

Crenshaw/LAX Transit Project



Metro[®]

CRENSHAW/LAX TRANSIT PROJECT

MONTHLY PROJECT STATUS REPORT

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JULY 2014

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PROJECT SUMMARY

CRENSHAW/LAX TRANSIT PROJECT

As of July 2014

| | | | | | | | |
|--|-----------------------|------------------------|-------------------------|---|-------------------|---------------------|-----------------------|
| LOCATION: Crenshaw Blvd at Exposition south to Green Line DESIGN/CONSULTANT: Hatch Mott MacDonald | | | | CONSTRUCTION MANAGEMENT CONSULTANT: Stantec CONTRACTOR: Walsh-Shea Corridor Constructors (WSCC) | | | |
| PROJECT PHOTO: "Century Crunch" - weekend demolition of the defunct railroad bridge on Century Blvd and Aviation . | | | | WORK COMPLETED PAST MONTH: | | | |
|  | | | | <ul style="list-style-type: none"> o WSCC completed demolition of defunct railroad bridge. o WSCC continued final design. o WSCC conducted factory acceptance testing for the tunnel boring machine at manufacturing site in Germany. o WSCC continued cutter soil mixing pile installation at Exposition Station and MLK Station sites. o Shipments of concrete ties continued to storage site. o Shipments of rails continued to storage site. o Metro continued real estate acquisitions. o Metro Builders continued advanced utility relocations. o LADWP continued water line relocations at MLK Station. | | | |
| EXPENDITURE STATUS (\$ In Millions) | | | | SCHEDULE ASSESSMENT | | | |
| ACTIVITIES | CURRENT BUDGET | EXPENDED AMOUNT | PERCENT EXPENDED | MAJOR SCHEDULE ACTIVITIES | PRIOR PLAN | CURRENT PLAN | VARIANCE WEEKS |
| DESIGN | \$ 136.7 | \$ 71.9 | 52.6% | Environmental | | | |
| | | | | FEIS/FEIR | Sep-11 | Sep-11 | Complete |
| | | | | Record of Decision | Dec-11 | Dec-11 | Complete |
| RIGHT-OF-WAY | \$ 127.4 | \$ 101.2 | 79.4% | Design | | | |
| | | | | Preliminary Engineering | Nov-11 | Nov-11 | Complete |
| | | | | Final Design | Sep-15 | Sep-15 | On Schedule |
| CONSTRUCTION | \$ 1,353.1 | \$ 196.8 | 14.5% | Right-of-way | | | |
| | | | | All full-take parcels available | Aug-14 | Dec-14 | 4 months behind |
| OTHER | \$ 440.8 | \$ 82.9 | 18.8% | Construction | | | |
| | | | | D-B Notice to Proceed | Sep-13 | Sep-13 | Complete |
| | | | | D-B Substantial Complete | Sep-18 | Dec-18 | 3.7 months behind * |
| | | | | Revenue Service Date | Oct-19 | Oct-19 | On schedule ** |
| TOTAL | \$ 2,058.0 | \$ 452.8 | 22.0% | *Note: design-builder WSCC forecasts potential delay to Contract Milestone. **Note: completion date includes reduction in project schedule contingency. | | | |
| Note: cost expended as of July 31, 2014. | | | | | | | |
| AREAS OF CONCERN | | | | | | | |
| o Right-of-way acquisition forecast dates trending later than planned. o CPUC approval of grade-separation crossings applications. o Timely future reviews of WSCC's designs by City of Los Angeles, City of Inglewood, Caltrans, FAA and Los Angeles World Airports. o Third party relocations prior to design-builder's construction activities o Execution of Agreement with City of Inglewood. | | | | | | | |
| ROW ACQUISITION | PLAN | ACQUIRED | REMAINING | CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD | | | |
| FULL TAKES | 35 | 33 | 2 | <ul style="list-style-type: none"> o WSCC continue final design. o Continue deliveries of rail and concrete ties to storage sites. o WSCC continue support of excavation work at Exposition Station. o WSCC continue support of excavation work at MLK Station. o LADWP continue water line relocations at MLK Station. o Metro Builders substantially completes all work. o Metro continue turning over real estate properties to WSCC. o Commence support of excavation at Leimert Station. | | | |
| PARTIAL TAKES | 27 | 3 | 24 | | | | |
| TEMPORARY EASEMENTS | 12 | 2 | 10 | | | | |
| TOTAL PARCELS | 74 | 38 | 36 | | | | |

PROJECT OVERVIEW

Major Contract Procurement

Metro has moved up the solicitation of Contract C0991, Southwestern Yard to this summer. Staff is working on preparing the solicitation package.

Construction

Contract C0990 - *The advanced utility relocations contractor, Metro Builders and Engineers Group, LTD completed relocations along Crenshaw Blvd. Remaining work is removing piles at the jack and bore pit at Crenshaw/59th Place, continuing work on remaining punch list items (restorations) and preparing as-built drawings.*

Metro's schedule assessment is that substantial completion can be granted in August 2014. The projected substantial completion date still does not appear to impact the follow-on design-builder's (C0988) scope of work.

See the Contract C0990 Status sheet on page 46 for cost and schedule information.

Contract C0988 – The design-builder, Walsh-Shea Corridor Constructors (WSCC) continues final design with preparation of required contract submittals. Key design status this month:

- *Continued to resolve remaining Design Confirmation comments for stations, TPSS and train control.*
- *Metro completed the Interim (60%) design reviews for facilities and systems work.*
- *Continuing "Readiness for Construction" (85%) early Design Unit foundation bridge submittals.*
- *Metro is continuing to disposition changed utility conditions with WSCC.*
- *Ongoing reviews for the Support of Excavation designs.*
- *Interim (60%) design reviews for roadway design with the City of Los Angeles and City of Inglewood.*
- *A factory acceptance test for the tunnel boring machine (TBM) was conducted in July at the TBM factory site in Germany.*

Construction efforts continue along the three major areas or segments:

Construction efforts by the design-builder continued along the three major areas or segments:

Segment A – (South end, stationing 7+50 to 130+00)

- *Demolition of the Century Bridge deck on Century Blvd and Aviation occurred over an extended weekend (known as "Century Crunch").*
- *Continued demolition of Century Bridge approaches (north/south).*
- *Completed removal of old BNSF railroad signal boxes, track mechanisms, and communication poles.*
- *Continued to receive steel for excavation and bridge support at the Bellanca St. Yard.*
- *Continued rail delivery to jobsite.*
- *All concrete ties have been shipped and 95% of ties have arrived at job site.*

PROJECT OVERVIEW (Continued)

Segment B – (Stationing 130+00 to 365+00)

- *Completed demolition of Florence/La Brea properties.*

Segment C – (North end, Stationing 365+00 to 449+00)

- *Crenshaw/Exposition Station area*
 - *Started water line removal for 15" VCP sanitary sewer relocation (north of Rodeo).*
 - *Completed approximately 25% of pile panels for future decking*
- *Crenshaw/MLK Station area*
 - *Completed tree removal and stump grinding.*
 - *Continuing east side cutter soil mixing pile installation.*
 - *Preparing to start cap wale/beam installation on the east pile line.*
- *Crenshaw/Vernon Station area*
 - *Initiated the start of some utility work.*

See Contract C0988 Status sheet on page 45 for cost and schedule information.

Right-of-Way

There are a total of 74 parcels; one more parcel was added in October 2013 which was originally an encroachment. There are 35 full takes, 27 partial takes and 12 temporary construction easements (TCE's). *There have been 38 parcels acquired through July 2014. Thirty-one full takes, three part takes and two temporary construction easements have been provided to design-builder WSCC. Two other parcels will be provided to design-builder WSCC once relocations have been completed.*

Systems

Metro staff initiated a study to explore possible alternative layouts to accommodate the central control functions associated with new project needs, such as Crenshaw/LAX project, within the existing ROC facility as an interim measure. Metro has determined that the best interim course of action is to expand the existing functional operations at the ROC under a Phase 1 approach to support five new rail lines and extensions including the Crenshaw/LAX Project. The existing ROC will be expanded and will reconfigure the existing ROC service control and closed circuit television monitoring areas to increase overall space requirements by approximately 22 percent. A full build-out of a combined BOC/ROC is also being planned under a Phase 2 approach on land to be acquired by Metro as a separate Capital Improvement Project near Division 20.

Final design of the ROC Reconfiguration Plan was completed and issued for review on February 28, 2014. The initial ROC reconfiguration effort will be for Exposition Phase II and Foothill Gold Line Projects. Crenshaw/LAX Transit Project ROC reconfiguration will be initiated in June 2017 and completed by February 2019.

PROJECT OVERVIEW (Continued)

Program Management

In May 2013, the 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 Hindry as part of the baseline project. This Motion added \$135 million to the LOP budget which included \$80 million in uncommitted fiscal year 2014 funding and \$55 million from the City of Los Angeles. Metro needs to secure a legally binding 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. The agreement was approved by the Metro Board in May 2014.

With 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 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 current budget includes the 49% cost allocation share that the Project is responsible for paying for the design and construction of the Southwestern Yard. This amount is \$139.4 million of the \$285.2 million forecast cost for the Southwestern Yard. The \$139.4 million is allocated in the various SCC categories.

The amount of funding available for the Crenshaw/LAX Transit Corridor Project, excluding the Southwestern Yard \$139.4 million allocation and Environmental/Planning budget of \$26.0 million is \$1,892.6 million.

The LOP budget is funded by various sources of funds which include local, state and federal funding. The TIFIA Loan is categorized under local funds as the loan is secured by a pledge of Measure R local sales tax funds. The federal percentages are as follows; local funding 79.9%, state funding 14.0% and federal funding 6.1%.

The project commitments thru July 2014 are \$1,634.6 million or 79.5% of the Current Budget. The project expenditures thru July 2014 are \$452.8 million or 22% of the Current Budget. The expenditures to date are for previous environmental/planning and preliminary engineering efforts as well as final design and construction costs. The expenditures to date also include the Southwestern Yard expenditures that are part of the 49% cost allocation share that the Project is responsible for paying for.

The project master schedule continues to reflect a forecast of October 2019 for Revenue Service which includes the additional two station options, Leimert Park Station and Hindry Station.

The project schedule contingency was reduced by eight (8) calendar days this period. The cumulative to date reduction in schedule contingency is 113 calendar days. The drawdown of schedule contingency went from 5.2 months to 4.9 months. The reason for the additional reduction in schedule contingency is a reported lower production rate than forecasted in the installation of the Crenshaw/Expo and Crenshaw/MLK Stations shoring wall system by the

PROJECT OVERVIEW (Continued)

design-builder.

On a monthly basis, the project's risk manager will advise project management of the risk register items mitigation status. *A Risk Management Quarterly Progress Report was issued on July 18, 2014.*

MANAGEMENT ISSUES

Concern No. 1: Complete Construction Safety Phasing Plan (CSPP) for design-builder scope of work near LAX and receive FAA approval.

Status/Action A CSPP has to be submitted by the design-builder for their scope of work in the LAX area (underground trench). The design-builder continues to work on the support of excavation design required for the underground trench. Approximately in September 2014 the design-builder will update the CSPP and request reactivation of the permit required (FAA 7460) in order to start construction in the trench area by December 2014.

Concern No. 2: Metro has submitted five applications to the California Public Utilities Commission (CPUC) for approval of grade crossing improvements.

Status/Action *The CPUC approved Package No. 5 on February 27, 2014 and Packages No. 2 and No. 3 on April 10, 2014. It is anticipated that the CPUC will act on Packages No. 1 and No. 4 this summer.*

Concern No. 3: Execution of 3% Local Match funding agreement with the City of Inglewood.

Status/Action Metro and the City of Inglewood continue to work through various issues and may have solutions to outstanding issues so an agreement can be executed in the future.

Concern No. 4: Right-of-way acquisition forecast dates are trending later than planned.

Status/Action Metro continues to turn over parcels to the design-builder as they are acquired. *There have been 38 parcels acquired through July 2014. Thirty-one full takes, three part takes and two temporary construction easements have been provided to design-*

MANAGEMENT ISSUES (Continued)

builder WSCC. The other two parcels will be provided to WSCC once relocations have been completed.

Some parcels are being delivered later than originally planned to WSCC. Metro and the design-builder are working together to refine the turnover dates to ensure there is no impact to the design-builder's construction schedule. In addition, Metro is maintaining additional consultant staff to support existing Metro staff in appraisal reviews, making offers, relocations and any coordination efforts required.

Concern No. 5: Variance to nighttime working hours.

Status/Action The design-builder's variance to nighttime working hours for Segments A, B, C and E has been renewed thru December 2, 2014. *At this time, any variance for Segment D is to be requested on a case by case basis. Metro is working with officials to get a six-month "blanket" approval for Segment D.*

Concern No. 6: Timely future reviews of WSCC final design submittals by City of Los Angeles, City of Inglewood, Caltrans, FAA and Los Angeles World Airports.

Status/Action *Metro is coordinating with all third party agencies in advance of WSCC final design submittals to ensure that timely review requirements will be met to support WSCC's current schedule submittal dates. The final design submittals will be submitted for review by third parties according to the most critical submittals to ensure the third party agencies are reviewing the most important designs first. Also, along with the concern above is the potential for third party agencies review comments leading to potential change requests outside of the original design signed off by the agencies during the preliminary engineering phase of the project. Metro will take action and strictly monitor the review comments from the agencies*

Concern No. 7: Additional scope of work for the design-builder to accommodate the Los Angeles World Airports (LAWA) Specific Plan Amendment Study (SPAS).

Status/Action The scope of work is for Metro to undertake a parallel design effort and construct changes in the vicinity of the Aviation/Century Station to accommodate elements of the SPAS. The Crenshaw/LAX Transit Project obtained Metro Board authorization to Proceed in December 2013 with the required future design or construction effort. *Four changes have been executed with WSCC, three for design and one for construction.*

MANAGEMENT ISSUES (Continued)

Concern No. 8: Relocations of utilities by outside third parties required to be performed in advance of the main Crenshaw/LAX Design Build Contractor's work.

Status/Action *Metro is working closely with various third party agencies to have relocations of utilities performed in advance of when the design-builder will be performing work in the same area. In May 2014, there was slippage in the scheduling of water main relocations at the Crenshaw/Expo Station area which may have impacted the design-builder's construction progress. This slippage as reported by the design-builder resulted in a reduction in Metro's master schedule project contingency. A full listing of 3rd party work being performed for the benefit of the project was provided to the design-builder for coordination.*

Concern No. 9: Drawdown of project contingency.

Status/Action *Metro in December 2013 forecast a potential drawdown of unallocated contingency in the amount of \$8.6 million for third party utility relocation work. As of July 2014, the contingency amount of draw-down is consistent with the planned drawdown at this stage of the project.*

Concern No. 10: Timing of the solicitation for Contract C0991 Southwestern Yard.

Status/Action *Metro continues preparation of a bid solicitation package for a planned advertisement in late August 2014.*

Concern No. 11: Design-builders design submittal schedule

Status/Action *WSCC is falling behind on meeting interim design milestones but are maintaining the Contract milestones. Due to this trend, Metro requested a recovery plan on how WSCC will get back on schedule so as not to impact planned construction activities. WSCC has reviewed the recovery plan with Metro that shows how designer will still meet the major design milestones this fall. An additional eight key design management staff have been assigned by WSCC to oversee the various segments of the design effort.*

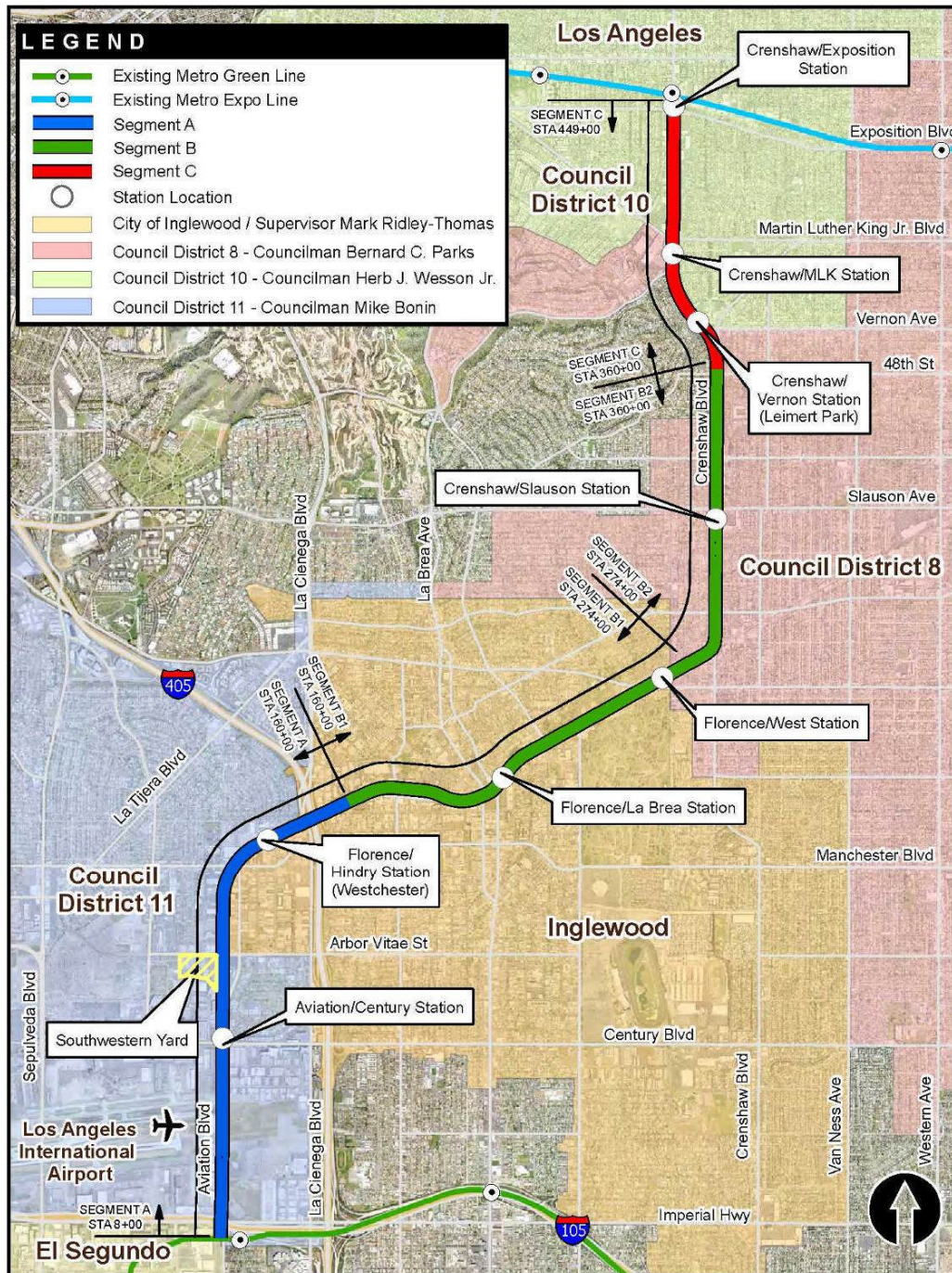
Concern No. 12: Design-builders construction schedule

Status/Action *WSCC for the fourth consecutive month has shown an increase in the negative float in relationship to the substantial completion milestone. Due to this trend, Metro requested and has received a draft recovery plan on how WSCC will get back on schedule.*

MANAGEMENT ISSUES (Continued)

Two potential key mitigation strategies are; 1) request for consecutive days for street closures instead of weekend closures to install decking for underground stations and 2) request for a partial exemption of the City of Los Angeles' holiday street moratorium. Metro and WSCC are working with officials to explore the potential approval of these proposed mitigations. In addition, Metro is reviewing WSCC request for a time extension due to third party utility relocation delays.

PROJECT ALIGNMENT



PROJECT SCOPE

The Crenshaw/LAX Transit Corridor is a north/south corridor 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 at the Aviation/LAX Station. The project provides major connections with the Los Angeles International Airport (LAX) as well as links to the Metro Green Line, the Exposition Line and countywide bus network. The Board adopted a light rail system as the Locally Preferred Alternative (LPA) in December 2009.

The alignment is comprised of a double-tracked right-of-way 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 three locations, utilities, landscaping, roadway improvements required by the project and a maintenance & storage facility (Southwestern Yard).

The scope of work for the three construction contracts and two owner-supplied equipment contracts is shown below.

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 ductbank infrastructure will be built by Metro with the fiber replacement work and cut-over by FAA/LAWA. These ductbanks contain fiber lines and power lines which belong to both LAWA and FAA. Since the track alignment is below grade at these crossings, the ductbanks have to be 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 are included as part of this contract.

The project delivery method for this contract was bid-build Invitation for Bid (IFB).

Design-Build Contract C0988 Crenshaw/LAX Transit Corridor

This is the largest project contract which will complete final design and construction of the infrastructure required along the corridor alignment. The structures required to be constructed are eight stations, grade separations including flyover structures, cut and cover trenching, tunneling and three park-n-ride facilities. The scope of work will include all the necessary systems work including train control, traction power supply substations and distribution, overhead catenary, communications, and systems tie-in to the existing Metro Green Line. The project delivery method for this contract was design-build utilizing 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).

PROJECT SCOPE (Continued)

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 LRT yards, an Eastern Yard and a Southwestern Yard, are necessary. This contract will construct the Southwestern Yard which will consolidate 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. The cost of constructing the Southwestern Yard will be proportionately split among the four projects.

The project delivery method for this contract is a one-step design-build IFB approach.

Owner-Supplied Equipment - 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.

















The project delivery method for this contract was bid-build IFB approach.


Owner-Supplied Equipment - 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.

The project delivery method for this contract was bid-build IFB approach.


KEY MILESTONES SIX- MONTH LOOK AHEAD

| | Milestone Date | Jul-14 | Aug-14 | Sep-14 | Oct-14 | Nov-14 | Dec-14 |
|--|----------------|---|--|---|--|---|---|
| Contract C0988 Submit Interim Design to Metro - System | 7/3/2014A |  | | | | | |
| Contract C0992A SDI 115RE SS Rail Delivery | 7/16/2014A | <input type="checkbox"/> | | | | | |
| Contract C0988 Demo W. Century Blvd Railroad Bridge | 7/28/2014A |  | | | | | |
| Contract C0992A Evraz115RE HH Rail Delivery | 08/08/14 | | <input type="checkbox"/> | | | | |
| Contract C0990 Substantial Completion | 08/09/14 | | <input type="checkbox"/> | | | | |
| Contract C0992 Concrete Ties Delivery | 08/15/14 | | <input type="checkbox"/> | | | | |
| Contract C0991 Southwestern Yard Advertise IFB | 08/29/14 | | <input type="checkbox"/> | | | | |
| Contract C0988 Submit TBM Final Design to Metro | 08/29/14 | |  | | | | |
| Contract C0988 Start Aerial Structure #1 | 09/16/14 | | |  | | | |
| Contract C0988 Start Soldier Piling at Vernon | 09/18/14 | | |  | | | |
| Contract C0988 Complete Shoring CSM Construction - MLK | 10/13/14 | | | |  | | |
| Contract C0988 Readiness For Construction Design - COMM | 10/16/14 | | | |  | | |
| Contract C0988 Start Shoring - Underground Structure #3 | 10/20/14 | | | |  | | |
| Contract C0988 Complete Shoring CSM Construction - Expo | 10/26/14 | | | |  | | |
| Contract C0988 Readiness For Construction Design - Seg B | 11/05/14 | | | | |  | |
| Contract C0988 Start 111th Street Bridge | 11/06/14 | | | | |  | |
| Contract C0988 Readiness For Construction Design - Seg C | 11/05/14 | | | | |  | |
| Contract C0988 Deliver TBM | 11/07/14 | | | | |  | |
| Contract C0988 Readiness For Construction Design - TPSS | 11/17/14 | | | | |  | |
| Contract C0988 Readiness For Construction Design - Seg A | 11/18/14 | | | | |  | |
| Contract C0991 Southwestern Yard Bids Due | 11/26/14 | | | | | <input type="checkbox"/> | |
| Contract C0988 Readiness For Construction Design - OCS | 12/19/14 | | | | | |  |


 MTA Staff

 MTA Board Action

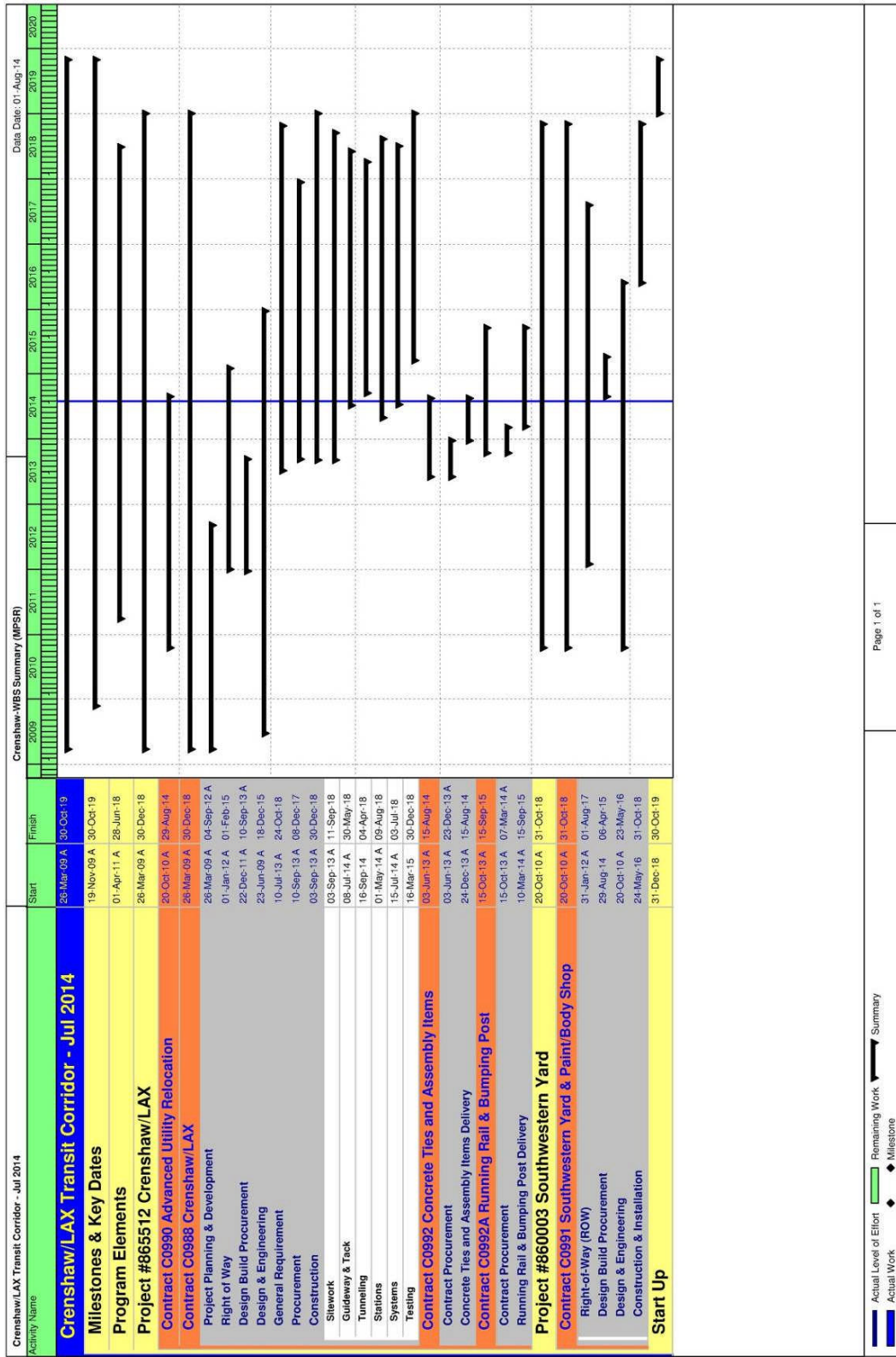
FTA (Federal Transportation Authority)

 Other Agencies

Contractors

 Walsh Shea Corridor Constructors

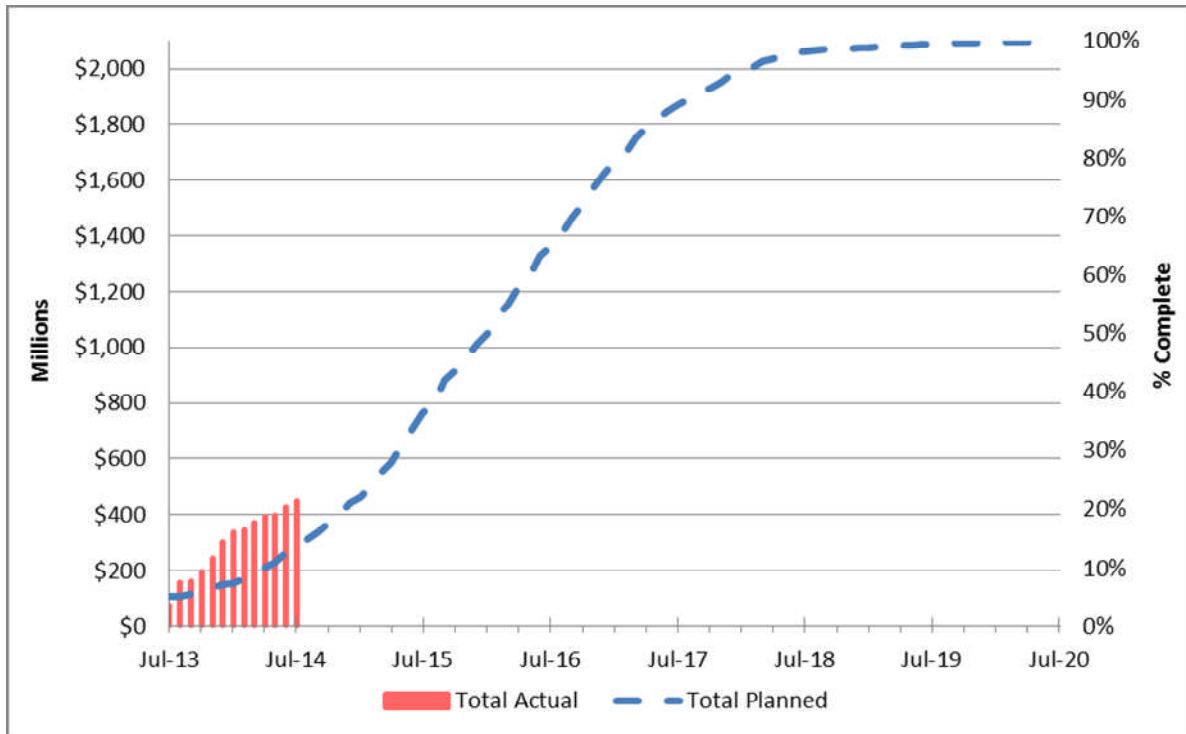
PROJECT SUMMARY SCHEDULE



SCHEDULE MEASUREMENTS

| | Status | Change from Last Period | Comment |
|---|------------|-------------------------|--------------------|
| Current Revenue Service: | 10/30/2019 | None | |
| Forecast Revenue Service: | 10/30/2019 | None | |
| TIFIA Revenue Service: | 10/30/2019 | None | |
| Final Design Progress: | | | |
| Contract C0988 | 63% | 12% | Behind Schedule |
| Contract C0990 | 100% | None | Design Completed |
| Contract C0991 | - | - | P.E Completed only |
| Contract C0992 | 100% | None | Design Completed |
| Contract C0992A | 100% | None | Design Completed |
| Construction Contracts Progress: | | | |
| Contract C0988 | 5% | 1% | Behind Schedule |
| Contract C0990 | 99% | 0% | Behind Schedule |
| Contract C0991 | 0% | - | Not yet advertised |
| Contract C0992 | 97% | 3% | Behind Schedule |
| Contract C0992A | 61% | 22% | On Schedule |
| Cumulative To Date Progress: | | | |
| | 18.6% | 1.6% | |

OVERALL CONSTRUCTION PROGRESS CURVE STATUS



The above progress curve is based on planned expenditures by the design-build contractor in the C0988 baseline schedule and actual program expenditures which incorporated progress projected by the design-build contractor in their July 2014 schedule update.

The cumulative overall final design and construction progress is 18.6%.

Contract overall progress for C0990 is 98%. This contractor continues to be behind schedule. See Contract C0990 Status sheet, page 45, for more information.

Final Design for C0988 commenced upon MTA issuing NTP on September 10, 2013. Cumulative final design progress to date is 63%, while the construction progress is 5% to date. See Contract C0988 Status sheet, page 44, for more information.

MAJOR EQUIPMENT DELIVERY STATUS

Tunnel Boring Machine

WSSC, the design-builder for Contract C0988, will procure the tunnel boring machine (TBM) and equipment.

Following are the major milestone dates for TBM procurement:

| | Baseline | June-14 | July-14 | Monthly Variance |
|---|----------|-----------|-----------|------------------|
| Place Purchase Order for TBM | 10/30/13 | 10/30/13A | 10/30/13A | - |
| Submit Final Design Details for TBM | 01/03/14 | 07/28/14 | 08/29/14 | -31 |
| Fabricate & Deliver TBM | 09/22/14 | 11/07/14 | 11/07/14 | 0 |
| Procure & Deliver TBM Rolling Stock & Accessories | 06/23/14 | 05/01/15 | 05/01/15 | 0 |

Light Rail Vehicles

The Board approved exercising Option 1 of Contract P3010 with Kinkisharyo International to provide light rail vehicles (LRV) for the Crenshaw/LAX project. By exercising this option prior to August 20, 2013, the Project avoided price escalation costs. The total number of vehicles in the option is 28 which include 20 LRVs for the Crenshaw/LAX project and two additional cars for spares.

The first six pilot cars for the initial order of cars (non-option) are planned to be delivered on July 2015; then four cars will be delivered every month starting from Aug 2015 with the last group of cars to be delivered on Jan 2017.

Mobilization of Option 1 will commence after completion of the initial order. First delivery of Option 1 cars will be February 2017 and the last of the cars in September 2017.

Ticket Vending Machines

Procurement of the ticket vending machines will commence after the design-builder completes final design and the total requirements for the project are known.

Concrete Ties and Assembly Items

All concrete ties have been shipped from factory and forecasted the completion of delivery to the job site by August 15, 2014.

Running Rail & Bumping Post

The delivery of the equipment is as follows:

- Rail Submittal – 4/18/2014 (Commenced)
- SDI 115RE SS Rail Delivery – 7/16/2014 (Completed)
- Evraz 115RE HH Rail Delivery – 8/8/2014
- Bumping Post Delivery – 9/15/2015 (see page 48 for more detail)

DESIGN-BUILDER'S (C0988) LONG LEAD ITEM LIST

| Item | Delivery | Needed by |
|--|-----------------|------------------|
| Traffic Signal Poles | 3/27/2015 | 5/28/2015 |
| Street Light Poles | 3/27/2015 | 5/28/2015 |
| Tunnel Ventilation Fans | 7/21/2015 | 3/2/2017 |
| Jet Fans (Cut & Cover) | 1/5/2016 | 4/7/2017 |
| Structural Steel - Canopies | 8/22/2015 | 6/14/2017 |
| Laminated Tempered Canopy | 5/22/2015 | 2/20/2017 |
| Station - Elevators | 2/3/2016 | 4/17/2017 |
| Station - Escalators | 2/3/2016 | 7/21/2016 |
| Track - Special Trackwork | 3/22/2016 | 3/23/2016 |
| Unit Substations - Expo | 4/30/2015 | 1/11/2018 |
| Unit Substations - MLK | 4/30/2015 | 6/30/2017 |
| Unit Substations - Vernon | 4/30/2015 | 3/28/2017 |
| TPSS - Substation 1 | 10/15/2015 | 11/30/2015 |
| TPSS - Substation 2 | 12/28/2015 | 12/29/2015 |
| TPSS - Substation 3 | 3/8/2016 | 3/9/2016 |
| TPSS - Substation 5 | 5/17/2016 | 5/18/2016 |
| TPSS - Substation 6 | 7/28/2016 | 8/15/2016 |
| TPSS - Substation 8 | 10/7/2016 | 12/21/2016 |
| TPSS - Substation 9 | 12/19/2016 | 8/15/2017 |
| TPSS - Substation 10 | 3/1/2017 | 9/28/2017 |
| Communication Equipment for TC&C #1 / Aviation Yard | 7/7/2015 | 1/18/2016 |
| Communication Equipment for TC&C #2 / Aviation/Century | 11/4/2015 | 1/19/2016 |
| Communication Equipment for TC&C #4 / Hindry | 1/4/2016 | 12/6/2016 |
| Communication Equipment for TC&C #5 / Florence/West | 8/10/2016 | 2/22/2017 |
| Communication Equipment for TC&C #6 / Crenshaw/Slauson | 12/16/2016 | 6/28/2017 |
| Communication Equipment for TC&C #7 / Crenshaw/MLK | 7/27/2017 | 10/18/2017 |
| Communication Equipment for TC&C #8 / Crenshaw/Expo | 10/27/2017 | 10/30/2017 |
| Communication Equipment for COM #1 / UG-1 | 8/11/2015 | 7/18/2016 |
| Communication Equipment for COM #2 / UG-2 | 2/15/2016 | 5/8/2017 |
| Communication Equipment for COM #2 / Florence/La Brea | 5/9/2016 | 4/3/2017 |
| Communication Equipment for COM #3 / UG-3 | 9/22/2016 | 6/12/2017 |
| Communication Equipment for COM #4 / UG-4 | 1/31/2017 | 12/11/2017 |
| Communication Equipment for COM #4 / Vernon | 4/25/2017 | 10/10/2017 |
| OCS Poles | 10/16/2015 | 8/23/2016 |

CRITICAL PATH NARRATIVE

Critical Path:

The longest path to project substantial completion begins with final design of the Design/Build Contract #C0988 Crenshaw/LAX Transit Corridor.

The most critical and longest path starts with the Expo and MLK Station support of excavation (SOE) and decking, excavation & invert construction; TBM mining in south bound tunnel; cross passage excavation, tunnel invert and walkway construction; track and system installation, while the Vernon station SOE, decking & excavation, underground structure #3 shoring and excavation and underground structure #4 cut and cover follow closely as the secondary critical paths.

Critical work concludes with phase I systems integration testing by the C0988 contractor, phase 2 systems integration testing by MTA and then pre-revenue operations.

The current critical path indicates Milestone 1 - Contract Substantial Completion date is Dec 30, 2018, which is 113 calendar days behind. As part of a recovery plan, the Contractor is targeting completing decking before the holiday moratorium to gain six weeks of schedule. WSCC is also reviewing the deck installation plan in Expo and MLK with a full closure option rather than the weekend only to gain another eight weeks.

PROJECT COST STATUS

COST REPORT BY ELEMENT
PERIOD: JULY 2014
UNITS IN DOLLARS

| 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 | - | 452,500,001 | - | 442,320,586 | 5,246,122 | 22,144,904 | - | 452,500,001 | - |
| 20 | STATIONS | 153,906,000 | - | 316,050,000 | - | 300,550,000 | 3,379,909 | 20,139,579 | - | 315,050,000 | (1,000,000) |
| 30 | SOUTHWESTERN YARD | 66,673,000 | - | 66,673,000 | - | - | - | - | - | 66,673,000 | - |
| 40 | SITWORK/SPECIAL CONDITIONS | 235,576,000 | - | 348,565,999 | 108,133 | 334,680,431 | 4,486,568 | 154,512,672 | - | 354,970,999 | 6,405,000 |
| 50 | SYSTEMS | 125,132,000 | - | 169,311,000 | 407,242 | 150,228,242 | 4,000 | 24,000 | - | 169,436,000 | 125,000 |
| 10-50 | CONSTRUCTION | 1,052,622,000 | - | 1,353,100,000 | 515,375 | 1,227,779,259 | 13,116,600 | 196,821,155 | - | 1,358,630,000 | 5,530,000 |
| 60 | RIGHT-OF-WAY | 132,294,000 | - | 127,400,000 | 648 | 113,793,321 | 2,216,086 | 101,198,933 | - | 127,400,000 | 0 |
| 70 | LRT VEHICLES | 87,780,000 | - | 82,100,000 | - | 82,050,901 | - | 11,452,422 | - | 82,100,000 | - |
| 80 | PROFESSIONAL SERVICES | 273,147,000 | - | 295,900,000 | 13,412,936 | 185,441,162 | 7,984,373 | 117,766,156 | - | 299,025,000 | 3,125,000 |
| 90 | UNALLOCATED CONTINGENCY | 177,157,000 | - | 173,500,000 | - | - | - | - | - | 164,845,000 | (8,655,000) |
| 865512 & 860003 - SUBTOTAL | | 1,723,000,000 | - | 2,032,000,000 | 13,928,959 | 1,609,064,643 | 23,317,059 | 427,238,666 | - | 2,032,000,000 | 0 |
| ENVIRONMENTAL/PLANNING-405512 | | 5,526,150 | - | 5,526,150 | - | 5,526,150 | - | 5,526,150 | - | 5,526,150 | - |
| ENVIRONMENTAL/PLANNING-465512 | | 20,473,850 | - | 20,473,850 | - | 20,023,237 | - | 20,023,237 | - | 20,473,850 | - |
| 405512 & 465512 - SUBTOTAL | | 26,000,000 | - | 26,000,000 | - | 25,549,388 | - | 25,549,388 | - | 26,000,000 | - |
| 405512, 465512, 865512 & 860003 - TOTAL | | 1,749,000,000 | - | 2,058,000,000 | 13,928,959 | 1,634,614,030 | 23,317,059 | 452,788,054 | - | 2,058,000,000 | 0 |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 02-AUG-2014.

PROJECT COST ANALYSIS

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

Original Budget:

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

Current Budget:

There have been two increases in the LOP to date:

- The Board in December 2012 approved an increase of \$13.9 million for a new LOP total of \$1,762.9 million. The Unallocated Contingency Standard Cost Category (SCC) 90 budget line item was increased by the \$13.9 million for a new total of \$191.1 million.
- The Board in June 2013 approved an increase of \$295.1 million for a new LOP total of \$2,058.0 million. The total increase was based on two actions:
 - Increase LOP base project scope in the amount of \$160.1 million, and
 - Increase LOP to include the options for Crenshaw/Vernon Station (Leimert Park Village) and Florence/Hindry Station in the amount of \$135.0 million.

The current budget includes the 49% cost allocation share that the project is responsible for paying which includes funding of the design and construction for the Southwestern Yard. This amount is \$139.4 million of the \$285.2 million total project forecast cost for the Southwestern Yard. The \$139.4 million is spread among the SCC categories 30, 40, 60, 80 and 90 in the Cost Report by Element table above.

The amount of funding available for the Crenshaw/LAX Transit Project, excluding the Southwestern Yard \$139.4 million allocation and Environmental/Planning budget of \$26.0 million, is \$1,892.6 million.

PROJECT COST ANALYSIS (Continued)

Current Forecast:

The total project current forecast is \$2,058 million. There is no current forecast variance with the current budget.

Commitments:

The commitments are cumulative through August 2, 2014. The total commitments increased by \$13.9 million this period primarily due to the following:

- SCC-40 (Sitework and Special Conditions) has increased by \$0.1 million for executed modifications associated with the Advanced Utility Relocations Contract C0990.
- SCC-50 (System) has increased by \$0.4 million for executed modifications with the design-build Contract C0988 Crenshaw/LAX Transit Corridor.
- SCC-80 (Professional Services) has increased by \$13.4 million for executed modifications of the construction management support services contract MC06 and environmental consultant services. In addition, the increased was also for Metro project administration FY15 board approved budget, IPMO field office lease, third party scope of work with Los Angeles County Public Works, community relations FY15 board approved budget. The total commitment of \$185.4 million includes \$2.9 million for the Southwestern Yard.

The \$1,634.6 million in commitments to date represents 79.5% of the current budget.

Expenditures:

The expenditures are cumulative through August 2, 2014. The total expenditures increased by \$23.3 million this period due to the following:

- SCC-10 (Guideways and Track) has increased by \$5.2 million for cost associate with design-build Contract C0988 Crenshaw/LAX Transit Corridor.
- SCC-20 (Stations) has increased by \$3.4 million for cost associated with design-build Contract C0988 Crenshaw/LAX Transit Corridor.
- SCC-40 (Sitework and Special Conditions) has increased by \$4.5 million for costs associated with the design-build Contract C0988 Crenshaw/LAX Transit Corridor and Advanced Utility Relocations Contract C0990.
- SCC-60 (Right-of-Way) has increased by \$2.2 million for cost associated with real estate appraisal, acquisition, environmental and relocation. The total expenditure of \$101.2 million includes \$53.3 million for the Southwestern Yard which has been capped at this funding level.
- SCC-80 (Professional Services) has increased by \$8.0 million for costs associated with design-build Contract C0988 Crenshaw/LAX Transit Corridor, Engineering and Design Contract E0117, Metro project administration, IPMO field office lease and utilities, construction management support, legal, tunnel advisory panel, third party scope of work with Los Angeles City Departments, project management assistance, miscellaneous specialty support, community relations, and labor compliance monitoring services. The total expenditure of \$117.8 million includes \$1.1 million for the Southwestern Yard.

The \$452.8 million in expenditures to date represents 22.0% of the current budget.

The July 2014 expenditures shown do not include pending invoices for design-builder WSCC in the amount of \$20.6 million and Metro Builders in the amount of \$0.3 million. These invoices are for the July period but have not yet been posted in Metro's Financial Information System.

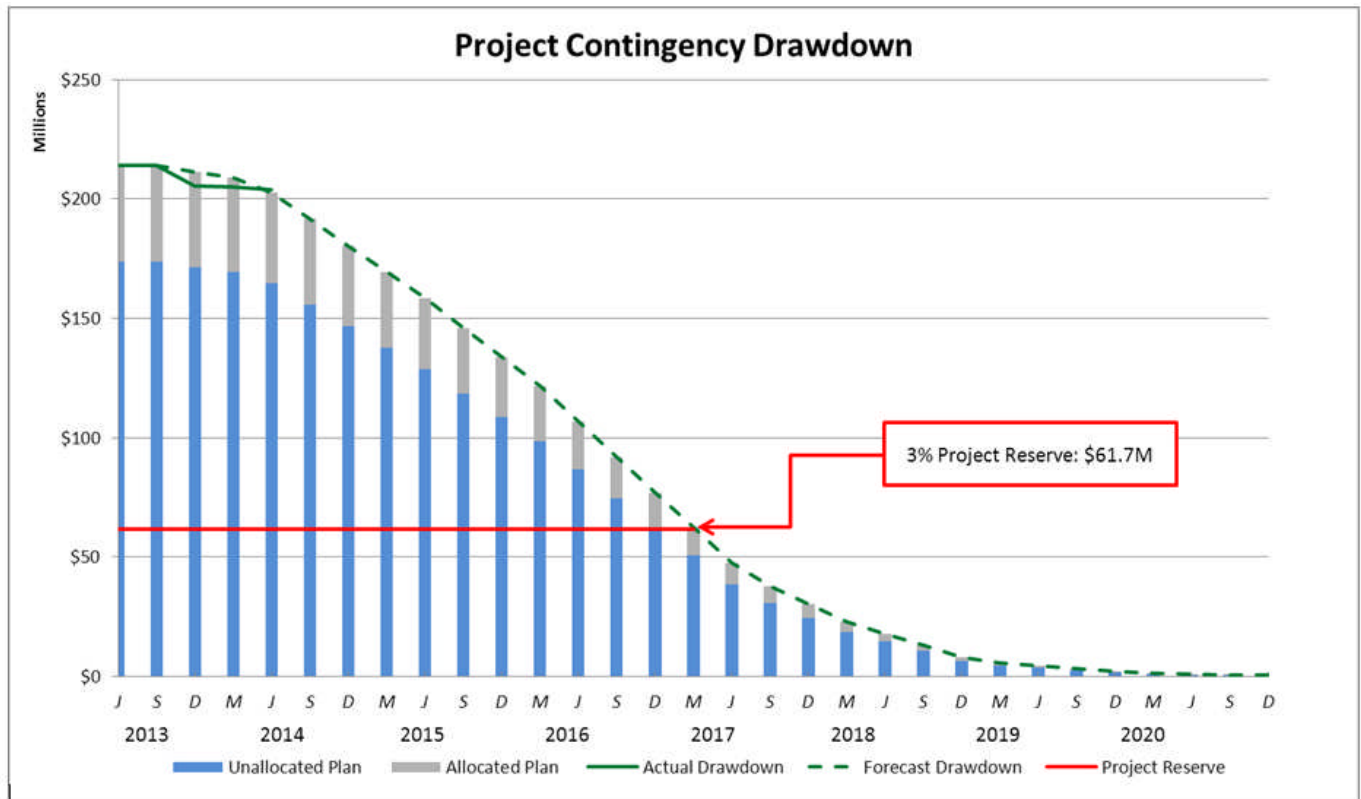
PROJECT COST ANALYSIS (Continued)

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 design-builder (Contract C0988).

| C0988 NON-CRENSHAW/LAX TRANSIT PROJECT FUNDED SCOPE OF WORK | | | | | | | | | | |
|---|------------------|----------------|------------------|-------------|------------------|---------------|----------------|------------------|------------------|----------------|
| DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | | COMMITMENTS | | EXPENDITURES | | CURRENT FORECAST | | FORECAST |
| | | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | PERIOD | TO DATE | VARIANCE |
| 210090 FARE GATE PROJECT | 2,310,000 | - | 2,549,000 | - | 2,549,000 | 71,700 | 191,200 | - | 2,549,000 | 239,000 |
| 460303 AIRPORT METRO CONNECTOR | 366,400 | - | 366,400 | - | 366,400 | - | 95,264 | - | 366,400 | - |
| 500013 C/LAX LAWA SCOPE OF WORK | 1,575,362 | - | 1,575,362 | - | 168,278 | - | 120,095 | - | 1,575,362 | - |
| TOTAL | 4,251,762 | - | 4,490,762 | - | 3,083,678 | 71,700 | 406,559 | - | 4,490,762 | 239,000 |

PROJECT CONTINGENCY DRAWDOWN



PROJECT CONTINGENCY DRAWDOWN ANALYSIS

The project current budget of \$2,058,000,000 includes an “unallocated contingency” amount of \$173,500,000 which is included as a separate Standard Cost Category (SCC) element. Also included within the current budget is an “allocated contingency” of \$40,366,792 which is allocated, where applicable, to specific contracts within each SCC element. The allocated contingency is not broken out separately in the current budget, as this amount covers anticipated but unknown contract modifications issued by Metro. The total project cost contingency is \$213,866,792 or 10.4%.

Included in the project contingency drawdown is a 3% project reserve line. The Board is to be notified when it becomes necessary to drawdown contingency below the project reserve line to cover project costs. This was adopted by the Metro Board of Directors in September 2012.

The project contingency drawdown curve is based on an October 2019 revenue service date.

PROJECT CONTINGENCY DRAWDOWN ANALYSIS (Continued)

There has been a cumulative drawdown of \$10,008,578 or .05% thru June 2014. The cumulative to date contingency drawdown is reported quarterly. Next drawdown will be reported in September 2014. The cumulative drawdown of contingency is shown in the table below:

| PROJECT CONTINGENCY DRAWDOWN | | | | | |
|-------------------------------------|----------------------|---------------------------|-----------------------|------------------|-----------------------|
| | Original Contingency | Drawdown Previous Quarter | Drawdown this Quarter | Drawdown To-Date | Remaining Contingency |
| Unallocated Contingency | 173,500,000 | (8,655,000) | - | (8,655,000) | 164,845,000 |
| Allocated Contingency | 40,366,792 | (1,353,578) | - | (1,353,578) | 39,013,214 |
| Total Contingency | 213,866,792 | (10,008,578) | - | (10,008,578) | 203,858,214 |

DISADVANTAGED BUSINESS ENTERPRISE (DBE) STATUS

Contract C0988 Crenshaw/LAX Transit Corridor Design-Build

- DBE Goal – Design 20.40%
- Current DBE Commitment \$18,420,282 (20.34%)
- Current DBE Participation \$ 5,724,750 (14.10%)
- Twenty (20) Design subcontractors have been identified to-date

- DBE Goal – Construction 20%
- Current DBE Commitment \$87,170,091 (7.42%)
- Current DBE Participation \$12,398,731 (7.72%)
- Thirty seven (37) Construction subcontractors have been identified to-date.

PROJECT LABOR AGREEMENTS (PLA) STATUS

Contract C0988 Crenshaw/LAX Transit Corridor Design-Build

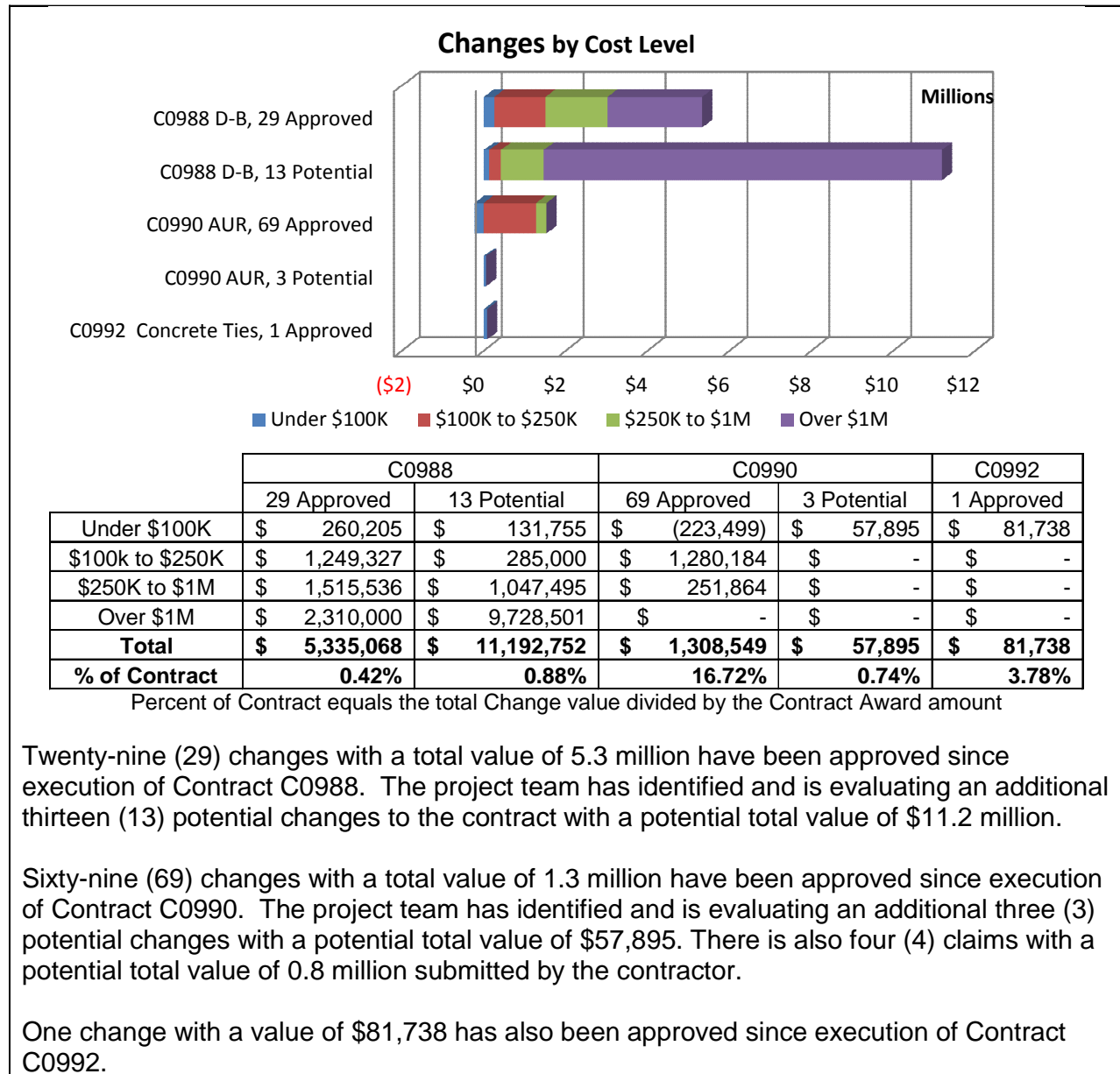
(Reporting Data as of June 21, 2014)

- Targeted Worker Goal – 40.00%
- Targeted Worker Current Participation - 65.36%

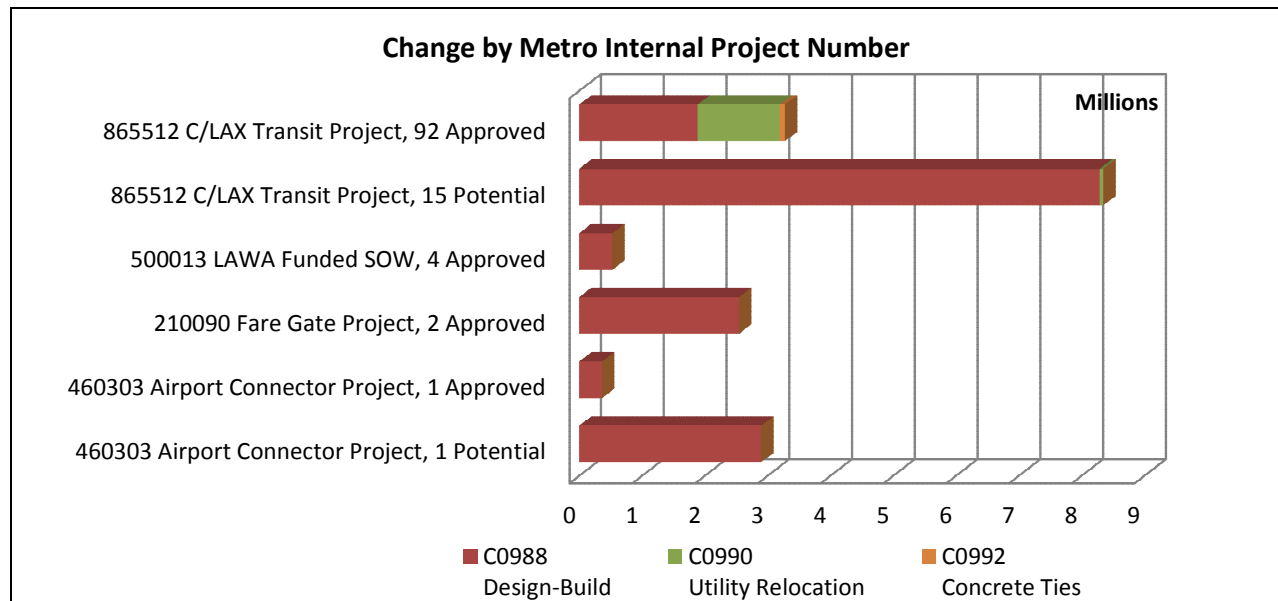
- Apprentice Worker Goal - 20.00%
- Apprentice Worker Current Participation - 13.22%

- Disadvantaged Worker Goal - 10.00%
- Disadvantaged Worker Current Participation 16.49%

SUMMARY OF CHANGES



SUMMARY OF CHANGES



| | 865512 | | 500013 | 210090 | 460303 | |
|-----------------|--------------|--------------|------------|--------------|------------|--------------|
| | Approved | Potential | Approved | Approved | Approved | Potential |
| C0988 | 22 | 12 | 4 | 2 | 1 | 1 |
| C0988 \$ | \$ 1,888,453 | \$ 8,292,217 | \$ 531,216 | \$ 2,549,000 | \$ 366,400 | \$ 2,900,535 |
| C0990 | 69 | 3 | 0 | 0 | 0 | 0 |
| C0990 \$ | \$ 1,308,549 | \$ 57,895 | \$ - | \$ - | \$ - | \$ - |
| C0992 | 1 | 0 | 0 | 0 | 0 | 0 |
| C0992 \$ | \$ 81,738 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | 92 | 15 | 4 | 2 | 1 | 1 |
| Total \$ | \$ 3,278,740 | \$ 8,350,112 | \$ 531,216 | \$ 2,549,000 | \$ 366,400 | \$ 2,900,535 |

Ninety-two (92) changes with a total value of \$3.3 million have been approved and fifteen (15) potential changes have been identified with a potential total value of \$8.35 million for Project 865512 Crenshaw/LAX Transit Project.

Four (4) changes with a total value of 0.53 million have been approved for Project 500013 Crenshaw/LAX LAWA Statement of Work. Two (2) changes with a value of 2.55 million have been approved for Project 210090 Fare Gate Project. One (1) change with a value of 0.37 million has been approved and one (1) potential change has been identified with a potential total value of \$2.9 million for Project 460303 Airport Connector Project.

FINANCIAL/GRANT STATUS

\$ in millions

| SOURCE | (A) | (B) | (C) | (D) | (D/B) | (E) | (E/B) | (F) | (F/B) |
|-----------------------------------|--------------------|-------------------------------|-----------------------------|-------------------|--------------|--------------------|--------------|-----------------------------------|--------------|
| | ORIGINAL BUDGET | TOTAL FUNDS ANTICIPATED | TOTAL FUNDS AVAILABLE | COMMITMENTS \$ | % | EXPENDITURES \$ | % | BILLED to FUNDING SOURCE \$ | % |
| FEDERAL - CMAQ | 68.2 | 54.0 | 0.0 | 54.0 | 100% | 0.0 | 0% | 0.0 | 0% |
| FEDERAL - SECTION 5309 BUS CAPT | 8.6 | 8.6 | 8.6 | 8.6 | 100% | 7.6 | 89% | 7.4 | 86% |
| FEDERAL - REGIONAL STP | 20.0 | 120.9 | 45.4 | 45.3 | 37% | 0.0 | 0% | 0.0 | 0% |
| FEDERAL - ALTERNATIVE ANALYSIS | 1.2 | 1.2 | 1.2 | 1.2 | 100% | 1.2 | 100% | 1.2 | 100% |
| FEDERAL - TIGER II | 0.0 | 13.9 | 13.9 | 13.9 | 100% | 13.9 | 100% | 13.9 | 100% |
| FEDERAL REGIONAL IMPROV PROG | 34.3 | 34.4 | 0.0 | 34.4 | 100% | 0.0 | 0% | 0.0 | 0% |
| STATE REGIONAL IMPROVEMENT PROG | 2.2 | 2.2 | 2.2 | 2.2 | 100% | 2.2 | 100% | 2.2 | 100% |
| STATE PFM | 0.178 | 0.178 | 0.178 | 0.178 | 100% | 0.178 | 100% | 0.178 | 100% |
| STATE PROP 1B PTMSEA | 201.2 | 128.6 | 122.5 | 128.6 | 100% | 122.5 | 95% | 122.5 | 95% |
| STATE PROP 1 B LOCAL PARTNER PROG | 0.0 | 49.5 | 49.5 | 49.5 | 100% | 49.5 | 100% | 49.5 | 100% |
| MEASURE R - TIFIA LOAN | 545.9 | 545.9 | 545.9 | 545.9 | 100% | 0.0 | 0% | 0.0 | 0% |
| MEASURE R | 661.1 | 661.1 | 661.1 | 661.1 | 99% | 247.4 | 37% | 230.0 | 35% |
| OTHER FUNDS* | 52.4 | 187.5 | 0.0 | 0.0 | 0% | 0.0 | 0% | 0.0 | 0% |
| PROP C 25% HIGHWAY | 148.9 | 189.5 | 4.0 | 39.4 | 21% | 3.5 | 2% | 3.5 | 2% |
| PROP C 40% DISCRETIONARY | 0.0 | 10.2 | 0.0 | 0.0 | 0% | 0.0 | 0% | 0.0 | 0% |
| PROP A 35% RAIL CAPITAL | 4.8 | 50.4 | 4.9 | 50.4 | 0% | 4.9 | 0% | 4.9 | 10% |
| TOTAL | 1,749.0 | 2,058.0 | 1,459.3 | 1,634.6 | 79.4% | 452.8 | 22.0% | 435.2 | 21.2% |

NOTE: Expenditures are cumulative through July 2014.

Original Budget based on Board approved October 2011 Funding/Expenditure Plan

Total Funds Anticipated based on Board approved June 2013 Revised Funding

* Other funds include: Local Agency Funds (\$107.470), ONG Tax Credit (\$54.000) and 3rd Party Lease Contingency (\$26.000)

STATUS OF FUNDS ANTICIPATED

FEDERAL – CMAQ: Metro submitted to FTA in October 2013 a draft grant application of \$30M for review. FTA has reviewed the application and allowed Metro to formally submit the grant application in July 2014. *Grant is pending FTA approval.*

FEDERAL – RSTP: *FTA approved a grant of \$45M in June 2014 to fund the project rail cars.* Funds are available for drawdown. Metro submitted to FTA in October 2013 a draft grant application of \$28.2M for review. FTA has reviewed the application and allowed Metro to formally submit the grant application in July 2014. *Grant is pending FTA approval.*

STATE PROP 1B – PTMISEA: An allocation request for \$12M was approved in May 2012 and funds are available for drawdown. In March 2013, allocation requests of \$11.4M and \$98.9M were submitted to Caltrans. The \$11.4M allocation request was approved in June 2013. Funds are available for drawdown. The \$98.9M allocation request was approved on February 6, 2014. Funds are available for drawdown. A new allocation request of \$6.170M was submitted in June 2014 to Caltrans for approval.

STATE PROP 1B LP: An allocation request of \$49.5M was submitted in April 2013 and approved in July 2013. The allocation request was executed by Caltrans in December 2013. Funds are available for drawdown.

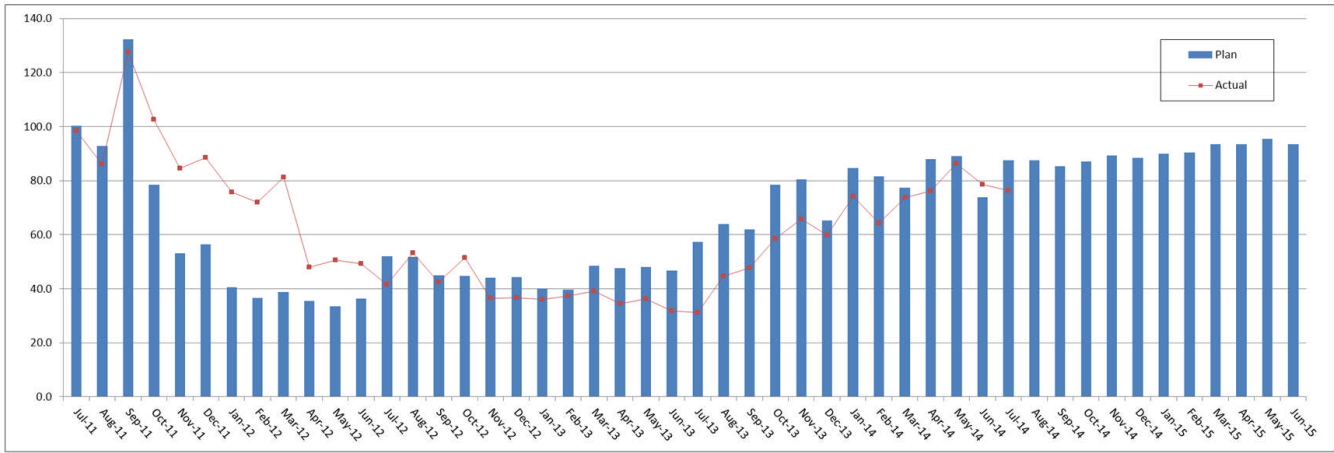
MEASURE R – TIFIA LOAN (Transportation Infrastructure Finance & Innovation Act): Application for a loan of \$545.9 M was submitted to the US Department of Transportation (DOT) in November 2011. Loan agreement was executed on September 12, 2012. The current financial plan is to drawdown funds not prior than FY16.

MEASURE R: \$53.4M has been allocated to the project based on the January 2012 Funding Plan. Funds are available for drawdown. An additional \$293.7M for FY13 has been allocated to the project based on the proposed May 2012 Measure R Extension Long Range Plan.

PROP C 25% HIGHWAY: \$3.8M has been allocated to the project based on the January 2012 Funding Plan. Funds are available for drawdown.

PROP A 35% RAIL CAPITAL: Based on November 2011 Long Range Transportation Plan, \$4.8 M of Proposition A 35% Rail Capital was allocated in FY2012 for the project.

STAFFING STATUS
Total Project Staffing – FTES



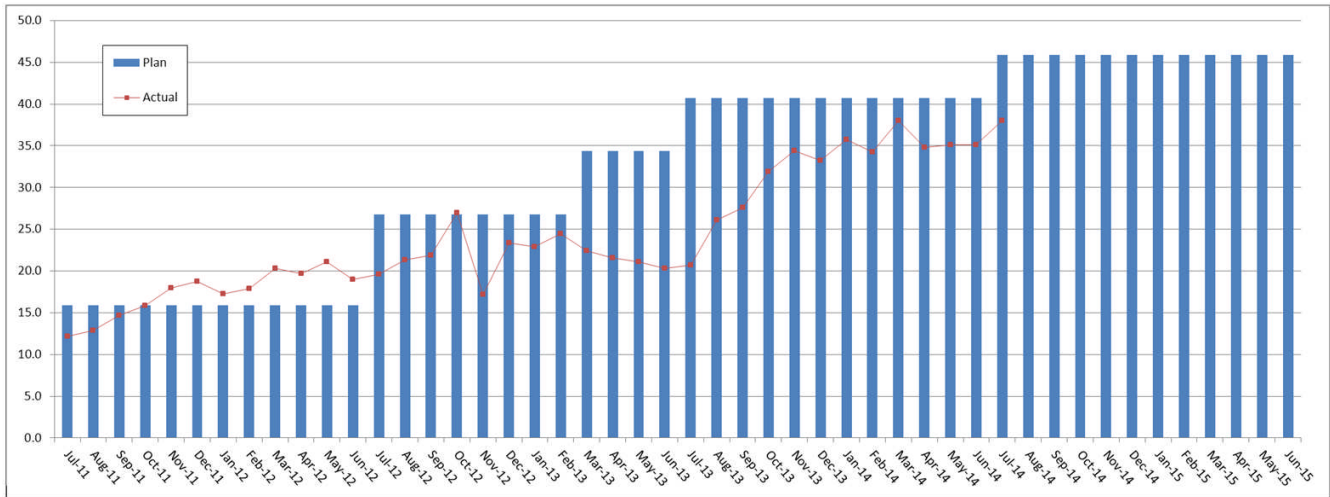
Notes:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through July 2014.

TOTAL PROJECT STAFFING

For July 2014, there were a total of 38 FTE's for MTA's Project Administration staff and 38.4 FTE's for consulting staff. The total project staffing was 76.4 FTE's for July 2014. The overall FY15 Total Project Staffing plan averages 90.1 FTE's per month.

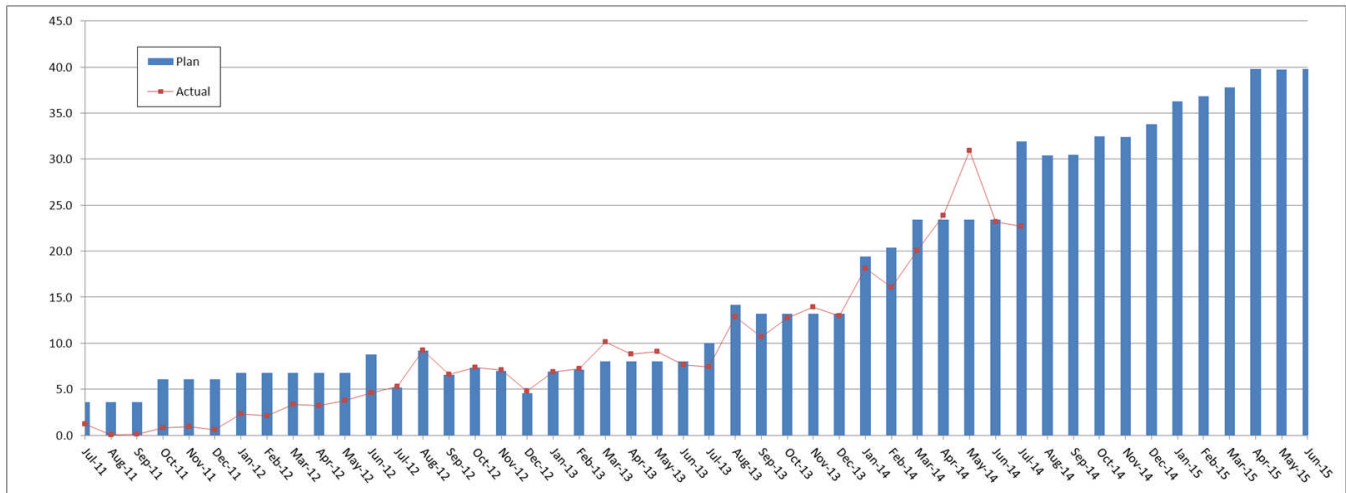
**STAFFING STATUS (Continued)
METRO STAFFING – FTES**



Notes:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through July 2014.

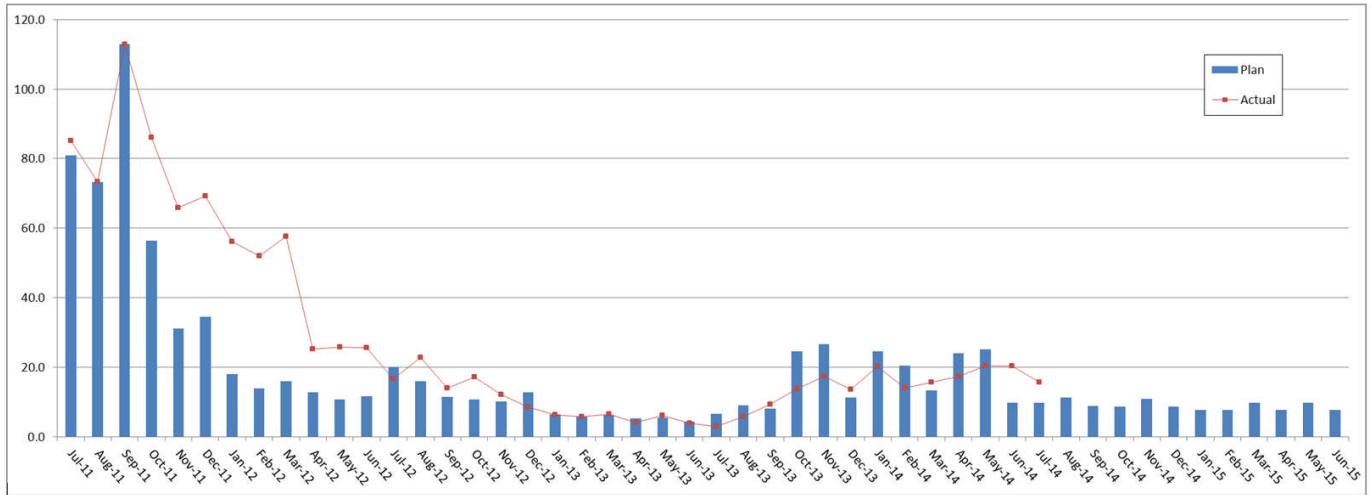
**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT – FTES**



Notes:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through July 2014.

**STAFFING STATUS (Continued)
ENGINEERING SERVICES CONSULTANT – FTES**



Notes:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through July 2014.

REAL ESTATE STATUS

| Contract No. | Number of Parcels | Certified | Decertified | Appraisals Complete | Offers Made | Agreements Signed | Condemnations Filed | Relocations Complete | Parcels Available to WSCC |
|---|-------------------|------------|-------------|---------------------|-------------|-------------------|---------------------|----------------------|---------------------------|
| C0988 C/LAX Transit Corridor (D-B): | | | | | | | | | |
| Crenshaw Subdivision | | | | | | | | | |
| Full Takes | 12 | 12 | | 12 | 12 | 7 | 5 | 11 | 11 |
| Part Takes (PT or SE) | 10 | 9 | 1 | 9 | 9 | 1 | | | 1 |
| TCE | 10 | 10 | | 10 | 10 | | | | |
| Subtotal Parcels | 32 | 31 | 1 | 31 | 31 | 8 | 5 | 11 | 12 |
| Harbor Subdivision | | | | | | | | | |
| Full Takes | 14 | 14 | | 15 | 15 | 8 | 7 | 12 | 14 |
| Part Takes (PT or SE) | 19 | 18 | 1 | 18 | 18 | 1 | | | 4 |
| TCE | 3 | 2 | 1 | 2 | 2 | 1 | | | |
| Subtotal Parcels | 36 | 34 | 2 | 34 | 34 | 10 | 7 | 12 | 18 |
| Total CR/HS Parcels: | 68 | 65 | 3 | 65 | 64 | 18 | 12 | 23 | 30 |
| Southwestern Yard | | | | | | | | | |
| Full Takes | 8 | 8 | | 8 | 8 | 3 | 5 | 4 | 6 |
| Part Takes | 0 | | | | | | | | |
| TCE | 0 | | | | | | | | |
| Subtotal Parcels: | 8 | 8 | 0 | 8 | 8 | 3 | 5 | 4 | 6 |
| Total SW Parcels: | 8 | 8 | 0 | 8 | 8 | 3 | 5 | 4 | 6 |
| C0990 C/LAX Advance Utility Relocations: | | | | | | | | | |
| Total Parcels: | 0 | | | | | | | | |
| Total Project Parcels | 76 | *73 | 3 | 74 | 73 | 21 | 17 | 27 | 36 |

- **74 acquisitions: *73 planned for in the environmental report +1 full take for the Harbor Subdivision that was not certified.**
- **74 appraisals completed.**
- **73 offers made to property owners. 1 part take offer in Harbor Subdivision pending.**
- **38 parcels acquired: 31 full takes, 3 part takes and 2 Temporary Construction Easement (TCE) provided to WSCC; 2 full takes have been acquired but are not available for WSCC use until 08/11/14.**

Reported as of July 31, 2014

QUALITY ASSURANCE STATUS

C0988 Crenshaw/LAX Transit Corridor Design-Build Contract

- Metro Quality continues daily field site visits to monitor:
 - *Welding in Expo Yard*
 - *Cutter soil mix*
 - *Panel and pile installation at Expo Yard and MLK*
- *Generated surveillance reports.*
- *Metro Quality attended Readiness Review Meetings.*
- *Reviewed and commented on Construction Work Plans (CWP's).*

C0990 Advanced Utility Relocations

- Quality attended Weekly Construction Progress Meeting and assisted contractor, Metro Builders, on quality-related issues.

C0992 Concrete Rail Ties

- *Concrete ties deliveries continued with several rail "sticks" found damaged.* Documentation has been submitted to Metro and coordination with the manufacturer is ongoing to resolve this issue.

ENVIRONMENTAL STATUS

C0988 Crenshaw/LAX Transit Corridor Design Build

- Reviewed and commented on the following Contractor Submittals:
 - *Noise Control Plan for Vernon Station*
 - *Noise Control Plan for H-Piles*
 - *Green Construction Plan and Monthly Report*
 - *Sustainability Plan Monthly Reports*
 - *Weekly Biological Nesting Bird Survey Reports*
 - *Weekly Storm Water Pollution Prevent Plan (SWPPP) inspection reports,*
 - *Weekly Fugitive Dust Inspection Reports*
 - *Weekly Noise Monitoring Reports, and*
 - *Various Construction Work Plans*
- *Continue to document compliance with the Project Mitigation Monitoring and Reporting Plan (MMRP).*
- *Conducted 24-hour a day noise monitoring during Century Bridge demolition. Coordinated noise monitoring for utility relocation, track demolition, site setup at Expo and MLK stations.*
- *Completed hazardous waste abatement for Century Bridge and parcels CR-3701 and CR-3801.*
- *Reviewed final closure reports for hazardous waste abatement at parcels HS-2101 - HS-2104 and HS-2201 – HS-2206.*
- *Conducted Contractor Cultural Awareness Training.*
- *Coordinated Biological Monitoring for nesting bird surveys.*
- *Evaluated locations for tree relocations (Phase 1) in the City of Los Angeles.*
- *Reviewed Arborist Reports/Inventory for Phase 2, Crenshaw Blvd. for 48th St. to 67th ST. and Phase 3 Harbor Subdivision.*
- *Attended Contractor Weekly Progress meetings, Environmental Task-Force Meetings and various over-the-shoulder submittal meetings with Contractor.*

C0990 Advanced Utilities Contract

- *Coordinated monitoring for Archaeological Monitoring.*
- *Coordinated Storm Water Pollution Prevention Plan (SWPPP) Inspections.*
- *Coordinated noise monitoring for night-time advanced utility work.*

CONSTRUCTION RELATIONS STATUS

- Began door-to-door outreach to business owners in the Leimert Park Village Station area for August construction activities.
- Participated in the LPV Merchants Association Meeting.
- Briefed local City Council Districts 8 (Parks), 10 (Wesson) and 11 (Bonin) on construction activities.
- Hosted a quarterly Crenshaw Leadership Council (CLC) Community Meeting at Supervisor MRT's district office at Exposition Park.
- Conducted a business briefing for LAX-area businesses near Century/Aviation, concerning the "Century Crunch."
- Gave project updates at Neighborhood Council Meetings and Block Club Meetings.
- Hosted a Small Business Resources discussion group to provide information to community leaders regarding local business assistance programs and services external to Metro.
- Provided real-time updates to community stakeholders during the "Century Crunch" weekend and assisted with various press events.
- Collaborated with the LAX/Coastal Chamber of Commerce to feature Metro CEO, Art Leahy as the guest speaker at a Power Hour business mixer.

SYSTEMWIDE DESIGN AND ART PROGRAM STATUS

- Continued to support mitigation efforts.
- *Established pre-qualified artist pool.*
- *Review design build submittals,*

SAFETY & SECURITY STATUS

- Participated in weekly progress meetings with Construction Manager and Contractor Management to discuss safety/security related issues and construction schedules.
- Monitored construction activities on a daily basis including night construction activities to ensure compliance with contract specifications.
- Reviewed contractor safety submittals and construction work plans to ensure compliance with contract specifications.
- Conducted All-Hands Monthly Safety/Security Meeting with WCC's Construction Safety personnel and LAPD representatives.
- *Participated in Readiness Review Meetings for Walsh/Shea's Construction Work Plan (CWP) in preparation of work to be performed.*
- *Metro Builders reported 2,752 work hours and no incidents for the month of July 2014. WSCC reported 76,421 work hours and no incidents for the month of July 2014. Total Project-to-Date work hours are 433,344 and four recordable incidents. The Project Incident Rate is 2.2. The national recordable rate average is 3.8.*

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. |
| City of Inglewood | Master Cooperative Agreement | 10/14 | N/A | Executed Letter of Agreement April 2012. Metro working on outstanding issues. |
| 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 5/13 | N/A | Metro is working with affected third party utilities under work orders unless license agreements dictate relocation by utility company. No additional agreements required. |

ADVANCED UTILITY RELOCATION STATUS

- Advance relocation of DWP-Power conduits, manholes and conduits completed at MLK and Expo Station sites. Installation of the cable started in August 2013. Work at Crenshaw/Expo Station is complete. Work at Crenshaw/MLK Station has been completed.
- Design completed by DWP-Water for advance relocation of water lines along Crenshaw Boulevard. Start of construction was rescheduled due to impact of Buy America requirements. Relocations of water lines status:
 - Crenshaw/MLK 24" relocation in progress, to complete early Oct. 2014.
 - Crenshaw @ 60th St. relocation to start Sept. 2nd and complete by end of Dec. 2014.
 - Crenshaw @ 63rd St. relocation to start Sept. 22nd and complete by end of Dec. 2014
 - Crenshaw @ Hyde Park St. relocation to start Nov. 10th and complete by end of Dec. 2014.
- Design is complete by SCE for advance relocation of fiber crossings and pole supports along the Harbor Subdivision. Construction completed in July 2014.
- Design is complete by SCE for the advance relocation of power crossings and pole supports on Redondo Blvd. at High St. Construction completed in July 2014.
- *SCE Power – (10) new services and relocations scheduled for completion from 2014 thru 2017. The near term work would include:*
 - *Design is complete by SCE for advance relocation of fiber crossings and pole supports along the Harbor Subdivision. Construction completed in July 2014.*
 - *Design is complete by SCE for the advance relocation of power crossings and pole supports on Redondo Blvd. at High St. Construction completed in July 2014.*
 - *Relocation of underground power line to accommodate new pedestrian undercrossing at Faithful Central Bible Church property.*

Crenshaw/LAX Transit Project

Peak Hour & Nighttime Construction Variances for the City of LA



CPUC CROSSING SUMMARY

| Application | Location | Type | City |
|--------------------|--|-----------------------------|-----------------------|
| A1211018 | Eucalyptus Avenue | Grade Crossing | Inglewood |
| A1211018 | Centinela Avenue | Grade Crossing | Inglewood |
| A1211018 | Pedestrian Crossing | Grade Separated (Underpass) | Inglewood |
| A1212030 | Oak Street | Grade Crossing | Inglewood |
| A1212030 | Cedar Avenue | Grade Crossing | Inglewood |
| A1212030 | Ivy Avenue | Grade Crossing | Inglewood |
| A1212030 | High Street | Grade Crossing | Inglewood |
| A1212029 | Arbor Vitae Street | Grade Crossing | Inglewood |
| A1212029 | Hindry Avenue | Grade Crossing | Inglewood |
| A1212029 | Pedestrian Crossing at Florence/West station | Grade Crossing | Inglewood |
| A1212029 | West Boulevard | Grade Crossing | Los Angeles/Inglewood |
| A1212029 | Brynhurst Avenue | Grade Crossing | Los Angeles |
| A1301012 | West 59th Street | Grade Crossing | Los Angeles |
| A1301012 | Slauson Avenue | Grade Crossing | Los Angeles |
| A1301012 | West 57th Street | Grade Crossing | Los Angeles |
| A1301012 | West 54th Street | Grade Crossing | Los Angeles |
| A1301012 | West 52nd Street | Grade Crossing | Los Angeles |
| A1301012 | West 50th Street | Grade Crossing | Los Angeles |
| A1301012 | West 48th Street | Grade Crossing | Los Angeles |
| A1302025 | Hornet Way | Grade Separation | El Segundo |
| A1302025 | Aviation Boulevard | Grade Separation | Los Angeles |
| A1302025 | I-105 Freeway | Grade Separation | Los Angeles |
| A1302025 | Imperial Highway | Grade Separation | Los Angeles |
| A1302025 | 111th Street | Grade Separation | Los Angeles |
| A1302025 | 104th Street | Grade Separation | Los Angeles |
| A1302025 | Century Boulevard | Grade Separation | Los Angeles |
| A1302025 | Manchester Avenue | Grade Separation | Inglewood |
| A1302025 | La Cienega Boulevard | Grade Separation | Inglewood |
| A1302025 | I-405 Freeway | Grade Separation | Inglewood |
| A1302025 | Hyde Park Boulevard | Grade Separation | Inglewood |
| A1302025 | La Brea Avenue | Grade Separation | Inglewood |
| A1302025 | Pedestrian Crossing at La Brea-Florence Station (East) | Grade Crossing | Inglewood |
| A1302025 | Pedestrian Crossing at La Brea-Florence Station (West) | Grade Crossing | Inglewood |

= Highlighted grade crossing/grade separations have been approved.

CPUC CROSSING SUMMARY (Continued)

Metro filed formal grade applications to CPUC between November 16, 2012 and January 23, 2013. Protests were received on CPUC Application Packages 1 and 4; no protests were received on CPUC Application Packages 2, 3 and 5. Status by CPUC application is below:

#A1211018 – Package 1, Centinela, Eucalyptus and Pedestrian Underpass West of Eucalyptus

Status: *The CPUC Administrative Law Judge (ALJ) completed work on a proposed decision. CPUC has accepted the settlement agreement between Metro and Faithful Central Bible Church regarding Eucalyptus and the pedestrian underpass. The CPUC still needs to issue a decision on the Centinela crossing, the pedestrian underpass and the Eucalyptus crossing. Forecast CPUC Commission Approval: August 14, 2014.*

#A1212030 – Package 2, At-Grade Gated Crossings in Inglewood

Status: The CPUC approved Package 5 on April 10, 2014.

#A1212029 – Package 3, At-Grade Gated Crossings in Inglewood and Los Angeles

Status: The CPUC approved Package 3 on April 10, 2014.

#A1301012 – Package 4, Crenshaw Street-Running Crossings

Status: *The CPUC Administrative Law Judge (ALJ) completed work on a proposed decision. Forecast CPUC Commission Approval: August 28, 2014.*

#A1302025 – Package 5, Grade Separated Crossings

The CPUC approved Package 5 on February 27, 2014.

Note: # is the CPUC action number.

CHRONOLOGY OF EVENTS

| | |
|-------------------|--|
| 2003 | Major Investment Study |
| April 2007 | Board authorized the CEO to award Contract PS 4330-1968 to complete environmental clearance and conceptual engineering. |
| December 2009 | Board adopted the LRT Alternative as the Locally preferred Alternative and received and filed the Crenshaw Transit Corridor DEIS/DEIR. |
| December 2009 | Board authorized the CEO to award Contract No. EO117 for Phase I, Advanced Conceptual Engineering. |
| September 2010 | Board authorized the CEO to exercise option with Contract No. EO117 for Phase II Preliminary Engineering. |
| April 2011 | Board adopted the Arbor Vitae/Bellanca (Site 14) LPA for the Maintenance Facility Site |
| July 2011 | Board approved Southwestern Yard cost allocation. |
| September 2011 | Board approved Project Definition and certified Final Environmental Impact Report |
| October 2011 | Board approved the Life-of-Project Budget of \$1.749 billion. |
| December 15, 2011 | CTC reviewed the FEIS/FEIR and adopted the required resolution for future funding consideration. |
| December 23, 2011 | Request for Qualifications for Contract C0988 C/LAX Transit Corridor was released to Industry. |
| December 30, 2011 | Received Record of Decision from FTA. |
| February 10, 2012 | Released Invitation for Bid for Contract C0990 Crenshaw/LAX Advanced Utility Relocations. |
| March 12, 2012 | Received Statement of Qualifications for Contract C0988 C/LAX Transit Corridor. |


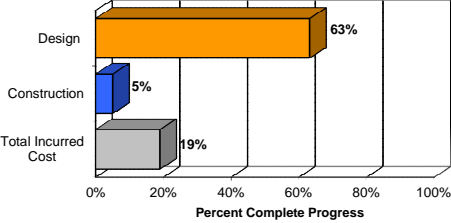
CHRONOLOGY OF EVENTS (Continued)

| | |
|--------------------|--|
| May 16, 2012 | Notification of pre-qualified proposers 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. |
| June 22, 2012 | Released Request for Proposals for Contract C0988 C/LAX Transit Corridor. |
| August 24, 2012 | Received approval from the Surface Transportation Board regarding BNSF Railway Company abandonment along five-mile Crenshaw Segment of the Harbor Branch ROW. |
| September 4, 2012 | Preparation of a FONSI for Supplemental Environmental Assessment to the FEIS was approved by FTA. |
| September 28, 2012 | Completed abandonment process with BNSF. |
| September 28, 2012 | TIFIA and TIGER II Grants approved. |
| December 6, 2012 | Received proposals for Contract C0988 C/LAX Transit Corridor. |
| February 22, 2013 | Issued Amendment No. 8 requesting Best and Final Offers (BAFO) for Contract C0988 C/LAX Transit Corridor. |
| March 15, 2013 | Received BAFO's for Contract C0988 C/LA Transit Corridor. |
| 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. |
| July 10, 2013 | Issued notice of award to Walsh-Shea Corridor Constructors, Contract C0988 Crenshaw/LAX Transit Corridor. |


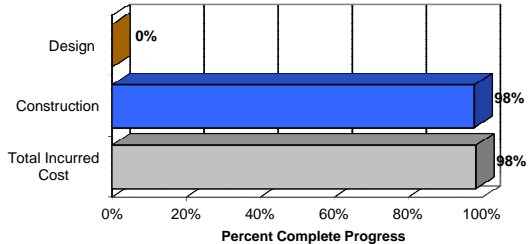
CHRONOLOGY OF EVENTS (Continued)

| | |
|--------------------|--|
| August 1, 2013 | United States Department of Transportation approves Metro's request to increase the Crenshaw/LAX Project Budget to \$2,058 million. |
| August 8, 2013 | Issued notice of execution of the contract was issued to Walsh-Shea Corridor Constructors, Contract C0988 Crenshaw/LAX Transit Corridor. |
| 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. |
| March 7, 2014 | Issued Notice to Proceed to LB Foster Rail Technology Corp., Contract C0992A Rail and Bumping Posts. |
| July 25, 2014 | "Century Crunch" – weekend demolition of the defunct Century railroad bridge at the intersection of Century Blvd. and Aviation. |


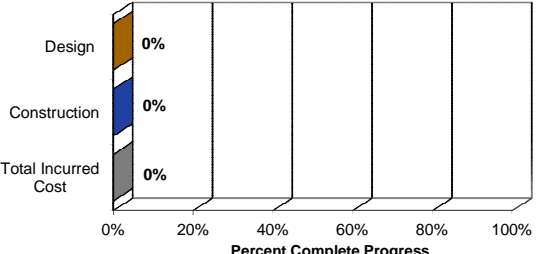
CONTRACT C0988 STATUS
Crenshaw/LAX Transit Corridor

| <p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: - Walsh Shea Corridor Constructors (WSCC)</p> | <p>Contract No.: C0988</p>  <p>Status as of August 1, 2014</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|-------------------|-----------------------|-----------------------|--|---|---|----------|---------------------------|------|---|-----------------|----------|----------------------------|------|------------------------------------|----------|--|----------|-------------------|---|----------|----------|----------|----|---|----------|----------|----------|----|---|----------|----------|----------|----|--|
| <p>Progress/Work Completed: Design</p> <ul style="list-style-type: none"> - Submitted Maintenance of Traffic Plans Stage A 100% for Century/Aviation, and Stage B 85% for Expo, MLK and Vernon. - Submitted Readiness For Construction Design Package B-2.3 Tunnel Segmental Liner. - Submitted COS Easement Verification Memo and COS Protection Memo. - Submitted Initial UG Geotechnical Design Reports for Segments A, B, & C - Continued on Initial AG GDR for Segments A, B, C and Bridge Structures - Submitted Stations Common Details - Submitted Readiness For Construction Design – Early Foundation 111th Street UP & Manchester: Harbor South - Continued Segment A Readiness For Construction Design on Track/Trackway, OCS, Duct Banks, UG, Florence/Hindry Stations and Lighting for Harbor South - Continued design on Bored Tunnel, #4 Cut and Cover, MLK & Expo Stations. - Submitted interim design - General TPSS, OCS, and Communication. <p>Construction</p> <ul style="list-style-type: none"> - Completed SOE design for Vernon Station. - Continued with the fabrication of the tunnel boring machine. - Completed potholing in the Harbor Subdivision – Segments A & B. - Commenced potholing in the Vernon Station and UG #4 - Continued SWPP implementation - Segment A, B & C. - Commenced ballast removal – Segments A & B. - Commenced construction for CSM in Expo (West Side). - Continued construction for CSM in MLK (East Side) - Continued utility relocation work at Expo and MLK Station. - Continued with utility monitoring & CCTV inspection. - Continued with bird nesting observation. | <p>Areas of Concern:</p> <ul style="list-style-type: none"> • The stop work notice from Bureau of Engineering (BOE) on July 8th impacted CSM operation at MLK and Expo Stations. • Submittal to the City of LA for a full street closure to maximize CSM production at Expo and MLK. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Assessment: Metro's assessment of the contractor's design schedule update is that they are behind on meeting interim design milestones.</p> <p>Contractor's construction schedule update indicates Milestone 1 - Contract Substantial Completion is 113 calendar days behind.</p> | <p>Cost Assessment: The current construction contract cost forecast is \$1,277.57 million and is within the Board authorized budget.</p> <p>The Contractor submitted their 11th payment application in the approved amount of \$20,619,734.97.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Summary:</p> <table border="0"> <tr> <td>1. Date of Award:</td> <td>08/01/13</td> </tr> <tr> <td>2. Notice to Proceed:</td> <td>09/10/13</td> </tr> <tr> <td>3. Original Substantial Completion Duration:</td> <td>1824</td> </tr> <tr> <td>4. Current Substantial Completion Duration:</td> <td>1824</td> </tr> <tr> <td>5. Elapsed Time from NTP:</td> <td>325</td> </tr> </table> | 1. Date of Award: | 08/01/13 | 2. Notice to Proceed: | 09/10/13 | 3. Original Substantial Completion Duration: | 1824 | 4. Current Substantial Completion Duration: | 1824 | 5. Elapsed Time from NTP: | 325 | <p>Cost Summary: \$ In millions</p> <table border="0"> <tr> <td>1. Award Value:</td> <td style="text-align: right;">1,272.63</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">4.94</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td></td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">1,277.57</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">242.42</td> </tr> </table> | 1. Award Value: | 1,272.63 | 2. Executed Modifications: | 4.94 | 3. Approved Change Orders: | | 4. Current Contract Value (1 + 2 + 3): | 1,277.57 | 5. Incurred Cost: | 242.42 | | | | | | | | | | | | | | | |
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| Milestones | Original Contract | Current Contract | Forecast | Calendar Day Variance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 1 - Contract Substantial Completion | 09/08/18 | 09/08/18 | 12/30/18 | -113 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 2 - UFS Completion | 03/09/18 | 03/09/18 | 05/22/18 | -74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 3 - Commence SIT Phase I | 06/09/18 | 06/09/18 | 07/03/18 | -24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 4 - Const./Turnover Parcels SW-0101, 0102, 0103 | 12/04/15 | 12/04/15 | 11/03/15 | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 5 - Const./Turnover Parcels SW-0002, 0003, 0004, 0104 | 06/05/17 | 06/05/17 | 05/10/17 | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 6 - Const./Turnover Parcels SW-0001 | 08/01/17 | 08/01/17 | 06/28/17 | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |


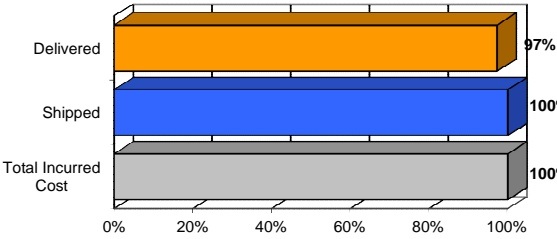
CONTRACT C0990 STATUS
Crenshaw/LAX Advanced Utility Relocations

| <p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: - Metro Builders and Engineers Group LTD</p> | <p>Contract No.: C0990 Status as of August 1, 2014</p>  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-------------------|-----------------------|-----------------------|--|---|---|----------|---------------------------|------|---|-----------------|------|----------------------------|------|----------------------------|------|--|------|-------------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| <p>Progress/Work Completed: - Completed bypass and tie-in at existing manholes at 59th street. - Continued on the change order work to remove soldier beam at 59th Street. - Completed LADWP water crossing work at Crenshaw & 54th and Slauson. - Completed street restoration at Crenshaw & 48th and 50th street.</p> | <p>Areas of Concern:</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Assessment: Metro has agreed to grant a total of 103 calendar day time extension as a result of lost production due to sandy soil conditions and revised installation methodology for sewer line work at 59th & Crenshaw, and traffic control and work hour restriction to 67th & Crenshaw. There are additional 21 day time extension modification due to the peak hour restriction and revised installation method pending to be approved.</p> <p>Metro's assessment of the contractor's forecast substantial completion date shown in the table below is a potential substantial completion of August 9, 2014. Contractor estimated that all the punch list work will be completed by Sept 11, 2014 as shown in the contractor's July 2014 schedule update submittal.</p> | <p>Cost Assessment: The current construction contract cost forecast is \$9.12 million and within the Board authorized budget. The forecast has increased from the previous reporting period primarily due to approved change orders.</p> <p>The Contractor submitted their 21st payment application in the approved amount of \$275,436.65.</p> <p>Continuing to evaluate submittal claims.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Summary:</p> <table border="0"> <tr> <td>1. Date of Award:</td> <td align="right">05/30/12</td> </tr> <tr> <td>2. Notice to Proceed:</td> <td align="right">07/17/12</td> </tr> <tr> <td>3. Original Substantial Completion Duration:</td> <td align="right">365</td> </tr> <tr> <td>4. Current Substantial Completion Duration:</td> <td align="right">468</td> </tr> <tr> <td>5. Elapsed Time from NTP:</td> <td align="right">745</td> </tr> </table> | 1. Date of Award: | 05/30/12 | 2. Notice to Proceed: | 07/17/12 | 3. Original Substantial Completion Duration: | 365 | 4. Current Substantial Completion Duration: | 468 | 5. Elapsed Time from NTP: | 745 | <p>Cost Summary: \$ In millions</p> <table border="0"> <tr> <td>1. Award Value:</td> <td align="right">7.83</td> </tr> <tr> <td>2. Executed Modifications:</td> <td align="right">0.88</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td align="right">0.41</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td align="right">9.12</td> </tr> <tr> <td>5. Incurred Cost:</td> <td align="right">8.96</td> </tr> </table> | 1. Award Value: | 7.83 | 2. Executed Modifications: | 0.88 | 3. Approved Change Orders: | 0.41 | 4. Current Contract Value (1 + 2 + 3): | 9.12 | 5. Incurred Cost: | 8.96 | | | | | | | | | | | | | | | |
| 1. Date of Award: | 05/30/12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Notice to Proceed: | 07/17/12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Original Substantial Completion Duration: | 365 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Current Substantial Completion Duration: | 468 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Elapsed Time from NTP: | 745 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Award Value: | 7.83 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Executed Modifications: | 0.88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Approved Change Orders: | 0.41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Current Contract Value (1 + 2 + 3): | 9.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Incurred Cost: | 8.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Milestones</th> <th>Original Contract</th> <th>Current Contract</th> <th>Forecast</th> <th>Calendar Day Variance</th> </tr> </thead> <tbody> <tr> <td>Milestone 1 - Contract Substantial Completion</td> <td align="center">07/17/13</td> <td align="center">10/28/13</td> <td align="center">08/09/14</td> <td align="center">-285</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | Milestones | Original Contract | Current Contract | Forecast | Calendar Day Variance | Milestone 1 - Contract Substantial Completion | 07/17/13 | 10/28/13 | 08/09/14 | -285 | | | | | | | | | | | | | | | | | | | | | | | | | | <p align="center">PERCENT COMPLETE <i>from 7/17/12 to 8/1/14</i></p>  <p align="center">Construction physical percent complete excludes mobilization and general requirements</p> |
| Milestones | Original Contract | Current Contract | Forecast | Calendar Day Variance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 1 - Contract Substantial Completion | 07/17/13 | 10/28/13 | 08/09/14 | -285 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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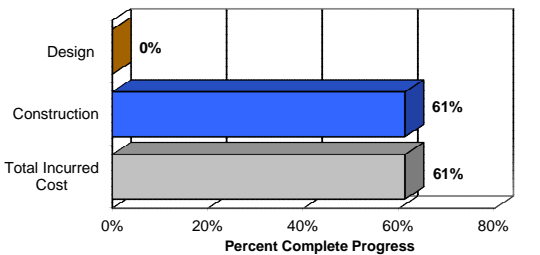
CONTRACT C0991 STATUS
Southwestern Yard

| <p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: - TBD</p> | <p>Contract No.: C0991</p> <p>Status as of August 1, 2014</p>  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-------------------|------------------|-----------------------|-----------------------|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|
| <p>Progress/Work Completed: - Metro continued preparation of a bid solicitation package for a planned advertisement in August 2014.</p> | <p>Areas of Concern: - None.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Assessment:</p> | <p>Cost Assessment:</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Summary:</p> <ol style="list-style-type: none"> Date of Award: Notice to Proceed: Original Substantial Completion Duration: Current Substantial Completion Duration: Elapsed Time from NTP: | <p>Cost Summary: \$ In millions</p> <ol style="list-style-type: none"> Award Value: Executed Modifications: Approved Change Orders: Current Contract Value (1 + 2 + 3): - Incurred Cost: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Milestones | Original Contract | Current Contract | Forecast | Calendar Day Variance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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CONTRACT C0992 STATUS
Concrete Ties

| <p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: Rocla Concrete Tie Inc.</p> | <p>Contract No.: C0992 Status as of August 1, 2014</p>  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-------------------|-----------------------|-----------------------|--|---|---|----------|---------------------------|-----|--|-----------------|-----|----------------------------|---|----------------------------|--|--|-------|-------------------|-----|--|--|--|---|--|--|--|--|---|--|--|--|--|---|---|
| <p>Progress/Work Completed: - All 19,936 concrete ties have been shipped from factory. - As of July 2014, 19,392 ties have been received onsite by the design-builder (Contract C0988).</p> | <p>Areas of Concern: - None.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Assessment: Metro's assessment of the vendor's delivery schedule is that all concrete ties will be delivered to job site by August 15, 2014.</p> | <p>Cost Assessment: The current contract cost forecast is \$2,161,297. The Contractor submitted three invoices with a total amount of \$219,897.87 in July 2014.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Summary:</p> <table border="0"> <tr> <td>1. Date of Award:</td> <td align="right">12/10/13</td> </tr> <tr> <td>2. Notice to Proceed:</td> <td align="right">12/23/13</td> </tr> <tr> <td>3. Original Substantial Completion Duration:</td> <td align="right">220</td> </tr> <tr> <td>4. Current Substantial Completion Duration:</td> <td align="right">220</td> </tr> <tr> <td>5. Elapsed Time from NTP:</td> <td align="right">221</td> </tr> </table> | 1. Date of Award: | 12/10/13 | 2. Notice to Proceed: | 12/23/13 | 3. Original Substantial Completion Duration: | 220 | 4. Current Substantial Completion Duration: | 220 | 5. Elapsed Time from NTP: | 221 | <p>Cost Summary: \$ In millions</p> <table border="0"> <tr> <td>1. Award Value:</td> <td align="right">2.1</td> </tr> <tr> <td>2. Executed Modifications:</td> <td></td> </tr> <tr> <td>3. Approved Change Orders:</td> <td></td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td align="right">- 2.1</td> </tr> <tr> <td>5. Incurred Cost:</td> <td align="right">2.1</td> </tr> </table> | 1. Award Value: | 2.1 | 2. Executed Modifications: | | 3. Approved Change Orders: | | 4. Current Contract Value (1 + 2 + 3): | - 2.1 | 5. Incurred Cost: | 2.1 | | | | | | | | | | | | | | | |
| 1. Date of Award: | 12/10/13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Notice to Proceed: | 12/23/13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Original Substantial Completion Duration: | 220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Current Substantial Completion Duration: | 220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Elapsed Time from NTP: | 221 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Award Value: | 2.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Executed Modifications: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Approved Change Orders: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Current Contract Value (1 + 2 + 3): | - 2.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Incurred Cost: | 2.1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Milestones | Original Contract | Current Contract | Forecast | Calendar Day Variance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 1 - Contract Substantial Completion | 07/31/14 | 07/31/14 | 08/15/14 | -15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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CONTRACT C0992A STATUS
Running Rail and Bumping Posts

| <p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: LB Foster Rail Technology Corp</p> | <p>Contract No.: C0992A Status as of August 1, 2014</p>  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|-------------------|-----------------------|-----------------------|--|---|---|----------|---------------------------|-----|--|-----------------|-----|----------------------------|---|----------------------------|--|--|-------|-------------------|-----|--|--|--|---|--|--|--|--|---|--|--|--|--|---|--|--|--|--|---|---|
| <p>Progress/Work Completed: - Rolling of the 115RE SS rail at the SDI rail facility began on 4/20/2014. - All 115RE SS Blank Stick Rails have been delivered to the job-site. - A total of 706 pieces of 115RE HH rail have been delivered to job site as of Aug 1, 2014. All the remaining 115RE HH Rails are in Los Angeles and the trucking over to the Metro job-sites will be completed in August 2014.</p> | <p>Areas of Concern: - 3 pieces of damaged rail delivered to LA Metro Job sites.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Assessment: Metro's assessment of the vendor's delivery schedule is that the running rails are still on schedule to complete deliveries to the job-sites by the end of August 2014. Both Metro and LB Foster agreed to a time extension change for the delivery of the bumping post. The new delivery date has been changed from 12/31/2014 to 9/15/2015.</p> | <p>Cost Assessment: The current contract cost forecast is \$5,184,044.79. The Contractor submitted two invoices for a total amount of \$1,174,335.06 in July 2014.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Schedule Summary:</p> <table border="0"> <tr> <td>1. Date of Award:</td> <td align="right">01/23/14</td> </tr> <tr> <td>2. Notice to Proceed:</td> <td align="right">03/07/14</td> </tr> <tr> <td>3. Original Substantial Completion Duration:</td> <td align="right">300</td> </tr> <tr> <td>4. Current Substantial Completion Duration:</td> <td align="right">558</td> </tr> <tr> <td>5. Elapsed Time from NTP:</td> <td align="right">147</td> </tr> </table> | 1. Date of Award: | 01/23/14 | 2. Notice to Proceed: | 03/07/14 | 3. Original Substantial Completion Duration: | 300 | 4. Current Substantial Completion Duration: | 558 | 5. Elapsed Time from NTP: | 147 | <p>Cost Summary: \$ In millions</p> <table border="0"> <tr> <td>1. Award Value:</td> <td align="right">5.2</td> </tr> <tr> <td>2. Executed Modifications:</td> <td></td> </tr> <tr> <td>3. Approved Change Orders:</td> <td></td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td align="right">- 5.2</td> </tr> <tr> <td>5. Incurred Cost:</td> <td align="right">3.2</td> </tr> </table> | 1. Award Value: | 5.2 | 2. Executed Modifications: | | 3. Approved Change Orders: | | 4. Current Contract Value (1 + 2 + 3): | - 5.2 | 5. Incurred Cost: | 3.2 | | | | | | | | | | | | | | | | | | | | |
| 1. Date of Award: | 01/23/14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Notice to Proceed: | 03/07/14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Original Substantial Completion Duration: | 300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Current Substantial Completion Duration: | 558 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Elapsed Time from NTP: | 147 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. Award Value: | 5.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. Executed Modifications: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. Approved Change Orders: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. Current Contract Value (1 + 2 + 3): | - 5.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. Incurred Cost: | 3.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Milestones | Original Contract | Current Contract | Forecast | Calendar Day Variance | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milestone 1 - Contract Substantial Completion | 12/31/14 | 09/15/15 | 09/15/15 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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CONSTRUCTION PHOTOGRAPHS



Segment B (Crenshaw/Vernon Station to Hindry Station) – Rail delivery and stock pile at the Florence laydown yard.



Cutter soil mixing wheels at the Exposition Station Yard.

CONSTRUCTION PHOTOGRAPHS (Continued)



Defunct railroad bridge on Century Blvd and Aviation prior to the demolition.



Century bridge demolition at 9 a.m. on July 26th.

CONSTRUCTION PHOTOGRAPHS (Continued)



Century bridge north abutment demolition at 9 a.m. on July 26th.



Century bridge rubble pile from the bridge deck on July 26th.

CONSTRUCTION PHOTOGRAPHS (Continued)



Century bridge demolition progress at 10 p.m. on July 26th.



Century Blvd and Aviation after the bridge demolition.

CONSTRUCTION PHOTOGRAPHS (Continued)



Factory Acceptance Testing for the tunnel boring machine conducted in July at the factory site in Germany.

**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

| | |
|----------|---|
| ACE | Advanced Conceptual Engineering |
| ADA | Americans with Disabilities Act |
| ADR | Alternative Dispute Resolution |
| ALJ | Administrative Law Judge |
| AMC | Airport Metro Connector |
| APM | Automated People Mover |
| ATC | Alternative Technical Concept |
| ATC | Automatic Train Control |
| ATSAC | Automated Traffic Surveillance and Control |
| BAFO | Best and Final Offer |
| BID | Business Improvement Development |
| BIM | Building Information Modeling |
| BNSF | Burlington Northern Santa Fe Railway Company |
| BOC | Bus Operations Control |
| CADD | Computer Aided Drafting and Design |
| CALTRANS | California Department of Transportation |
| CARB | California Air Resources Control Board |
| CCTV | Closed Circuit Television |
| CD | Calendar Day |
| CD | Council District |
| CDRL | Contract Data Requirement List |
| CE | Categorical Exemption |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| 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 |
| CRMMP | Cultural Resources Monitoring and Mitigation Plan |
| CSM | Cutter Soil Mixing |
| CSP | Construction Safety Phasing Plan |
| CTC | California Transportation Commission |
| CUD | Contract Unit Description |
| CWP | Construction Work Plan |
| DB | Design Build |
| DBB | Design Bid Build |
| DBE | Disadvantaged Business Enterprise |
| DOT | Department of Transportation |
| DRB | Dispute Review Board |
| DWP | Department of Water and Power |

**APPENDIX
LIST OF ACRONYMS (Continued)**

| | |
|--------|--|
| EEO | Equal Employment Opportunity |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EPBM | Earth Pressure Balance Machine |
| FAA | Federal Aviation Administration |
| FAR | Federal Acquisition Regulation |
| FAT | Factory Acceptance Testing |
| FCBC | Faith Central Bible Church |
| FD | Final Design |
| FEIR | Final Environmental Impact Report |
| FEIS | Final Environmental Impact Statement |
| FEMA | Federal Emergency Management Agency |
| FFGA | Full Funding Grant Agreement |
| 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 |
| GFE | Good Faith Effort |
| HMM | Hatch Mott MacDonald |
| IFB | Invitation for Bid |
| IPMO | Integrated Project Management Office |
| ITF | Intermodal Transportation Facility |
| 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 |
| LOA | Letter of Agreement |
| LONP | Letter Of No Prejudice |
| LOP | Life-of-Project |

APPENDIX
LIST OF ACRONYMS (Continued)

| | |
|--------|---|
| LPA | Locally Preferred Alternative |
| LRT | Light Rail Transit |
| L RTP | Long Range Transportation Plan |
| LRV | Light Rail Vehicle |
| MBE | Metro Builders and Engineers Group, Ltd |
| MCA | Master Cooperative Agreement |
| MIC | Microbiologically Influenced Corrosion Control System |
| MIS | Major Investment Study |
| MOA | Memorandum of Agreement |
| MOS | Minimum Operating Segment |
| MOU | Memorandum of Understanding |
| MPS | Master Program Schedule |
| MPSR | Monthly Project Status Report |
| MSDS | Material Safety Data Sheet |
| MSF | Maintenance & Storage Facility |
| N/A | Not Applicable |
| NEPA | National Environmental Protection Act |
| NFPA | National Fire Protection Association |
| 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 |
| OTS | Over the Shoulder |
| PA/VMS | Public Address/Visual Messaging Sign |
| PDQM | Project Design Quality Manual |
| PE | Preliminary Engineering |
| PEER | Permit Engineering Evaluation Report |
| PID | Photo Ionization Detector |
| PIP | Project Implementation Plan |
| PLA | Project Labor Agreement |
| PM | Project Manager |
| PMIP | Project Management Implementation Plan |
| PMMP | Paleontological Monitoring and Mitigation Plan |
| PMOC | Project Management Oversight Consultant |
| PMP | Project Management Plan |
| P&P | Policies & Procedures |
| POD | Project Oriented Discussions |
| PQPM | Project Quality Program Manual |
| PR | Project Report |
| PSR | Project Study Report |

APPENDIX
LIST OF ACRONYMS (Continued)

| | |
|--------|---|
| 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 |
| REAP | Rain Event Action Plans |
| RFC | Request For Change |
| RFMP | Rail Fleet Management Plan |
| RFP | Request For Proposals |
| RFQ | Request For Qualifications |
| 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 |
| RTIP | Regional Transportation Improvement Program |
| 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 |
| SPAS | Specific Plan Amendment Study |
| SPP | Special Permitting Process |
| SSMP | Safety and Security Management Plan |
| STB | Surface Transportation Board |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |

**APPENDIX
LIST OF ACRONYMS (Continued)**

| | |
|-------|--|
| STV | STV Group |
| SWPP | Storm Water Prevention Plan |
| SWY | Southwestern Yard (Division 16) |
| 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 |
| TOD | Transit Oriented Development |
| 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 |
| WSCC | Walsh/Shea Corridor Constructor |
| YOE | Year of Expenditure |