

Crenshaw/LAX Transit Project

QUARTERLY PROJECT STATUS REPORT



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

JUNE 2023

TABLE OF CONTENTS

	Page No.
PROJECT OVERVIEW	2-6
EXECUTIVE SUMMARY	7-10
PROJECT UPDATE	
• PROJECT SCHEDULE	
PROJECT SUMMARY SCHEDULE	11
PROGRESS SUMMARY	12
PLANNED VS. ACTUAL PROGRESS	12
KEY MILESTONES SIX-MONTH LOOK AHEAD	13
MAJOR EQUIPMENT DELIVERY STATUS	13
CRITICAL PATH.....	14
PROJECT SCHEDULE CONTINGENCY DRAWDOWN	15
RISK MANAGEMENT NARRATIVE	16
• PROJECT COST	
PROJECT COST STATUS & ANALYSIS.....	17-18
COST CONTINGENCY DRAWDOWN AND ANALYSIS	19
SUMMARY OF CONTRACT MODIFICATIONS.....	20
DISADVANTAGED BUSINESS ENTERPRISE (DBE)	21
PROJECT LABOR AGREEMENT (PLA)	22
FINANCIAL/GRANT	23
PROJECT STAFFING	24-25
REAL ESTATE.....	26
QUALITY ASSURANCE.....	26
ENVIRONMENTAL	26
CONSTRUCTION AND COMMUNITY RELATIONS	26
CREATIVE SERVICES.....	27
SAFETY AND SECURITY	27
• Closeout Contracts	
Contract C1217 CLAX Construction Punch-Out Work.....	28
Contract C1221 K-Line Paving and Improvements	29
CHRONOLOGY OF EVENTS	30-32

PROJECT OVERVIEW

Project Background

The Crenshaw/LAX Transit Project is a north/south light rail line that serves the cities of Los Angeles, Inglewood, Hawthorne and El Segundo as well as portions of unincorporated Los Angeles County. The alignment extends 8.5 miles, from the intersection of Crenshaw and Exposition Boulevards to a connection with the Metro Green Line south of the Aviation/LAX Station. The project provides major connections with the Los Angeles International Airport (LAX) as well as links to the C Line (Green), the E Line (Expo) and countywide bus network.

Two additional stations, Leimert Park and Westchester/Veterans were funded by the City of Los Angeles and by Metro and were approved to be part of the project by the Metro Board in May 2013. The Metro Board in July 2014 and again in May 2015 approved a revision to the project alignment to include accommodations to the alignment at 96th Street to not preclude a future light rail Metro Rail station being developed as part of the Airport Metro Connector (AMC) project as part of the LAX/Metro Transit Center Station. These accommodations are not funded by the Crenshaw/LAX Transit Project but are paid for by the Airport Metro Connector (AMC) project.

The alignment is comprised of a double-tracked rail line consisting of sections of at-grade in-street, at-grade within railroad right-of-way, aerial, and below-grade guideway sections, eight stations, park and ride facilities at two locations, utilities, landscaping, roadway improvements required by the project and a maintenance & storage facility (Southwestern Yard).

The project alignment consists of three Segments A, B and C:

- Segment A stretches from south at C Line (Green), underground structure 1(UG1), aerial station at Century/Aviation to at grade Westchester/Veteran station including maintenance and vehicle storage facility. .
- Segment B includes 3 at grade stations (Downtown Inglewood, Fairview Heights and Hyde Park) and underground structure 3 (UG3) to 48th street portal.
- Segment C includes the remaining north portion of the project from underground portal structure 4 (UG4), three underground stations Leimert Park, Martin Luther King and Exposition.

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

- Major Investment Study – 2003
- Metro Board approval of Alternative Analysis – December 2009
- Initiation of Preliminary Engineering – September 2010
- Metro Board certification of Final EIS/EIR – September 2011
- FTA issuance of Record of Decision – December 2011
- TIFIA and TIGER II Grants approved September 2012



Major Procurements

Contract C0990 Crenshaw/LAX Advanced Utility Relocations

The design of several early utility relocations was advanced sufficiently into final design to allow for bidding of critical early utility relocations. This contract includes relocating three (3) existing duct banks that feed various NAVAIDS on the south airfield complex. New duct bank infrastructure was built by Metro with the fiber replacement work and cut over by FAA/LAWA. These duct banks contain fiber lines and power lines which belong to both LAWA and FAA. Since the track alignment is below grade at these crossings, the duct banks were relocated in advance to allow for the construction of the track alignment. In addition, other wet utilities along the Harbor Branch and Crenshaw Boulevard segments of the corridor that can be relocated in advance were included as part of this contract.

Design-Build Contract C0991 Southwestern Yard

The Board-adopted 2009 Long Range Transportation Plan (LRTP) for Los Angeles County envisioned one new central Light Rail Transit (LRT) Maintenance facility to be used by all projects. Since the LRTP adoption, substantial progress on light rail system planning and development, including more accurate vehicle assignments, cost estimates, and functional requirements, has led Metro to conclude that two new light rail vehicles (LRT) yards, an Eastern Yard and a Southwestern Yard, are necessary. This contract constructed the Southwestern Yard which consolidated maintenance facility requirements for this project as well as the operating Metro Green Line, proposed South Bay Metro Green Line Extension and proposed Metro Green Line to LAX. Southwestern Yard is complete and maintained by Metro Operations.

Contract C0992 Crenshaw/LAX Concrete Ties and Assembly Items

Metro added a contract for procuring owner-supplied equipment for the Design-Build Contract C0988 Crenshaw/LAX Transit Corridor Contractor. The equipment within the contract scope of work includes concrete ties and assembly items. Procurement completed and delivered to the project.

Contract C0992A Crenshaw/LAX Rail and Bumping Posts Procurement

Metro added a contract for rebidding the procurement of running rail and bumping posts for the Design-Build Contract C0988 Crenshaw/LAX Transit Corridor Contractor including a bumping post for the Design-Build Contract C0991 Southwestern Yard. Procurement completed and delivered to the project.

Design-Build Contract C0988 Crenshaw/LAX Transit Corridor

This is the largest project contract that completes final design and construction of the infrastructure required along the corridor alignment. The structures required to be constructed are eight stations (at-grade, elevated and underground), grade separations including flyover structures, cut and cover trenching, tunneling and two park-n-ride facilities. The scope of work includes all systems work including train control, traction power supply substations and distribution, overhead catenary/contact rail, communications, and systems tie-in to the existing C Line (Green). The project delivery method for this contract was design-build utilizing a two-step best value procurement approach with submittal of qualification statements through an RFQ process, prequalification of qualified proposers followed by the release of an RFP soliciting technical and price proposals with an option at Metro's discretion for Best and Final Offers (BAFO).

Light Rail Vehicles

The Board approved exercising Option 1 of Contract P3010 with KinkiSharyo International (KI) to provide light rail vehicles (LRV) for the Crenshaw/LAX project. The total number of vehicles in the Option is 28 which includes 20 LRVs for the Crenshaw/LAX project and two additional cars for spares. The remaining six cars are for replacement of Metro's current fleet. The final P3010 car (22nd car) for Crenshaw/LAX project was delivered in September 2017, completing the Option delivery for the Crenshaw Project. All twenty-two (22) Crenshaw cars. KinkiSharyo International, LLC of Light Rail Vehicle Contract P3010 completed the onboard vehicle verification testing for K-Line revenue service.

Rail Operations Center (ROC)

The existing functional operations at the ROC has expanded to accommodate the central control functions associated with five new rail lines including Crenshaw/LAX Project. The Project is contributing \$3.5 million towards this expansion for Crenshaw/LAX Transit Project. ROC installation and testing were completed in February 2020. K-Line started Revenue Service and opened to the public on October 7, 2022.

Fare Collection

The Universal Fare Collection System (UFCS) contractor Cubic and mainline contractor WSCC have completed installation work at all locations. Fare gates, swing gates, and ticket vending machines (TVMs) installation were completed including final testing and the system was activated during Revenue Service.

Program Management

The Walsh Shea Corridor Constructors (WSCC) contract is being managed by a team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO). Mott MacDonald provides engineering and design support services while Stantec, Inc. provides construction management support services. An overview of staffing 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 are not limited to, engineering, risk management, environmental, community relations, quality management, operations, and creative services departments. In addition, a Project Management Support Services (PMSS) consultant is providing resources to supplement staff.

Project Schedule:

Metro issued in September 2018 a non-compensable unilateral change order (CO-223.1) to WSCC to extend their substantial completion milestone to December 11, 2019. The project continues to fall behind the dates reset in the non-compensable unilateral change order. WSCC in their final monthly schedule update in June 2022, reflects a WSCC Substantial Completion date of June 17, 2022, which Metro issued the certification of project substantial completion. All remaining open items are tracked and part of the project's final acceptance.

Project Budget:

In May 2013, the Metro Board approved a Motion that amended the fiscal year 2014 Proposed Metro Budget to include funding for an underground station at Leimert Park Village and an at-grade station at Westchester/Veterans as part of the baseline project. This Motion added \$135 million to the Life of Project (LOP) budget which included \$80 million in the uncommitted fiscal year 2014 funding and \$55 million from the City of Los Angeles. Metro reached an agreement with the City of Los Angeles to cover the incremental cost of the stations above the \$80 million identified in fiscal year 2014 funding which the Metro Board approved in May 2013.

With Metro Board approval on June 27, 2013, the additional \$135 million is included in the sources of funds chart as well as the additional \$160.1 million for the increased cost of the base work. All recommendations were approved by the Metro Board on June 27, 2013, except that change order authority was maintained at \$500,000. This board action amended the life of project budget to \$2,058 million.

The Metro Board approved on May 28, 2015, an increase in the amount of funding that the Crenshaw/LAX Project is contributing toward the total cost of the Southwestern Yard Project. An additional \$10.8 million is required to be funded by drawdown from the Unallocated Contingency Current Budget Standard Cost Code (SCC) 90 and added to the Southwestern Yard Current Budget SCC 30. The current budget includes the 49% cost allocation share that the project is responsible for paying which includes funding of the design and construction for the Southwestern Yard. This amount is revised to \$150.2 million out of a new total of \$307.2 million adopted by the Metro Board.

Due to the extension of the Project's Substantial Completion date, the Metro Board of Directors action on May 28, 2020, increased the Life-of-Project Budget by \$90 million. The additional funding is required to provide funding for professional services that support the completion of the Project. The required support includes Metro staff and professional services consultants who provide various services to assist in the management and oversight of the Project.

Construction and Community Relations:

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

EXECUTIVE SUMMARY

The Project is reported at 100% complete. The following is an overview of current design and construction activities.

Design Status

Design - Build Contract C0988 (Mainline Contractor)

The engineering support during construction is complete. WSCC continues to support the coordination and closeout of the submittals, and as-builts.

Construction Status

Design - Build Contract C0988 Mainline Contractor

WSCC continues working on the punch list and open items along the alignment which are being tracked in BIM-360. WSCC and Metro continue to coordinate with other agencies as needed. The remaining open items are listed and monitored, tracked, and planned to be resolved prior to the project's final acceptance. Metro continues to track a project scorecard weekly as follows:

All open items are added to BIM-360 with priority for tracking and resolution. Weekly scorecards for the project are tracked and summarized in the Final Acceptance letter.

As of 3/29/23		
1	Pre- Punchlist WALKS	Complete
2	ALL BIM360 Items	24
3	Submittals Required for FA	11
4	LFAT, ILFAT, SIT-1 TESTS	Complete
5	FLS ITEMS	Complete
6	BIM360 TRACK ITEMS	Complete
7	CPUC ITEMS	Complete
8	Training, O&M Manuals, Redlines	5,690 As BUILTS
9	Spare Parts	Complete

All California Public Utility Commission (CPUC) safety critical items have been completed.

Cost and Schedule Summary

Metro Board of Directors action in May 2020 increased the Life-of-Project Budget by \$90 million. The increase is required due to the forecast delay of Substantial Completion to December 2020. The additional funding is required to provide funding for professional services that support the completion of the Project. Detailed cost information is provided later in this report.

WSCC Schedule Metrics – Mainline Contractor

	Original Contract Date	Time Extension (CD)	Current Contract Schedule	Actual (Contractor)	Variance (CD)
NTP	09/10/13				
Substantial Completion including SIT-1	09/08/18	459	12/11/19	6/17/22	-919
Revenue Service	N/A	N/A	N/A	10/07/22	N/A

To date, the design and construction changes for WSCC related to base scope represent approximately 15% of the contract value which includes 4% funded by other Metro projects.

Key Management Concerns

No. 1: WSCC Construction Schedule Progress

Status/Action

WSCC has submitted their final Schedule for July 2022, which reflects the Substantial Completion (SIT-1) date of June 17, 2022. K-Line started Revenue Service and opened to the public on October 7, 2022. The schedule delays and impacts are being addressed as part of the Request for Equitable Adjustment (REA-2).

No 2: Remaining Contingency is less than 2% of Total Project Budget.

Status/Action

Metro monthly monitors and reports on the drawdown of contingency. In June 2023, there was a contingency drawdown of \$0.13 million which decreased the remaining contingency to \$1.26 million. The remaining contingency is 0.1% of the total project current forecast and 5.6% the of total project cost-to-go.

No. 3: WSCC Design/Engineering Support during Construction, Installation and Testing

Status/Action

There are engineering support activities during construction and testing such as test reports, submittals, re-submittals, requests for information (RFI), Non-Compliance Report (NCR's), Fire Life Safety (FLS) issues, including new field issues that have impacted the field work and testing progress. All remaining open items are expected to be completed by project final acceptance.

No. 4: WSCC Required Rework and Impact to Follow-on Subcontractors

Status/Action

Several areas of work along the alignment could not be completed due to damaged, incomplete, and missing components. **This item is resolved.**

No. 5: 3rd Party Coordination and Impact on follow-up activities.

Status/Action

Multiple areas of work along the alignment require close coordination with 3rd Party Agencies. The permanent power energization issues have been resolved, utility company equipment has been energized, permanent distributed power is complete and temporary power is removed from all locations. **This item is resolved.**

No. 6: COVID-19 Impact on the progress of the Project

Status/Action

Construction continues as an essential service under guidelines set forth by the City of Los Angeles. Safety protocols are continued to be required and monitored. Preventive measures have been implemented and the impact of Coronavirus (COVID-19) on project progress is being monitored by WSCC and Metro. **This item is being addressed as part of the REA-2.**

No. 7: MSE Wall 202L Settlement and Movement

Status/Action

Construction activities around the Mechanically Stabilized Embankment (MSE) Wall 202L movement were suspended pending a detailed analysis of the cause of movement and mitigation measures which were completed and train testing was allowed to resume in March 2021. **This item is resolved.**

No. 8: Emergency Management Panel (EMP) Display Omissions by WSCC

Status/Action

Several key components of EMP screen display of emergency hatch alarm and ventilation scenarios were omitted by WSCC. Metro and WSCC have worked together and have resolved all the safety concerns. **This item is resolved.**

No. 9: Progress Rate of Testing for Local Factory Acceptance and System Integration

Status/Action

The remaining required WSCC testing effort including LFAT, Commissioning and SIT-1 were critical and considered a significant part of the required scope of work. The actual production rate of successful testing did not support WSCC's Monthly Schedule Updates or the weekly projections. **This item is resolved.**

No. 10: OCS balance weight anchor stainless steel rope damage and fraying

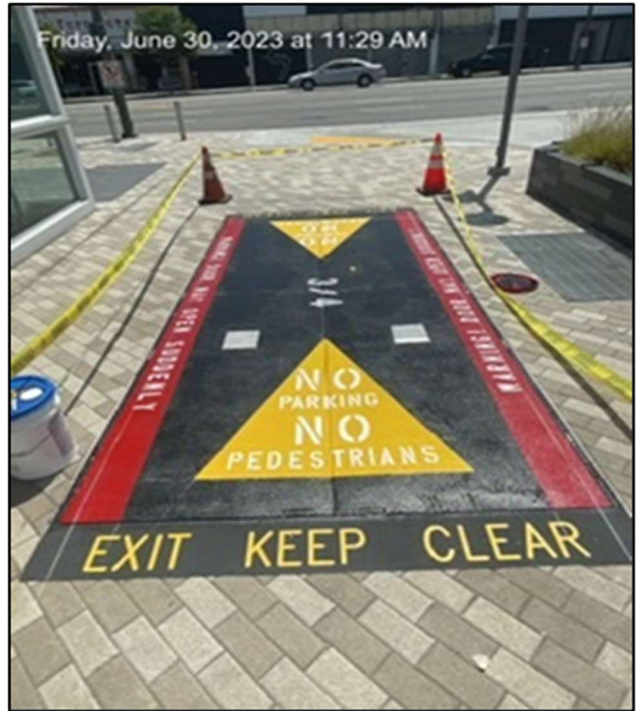
Status/Action

During the field inspection and joint walk between Metro and WSCC it was discovered that Overhead Catenary System (OCS) balance weight anchor ropes were damaged at various degrees. WSCC/LKC and their specialty subcontractors identified the cause and have developed a potentially permanent solution that was approved by HNTB (Engineer of Record) and accepted by Metro Engineering. LKC has replaced the ropes and completed the implementation of the final solution. **This item is resolved.**

PROJECT CONSTRUCTION PHOTOS (Punch – Out Work)



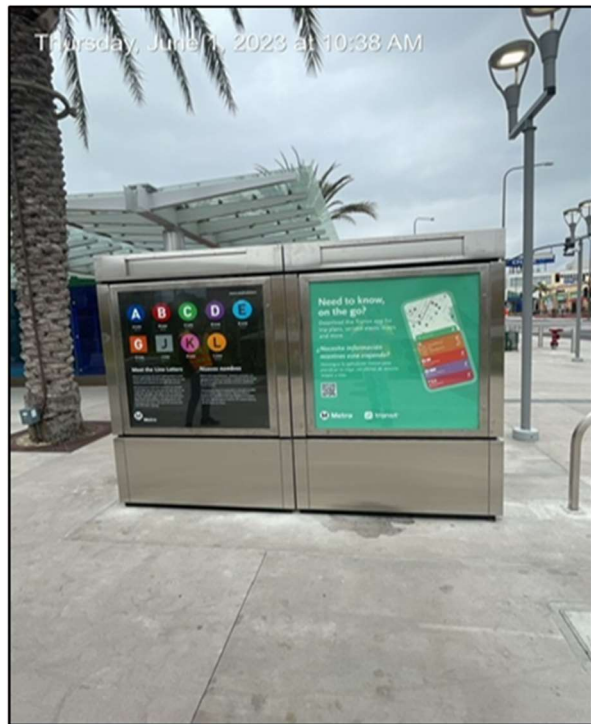
Expo Station: Falcon Striping Co. painted emergency hatch covers.



MLK Station painted emergency hatch cover.



Complete Wayfinding sign for Regional Connector



Leimert Park - New Map case after installation

PROJECT UPDATE

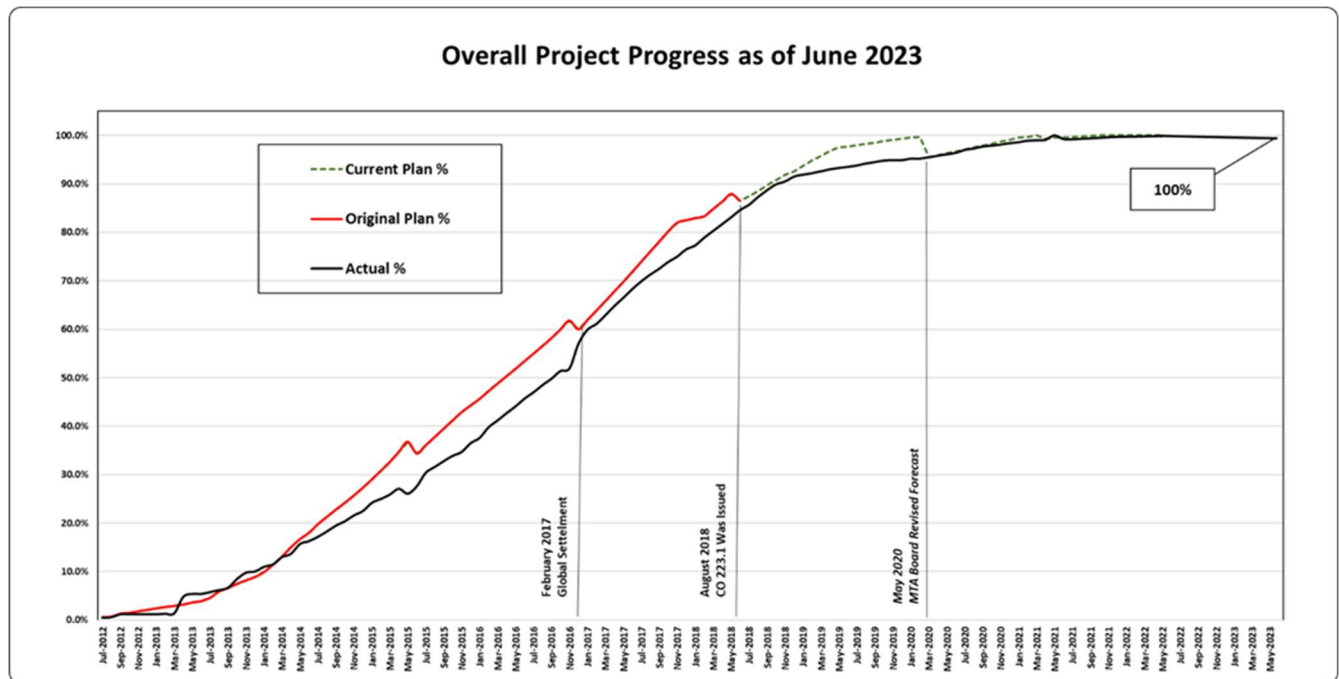
Project Summary Schedule

Activity Name	Finish	Crenshaw/LAX Level 1 Schedule												MASTER SCHEDULE				
		2022				2023				2024								
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
Crenshaw/LAX Transit Corridor - Master Schedule	07-Oct-22 A																	
Milestones & Key Dates	17-Jun-22 A																	
Program Elements	31-Dec-21 A																	
865512 - Crenshaw/LAX	30-Sep-22 A																	
C0990 - Advanced Utility Relocation	27-May-16 A																	
C0992 - Concrete Ties and Assembly Items	15-Aug-14 A																	
C0992A - Running Rail & Bumping Post	08-May-15 A																	
C0988 - Pre-Construction Crenshaw/LAX	27-Dec-19 A																	
C0988 - Construction & Installation	30-Sep-22 A																	
Sitework	07-May-22 A																	
Stations	10-May-22 A																	
Guideway & Track	10-May-22 A																	
System-Wide Components / CPUC	05-Aug-22 A																	
Systems	05-Aug-22 A																	
Testing	19-Aug-22 A																	
Substantial Completion (SIT-1)	17-Jun-22 A																	
Start Up	30-Sep-22 A																	
Pre - Revenue Operations	07-Oct-22 A																	
Pre - Revenue Operations (Full Simulation)	07-Oct-22 A																	
K-Line Revenue Service	07-Oct-22 A																	
Revenue Service	07-Oct-22 A																	
K-Line Catch-All Contracts																		

Progress Summary









	Status	Change from Last Period	Comment
Current Revenue Service:	5/24/21	NA	
Forecast Revenue Service:	10/7/22	0 days	Revenue Service Started
Final Design Progress:			
Contract C0988	100%	None	Design Completed
Contract C0990	100%	None	Design Completed
Contract C0991	100%	None	Design Completed
Contract C0992	100%	None	Design Completed
Contract C0992A	100%	None	Design Completed
Construction Contracts Progress:			
Contract C0988	100%	0.05%	Final Acceptance (Punchlist, As-Builts)
Contract C0990	100%	None	Completed
Contract C0991	100%	None	Completed
Contract C0992	100%	None	Completed
Contract C0992A	100%	None	Completed

Planned vs. Actual Progress



Key Milestones Six Months Look-Ahead

	Milestone Date	FY23 Q4	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23
C1217 - CLAX Construction Punch-Out Work, Traffic Signal *	4/10/23 A	<input type="checkbox"/>					
C1221 - K-Line Paving & Improvements, Final Scope / Design *	4/27/23 A	<input type="checkbox"/>					
C1217 - CLAX Construction Punch-Out Work, Left Turn Gates Procurement *	5/30/23 A	<input type="checkbox"/>					
C1221 - K-Line Paving and Improvements - Advertise for Bid	6/23/23 A	<input type="checkbox"/>					
C1217 - CLAX Construction Punch-Out Work, 24" Waterline @ MLK	10/18/23					<input type="checkbox"/>	
C1221 - K-Line Paving and Improvements - Issue Notice to Proceed	10/26/23					<input type="checkbox"/>	

 MTA Staff	 MTA Board Action	 FTA (Federal Transit Administration)	 C0988 D/B Contractor
 Other Agencies	 Utility Company	 Design Consultant	 C1217/C1221 Closeout Contractors

"A" follow ing date is actual and completed * New Date

K-Line (CLAX) Started carrying passenger on October 7th, 2022.

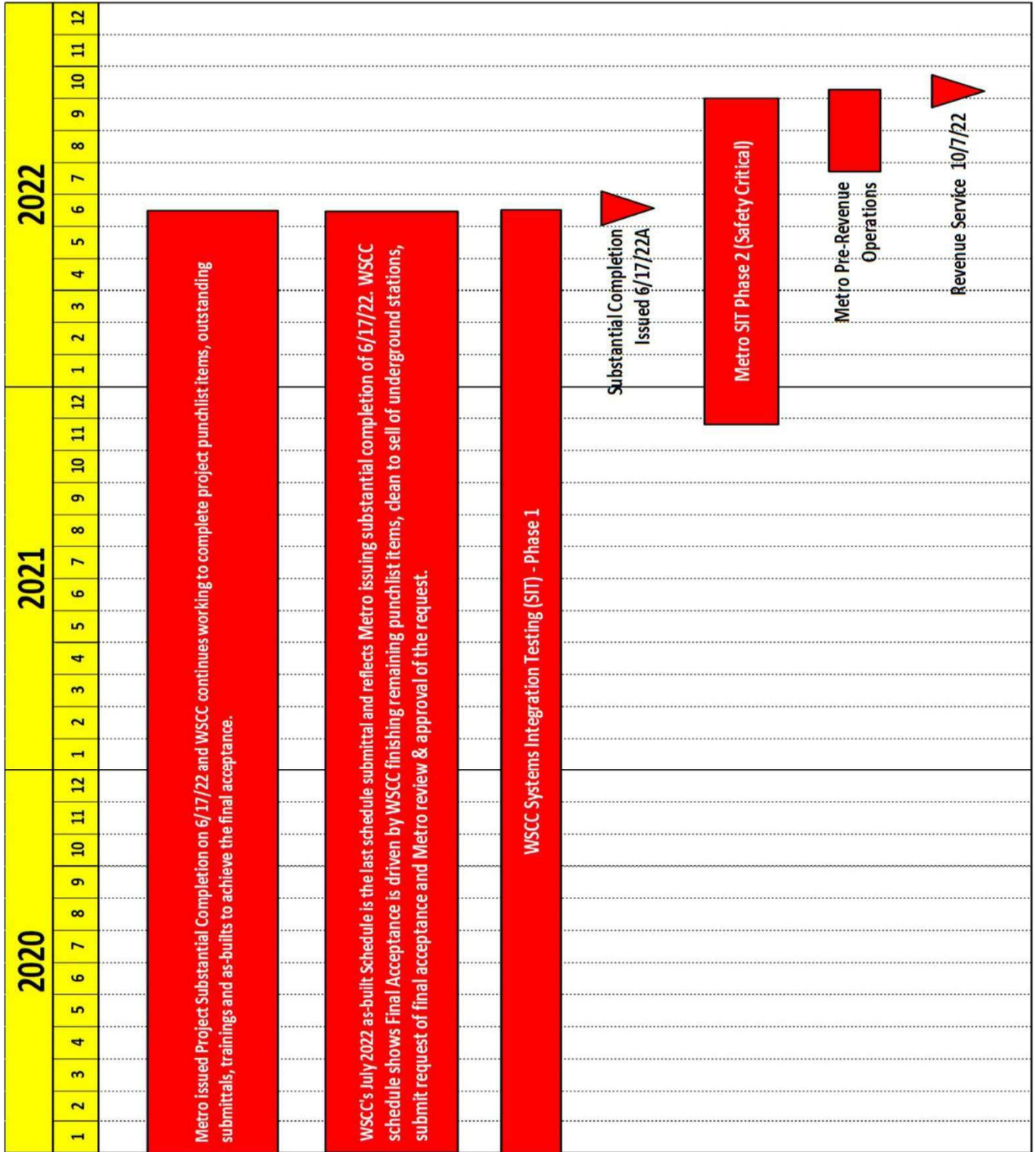
Closeout contracts "Catch-all" are in progress,

- C1217 CLAX Punch Out Work notice to proceed issued on 8/25/2022.
- C1221 K-Line Paving and Improvements is advertised for Bid on 6/23/2023.

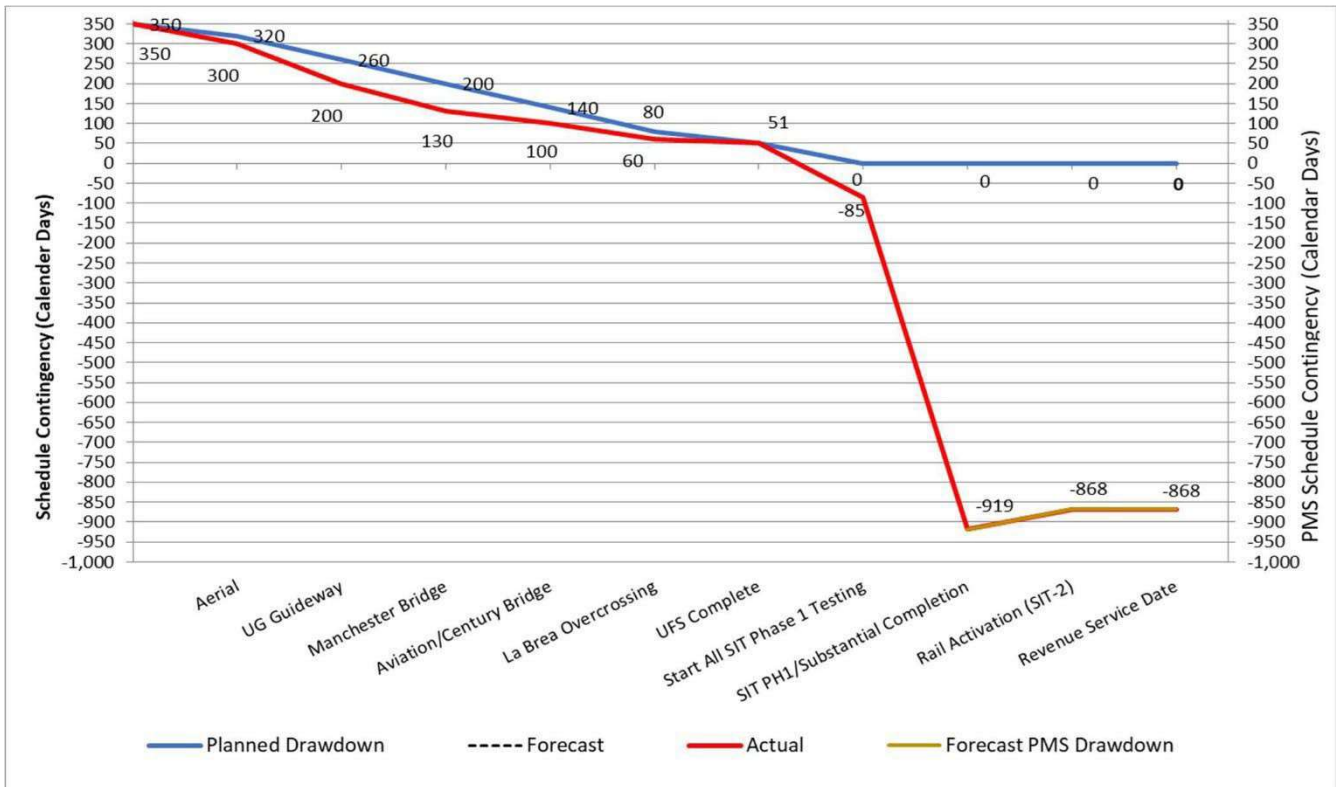
Major Equipment Delivery Status

<i>Metro Supplied Equipment</i>			
Equipment	Initial Procurement	Scheduled Delivery	Scheduled Installation
LRT Vehicles	NTP 8/20/12 A	Option 1 9/1/17 A	In Operation 10/7/22
Ticket Vending Machines and Equipment	1/30/18 A	2/28/19 A Warehoused	In Operation 10/7/22
<i>Mainline Contractor Equipment Delivery Requirements</i>			
Activity Name	Early Finish	Need Date	
C0988 - Remaining procurements items and replacement due to damage and quality issues are tracked separately under warranties.	As needed	NA	
C0988 - All areas of project (Segments A, B & C) are turned over to Metro operations equipment warranties, and maintenance are being coordinated.	As needed	NA	
C0988 - All the replacement items are tracked in Building Information System (BIM-360) and warranty period started.			

Critical Path



Project Schedule Contingency Drawdown



Metro issued in August 2018 a non-compensable unilateral change order (223.1) to WSCC to extend their substantial completion milestone to December 11, 2019. Thus, performance measurement is now tracked against this date.

Contract milestone No. 1 “Substantial Completion” certification for the project was issued on June 17, 2022. Metro is proceeding with System Integration Testing Phase II and completed safety critical points by September 30, 2022. Pre-revenue operations full simulation started on August 22, 2022 and K-Line put in service on October 7, 2022.

Time-related issues are to be addressed as part of the Request for Equitable Adjustment resolution.

Risk Management Narrative

Summary of Risks

Within this reporting period, no risk was closed. No new risk was added. There is one (1) risk remaining to be managed in the next reporting period, which is scored as high (10 to 20 risk rating).

Top Risks: The table below shows the top project risks:

Risk ID	SCC	Risk Description	Risk Rating
359	80	Extended Overhead or productivity loss claims exposure not covered by cost impacts in individual risks. REA claim was received on 8/19/2021. An amendment to the REA claim was received on 12/31/2021 and is being evaluated by the claim team. Hearings for the Contractor’s Request for Equitable Adjustment (REA2) claim are in progress. Metro and WSCC continue to negotiate a resolution to REA Claim. Metro & WSCC are Continuing on resolving small and credit changes.	15

Newly Identified Risks: There are no new items added to the risk register.

Closed Risks: Two risks are closed in this period.

Risk Score Changes: No risk scores are changed during this period.

Actions in Next Reporting Cycle: Continuous efforts in Risk Management will be made through the following actions: The remaining risks are cost-related and are being addressed under a separate negotiation process. No more Risk management report is needed.

PROJECT COST Project Cost Analysis

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	417,788,306	-	415,565,898	(132,777)	414,570,074	-	415,565,898	(2,222,408)
20	STATIONS	153,906,000	-	308,067,041	-	305,899,235	-	305,613,138	-	305,899,235	(2,167,805)
30	SUPPORT FACILITIES SOUTHWEST YARD	66,673,000	-	66,919,206	-	66,634,870	-	66,584,870	-	66,634,870	(284,336)
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	404,953,359	(118,242)	418,076,212	269,367	411,771,529	(118,282)	418,076,172	13,122,813
50	SYSTEMS	125,132,000	-	175,073,936	(457,560)	172,242,147	45,572	168,891,811	(457,560)	172,242,147	(2,831,790)
CONSTRUCTION SUBTOTAL (10-50)		1,052,622,000	-	1,372,801,849	(575,802)	1,378,418,363	182,163	1,367,431,422	(575,842)	1,378,418,323	5,616,474
60	RIGHT-OF-WAY	132,294,000	-	137,726,295	-	139,051,152	(39,042)	138,853,333	-	139,052,612	1,326,317
70	LRT VEHICLES	87,780,000	-	83,571,544	-	82,158,061	-	81,837,755	-	82,158,074	(1,413,470)
80	PROFESSIONAL SERVICES	273,147,000	-	501,844,251	772,925	517,846,647	2,790,823	510,618,377	704,792	521,566,900	19,722,649
SUBTOTAL (10-80)		1,545,843,000	-	2,095,943,938	197,122	2,117,474,223	2,933,943	2,098,740,887	128,950	2,121,195,909	25,251,970
90	UNALLOCATED CONTINGENCY	177,157,000	-	26,507,031	-	-	-	-	(128,950)	1,255,060	(25,251,970)
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
TOTAL PROJECT 865512 (10-90)		1,723,000,000	-	2,122,450,969	197,122	2,117,474,223	2,933,943	2,098,740,887	0	2,122,450,969	(0)
ENVIRONMENTAL/PLANNING - 405512		5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-	5,526,150	-
ENVIRONMENTAL/PLANNING - 465512		20,473,850	-	20,022,881	-	20,022,881	-	20,022,881	-	20,022,881	-
TOTAL PROJECTS 405512 & 465512 (ENV/PLANNING)		26,000,000	-	25,549,031	-	25,549,031	-	25,549,031	-	25,549,031	-
TOTAL PROJECTS 405512, 465512 & 865512		1,749,000,000	-	2,148,000,000	197,122	2,143,023,254	2,933,943	2,124,289,918	0	2,148,000,000	(0)

1. Expenditures are Cumulative through June 30, 2023.

The project numbers 405512, 465512, 865512 and 860003 are internal to Metro and are used to differentiate between environmental/planning and construction.

Original Budget

The Board in October 2011 established the Life-of-Project (LOP) Original Budget of \$1,749 million for the Crenshaw/LAX Transit Project.

Current Budget

In May 2020, the Board amended the LOP budget by \$90 million, increasing the Total LOP Current Budget to \$2,148 million. This action was necessary due to the extension of the Project's Substantial Completion date to December 2020 and revenue service to commence in 2021. The LOP budget was amended to provide additional funding for professional services that are required to support the completion of the Project. The required support includes Metro staff and professional services consultants who provide various services to assist in the management and oversight of the Project.

Commitments

Commitments increased by \$0.2 million this period to \$2,143.0 million which represents 99.8% of the current budget. The minimal increase is associated with commitment adjustments of professional services.

Expenditures

Expenditures increased by \$2.9 million this period to \$2,124.3 million which represents 98.9% of the current budget. The total increase is for costs associated with professional services.

Current Forecast

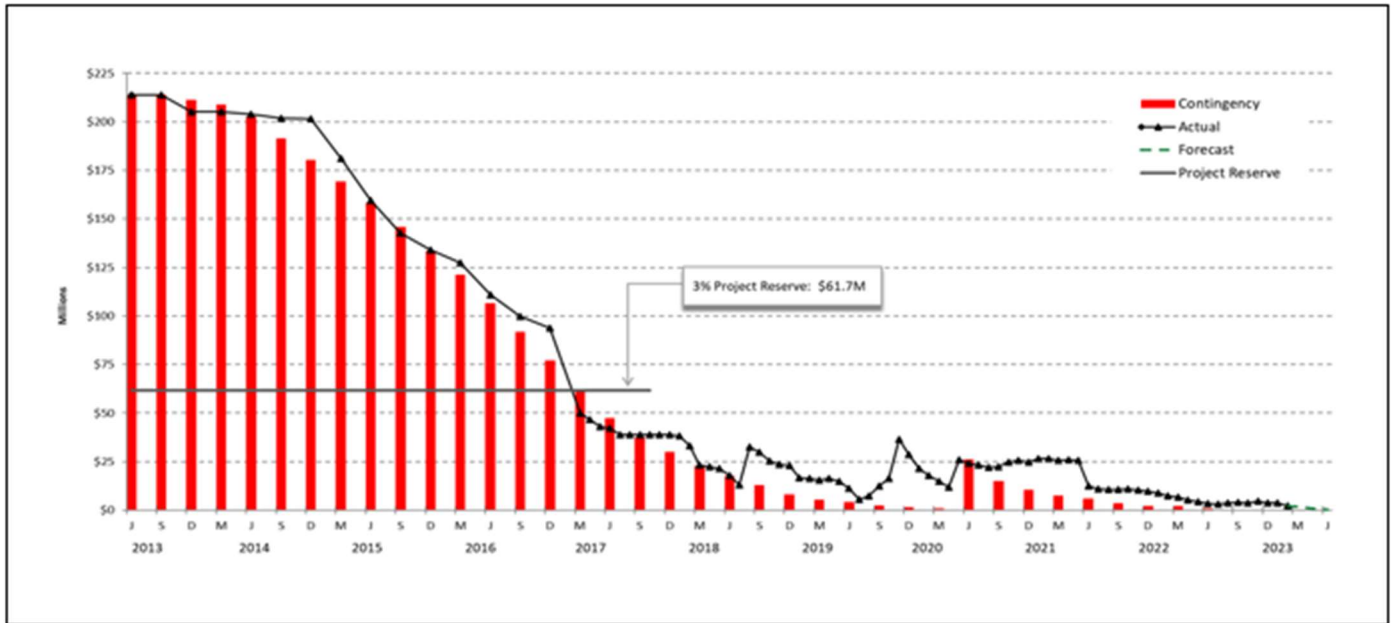
The total current forecast remains the same as the total current budget.

Non-Crenshaw/LAX Transit Project Funded Scope of Work

The costs shown in the table below are not part of Crenshaw/LAX Transit Project costs but are funded by other Metro projects using the services of the alignment design-builder (Contract C0988).

C0988 NON-CRENSHAW/LAX TRANSIT PROJECT FUNDED SCOPE OF WORK										
DESCRIPTION	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE	
	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE		
405556 SYSTEMWIDE TRANSIT PLANNING	-	320,035	-	320,035	-	320,035	-	320,035	-	
210090/93 FARE GATE PROJECT	-	4,891,226	-	4,391,226	-	4,391,226	-	4,391,226	(500,000)	
210152 CRENSHAW/LAX BUS TRANSFER FACILITY	-	2,200,000	-	2,200,000	-	2,200,000	-	2,200,000	-	
460303 AIRPORT METRO CONNECTOR	-	37,914,465	-	37,366,770	-	37,366,770	-	37,914,465	-	
500013 C/LAX LAWA SCOPE OF WORK	-	1,114,613	-	1,114,613	-	1,114,613	-	1,114,613	-	
405522 HIGHWAY PLANNING	-	105,457,668	-	105,457,668	-	105,402,636	-	105,457,668	-	
TOTAL	-	151,898,007	-	150,850,312	-	150,795,281	-	151,398,007	(500,000)	

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

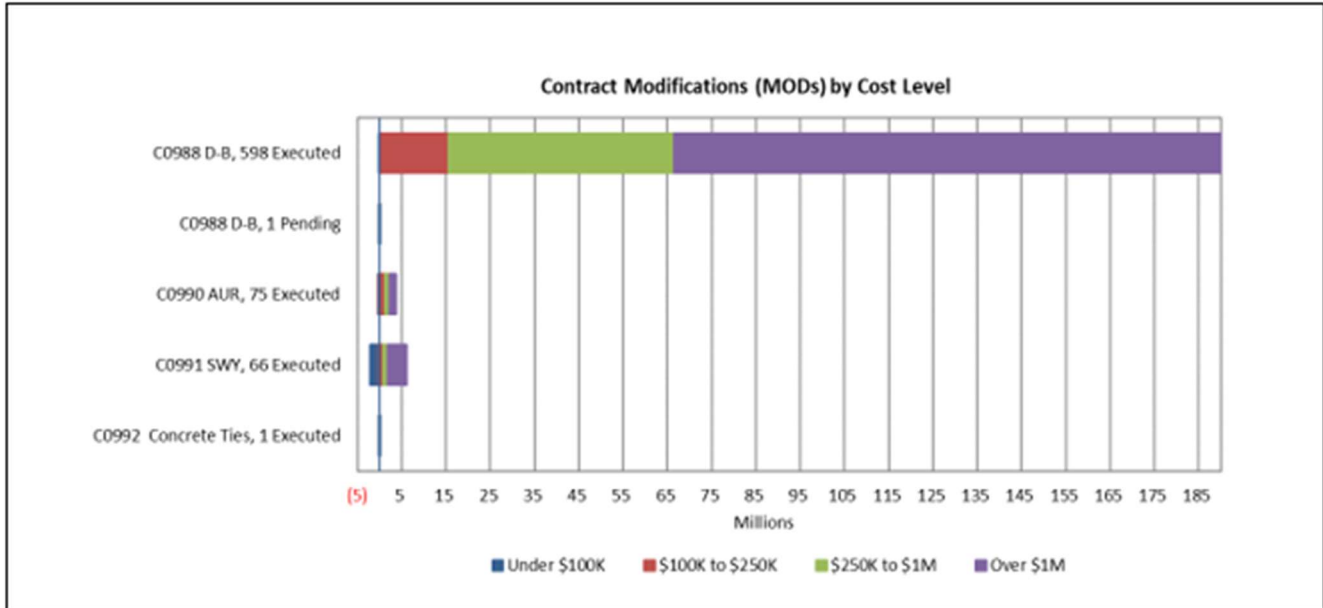
In May 2020, the Board amended the LOP budget by \$90 million, increasing the Total LOP Current Budget to \$2,148 million. The increase included \$14.2 million for additional unallocated contingency. The drawdown plan is correlated to anticipate risk trends and measures drawdown moving forward.

Included in the project contingency drawdown is a 3% project reserve threshold. The Board is to be notified when it becomes necessary to drawdown contingency below the project reserve line to cover project costs. This notification request was adopted by the Metro Board of Directors in September 2012. In February 2017, the project contingency drawdown curve went below the 3% project reserve level, and the Board was notified.

This month, \$128,950 was drawn down from contingency. The remaining total project contingency (allocated and unallocated) is \$1,255,061.

PROJECT COST CONTINGENCY (through 30-June-2023)					
UNITS IN DOLLARS					
	Original Contingency	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(172,115,989)	(128,950)	(172,244,939)	1,255,061
Allocated Contingency	40,366,792	(40,366,792)	-	(40,366,792)	-
Total Contingency	213,866,792	(212,482,781)	(128,950)	(212,611,731)	1,255,061

Summary of Contract Modifications



	C0988	C0990	C0991	C0992	Total
	598 Executed	75 Executed	66 Executed	1 Executed	
Under \$100K	\$ 198,706	\$ (70,251)	\$ (2,139,089)	\$ 81,738	\$ (1,928,896)
\$100k to \$250K	\$ 15,530,314	\$ 1,280,184	\$ 1,005,202	\$ -	\$ 17,815,700
\$250K to \$1M	\$ 50,872,850	\$ 984,662	\$ 877,078	\$ -	\$ 52,734,591
Over \$1M	\$ 124,014,264	\$ 1,417,202	\$ 4,123,138	\$ -	\$ 129,554,604
Total Contract MODs	\$ 190,616,134	\$ 3,611,797	\$ 3,866,329	\$ 81,738	\$ 198,175,998
Contract Award Amount	\$ 1,272,632,356	\$ 7,827,500	\$ 172,312,695	\$ 2,161,297	\$ 1,454,933,848
% of Contract MODs	14.98%	46.14%	2.24%	3.78%	13.62%

Five hundred and ninety-eight (598) changes with a total value of \$190.62 million have been executed since the award of Contract C0988. There is one (1) change with a total value of \$0.01 million pending the administrative approval process.

Seventy-eight (78) changes with a total value of \$3.61 million have been executed for the completed Contract C0990.

Fifty-eight (69) changes with a total value of \$3.87 million have been executed since the award of Contract C0991.

One (1) change with a value of \$81,738 was executed for the completed Contract C0992.

Percent of Contract modifications equals the total Change modifications divided by the Contract Award amount.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Contract C0988 Crenshaw/LAX Transit Corridor Design-Build

(Reported Data as of June 2023)

- **DBE Goal (Design)** – A numerically expressed percentage of funds apportioned to Design Contracts and is calculated based upon the relative availability of DBE firms as compared to all firms in the relevant geographic market area. **20.00%**
- **Current DBE Commitment** - Contract DBE Committed Dollars divided by Total Contract Value for Design or Construction. **\$29,700,639 (20.00%)**
- **Current DBE Participation - Total amount** paid to date to DBEs divided by the amount paid to date to Prime. **\$30,425,935 (20.49%)**

Twenty-Six (26) Design subcontractors have been identified to-date.

- **DBE Goal (Construction)** – A numerically expressed percentage of funds apportioned to Construction Contracts and is calculated based upon the relative availability of DBE firms as compared to all firms in the relevant geographic market area. **20.00%**
- **DBE Commitment** - Contract commitment divided by current contract value for Construction **\$261,207,536 (20.00%)**
- **Current DBE Commitment**- Actual commitments as Construction work is awarded **\$354,337,282 (27.13%)**
- **Current DBE Participation - Total amount** paid to date to DBEs divided by the amount paid to date to Prime (\$1,312,815,964) **\$376,559,923 (28.68%)**

Three hundred eighty-six (386) Construction subcontractors have been identified to-date.

PROJECT LABOR AGREEMENTS (PLA)

Contract C0988 Crenshaw/LAX Transit Corridor Design-Build

(Reported Data as of May 2023)

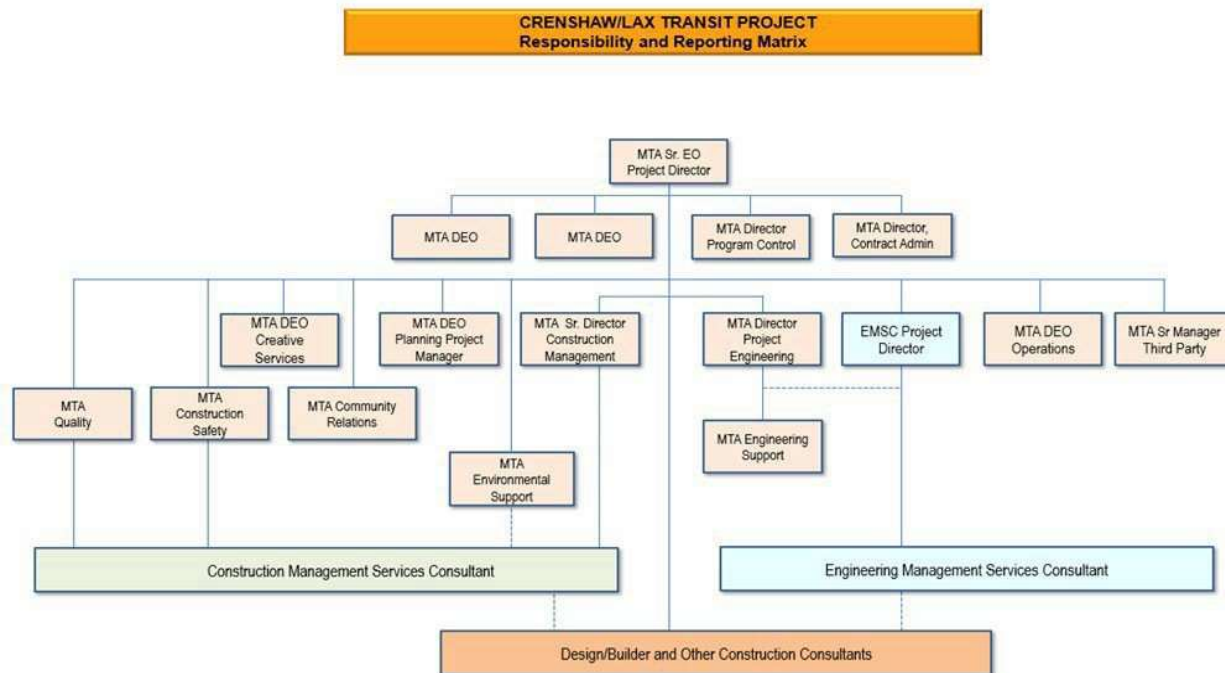
- **Targeted Worker Goal** – Construction work to be performed by residents from Economically Disadvantaged Areas of LA County **40.00%**
- **Targeted Worker Current Attainment** **60.11%**
- **Apprentice Worker Goal** – Construction work to be performed by Apprentices **20.00%**
- **Apprentice Worker Current Attainment** **23.45%**
- **Disadvantaged Worker Goal** – Construction work to be performed by Disadvantaged Workers whose primary place of residence is within LA County **10.00%**
- **Disadvantaged Worker Current Attainment** **10.29%**

FINANCIAL/GRANTS

CRENSHAW \$M									
JUNE 2023									
STATUS OF FUNDS BY SOURCE									
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED TO FUNDING SOURCE \$	%
	FEDERAL - CMAQ	68.200	137.100	137.100	137.100	100%	137.100	100%	137.100
FEDERAL - SECTION 5309 BUS CAPITAL	8.600	8.563	8.563	8.563	100%	8.563	100%	8.563	100%
FEDERAL - REGIONAL STP	20.000	103.307	103.307	103.307	100%	103.307	100%	103.307	100%
FEDERAL - ALTERNATIVE ANALYSIS	1.200	1.200	1.200	1.200	100%	1.200	100%	1.200	100%
FEDERAL - TIGER II	-	13.904	13.904	13.904	100%	13.904	100%	13.904	100%
STATE REGIONAL IMPROVEMENT PROG	36.522	36.600	36.600	36.600	100%	36.600	100%	36.600	100%
STATE PPM	0.178	0.179	0.179	0.178	100%	0.178	100%	0.179	100%
STATE PROP 1B PTMISEA	201.200	128.950	128.950	128.950	100%	128.950	100%	128.950	100%
STATE PROP 1 B LOCAL PARTNERSHIP PROGRAM	-	49.529	49.529	49.529	100%	49.529	100%	49.529	100%
MEASURE R - TIFIA LOAN	545.900	545.900	545.900	545.900	100%	545.900	100%	545.900	100%
MEASURE R 35%	661.100	245.600	245.600	432.240	176%	432.240	176%	432.240	176%
CITY CONTRIBUTION	52.400	101.707	101.707	98.250	97%	89.950	88%	80.707	79%
GENERAL FUNDS		54.300	54.300	54.300	100%	54.300	100%	54.300	100%
MISC. REVENUE - LEASE REVENUE		1.700	1.700	1.761	104%	1.761	104%	1.761	104%
PROPOSITION C 25% HIGHWAY	148.900	454.562	454.562	460.757	101%	460.757	101%	460.757	101%
PROPOSITION C 40% DISCRETIONARY	-	0.000	0.000	-	-	-	0%	-	0%
PROPOSITION A 35% RAIL CAPITAL	4.800	209.700	209.700	15.283	7%	4.850	2%	4.850	2%
MEASURE M 35%		55.200	55.200	55.201	100%	55.201	100%	55.201	100%
TOTAL	1,749.000	2,148.000	2,148.000	2,143.023	100%	2,124.290	99%	2,115.046	98%
NOTES:									
1 EXPENDITURES ARE CUMULATIVE THROUGH JUNE 2023									
2 TOTAL NEW LOP APPROVED IN MAY 2020 IS \$2,148M.									
3 ORIGINAL BUDGET BASED ON BOARD APPROVED OCTOBER 2011 FUNDING/EXPENDITURE PLAN.									
4 BILLED AMOUNT TRANSFER FROM MR TO PA PENDING									

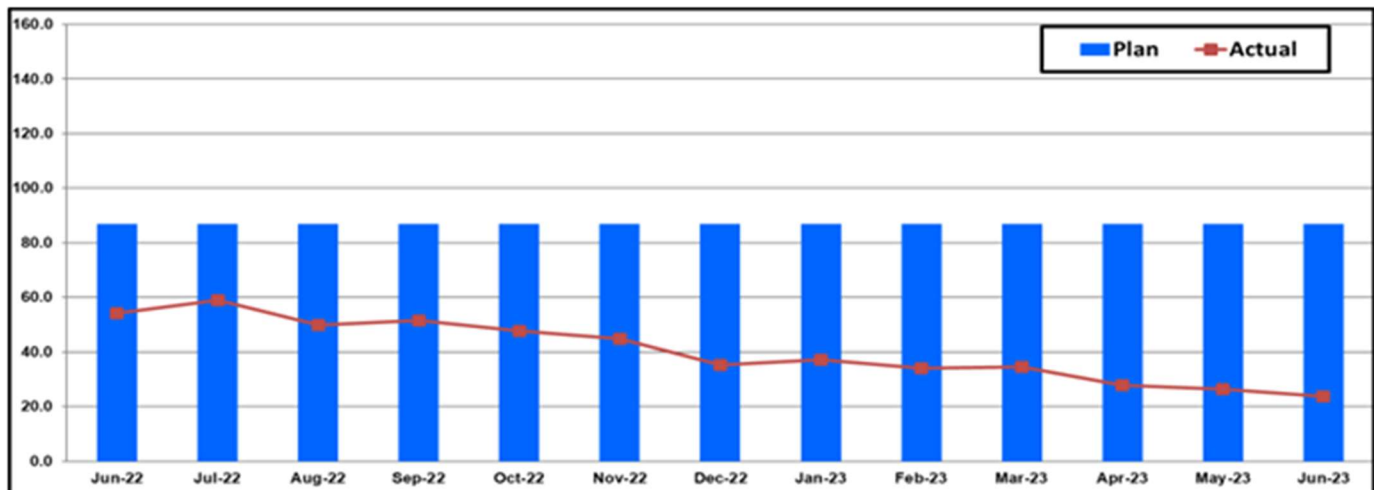
PROJECT ORGANIZATION AND STAFFING

The design-build contract is being managed by joint team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO).

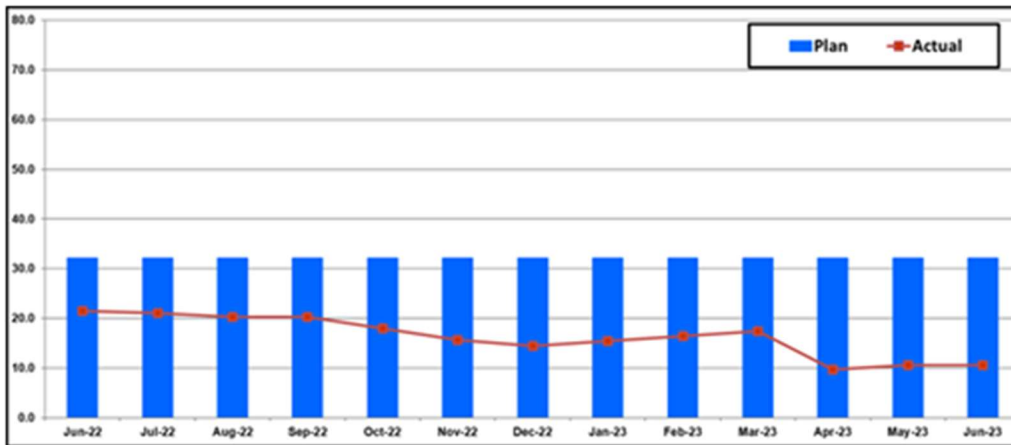


The project staffing charts have been updated with a revised FY23 staffing plan. The overall FY23 Total Project Staffing Plan averages 86.8 Full-Time Equivalent (FTEs) per month consisting of 32.1 for Metro Agency staff, 44.5 for Construction Management Support Services Consultant, and 10.2 for Design and Engineering Support Services Consulting staff.

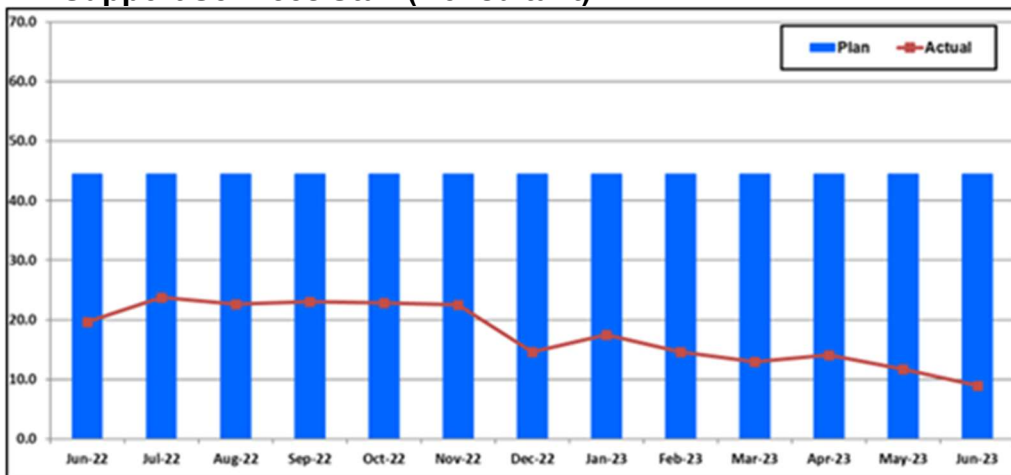
For June 2023, total project staffing were 23.8 FTEs for the month consisting of 10.6 FTEs for Metro’s project administration staff, 9 FTEs for Construction Management Support Services Consultant and 4.2 FTEs for Design and Engineering Support Services Consulting staff.



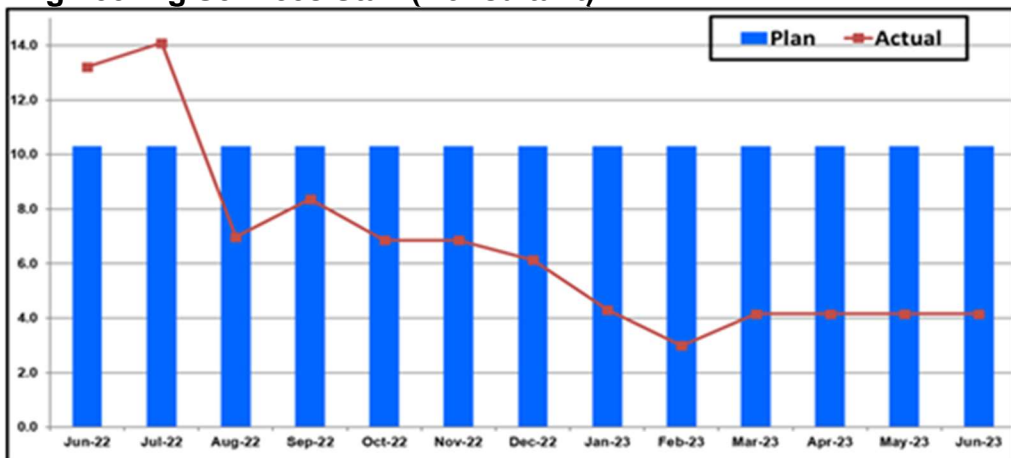
Metro Staff



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.

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

REAL ESTATE

- Acquisition settlement reached for remaining acquisition case for the property located at 320 North Eucalyptus Avenue, Inglewood 90302 APN: 4020-021-003. However, the settlement is subject to changes with the mitigation costs which may result in a settlement increase. The settlement increase will require further negotiations and approvals.
- There are two (2) relocation cases with final claims pending for displaced businesses (Bold and Beautiful and Youth Justice Coalition).

QUALITY ASSURANCE

- Metro Outstanding Non-Conforming Reports have been closed.

ENVIRONMENTAL

- LA Sanitation continues to perform quarterly inspections of the Crenshaw Project's water meters and connections.
- EMS and Environmental Compliance Progress meetings concluded in the prior reporting period.
- The final archaeological/paleontological resources report is currently being compiled and curation agreements are being drafted with local museums to hand over the artifacts found on this Project.

CONSTRUCTION/COMMUNITY RELATIONS

- Preparation of construction notices for the two major activities (left turn arm installation and waterline installation).
- Ongoing management of inquiries received on Project email and hot line including provision of information regarding cameras taking pictures at intersections along Crenshaw Blvd.
- Assist in preparation for K Line Post-Construction Survey.
- Continued collaboration with Operations Team to prepare for stakeholder outreach to inform of K Line Operations Plan options.
- Responding to ongoing issues related to construction of parking lot and demolished buildings in Inglewood.
- Key stakeholder outreach and briefings including the Airport Community and CLC for the K Line Operational Plan options.

CREATIVE SERVICES


- Continued coordination of interim and permanent wayfinding signage service plan
- Ongoing Punch-Out Contract coordination for art, signage & customer information
- Ongoing QA/QC of station signage elements
- Ongoing completion of CLAX contractor Art Program close out items

SAFETY and SECURITY


- WSCC has not conducted or participated in weekly safety walks due to no safety manager on site and no monthly safety walks being conducted. The “K” line is under revenue service.
- Metro Safety continues to support the Crenshaw/LAX Punch Out Work Contract Project # C1217 with Griffith Company.
- Participated in the 07/10/2023 Pre-Bidders Pavement walk thru with DEO Mark Van Gessel and Jim Schronk at EXPO Station – 8:00 am until 11:00 am.
- Monitored underground stations and alignment along the “K” line.
- Total Days Away (DART) Injury Rate: Eight (8) Days Away from Work (DART) Injuries is 0.14. The National Ave is 1.3.
- Project to Date – Total Days Away Rate (561 Days Away from Work) is 12.2. (No National Published Rate).
- Contract C0988 (WSCC) completed 687.87 work hours with (0) recordable/Days Away from Work injury for the month of June 2023. Total Project to Date work hours is 12,059,920.12 with a total of one hundred and two (102) recordable incidents. The Project Recordable Rate is 1.69
- The Bureau of Labor Statistics (BLS) average recordable rate per 200,000 work hours is 2.4.

Contract C1217 Status

Crenshaw/LAX - Construction Punch Out Work

<p>Design Consultant: Mott McDonald CM Consultant: Stantec Contractor: Griffith Company</p>	<p>Contract No.: C1217</p> <p>Status as of June 2023</p>																													
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> - Work needed in support of K-Line opening was completed. including tree trimming, signs, radio fiber, water line on Florence, by 10/31/2022. - Completed traffic signal @ Florence & West. - Step-up transformer procurement continues. - Procurement of 24" waterline is delivered to storage. - Map cases are delivered and installed without power. - Final Wayfinding signs are installed for Regional Connector opening. 	<p>Areas of Concern and Opportunities:</p> <ul style="list-style-type: none"> - Completion of items listed under milestone 1 prior to CLAX Revenue Service are critical. Few items were not completed but did not affect K-Line opening. - Availability of 24" waterline is reported as delayed by 3 months. Metro has requested an extension to the permit from Waterboard and has received one year extension. - Remaining work is added to Milestones 2 and 3, as part of an administrative change 																													
<p>Schedule Assessment:</p> <p>SCHEDULE INTEGRATION SYSTEM, Bar Graph Schedule (SECTION 01 29 78)</p> <ul style="list-style-type: none"> - Contract requires a schedule baseline to be submitted for Metro approval within 14 days after NTP. <ul style="list-style-type: none"> o Baseline schedule is approved. o Contractor is working on schedule update and narrative as of 10/29/22 	<p>Cost Assessment:</p> <ul style="list-style-type: none"> - Contract to Griffith Company was awarded for \$6,777,065 million. - Pay Applications #3, #4, #5 and #6 were submitted to account payable and paid. - PA#7 for May 2023 draft is provided on 6/12/23 and additional information is requested by Metro. - Note: TCO (Traffic Control Officer) charges are paid by Metro and back charged to contractors. 																													
<p>Schedule Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th> <th style="text-align: right; border-bottom: 1px solid black;"><u>Dates/Calendar Days</u></th> </tr> </thead> <tbody> <tr> <td>1. Date Award:</td> <td style="text-align: right;">August 8, 2022</td> </tr> <tr> <td>2. Notice to Proceed:</td> <td style="text-align: right;">August 25, 2022</td> </tr> <tr> <td>3. Original Substantial Completion Duration:</td> <td style="text-align: right;">600 CD</td> </tr> <tr> <td>4. Current Substantial Completion Duration:</td> <td style="text-align: right;">600 CD</td> </tr> <tr> <td>5. Elapsed Time from NTP:</td> <td style="text-align: right;">309 CD</td> </tr> <tr> <td>6. Elapsed Time Percentage:</td> <td style="text-align: right;">51.5%</td> </tr> </tbody> </table>		<u>Dates/Calendar Days</u>	1. Date Award:	August 8, 2022	2. Notice to Proceed:	August 25, 2022	3. Original Substantial Completion Duration:	600 CD	4. Current Substantial Completion Duration:	600 CD	5. Elapsed Time from NTP:	309 CD	6. Elapsed Time Percentage:	51.5%	<p>Cost Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 70%;"></th> <th style="text-align: right; border-bottom: 1px solid black;"><u>\$ in millions</u></th> </tr> </thead> <tbody> <tr> <td>Award Value:</td> <td style="text-align: right;">\$6,777,065.00</td> </tr> <tr> <td>Executed Modifications:</td> <td style="text-align: right;">\$ 137,436.36</td> </tr> <tr> <td>Approved Change Orders:</td> <td style="text-align: right;">\$ 0</td> </tr> <tr> <td>Current Contract Value (1+2+3):</td> <td style="text-align: right;">\$6,914,501.36</td> </tr> <tr> <td>Incurred Cost (Thru October 2022):</td> <td style="text-align: right;">\$ 3,279,091.76</td> </tr> <tr> <td>Total Dollars paid Percentage:</td> <td style="text-align: right;">47.4%</td> </tr> </tbody> </table>			<u>\$ in millions</u>	Award Value:	\$6,777,065.00	Executed Modifications:	\$ 137,436.36	Approved Change Orders:	\$ 0	Current Contract Value (1+2+3):	\$6,914,501.36	Incurred Cost (Thru October 2022):	\$ 3,279,091.76	Total Dollars paid Percentage:	47.4%
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MS#3, Substantial Completion	NTP+ 600CD	4/16/24	4/16/24	0																										

Contract C1221 Status
Crenshaw/LAX – K-Line Paving and Improvements

Design Consultant: Mott McDonald CM Consultant: Stantec Contractor: TBD	Contract No.: C1221 Status as of June 2023																													
Progress/Work Completed: <ul style="list-style-type: none"> - Scope of work is finalized. - DEOD Goal Evaluation form is submitted and approved. - Design Packages were uploaded on 4/27/23. - Contracts is issued for bid on 6/23/23. - Pre-Bid conference is scheduled for 7/6/23. 	Areas of Concern and Opportunities: <ul style="list-style-type: none"> - New scope items identified are added to the scope. - Any additional scope would be considered as changes to the contract during construction. - Budget remains a concern as scope is added by others and contract is being advertised. 																													
Schedule Assessment: SCHEDULE INTEGRATION SYSTEM, Bar Graph Schedule (SECTION 01 29 78) <ul style="list-style-type: none"> - Contract requires a schedule baseline to be submitted for Metro approval within 14 days after NTP. - Tentative dates are: <ul style="list-style-type: none"> o Advertised on June 23rd, 2023. o NTP in planned for October 26th, 2023. o Substantial Completion forecast October 2024. 	Cost Assessment: <ul style="list-style-type: none"> - REQ is approved for \$6.2 million. - Metro estimating is finalizing bid estimate. 																													
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7. Award Value:	\$ TBD																													
8. Executed Modifications:	\$ 0																													
9. Approved Change Orders:	\$ 0																													
10. Current Contract Value (1+2+3):	\$ TBD																													
11. Incurred Cost (Thru November 2022):	\$ 0																													
12. Total Dollars paid Percentage:	0%																													
Contract Milestones: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Milestone</th> <th>Original Contract</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance Calendar Days</th> </tr> </thead> <tbody> <tr> <td>MS#1, Substantial Completion</td> <td>NTP + 365 Days</td> <td>TBD</td> <td></td> <td align="center">0</td> </tr> <tr> <td>MS#2, Install infrastructure and support during Video Wall installation.</td> <td>NTP + 120 Days</td> <td>TBD</td> <td></td> <td align="center">0</td> </tr> </tbody> </table>	Milestone	Original Contract	Current Contract	Forecast	Variance Calendar Days	MS#1, Substantial Completion	NTP + 365 Days	TBD		0	MS#2, Install infrastructure and support during Video Wall installation.	NTP + 120 Days	TBD		0	Construction Physical percentage complete: <ul style="list-style-type: none"> - Design is estimated at 100% Complete. - Final Drawings and technical specifications are finalized and provided to Metro on 6/14/23. 														
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CHRONOLOGY OF EVENTS

November 2011	Board approved the Life-of-Project Budget of \$1.749 billion.
December 30, 2011	Received Record of Decision from FTA.
March 12, 2012	Received Statement of Qualifications for Contract C0988 C/LAX Transit Corridor.
May 30, 2012	Awarded Contract No. C0990 C/LAX Advanced Utility Relocations to Metro Builders and Engineers Group LTD.
May 23, 2013	Board amended the Agency's FY14 Proposed Budget to include funding of \$80 million for an underground station at Leimert Park Village as part of the baseline project.
June 27, 2013	The Board awarded Contract C0988 Crenshaw/LAX Transit Corridor to Walsh-Shea Corridor Constructors
September 10, 2013	Issued Notice to Proceed to Walsh-Shea Corridor Constructors, Contract C0988 Crenshaw/LAX Transit Project.
December 5, 2013	The Board approved Memorandum of Understanding with the Los Angeles World Airports for a parallel design and possible construction modifications near Aviation/ Century Station to accommodate elements of LAWA's SPAS.
December 5, 2013	The Board awarded Contract C0992 with Rocla Concrete Tie, Inc, for the procurement of concrete ties and assembly items.
January 21, 2014	A Groundbreaking Ceremony was held at the Crenshaw/Exposition Station.
January 23, 2014	The Board awarded Contract C0992A Rail and Bumping Posts to LB Foster Rail Technologies Corp.
August 21, 2014	Substantial Completion issued for Advanced Utility Relocations Contract C0990.
May 28, 2015	The Board awarded Contract C0991 Division 16: Southwestern Yard to Hensel Phelps/Herzog JV. Also increased by \$22.0 million the Life of Project Budget for the Southwestern Yard Project to a new amount of \$307.2 million.
May 28, 2015	The Board approved Design Option 3 for the track alignment to accommodate the future Metro Connector Transit Station (96 th St. Station).

CHRONOLOGY OF EVENTS (continued)

June 29, 2015	Issued Notice to Proceed to Hensel Phelps/Herzog JV, Contract C0991 Division 16: Southwestern Yard
April 27, 2016	The Tunnel Boring Machine was launched and drilling from north to south of the alignment started.
May 7, 2016	Held Halfway There Community Celebration at Leimert Park marking the halfway point of the project.
May 27, 2016	Held Groundbreaking Ceremony for the Southwestern Yard (Division 16).
April 6, 2017	The northbound tunnel boring machine completed mining with the hole thru at Leimert Park Station.
June 15, 2018	Restoration of the road over the three underground stations along Crenshaw Blvd. commenced at Leimert Park Station area and the at-grade transition section.
January 30, 2019	Substantial completion achieved by the Southwestern Yard (Division 16) Contract C0991 Contractor, Hensel/Phelps/Herzog JV.
May 28, 2020	The Board amended the Life-of-Project budget by \$90 million for a new total of \$2,148 million. The Project Schedule was revised to reflect a 2021 revenue service date.
March 12, 2022	Partial substantial completion for Segments A and B was issued to the Crenshaw/LAX Transit Project Contract C0988 Contractor, Walsh-Shea Corridor Constructors.
March 30, 2022	Held closing event and celebrated the success of Business Solution Center, and Business Interruption Fund programs.
June 13, 2022	All Emergency Drills are complete.
June 17, 2022	Substantial Completion issued Walsh-Shea Corridor Constructors, Contract C0988 Crenshaw/LAX Transit Project.
June 22, 2022	Held City Partners and Third-Party Collaborators VIP Event at Expo/Crenshaw Station.
June 25, 2022	Held Station Dedication at Leimert Park Station.
June 30, 2022	Held bid opening for “re-bid” of Crenshaw Construction Punch Out Work Contract C1217

CHRONOLOGY OF EVENTS (continued)

July 8, 2022	The Project (K Line) website https://kline.metro.net is live and available to the public
July 23, 2022	Held Station Dedication at Martin Luther King Station.
July 25, 2022	Started initial Pre-Revenue simulation.
August 6, 2022	Held Station Dedication at Hyde Park Station.
August 8, 2022	Award Contract C1217 Crenshaw Construction Punch Out Work to Griffith Company.
August 17, 2022	Los Angeles Sanitation inspected the Project's Industrial Wastewater hookups.
August 20, 2022	Held Station Dedication at Fair View Heights Station.
August 22, 2022	Started full Pre-Revenue simulation.
August 25, 2022	Notice of Termination of the SWPPP submitted and certified by the Legally Responsible Person (LRP).
August 25, 2022	Notice of Proceed issued to Griffith Company for contract C1217 CLAX – Construction Punch-Out Work.
September 13, 2022	Metro Submitted Safety/Security Certification Verification Report (SCVR) to California Public Utility Commission (CPUC) and Metro CEO announced the Opening of the K-Line on 10/7/22.
September 17, 2022	Held Station Dedication at Westchester/Veterans Station
September 28, 2022	California Public Utility Commission (CPUC) approved CLAX Safety/Security Certification Verification Report (SCVR)
October 07, 2022	K-Line (Crenshaw/LAX) grand opening ceremony and system was opened to public for service.