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DEPUTY CHIEF PROGRAM MANAGEMENT OFFICER/PROJECT  
MANAGEMENT

SUBJECT: CRENSHAW/LAX TRANSIT PROJECT  
JUNE 2024 QUARTERLY PROJECT STATUS REPORT

Attached herewith is the Project Status Report for the Crenshaw/LAX Transit Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Crenshaw/LAX Transit Project status for the period ending June 28th, 2024.

If you have any questions regarding this report or its supporting information, please contact Brittany Zhuang, Director, Project Control at (213) 922-7354.

SG: ts

Enclosure

# Crenshaw/LAX Transit Project

QUARTERLY PROJECT STATUS REPORT



June 2024

# **CRENSHAW/LAX 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).

JUNE 2024

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## 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 96<sup>th</sup> 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. This accommodation is not funded by the Crenshaw/LAX Transit Project but are paid for by the Airport Metro Connector (AMC) project.

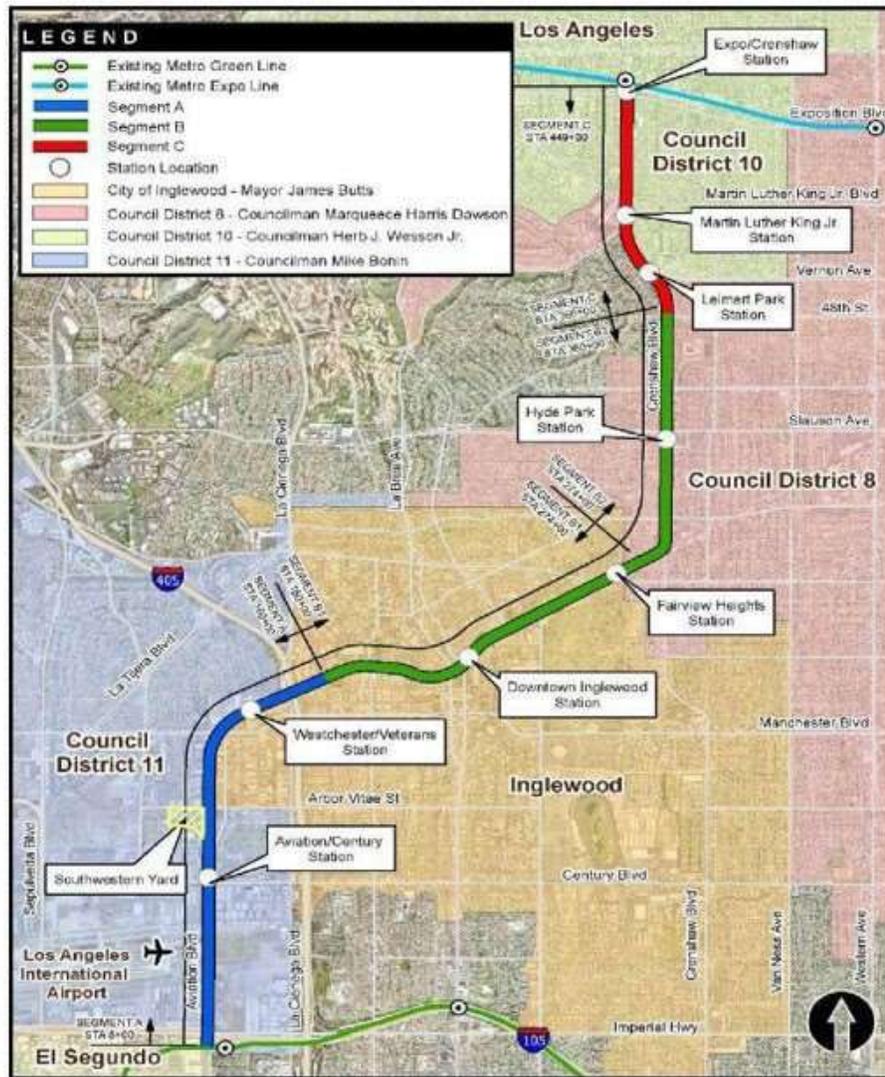
The alignment is comprised of a double-tracked rail line consisting of sections of at-grade in-street, at-grade within railroad right-of-way, aerial, and below-grade guideway sections, eight stations, park and ride facilities at two locations, utilities, landscaping, roadway improvements required by 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 48<sup>th</sup> 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 and operated 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, delivered to the project and installed by follow on DB contractors.

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, delivered to the project and installed by follow on DB contractors.

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). K-Line is complete and maintained and operated by Metro Operations.

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 1 delivery for the Crenshaw Project for a total of twenty-two (22) Crenshaw cars. KinkiSharyo International, LLC of Light Rail Vehicle Contract P3010 completed the onboard vehicle verification testing prior to 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 Transit Project. The Project is contributing \$3.5 million towards this expansion. 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 was managed by a team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO). Mott MacDonald provided engineering and design support services while Stantec, Inc. provided construction management support services. An overview of staffing is provided under the Staffing section of this report. The on-site program management team was 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/PCSS) consultant is providing resources to supplement staff during the final acceptance and project closeout.

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. 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. K-Line started Revenue Service and opened to the public on October 7, 2022.

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 for 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. 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.

In September 2023, the Board amended the LOP budget by \$299.9 million, increasing the Total LOP Current Budget to \$2,477.9 million to provide additional funding for the Request for Equitable Adjustment (REA2) Settlement necessary for the final close out of the construction contract.

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. K-Line community relation was completed and only responding to issues as necessary since the K-Line opening.

## EXECUTIVE SUMMARY

The Project is reported as 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 as needed.

### Construction Status

#### Design - Build Contract C0988 Mainline Contractor

WSCC continues working on the warranty open items along the alignment which are being tracked. 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 before the project's final acceptance.

Mainline Crenshaw D/B Contract C0988 issued their Certificate of Completion and Letter of Final Acceptance on April 23, 2024. A memo has been prepared for Operations to confirm work completed on May 28, 2024.

### Cost and Schedule Summary

Metro Board of Directors action in September 2023 increased the Life-of-Project Budget by \$299.9 million increasing the Total LOP Budget to \$2,477.9 million. The increase is required to provide additional funding for the Request for Equitable Adjustment (REA2) Settlement necessary for the final close out of the construction contract.

Metro and WSCC have negotiated a resolution to REA Claim via MOD 575 and MOD 576 which was executed on 10/2/2023, and the Metro Board approved the LOP increase to settle REA2 with WSCC on September 28, 2023. Therefore, the WSCC contract will be closed out once the final acceptance is achieved and any open items are addressed.

The Crenshaw/LAX Transit Project (K-Line) was completed and has been in operation since October 7, 2022. The project funding application indicated "The Project will extend between the Metro Exposition Line (at the intersection of Exposition and Crenshaw Boulevards) and the Metro Green Line (near the existing Aviation/LAX station) in Los Angeles County, California. As such, the project is not considered completed until the K-Line service is fully connected from the Expo Station to the Green Line (C-Line). Currently, the completion of the Airport Metro Connector (AMC) is scheduled by end of 2024.

Bus Bridge 857 was put in service by providing service between CLAX (K- Line) and Green line (C-Line). Metro is also coordinating the opening of the Airport Metro Connector (AMC), connecting the K-Line to the AMC Station, and interfaces with the Airport People Mover. The AMC is in the process of retesting the System Integration Testing Phase 1 (SIT-1) and Metro is preparing to start the communication System Integration Testing Phase 2 (SIT-2) to allow for the safe operation of the K-Line.

### **Key Management Concerns**

All key management concerns have been resolved.

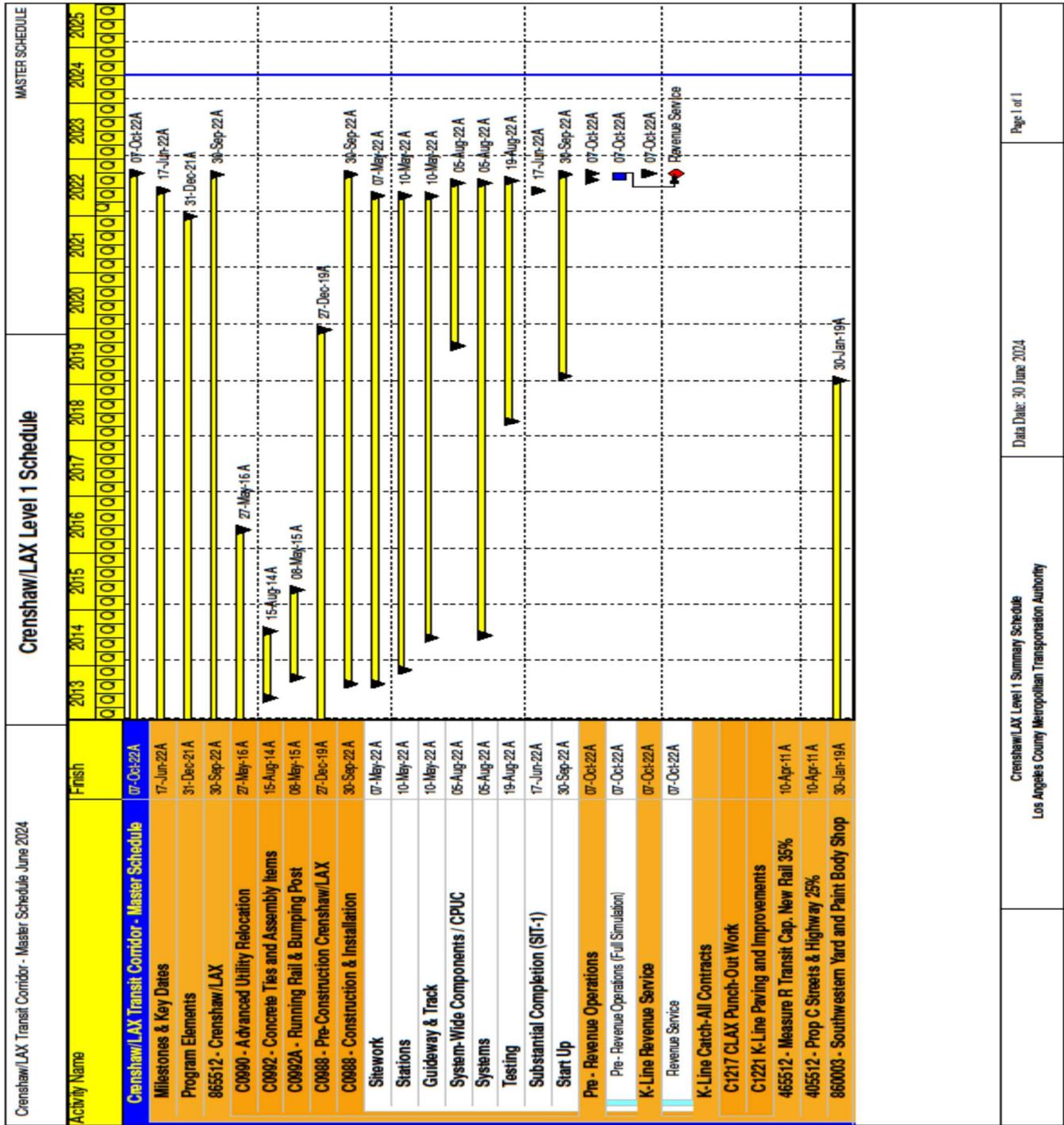
### **Key Milestones Six Months Look-Ahead**

All contractual milestones have been achieved.

### **Major Equipment Delivery Status**

All the replacement items are being processed under warranties.

**Project Summary Schedule**



## Risk Management Narrative

### Summary of Risks

Within this reporting period, there is no more (0) risk remaining to be managed.

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

**Closed Risks:** All risks were closed in September 2023.

**Actions in Next Reporting Cycle:** All risks are closed.

## 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	-	414,459,427	-	414,459,427	(3,328,879)
20	STATIONS	153,906,000	-	308,067,041	-	305,899,235	-	305,871,235	-	305,899,235	(2,167,805)
30	SUPPORT FACILITIES SOUTHWEST YARD	66,673,000	-	66,919,206	-	66,634,870	-	66,584,870	-	66,584,870	(334,336)
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	404,953,359	-	417,785,154	-	415,250,716	-	417,785,114	12,831,755
50	SYSTEMS	125,132,000	-	175,073,936	-	172,023,923	71,995	169,705,506	-	172,023,923	(3,050,013)
<b>CONSTRUCTION SUBTOTAL (10-50)</b>		<b>1,052,622,000</b>	<b>-</b>	<b>1,372,801,849</b>	<b>-</b>	<b>1,377,909,080</b>	<b>71,995</b>	<b>1,371,871,755</b>	<b>-</b>	<b>1,376,752,569</b>	<b>3,950,721</b>
60	RIGHT-OF-WAY	132,294,000	-	137,726,295	-	138,938,577	-	138,768,225	-	138,938,577	1,212,283
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	(10,642)	520,208,496	250,551	516,352,746	-	522,329,870	20,485,619
<b>SUBTOTAL (10-80)</b>		<b>1,545,843,000</b>	<b>-</b>	<b>2,095,943,938</b>	<b>(10,642)</b>	<b>2,119,214,215</b>	<b>322,546</b>	<b>2,108,830,482</b>	<b>-</b>	<b>2,120,179,091</b>	<b>24,235,153</b>
90	UNALLOCATED CONTINGENCY	177,157,000	-	26,507,031	-	-	-	-	-	2,311,128	(24,195,903)
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
<b>TOTAL PROJECT 865512 (10-90)</b>		<b>1,723,000,000</b>	<b>-</b>	<b>2,122,450,969</b>	<b>(10,642)</b>	<b>2,119,214,215</b>	<b>322,546</b>	<b>2,108,830,482</b>	<b>-</b>	<b>2,122,490,219</b>	<b>39,250</b>
C0988 REA SETTLEMENT		-	-	299,900,000	-	299,860,750	-	299,860,750	-	299,860,750	(39,250)
<b>TOTAL C0988 REA SETTLEMENT</b>		<b>-</b>	<b>-</b>	<b>299,900,000</b>	<b>-</b>	<b>299,860,750</b>	<b>-</b>	<b>299,860,750</b>	<b>-</b>	<b>299,860,750</b>	<b>(39,250)</b>
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	-
<b>TOTAL PROJECTS 405512 &amp; 465512 (ENVI/PLANNING)</b>		<b>26,000,000</b>	<b>-</b>	<b>25,549,031</b>	<b>-</b>	<b>25,549,031</b>	<b>-</b>	<b>25,549,031</b>	<b>-</b>	<b>25,549,031</b>	<b>-</b>
<b>TOTAL PROJECTS 405512, 465512 &amp; 865512</b>		<b>1,749,000,000</b>	<b>-</b>	<b>2,447,900,000</b>	<b>(10,642)</b>	<b>2,444,623,996</b>	<b>322,546</b>	<b>2,434,240,263</b>	<b>-</b>	<b>2,447,900,000</b>	<b>(0)</b>

1. Expenditures are Cumulative through June 28, 2024.

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 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. In September 2023, the Board amended the LOP budget by \$299.9 million, increasing the Total LOP Current Budget to \$2,477.9 million. The LOP budget was amended to provide additional funding for the Request for Equitable Adjustment (REA) Settlement necessary for the final close out of the construction contract.

### Commitments

Commitments decreased by \$0.01 million this period to \$2,444.6 million which represents 99.9% of the current budget. The total decrease is associated with professional services.

### Expenditures

Expenditures increased by \$0.3 million this period to \$2,434.2 million which represents 99.4% of the current budget. The total increase is for costs associated with professional services.

**Current Forecast**

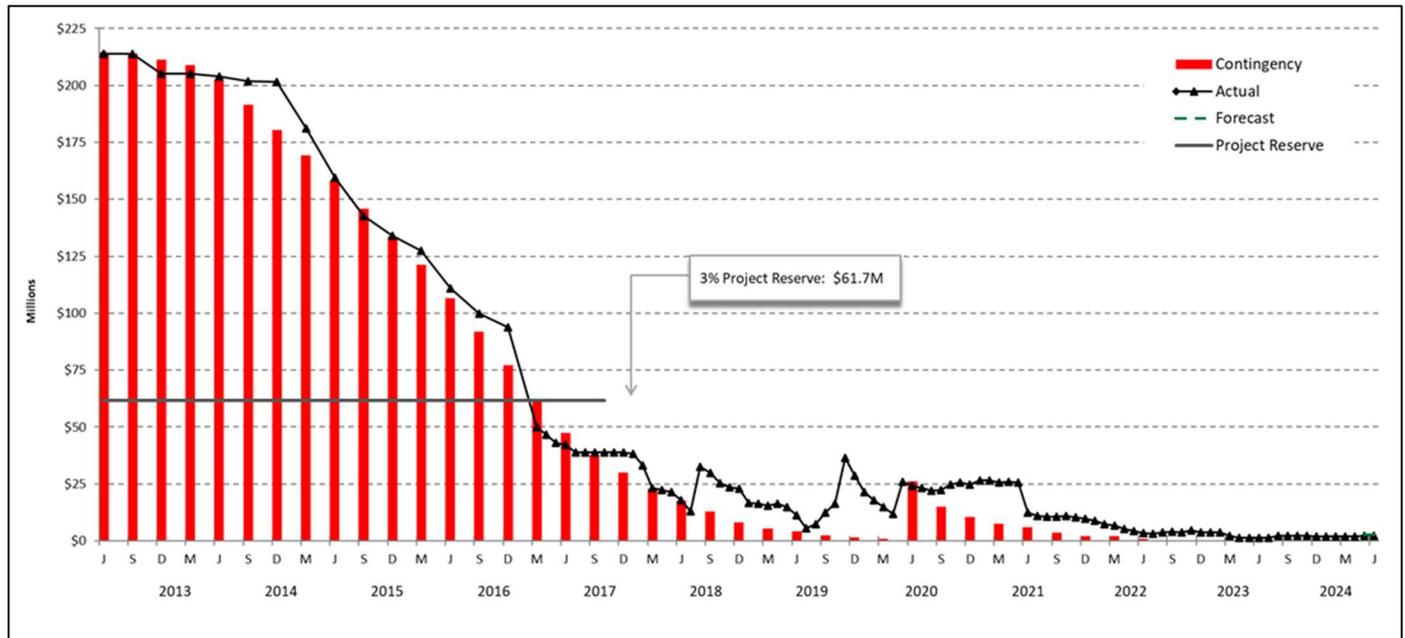
The total current forecast remains the same as the total current budget.

**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	TODATE		
405566 SYSTEMWIDE TRANSITPLANNING	-	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

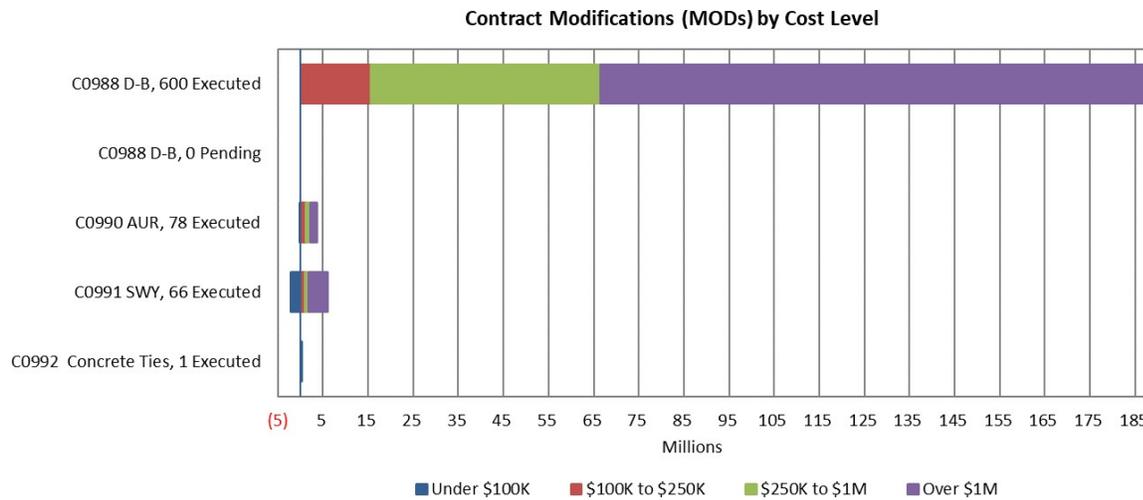
In May 2020, the Board amended the LOP budget by \$90 million, increasing the Total LOP Current Budget to \$2,148 million. The increase included \$14.2 million for additional unallocated contingency. The drawdown plan is correlated to anticipate risk trends and measures drawdown moving forward.

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 period, there was a replenishment of \$381,771 to contingency. The remaining total project contingency (allocated and unallocated) is \$2,311,128.

PROJECT COST CONTINGENCY (through 28-June-2024)					
UNITS IN DOLLARS					
	Original Contingency	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	173,500,000	(171,570,643)	381,771	(171,188,872)	2,311,128
Allocated Contingency	40,366,792	(40,366,792)	-	(40,366,792)	-
<b>Total Contingency</b>	<b>213,866,792</b>	<b>(211,937,435)</b>	<b>381,771</b>	<b>(211,555,664)</b>	<b>2,311,128</b>

## Summary of Contract Modifications



	C0988	C0990	C0991	C0992	Total
	600 Executed	78 Executed	66 Executed	1 Executed	
<b>Under \$100K</b>	\$ 198,706	\$ (193,408)	\$ (2,139,089)	\$ 81,738	\$ (2,052,053)
<b>\$100k to \$250K</b>	\$ 15,530,314	\$ 1,280,184	\$ 1,005,202	\$ -	\$ 17,815,700
<b>\$250K to \$1M</b>	\$ 50,872,850	\$ 984,662	\$ 877,078	\$ -	\$ 52,734,591
<b>Over \$1M</b>	\$ 423,897,138	\$ 1,417,202	\$ 4,123,138	\$ -	\$ 429,437,478
<b>Total Contract MODs</b>	\$ 490,499,008	\$ 3,488,640	\$ 3,866,329	\$ 81,738	\$ 497,935,715
<b>Contract Award Amount</b>	\$ 1,272,632,356	\$ 7,827,500	\$ 172,312,695	\$ 2,161,297	\$ 1,454,933,848
<b>% of Contract MODs</b>	38.54%	44.57%	2.24%	3.78%	34.22%

Six hundred (600) changes, with a total value of \$490,499,008 have been executed since the award of Contract C0988.

Seventy-eight (78) changes with a total value of \$3,488,640 have been executed for the completed Contract C0990.

Sixty-Six (66) changes with a total value of \$3,866,329 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 April 2024)

- **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. **\$30,291,590 (20.40%)**

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 **\$321,184,111 (20.00%)**
- **Current DBE Commitment- Actual** commitments as Construction work is awarded **\$367,575,183 (22.89%)**
- **Current DBE Participation - Total amount** paid to date to DBEs divided by the amount paid to date to Prime (\$1,313,704,196) **\$379,554,784 (28.88%)**

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 April 2024) \*\*

- **Targeted Worker Goal** – Construction work to be performed by residents from Economically Disadvantaged Areas of LA County **40.00%**
- **Targeted Worker Current Attainment** **60.09%**
- **Apprentice Worker Goal** – Construction work to be performed by Apprentices **20.00%**
- **Apprentice Worker Current Attainment** **23.44%**
- **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** **10.28%**

\*\* Note: PLA status for Crenshaw/LAX contains the most current information, **PLA is no longer tracked for CLAX project.**

**FINANCIAL/GRANTS**

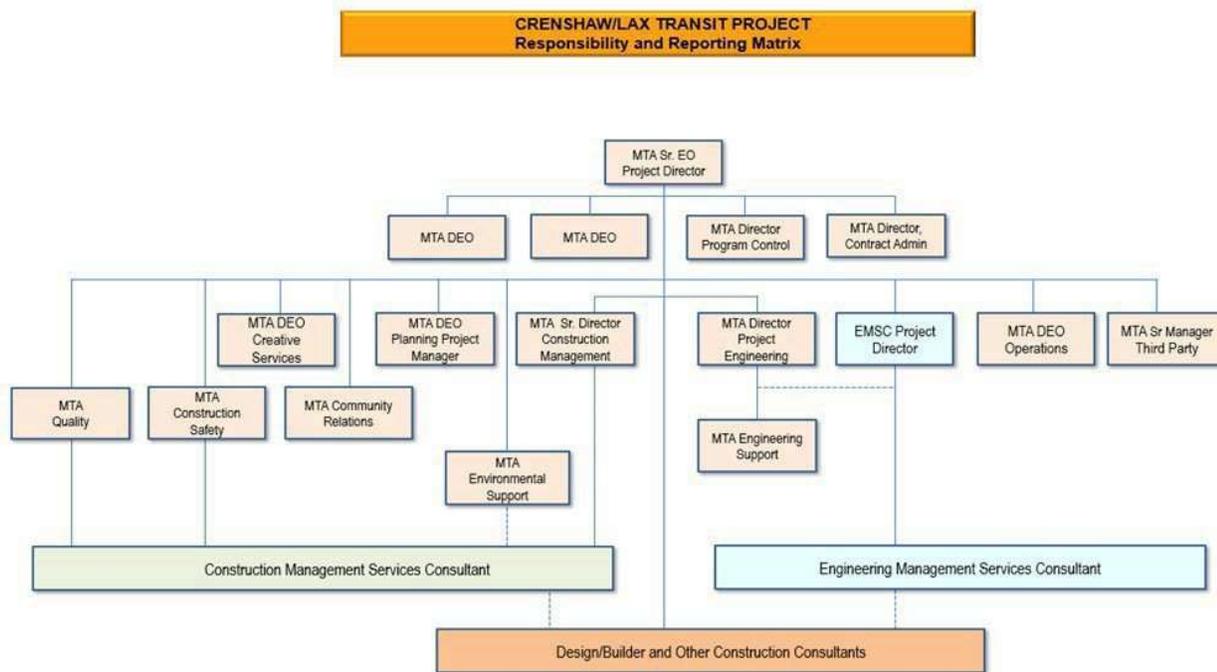
CRENSHAW \$M		STATUS OF FUNDS BY SOURCE								
June 2024		(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO FUNDING SOURCE		
				\$	%	\$	%	\$	%	
FEDERAL - CMAQ	68.200	137.100	137.100	137.100	100%	137.100	100%	137.100	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	246.210	100%	246.210	100%	246.210	100%	
CITY CONTRIBUTION	52.400	101.707	80.707	88.355	87%	88.355	87%	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	565.139	124%	565.139	124%	565.139	124%	
PROPOSITION C 40% DISCRETIONARY	-	0.000	0.000	-	-	-	0%	-	0%	
PROPOSITION C 40% DISCRETIONARY	0	299.900	299.900	114.872	38%	104.488	35%	100.744	34%	
PROPOSITION A 35% RAIL CAPITAL	4.800	209.700	209.650	293.555	140%	293.555	140%	293.555	140%	
MEASURE M 35%		55.200	55.200	55.201	100%	55.201	100%	55.201	100%	
<b>TOTAL</b>	<b>1,749.000</b>	<b>2,447.900</b>	<b>2,426.850</b>	<b>2,444.624</b>	<b>100%</b>	<b>2,434.240</b>	<b>99%</b>	<b>2,422.848</b>	<b>99%</b>	

NOTES:

- 1 EXPENDITURES ARE CUMULATIVE THROUGH JUNE 2024
- 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
- 5 TOTAL NEW LOP APPROVED IN SEPTEMBER 2023 IS \$2,447.9M.

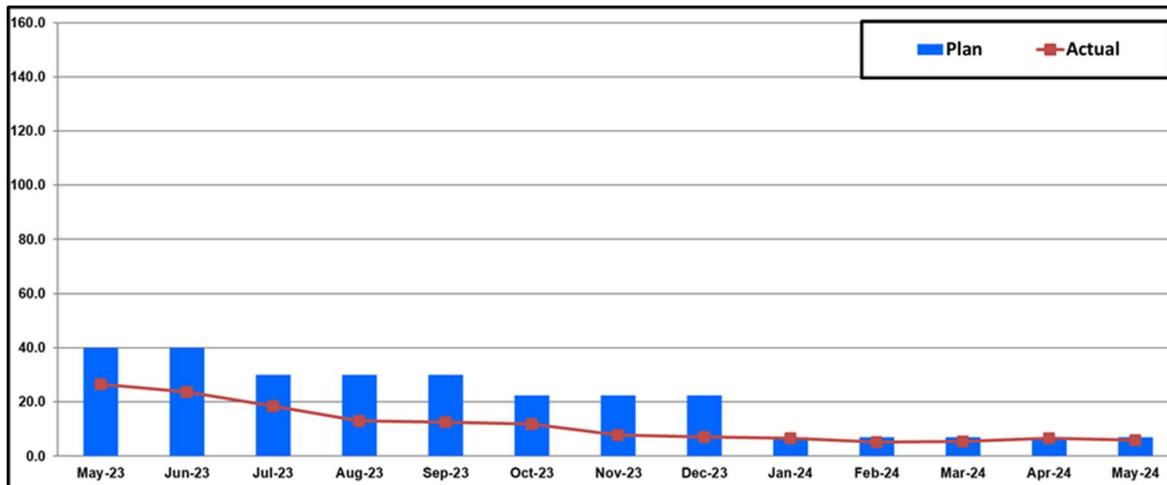
## PROJECT ORGANIZATION AND STAFFING

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

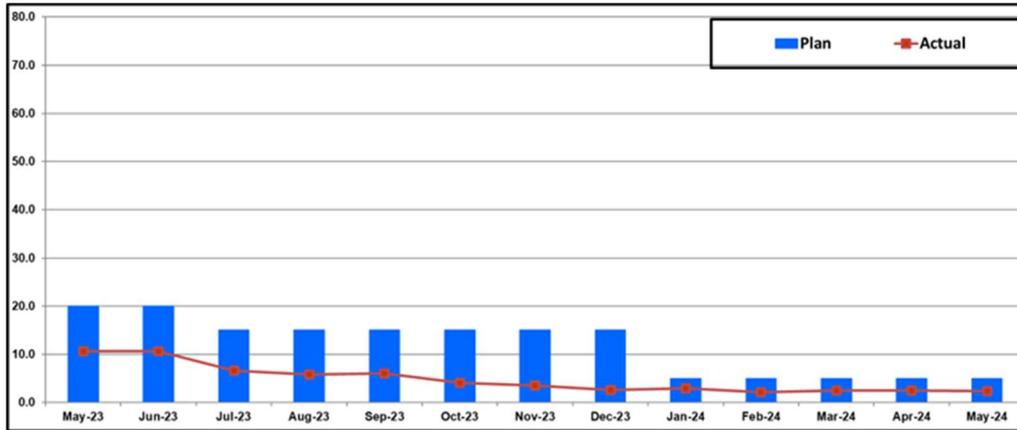


The project staffing charts have been updated with a revised FY24 staffing plan. The overall FY24 Total Project Staffing Plan averages 30 Full-Time Equivalent (FTEs) per month consisting of 15 for Metro Agency staff, 10 for Construction Management Support Services Consultant, and 5 for Design and Engineering Support Services Consulting staff.

For June 2024, total project staffing was 6 FTEs for the month consisting of 2 FTEs for Metro’s project administration staff, 2 FTEs for the Construction Management Support Services Consultant, and 2 FTEs for the Design and Engineering Support Services Consulting staff.



**Metro Staff**



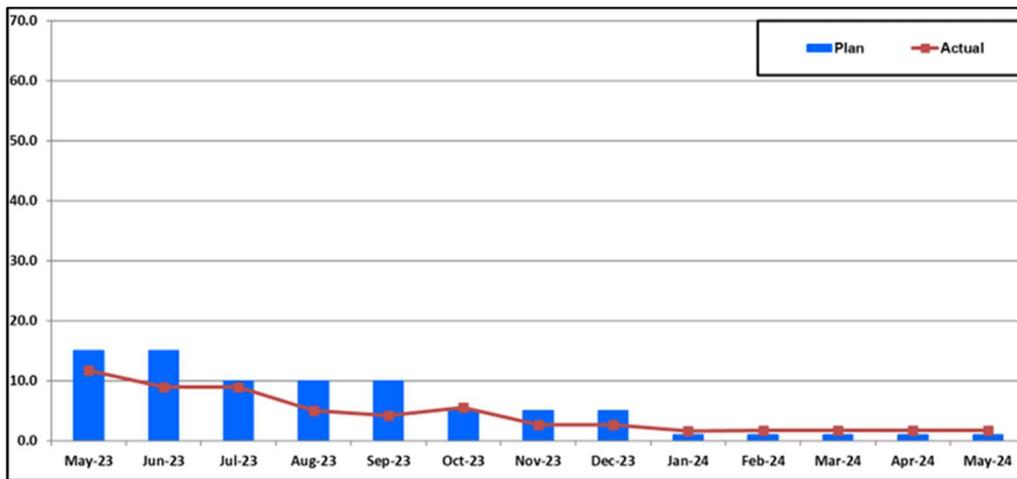
**Staffing by Group**

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

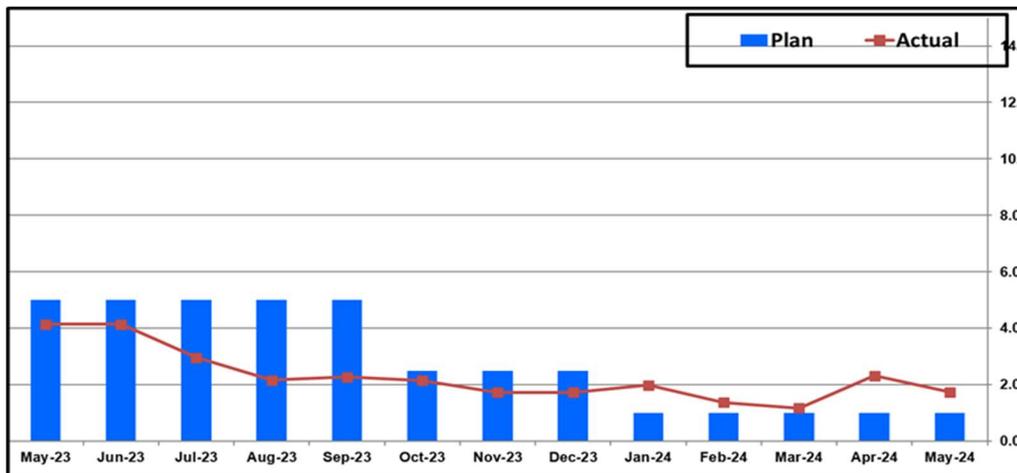
Metro staffing includes full time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

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

**CM Support Services Staff (Consultant)**



**Engineering Services Staff (Consultant)**



## **REAL ESTATE**

- The relocation cases are closed. However, we have 1 open acquisition, Lornell, that is in final plan check review with City of Inglewood, once plan check is finalized, we will be able to determine if additional compensation should be awarded to the owner. 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. The final settlement amount is pending final review and approval of adjacent development requirements.

## **QUALITY ASSURANCE**

- Metro Outstanding Non-Conforming Reports have been closed.

## **ENVIRONMENTAL**

- The final archaeological/paleontological resources report was reviewed and accepted by the FTA but is still pending acceptance by the SHPO. The curation agreement(s) with local museums are still being finalized to hand over the artifacts found on this Project.

## **CONSTRUCTION/COMMUNITY RELATIONS**

- Responding to issues as necessary since the K-Line opening.

## **CREATIVE SERVICES**

- Ongoing coordination for signage & customer information. Program close out items.

## **SAFETY and SECURITY**

- All safety and security items are closed and there are no outstanding issues.

## 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 <sup>th</sup> 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.

## CHRONOLOGY OF EVENTS (continued)

July 8, 2022	The Project (K Line) website <a href="https://kline.metro.net">https://kline.metro.net</a> 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 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).
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 the system was opened to the public for service.
October 02, 2023	Metro and WSCC have negotiated a resolution to the Request for Equitable Adjustment 2 (REA2) Claim.
April 23, 2024	WSCC issued the C0988 Certificate of Completion and Letter of Final Acceptance.