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April 26, 2021

TO: Distribution

FROM: Mat Antonelli *MA*
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SUBJECT: Regional Connector Transit Project
March 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 April 2, 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

March 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).

March 2021

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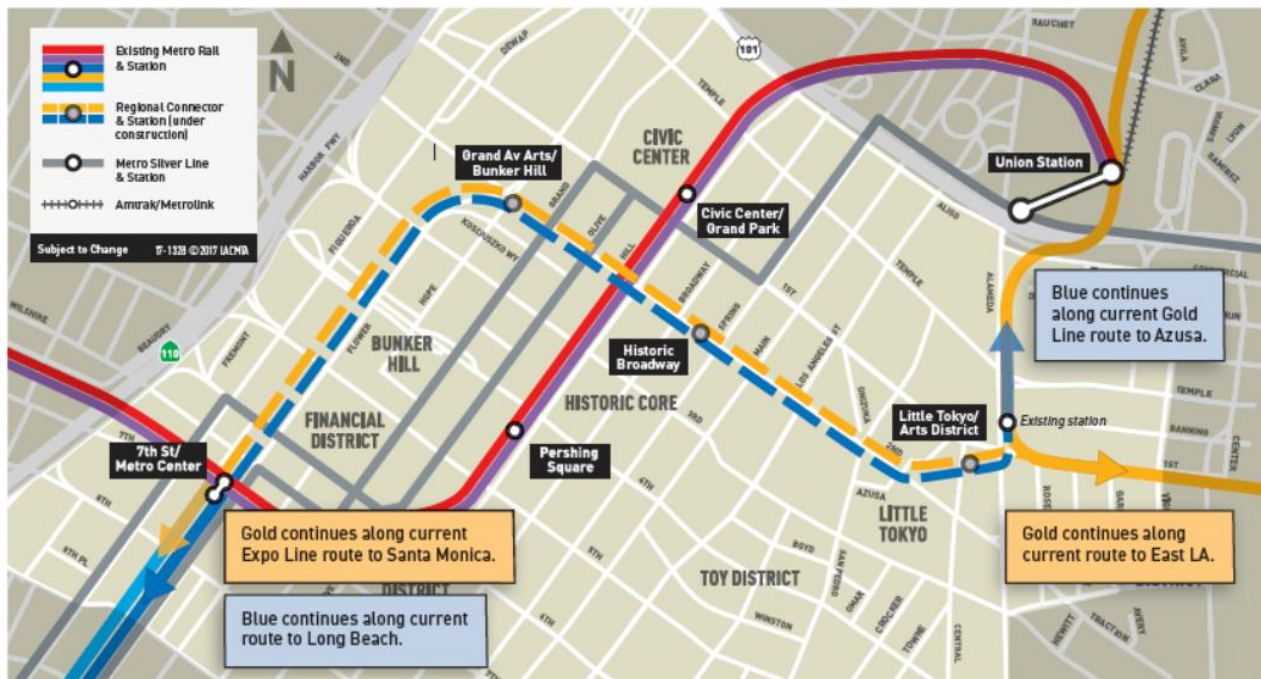
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PROJECT OVERVIEW

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 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 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 \$4.07M 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 now expected to begin in 4th Quarter 2021.

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 \$59.4 million in January 2021 to include an Early Completion Incentive Agreement. 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 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 25.

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. Detailed review of each element leading to start-up is underway. These reviews include recent developments related to bifurcating the substantial completion and the procurement related to modifications at the ROC. Interface between Project Management, Operations and Fire Life Safety representatives will intensify to ensure an integrated *and timely* approach is realized.

EXECUTIVE SUMMARY

In *March*, the Project achieved 77.6% completion based on earned value measurements for design and construction. The focus of the Project is *to effectively continue gaining momentum with systems, mechanical and electrical installations and station finishes while the balance of structural concrete and trackwork remain 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), enabling required changes to be promptly addressed while the balance of the scope is built.

Construction Status

1st Street Cut & Cover Tunnel & U-Channel: *On-hold awaiting temporary closure of 1st Street.*

Wye Structure: *Continued installation of the Right Hand #5 turnout and diamond special track.*

Alameda Street Cut & Cover Tunnel & U-Channel: *Continued excavation, invert and wall placement. Continued storm drain installation and the final elements of the Temple Street /Duco Yard sewer line installation.*

Future Little Tokyo/Arts District Station: *In the station box, continued fire protection installation, the left LVT track installation, elevator installations at PL1 and PL2, and escalators PE1, PE2, and PE4. In the lower ancillary, continued mechanical/electrical/plumbing installation. In the mid-vent ancillary, continued the CMU walls. In the upper ancillary, continued mechanical/ electrical/plumbing, and started LADWP equipment installation and cable pulling. In the east vent shaft, completed the exterior concrete wall placement and started roof deck. In the west vent shaft, continued excavation and support erection ahead of structural concrete placements.*

Reach 1 Tunnels Section (Future Little Tokyo/Arts District Station to Crossover Cavern): *Continued tunnel lighting installation in both tunnels. Started installation of OCR supports, CX Boxes, Impedance Bonds.*

Crossover Cavern: *Completed the #8 double crossover installation and the 6" wet standpipe installation. Started OCR Support installation.*

Historic Broadway Station: At the platform level, *started pulling train control cables from TC&C Room to Cable Rooms.* Continued the mechanical/electrical/plumbing installations. At the concourse level, started acoustic placement at the *mezzanine.* Continued CMU walls, and the mechanical/electrical/plumbing installations. *Completed acoustic placement at the west tunnel fan room, Emergency Exit #2 structure and east access shaft backfill. At the Roof Level, completed the entrance area roof deck, deck beam re-shoring installation, and the removal of pin piles. Continued the Load Transfer System (LTS), the mid vent plenum, and the station box area backfill. Started the Emergency Exit #2 structure.*

Reach 2 Tunnel Section (Historic Broadway Station to Grand Av Arts/Bunker Hill Station): Continued installation of tunnel lighting in both tunnels. *Started installation of OCR supports, CX Boxes, and Impedance Bonds.*

Grand Av Arts/Bunker Hill Station: At the platform level, started the *metal panel ceiling* installation, and *pulling train control cables from TC&C Room to Cable Rooms.* Continued installation of mechanical/electrical/plumbing *and the installation of elevators at PL7 and PL8.* At the concourse level, *started the metal panel ceiling installation,* Continued installation of mechanical/electrical/plumbing. At the lower and upper ancillary levels, *completed the acoustic placement at the Mechanical Room East and the West. Continued the installation of mechanical/electrical/plumbing, and started LADWP equipment installation and cable pulling.* At the roof level, *continued backfill, and started the installation of mechanical/electrical/plumbing.* At the upper roof level, continued backfill *and started the installation of mechanical/electrical/plumbing.* At the Plaza, *completed the plaza deck and ES1/ES2 deck. Started the columns.* At the Upper Plaza, *completed the pedestrian bridge bent 2 column bent cap, and started the bridge soffit. At Northbound Flower, started the sewer installation, and continued the storm drain installation. At Hope Street, started the installation of telecommunications ductbanks and vaults.*

Reach 3 Tunnel Section (Grand Av Arts/Bunker Hill Station to Flower): Continued installation of tunnel lighting in both tunnels. *Started installation of OCR supports, CX Boxes, and Impedance Bonds.*

Flower Cut & Cover Tunnel: Continued the backfill and the installation of the sewer line. *Completed repairs of the storm drain at 6th Street. Started the removal of temporary street decking, installation of CX Boxes, and Impedance Bonds.*

Schedule Summary

Reconciliation of Metro's Project Master Schedule and RCC's Contract Schedule was completed in late January 2021 to reflect agreement reached by both parties on how work will progress toward newly established milestones for Substantial Completion. Through this process, more clarity is expected on how the critical path work associated with the Load Transfer System (LTS) at the Historic Broadway Station will be prosecuted. Alongside that sequence will be the updated subordinate paths of the other major project components.

Costs Summary

Project costs continue to track within budget. Contingency drawdowns 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 8.3% 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 12.

Coronavirus Impacts

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 special trackwork, conduit deliveries, and electrical equipment.

There *were no* new COVID-19 cases reported for the period; *there remains* a total of 107 positive cases through *March* 2021. RCC continues to follow local 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*. New challenges are expected with the bifurcated substantial completion.

Status/Action: Cut over, testing and rail activation meetings continue between various Metro Departments, RCC and Project staff. Workshops are being scheduled with Operations, Fire Life Safety and Engineering to coordinate the turnover and testing of the facilities.

Item 2: The availability of SCADA resources may threaten Metro's ability to support Project construction and testing activities.

Status/Action: Metro Operations has committed internal resources towards the SCADA programming effort pending the procurement of consulting resources anticipated in May. Issue is being actively managed through focused status meeting with the SCADA *Group* to ensure appropriate support will be available for the planned cut-over work at 7th/Metro during the 4th Quarter 2021, *as well as during Systems Integrated Testing – 2 (SIT-2) after substantial completion in late January 2022.*

Item 3: Multiple utility rearrangements remain to be completed as the Project enters the street restoration phase. Most notably, AT&T at 2nd Street and the joint utility trench at Grand Av Arts/Bunker Hill Station. The RCC cost proposal for the joint utility trench is being evaluated now.

Status/Action: *Work at both locations is underway under limited commitments made to-date. Final negotiation of contract modifications and 3rd Party agreements are under negotiation.*

Item 4: RCC has indicated that COVID-19 has impacted performance on the Project through the late delivery of some MCC gear.

Status/Action: RCC has initiated some mitigation measures in anticipation of delayed equipment deliveries. *Metro continues to monitor the situation to determine the extent of actual impact to schedule has or will likely occur.*

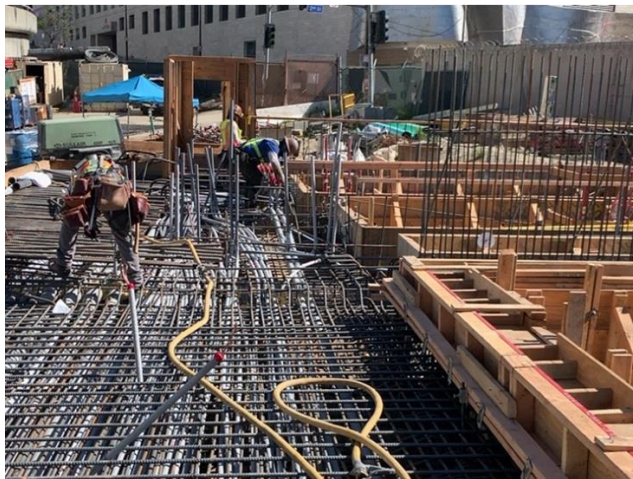
Project Construction Photos



HDPE installation at future Little Tokyo Station



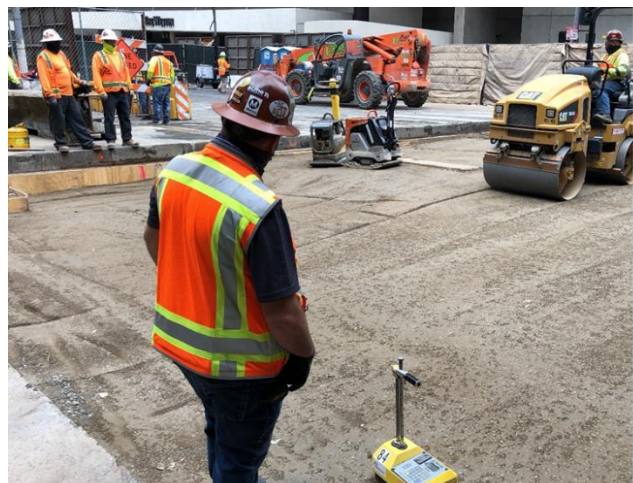
Access platforms over Load Transfer System (LTS) at Historic Broadway Station



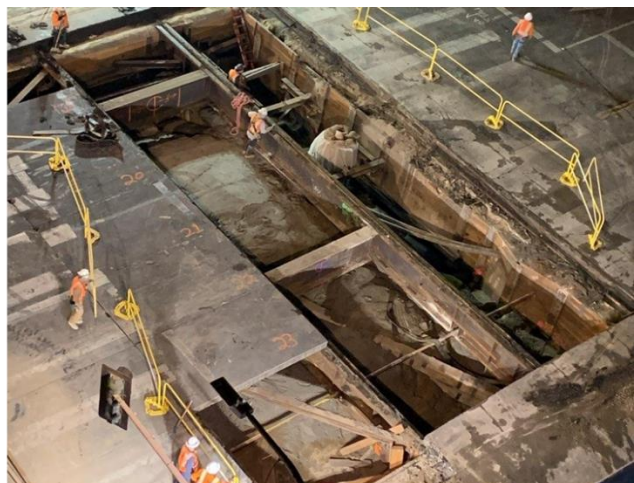
Conduit installation at Plaza Level of Grand Av Arts/Bunker Hill Station



Overview of Crossover Cavern adjacent to Historic Broadway Station



Field crew measuring and recording density of Crushed Miscellaneous Base (CMB)



Deck beam removal at 4th/Flower

PROJECT UPDATE

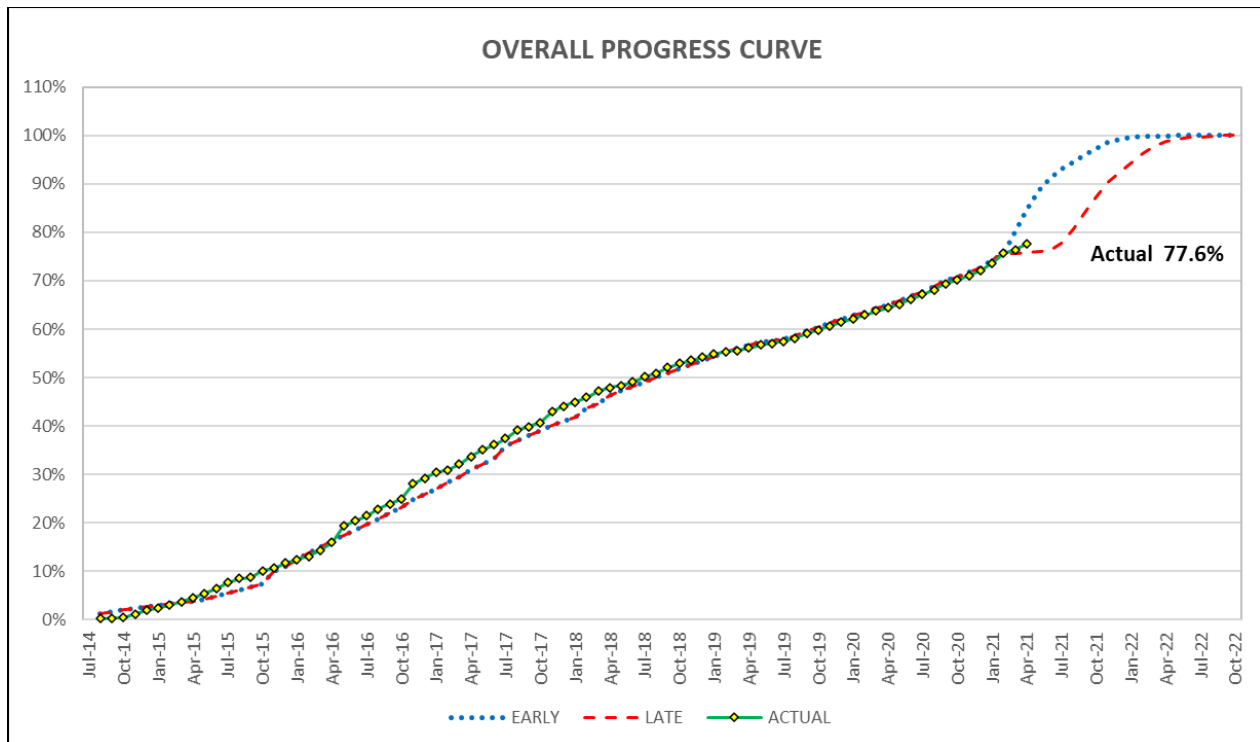
PROJECT SCHEDULE

Progress Summary

| | Status | Change from Last Month | Comment |
|---|------------------|------------------------|---------|
| Forecast Revenue Service | Summer/Fall 2022 | None | |
| Proposed FFGA Revenue Service | 03/31/2023 | None | |
| Final Design Progress: | | | |
| Contract C0980 | 100% | NA | |
| Construction Contracts Progress: | | | |
| Contract C0981R & C0980 | 76% | 1.3% | |









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 | Mar-21 | Apr-21 | May-21 | Jun-21 | Jul-21 | Aug-21 |
|--|----------------|--------|--------|--------|--------|--------|--------|
| Complete #8 Double Crossover Track | 03/05/21 A | ⬡ | | | | | |
| Complete Station Entrance Roof Deck at Historic Broadway Station | 03/12/21 A | ⬡ | | | | | |
| Complete Plaza Deck at Grand Ave / Bunker Hill Station | 03/15/21 A | ⬡ | | | | | |
| Complete West Vent Shaft Structure Excavation at Little Tokyo / Art District Station | 04/09/21 | | ⬡ | | | | |
| Complete East Vent Plenum Excavation at Historic Broadway Station | 04/16/21 | | ⬡ | | | | |
| Complete East Vent Shaft Structure at Little Tokyo / Art District Station | 04/22/21 | | ⬡ | | | | |
| Complete Upper Plaza Deck at Grand Ave / Bunker Hill Station | 05/04/21 | | | ⬡ | | | |
| Complete #5 Turnouts and Diamond Track | 05/14/21 | | | ⬡ | | | |
| Complete Pedestrian Bridge Deck at Grand Ave / Bunker Hill Station | 05/21/21 | | | ⬡ | | | |
| Complete Flower Cut & Cover Emergency Exit Structure | 06/15/21 | | | | ⬡ | | |
| Complete Station Entrance Load Transfer System at Historic Broadway Station | 07/02/21 | | | | | ⬡ | |
| Complete Station Entrance Plenum at Historic Broadway Station | 08/02/21 | | | | | | ⬡ |

| | | | |
|--|--|--|--|
|  MTA Staff |  MTA Board Action |  FTA (Federal Transit Administration) |  Utility Company |
|  Other Agencies |  Contractors |  Design Consultant |  C0980 D/B Contractor |
| "A" following date is actual and completed | | * 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) | 10/28/2021 ~03/07/2022 |

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 | 273,671 | 43 | 267,676 | 0 | 240,299 | 43 | 274,577 | 906 |
| 20 | STATIONS, STOPS, TERMINALS, INTERMODAL | 354,268 | 219,477 | 0 | 235,436 | 0 | 234,791 | 0 | 148,466 | 3,355 | 239,033 | 3,597 |
| 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 | 628,356 | -20 | 594,944 | 238 | 532,486 | 1,612 | 629,358 | 1,002 |
| 50 | SYSTEMS | 69,667 | 73,848 | 0 | 78,852 | 18 | 68,455 | 21 | 22,286 | 65 | 76,404 | -2,447 |
| | CONSTRUCTION SUBTOTAL (10-50) | 846,343 | 920,468 | 0 | 1,216,314 | 41 | 1,165,867 | 259 | 943,537 | 5,075 | 1,219,373 | 3,059 |
| 60 | ROW, LAND, EXISTING IMPROVEMENTS | 115,889 | 74,208 | 0 | 59,315 | 199 | 58,008 | 199 | 57,847 | 0 | 59,315 | 0 |
| 70 | VEHICLES | 16,275 | 16,275 | 0 | 16,275 | 0 | 16,275 | 0 | 12,117 | 0 | 16,275 | 0 |
| 80 | PROFESSIONAL SERVICES | 261,455 | 257,973 | 0 | 394,865 | 8 | 351,516 | 1,993 | 333,224 | -2,630 | 394,585 | -280 |
| | SUBTOTAL (10-80) | 1,239,963 | 1,268,925 | 0 | 1,686,770 | 248 | 1,591,666 | 2,450 | 1,346,725 | 2,445 | 1,689,549 | 2,779 |
| 90 | UNALLOCATED CONTINGENCY | 135,399 | 126,892 | 0 | 42,571 | 0 | 0 | 0 | 0 | -2,445 | 39,792 | -2,779 |
| 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 | 248 | 1,591,666 | 2,450 | 1,346,725 | 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 | | 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 | 248 | 1,618,166 | 2,450 | 1,371,788 | 0 | 1,770,142 | 0 |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAR 2021.

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

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 Project 860228 to \$1.756 billion to reflect the current 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 \$0.25 million this month to \$1.62 billion which represents 91.4% of the Current Budget. The overall increase is related to RCC executed modifications, and work orders from ROW, and Community Relations.

Expenditures:

Expenditures are cumulative through March 2021 and increased by \$2.5 million this month for costs across the Project. One billion three hundred seventy (\$1.37 billion) in expenditures to date represent 77.5% 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | SITework & SPECIAL CONDITIONS | 0 | 0 | 13,548 | 0 | 13,548 | 0 | 2,005 | 0 | 13,548 | 0 |
| 50 | SYSTEMS | 0 | 0 | 5,950 | 0 | 2,750 | 0 | 1,335 | 0 | 5,950 | 0 |
| | CONSTRUCTION SUBTOTAL (10-50) | 10,480 | 0 | 19,498 | 0 | 16,298 | 0 | 3,341 | 0 | 19,498 | 0 |
| 60 | ROW, LAND, EXISTING IMPROVEMENTS | 27,748 | 0 | 38,228 | 0 | 38,323 | 0 | 37,475 | 0 | 38,228 | 0 |
| 70 | VEHICLES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 80 | PROFESSIONAL SERVICES | 650 | 0 | 1,150 | 0 | 748 | 9 | 421 | 0 | 1,150 | 0 |
| | SUBTOTAL (10-80) | 38,878 | 0 | 58,876 | 0 | 55,369 | 9 | 41,236 | 0 | 58,876 | 0 |
| 90 | UNALLOCATED CONTINGENCY | 1,113 | 0 | 513 | 0 | 0 | 0 | 0 | 0 | 513 | 0 |
| 100 | FINANCE CHARGES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL PROJECTS (10-100) | 39,991 | 0 | 59,389 | 0 | 55,369 | 9 | 41,236 | 0 | 59,389 | 0 |
| | 861228 TOTAL | 39,991 | 0 | 59,389 | 0 | 55,369 | 9 | 41,236 | 0 | 59,389 | 0 |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAR 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 an Early Completion Incentive Agreement increasing the Project 861228 LOP budget to \$59.4 million, to reflect the current Project scope.

Commitments:

Commitments remained the same this month at \$55.4 million which represents 93.0% of the Current Budget.

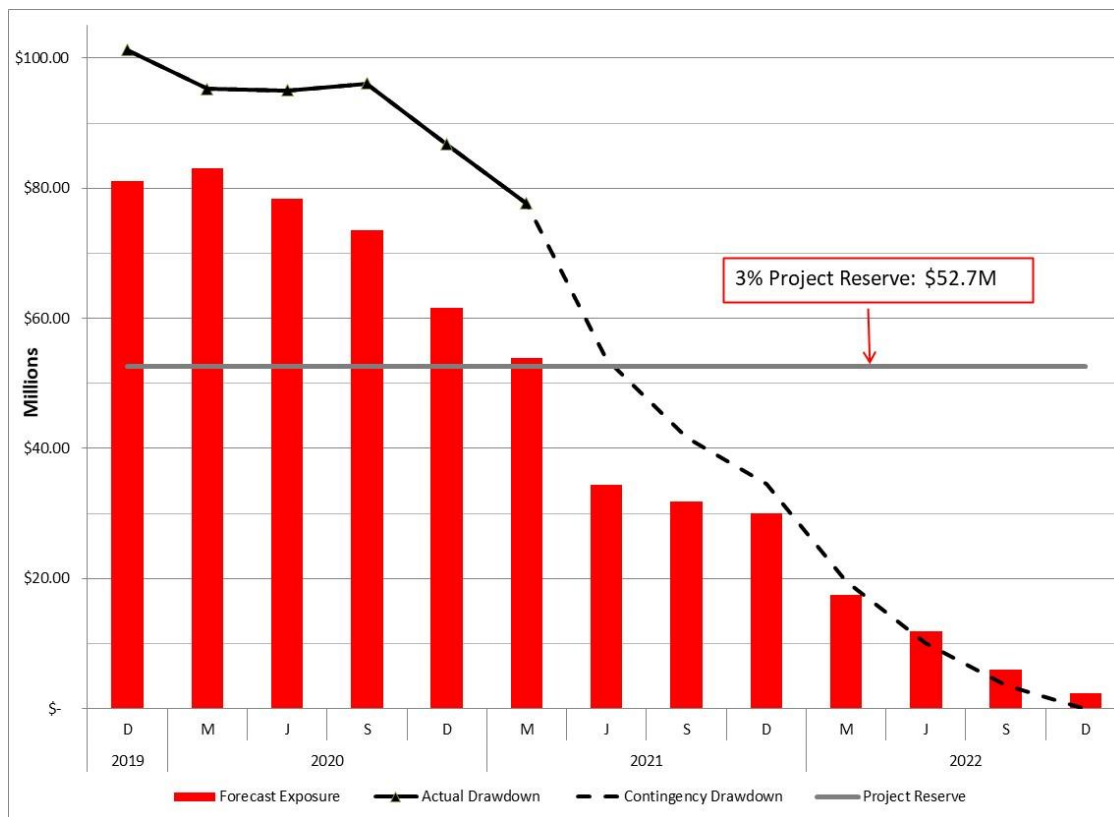
Expenditures:

Expenditures are cumulative through *March 2021* and increased by *\$9 thousand* for costs related to the *community relations*. The cumulative \$41.2 million through *March 2021* represent 69% 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 (issuances of change notices) rather than executed contract modifications eliminates the administrative processing time involved to finalize contract modifications from the drawdown projections. Planned expenditures per quarter have also been updated to reflect the current schedule and risks. The Project is expected to reach the 3% Project Reserve (Total Contingency) threshold mid-year 2021.

In *March*, there was a \$0.23 million contingency drawdown into executed modifications. Two *large* contract modifications are *presently* being negotiated and expected to be finalized *in May 2012*. The remaining unallocated contingency is \$39.8 million which is forecast to be fully utilized by the Project.

| PROJECT COST CONTINGENCY | | | | | | | |
|--------------------------|----------------------|-----------------|------------------|----------------|------------------|----------------------------------|----------------|
| DOLLARS IN THOUSANDS | | | | | | | |
| | Original Contingency | LOP Contingency | Previous Period | Current Period | To-Date | Remaining Contingency (Forecast) | Percentage (%) |
| Unallocated Contingency | 124,919 | 89,946 | (47,709) | (2,445) | (50,154) | 39,792 | 44% |
| Allocated Contingency | 86,345 | 92,809 | (57,475) | 2,572 | (54,904) | 37,905 | 41% |
| Total Contingency | 211,263 | 182,754 | (105,184) | 127 | (105,057) | 77,697 | 43% |

RISK MANAGEMENT

Summary of Risks

During this quarterly reporting period, *four (4)* risks' scores were adjusted, *four (4)* new risks were identified, and *two (2)* active risk were closed. There are *twenty-nine (29)* risks to be managed over the next quarter.

Of the *twenty-nine (29)* risks, *four (4)* are scored high, *fifteen (15)* as medium and *ten (10)* as low.

The following details the activity for the quarter:

Top Risks

The Project's top risks as of *March 2020* are:

| Risk ID | SCC | Risk Description | Risk Rating |
|---------|-----|---|-------------|
| 572 | 30 | Rail Ops Center Enhancements schedule advanced with new milestones; expedited efforts are required to avert delays impacting Rail Activation and ultimately Revenue Service | 17.5 |
| 450 | 20 | Final designs related to the Historic Broadway Overbuild reflect additional construction costs owing largely to the Load Transfer System agreed-to. | 15 |
| 566 | 90 | Potential impacts to schedule and costs due to Covid - 19 Emergency. | 15 |
| 514 | 30 | Fan Plant final modification negotiated above 12M. Costs shown are above the current forecast and adjustment. | 10 |
| 564 | 10 | AT&T duct bank reconstruction at 2nd/Broadway threaten cost and schedule. | 8 |

Risk Score Changes

Four (4) active risks had a scoring assessment change this quarter.

| Risk ID | SCC | Risk Description | Updated Risk Rating | Previous Risk Rating |
|---------|-----|--|---------------------|----------------------|
| 566 | 90 | Potential impacts to schedule and costs due to Covid - 19 Emergency. | 15 | 12.5 |
| 445 | 20 | Evidence of Times Bldg. damage raises threats to cost. | 4.5 | 1.5 |
| 508 | 40 | Notwithstanding missed milestone, RCC claims delay against early completion. | 4 | 3 |
| 414 | 20 | System-wide signage requirements may not be funded by Agency requiring scope/budget by Project for minimal implementation. | 4 | 8 |

New Risks

Four (4) risk was identified this quarter.

| Risk ID | SCC | Risk Description | Risk Rating |
|---------|-----|---|-------------|
| 572 | 30 | Rail Ops Center Enhancements are late. Expedited efforts are required to avert delays impacting Rail Activation and ultimately Revenue Service. | 17.5 |
| 573 | 40 | 7th/Metro Bus Bridging costs may fall on Project. | 6 |
| 571 | 40 | Sewer line on 1st St. may substantially exceed budgeted value. | 6 |
| 574 | 40 | RCC suggesting compensation is warranted for "extending" duration of deck removal. | 3 |

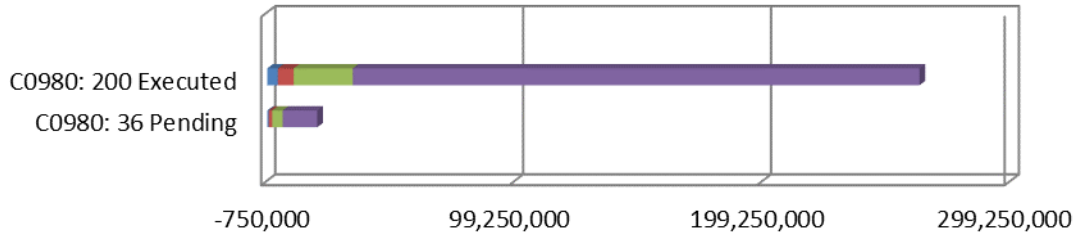
Closed Risks

Two (2) risks were closed this quarter.

| Risk ID | SCC | Risk Description | Risk Rating |
|---------|-----|---|-------------|
| 570 | 40 | So Cal Gas Line on Alameda may impact costs | 5 |
| 220 | 40 | Contaminated materials encountered during tunneling may exceed the baseline SOV quantities. | 0.5 |

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



| | C0980 | | Total |
|------------------------------|--------------------|--------------------|--------------------|
| | 200 Executed | 36 Pending | |
| ■ Under \$100K | 4,278,818 | 549,528 | 4,828,346 |
| ■ \$100K to \$250K | 6,372,062 | 1,437,393 | 7,809,455 |
| ■ \$250K to \$1M | 23,854,135 | 4,191,000 | 28,045,135 |
| ■ Over \$1M | 228,693,550 | 13,967,980 | 242,661,530 |
| Total Contract MODs | 263,198,565 | 20,145,901 | 283,344,466 |
| Contract Award Amount | 927,226,995 | 927,226,995 | |
| % of Contract MODs | 28.4% | 2.2% | |

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 (200) changes with a total value of \$263.20 million have been executed since NTP of Contract C0980. An additional 36 changes, with a total estimated value of \$20.15 million, are pending.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of *February 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 | \$14.8M (22.63%) |
| Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime | 24.61% |

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 | \$196.3M (18%) |
| Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime | 18.25% |

Construction DBE sub-contractors that have been identified increased to one hundred *fifteen (115)*.

PROJECT LABOR AGREEMENTS (PLA)

As of *February 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 | 60.48% |
| Apprentice Worker Goal Construction work to be performed by Apprentices | 20.00% |
| Apprentice Worker Current Attainment | 19.90% |
| Disadvantaged Worker Goal Construction work to be performed by Disadvantaged Workers who are residents of the United States | 10.00% |
| Disadvantaged Worker Current Attainment | 11.19% |

FINANCIAL/GRANT

Status of Funds by Source

March 2021

| SOURCE | ORIGINAL BUDGET | TOTAL FUNDS ANTICIPATED | TOTAL FUNDS AVAILABLE | COMMITMENTS | | EXPENDITURES | | BILLED TO FUNDING SOURCE | |
|--|-------------------|-------------------------|-----------------------|-------------------|------------|-------------------|------------|--------------------------|------------|
| | | | | \$ | % | \$ | % | \$ | % |
| FEDERAL - CMAQ | \$64.00 | \$218.11 | \$64.00 | \$85.66 | 39% | \$51.24 | 23% | \$50.92 | 23% |
| FEDERAL - SECTION 5309 NEW STARTS | \$669.90 | \$669.90 | \$669.90 | \$669.90 | 100% | \$552.53 | 82% | \$552.53 | 82% |
| 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 | \$18.11 | \$18.11 | \$18.11 | 100% | \$4.23 | 23% | \$4.23 | 23% |
| 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 | \$17.00 | 100% | \$9.97 | 59% | \$9.97 | 59% |
| STATE CAPITAL PROJECT LOANS - OTHERS *** | \$132.47 | \$248.00 | \$248.00 | \$248.00 | 100% | \$224.14 | 90% | \$224.14 | 90% |
| 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 | \$69.60 | \$69.60 | \$69.60 | 100% | \$46.97 | 67% | \$43.32 | 62% |
| GENERAL FUND - METRO | \$0.00 | \$79.80 | \$79.80 | \$74.58 | 93% | \$47.39 | 59% | \$47.39 | 59% |
| TOTAL | \$1,427.13 | \$1,755.84 | \$1,600.63 | \$1,618.17 | 92% | \$1,371.79 | 78% | \$1,367.81 | 78% |

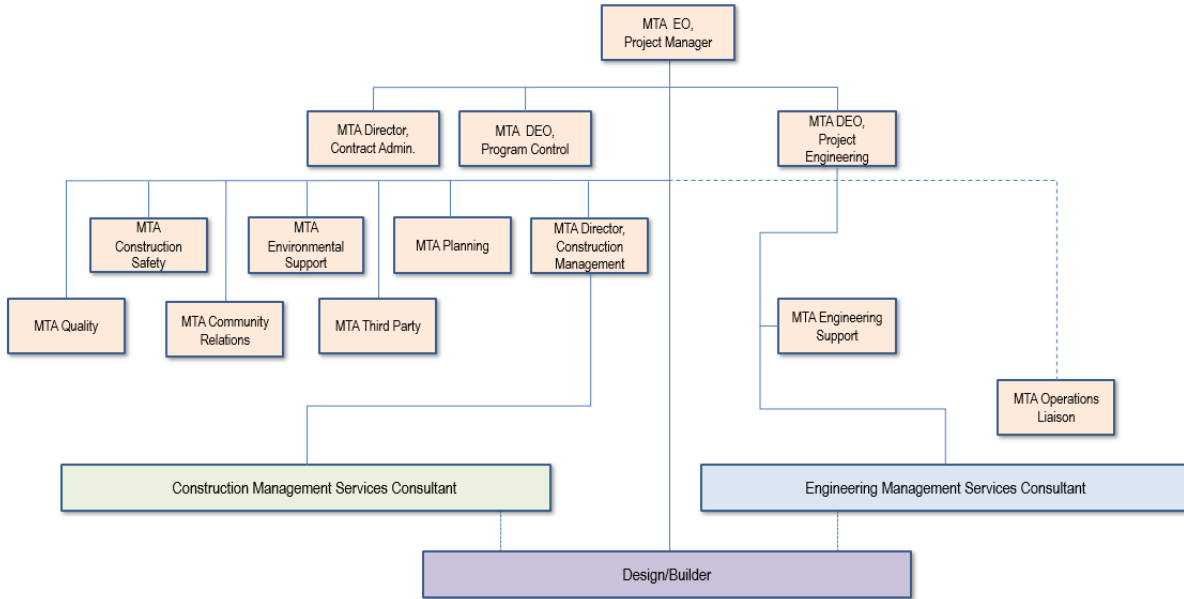
NOTES:

1. EXPENDITURES ARE CUMULATIVE THROUGH MARCH 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).

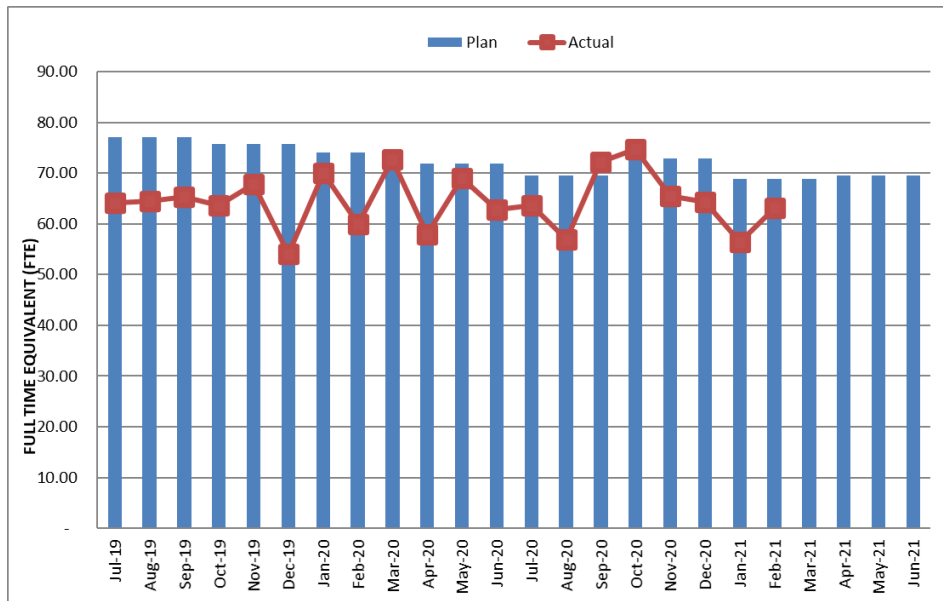
**Regional Connector Transit Project
Responsibility and Reporting Matrix**



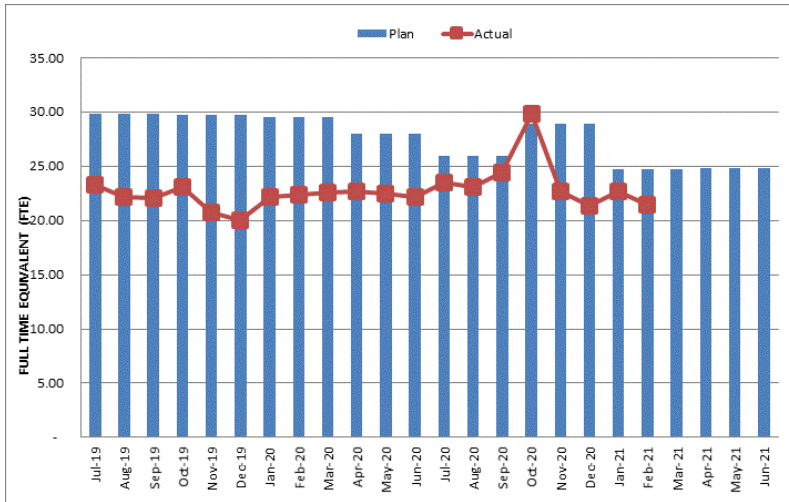
Updated: 03/2020

The overall FY21 Total Project Staffing plan averages 70.21 FTEs per month. The total actual project staffing for *February 2021* was 63.12; 21.46 FTEs for Metro's Project Administration staff and 41.7 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



Metro Staff



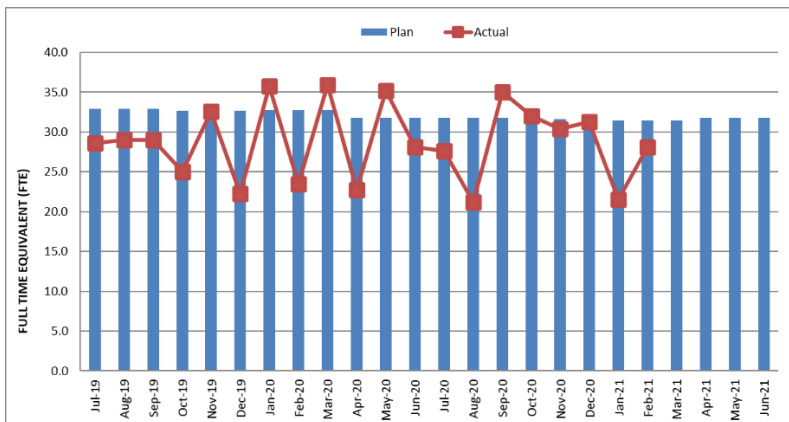
Staffing by Group

The opposing graphs represent planned vs. actual staffing levels by group.

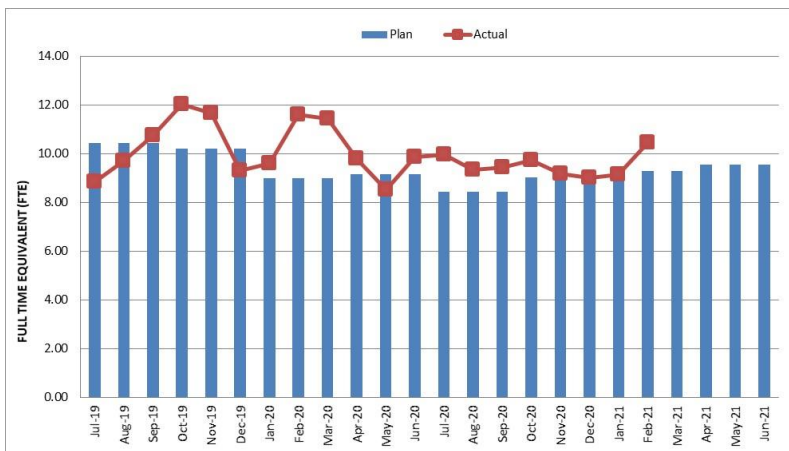
Metro staffing includes full-time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

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

CM Support Services Staff (Consultant)



Engineering Services Staff (Consultant)



All above data through January 2021

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, which is expected in May 2021.*

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. An Order of Possession publication was approved by the court on August 6, 2020 and published August 10, 2020. The publication runs for four (4) weeks; 30 days thereafter LACMTA will request entry of default if no one answers. Pending expiration of publication period on September 9, 2020. The final signed order and judgement in condemnation was filed January 21, 2021. *Final judgment received in February 2021.*
- 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 *There was no activity for the period.*

Tribune

- The Property swap for subsurface easement area agreements was finalized and signed by LACMTA; pending Tribune signatures.

QUALITY ASSURANCE

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

- Attended “Readiness Review” meetings with RCC.
- Attended Bi-Weekly Quality Review Meetings with RCC Quality Management.

RCC NCR 110 was issued for exterior Wall D out of line more than +/- 1/2. This NCR is with Metro for approval.

RCC NCR 111 was issued for unconsolidated concrete and inconsistent finish with Broadway Roof Deck (ER-5-D). The NCR has been sent to the Engineer of Record for approval. Metro has rejected the disposition from the Engineer of Record. This NCR remains open.

RCC NCR 112 was issued for incorrect bar size installed in the C5 and C6 column on the Plaza Level at Grand Av Arts/Bunker Hill Station. This NCR is with Metro for approval.

RCC NCR 113 was issued for unconsolidated concrete around blockout on D-line wall, gridline 7, below roof 2 level. This NCR is with Metro for approval.

RCC existing NCRs 004, 047, 053, 064, 074, 083, 084, 086, 087, 092, 097, 099, 100, 102, 103, 104, 105, 106, 107, 108 and 109 remain open with no change.

ENVIRONMENTAL

- 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. *Some BMP drawings have been updated and more are in development.* Work-specific adjustments to BMP design are included in Construction Work Plans. There have been rain and wind events during *March*.
- 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 also conducted continuously and data was gathered in an online system. RCC also provided a weekly compliance report.

There have been inquiries 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.

- On February 16, 2021, Metro *worked with* the PMOC on their review of the 32nd Quarterly MMRP Update *and provided requested documentation.*
- *One (1) historic period feature and three historic period isolate was recorded during March. The isolates were identified as fragments of ornamental vessels and glass bottles.. Feature 179, consisting of a concrete footing and a partial linoleum-coated concrete tile floor, was encountered on March 24, 2021. The feature was identified as elements of the Hollenbeck Hotel. Feature 179 does not appear to be eligible for listing on either the NRHP or the CRHR. In its heyday, the Hollenbeck was one of several prestigious Los Angeles hotels. However, historic research has revealed that none of these buildings had an important or specific historic role, nor are they associated with events that have made a significant contribution to the broad patterns of the history of the United States (Criterion A/1). Although many important personages passed through the doors of the Hollenbeck Hotel, none of their careers were closely tied to the hotel building (Criterion B/2). The remains lack the integrity to display “distinctive characteristics of a type, period, or method of construction or that represent the work of a master” (Criterion C/3). Finally, there is as yet no indication that the site may be likely to yield data important to history (Criterion D/4). SHPO concurred with this determination on March 26, 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 during the COVID-19 pandemic.
- Distributed *nine (9)* construction notices to the public on the following activities through email and made it available on the Project website and social media outlets: concrete placement throughout the alignment, utility work, backfill activities, *extended* street closures -pedestrian bridge construction, deck removal, *and* Alameda tunnel box construction-, L Line (Gold) service interruption, and geotechnical monitor removal and maintenance.
- Coordinated *and provided update on* construction activities *with 104* stakeholders *throughout the alignment*.
- *Presented* virtually to *nine (9)* community organizations, interest groups and homeowner associations on planned activities.
- Hosted a project update webinar with members of the Regional Connector's Community Leadership Council and the general public in attendance. Covered project milestones, progress of work throughout the alignment, as well as information on planned *extended* street closures *as part of the restoration phase of the project*. Business mitigations and promotions through Eat, Shop, Play were also covered.
- Continue *briefings* with: LA City Council District 14, and the Mayor's Office.

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

- Highlighted *10* businesses near the Project's alignment in *10* social media posts, *electronic newsletter*, and the *Project's* webinar.
 - (*abeautifullife*) *jamaican café*, *Dalia Cocina Mexicana*, *Oomasa*, *Bunkado*, *East West Players*, *Drago Center*, *Terasaki Budokan*, *Go For Broke*, *Fugetsu-Do* and, *The Library Store*.

Construction Safety Awareness Program

- Incorporated a safety awareness message at the project webinar on how pedestrians can safely navigate the street closure at the Temple/Alameda intersection by using the pedestrian bridge erected outside the zone of construction.

Community Relations

The monthly Little Tokyo Marketing & Advertisement/Go Little Tokyo *coordination* meeting was held on *March 24, 2021* to *discuss* upcoming events for 2021 *and possible COVID-19 Safer at Home state restrictions being lifted.*

CREATIVE SERVICES

Art Program

- *Coordinated and held art glass fabricator kick-off meetings.*
- Reviewed porcelain enamel steel submittals.
- Reviewed and responded to mosaic fabrication submittals.
- Coordinated community engagement activities with Artists.
- 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 January 2021.
- RCC reported 103,192 work hours for *February* 2021. RCC's total Contract to Date work hours through *February* 2021 are 4,758,149 with a total of 20 Recordable Injuries and no Lost Workday (Days Away) case injuries. The C0980 Contract Recordable Injury Rate is 0.84. 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 *February* 2021 is 4,869,208 hours with 21 recordable injuries. The Total Project Contractor Recordable Injury Rate is 0.86.
- Total Aggregate Project work hours for Contractors, Metro, and Support Services Consultants, through *February* 2021 is 5,786,954 with 22 Recordable Injuries and no Lost Workday (Days Away) injury cases. The Total Project Aggregate Safety Rate is 0.76.*

* 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 form 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 |

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| 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 |

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| 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 |
| <i>March 2021</i> | <i>RCC completed Historic Broadway Station Entrance Roof Deck</i> |