

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Corridor

East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



Metro[®]

REGIONAL CONNECTOR TRANSIT CORRIDOR 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).

SEPTEMBER 2013


TABLE OF CONTENTS

	Page No.
Project Summary.....	1
Project Overview & Status.....	2-4
Management Issues.....	4
Project Alignment.....	5
Base Project Scope.....	6-9
Project Status	
• Project Schedule	
◦ Key Milestones Six-Month Look Ahead.....	10
◦ Project Summary Schedule.....	11
◦ Critical Path Narrative.....	12
• Project Cost	
◦ Project Cost Status	13
◦ Project Cost Analysis.....	13
• Financial/Grant	
◦ Financial/Grant Status.....	14
◦ Status of Funding.....	14
• Staffing Status	
◦ Total Project Staffing.....	15
◦ Metro Staffing.....	16
◦ Construction Management Support Services Consultant.....	16
◦ Engineering Services Consultant.....	17
• Real Estate Status.....	18
• Quality Assurance Status.....	18
• Environmental Status.....	19
• Construction Relations Status	20
• Art Program Status	21
• Safety & Security Status.....	21
• Third Party Agreement and Advanced Utility Relocation Status.....	22
• Peak Hour and Nighttime Construction Variances.....	23
• California Public Utilities Commission (CPUC) Crossing Summary...	24

TABLE OF CONTENTS (Continued)

	Page No.
• Chronology of Events.....	25
• Construction Contracts	
o Contract Status.....	
o Construction Photos.....	26-27
Appendices	
• Cost and Budget Terminology.....	28
• List of Acronyms.....	29-32

PROJECT SUMMARY

LOCATION: Downtown Los Angeles				CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS			
DESIGN CONSULTANT: Connector Partnership JV				CONTRACTOR: TBD			
Advanced Utility Relocation SCG 6" Gas Line Trench-Hope Street				WORK COMPLETED PAST MONTH			
				<ul style="list-style-type: none"> - Received RFPs for D/B contract C0980 - SCG Advanced Utility Relocation Flower Street (between 2nd St. and GTK Way) - SCG Advanced Utility Relocation Hope St. - Continued efforts seeking relief from Peak Hour Exemptions and Holiday Moratorium work hour restrictions - Executed Third Party Agreement with Caltrans - Draft MOU with the LA County Performing Arts Center and Colburn School - Revised FFGA submitted to FTA incorporating their comments 			
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	\$354.8	\$38.5	10.9%	Final Design complete	04/24/14	10/05/15	0
TOTAL	\$1,426.5	\$88.4	6.2%				
Current Estimate includes Planning and Finance Costs.				Right-of-Way			
				All parcels available	03/31/15	03/31/15	0
AREAS OF CONCERN				Construction - Main Design / Build Contract			
- Market conditions may lead to higher construction costs				Notice to Proceed			
				04/24/14			
				04/24/14			
				0			
				Construction complete			
				08/07/20			
				08/07/20			
				0			
ROW ACQUISITION	PLAN	ACQUIRED	REMAINING	CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
PERMANENT PARCELS	6	0	6	- D/B Contract C0980 RFP Evaluation			
TEMPORARY PARCELS	18	0	18	- Contract C0981R Advanced Utility Relocation Bid Evaluation			
				- 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			
TOTAL PARCELS	24	0	24				

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 this 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, MCI completed relocation of telecommunication lines and SCG began relocating gas lines between 4th and 5th streets. At Hope Street, between 2nd Street and GTK Way, SCG completed relocation of gas lines. At the intersection of 2nd Street and Broadway, Time Warner Co. is near completing relocating telecommunication lines.

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. A current budget will be established upon Board approval of 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 FNS.

The project commitments thru September 2013 are \$217 million or 15.2% of the current cost estimate. The project expenditures thru August 2013 are \$88.4 million or 6.2% 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. The forecast Revenue Service Date reflects an executed FFGA with the FTA and the award of the D/B contract C0980 in the winter 2013. The project schedule contingency will be established at the time Metro receives an executed FFGA.

PROJECT OVERVIEW & STATUS (Continued)

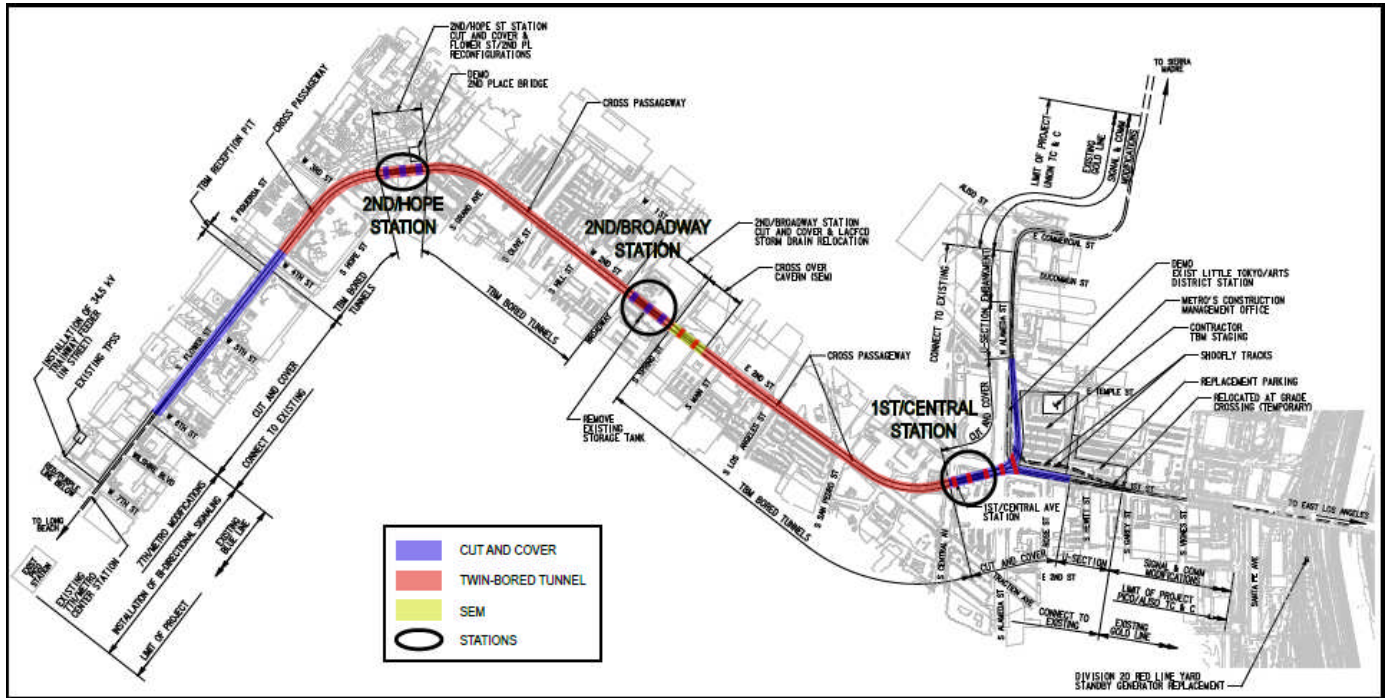
A Risk Register has been developed for the project and is being updated quarterly to reflect any new risks that derive from concerns or issues. The next formal risk assessment workshop will be scheduled for the end of this year.

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.

PROJECT ALIGNMENT



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

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 project contract 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

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 EPBM.
- Tunnel construction - boring with an EPBM, 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.
- 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

- 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

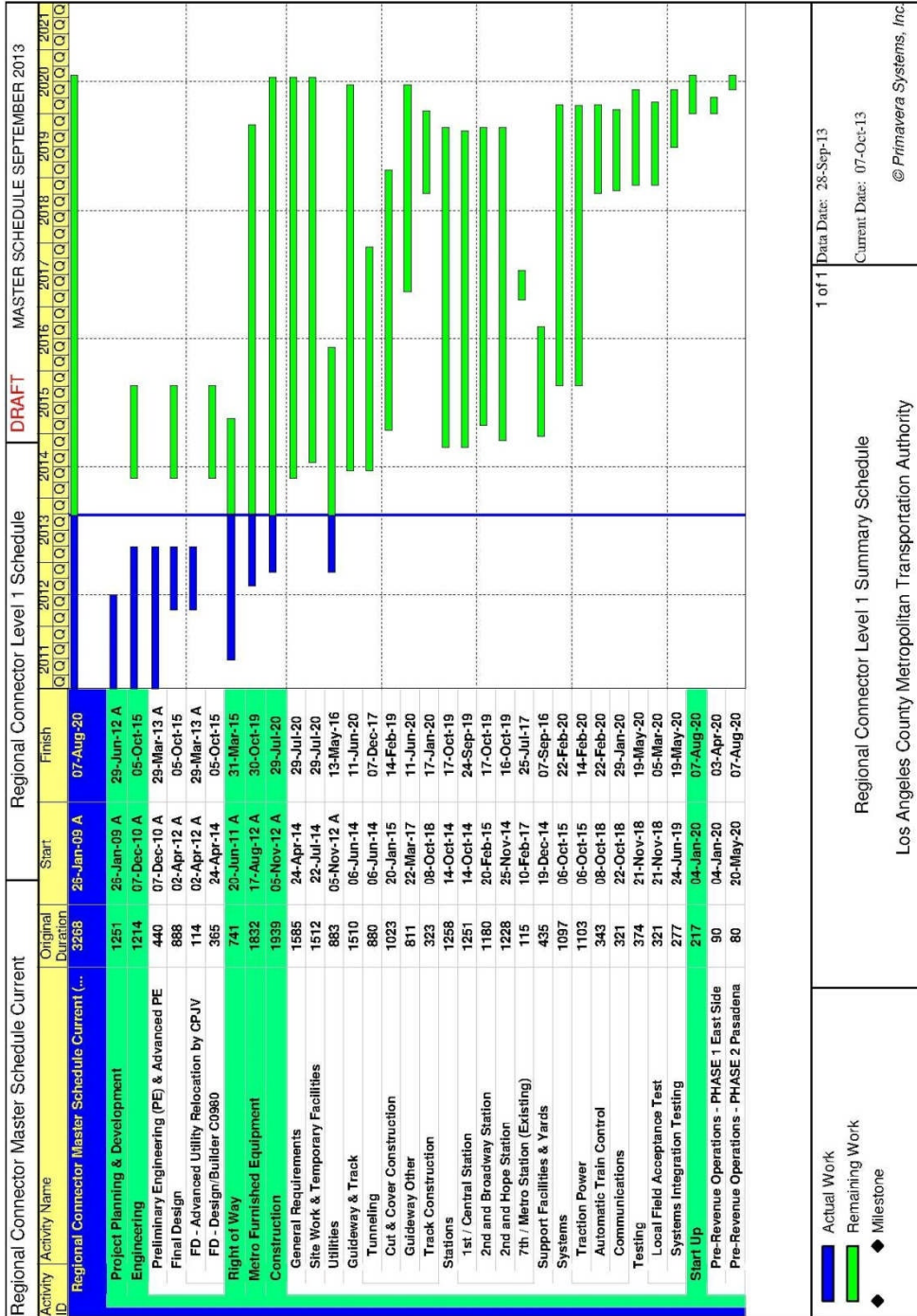
The commencement of pre-revenue operations will be determined by Metro. Generally, all systems integration testing will have been completed and passed. All testing will be required to include and pass a "stress test" of maximum operational service levels to be acceptable. Pre-revenue operations include 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	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14
Contract C0980 Submit RFPs	09/09/13A	□					
Approve TIFIA Loan	10/31/13		△				
Third Party Utility Companies Complete Final Design for Advanced Utility Relocations	11/04/13			▽			
FTA Approve FFGA	12/12/13				✕		
Advanced Utility Relocations Contract C0981R - NTP	01/03/14					◆	
Board Authorize to Award D/B Contract C0980	02/27/14						Ⓜ

- ◆ 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: 28-Sep-13
Current Date: 07-Oct-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 EPBM; tunnel mining; 2nd/Broadway Station excavation to track level; SEM cross-over cavern construction east of 2nd/Broadway Station; tunnel finish, Y structure; construct guideway, track, OCS and train control parallel to Alameda Street; systems integration testing; 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	-470	192,978	12,301	64,905	0	1,402,932	0
460228 & 860228 SUBTOTAL	0	0	1,402,932	-470	192,978	12,301	64,905	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	470	17,925	470	17,925	0	17,392	470	17,925	0
400228 & 460228 SUBTOTAL	0	470	24,000	470	24,000	0	23,467	470	24,000	0
TOTAL	0	470	1,426,932	0	216,978	12,301	88,371	470	1,426,932	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2013

PROJECT COST ANALYSIS

Original Budget

The original budget will be established upon receipt of the FFGA, expected late 2013.

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. This period \$470,000 was transferred from Project 860228 to Project 460228 due to Legal Services was not budgeted for FY14.

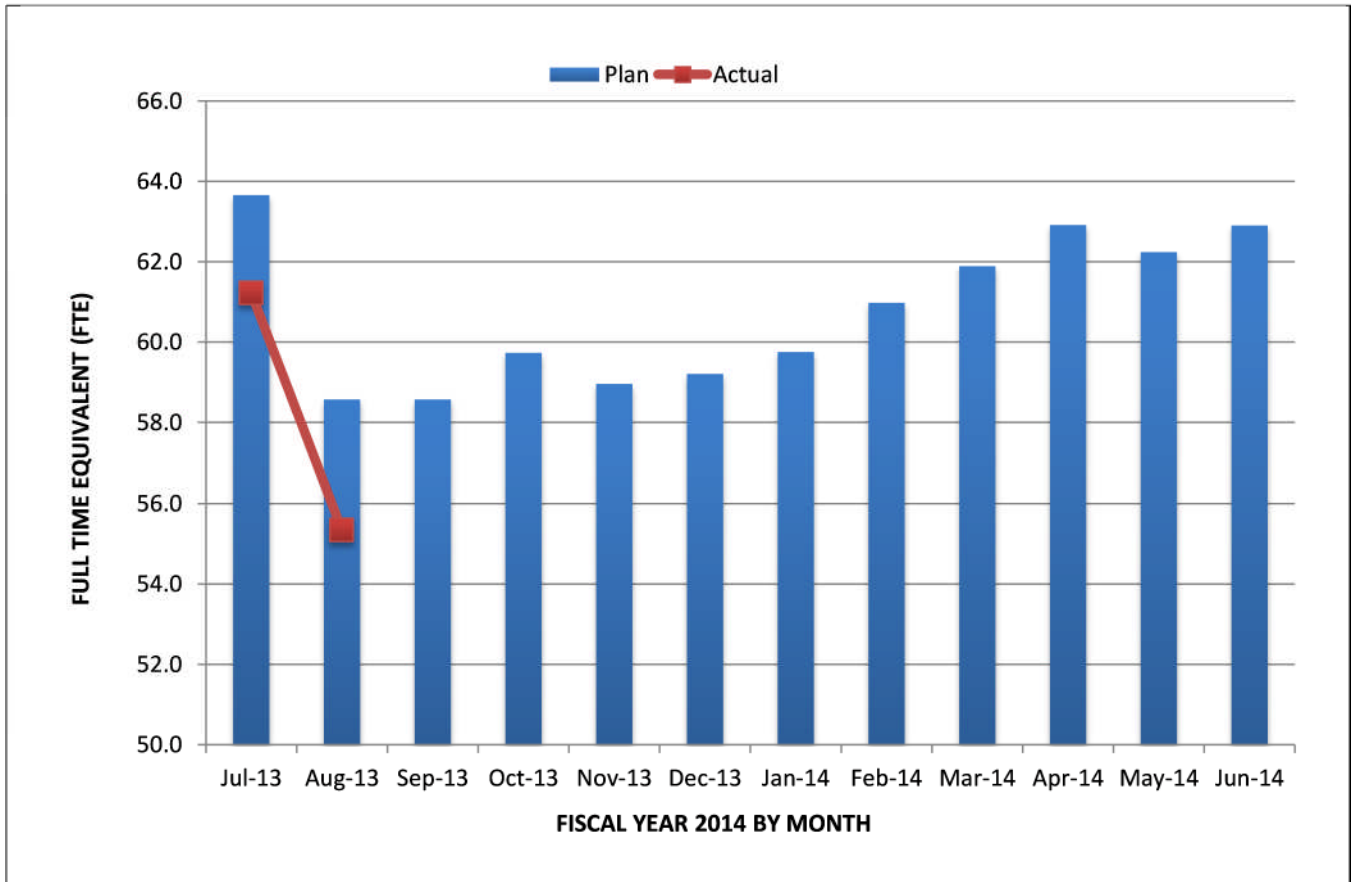
Expenditures

The Expenditures are cumulative through August 2013. This period expenditures increased by \$12.3 million due to a check deposit for Parcel RC464. The \$88.4 million in expenditures to date represents 6.2% of the Current Estimate.

FINANCIAL/GRANT STATUS

Status of Funding source chart will be provided upon adoption of the life-of-project budget.

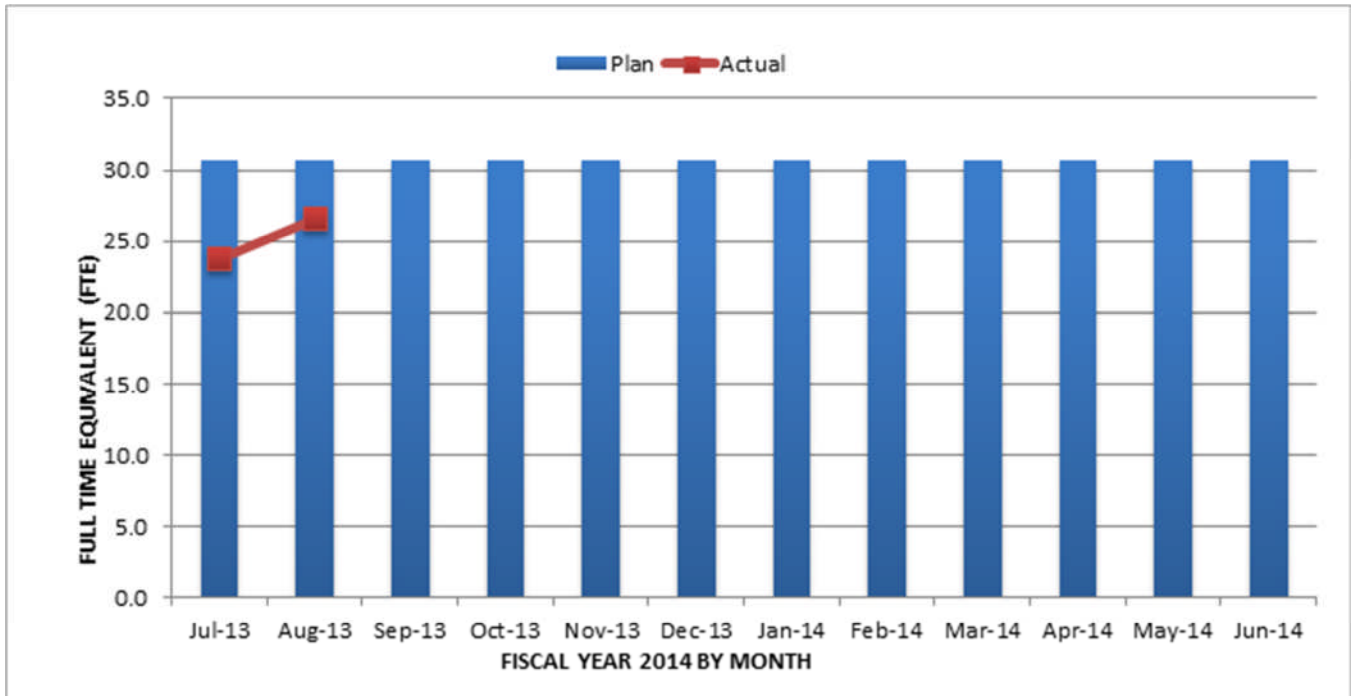
STAFFING STATUS
Total Project Staffing – Metro & Consultants



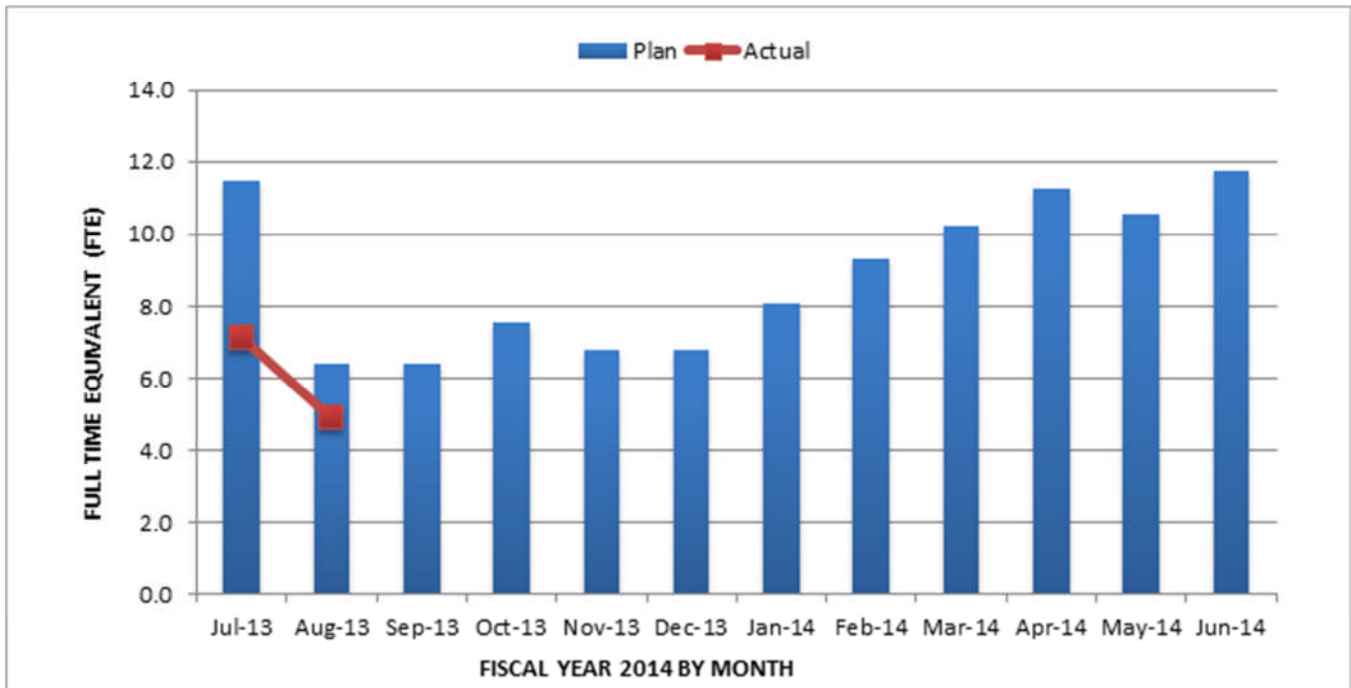
The overall FY 14 Total Project Staffing plan averages 60.8 FTE's per month.

For August 2013, there were a total of 26.6 FTE's for MTA's Project Administration staff and 28.8 FTE's for consulting staff. The total project staffing for August 2013 was 55.3 FTEs.

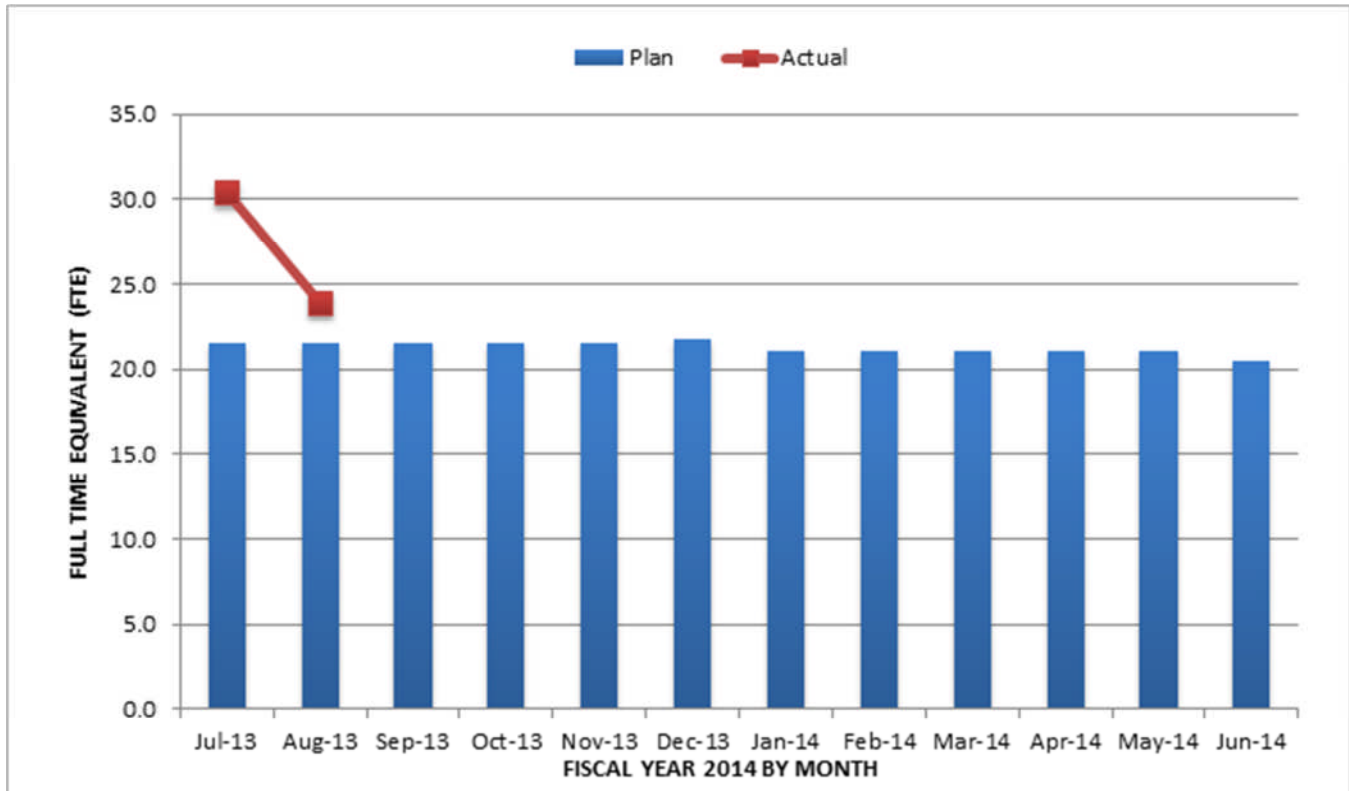
**STAFFING STATUS (Continued)
METRO STAFF**



**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT**



STAFFING STATUS (Continued) ENGINEERING SERVICES CONSULTANTS



REAL ESTATE STATUS

Regional Connector- Real Estate Status Summary September 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

C0980 Regional Connector D/B

- Proposals Review
- Attended staff meetings

3rd Party Utility Relocations

- Inspection 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).
- During this period Metro conducted additional ambient noise monitoring within WDCH in two critical spaces: the Main Auditorium and Choral Hall.
- Metro is scheduling 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 set up continuous noise and vibration monitors at the Savoy Condominiums and the Japanese American Museum and is currently negotiating with property owners at 2nd and Broadway, Maguire Gardens and later at WDCH to set up additional 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.
- The second Quarterly Mitigation Monitoring Report was issued to FTA in September for the quarter period of May, June and July.

CONSTRUCTION RELATIONS STATUS

- Coordination and briefing with project staff on variances the project is seeking from the City of Los Angeles to: Equity Management, Bunker Hill Tower Condominium General Manager, Standard Hotel and Promenade Homeowners General Manger.
- Coordination and briefing with project staff to the Bonaventure on traffic control plans for relocation of Southern California Gas Company along Flower Street at 4th Street.
- Coordination and briefing with project staff to Charles-Dunn Property Management on traffic control plans for relocation of Level 3 and Wilcon Potholing activities at Flower Street and 6th Street.
- Coordination and briefing with project staff to the 700 E. First St property owner on changes to the movement of traffic at First Street and Hewitt Street after construction is completed.
- Coordination with Maguire Gardens Management on the installation of a mock up noise monitor device.
- Provided update on outreach efforts to LAPD Commission Management as it relates to the 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 and its Committees.
- Provided update on the status of construction activities near the 1st/Central Station at the Little Tokyo Community Council Monthly Meeting.
- Provided project information and answered community questions on the Regional Connector Project at the Sustainable Little Tokyo Community Forum.
- Responded and addressed inquiries and concerns from the public regarding 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 six construction alerts to the public on utility relocation activities related to the project.

ART PROGRAM STATUS

- Ongoing community outreach.

Communications/Public Information

- Designed and developed public information materials including Utilities Fact Sheet, Regional Connector map, RGB Construction Notice, Direct Mail Postcard, Report Cover, and Press Release Template.
- Updated Regional Connector project webpages.

SAFETY & SECURITY STATUS

- Perform daily safety inspections of Utility Relocation on 2nd & Hope and 4th & Flower worksites.
- Worked with Gas Company contractor to ensure minimum interruption to pedestrian and automobile traffic.

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 11/13	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.
- Completed the SCG relocation in Hope St between 2nd St and GTK Way.
- Completed the MCI Relocation on Flower.
- The SCG relocation in Flower St between 4th St and 5th St is ongoing and expect to be completed in October 2013.
- The TWC (joint trench) relocation at 2nd and Broadway is ongoing and expect to be completed 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 extending the existing extended hour permits to accommodate utility work at the 1st and Alameda intersection and at the 2nd/Broadway Station; processing of extended hour variances 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 2ns draft FFGA application to FTA, incorporating FTA comments

CONSTRUCTION PHOTOS



New 3" Gas Main Being Placed into Trench on Flower Street.



MCI Relocation on Flower Street.

CONSTRUCTION PHOTOS



New 6" Gas Line at Hope Street.

**APPENDIX
COST AND BUDGET TERMINOLOGY**

Project Cost Descriptions

ORIGINAL BUDGET	The Original Project Budget as established by the Metropolitan Transportation Authority (Metro) Board on October 27, 2011.
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
EPBM	Earth Pressure Balance 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