

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Corridor

MONTHLY PROJECT STATUS REPORT

OCTOBER 2013



Metro

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

MONTHLY PROJECT STATUS REPORT

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OCTOBER 2013


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PROJECT SUMMARY

| | | | | | | | |
|---|-------------------------|------------------------|-------------------------|--|-------------------|---------------------|-----------------------|
| LOCATION: Downtown Los Angeles DESIGN CONSULTANT: Connector Partnership JV | | | | CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS CONTRACTOR: TBD | | | |
| Paving 3" Gas Line Trench at Flower Street | | | | WORK COMPLETED PAST MONTH | | | |
|  | | | | <ul style="list-style-type: none"> - D/B Contract C0980 RFP evaluation continues - Potholing completed by Wilcon for utility relocation at Flower Street - Potholing completed by AT&T for utility relocation at 1st Street & Alameda - Continued efforts seeking relief from Peak Hour Exemptions and Holiday Moratorium work hour restrictions - Contract C0981R Advanced Utility Relocation bid evaluation continues - Obtained "Right of Entry" permit from LA Times to start diesel tank relocation - Submitted Final FFGA application to FTA for approval | | | |
| EXPENDITURE STATUS (\$ In Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | CURRENT ESTIMATE | EXPENDED AMOUNT | PERCENT EXPENDED | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS |
| DESIGN | \$109.4 | \$37.7 | 34.4% | Environmental | | | |
| | | | | FEIS / FEIR | N/A | 04/26/12 | completed |
| RIGHT-OF-WAY | \$115.9 | \$10.0 | 8.6% | | | | |
| CONSTRUCTION | \$846.3 | \$2.2 | 0.3% | Design | | | |
| | | | | PE Notice to Proceed | N/A | 01/04/11 | completed |
| OTHER | \$355.3 | \$40.4 | 11.4% | Final Design complete | 04/24/14 | 10/05/15 | 0 |
| TOTAL | \$1,426.9 | \$90.3 | 6.3% | | | | |
| Current Estimate includes Planning and Finance Costs. | | | | Right-of-Way | | | |
| | | | | All parcels available | 03/31/15 | 03/31/15 | 0 |
| AREAS OF CONCERN | | | | | | | |
| - Market conditions may lead to higher construction costs | | | | Construction - Main Design / Build Contract | | | |
| | | | | Notice to Proceed | 04/24/14 | 04/24/14 | 0 |
| | | | | Construction complete | 08/07/20 | 08/07/20 | 0 |
| | | | | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| ROW ACQUISITION | PLAN | ACQUIRED | REMAINING | <ul style="list-style-type: none"> - D/B Contract C0980 RFP complete BAFO phase (if needed) - Award Contract C0981R Advanced Utility Relocation - Real Estate acquisition Volk Properties & Mangrove lease agreement - Diesel Tank relocation 2nd/Broadway Station - LA Times - FTA issues Full Funding Grant Agreement - TIFIA loan agreement signed - MOU with the LA County Performing Arts Center and Colburn School | | | |
| PERMANENT PARCELS | 5 | 0 | 5 | | | | |
| TEMPORARY PARCELS | 28 | 0 | 28 | | | | |
| TOTAL PARCELS | 33 | 0 | 33 | | | | |

PROJECT OVERVIEW & STATUS

The Regional Connector Transit Corridor Project (Project) will link the current terminus of the Blue and Expo Lines at 7th/Metro Center to the Gold Line near the Little Tokyo/Arts District Station in a new underground alignment along Flower Street and Second Street in Downtown Los Angeles. The project is scheduled to become operational in two phases: one to tie into the existing Eastside Gold Line along 1st Street; and subsequently to the existing Gold Line to Pasadena along Alameda Street toward Union Station. Revenue Service Date (RSD) is planned for summer 2020.

The LPA alignment will extend underground from the 7th Street/Metro Center Station under Flower Street to 2nd Street. It will then proceed east underneath the 2nd Street tunnel and 2nd Street to just west of Central Avenue where the alignment would veer northeast under privately-held property, Japanese Village Plaza. At 1st Street and Central, the tracks continue underground heading northeast under 1st and Alameda Streets. A junction (“Wye”) will be constructed underground beneath the 1st and Alameda intersection. To the north and east of the junction, trains will rise to the surface through two new portals to connect to the Metro Gold Line heading north to Pasadena and east to Atlantic Boulevard. One portal will be located northeast of the Little Tokyo/Arts District Station and tracks. This portal will rise to the north within the City of LA DWP Maintenance Yard and connect to the existing LRT bridge over the US-101 freeway, allowing a connection to the Metro Gold Line to Pasadena. The portal will be connected to the 1st and Alameda junction by a new cut and cover box structure crossing beneath Temple Street and the parcel on the northeast corner of 1st and Alameda Streets, running immediately east of the existing Little Tokyo/Arts District Station and tracks. The second portal will be located within 1st Street between Alameda and Vignes Streets. Tracks will rise to the east within this second portal and connect at-grade to the existing Metro Gold Line tracks toward Atlantic Boulevard.

Major Contract Procurement

The Board authorized to solicit a major Design/Build (D/B) contract C0980 last August 2011. The project delivery method for this contract consists of a two-step best value procurement approach with submittal of qualification statements through a RFQ process, pre-qualification of qualified proposers followed by release of a RFP soliciting technical and price proposals with an option at Metro’s discretion for best and final offers (BAFO). Proposals were received last period on September 9, 2013 and are currently under evaluation.

Solicitation of an Advanced Utility Relocations Contract C0981R continued this period. Metro procurement team is completing bid evaluations and is expected to make a recommendation for award next period.

PROJECT OVERVIEW & STATUS (Continued)

Construction

Advanced utility relocations by 3rd parties continue at several locations. Along Flower Street, SC Gas continued relocating gas lines between 4th and 5th streets. At 2nd Street between Spring Street and Hill, work continued in the joint trench shared by Time Warner, Level 3 and AT&T. At 1st Street and Alameda, potholing completed to determine location and size of AT&T vaults needing relocation.

Systems

The existing functional operations at the ROC necessitate an expansion to accommodate the central control functions associated with five new rail lines and extensions including the Regional Connector Transit Corridor Project. Metro staff has determined that the best interim course of action is to expand and reconfigure the existing ROC facility. Conceptual design and preliminary engineering level design have started and expansion will be completed in time to support each one of those new lines and extensions.

Light Rail Vehicle

Four Light Rail Vehicles for the Project will be procured and delivered by Kinkisharyo International, LLC under Contract P3010. The base contract includes 235 LRVs and options which will add up to 157 LRVs to the total. The four LRVs for the Project are currently in Option 2 of the P3010 Contract. LRV design, design reviews and car body floor and roof fire testing are currently underway.

Program Management

The current project cost is estimated at \$1,426.93 million dollars and includes \$24 million in environmental and planning costs and \$27.57 million in finance cost. The original and current budget will be established upon Metro Board approval of the Life-of-Project (LOP) budget this winter.

Funding for the project comes from a variety of sources such as Federal New Starts, TIFIA Loan, State repayment of capital project loan, State proposition 1B, State proposition 1A (High Speed Rail, local agency and lease revenues, and from the Congestion Mitigation and Air Quality improvement program. The bulk of the funding – 47% - comes from Federal New Starts.

The project commitments thru October 2013 are \$217 million or 15.2% of the current cost estimate. The project expenditures thru August 2013 are \$90.3 million or 6.3% of the current cost estimate. The expenditures to date are for environmental/planning, preliminary engineering, third party utility relocation work, agency reviews/coordination, advance utility relocation construction, right-of-way and professional services.

The project master schedule reflects a forecast of August 2020 for Revenue Service which will be executed in two phases. Phase 1 Revenue Service Date to Eastside is on April 2020 and phase II Revenue Service Date to Pasadena is on August 2020. The forecast Revenue

PROJECT OVERVIEW & STATUS (Continued)

Service Date reflects an executed FFGA with the FTA and the award of the D/B contract C0980 in the spring 2014.

A Risk Register has been developed for the project and is being updated quarterly to reflect any new risks that derive from concerns or issues.

Metro has been coordinating on lessons learned with the U.S. Department of Transportation (USDOT) on a TIGER Project Delivery Initiative. This initiative is to look at best practices and lessons learned on major transit projects. A final report was provided to Metro in January 2013. There will be further discussions on lessons learned next year.

MANAGEMENT ISSUES

No Management Issues this period.

BASE PROJECT SCOPE

The Project provides a 1.9-mile-long connection between the Gold Line light rail transit (LRT) lines from Pasadena and East Los Angeles to the Blue Line to Long Beach and the Expo Line to Culver City, and the future Expo Line Extension to Santa Monica. The alignment will extend underground from the 7th Street/Metro Center Station following Flower Street, curving east under the 2nd Street roadway tunnel and 2nd Street, and continuing under the intersection of 1st and Alameda Streets, surfacing to connect to the Metro Gold Line tracks within 1st Street at grade to the east and north of Temple Street toward Union Station. The Board adopted the underground light rail system as the Locally Preferred Alternative (LPA) in October 2010. The Final EIS/EIR was certified by the Metro Board on April 26, 2012 and the FTA issued the Record of Decision on June 29, 2012. The Record of Decision allowed the Project to proceed with real estate acquisitions and advanced utility relocations.

Engineering

This phase consists of Preliminary Engineering (PE) and Final Design. During Preliminary Engineering, the design consultant, CPJV, was responsible for engineering, design, and development of fixed facilities, stations, guideways, tunnels, and related facilities for the Project to a level sufficient enough detail to provide the conceptual basis for final design. CPJV was also responsible for documentation necessary to support the Environmental Assessment process and the engineering and final design for advanced utility relocations.

Alignment modifications and Value Engineering were developed during Advanced PE to accommodate environmental mitigations and further develop the design to better accommodate rail operations and reduce the cost of the Project. PE and APE were completed in March 2013.

Final design for advanced utility relocations performed by Metro was completed during Advanced PE and it included DWP water and power lines as well as City of LA sewer lines. AUR final design for other utilities was performed by individual utility companies on their own.

Final design will be performed by the D/B contractor as part of the C0980 Contract. The scope is listed below.

Metro Furnished Equipment

Metro will procure Light Rail Vehicles and UFS equipment. Four Light Rail Vehicles for the Project will be procured and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. UFS equipment will be designed, fabricated and installed under a Metro contract.

Construction

The scope of work in this phase will be performed by Third Party utility companies and by two Metro contracts as follows:

BASE PROJECT SCOPE (Continued)

Third Party Advanced Utility Relocations

A number of utility owners will be relocating their own utilities. The utilities include water, fiber optic, telephone, cable television, electrical (power cable pulling and terminations), and natural gas lines starting late 2012 at the following locations:

- Flower Street cut-and-cover tunnel box
- 2nd/Hope Station box area
- 2nd/Broadway Station box area
- 1st/Central Station box area

The Utility Owners involved are: AT&T, Level 3 Communications, MCI (Verizon Business), MFN/Above.net, NextG Networks Inc., Qwest, So Cal Gas (SGC), Sprint-Nextel, Time Warner Cable, DWP, XO Communications, and GTE Verizon. Metro will undertake coordination of these activities.

Contract C0981R Regional Connector Advanced Utility Relocations

Metro is in the process of procuring a separate design-bid-build Advanced Utility Relocations Contract (Metro Contract No. C0981R) to complete specific relocations at each of the future stations and along Flower Street in advance of the main D/B Contract C0980. The relocated utilities are long-lead construction tasks that are known to conflict with cut and cover excavations. Done in advance, relocation of these utilities removes them from the critical path for the entire project. The Advanced Utility Relocations Contract is planned for start of construction January 2014, and will be partially completed by NTP of the main contract (C0980). The anticipated overlap is approximately four months. The scope of this work includes the following relocations: LADWP Water Lines, LADWP Power Lines, and City of Los Angeles Sewer lines. Metro will assist the contractor in obtaining exemptions for the City of LA nighttime work as well as for Peak Hour work hours.

Design-Build Contract C0980 Regional Connector Transit Corridor

This is the largest construction contract of the project which includes final design and construction of underground guideway, station structures; miscellaneous underground structures, trackwork, all system components including signaling, communications, traction power, overhead conductor rail, train control, all electrical and mechanical equipment, and testing. The contractor will restore the site to its previous condition at the end of the project.

BASE PROJECT SCOPE (Continued)

The scope of this contract includes the following:

- Final design for civil, structural, tunnels, architectural, utilities, mechanical, electrical, track, train control, traction power, communications and testing elements. All Design information and Design Drawings for the Work will be packaged into separate Design Units. The design development for each unit will consist of 60%, 85%, 100% and AFC submittals.
- Temporary Facilities include: a) the Mangrove Parcel work site utilized for office space, parking, laydown yard, and tunneling operations including a EPBM launching shaft; b) an EPBM removal shaft on Flower street; c) a temporary bypass track, a shoofly, that will realign the existing Gold Line tracks between the Little Tokyo/Arts District Station and Garey Street to permit underground guideway construction on First Street.
- Procurement, delivery and assembly of one EPB TBM.
- Tunnel construction - boring with an EPB TBM, cross passages, lining, invert and walkway.
- Underground construction including Flower Street box structure, crossover cavern box structure, Wye Junction box structure, Alameda Street box structure (portal), First Street box structure (portal), transition structure into existing 7th/Metro Station, and fan plant at Alameda.
- Street decking and removal at station locations and along Flower Street – includes supporting utility lines in place.
- Stations structure including track, platform, mezzanine, ancillary and roof levels.
- Interior rooms for control center, train control, traction power, fans, HVAC, fire control, elevators, uninterruptible power supply, generators, and others.
- Stations finishes including escalators and elevators, acoustics, flooring, lighting, wall covering, fireproofing, painting, art, signs, benches, map cases, etc.
- Stations plazas including pavilions, flooring, glass, landscaping and fencing.
- Street Restoration throughout the alignment, including 2nd Place roadway embankment to connect Flower Street.
- Track bed and rail including crossovers.
- Traction Power Substations.
- Traction power distribution – OCS and OCR.
- Upgrade of existing emergency power at Division 20.
- Train control equipment in tunnels and stations.
- Communications equipment in tunnels and stations including intrusion detection, cable transmission (fiber optics), radio, seismic detection, closed circuit TV, telephone , gas detection, portal surveillance and fire alarms.
- MCC room at existing 7th/Metro station.

BASE PROJECT SCOPE (Continued)

- Cut-over work required for system integration with Metro's existing system, including modifications and additions to the existing system.
- Local field and systems integration testing.
- Technical support to Metro Operations during Pre-Revenue Operations.

Start Up

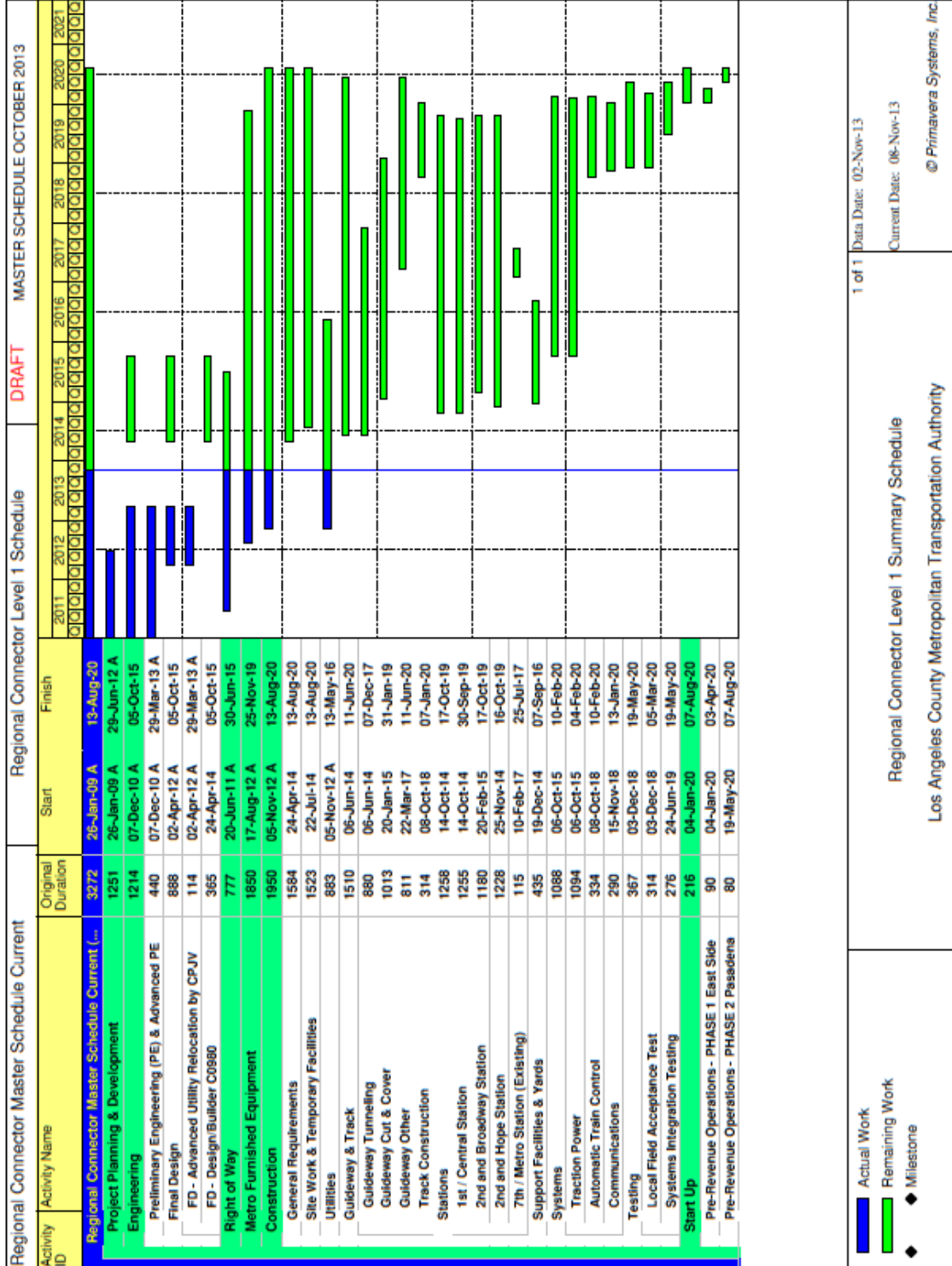
The commencement of pre-revenue operations will be determined by Metro. Generally, all systems integration testing will have been completed and passed. All testing will be required to include and pass a "stress test" of maximum operational service levels to be acceptable. Pre-revenue operations include train runs, especially those involving multiple trains, on the integrated and fully operational extension; rehearsal of expected revenue operations scenarios, as well as abnormal and emergency scenarios in which random combinations of system interactions are tested; equipment "burned-in"; and training of Metro personnel who will eventually operate and maintain the extension and for emergency services personnel. Activities occurring during Pre-Revenue Operations are carried out by a designated Metro Project Rail Activation Group.

KEY MILESTONES SIX- MONTH LOOK AHEAD

| | Milestone Date | Oct-13 | Nov-13 | Dec-13 | Jan-14 | Feb-14 | Mar-14 |
|--|----------------|--------|--------|--------|--------|--------|--------|
| Submitted Application Requesting an FFGA | 10/23/13 | ◆ | | | | | |
| Approve TIFIA Loan | 11/22/13 | | △ | | | | |
| Third Party Utility Companies Complete Final Design for Advanced Utility Relocations | 12/20/13 | | | ▽ | | | |
| Advanced Utility Relocations Contract C0981R - NTP | 01/03/14 | | | | ◆ | | |
| FTA ISSUES FFGA | 01/17/14 | | | | ✕ | | |
| Board Authorizes to Award D/B Contract C0980 | 02/27/14 | | | | | Ⓜ | |
| Award D/B Contract C0980 | 03/25/14 | | | | | | ◆ |

- ◆ MTA Staff
- Ⓜ MTA Board Action
- ✕ FTA (Federal Transportation Authority)
- △ Other Agencies
- Contractors
- Design Consultant
- ⬡ C0980 D/B Contractor
- "A" following date is actual and completed
- * New Date
- ▽ Utility Company

PROJECT SUMMARY SCHEDULE



1 of 1
Data Date: 02-Nov-13
Current Date: 06-Nov-13
© Primavera Systems, Inc

Regional Connector Level 1 Summary Schedule
Los Angeles County Metropolitan Transportation Authority

CRITICAL PATH NARRATIVE

Critical Path:

The longest path to project substantial completion runs through the procurement of the C0980 D/B contract; final tunnel design; procurement, delivery and assembly of the EPBTBM; tunnel mining; 2nd/Broadway Station excavation to track level; SEM cross-over cavern construction east of 2nd/Broadway Station; tunnel finish, Y structure at 1st and Alameda; construct guideway, track, OCS and OCR and train control ; systems integration testing; and Phase I and Phase II Pre-Revenue operations.

PROJECT COST STATUS

COST REPORT
DOLLARS IN THOUSANDS

| DESCRIPTION | ORIGINAL BUDGET | CURRENT ESTIMATE | | COMMITMENTS | | EXPENDITURES | | CURRENT FORECAST | | ESTIMATE / FORECAST VARIANCE |
|---|-----------------|------------------|------------------|-------------|----------------|--------------|---------------|------------------|------------------|------------------------------|
| | | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | |
| ENGINEERING/CONSTRUCTION (460228 & 860228) | 0 | 0 | 1,402,932 | 0 | 192,978 | 1,770 | 66,675 | 0 | 1,402,932 | 0 |
| 460228 & 860228 SUBTOTAL | 0 | 0 | 1,402,932 | 0 | 192,978 | 1,770 | 66,675 | 0 | 1,402,932 | 0 |
| ENVIRONMENTAL/PLANNING - 400228 | 0 | 0 | 6,075 | 0 | 6,075 | 0 | 6,075 | 0 | 6,075 | 0 |
| ENVIRONMENTAL/PLANNING - 460228 | 0 | 0 | 17,925 | 0 | 17,925 | 120 | 17,512 | 0 | 17,925 | 0 |
| 400228 & 460228 SUBTOTAL | 0 | 0 | 24,000 | 0 | 24,000 | 120 | 23,587 | 0 | 24,000 | 0 |
| TOTAL | 0 | 0 | 1,426,932 | 0 | 216,978 | 1,890 | 90,262 | 0 | 1,426,932 | 0 |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2013

PROJECT COST ANALYSIS

Original Budget

The Original Budget will be established upon receipt of the FFGA, expected in early 2014.

Current Budget

The Current Estimate is \$1.43 billion. A Current Budget will be established upon Board approval of the Life-of-Project (LOP) Budget.

Current Forecast

The Current Forecast is \$1.43 billion.

Commitments

The Commitments are \$217.0 million. Commitments represent Board approved budget through Fiscal Year 2014. The \$217.0 million in Commitments to date represent 15.2% of the Current Estimate.

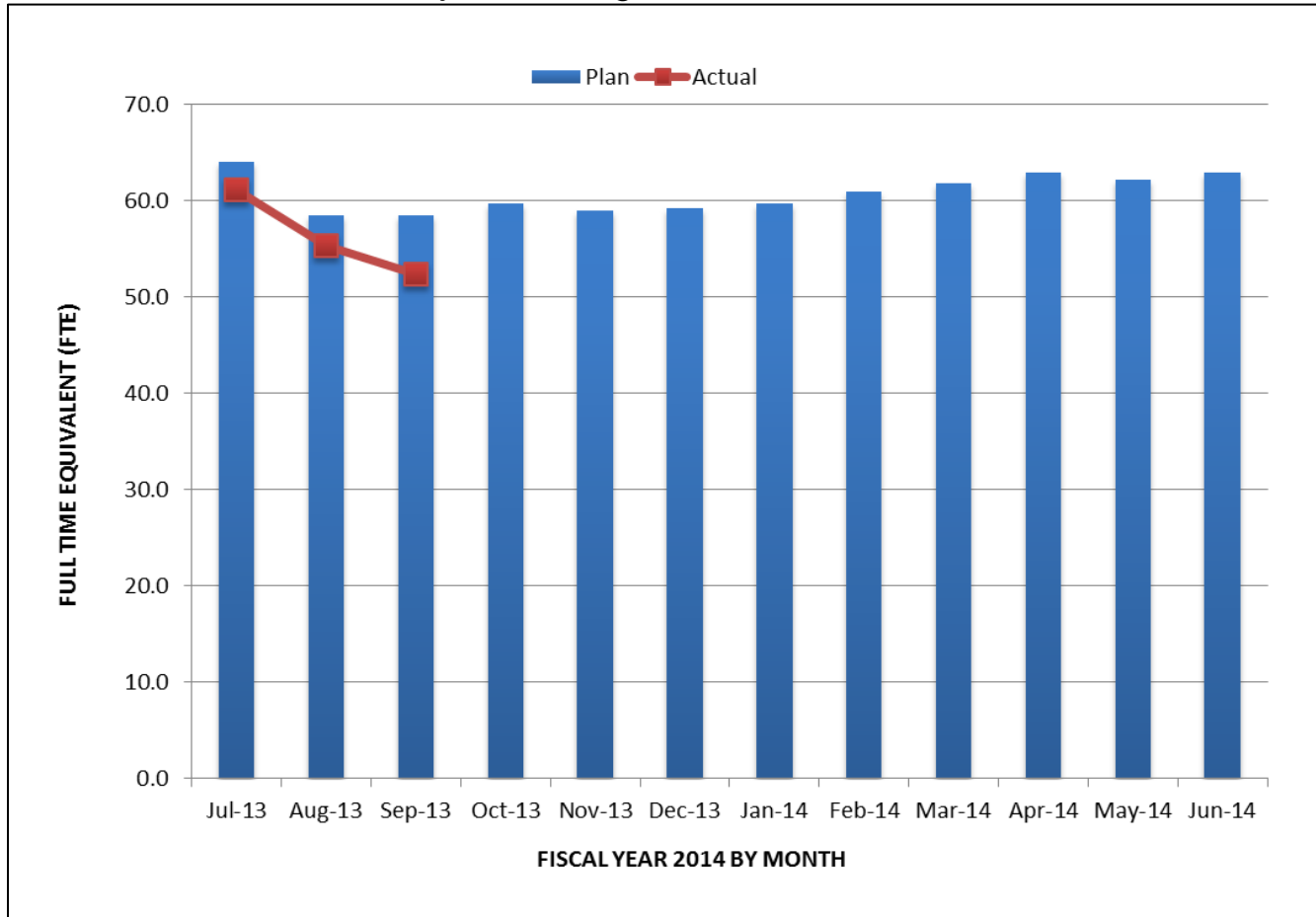
Expenditures

The Expenditures are cumulative through September 2013. The Expenditures increased by \$1.9 million this period primarily for costs associated with Engineering Management Support, Metro Project Administration, Construction Management Support Services, Legal Services, Third Party Scope of Work with Los Angeles City Departments, Community Relations and Environmental Consultant Services. The \$90.3 million in expenditures to date represents 6.3% of the current estimate.

FINANCIAL/GRANT STATUS

Status of Funding source chart will be provided upon adoption of the Life-Of-Project (LOP) budget.

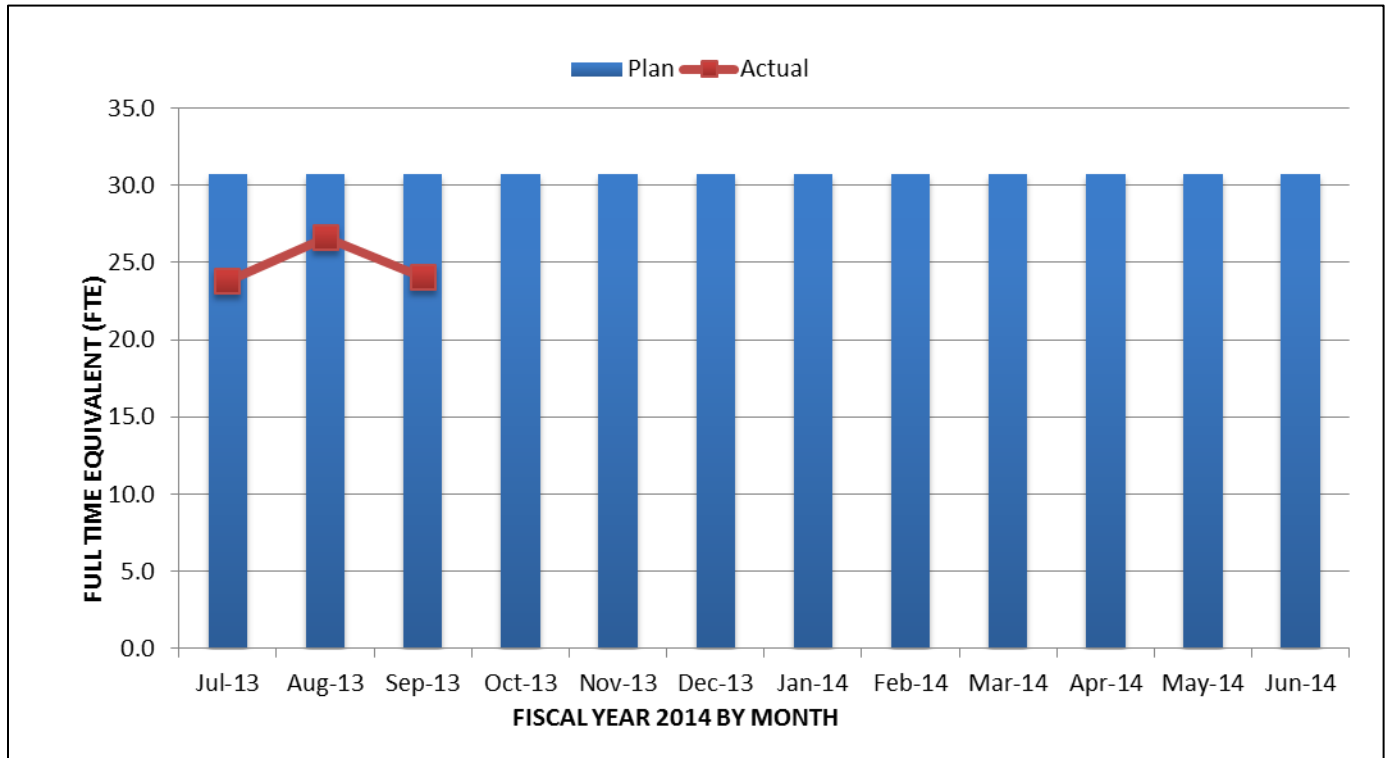
STAFFING STATUS
Total Project Staffing – Metro and Consultants



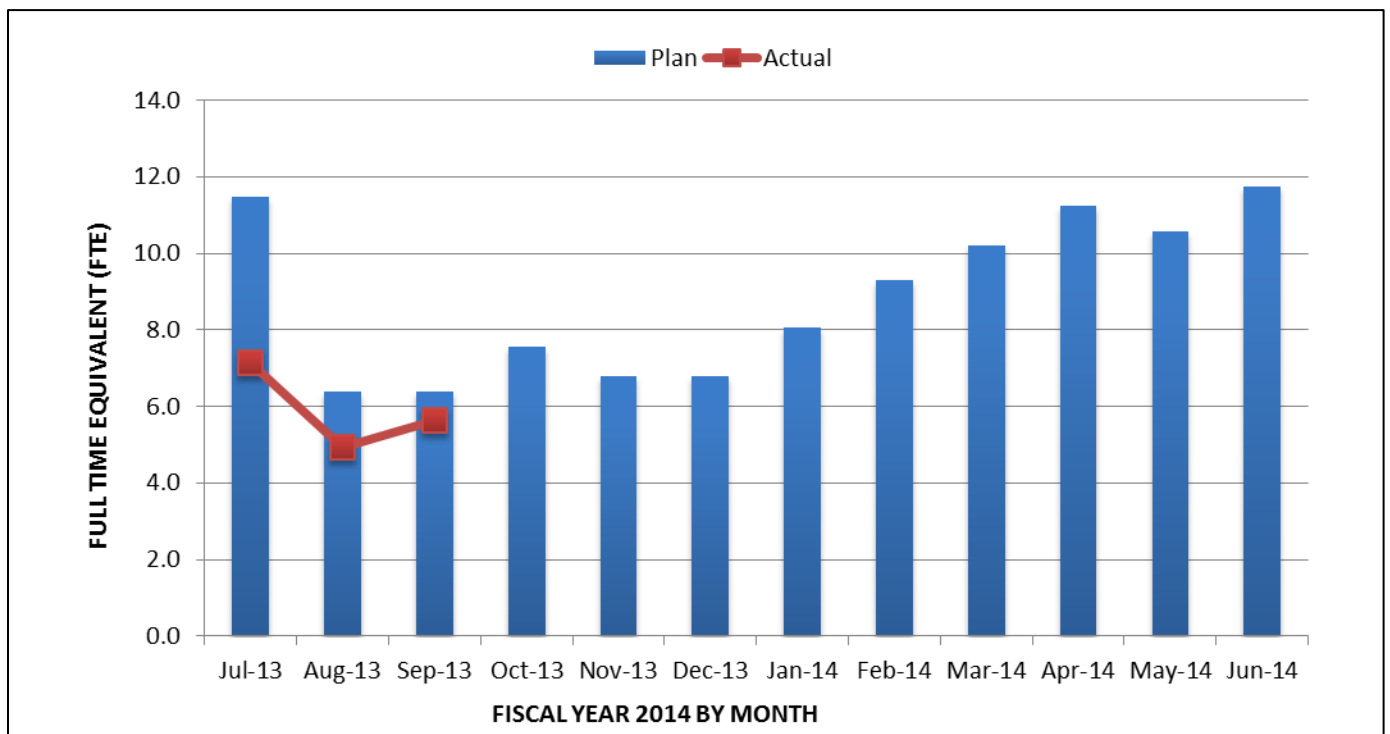
The overall FY 14 Total Project Staffing plan averages 60.8 FTE's per month.

For September 2013, there were a total of 24.1 FTE's for MTA's Project Administration staff and 28.3 FTE's for consulting staff. The total project staffing for September 2013 was 52.4 FTEs.

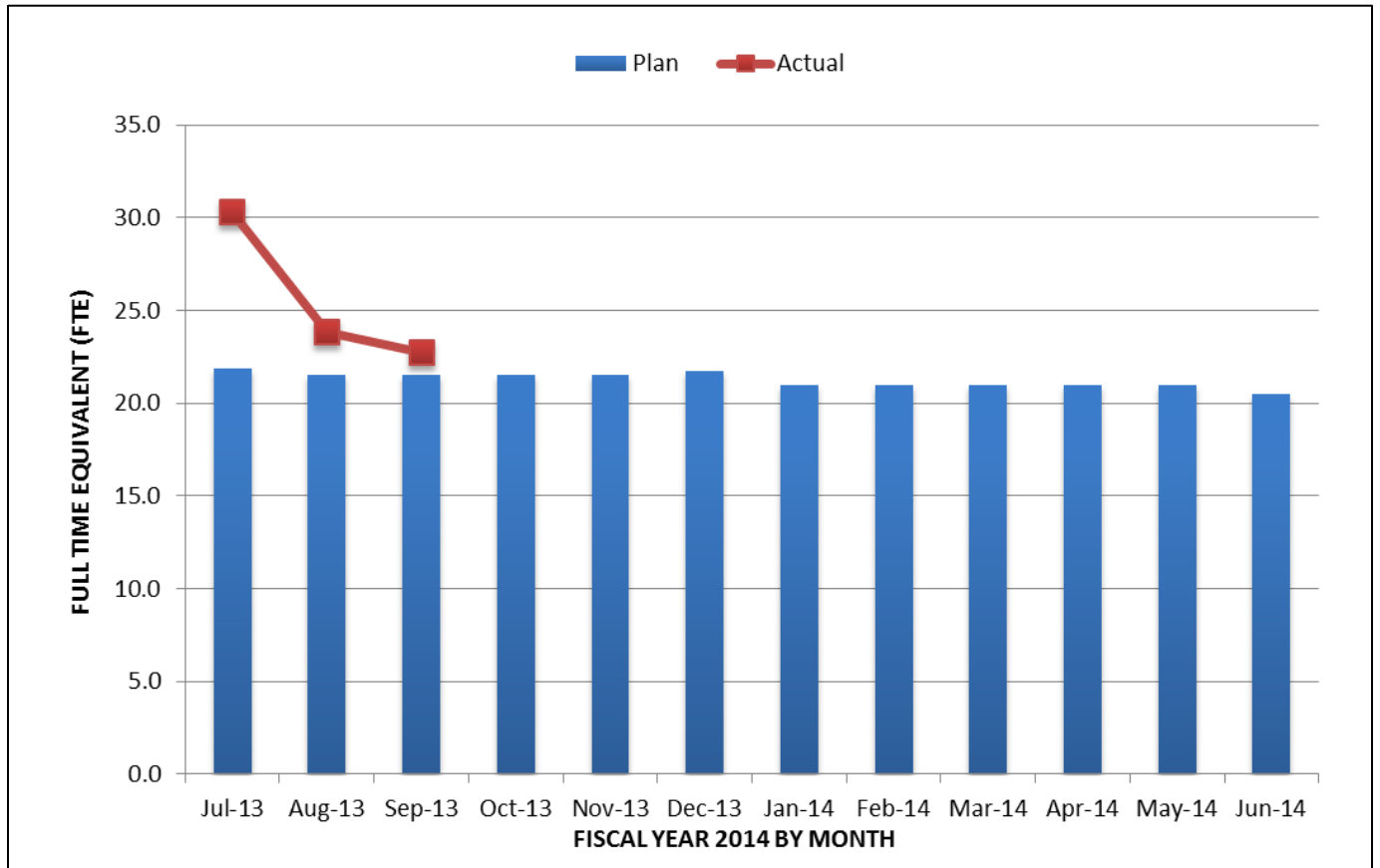
**STAFFING STATUS (Continued)
METRO STAFF**



**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT**



**STAFFING STATUS (Continued)
ENGINEERING SERVICES CONSULTANTS**



REAL ESTATE STATUS

| Regional Connector- Real Estate Status Summary October 2013 | | | | | | | | | |
|---|-------------------|-----------|-------------|----------------------------------|-------------|-------------------|--------------------|----------------------|-------------------|
| Contract No. | Number of Parcels | Certified | Decertified | Appraisals In Process/ Completed | Offers Made | Agreements Signed | Condemnation Filed | Relocations Complete | Parcels Available |
| Full Takes | 3 | 3 | 0 | 3 | 2 | 2 | 2 | 0 | 0 |
| Part Takes | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| SSE | 13 | 13 | 0 | 7 | 4 | 0 | 0 | 0 | 0 |
| TCE/ROE | 15 | 8 | 0 | 7 | 5 | 0 | 0 | 0 | 0 |
| Sub Total Parcels: | 33 | 26 | 0 | 18 | 11 | 2 | 2 | 0 | 0 |
| Relocation | 5 | | | | | | | | |
| Total Parcels: | 33 | 26 | 0 | 18 | 11 | 2 | 2 | 0 | 0 |

* Total number of parcels on this summary (33) reflect a consolidation of some ownerships, whereas ownerships and parcels are separately counted on main Regional Connector Project Control Matrix (43).

QUALITY ASSURANCE STATUS

3rd Party Utility Relocations

- Inspection and testing Oversight

ENVIRONMENTAL STATUS

- Metro is in the process of negotiating an MOU with the Performing Arts Center of Los Angeles County which addresses the ground borne noise and vibration associated with the Regional Connector operations in the vicinity of the Walt Disney Concert Hall (WDCH).
- Metro conducted additional ambient noise monitoring at The Colburn School. Metro will continue to negotiate with The Colburn School to establish an MOU which addresses ground borne noise and vibration associated with the Regional Connector Project operation in the vicinity of The Colburn School.
- Metro is currently negotiating with property owners at 2nd and Broadway, Maguire Gardens and later at WDCH to set up additional noise and vibration monitors. The goal is to have continuous noise and vibration monitors at all station locations as well as along Flower Street for the extent of project construction.
- Metro continues to monitor noise and vibration for all utility relocation work throughout the project alignment.
- Metro is conducting cultural resource monitoring for historic and archeological resources at all utility relocation construction sites along the alignment.

CONSTRUCTION RELATIONS STATUS

- Coordination and briefing with project staff on variances the project is seeking from the City of Los Angeles and Promenade Homeowners Association.
- Coordinated and facilitated negotiations with Broadway Civic Center for the installation of a noise monitor device.
- Provided project information to Higgins Loft residents and toured facility.
- Coordinated a Question and Answer Session with residents of the Higgins Loft on variances the project is seeking from the City of Los Angeles.
- Provided update on the status of construction activities and outreach efforts at the Regional Connector Community Leadership Council General Board Meeting, the 1st/Central Station Committee and the 2nd/Hope Station Committee.
- Provided project information to Savoy HOA member and toured facility.
- Provided project information to the Little Tokyo Service Center and toured facility.
- Responded and addressed inquiries from the public on the project.
- Performed door to door outreach on the Regional Connector, surveyed businesses in Little Tokyo and encouraged businesses to participate in the Project Area Discount.
- Distributed four construction alerts to the public on utility relocation activities related to the project.
- Finalized project overview fact sheet in four languages.

Social Media Outreach Efforts

The last 11 postings on the Regional Connector Facebook page were seen by an average of 162 people. The Facebook page current has 966 likes, The Regional Connector has 929 postings and 643 followers.

Regarding the Regional Connector website viewership rose substantially. Pageviews rose 14.79 percent, from 3,819 to 4,384 this month. Average time on the site rose slightly, 3.4 percent, from 1:56 from 1:52 from last month.

Participated in the following meetings:

- Participated in the Level 3 Communications and Southern California Gas readiness review meeting.
- Participated in Bi-weekly Third Party Utility Relocation Coordination Meetings.
- Participated in the procurement process to establish bench contract for translation services.

CREATIVE SERVICES STATUS

Art Program

- Artist selection development
- Ongoing community outreach

Design Studio

Designed press release materials

SAFETY & SECURITY STATUS

- Monitor 3rd Party Gas Line relocation contractor activities for safety compliance and adequate traffic handling
- Assist in minimizing impacts to pedestrians and businesses

THIRD PARTY AGREEMENT STATUS

| Third Party | Type of Agreement | Forecast Execution Date | Required Need Date | Status/ Comments |
|---|---|--------------------------------|---------------------------|---|
| City of Los Angeles | Amendment to Master Cooperative Agreement | N/A | N/A | Parties will work under 2003 MCA. |
| Los Angeles Department of Water and Power | Amendment to Memorandum of Understanding | N/A | N/A | Metro and LADWP will work under 2002 Utility Cooperative Agreement which remains in effect. |
| Los Angeles County Public Works | Letter of Agreement | 4/11 | 3/12 | Executed |
| Caltrans | Amendment | 8/11 | 3/12 | Executed |
| Private Utilities | LOA, MOU or UCA | 5/11 to 11/1/14 | N/A | Metro is working with affected third party utilities under work orders unless license agreements dictate relocation by utility company. |

ADVANCED UTILITY RELOCATION STATUS

- Final evaluation of the bids for Contract C0981R is ongoing.
- AT&T completed potholing at 1st Street and Alameda.
- The SCG relocation in Flower St between 4th St and 5th St was completed in October 2013.
- The TWC (joint trench) relocation at 2nd Street between Spring Street and Hill is also nearing completion and expect to be completed in November 2013.
- The SCG relocation in 2nd Street and Broadway started in October 2013.

PEAK HOUR AND NIGHTTIME CONSTRUCTION VARIANCES

Metro is actively pursuing extended hour variances/exemptions to accommodate the Project needs. Metro staff is working with the City of Los Angeles Bureau of Engineering and the Los Angeles Police Commission to obtain Holiday Moratorium Variance, Peak Hour Exemption and Night Time Work Variance. Current efforts center around obtaining an extended hour variance to allow night work and weekend work to accommodate the 2nd/Broadway Station soldier pile and decking installation for the D/B contract C0980; processing of Holiday Moratorium exemptions to accommodate utility relocation work; and processing of peak hour variance via WTCP's to accommodate advanced utility relocations by Metro's contract C0981R.

CPUC CROSSING SUMMARY

Current Status

Contract C0980 requires the Contractor to design and obtain CPUC approval for the temporary relocation of the existing at-grade crossing of 1st Street adjacent to Alameda Street, approximately 500 feet east of its current location. The new temporary at-grade crossing will remain in-place until construction of the underground Y junction necessitates closure of the Little Tokyo Station, at which point bus bridging will be implemented to transfer passengers between the Eastside and Union Station. When complete, the Regional Connector Project will no longer have an at-grade crossing of 1st Street in the vicinity of 1st and Alameda Streets.

C0980 Contractor proposals are currently under evaluation.

Near Look-Ahead

Metro and CPUC will continue to meet. Anticipated meeting dates and topics:

- a. Metro-CPUC will meet to confirm process and schedule. Meeting will occur following relocation of the Integrated Project Office; anticipated in late-2013/early-2014.
- b. Metro-CPUC-Contractor will meet to review Contractor designs. Meeting is anticipated in mid-2014, but is subject to change once the Contractor is on-board.

Extended Look-Ahead

Form GO-88 will be submitted to close existing at-grade crossings of Temple Street adjacent to Alameda Street and 1st Street at Hewitt Street.

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 |
| 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 |
| 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 1st draft FFGA application to FTA for review |
| September 2013 | Received proposals for D/B Contract C0980 |
| September 2013 | Submitted 2nd draft FFGA application to FTA, incorporating FTA comments |
| October 2013 | Submitted Application to FTA Requesting an FFGA |

CONSTRUCTION PHOTOS



TWC Joint Trench Work at 2nd and Broadway



SE Pipeline 2nd Street Potholing

CONSTRUCTION PHOTOS



SE Pipeline Saw Cutting at 2nd and Spring



Paving 3" Gas Line Trench at Flower Street

**APPENDIX
COST AND BUDGET TERMINOLOGY**

Project Cost Descriptions

| | |
|------------------|---|
| ORIGINAL BUDGET | The Original Project Budget established upon Board approval of Life-of-Project (LOP) budget expected in the first quarter of 2014. |
| CURRENT BUDGET | The Original Budget plus all budget amendments approved by formal Metro Board action. Also referred to as Approved Budget. |
| COMMITMENTS | The total of actual contracts awarded, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time. |
| EXPENDITURES | The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS). |
| CURRENT FORECAST | The best estimate of the final cost of the project when all checks have been issued and the project is closed out. Current Forecast is composed of actual costs incurred to date, the best estimate of work remaining and a current risk assessment for each budgeted cost item. |

Cost Report by Element Descriptions

| | |
|-----------------------|--|
| CONSTRUCTION | Includes construction contracts. Cost associated with Guideways, Stations, Southwestern Yard, Sitework/Special Conditions and Systems. |
| RIGHT-OF-WAY | Includes purchase cost of parcels, easements, right-of-entry permits, escrow fees, contracted real estate appraisals and tenant relocation. |
| VEHICLES | Includes the purchase of LRT vehicles and spare parts for the project. |
| PROFESSIONAL SERVICES | Includes design engineering, project management assistance, construction management support services, legal counsel, agency staff costs, and other specialty consultants. |
| CONTINGENCY | A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project. |
| PROJECT REVENUE | Includes all revenue receivable to the Metro as a direct result of project activities. This includes cost sharing construction items, insurance premium rebates, and the like. |

**APPENDIX
LIST OF ACRONYMS**

| | |
|----------|---|
| ATC | Automatic Train Control |
| ATSAC | Automated Traffic Surveillance and Control |
| BAFO | Best and Final Offer |
| BIM | Building Information Modeling |
| BNSF | Burlington Northern Santa Fe Railway Company |
| CADD | Computer Aided Drafting and Design |
| CALTRANS | California Department of Transportation |
| CCTV | Closed Circuit Television |
| CD | Calendar Day |
| CEQA | California Environmental Quality Act |
| CM | Construction Manager |
| CMAQ | Congestion Mitigation and Air Quality Improvement Program |
| CN | Change Notice |
| CO | Change Order |
| CPM | Critical Path Method |
| CPUC | California Public Utilities Commission |
| CR | Camera Ready |
| CSPP | Construction Safety Phasing Plan |
| CTC | California Transportation Commission |
| CUD | Contract Unit Description |
| DB | Design Build |
| DBB | Design Bid Build |
| DOT | Department of Transportation |
| DWP | Department of Water and Power |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EPB TBM | Earth Pressure Balance Tunnel Boring Machine |
| FAA | Federal Aviation Administration |
| FAR | Federal Acquisition Regulation |
| FD | Final Design |
| FEIS | Final Environmental Impact Statement |
| FEIR | Final Environmental Impact Report |
| FIS | Financial Information System |
| FLSR | Fire Life Safety Report |
| FONSI | Finding of No Significant Impact |
| FRA | Federal Railroad Administration |
| FSEIR | Final Supplemental Environmental Impact Report |
| FSEIS | Final Supplemental Environmental Impact Statement |
| FTA | Federal Transit Administration |
| FTE | Full Time Equivalent |
| GBR | Geotechnical Baseline Report |
| GDSR | Geotechnical Design Summary Report |
| HMM | Hatch Mott MacDonald |

**APPENDIX
LIST OF ACRONYMS (Continued)**

| | |
|--------|--|
| IFB | Invitation for Bid |
| IPMO | Integrated Project Management Office |
| JV | Joint Venture |
| LA | Los Angeles |
| LABOE | Los Angeles Bureau of Engineering |
| LABOS | Los Angeles Bureau of Sanitation |
| LABSL | Los Angeles Bureau of Street Lighting |
| LACFCD | Los Angeles County Flood Control District |
| LACMTA | Los Angeles County Metropolitan Transportation Authority |
| LADOT | Los Angeles Department of Transportation |
| LADPW | Los Angeles Department of Public Works |
| LADWP | Los Angeles Department of Water and Power |
| LAUSD | Los Angeles Unified School District |
| LAWA | Los Angeles World Airports |
| LAX | Los Angeles International Airport |
| LNTP | Limited Notice To Proceed |
| LONP | Letter Of No Prejudice |
| LOP | Life-of-Project |
| LPA | Locally Preferred Alternative |
| LRT | Light Rail Transit |
| L RTP | Long Range Transportation Plan |
| LRV | Light Rail Vehicle |
| MCA | Master Cooperative Agreement |
| MIS | Major Investment Study |
| MOU | Memorandum of Understanding |
| MPSR | Monthly Project Status Report |
| N/A | Not Applicable |
| NEPA | National Environmental Protection Act |
| NOD | Notice of Determination |
| NPDES | National Pollution Discharge Elimination System |
| NTE | Not to Exceed |
| NTP | Notice To Proceed |
| OCC | Operations Control Center |
| OCS | Overhead Catenary System |
| OSHA | Occupational Health and Safety Administration |
| PA/VMS | Public Address/Visual Messaging Sign |
| PE | Preliminary Engineering |
| PEER | Permit Engineering Evaluation Report |
| PIP | Project Implementation Plan |
| PLA | Project Labor Agreement |
| PM | Project Manager |
| PMIP | Project Management Implementation Plan |
| PMOC | Project Management Oversight Consultant |

**APPENDIX
LIST OF ACRONYMS (Continued)**

| | |
|--------|---|
| PMP | Project Management Plan |
| P&P | Policies & Procedures |
| PR | Project Report |
| PSR | Project Study Report |
| QA | Quality Assurance |
| QAR | Quality Assurance Report |
| QC | Quality Control |
| QPSR | Quarterly Project Status Report |
| QTIB | Qualified Transit Improvement Bonds |
| RAMP | Real Estate Acquisition Management Plan |
| RCHAR | Rail Crossing Hazards Analysis Report |
| RCMP | Risk Assessment Management Plan |
| RFC | Request For Change |
| RFP | Request For Proposals |
| RFSC | Request for Special Consideration |
| RHA | Risk Hazard Analysis |
| RLPE | Red Light Photo Enforcement |
| ROC | Rail Operations Center |
| ROD | Record Of Decision |
| ROM | Rough Order of Magnitude |
| ROW | Right-Of-Way |
| RPZ | Runway Protection Zone |
| RSD | Revenue Service Date |
| SAV | Stand Alone Validator |
| SCAQMD | Southern California Air Quality Management District |
| SCADA | Supervisory Control and Data Acquisition |
| SCC | Standard Cost Category |
| SCE | Southern California Edison |
| SCG | Southern California Gas Company |
| SCRRA | Southern California Regional Rail Authority |
| SHA | State Highway Account |
| SHPO | State Historic Preservation Office |
| SIT | System Integration Testing |
| SOQ | Statement of Qualification |
| SOV | Schedule Of Value |
| SOW | Statement Of Work |
| SP | Special Provision |
| SSMP | Safety and Security Management Plan |
| STB | Surface Transportation Board |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| STV | STV Group |

**APPENDIX
LIST OF ACRONYMS (Continued)**

| | |
|-------|--|
| TBD | To Be Determined |
| TBM | Tunnel Boring Machine |
| TCE | Temporary Construction Easement |
| TCRP | Traffic Congestion Relief Program |
| TIFIA | Transportation Infrastructure Finance and Innovation Act |
| TIGER | Transportation Investment Generating Economic Recovery |
| TPSS | Traction Power Substation |
| TRACS | Transit Automatic Control System |
| TVA | Threat Vulnerability Analysis |
| TVM | Ticket Vending Machine |
| UFS | Universal Fare System |
| USDOT | United States Department Of Transportation |
| VE | Value Engineering |
| WBS | Work Breakdown Structure |
| WP | Work Package |
| YOE | Year of Expenditure |