



Metro

January 21, 2022

TO: Distribution

FROM: Mat Antonelli
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Project Manager

SUBJECT: Regional Connector Transit Project
December 2021 Quarterly Project Status Report

Enclosed is the Quarterly 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 December 31, 2021.

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.

Enclosure

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Project

QUARTERLY PROJECT STATUS REPORT

December 2021



Metro

REGIONAL CONNECTOR TRANSIT PROJECT

QUARTERLY 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).

December 2021

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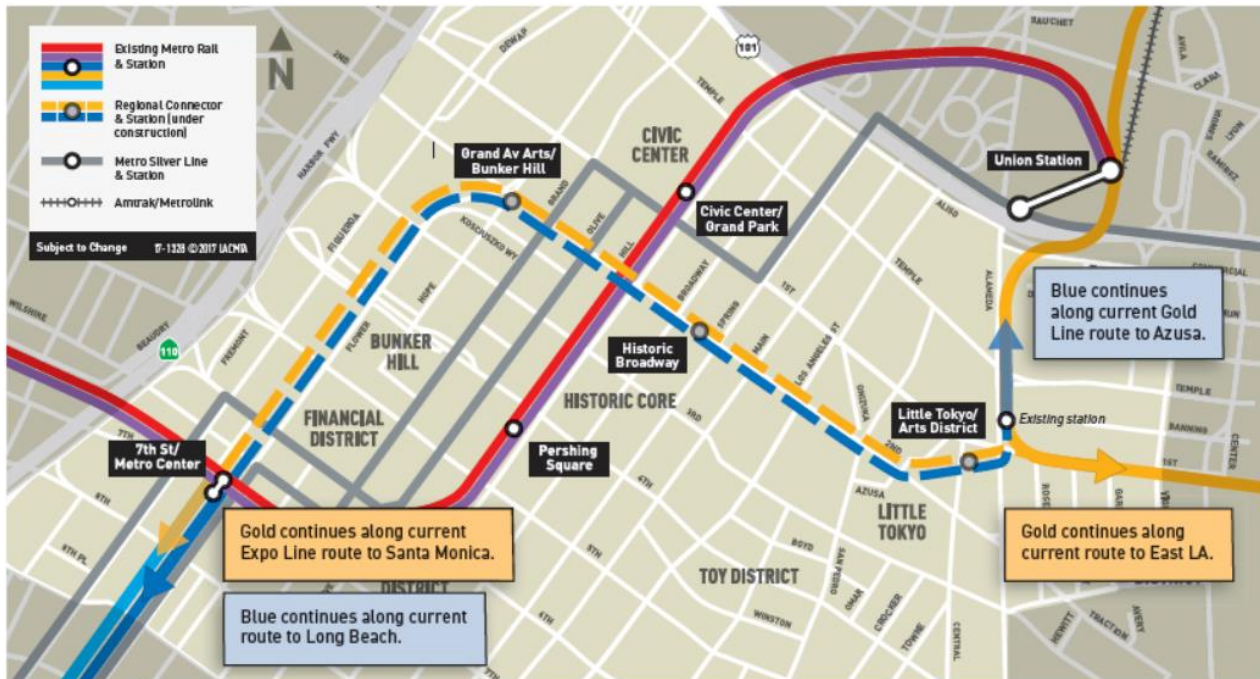
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PROJECT OVERVIEW

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 at a new underground Little Tokyo/Arts District Station through a new 1.9-mile underground alignment in downtown Los Angeles. The alignment includes two other underground stations: Grand Av Arts/Bunker Hill; Historic Broadway.

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 procured four (4) Light Rail Vehicles (LRVs) for the Project. The vehicles were built and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. Delivery and acceptance of four LRVs occurred late 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 \$4.4M towards this expansion (representing a \$400k forecast increase in May 2021). The ROC expansion is scheduled to be complete *in Spring 2022*.

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 now expected to begin in early 2022.

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 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 \$59.4 million in January 2021. 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 19, to include:

- Federal American Rescue Plan Act
- Federal New Starts Grant
- Federal Congestion Management Air Quality and RIP Programs
- 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 on Page 26.

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 has been required to define logistics of the systems' cut overs that will be required. The Project continues to coordinate the completed systems interface design, with active installation of devices and systems, as well as 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. Detailed review of each element leading to start-up continues. Interface between Project Management, Operations and Fire Life Safety representatives will intensify to ensure an integrated and timely approach is realized.

EXECUTIVE SUMMARY

In *December*, the Project achieved 89.6% completion based on earned value measurements for design and construction. The focus of the Project is to continue with systems, mechanical and electrical installations, station finishes, and planning and installation of artwork at stations while the last of structural concrete and trackwork are active over the next several months. 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). ECIs enable required changes to be promptly addressed while the balance of the scope is built.

Construction Status

1st Street Cut & Cover Tunnel & U-Channel: Completed *underground ductbank and embedded track* installations.

Wye Structure: Completed *Wye Fan Plant vent shaft and Wye Fan Plant plenum acoustic*. Continued installation of the diamond special track, curved rail installation at Alameda Left Track, *OCS installation* and installation of Disconnect Switches at the Wye Disconnect Room.

Alameda Street Cut & Cover Tunnel & U-Channel: Completed *LVT track and embedded track* installations. Continued storm drain, wet standpipe, lighting installation, and #10 double crossover track. Started *emergency walkway handrail installation*.

Little Tokyo/Arts District Station: In the station box, continued metal ceiling panels, fire protection installation, mechanical/electrical/plumbing installations, edge light support installation, and elevator installations at PL1 and PL2. In the lower ancillary, *completed the service stair #1 CMU walls. Continued hollow metal door installations, and mechanical/electrical/plumbing installations*. In the mid-vent ancillary, continued the CMU walls. In the upper ancillary, *continued hollow metal door installations, and mechanical/electrical/plumbing installations*. Continued the installation of Train Control racks and equipment in the TC&C Room. In the west vent shaft, *continued the tunnel fan damper and track damper installations. Started the Emergency Ventilation Fan installations*. In the Plaza area, *completed the service stair #1 CMU walls. Continued the canopy steel installation. Started installation of backflow preventer at east plaza area*.

Reach 1 Tunnels Section (Little Tokyo/Arts District Station to Crossover Cavern): At Cross Passage #1, *completed mechanical/electrical/plumbing installations. Started door installations*. At Cross Passage #2, *completed mechanical/electrical/plumbing installations*.

Started door installations. In the tunnels, continued walkway handrail and wayside signage installation.

Crossover Cavern: *Continued the switch machine installations at the #8 Double Crossover.*

Historic Broadway Station: *At the platform level, continued the mechanical/electrical/plumbing installations, metal ceiling panel installation, edge light support installation and PL #3 and #4 elevator installations. At the concourse level, completed CMU walls. Continued metal ceiling panels, and the mechanical/electrical/plumbing installations. At the Ancillary level, continued the CMU walls, mechanical/electrical/plumbing installations, and traction power equipment. At the Roof Level, completed Public Stair #1 roof deck. Continued station entrance area backfill, Emergency Exit #3 roof level walls, and the installation of the East Tunnel Vent Plenum walls. In the station box area, continued Emergency Exit #2 structure, utility relocations and street restoration.*

Reach 2 Tunnel Section (Historic Broadway Station to Grand Av Arts/Bunker Hill Station): *At Cross Passage #3, completed mechanical/electrical/plumbing installations. Started, door installations. In the tunnels, continued wayside signs, and emergency walkway handrail installation.*

Grand Av Arts/Bunker Hill Station: *At the platform level, completed glazing installation at the PL7 | PL8 elevator hoist way. Continued the edge light support, metal panel ceiling, mechanical/electrical/plumbing, hollow metal doors and the PL7 | PL8 elevator installation. At the concourse level, continued the installation of metal panel ceiling, hollow metal doors and mechanical/electrical/plumbing. Started, installation of mullions at the PL 1-6 enclosure. At the lower and upper ancillary levels, continued the installation of mechanical/electrical/plumbing and hollow metal doors. Started the installation of the Emergency Ventilation Fans. At the roof level, continued the installation of hollow metal doors, and mechanical/electrical/plumbing. At the upper roof level, continued the installation of mechanical/electrical/plumbing. At the Plaza, completed elevator steel hoist way enclosure installation. Continued the installation of metal panel ceiling installation, and mechanical/electrical/plumbing. Started, painting elevator steel hoist way enclosures. At the Upper Plaza, continued the installation of steel shoes (barrier glazing) and canopy steel installation. At Northbound Flower Street, Hope Street and 2nd Place, continued the street restoration.*

Reach 3 Tunnel Section (Grand Av Arts/Bunker Hill Station to Flower): *Completed the installation of handrail in both tunnels. Continued installation of the wayside signs.*

Flower Cut & Cover Tunnel: *Completed the installation of mechanical/electrical/plumbing at the TC&C Room, Mechanical Room and Disconnect Room. In the TC&C Room, Mechanical Room and Disconnect Room, continued the installation of hollow metal doors,*

and the disconnect cables. In the tunnels, continued handrail, and wayside signs. At Flower Street, continued street restoration.

Schedule Summary

Divergence between Metro's Project Master Schedule and RCC's Contract Schedule had manifest over several months.

That dynamic has reversed with RCC's portrayal of schedule slippages over two consecutive cycles. Inefficiencies continue to impact RCC progress rates due in large part to lagging completion of predecessor activities at interfaces between operations, e.g., trackwork completion to train control device installations, or trackwork completion to OCR installation, etc.

Forecasts for substantial completion milestones indicate slippage of four to five months will occur. RCC is defining mitigation plans to stem schedule loses and minimize impacts of material and equipment delays that are owed to COVID-19 disruptions (per RCC assertions).

Costs Summary

Project costs continue to track narrowly within budget. To date, the design and construction changes related to base scope represent 10.8% 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

Aside from the milestone slipping noted above, it remains unclear as to what extent the Coronavirus (COVID-19) has impacted construction operations. RCC has notified Metro of work inefficiencies and impacts to material supply chains, especially related to stainless steel, special trackwork, conduit deliveries, and electrical equipment. These reports highlight direct schedule impacts of equipment and materials – leading to subsequent delays with testing. Evaluation of these impacts by Metro are underway.

There has been a total of 121 positive cases through *December 2021*; all cases have been closed with sufficient negative testing. RCC continues to follow local, state, and federal regulations related to COVID-19 to maintain operations.

Key Management Concerns

Item 1: Rail Activation for integrating three transit lines is complex. Schedule and cost challenges are likely to continue to manifest. Cut-over logistics at Union Station has raised concerns about disruptions to Rail Operations on the Gold Line at/and north of Union Station. Single-track allocations designed to minimize operational disruption are under review with Operations to determine the appropriate path-forward.

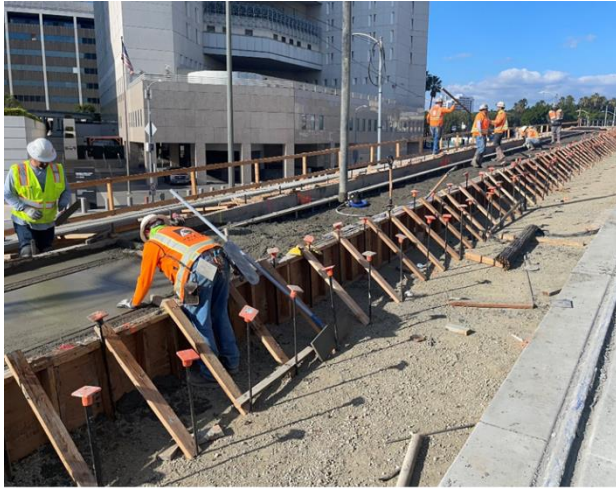
Status/Action: Ten (10) weekend bus bridges have been successfully completed as of the data date. Continued planning and incorporation of lessons-learned are underway for the remaining scheduled weekend outage now planned in *February 2022*.

Item 2: RCC has indicated that COVID-19 has impacted performance on the Project through the late delivery of several MCC units, as well as elements where stainless steel is prominent (i.e., dampers and attenuators). RCC has updated their list of materials/commodities adversely impacted by COVID-19.

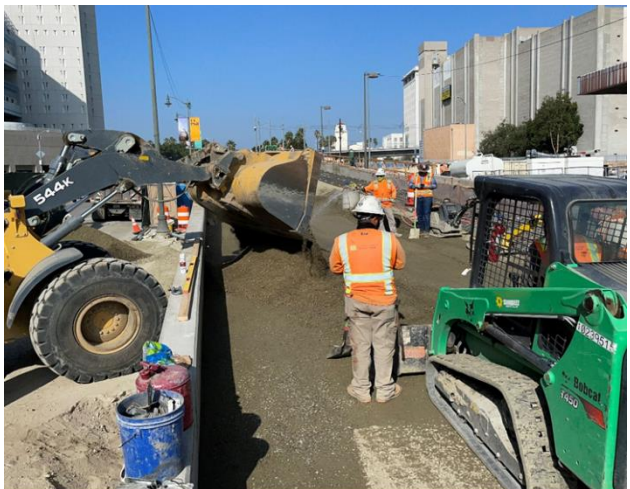
Status/Action: RCC has initiated mitigation measures in anticipation of delayed equipment deliveries. Metro continues to monitor the situation to determine the extent of actual or likely impact to schedule; MCC units now all installed.

RCC has made a formal request for a time extension due to COVID-19. The Project is awaiting Metro Program Management direction on the path-forward to reconcile.

Project Construction Photos



Alameda Leg embedded track concrete placement



Alameda - MSE CIP Wall



Rebar installation at east vent shaft upper section



Hope Street pavement operation



Restoration at 4th/Flower

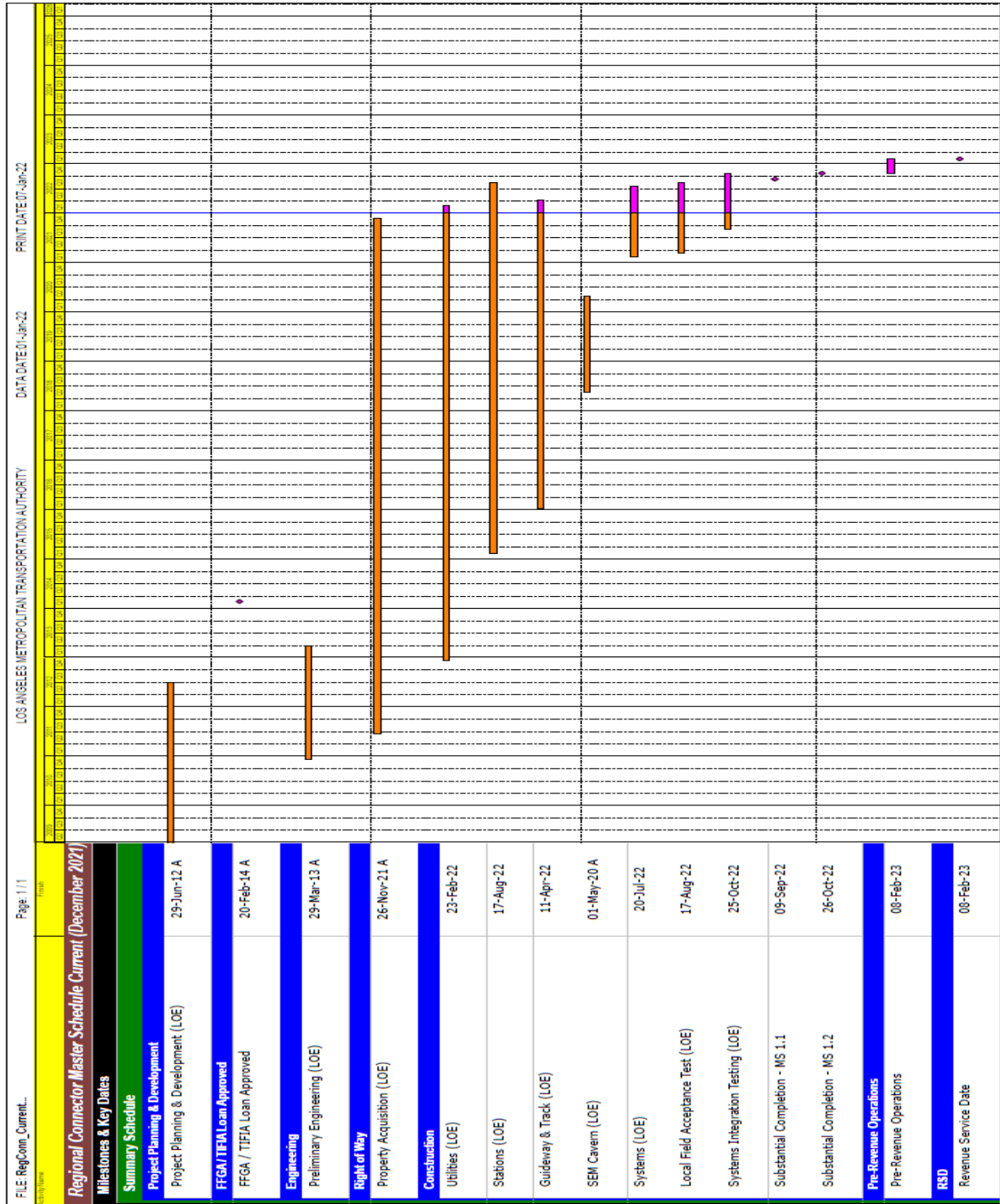


Conduit installation in Wye disconnect room

PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule



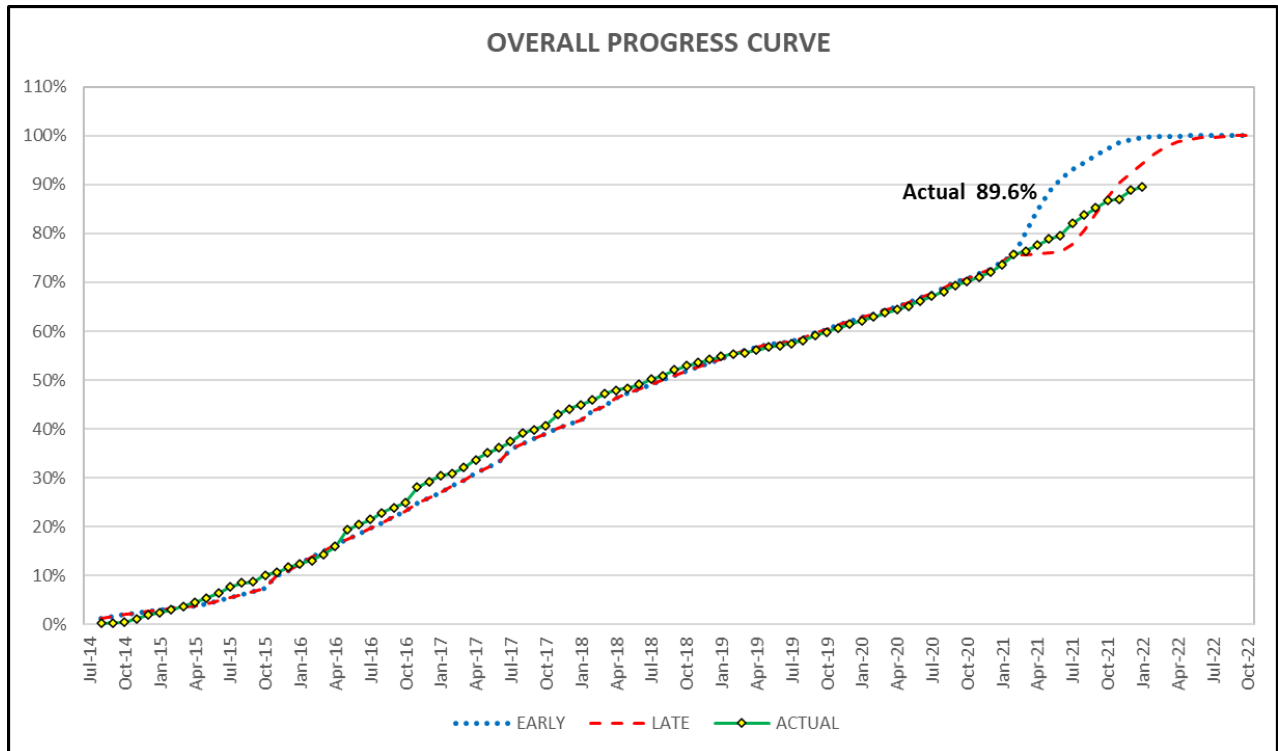
*Dates reflect unmitigated delays due to COVID-19. Mitigations in development by RCC.

Progress Summary

	Status	Change from Last Month	Comment
Forecast Revenue Service	Fall 2022	None	
Proposed FFGA Revenue Service	11/26/2023	None	
Final Design Progress:			
Contract C0980	100%	NA	
Construction Contracts Progress:			
Contract C0981R & C0980	88.9%	0.9%	










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



Key Milestone Six-Month Look Ahead

	Milestone Date	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22
Complete Wye Fan Plant Vent Shaft	12/30/21 A	⬡					
Complete LVT Track at Alameda Cut & Cover/U-Channel	12/30/21 A	⬡					
Complete OCR - 7th/Metro to Wye	01/14/22		⬡				
Complete #5 Turnouts and Diamond Track	01/17/22		⬡				
Complete East Vent Plenum at Historic Broadway Station	01/24/22		⬡				
Complete Elevator Hoist Way Glazing at Grand Ave / Bunker Hill Station	02/07/22			⬡			
Complete Plaza Drains & Catch Basins at Little Tokyo / Art District Station	02/15/22			⬡			
Complete Backfill at Historic Broadway Station	02/23/22			⬡			
Complete OCR - Alameda 1st Street to Wye	03/21/22				⬡		
Complete Plaza Concrete Paving at Historic Broadway Station	04/06/22					⬡	
Complete Plaza Architectural Finishes at Grand Ave / Bunker Hill Station	04/20/22					⬡	
Complete Elevators at Historic Broadway Station	05/04/22						⬡

 MTA Staff	 MTA Board Action	 FTA (Federal Transit)	 Utility Company
 Other Agencies	 Contractors	 Design	 C0980 D/B Contractor
		 * New Date	

Major Equipment Delivery

Metro Supplied Equipment

Equipment	Initial Procurement	Scheduled Delivery	Scheduled Installation
LRT Vehicles	(NTP) 08/20/2012 A	Option 2 12/31/2020 A	N/A
Ticket Vending Machines	~ 01/30/2018 A	07/08/19 A (warehoused)	12/23/2021 ~04/19/2022

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	272,628	0	276,097	0	265,224	-600	272,028	-600
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	0	239,321	0	238,059	0	187,260	0	239,421	100
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	627,885	260	604,042	606	571,194	-177	630,698	2,813
50	SYSTEMS	69,667	73,848	0	76,452	342	69,535	8	45,599	-122	76,331	-122
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	0	1,216,286	603	1,187,733	614	1,069,278	-899	1,218,478	2,192
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	0	59,946	0	57,858	0	57,845	0	60,196	250
70	VEHICLES	16,275	16,275	0	16,275	0	16,275	999	13,578	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,973	0	404,158	37	377,376	1,246	353,947	0	403,646	-512
	SUBTOTAL (10-80)	1,239,963	1,268,925	0	1,696,666	640	1,639,242	2,859	1,494,648	-899	1,698,595	1,930
90	UNALLOCATED CONTINGENCY*	135,399	126,892	0	32,675	0	0	0	0	899	48,241	15,565
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	640	1,639,242	2,859	1,494,648	0	1,761,137	17,495
	ENVIRONMENTAL/PLANNING - 400228		6,075	0	6,075	0	6,075	0	6,075	0	6,075	0
	ENVIRONMENTAL/PLANNING - 460228		18,125	0	20,425	0	20,425	0	18,988	0	20,425	0
	TOTAL PROJECTS (EVN/PLAN'G)		24,200	0	26,500	0	26,500	0	25,063	0	26,500	0
	TOTAL	1,402,932	1,427,132	0	1,770,142	640	1,665,742	2,859	1,519,711	0	1,787,637	17,495

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DEC 2021.

METRO AND TRIBUNE AGREED ON REIMBURSEMENT OF ~\$1.6 MILLION RELATED TO 2ND/BROADWAY OVERBUILD.

*PENDING BOARD APPROVAL.

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 Project 860228 to \$1.756 billion to reflect then current and present Project scope. Finance costs, estimated at \$14.3 million, are also reflected leading to a total of \$1.770 billion.

Commitments:

Overall commitments increased by \$0.64 million this month to \$1.67 billion which represents 94.1% of the Current Budget.

Expenditures:

Expenditures are cumulative through *December 2021* and increased by \$2.9 million this month for costs across the Project. One billion five hundred *twenty* million (\$1.52 billion) in expenditures to date represent 85.9% of the Current Budget.

Current Forecast:

The total current forecast is \$17.5 million more than the total current budget. The Project plans to go to the Board in early 2022 to request additional funding to address specific request of FTA to increase Project Contingency in-line with their recent Risk Refresh conclusions.

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	0	0	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	0	0	13,548	0	13,548	0	10,957	0	13,548	0
50	SYSTEMS	0	0	5,950	0	5,014	0	3,621	0	5,950	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	0	19,498	0	18,562	0	14,578	0	19,498	0
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	0	38,377	0	38,377	0	37,475	0	38,377	0
70	VEHICLES	0	0	0	0	0	0	0	0	0	0
80	PROFESSIONAL SERVICES	650	0	1,150	0	758	0	428	0	1,150	0
	SUBTOTAL (10-80)	38,878	0	59,025	0	57,697	0	52,481	0	59,025	0
90	UNALLOCATED CONTINGENCY	1,113	0	365	0	0	0	0	0	365	0
100	FINANCE CHARGES	0	0	0	0	0	0	0	0	0	0
	TOTAL PROJECTS (10-100)	39,991	0	59,389	0	57,697	0	52,481	0	59,389	0
	861228 TOTAL	39,991	0	59,389	0	57,697	0	52,481	0	59,389	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DEC 2021.

Original Budget:

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

Current Budget:

In January 2021, the Metro Board approved an additional budget increase of \$12.9 million for the Early Completion Incentive Agreement increasing the Project 861228 LOP budget to \$59.4 million, to reflect the current Project scope.

Commitments:

Commitments unchanged this month at \$57.7 million which represents 97% of the Current budget.

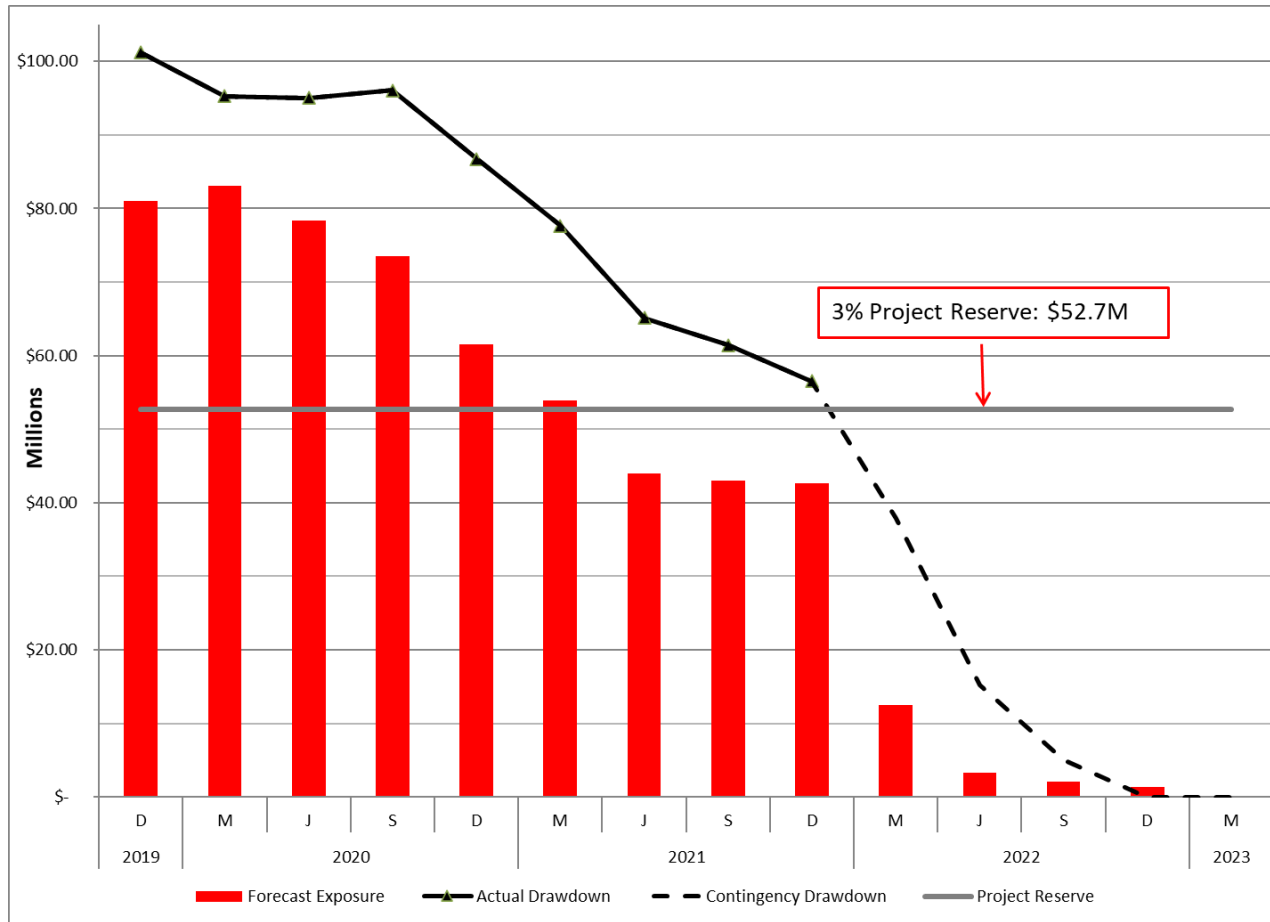
Expenditures:

Expenditures *unchanged this month at \$52.5 million* which represent 88% of the Current Budget.

Current Forecast:

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

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 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. The Project is expected to reach the 3% Project Reserve (Total Contingency) threshold in *Spring 2022*.

In *December*, there was a \$0.66 million contingency drawdown into executed modifications. The remaining unallocated contingency is \$30.8 million.

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	(42,604)	899	(59,155)	30,791
Allocated Contingency	86,345	92,809	(66,804)	(236)	(67,041)	25,768
Total Contingency	211,263	182,754	(109,408)	662	(126,196)	56,559

*Add'l \$17.5M not included in the unallocated contingency, pending Board approval.

RISK MANAGEMENT

Summary of Risks

During this quarterly reporting period, *three (3)* risks' scores were adjusted, *two (2)* new risks were identified, and *no* risks were closed. There are *eighteen (18)* risks to be managed over the next quarter. Of the *nine (9)* risks, *three (3)* are scored high, *eleven (11)* as medium and *five (5)* as low.

The following details the activity for the quarter:

Top Risks

Risk ID	SCC	Risk Description	Risk Rating
581	50	Request for time extension from RCC.	17.5
566	40	Potential impacts to costs due to Covid - 19 Emergency.	15
578	20	Elevator steel frame schedule risks delays at Hope Station	12.5
311	40	Commonwealth Agreement may impact costs due to extended "construction phase."	8
333	40	Damage to streets throughout the alignment due to volume of work (i.e. potholing, trenching, water and power utility installation) may require additional restoration work (Project wide)	6

Risk Score Changes

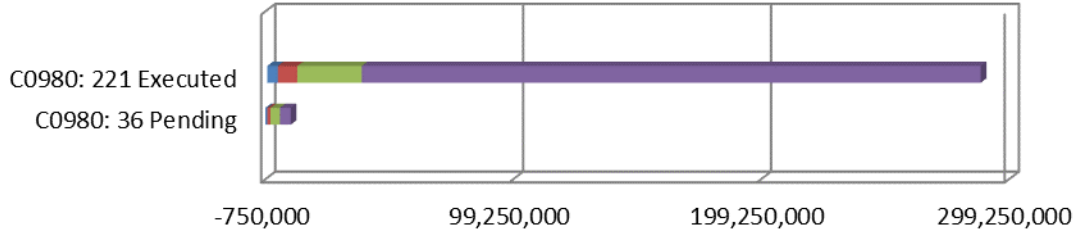
Risk ID	SCC	Risk Description	Updated Risk Rating	Previous Risk Rating
578	20	Elevator steel frame schedule risks delays at Hope Station	12.5	10
576	10	Special trackwork poses threat to schedule related to #10 Alameda Crossover	2	4
572	80	SCADA resources may be insufficient to support programming required for SIT-2 testing.	4	7.5

New Risks

Risk ID	SCC	Risk Description	Risk Rating
581	50	Delay claim by RCC: request for time extension	17.5
580	80	Add'l exposure to cover potential delay cost based on the result of the OP40.	4.5

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C0980		Total
	221 Executed	36 Pending	
■ Under \$100K	4,280,399	(3,370,425)	909,974
■ \$100K to \$250K	7,815,819	1,307,000	9,122,819
■ \$250K to \$1M	26,022,100	3,806,000	29,828,100
■ Over \$1M	249,781,830	4,350,000	254,131,830
Total Contract MODs	287,900,148	6,092,575	293,992,723
Contract Award Amount	927,226,995	927,226,995	
% of Contract MODs	31.0%	0.7%	

Note:

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

Two hundred and *twenty-one* (221) changes with a total value of \$287.9 million have been executed since NTP of Contract C0980. An additional 36 changes, with a total estimated value of \$6.1 million, are pending. Twenty-four million and fifty thousands of the \$287.4 million executed modifications are funded from Eastside Access Project and Non-FFGA Project, \$5.03M and \$19.02M, respectively.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of *November 2021*:

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	\$16.8M (22.63%)
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	24.56%

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	\$204.1M (18%)
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	19.89%

Construction DBE sub-contractors that have been identified increased to one hundred twenty-six (126).

PROJECT LABOR AGREEMENTS (PLA)

As of *November 2021*:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	61.61%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	20.17%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged Workers who are residents of the United States	10.00%
Disadvantaged Worker Current Attainment	11.14%

FINANCIAL/GRANT

Status of Funds by Source

December 2021

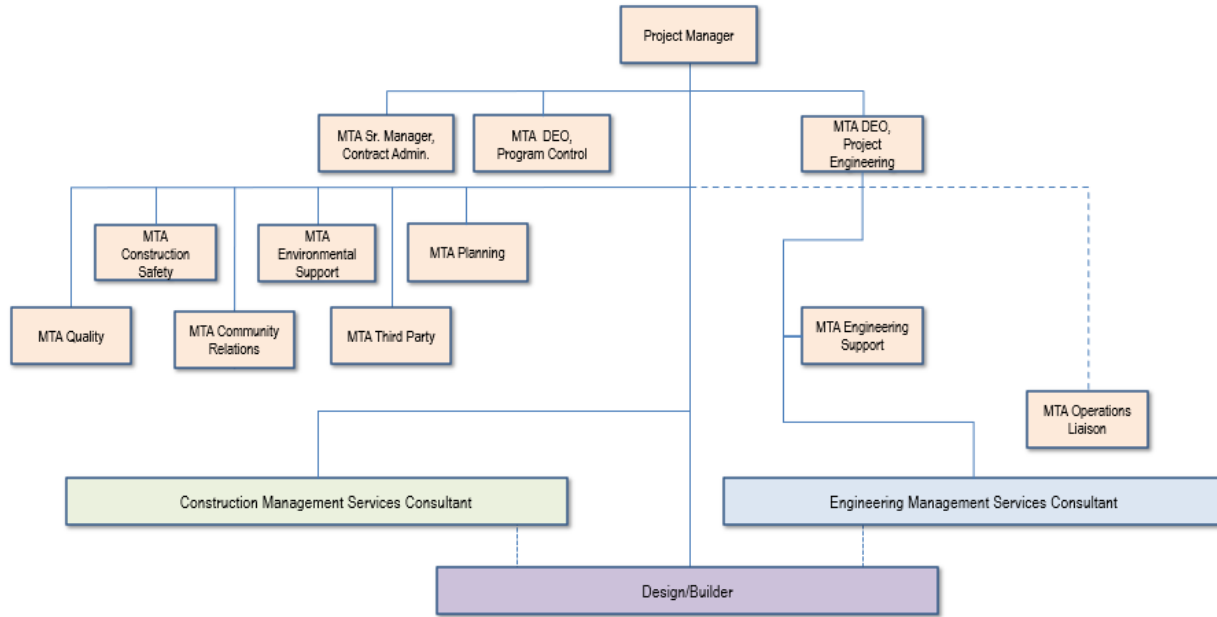
SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	\$64.00	\$228.01	\$64.00	\$177.72	78%	\$64.00	28%	\$50.97	22%
FEDERAL - SECTION 5309 NEW STARTS	\$669.90	\$669.90	\$669.90	\$669.90	100%	\$642.59	96%	\$615.50	92%
FEDERAL - SECTION 5309 NEW STARTS - AMERICAN RESCUE PLAN ACT		\$ 59.23	\$0.00	\$5.00	8%		0%	\$0.00	0
FEDERAL - RIP	\$0.00	\$1.41	\$1.41	\$1.41	100%	\$1.41	100%	\$1.41	100%
MEASURE R - TIFIA LOAN****	\$160.00	\$141.89	\$141.89	\$141.89	100%	\$141.89	100%	\$141.89	100%
MEASURE R BONDS****	\$0.00	\$9.35	\$9.35	\$9.35	100%	\$9.35	100%	\$9.35	100%
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	\$19.55	\$15.90	\$19.55	100%	\$19.55	100%	\$10.20	52%
STATE CAPITAL PROJECT LOANS - OTHERS ***	\$132.47	\$220.66	\$236.38	\$224.14	102%	\$224.14	102%	\$224.14	102%
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%
ROW LEASE REVENUES	\$64.25	\$19.85	\$19.85	\$19.85	100%	\$19.85	100%	\$19.47	98%
GENERAL FUND - METRO	\$0.00	\$93.97	\$79.80	\$104.92	112%	\$104.92	112%	\$104.92	112%
TOTAL	\$1,427.13	\$1,755.84	\$1,530.50	\$1,665.74	95%	\$1,519.72	87%	\$1,469.86	84%

NOTES:

1. EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 31, 2021.
 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)
 ***** TIFIA LOAN CLOSED ON AUGUST 27, 2020. BALANCE OF ORIGINAL TIFIA BUDGET WILL BE MEASURE R BONDS.

PROJECT ORGANIZATION AND STAFFING

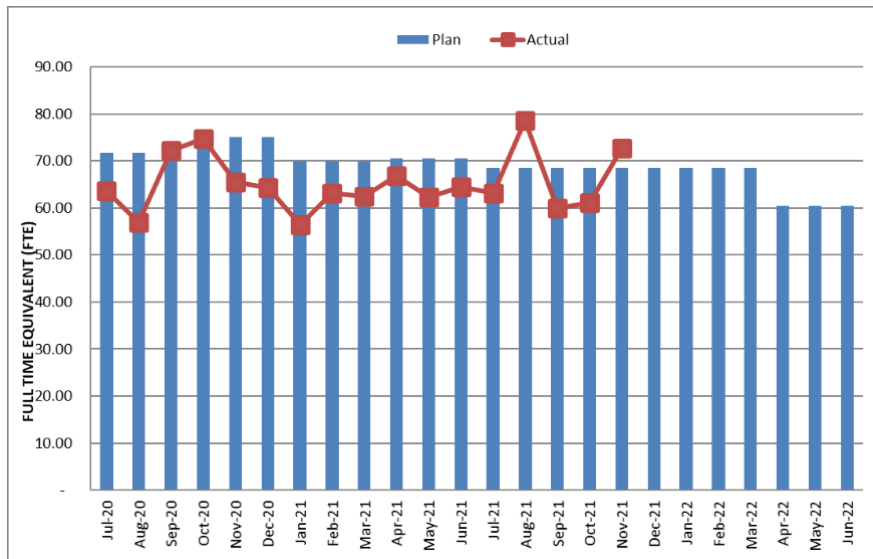
The D/B contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).



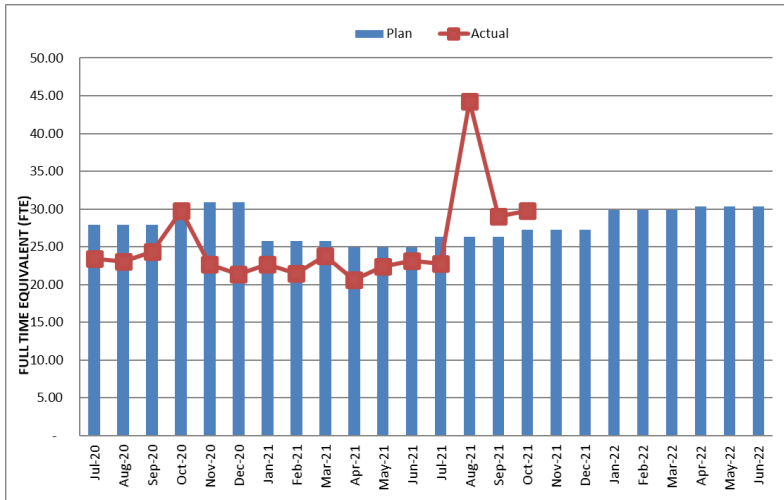
Updated: 03/2021

The overall FY22 Total Project Staffing plan averages 66.5 FTEs per month. The total actual project staffing for *November 2021* was 72.69; 30.43 FTEs for Metro's Project Administration staff and 42.3 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. Metro August actuals FTEs doubled the forecast number due to Bus Bridge closure, Operations training, and incorrect charging. Corrections will be adjusted.

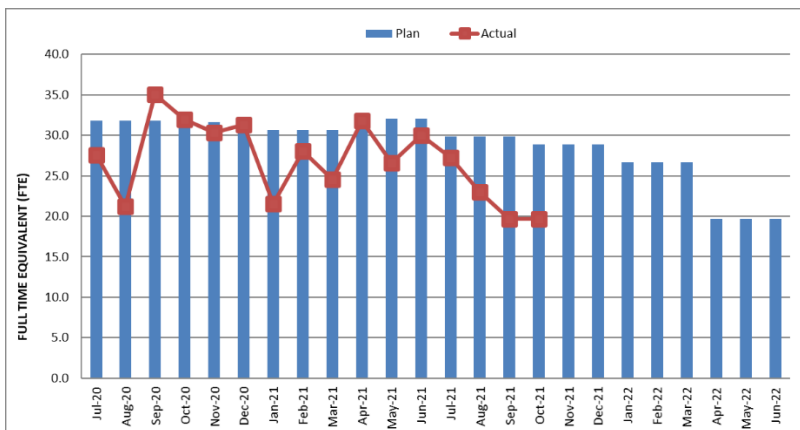
Total Project Staffing – Metro and Consultants



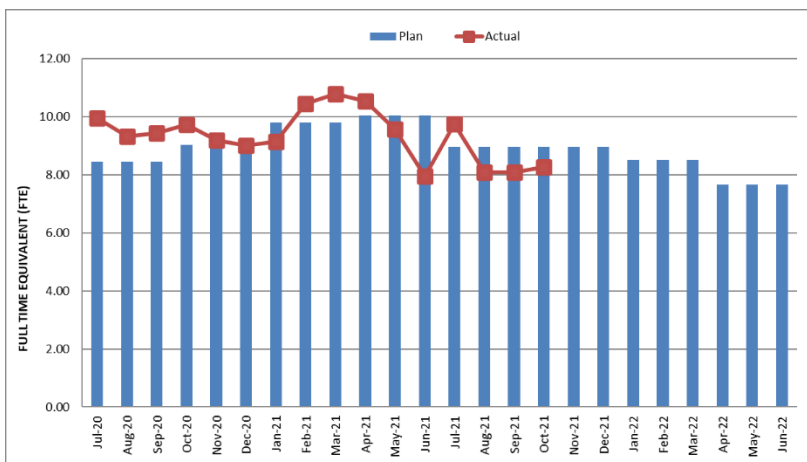
Metro Staff



CM Support Services Staff (Consultant)



Engineering Services Staff (Consultant)



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.

The spike in charges was an anomaly that is being attended to.

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

REAL ESTATE

Open Real Estate Matters – Seven Parcels Remaining

City of Los Angeles (Mangrove Parcels)

- No further action required on this parcel until June 2022.

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

- The Purchase Agreement has been reviewed and accepted by Metro. The Chief Administrative Officer has approved the agreement; now pending LADWP Board approval. City Council approved the agreement in early May. The agreement has been signed, pending original to open escrow. Once escrow is opened LADWP will provide the executed deeds. Coordinating with LADWP on finalizing deed for execution.

2nd and Hope

- City of Los Angeles Parcel - The City agreed to the transfer based on the City's and LACMTA's Memorandum of Agreement. The City finalized conveyance documents and is coordinating council action to approve. City approved the motion, LACMTA Real Estate coordinating with City of LA BOE on next steps to transfer property. The Project has approved the purchase price, Real Estate coordinating with City on transaction process. The City confirmed the property is subject to the Surplus Land Act. City staff is working on Council motion to declare property as exempt surplus property. Once the motion/declaration is approved, the City can proceed with transfer. The 2nd and Hope Plaza parcel is on the Council Agenda for December 15, 2021 to declare the property excess in order to initiate the transfer to LACMTA. The GTK way parcel is currently being appraised.

QUALITY ASSURANCE

Metro QA performed the following activities during the month of *December 2021*:

- Performed oversight verification of RCC's design and construction activities
- Reviewed and provided comments on RCC's Quality related submittals
- Attended daily meeting/briefing, CMSS personnel
- Reviewed test results for Portland Cement Concrete, Soils Testing, Asphalt Testing and Non-Destructive Testing of Welding
- Attended CQWP and "Readiness Review" meetings with RCC
- Attended Bi-Weekly Quality Review Meetings with RCC Quality Management
- *There were no surveillances conducted during the period*
- *Two (2) Non-Conformance Reports (NCR) were initiated by Metro*
 - *Metro NCR C0980-NCR-2021-02 initiated by Metro on December 17, 2021 at Alameda Leg (R1) for Plinths*
 - *Metro NCR C0980-NCR-2021-03 initiated by Metro on December 17, 2021 at Grand Av/Arts District Station for left track block outs*
- *Metro accepted the disposition approved by the EOR, and closed the following NCR's:*
 - *RCC NCR 0103 was closed on Dec 17, 2021*
 - *RCC NCR 0126 was closed on Dec 07, 2021*
 - *RCC NCR 0128 was closed on Dec 10, 2021*
 - *RCC NCR 0131 was closed on Dec 20, 2021*
- Metro Project Audit #12 (3rd Quarter/2021) is in progress
- Metro Quality Action Resolution for Audit #2 (2nd Quarter/2021) is pending RCC response

RCC issued NCR 0131 on December 2, 2021 for anchor bolts incorrectly installed in four (4) locations at Little Tokyo/Arts District Station.

As of *December 2021*, there have been a total of 132 NCRs issued, with *six (6)* NCRs that remain open.

ENVIRONMENTAL

Project holds bi-weekly coordination meeting between Metro and Contractor.

Stormwater Pollution Prevention Plan (SWPPP) inspections of active Project work areas are conducted weekly by RCC. Metro performs additional inspections and shares observations with RCC for corrective action. Metro receives copies of communication sent between field sites and QSP-designee related to observed deficiencies and corrective actions. Change of Information to extend construction end date in SMARTS under Water Board review.

Dewatering no longer required at Flower. Permit deactivation in process. Flowmeter at Broadway moved to track level from surface.

Noise and vibration spot checks continue to be conducted weekly at multiple sensitive locations and at locations of new activities along the alignment. RCC conducted weekly monitoring at active construction sites or when work and/or equipment changed. In addition, noise and vibration monitoring was conducted continuously and data was gathered in an online system. RCC also provided a weekly compliance report.

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

No historic period features were encountered during *December*.

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 remains closed due to the COVID-19 pandemic.
- Distributed 12 construction notices to the public on the following activities through email and made it available on the Project website and social media outlets: activities throughout the alignment: concrete placement, utility work, geotechnical instrumentation removal/maintenance, civil improvements activities, and soil backfill. Rail integration: service interruption to the A & E lines on selected weekends only, and L Line bus bridge shuttle relocation.
- Coordinated and provided update on construction activities with 138 stakeholders throughout the alignment.
- Presented virtually to 6 community organizations, interest groups and homeowner associations on planned activities, and the status of the project.
- Continued briefings with: LA City Council District 14, and the Mayor's Office.

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

Promoted six (6) businesses near the Project's alignment on social media posts, and e-newsletters: *Library Store*, *Anime Jungle*, *Go Little Tokyo Holiday's campaign post*, *Champion's Curry*, and *Big Sugar Bakeshop*.

CREATIVE SERVICES

Art Program

- *Reviewed RFIs and Change-related submittals for the Atomic Cafe Interpretive Graphic Display Mitigation.*
- Led artist procurements for rotating lightbox and station entry glass artworks.
- Provided review in porcelain enamel steel installation with RCC.
- Reviewed glass mosaic, porcelain enamel steel artwork and art glass submittals.
- 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 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.

Project Safety Record

- RCC reported *no* Recordable Injuries in the month of *December 2021*.
- RCC reported *85,691* work hours for *November 2021*. RCC's total Contract to Date work hours through *November 2021* are *5,650,201* with a total of 23 Recordable Injuries and no Lost Workday (Days Away) case injuries. The C0980 Contract Recordable Injury Rate is *0.81*. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.4 for heavy civil construction projects.
- Total Contractors' Project to Date Work Hours, including both the C0980 and the completed C0981 AUR contract, through *November 2021* is *5,761,260* hours with 24 recordable injuries. The Total Project Contractor Recordable Injury Rate is *0.83*.
- Total Aggregate Project work hours for Contractors, Metro, and Support Services Consultants, through *November 2021* is *6,767,056* with 25 Recordable Injuries and no Lost Workday (Days Away) injury cases. The Total Project Aggregate Safety Rate is *0.74*.*

* 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 6th/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 & 7th 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 1st 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
May 2020	RCC completed SEM Cavern Arch Walls
May 2020	RCC completed Grand Av Arts/Bunker Hill Station upper ancillary level walls
May 2020	RCC completed South Flower Cut & Cover invert
June 2020	RCC completed fabrication pre-cast floating slabs
June 2020	RCC completed North Flower Cut & Cover roof deck
July 2020	RCC completed Historic Broadway Station entrance concourse level walls

July 2020	RCC completed installation pre-cast floating slabs
August 2020	RCC completed Wye backfill, deck removal and paving
September 2020	RCC completed Grand Av Arts/Bunker Hill Station upper roof deck
September 2020	RCC completed Little Tokyo/Arts District Station ancillary walls
September 2020	TIFIA loan paid off and account closed
October 2020	RCC completed Gold Line Communications Relocation Cutover
October 2020	RCC completed Flower Cut & Cover Tunnel roof deck
November 2020	RCC completed Little Tokyo/Arts District Station ancillary roof deck
November 2020	RCC completed Grand Av Arts/Bunker Hill Station ES1/ES2 walls
December 2020	RCC completed delivery of rail stockpile to Flower Cut & Cover
December 2020	RCC completed demolition of the Little Tokyo/Arts District Station
January 2021	RCC completed Historic Broadway Station box roof deck
January 2021	RCC completed Alameda MSE Wall demolition
February 2021	RCC completed Flower Tunnel Wet Standpipe
February 2021	RCC completed Flower Tunnel Emergency Walkways
March 2021	RCC completed Historic Broadway Station Entrance Roof Deck
April 2021	RCC completed Little Tokyo/Arts District Station West Tunnel Vent excavation
May 2021	RCC completed Grand Av Arts/Bunker Hill Station Upper Plaza Deck
June 2021	RCC completed Little Tokyo/Arts District Station East Tunnel Vent structure
June 2021	Regional Connector received \$59.23M American Rescue Plan Act of 2021
July 2021	RCC completed Historic Broadway Station East Tunnel Vent Shaft Excavation
July 2021	Completed deck removal on Flower Street.

August 2021	RCC completed Little Tokyo/Arts District Station Track Installation
August 2021	RCC completed Grand Av Arts/Bunker Hill Station PS3 stair structure.
September 2021	RCC completed Flower Street emergency exit stair structure.
September 2021	RCC completed Train Control Installation from 7th/Metro Center Station to Historic Broadway Station.
September 2021	RCC completed Platform Edge Paver Installation Grand Av Arts/Bunker Hill Station.
October 2021	RCC completed West Vent Plenum at Historic Broadway Station.
October 2021	RCC completed roof deck at the Wye Fan Plant.
November 2021	RCC completed track installation at 1 st Street Guideway.
November 2021	RCC completed MSE Walls at Alameda Guideway.
<i>December 2021</i>	<i>RCC completed LVT Track Installation at Alameda Guideway.</i>
<i>December 2021</i>	<i>RCC completed Vent Shaft at Wye Fan Plant.</i>