEM center top drift excavation.
January 2019	RCC started Little Tokyo/Arts District Station west cable pit and sump pit
February 2019	RCC completed SEM excavation
February 2019	RCC completed platform level exterior walls at Grand Av Arts/Bunker Hill Station
February 2019	RCC started fire protection in tunnels
March 2019	RCC completed Little Tokyo/Arts District Station invert concrete
March 2019	RCC completed Bored Tunnels walkway concrete
April 2019	RCC completed Grand Av Arts/Bunker Hill Station east concourse deck concrete
April 2019	RCC completed 1 st Street Cut & Cover / U-Channel Level 1 excavation
May 2019	RCC completed North Flower Cut & Cover tunnel invert concrete
May 2019	RCC completed Wye Cut & Cover tunnel invert concrete
June 2019	RCC completed Right Tunnel floating slab curb
July 2019	RCC completed Left Tunnel floating slab curb
July 2019	RCC completed SEM Cavern concrete invert
August 2019	RCC completed 7th Street / Metro Center Wall Demolition
August 2019	RCC completed the Historic Broadway Station West Concourse Deck

September 2019	RCC completed Historic Broadway Station east invert
September 2019	RCC completed South Flower Cut & Cover tunnel excavation
October 2019	RCC completed Wye Tunnel Cut & Cover walls
October 2019	RCC completed Grand Av Arts/Bunker Hill Station concourse walls
November 2019	RCC completed Wye Tunnel Cut & Cover Roof Deck
November 2019	RCC completed SEM Cavern Exterior Walls
December 2019	RCC completed Little Tokyo/Arts District Station plenum deck concrete
January 2020	RCC completed SEM Cavern Interior Walls
January 2020	RCC completed 1st Street Tunnel Cut & Cover Roof Deck
February 2020	RCC completed Wye Cut & Cover Tunnel Pin Pile Removal
February 2020	RCC completed Grand Av Arts/Bunker Hill Station platform walls
March 2020	RCC completed Grand Av Arts/Bunker Hill Station lower ancillary level walls
March 2020	RCC completed SEM plenum deck
April 2020	RCC completed Historic Broadway Station west concourse exterior walls
April 2020	RCC completed Historic Broadway Station concourse deck
<i>May 2020</i>	<i>RCC completed SEM Cavern Arch Walls</i>
<i>May 2020</i>	<i>RCC completed Grand Av Arts/Bunker Hill Station upper ancillary level walls</i>
<i>May 2020</i>	<i>RCC completed South Flower Cut & Cover invert</i>