



Metro

April 20, 2023

TO: Distribution

FROM: Mat Antonelli 
Project Manager

SUBJECT: Regional Connector Transit Project
March 2023 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 March 31, 2023.

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 2023



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 2023

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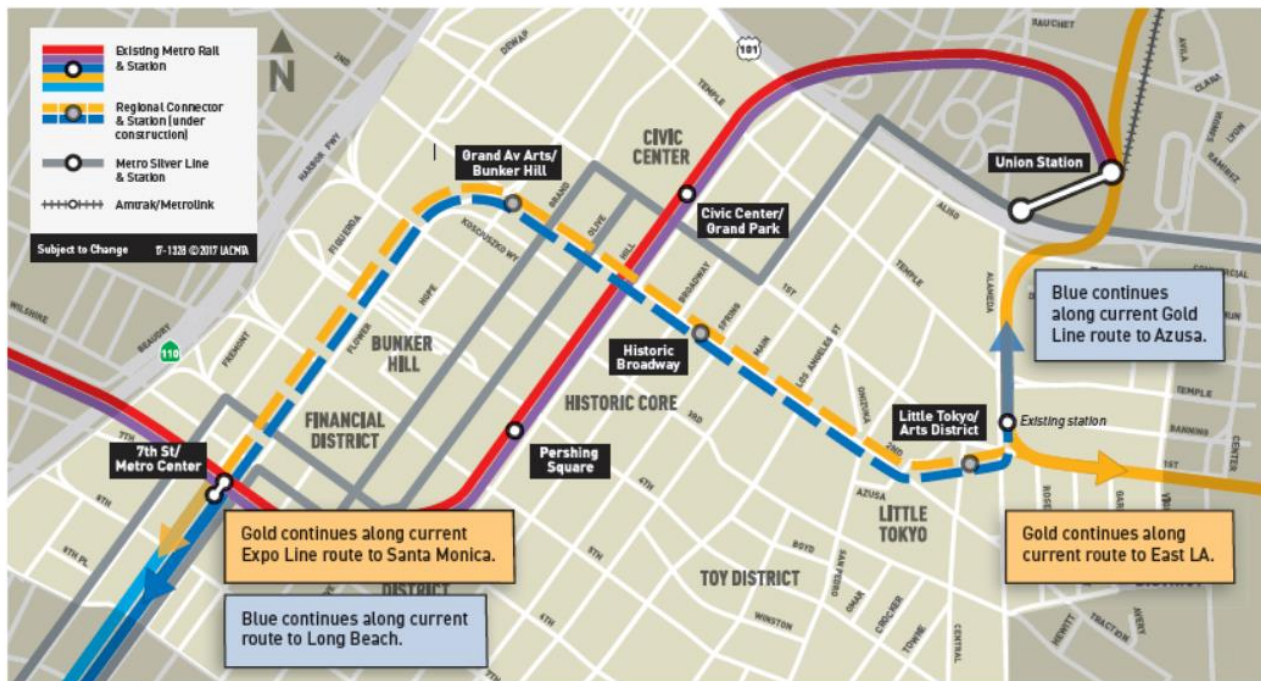
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PROJECT OVERVIEW

Project Background

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

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



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

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

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

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

Major Procurements

Utility Relocation: Advanced Utility Relocation Contract C0981R was awarded to Pulice Construction, Inc. in January 2014, and the Notice to Proceed (NTP) issued on February 18, 2014. Contract C0981R was terminated for convenience on April 14, 2015, and the 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 have been expanded to accommodate the central control functions associated with five new rail lines to include Regional Connector. The Project has contributed \$4.4M towards this expansion (representing a \$400k forecast increase in May 2021). The ROC expansion is complete. Final SIT-2 testing is continuing with 84% completion reported.

Fare Collection: Procurement of Universal Fare System and Ticket Vending Machine (TVM) equipment was completed in January 2018 with award to Cubic Corporation. Equipment installation has advanced rapidly since receiving access to station sites. Installation and testing of all base equipment was completed in January 2023. Additional equipment and features have been requested via a contract modification. The work is expected to be completed in April 2023. No delays to system testing or commissioning are expected.

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 Budget: In January 2017, the Metro Board revised the Life of Project (LOP) Budget for Regional Connector Transit Project 860228 to \$1.756 billion. The LOP budget for Concurrent Non-FFGA activities related to Project 861228 was increased to \$59.4 million in January 2021. Financing costs are estimated at \$14M. A detailed FFGA budget forecast is included under the Project Cost Section of this report.

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

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

Construction and Community Relations: The Construction and Community Relations Team is tasked with promoting the Project and performing public outreach within the communities to keep stakeholders informed of construction activities occurring along the Project alignment. To facilitate 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 24.

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 operators and supervisors across the region has surfaced as a key component to rail activation.

Plans to train operators became reduced as the number of operators was cut nearly 50%. The reduction stems from Operations deciding to limit operator routes to two directions: North/South and East/West rather than opening routes to both options. The agreement with the Operator's Union for the limited approach was successfully negotiated.

This training is now underway and will require continued dedication of time during rail activation to ensure safety.

EXECUTIVE SUMMARY

As of *March 31, 2023*, the Project achieved 99.3% completion based on earned value measurements for design and construction. The focus of the Project is to continue with systems installations and testing, station finishes, and installation of artwork at stations while street and station restorations proceed at the surface. The following is an overview of current activities.

Design Status

While design has been completed, efforts directed toward final RFIs, and quality issues continue to ensure and appropriate handling of field questions.

Construction Status

1st Street Cut & Cover Tunnel & U-Channel: Complete.

Wye Structure: Complete.

Alameda Street Cut & Cover Tunnel & U-Channel: Complete.

Little Tokyo/Arts District Station: In the station box, *completed* handrail grounding *and* handrail lighting *at Public Stairs #1, #2, #3, and #4*. *Continued* and cladding installation at the escalators. In the lower ancillary, *completed* handrail grounding. In the upper ancillary, *completed* handrail grounding. In the Plaza area, *completed* portal roll-up grilles. *Continued* escalator testing, colored concrete paving, cladding at the enclosures, communication installations, *and* bike locker installation.

Reach 1 Tunnels Section (Little Tokyo/Arts District Station to Crossover Cavern): Complete.

Historic Broadway Station: At the platform level, *handrail* grounding, and handrail lighting at Public Stair #3 and #4. At the concourse level, continued escalators, metal ceiling panels, and mosaic tile installation. At the Ancillary level, grounding, and handrail lighting at Public Stair #2. At the Plaza level, *trash receptacle, map cases, handrail, and handrail lighting at Public Stair #1*. *Continued* escalators, handrail, column cladding, enclosure cladding, portal roll-up grilles, communications installations, utility relocations and street restoration.

Reach 2 Tunnel Section (Historic Broadway Station to Grand Av Arts/Bunker Hill Station): Complete.

Grand Av Arts/Bunker Hill Station: At the platform level, *completed* TPIS Monitor retrofit. At the concourse level, *completed* the installation of PL 1-6 elevators. At the Plaza, *completed map case*. Continued metal cladding installation, portal roll-up grille installations, landscaping, bike lockers and communications installations. At the Upper Plaza, *completed map case installation*. *Continued* metal cladding installation and Pedestrian Bridge glass barrier replacement. *Completed* street restoration at Southbound Flower, Northbound Flower Street, Hope Street, and 2nd Place.

Flower Cut & Cover Tunnel: Continued final street restorations.

Schedule Summary

Substantial Completion 1.1 was completed June 27, 2022. It acknowledged completion of the guideway, station platforms, traction power, and train control systems throughout the alignment.

Redefinition of Substantial Completion Milestone 1.2 now includes the balance of SIT-1 testing. These tests demonstrate the safe functionality of the system for full turnover of the Project to Metro Operations. This milestone was achieved December 27, 2022. However, some systems are not fully accepted, requiring specific workarounds to initiate pre-revenue operations.

A third milestone (1.3) will capture the balance of station finishes and street level restorations that are separate from operational testing, training, and safety certification. This milestone is anticipated to be in summer 2023.

Cost Summary

Project costs continue to track within budget. Unallocated contingency as of *March 2023* was \$38 million. The increase in contingency is reflective of Metro's decision to remove COVID-19 from the forecast as it will be managed as an element of the rail program at-large.

To date, the design and construction changes related to base scope represent 9.1% 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 the Project. RCC has notified Metro of work inefficiencies through a formal Request for Change (RFC), however, delivery of supporting evidence and analysis remains undelivered. While RCC asserts impacts to material supply chains, especially related to stainless steel, special trackwork, conduit deliveries, and electrical equipment have occurred leading to subsequent delays to installations and with testing for a net unmitigated impact of 214 days. RCC continues to follow local, state, and federal regulations related to COVID-19 to maintain operations.

Key Management Concerns

Item 1: RCC has not been able to keep pace with the systems testing requirements due to several recurring issues including: insufficient joint-venture and or subcontractor resources; and limited Metro operational resources resulting from emergencies elsewhere in the rail network.

Status/Action: RCC have re-sequenced all remaining activities with status reviewed weekly together with Metro. Priorities are assigned with correlated planning and communication with Metro Operations. These communications look to maintain a coordinated three-part focus (Project, Operations, and RCC) on work needed to effectively progress.

Focused meetings between the Project, Operations and Safety continue to determine the path-forward to completing Rail Activation and initiating fully simulated operations.

Item 2: Concern for noted movement of plenum structure at Historic Broadway Station crossover. Metro engineers, together with RCC's EOR, have reviewed designs and quality documentation to *establish* precisely why deflection of approximately one-half inch has occurred. *It has been determined that the situation is the result of a design error.*

A comprehensive design to correct the situation *has been* reviewed, approved, *and is proceeding with procurement of specialty anchors to support the structure in-place. Construction repairs will commence when the anchors are delivered.* Through each step, safety has been the first consideration. The same attention to safety will prevail as the solution is put into place.

Direct delays to the RSD stemming from the issue have not surfaced. Assuming the issue and its solution progresses as planned, Metro Operations will be able to continue preparations for extended simulated operations by *mid to late* April 2023.

The work will be performed without impact to the schedule. No overall schedule impacts are anticipated from the situation.

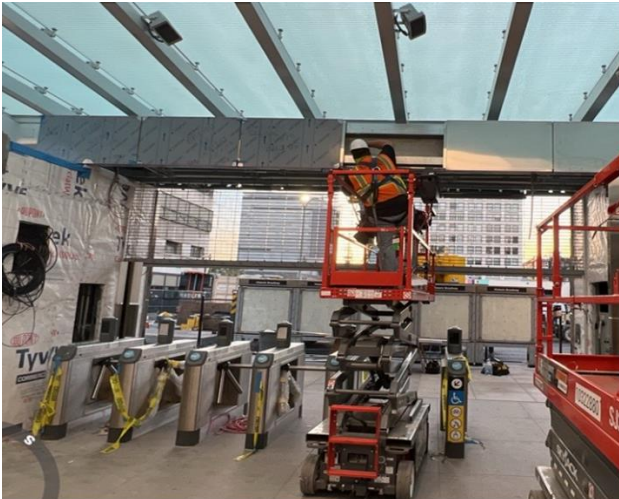
Project Construction Photos



Stainless steel cladding installation around TVM at Little Tokyo/Arts District Station



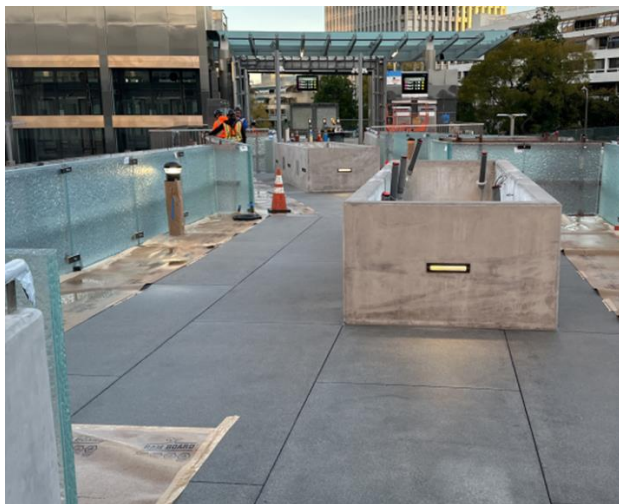
Stainless steel cladding installation at south entry portal at Little Tokyo/Arts District Station



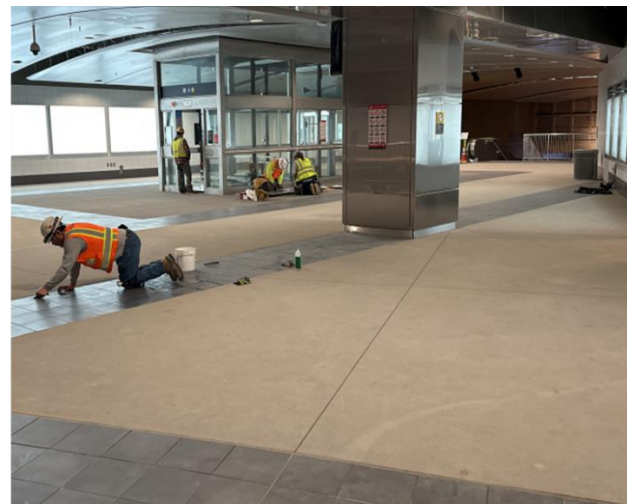
Stainless steel cladding installation at east entry portal at Historic Broadway Station



Mosaic art glass installation progress along north wall at Historic Broadway Station



Pedestrian bridge glass installation at Grand Av Arts/Bunker Hill Station



General clean up at the Concourse Level at Grand Av Arts/Bunker Hill Station









Progress Summary

	Status	Change from Last Month	Comment
Forecast Revenue Service	<i>To be confirmed</i>	None	
Final Design Progress:			
Contract C0980	100%	NA	
Construction Contracts Progress:			
Contract C0981R & C0980	99.3%	0.7%	

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.

Key Milestone Six-Month Look Ahead

	Milestone Date	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23
Complete Pocket Doors at Grand Ave / Bunker Hill Station	09/16/22 A	⬡					
Complete Plaza Granite Paving at Little Tokyo / Art District Station	09/16/22 A	⬡					
Complete Emergency Ventillation Fans at Wye Fan Plant	10/07/22		⬡				
Complete Plaza Concrete Paving at Historic Broadway Station	10/10/22		⬡				
Complete Escalators at Grand Ave / Bunker Hill Station	10/10/22		⬡				
Complete Plaza Architectural Finishes at Grand Ave / Bunker Hill Station	10/21/22		⬡				
Complete Stainless Steel Enclosures at Little Tokyo / Art District Station	11/07/22			⬡			
Complete Elevators at Grand Ave / Bunker Hill Station	11/18/22			⬡			
Complete Plaza Architectural Finishes at Little Tokyo / Art District Station	12/06/22				⬡		
Complete Escalators at Little Tokyo / Art District Station	01/16/23					⬡	
Complete Systems Integration Testing - Phase 1 & 2	02/17/23						⬡
Complete Fare Collection System Installation	01/30/23					⬡	

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

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)	08/2022 01/2023

PROJECT COST

Project Cost Analysis – 860228

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

SCC CODE		FFGA BUDGET	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET/ FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS & TRACK ELEMENTS	280,622	204,691	0	272,628	16	274,451	0	273,966	16	272,620	-8
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	0	239,321	0	238,408	2,469	235,647	325	238,848	-474
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	422,453	0	627,885	1,765	614,751	743	601,200	260	624,373	-3,512
50	SYSTEMS	69,667	73,848	0	76,452	529	71,507	136	67,113	0	73,439	-3,013
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	0	1,216,286	2,310	1,199,116	3,349	1,177,926	600	1,209,280	-7,006
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	0	59,946	0	61,066	0	61,005	0	61,397	1,451
70	VEHICLES	16,275	16,275	0	16,275	0	16,275	0	15,185	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,973	0	404,158	257	393,767	2,087	380,689	0	403,946	-212
	SUBTOTAL (10-80)	1,239,963	1,268,925	0	1,696,666	2,566	1,670,225	5,436	1,634,805	600	1,690,898	-5,767
90	UNALLOCATED CONTINGENCY	135,399	126,892	0	32,675	0	0	0	0	-600	38,442	5,767
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	2,566	1,670,225	5,436	1,634,805	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	19,000	0	20,425	0
	TOTAL PROJECTS (EVN/PLAN'G)		24,200	0	26,500	0	26,500	0	25,075	0	26,500	0
	TOTAL	1,402,932	1,427,132	0	1,770,142	2,566	1,696,724	5,436	1,659,881	0	1,770,142	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAR 2023.

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

Commitments:

Overall commitments increased by \$2.6 million this month to \$1.70 billion, representing 95.9% of the Current Budget.

Expenditures:

Expenditures are cumulative through *March 2023* and increased by \$5.4million this month for costs across the Project. One billion six hundred *sixty* million (\$1.66 billion) in expenditures to date represent 93.8% of the Current Budget.

Current Forecast:

The total current forecast remains equal to the total current budget at \$1,770 million. However, this month unallocated contingency *decreased* by \$0.6 million. The remaining balance amount is considered sufficient to cover the cost for the remainder of the Project.

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	13,548	0	13,548	0
50	SYSTEMS	0	0	5,950	0	5,514	0	5,514	0	5,950	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	0	19,498	0	19,062	0	19,062	0	19,498	0
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	0	38,377	0	38,377	0	37,475	0	38,377	0
70	VEHICLES	0	0	0	0	0	0	0	0	0	0
80	PROFESSIONAL SERVICES	650	0	1,150	0	776	2	476	0	1,150	0
	SUBTOTAL (10-80)	38,878	0	59,025	0	58,215	2	57,013	0	59,025	0
90	UNALLOCATED CONTINGENCY	1,113	0	365	0	0	0	0	0	365	0
100	FINANCE CHARGES	0	0	0	0	0	0	0	0	0	0
	TOTAL PROJECTS (10-100)	39,991	0	59,389	0	58,215	2	57,013	0	59,389	0
	861228 TOTAL	39,991	0	59,389	0	58,215	2	57,013	0	59,389	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAR 2023.

Original Budget:

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

Current Budget:

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

Commitments:

Commitments remained unchanged this month to \$58.2 million which represents 98% of the Current budget.

Expenditures:

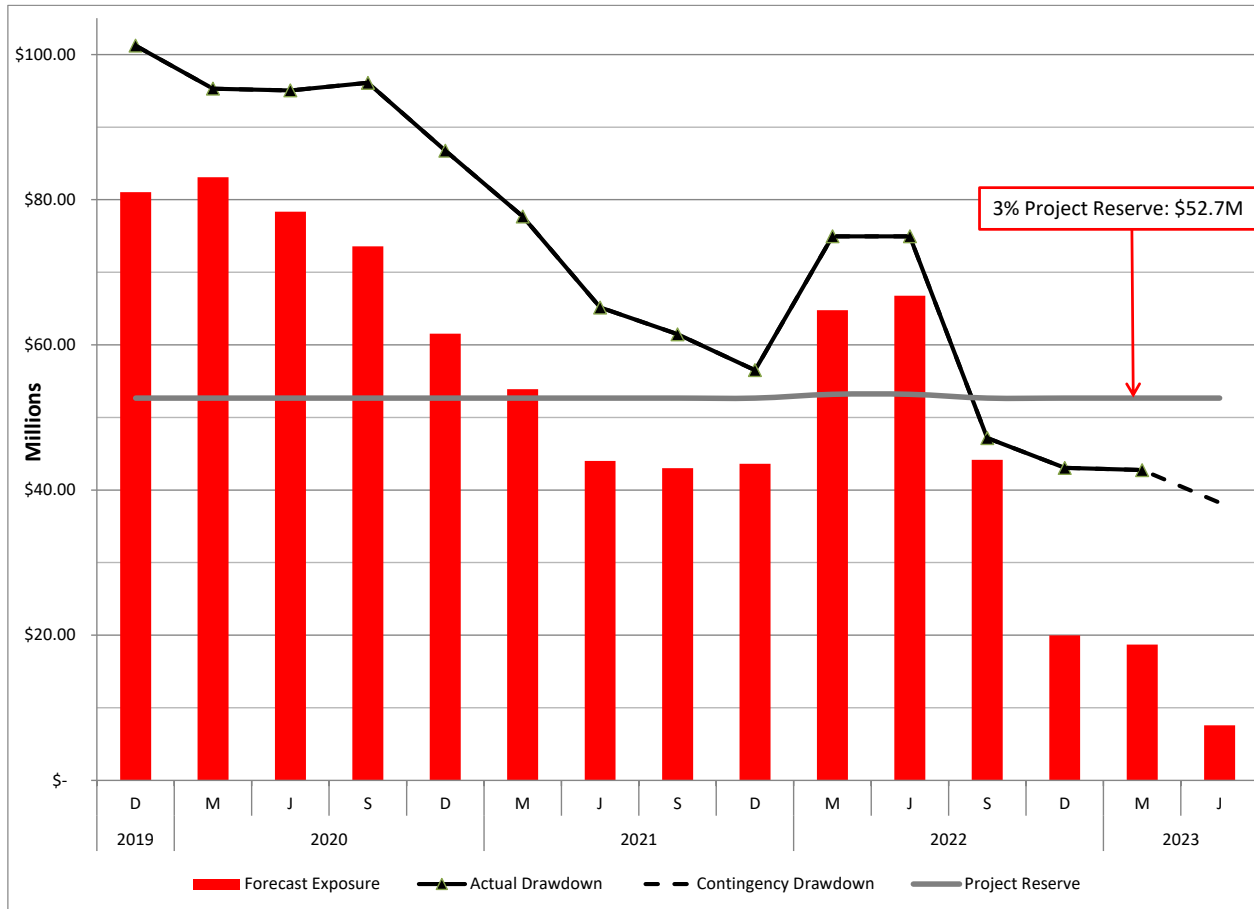
Expenditures are cumulative through *March* 2023 and increased by \$2 thousand this month related to RCC. Fifty-seven million (\$57) in expenditures to date represents 96.0% of the Current Budget.

Current Forecast:

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

PROJECT COST CONTINGENCY						
DOLLARS IN THOUSANDS						
	Original Contingency	LOP Contingency	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	124,919	89,946	(33,431)	(622)	(51,503)	38,442
Allocated Contingency	86,345	92,809	(87,230)	(1,181)	(88,410)	4,398
Total Contingency	211,263	182,754	(120,661)	(1,803)	(139,914)	42,841

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

The Cost Contingency Drawdown curve reflects cost commitments and forecast exposure, thereby providing a depiction of overall contingency status. Basing the drawdown on exposures rather than executed contract modifications eliminates the administrative processing time involved to finalize contract modifications from the drawdown projections. Planned expenditures per quarter have also been updated to reflect the current schedule and risks. The Project reached the 3% Project Reserve (Total Contingency) threshold in 1st quarter of FY23.

In *March* there was a *decrease* of \$0.6 million in unallocated contingency. The Project has been directed to remove COVID-19 risks from the cost forecast with an expected value of \$25 million. The remaining unallocated contingency is \$38 million.

RISK MANAGEMENT

Summary of Risks

As of March 31, 2023 there are three (3) risks remaining to be managed; two (2) medium and one (1) low.

The following details the activity for the quarter:

Top Risks

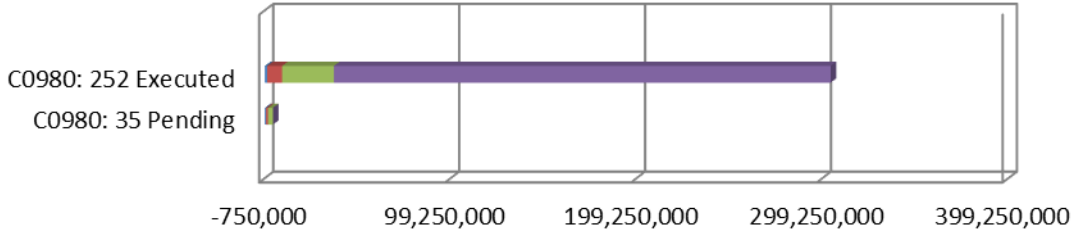
Risk ID	SCC	Risk Description	Risk Rating
504	40	Estimate for Little Tokyo community mitigations for extended Bus Bridge cost rise above the current forecast	4.5
588	20	Hope Pedestrian Bridge glass rail quality issue unacceptable.	3
358	80	Prevailing business loss claims by small businesses may have cost implications.	3

Closed Risks

Risk ID	SCC	Risk Description	Risk Rating
584	80	Ops costs likely to exceed budget due to S/C slips and elongation of Rail Activation	5
580	80	Add'l exposure to cover potential delay cost based on the result of the OP40.	4.5
587	80	Risk to timely self-certification due to late drills and/or systems failure management.	1.5

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C0980		Total
	252 Executed	35 Pending	
■ Under \$100K	1,248,242	703,328	1,951,570
■ \$100K to \$250K	8,067,843	1,020,000	9,087,843
■ \$250K to \$1M	27,866,244	2,629,500	30,495,744
■ Over \$1M	267,196,680	-	267,196,680
Total Contract MODs	304,379,009	4,352,828	308,731,837
Contract Award Amount	927,226,995	927,226,995	
% of Contract MODs	32.8%	0.5%	

Note:

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

Two hundred and *fifty-two* (252) changes with a total value of \$304.4 million have been executed since NTP of Contract C0980. An additional 35 changes, with a total estimated value of \$4.4million, are pending. Of the \$304.4 million in executed modifications, \$30.3M are funded from Eastside Access Project, Non-FFGA Project, and Metro Ops \$5.0M, \$19.4M, and \$5.9M, respectively.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of *February* 2023:

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	\$17.1M (22.63%)
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	24.48%

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	\$207.9M (18%)
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	21.15%

Construction DBE sub-contractors that have been identified increased to one hundred thirty-six (136).

PROJECT LABOR AGREEMENTS (PLA)

As of *February* 2023:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	62.73%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	20.23%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged Workers who are residents of the United States	10.00%
Disadvantaged Worker Current Attainment	10.64%

FINANCIAL/GRANT

Status of Funds by Source

March 2023

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	\$64.00	\$228.01	\$64.00	\$179.11	79%	\$142.26	62%	\$64.00	28%
FEDERAL - SECTION 5309 NEW STARTS	\$669.90	\$669.90	\$669.90	\$669.00	100%	\$669.00	100%	\$661.30	99%
FEDERAL - SECTION 5309 NEW STARTS - AMERICAN RESCUE PLAN ACT		\$ 59.23	\$59.23	\$59.23	100%	\$59.23	100%	\$59.23	100%
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%	\$18.11	100%	\$18.11	100%
STATE PROPOSITION 1A HSRB *	\$114.87	\$114.87	\$114.87	\$114.87	100%	\$114.87	100%	\$114.87	100%
STATE PROPOSITION 1B PTMISEA **	\$149.50	\$135.16	\$135.16	\$135.16	100%	\$135.16	100%	\$135.16	100%
STATE STIP RIP	\$2.59	\$19.55	\$15.90	\$19.55	100%	\$19.55	100%	\$10.69	55%
STATE CAPITAL PROJECT LOANS - OTHERS ***	\$132.47	\$220.66	\$236.38	\$224.14	102%	\$224.14	102%	\$224.14	102%
MEASURE R	\$27.57	\$0.00	\$0.00	\$0.00	0%	\$0.00	0%	\$0.00	0%
CITY OF LOS ANGELES	\$41.98	\$41.98	\$41.98	\$41.98	100%	\$41.98	100%	\$41.98	100%
ROW LEASE REVENUES	\$64.25	\$19.85	\$19.85	\$19.85	100%	\$19.85	100%	\$19.47	98%
GENERAL FUND - METRO	\$0.00	\$85.21	\$79.80	\$72.42	85%	\$72.42	85%	\$60.81	71%
TOTAL	\$1,427.13	\$1,755.84	\$1,598.49	\$1,696.73	97%	\$1,659.88	95%	\$1,553.07	88%

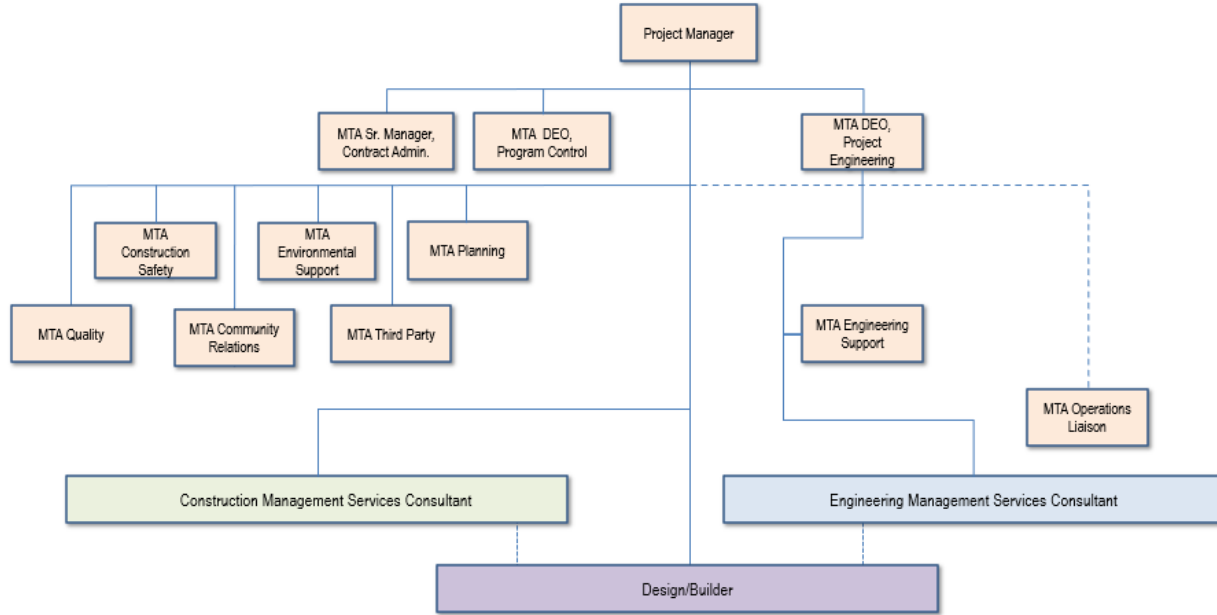
NOTES:

1. EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2023.
 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.

State Capital Project Loans require reconciliation.

PROJECT ORGANIZATION AND STAFFING

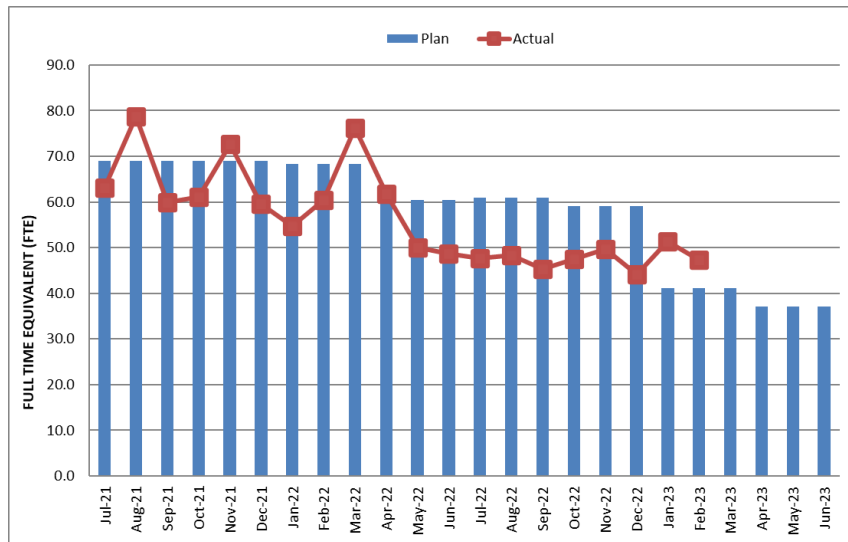
The D/B contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).



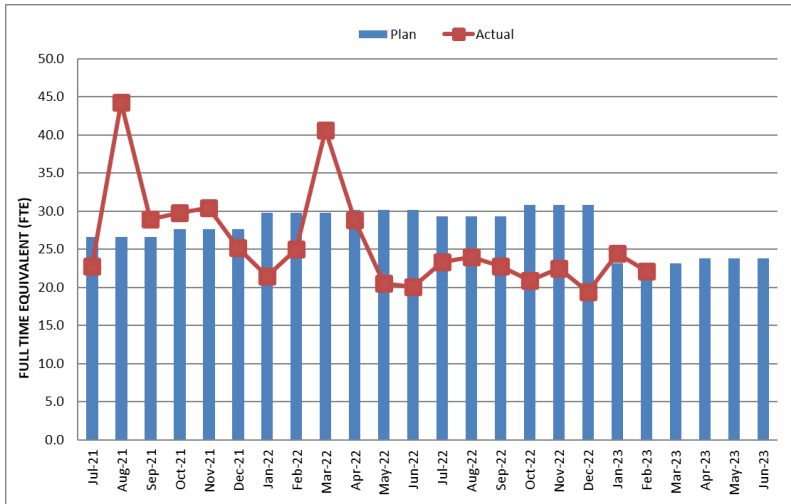
Updated: 03/2021

The overall FY23 Total Project Staffing plan averages 49.5 FTEs per month. The total actual project staffing for *February* 2023 was 47.37; 22.14 FTEs for Metro's Project Administration staff and 25.2 FTEs for consulting staff. Consulting staff FTEs are based on monthly invoice billable hours. Review of staffing plans is on-going to ensure staffing needs are appropriately managed. Metro August and March actual FTEs doubled the forecast number due to Bus Bridge closure, Operations training, and incorrect charging. Corrections will be adjusted.

Total Project Staffing – Metro and Consultants



Metro Staff



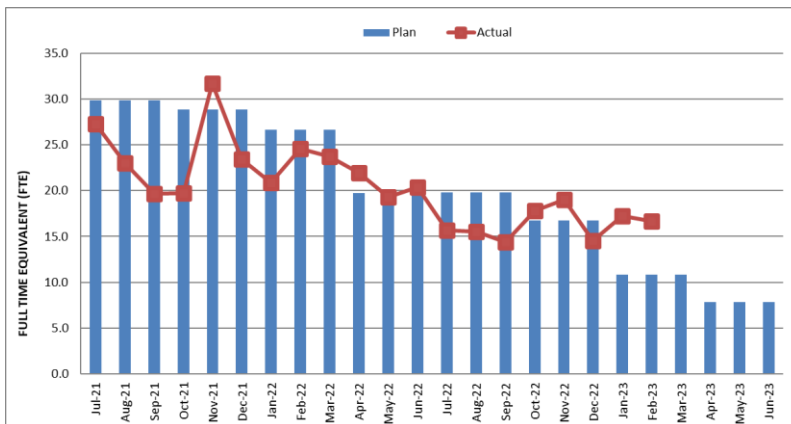
Staffing by Group

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

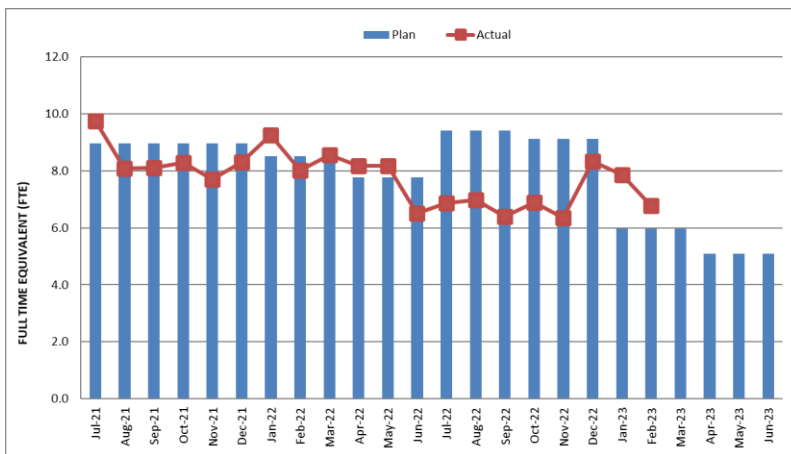
Metro staffing includes full-time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

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 February 2023

REAL ESTATE

Open Real Estate Matters

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. The City Council approved the agreement in early May. The agreement has been signed, pending original to open escrow. Once escrow is opened LADWP will provide the executed deeds. Coordinating with LADWP on finalizing deed for execution. Metro has executed escrow documents and submitted payment, pending LADWP executed escrow documents. Documents executed during the period, pending a final exhibit to close. Title required new legal and plat for permanent the interest, both documents have been prepared and submitted to title for review. There were no changes in February.

2nd and Hope

- City of Los Angeles Parcel - The City agreed to the transfer based on the City's and LACMTA's Memorandum of Agreement. The City finalized conveyance documents and is coordinating council action to approve. The City approved the motion, LACMTA Real Estate coordinating with City of LA BOE on next steps to transfer property. The Project has approved the purchase price, Real Estate coordinating with City on transaction process. The City confirmed the property is subject to the Surplus Land Act. City staff is working on a Council motion to declare the property as exempt surplus property. Once the motion/declaration is approved, the City can proceed with transfer. The City has received all City approvals and has forwarded the exempt surplus property request to Housing and Community Development for concurrence of the transfer. Purchase and Sale Agreement with the City for review and approval by Council. PSA has to be approved by the Public Works Committee, scheduled for early January 2023. PWC approved the sale, pending City Council approval which is the last step before a PSA can be executed. All City approvals received, Metro executing PSA.
- The GTK Way: A settlement has been reached; purchase agreement from the City is pending. City and Metro have negotiated the final PSA, pending Council motion approving PSA, City staff is coordinating. Escrow expected to close in mid-December. PSA has to be approved by the City of Los Angeles Public Works Committee, scheduled for early January 2023. PWC approved the sale, pending City Council approval which is the last step before a PSA can be executed. All City approvals received, Metro executing PSA.

QUALITY ASSURANCE

Metro QA performed the following activities during the month of *March* 2023:

- Performed oversight verification of RCC's design and construction activities.
- Attended CQWP and "Readiness Review" meetings with RCC.
- Reviewed and provided comments on RCC's Quality related submittals.
- Attended daily meeting/briefing, CMSS personnel.
- Attended weekly Quality Review Meetings and weekly SIT with RCC Quality Management.
- Reviewed test results for Portland Cement Concrete, Soils Testing, Asphalt Testing and Non-Destructive Testing of Welding, OCS testing/commissioning, inspect/review Train control System Integration Testing results (SITs), Sealing water leaks repair observation/inspection and reports review, Communication testing/reports review-Commissioning, electrical system testing/reports review and commissioning, and as-built submittals review.
- Metro issued three (3) Non-Conformance Reports (NCR) during this period. C0980-NCR-2023-04 was to the Contractor for failing to install gutter/wires per manufacturer or NEC requirements. C0980-NCR-2023-05 was issued to the Contractor for installing pieces/panels of glass railing that do not comply with requirements at the Pedestrian Bridge. C0980-NCR-2022-12 Rev 01 was issued for damage to architectural concrete.
- Metro closed NCR C0980-NCR-2022-06 during the period.

As of *March 31*, 2023 there have been a total of 146 NCRs issued by RCC; six (6) of which remain open.

ENVIRONMENTAL

Stormwater Pollution Prevention Plan (SWPPP) inspections of active Project work areas are conducted weekly by RCC. Metro receives *weekly* communication sent between field sites and QSP-designee related to observed deficiencies and corrective actions.

Flow meters at Hope, Central and Broadway are at track level. *Documentation for final sewer permits is with Sanitation (DPW) for review, inspection should take place April 26th.*

Noise and vibration spot checks continue to be conducted weekly at multiple sensitive locations and at locations of new activities along the alignment.

No eligible features were encountered in March 2023.

CONSTRUCTION AND COMMUNITY RELATIONS

Construction Relations

- Responded and addressed Project related inquiries from the public received via the hotline, and email.
- Distributed *seven (7)* construction notices to the public on various social media outlets. These notices were related to civil improvements and street restoration activities throughout the alignment, construction of the pedestrian bridge, *and testing of trains, fire alarms at stations, and station ventilation.*
- Coordinated construction activities with over 50 stakeholders throughout the alignment.
- Presented virtually or in person at *three* community meetings *in Little Tokyo and the Arts District* addressing planned activities, anticipated street closures, and the status of the project.
- Continued briefings with: LA City Council District 14, and the Mayor's Office.

MARKETING

Systemwide Signage

- *Signs installation initiated during the pre-revenue service.*
- *Installation is approximately 40% complete, as of March 31, 2023.*
- *Final delivery of signs is expected by late April.*

SAFETY & SECURITY

C0980 Regional Connector

- Monitored RCC's pre-employment drug/alcohol testing and new employee safety orientation to ensure compliance with contract specifications.
- Conducted Project Safety Orientation and training sessions including 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 *March 2023*.
- RCC reported 25,228 work hours for *February 2023*. RCC's total Contract to Date work hours through *February 2023* are 6,575,128 with a total of twenty-four (24) Recordable Injuries and no Lost Workday (Days Away) case injuries. The C0980 Contractor Recordable Injury Rate is 0.73*. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.4 for heavy civil construction projects.

* Using RIR method of calculating.

APPENDIX CHRONOLOGY OF EVENTS

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

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

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

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

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

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

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

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

August 2021	RCC completed Little Tokyo/Arts District Station Track Installation
August 2021	RCC completed Grand Av Arts/Bunker Hill Station PS3 stair structure.
September 2021	RCC completed Flower Street emergency exit stair structure.
September 2021	RCC completed Train Control Installation from 7th/Metro Center Station to Historic Broadway Station.
September 2021	RCC completed Platform Edge Paver Installation Grand Av Arts/Bunker Hill Station.
October 2021	RCC completed West Vent Plenum at Historic Broadway Station.
October 2021	RCC completed roof deck at the Wye Fan Plant.
November 2021	RCC completed track installation at 1 st Street Guideway.
November 2021	RCC completed MSE Walls at Alameda Guideway.
December 2021	RCC completed LVT Track Installation at Alameda Guideway.
December 2021	RCC completed Vent Shaft at Wye Fan Plant.
January 2022	RCC completed OCR 7 th /Metro Center to Wye.
February 2022	RCC completed East Vent Plenum at Historic Broadway Station.
March 2022	RCC completed Train Control Installation.
April 2022	RCC completed OCR Installation.
May 2022	RCC completed Track Installation.
June 2022	RCC completed Stainless Steel Elevator Enclosure at Historic Broadway Station.
July 2022	RCC completed Canopy Column Steel at Historic Broadway Station.
August 2022	RCC completed Upper Plaza Special Concrete Paving at Grand Av Arts/Bunker Hill Station.
September 2022	RCC completed granite paving at Little Tokyo/Arts District Station.
October 2022	RCC completed Plaza Special Concrete Paving at Historic Broadway Station.

November 2022	RCC completed Emergency Ventilation Fans at Wye.
December 2022	RCC completed Elevator Installations at Little Tokyo/Arts District Station.
December 2022	Initiated limited Pre-Revenue Operations.
January 2023	RCC Completed Elevator Installation and Testing at Little Tokyo/Arts District Station.
February 2023	RCC Completed Plaza CMU Wall at Little Tokyo/Arts District Station.