

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Corridor

East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



Metro[®]

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA).

May 2014

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PROJECT SUMMARY

As of May 2014

LOCATION: Downtown Los Angeles				CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS						
DESIGN CONSULTANT: Connector Partnership JV				CONTRACTOR: Regional Connector Constructors, Joint Venture						
SHORING SYSTEM INSTALLATION FOR THE DWP UTILITY POWER AT 2ND STREET AND HOPE				WORK COMPLETED PAST MONTH						
				<ul style="list-style-type: none"> - D/B Contract C0980 awarded to Regional Connector Constructors, Joint Venture - C098 1R AUR contractor started trenching and installing conduit - Continue efforts seeking Peak Hour Exemptions from the City of Los Angeles - Contractor continue work for the new above-ground Storage Tanks that will be installed at the LA Times - Continue third party advance utility relocations on Flower Street, 2nd & Main Street, and 1st & Alameda Street 						
				SCHEDULE ASSESSMENT						
EXPENDITURE STATUS (\$ In Millions)				MAJOR SCHEDULE ACTIVITIES						
	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS				
Environmental				FES / FEIR						
				N/A	04/26/12	Complete				
DESIGN	\$118.8	\$38.1	32.1%	Design						
RIGHT-OF-WAY	\$101.9	\$10.1	9.9%	PE Notice to Proceed	N/A	01/04/11	Complete			
CONSTRUCTION	\$931.0	\$5.1	0.6%	Final Design complete	12/07/15	12/07/15	0			
OTHER	\$308.4	\$50.2	16.3%	Right-of-Way						
				All parcels available	06/30/15	06/30/15	0			
TOTAL	\$1,460.0	\$103.6	7.1%	Construction - Main Design / Build Contract						
Current Budget reflects Board approved Life-of-Project Budget and does not include Finance Charges. Note: Expended amount is through April 2014.				Notice to Proceed				06/30/14	06/30/14	0
				Construction complete				10/16/20	10/16/20	0
AREAS OF CONCERN				CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD						
-CEQA and NEPA law suits filed by Bonaventure Hotel, Japanese Village Plaza and Thomas Properties Group				<ul style="list-style-type: none"> - Issue NTP for D/B Contract C0980 - Mobilize D/B Contract C0980 Design Team and start final design - Continue Construction for Contract C098 1R Advanced Utility Relocations - Complete Diesel Tank relocation from 2nd/Broadway Station site to LA Times Building 						
ROW ACQUISITION	PLAN	ACQUIRED	REMAINING							
PERMANENT PARCELS	5	0	5							
TEMPORARY PARCELS	29	9	20							
TOTAL PARCELS	34	9	25							

PROJECT OVERVIEW & STATUS

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

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

Major Contract Procurement

The Board authorized to solicit a major Design/Build (D/B) contract, C0980, in August 2011. The project delivery method for this contract consists of a two-step best value procurement approach with submittal of qualification statements through a RFQ process, pre-qualification of qualified proposers followed by release of a RFP soliciting technical and price proposals with an option at Metro’s discretion for best and final offers (BAFO). Proposals were received on September 9, 2013 and subsequently, amendments 9 – 11 requesting a BAFO were transmitted. Revised BAFOs were received on 03/28/14 and evaluations completed early April 2014. *Metro staff recommended to award contract C0980 to the Regional Connector Constructors, a joint venture of Skanska USA Civil West California District, Inc. and Traylor Brothers, Inc. and Metro Board authorized to award the contract on April 24, 2014 in the amount of \$927,226,995; Notice to proceed is forecast for the end of June 2014.* Solicitation of an Advanced Utility Relocations Contract, C0981R, completed February 2014 after Metro’s Procurement team awarded the contract to Pulice Construction, Inc. in January 2014 and issued Notice to Proceed on February 18, 2014.

PROJECT OVERVIEW & STATUS (Continued)

Construction

Advanced utility relocations by 3rd parties continue at several locations. SCG began utility relocations at 2nd Street and Spring and 2nd Street and Main. AT&T CA continued their utility relocations on Flower Street and at 1st Street and Alameda while So. Cal. Gas Company resumes utility relocation work at 2nd Street and Spring and 2nd Street and Main.

C0981R contractor started trenching and conduit installation at 2nd Street and Hope and 1st Street and Alameda. Ambient noise monitoring at three station locations and Flower Street continued.

EN077 Contractor, Arcadis, started procurement of the new above-ground storage tanks that will be installed at the LA Times site. Preparation of the storage tank area has begun.

Systems

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

Light Rail Vehicle

Four Light Rail Vehicles (LRVs) for the Project will be procured and delivered by Kinkisharyo International, LLC under Contract P3010. The base contract includes 235 LRVs and options which will add up to 157 LRVs to the total. The four LRVs for the Project are currently in Option 2 of the P3010 Contract. LRV design and design reviews as well as manufacturing of the prototype vehicles continued this period. Testing of prototype vehicle (Pilot car) No. 1 started this month. Assembly plant in Palmdale is near completion.

Program Management

The current project cost has been revised to \$1,460.00 million dollars and includes \$24.2 million in environmental and planning costs and does not include \$7.1M finance cost. *The current budget was established in the April 2014 session of the Metro Board. The Board established a life-of-Project (LOP) budget of \$1,420,016,799 for the RCTC Project No. 860228 and also established a LOP budget of \$39,991,168 for a new RCTC Project No. 861228 for Concurrent Non-FFGA Project activities.*

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

PROJECT OVERVIEW & STATUS (Continued)

The project commitments through May 2014 increased by \$922.7 million (from \$244.4 million to \$1,167 million) or 81.8% of the current budget from awarding D/B contract C0980 and removal of unallocated contingency. The project expenditures through April 2014 are \$103.6 million or 7.3% of the current budget. The expenditures to date are for environmental/planning, preliminary engineering, third party utility relocation work, agency administration, advanced utility relocation construction (C0981R), right-of-way, Master Cooperative Agreements and professional services.

The project master schedule reflects a forecast of October 2020 for Revenue Service, which will be executed in two phases. Phase I Revenue Service Date to Eastside is on June 2020 and phase II Revenue Service Date to Pasadena is on October 2020. The forecast Revenue Service Date reflects an executed FFGA with the FTA February 20, 2014 and the award of the D/B contract C0980, in May 2014.

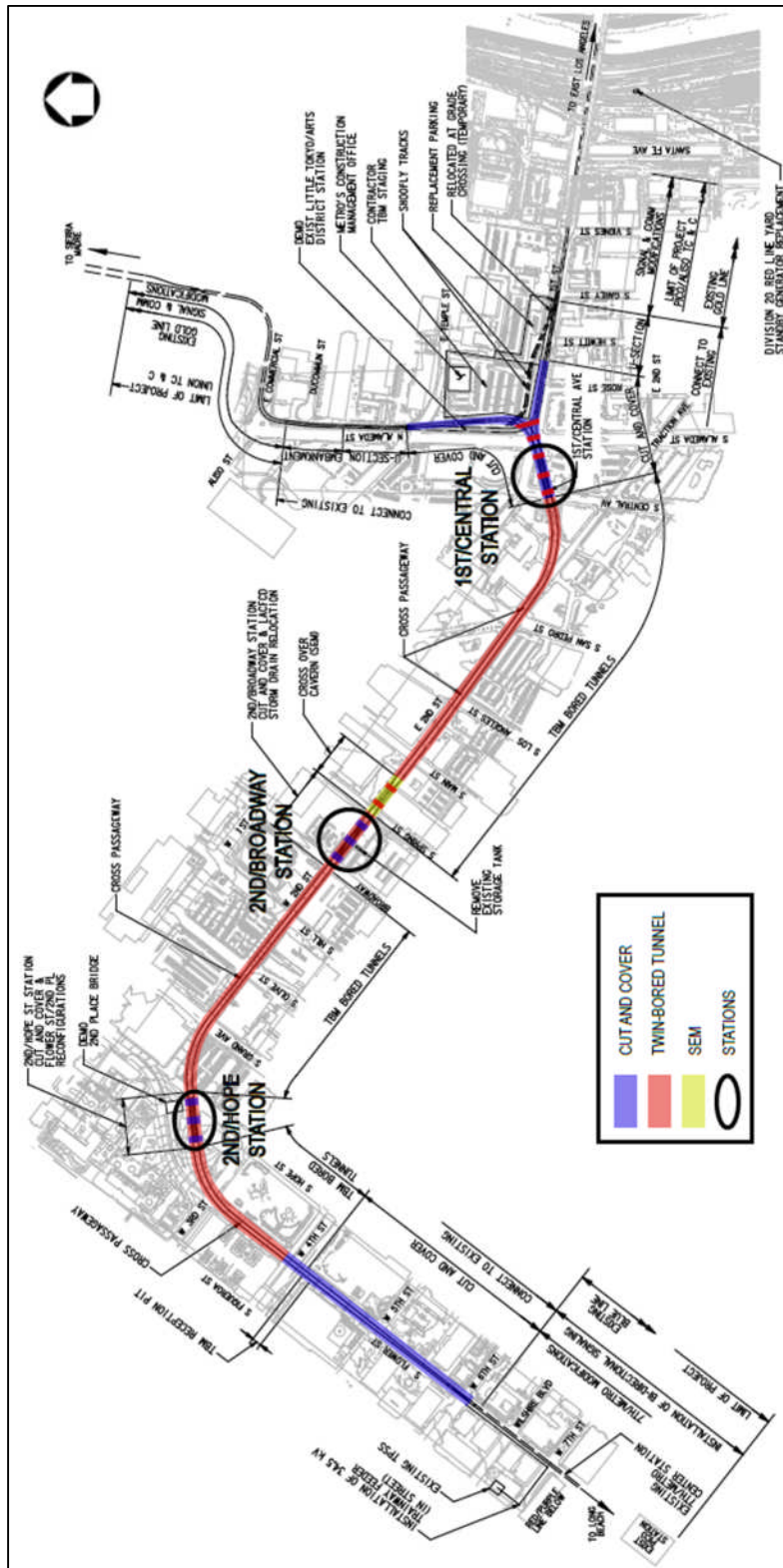
A Risk Register during PE phase was developed for the project and was updated quarterly during the early phases of the project to reflect any new risks that derive from concerns or issues. A more comprehensive Risk Register is being developed for the construction phase. Metro is planning to resume reporting of risks after Notice to proceed of the Design/Build Contract C0980. Risk Management reporting will continue to be on a quarterly basis.

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

MANAGEMENT ISSUES

No Management Issues this period.

PROJECT ALIGNMENT



BASE PROJECT SCOPE

The Project provides a 1.9-mile-long connection between the Gold Line light rail transit (LRT) lines from Pasadena and East Los Angeles to the Blue Line to Long Beach and the Expo Line to Culver City, and the future Expo Line Extension to Santa Monica. The alignment will extend underground from the 7th Street/Metro Center Station following Flower Street, curving east under the 2nd Street roadway tunnel and 2nd Street, and continuing under the intersection of 1st and Alameda Streets, surfacing to connect to the Metro Gold Line tracks within 1st Street at grade to the east and north of Temple Street toward Union Station. The Board adopted the underground light rail system as the Locally Preferred Alternative (LPA) in October 2010.

The Final EIS/EIR was certified by the Metro Board on April 26, 2012 and the FTA issued the Record of Decision on June 29, 2012. The Record of Decision allowed the Project to proceed with real estate acquisitions and advanced utility relocations. On February 20, 2014 Metro received an executed FFGA from the FTA to proceed with final design and major construction; on the same date, Metro received an executed TIFIA Loan from USDOT. On April 24, 2014, Metro Board of Directors approved a life-of-project budget of \$1,460 million (excludes finance charge).

Engineering

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

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

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

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

Metro Furnished Equipment

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

BASE PROJECT SCOPE (Continued)

Construction

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

Third Party Advanced Utility Relocations

A number of utility owners have already relocated and will continue relocating their own utilities. The utilities include fiber optic, telephone, cable television, electrical (power cable pulling and terminations), and natural gas lines, which started in late 2012 at the following locations:

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

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

Remaining AT&T, SCG, MCI and TWC work is expected to continue through the fourth quarter 2014.

Contract C0981R Regional Connector Advanced Utility Relocations

Metro has awarded the design-bid-build Advanced Utility Relocations Contract (Metro Contract No. C0981R) to Pulice Construction, Inc. to complete specific relocations at each of the future stations and along Flower Street in advance of the main D/B Contract C0980. *The duration of this contract is 10 months (see the construction contracts section).* The relocated utilities are long-lead construction tasks that are known to conflict with cut and cover excavations. Performing the relocation of these utilities in advance removes them from the critical path for the entire project. *Pulice Construction started excavation May 5, 2014, and will be partially completed by NTP of the main contract (C0980). The anticipated overlap of construction activity with the C0980 Design/Builder is approximately six months.* The scope of this work includes the following relocations: LADWP water lines, LADWP power lines, and City of Los Angeles sewer lines. Metro will assist the contractor in obtaining exemptions as necessary for the City of LA nighttime work as well as for Peak Hour work hours. If the work hour variances are not approved by the City, it will impact the cost and completion date for this contract.

BASE PROJECT SCOPE (Continued)

Design-Build Contract C0980 Regional Connector Transit Corridor

This is the largest construction contract of the project, which includes final design and construction of underground guideway, station structures; miscellaneous underground structures, trackwork, all system components including signaling, communications, traction power, overhead conductor rail, train control, all electrical and mechanical equipment, and testing. The contractor will restore the site to its previous condition at the end of the project. The duration of this contract is approximately 2300 days, which includes approximately 300 days of bus bridges. The design-build contractor also has to meet sensitive noise and vibration standards at Disney Music Hall and the Colburn Music School, control subsidence along the alignment, and meet various other issues for the various stakeholders along the alignment. This contract was awarded May 6, 2014 and NTP is planned for the end of June 2014.

Contract MCO70 – Construction Management Support Services

Metro has awarded the contract for Construction Management Support Services to ARCADIS, Inc. ARCADIS Project Manager and other staff are co-located with Metro at in an integrated project management office located at the Mangrove site. Metro and ARCADIS recently completed negotiations for the level of effort requirements necessary to support the Project during Metro FY15. In the April 2014 Board Meeting, the Board authorized the Chief Executive Officer to execute a contract modification in the amount of \$7,680,700 to fund ARCADIS during FY15. A contract modification to ARCADIS will be issued in June 2014.

Contract E0119 – Preliminary Engineering And Design Support Services During Construction

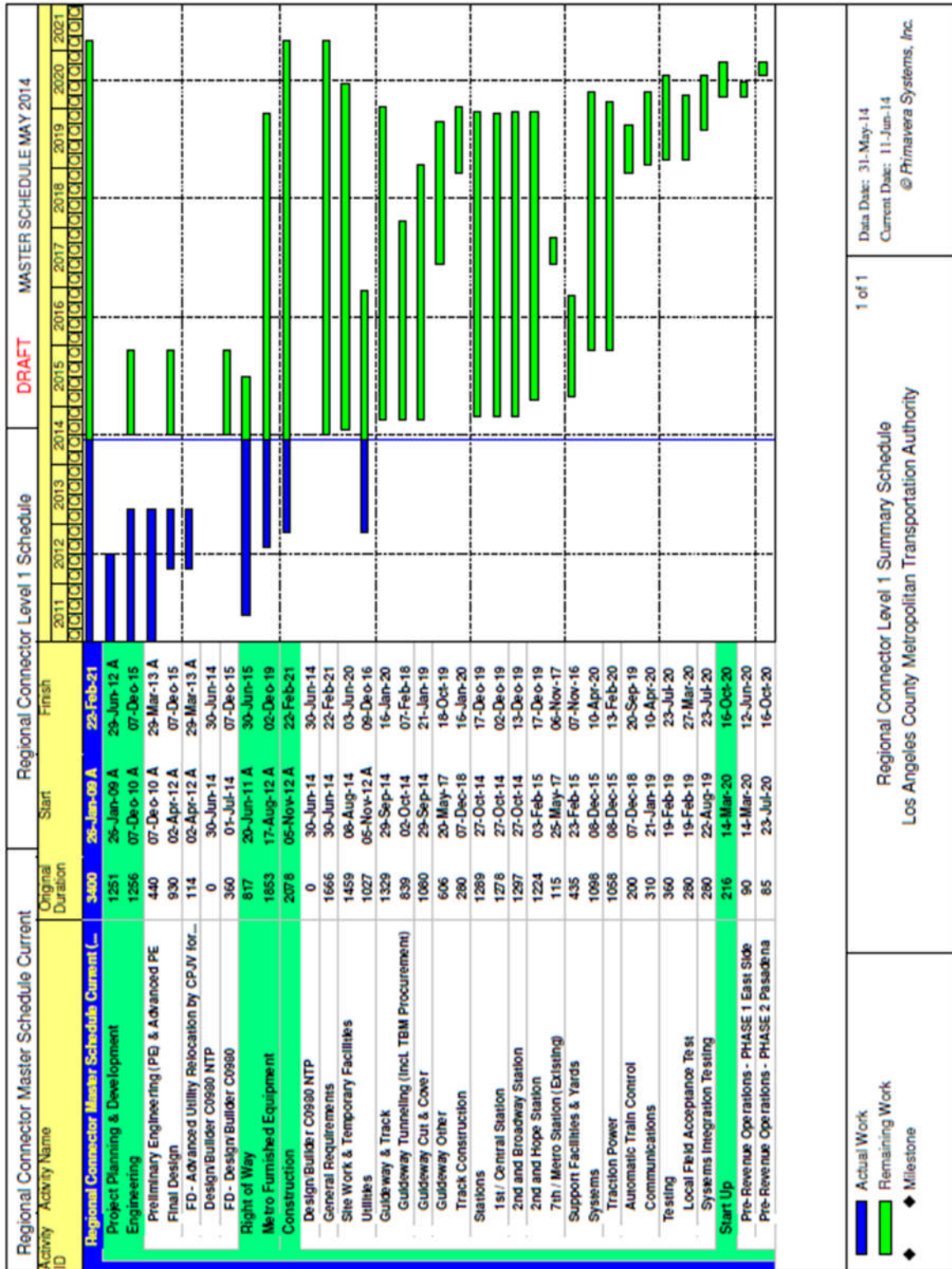
Metro awarded this contract to a joint venture (CPJV) between AECOM, Inc. and Parson Brinkerhoff. CPJV provided preliminary engineering services to support the EIR/EIS, prepared project definition documents for Contract C0980, and prepared the final design documents for Contract C0981. *CPJV is currently preparing conformed project definition documents for Contract C0980 to be included in the executed contract. Metro and CPJV finalized negotiations for the level of effort requirements to support the Project in Metro FY15.* The recommendation for this contract modification will be taken to the June 2014 Board Meeting for approval.

KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	May-14	Jun-14	Jul-14	Aug-14	14-Sep	14-Oct
Awarded D/B Contract C0980	5/6/2014 A	◆					
Third Party Utility Companies Completed Final Design for Advance Utility Relocations	5/30/2014 A	▽					
Issue D/B Contract C0980 NTP	06/30/14		◆				
Mobilize D/B Contract C0980 Design Team	07/01/14			○			
Start Engineering & TBM Design Submittals	08/06/14				◆		
Mobilize D/B Contract C0980 Construction Team	08/26/14				○		
Start Demolition, clear, grub and fencing at Mangrove	09/25/14					○	
Clear, grub, demolish building's at 1st/Central Station site	10/8/2014						○

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

PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

Critical Path:

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

PROJECT COST STATUS

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

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET/FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	280,622	-	204,691	204,691	216,122	-	-	-	204,691	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	-	219,477	219,477	222,839	-	-	-	219,477	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	141,785	-	422,453	379,194	420,793	2,027	5,145	-	422,453	-
50	SYSTEMS	69,667	-	73,848	63,265	63,265	-	-	-	73,848	-
	CONSTRUCTION SUBTOTAL (10-50)	846,343	-	920,468	866,627	923,019	2,027	5,145	-	920,468	-
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	-	74,208	0	73,820	10	10,079	-	74,208	-
70	VEHICLES	16,275	-	16,275	-	-	-	-	-	16,275	-
80	PROFESSIONAL SERVICES	261,455	-	257,973	60,600	146,210	1,397	64,452	-	257,973	-
	SUBTOTAL (10-80)	1,239,963	-	1,268,925	927,227	1,143,049	3,435	79,677	-	1,268,925	-
90	UNALLOCATED CONTINGENCY	135,399	-	126,892	-4,539	0	-	-	-	126,892	-
100	FINANCE CHARGES	27,571	-	7,115	-	-	-	-	-	7,115	-
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	-	1,402,932	922,688	1,143,049	3,435	79,677	-	1,402,932	-
	ENVIRONMENTAL/PLANNING - 400228	6,075	-	6,075	0	6,075	-	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228	17,925	-	18,125	0	17,925	0	17,816	-	18,125	-
	TOTAL PROJECTS 400228 & 460228 (ENV/PLAN'G)	24,000	-	24,200	0	24,000	0	23,891	-	24,200	-
	400228, 460228, & 860228 TOTAL	1,426,932	-	1,427,132	922,688	1,167,048	3,435	103,568	-	1,427,132	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 2014.

PROJECT COST ANALYSIS

Original Budget:

The Original Budget of \$1.43 billion reflects the Project Budget in the adopted Full Funding Grant Agreement (FFGA), dated February 20, 2014 plus Planning and Environmental costs of \$24.0 million.

Current Budget and Current Forecast:

The Current Budget and Current Forecast of \$1.43 billion reflect the Board approved Life-of-Project (LOP) budget on April 24, 2014 plus Finance Charges of \$7.1 million.

Commitments:

The Commitments increased by \$922.7 million this period to reflect the C0980 contract value and removal of unallocated contingency. The \$1.17 billion in Commitments to date represent 81.8% of the Current Budget.

Expenditures:

The Expenditures are cumulative through April 2014. The Expenditures increased by \$3.4 million this period primarily for costs associated with C0981R contract, Engineering Management Support, Metro Project Administration, Construction Management Support Service, Legal Services, Third Party Master Cooperative Agreements with the City of LA, Community Relations and Environmental Consultant Services. The \$103.6 million in expenditures to date represents 7.3% of the Current Budget.

PROJECT COST STATUS

CONCURRENT NON-FFGA ACTIVITIES (861228)
PROJECT COST STATUS BY FTA SCC
DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	-	-	-	-	-	-	-	-	-	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	-	-	-	-	-	-	-	-	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	10,480	10,480	10,480	10,480	10,480	-	-	10,480	10,480	-
40	SITWORK & SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
50	SYSTEMS	-	-	-	-	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	10,480	10,480	10,480	10,480	10,480	-	-	10,480	10,480	-
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	27,748	27,748	27,748	27,748	-	-	27,748	27,748	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	650	650	650	650	650	-	-	650	650	-
	SUBTOTAL (10-80)	38,878	38,878	38,878	38,878	38,878	-	-	38,878	38,878	-
90	UNALLOCATED CONTINGENCY	1,113	1,113	1,113	-	-	-	-	1,113	1,113	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
	TOTAL PROJECTS 861228 (10-100)	39,991	39,991	39,991	38,878	38,878	-	-	39,991	39,991	-
	861228 TOTAL	39,991	39,991	39,991	38,878	38,878	-	-	39,991	39,991	-

Note: BOARD APPROVED LOP ON APRIL 24 IN AMOUNT OF \$40.0 MILLION.

PROJECT COST ANALYSIS

Original Budget, Current Budget, and Current Forecast:

The Original Budget, Current Budget, and Current Forecast reflect the Board approved Life-of-Project (LOP) budget on April 24, 2014

Commitments:

The Commitments reflect the Board approved Life-of-Project (LOP) budget on April 24, 2014 less the Unallocated Contingency of \$1.1 million.

Expenditures:

The Expenditures will be reported as soon as the Metro Financial Information system (FIS) is updated to reflect the transferred costs from project 860228.

FINANCIAL/GRANT STATUS

Status of Funds Anticipated

FEDERAL - CMAQ	Metro submitted on November 25, 2013 a Grant Application of \$64.0 M to the FTA. Grant approval is expected in July 2014.
FEDERAL - SECTION 5309 NEW STARTS	Metro submitted on November 25, 2013 a Grant Application of \$65.0 M to the FTA. Grant approval is expected in July 2014.
MEASURE R - TIFIA LOAN: (Transportation Infrastructure Finance & Innovation Act)	A TIFIA Loan Agreement between the Department of Transportation and Metro for \$160M was executed on February 20, 2014. Funds are available for draw down.
STATE PROP 1A HSRB	Allocation request of \$114.9 M to the CTC was submitted on June 27, 2013. Allocation approval is pending the execution of the Design/Build Contract.
STATE PROP 1B PTMISEA	Allocation request of \$149.5 M has been approved on April 24, 2013. Funds are available for draw down.
CITY OF LA	Funding agreement of \$42.0 M with the City of LA is pending approval following upcoming Transportation Committee meeting between the City and Metro. Proposed payment schedule is due to begin no sooner than FY 2016.

FINANCIAL/GRANT STATUS (Continued)

Status of Funds by Source

May 2014

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED TO FUNDING SOURCE \$	%
FEDERAL - CMAQ	\$64.000	\$64.000	\$0.000	\$46.552	73%	\$0.000	0%	\$0.000	0%
FEDERAL - SECTION 5309 NEW STARTS	\$669.900	\$669.900	\$0.000	\$669.900	100%	\$0.000	0%	\$0.000	0%
FEDERAL - RIP	\$0.000	\$14.400	\$0.000	\$160.000	1111%	\$0.000	0%	\$0.000	0%
MEASURE R - TIFIA LOAN	\$160.000	\$160.000	\$160.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE PROPOSITION 1A HSRB *	\$114.874	\$114.874	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE PROPOSITION 1B PTMISEA **	\$149.500	\$135.100	\$135.100	\$135.100	100%	\$35.132	26%	\$29.380	22%
STATE STIP RIP	\$2.590	\$2.590	\$2.590	\$2.590	100%	\$2.590	100%	\$2.590	100%
STATE CAPITAL PROJECT LOANS - OTHERS ***	\$132.466	\$152.906	\$152.906	\$152.906	100%	\$65.846	43%	\$63.187	41%
MEASURE R	\$27.371	\$7.115	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
CITY OF LOS ANGELES	\$41.984	\$42.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
LEASE REVENUE	\$64.247	\$64.247	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$1,426.932	\$1,427.132	\$450.596	\$1,167.048	81.8%	\$103.568	7.3%	\$95.157	6.7%

EXPENDITURES ARE CUMULATIVE THROUGH APRIL 2014
ORIGINAL BUDGET BASED ON FUNDING PLAN INCLUDED IN THE APPROVED FULL FUNDING GRANT AGREEMENT

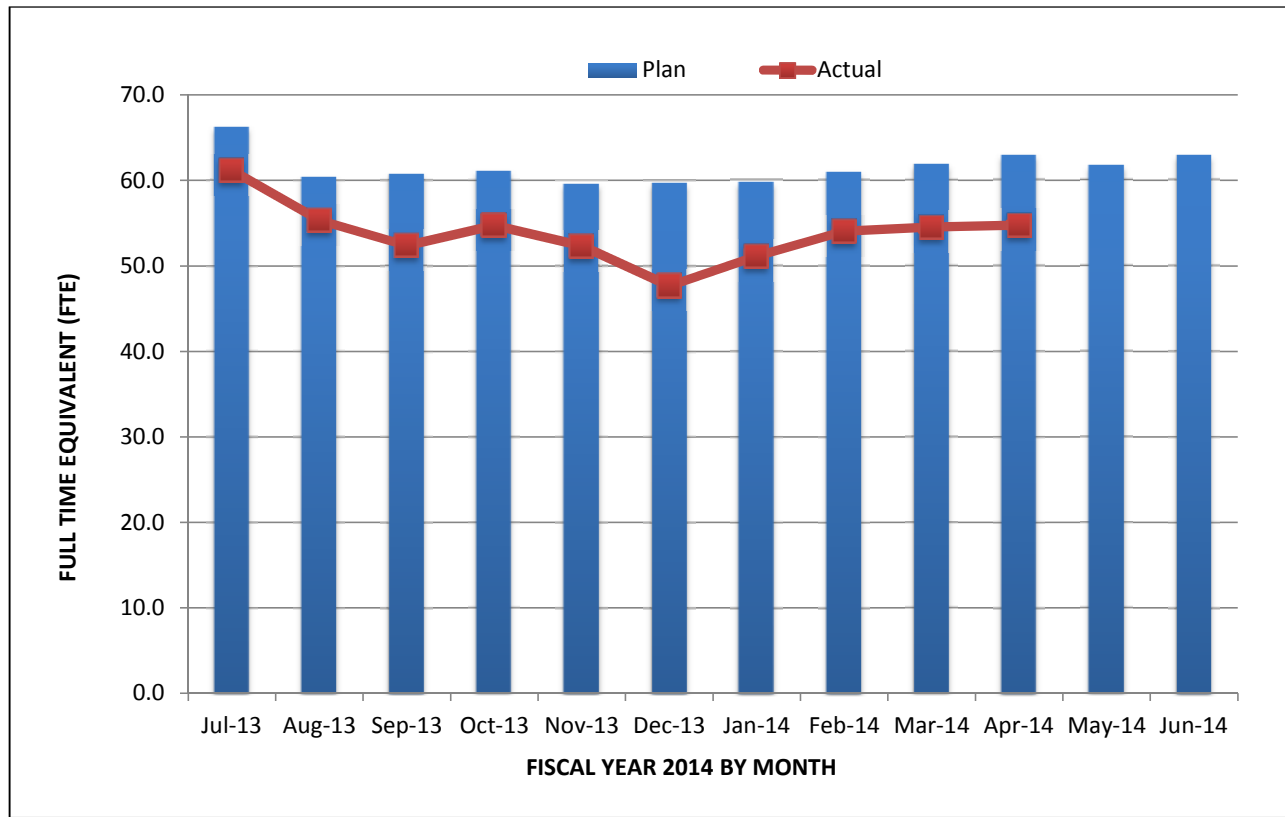
* STATE PROPOSITION 1A HIGH SPEED RAIL BONDS

** STATE PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT

*** OTHERS INCLUDE TDA ADMINISTRATION, NB PROPOSITION A ADMINISTRATION, AND PROPOSITION 1B INTEREST (FOR A TOTAL OF \$.318M)

STAFFING STATUS

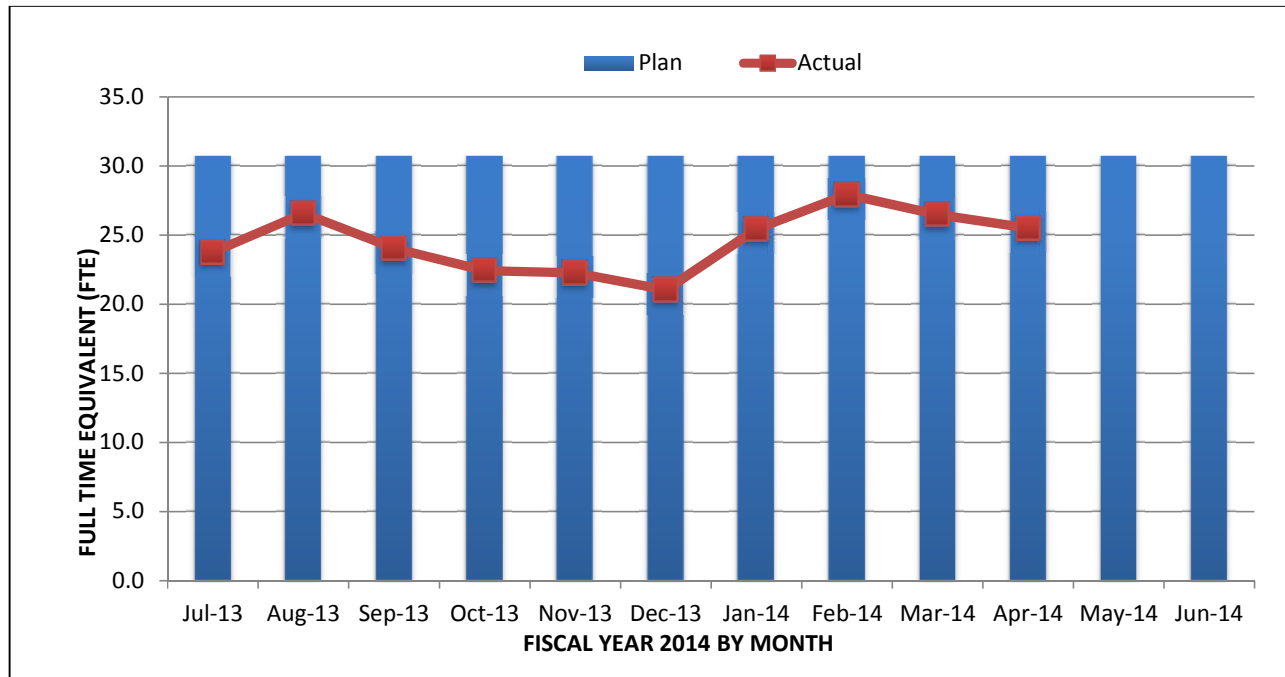
Total Project Staffing – Metro and Consultants



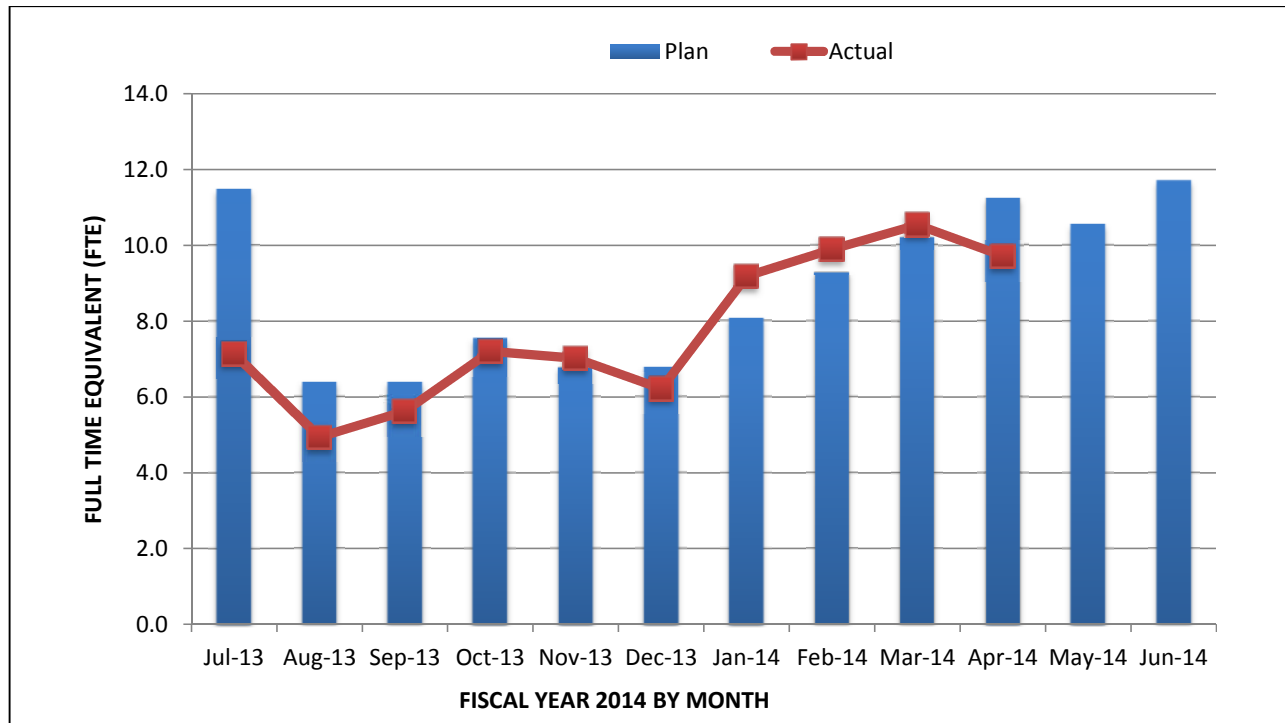
The overall FY14 Total Project Staffing plan averages 61.5 FTE's per month.

For April 2014, there were a total of 25.5 FTE's for MTA's Project Administration staff and 29.3 FTE's for consulting staff. The total project staffing for April 2014 was 54.8 FTEs.

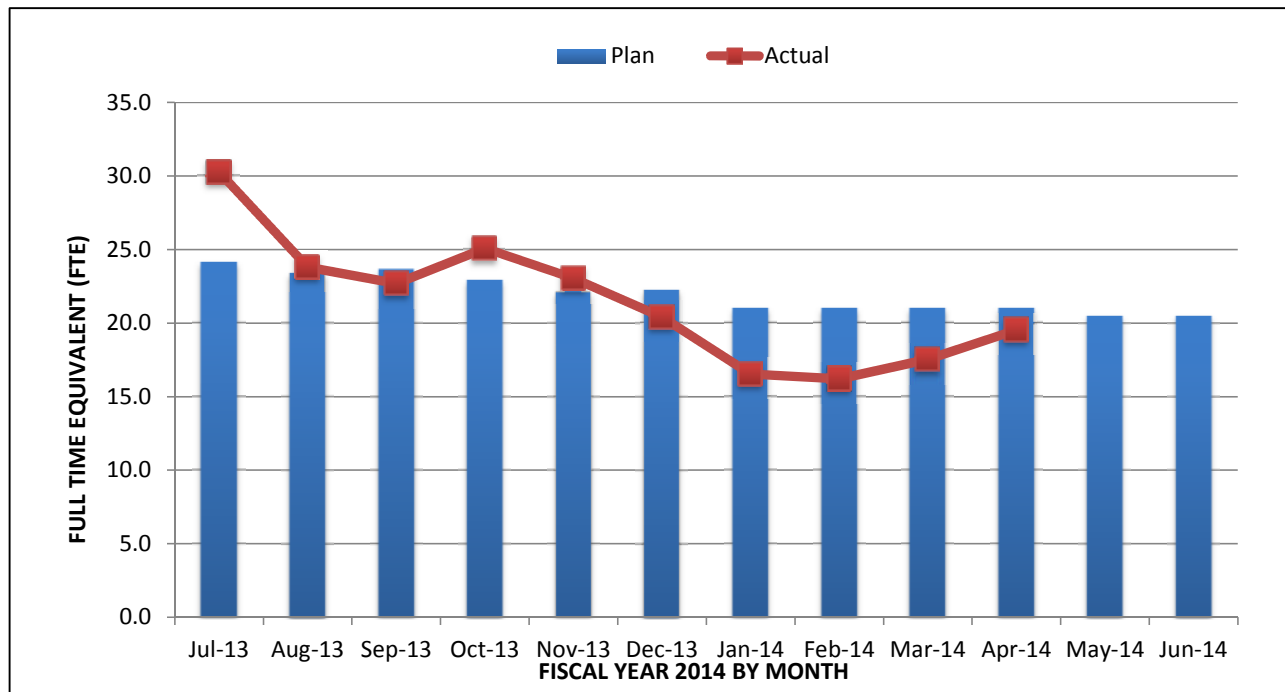
**STAFFING STATUS (Continued)
METRO STAFF**



**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT**



STAFFING STATUS (Continued) ENGINEERING SERVICES CONSULTANTS



REAL ESTATE STATUS

Regional Connector- Real Estate Status Summary May 31, 2014									
Type of Take	Number of Parcels	Certified	Decertified	Appraisals In Process/ Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations Complete	Parcels Available
Full Takes	3	3	0	3	2	2	2	2	0
Part Takes	2	2	0	1	0	0	0	0	0
SSE	13	13	0	13	6	0	0	0	4
TCE/ROE	16	8	0	8	5	0	0	0	5
Sub Total Parcels:	34	26	0	25	13	2	2	2	9
Relocation	5								
Total Parcels:	34	26	0	25	13	2	2	2	9

* Total number of parcels on this summary (34) reflect a consolidation of some ownerships, whereas ownerships and parcels are separately counted on main Regional Connector Project Control Matrix (43).

QUALITY ASSURANCE STATUS

C0980 Regional Connector D/B

- No activity this month.

C0981R Advanced Utilities Relocation D/B/B

- Continued review of Contractor's submittals.
- Attended weekly coordination meeting with Contractor
- Performed oversight verification of Contractor field activities.

3rd Party Utility Relocations

- Monitored utility relocation activities.

ENVIRONMENTAL STATUS

- Negotiations for an MOU with the Performing Arts Center of Los Angeles County continue.
- Negotiations continue with the Colburn School regarding ground borne noise from future Metro Train Operations.
- *Metro continues to monitor noise at the Savoy Condominiums and Japanese American Museum at 1st and Alameda, as well as the Civic Center Building at 2nd and Broadway (Metro is monitoring Vibration at the Japanese American Museum). Additional monitoring equipment will be installed along Flower Street near Maguire Gardens, as well as at the Walt Disney Concert Hall and the Colburn School of Music.*
- *Automated noise monitoring equipment locations have been adjusted for monitoring sound at advanced utility relocation worksites, as well as in the vicinity of sensitive receptors, including the Walt Disney Concert Hall.*
- *AECOM continues to monitor excavation sites for cultural resources, and has facilitated three archaeological and paleontological trainings for both Metro staff and Contractor crews.*
- AECOM is continuing to prepare a Historical American Building Survey/ Historical American Engineering Record, HABS/HAER, for the Atomic Café Building at the corner of 1st Street and Alameda. The last stages of documentation include photographing the buildings and performing interior surveys of the former Atomic Café.
- Metro is integrating FTA comments into the Draft Cultural Resource Monitoring and Mitigation Plan prior to submittal to the State Historic Preservation Office in June.
- AECOM has completed the final report for the Little Tokyo parking study. Findings from the study demonstrated that no adverse impacts to the parking supply would occur due to loss of spaces, and therefore no recommendations for mitigations were made. Metro community relations, in cooperation with Metro communications, are developing collateral for distribution to the Little Tokyo community to inform them of the loss of parking and availability of alternative parking facilities.

CONSTRUCTION RELATIONS STATUS

- Responded to and addressed project related inquiries from the public received on the project hotline and email.
- Provided update on the status of construction activities, outreach efforts or project overview :
- Regional Connector Community Leadership Council:
 - 1st/Central Station Committee
 - 2nd/Hope Station Committee
 - Executive Board
 - General Board
 - Little Tokyo Community Council
 - City Council District 14
- Briefed stakeholder on Traffic Control Plans associated with utility relocation near its facility:
 - California Club, Standard Hotel, Bonaventure Hotel (Power relocation)
- Grand Park (Vault installation full closure) *Performed door to door outreach to businesses along the alignment of the Regional Connector and surveyed businesses near the alignment. Encouraged businesses to participate in the Project Area Discount free-marketing program; 50 businesses have signed up.*
- *Distributed six (6) construction alerts to the public regarding utility relocation activities at the following locations:*
 - 1st St/Alameda St – Relocation of power lines; new work hours
 - 2nd St/Spring St – Relocation of So Cal Gas line revised start date
 - 2nd St/Spring St & 2nd St/Broadway – additional dates for CCTV storm drain investigation
 - Flower St – potholing activities at 5th/Flower; TWC cable pulling

CONSTRUCTION RELATIONS STATUS (Continued)

Social Media Outreach Efforts

Regional Connector page viewership dropped 8 percent in May. In May there were 6,021 page views compared with 6,551 in April. Average visitor time on the site dropped slightly, less than 6 percent, from 1:42 to 1:36. The peak viewership was May 15, when approximately 750 viewers visited the website.

Besides the main website, the post popular page was the 1st Street/Central Av section page. It had 337 unique page views. The 2nd St/ Broadway section page had 250 views.

Twitter followers total 776, 10 less than month. There were 1,022 Facebook followers, the same as last month.

CREATIVE SERVICES STATUS

Art Program

- Artist survey results: 362 attendees, 99% of respondents found the workshop helpful.
- Continue to support mitigation efforts

SAFETY & SECURITY STATUS

- *Assisted Third Party contractors in minimizing impacts to pedestrians and businesses at Flower, Hope, Los Angeles Times, and Alameda work sites.*
- Conduct daily field inspections of ongoing work locations.
- *Work with Advanced Utility Contractor, Pulice and sub-contractor BRUTOCO on modifying and executing safe Work Plans in trenching operations at Hope and Alameda Street locations.*
- Participated in Advance Utility contract meetings.

THIRD PARTY AGREEMENT STATUS

	Type of Agreement	Status/ Comments
City of Los Angeles	Amendment to Master Cooperative Agreement	Parties will work under 2003 MCA.
Los Angeles Department of Water and Power	Amendment to Memorandum of Understanding	Metro and LADWP will continue to work under the terms of the previous Cooperative Agreement.
Los Angeles County Public Works	Letter of Agreement	Executed on 4/11
Caltrans	Amendment	Executed on 8/11
Private Utilities	LOA, MOU or UCA	All agreements in place with exception of Level 3, Qwest and Time Warner. Metro is in discussion with those utilities to establish agreements.

ADVANCED UTILITY RELOCATION STATUS

- *C0981R contractor started trenching and installing conduit at 2nd Street and Hope. 0981R contractor started drilling piles at 1st Street and Alameda.*
- AT&T CA continued with utility relocations on Flower Street and 1st & Alameda.
- *SCG began gas line relocations at 2nd Street and Spring and 2nd Street and Main with work expected to be completed in June 2014.*

PEAK HOUR AND NIGHTTIME CONSTRUCTION VARIANCES

Metro is actively pursuing extended hour variances/exemptions to accommodate the Project needs by working with the City of Los Angeles Bureau of Engineering, the Los Angeles Police Commission, the City of Los Angeles Department of Transportation and City Council Office to obtain Peak Hour Exemption and Night Time Work Variance. Current efforts center around gathering information in preparation for applying for an extended hour variance to accommodate the 2nd/Broadway Station soldier pile and decking installation for the D/B contract C0980; and coordinating with the C0981R Contractor for peak hour variance to accommodate advanced utility relocations by Metro's contract C0981R and DWP's cable pulling efforts. Metro has successfully obtained necessary peak hour variances from the City for AUR work already being performed.

CPUC CROSSING SUMMARY

Current Status

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

No activities to report for this period.

Near Look-Ahead

Next meeting will be when Metro and CPUC meet to review Design Builder's designs. Meeting is anticipated in late 2014, but is subject to change once the Contractor is on-board.

Extended Look-Ahead

Form GO-88 will be submitted to temporarily modify the existing at-grade crossings of Alameda Street and 1st Street at Hewitt Street for the shoofly during construction. The existing crossing of Temple Street adjacent to Alameda Street and 1st Street near Hewitt Street will be removed by project completion.

CHRONOLOGY OF EVENTS

June 2007	Began Alternatives Analysis study
January 2009	Board approval of Alternatives Analysis study and next phase
February 2009	Began Draft Environmental Impact Statement / Report (EIS / EIR)
October 2010	Board approval of Draft EIS / EIR and selection of locally preferred alternative
January 2011	FTA approval to Enter into Preliminary Engineering
January 2011	Began Preliminary Engineering
August 2011	Board authorized to solicit major D/B contract C0980
October 2011	Issued RFQs for D/B contract C0980
December 2011	Began Real Estate Acquisition
March 2012	Completed PE and began Advanced PE
April 2012	Board certification of Final EIS / EIR and adoption of project
April 2012	Began Final Design - Advanced Utility Relocations (AUR)
June 2012	FTA Record of Decision
August 2012	Issued RFQs for D/B contract C0980
January 2013	Issued RFPs for D/Build contract C0980
March 2013	Completed Final Design - Advanced Utilities Relocation (AUR)
May 2013	NTP for Construction Management Services contract MC070
June 2013	Beginning of AUR contract C0981R Bid Period
July 2013	Submitted TIFIA loan application
July 2013	Submitted 1st draft FFGA application to FTA for review
September 2013	Received proposals for D/B Contract C0980
September 2013	Submitted 2nd draft FFGA application to FTA, incorporating FTA comments
October 2013	Submitted Application to FTA Requesting an FFGA
November 2013	Started Emergency Generator Replacement Tank at 2nd street and Broadway Station (LA Times Building)
December 2013	Issued "Notice of Intent to Award" letter to contract C0981R contractor Pulice Construction Inc.
January 2014	Awarded AUR contract C0981R to Pulice Construction Inc.
February 2014	Issued Notice to Proceed for AUR Contract C0981R
March 2014	Issued Amendment # 11 for D/B Contract C0980

CHRONOLOGY OF EVENTS (Continued)

March 2014	Started Survey for AUR Contract C0981R
April 2014	Metro Board approved the award of D/B Contract C0980 and established a LOP Budget
May 2014	Awarded D/B Contract C0980 to Regional Connector Constructors, Joint Venture

CONSTRUCTION CONTRACTS

<p>Description: Advanced Utility Relocations Contractor: Pulice Construction, Inc.</p>	<p>Contract No. C0981R Status as of: May 30, 2014</p>																																																
<p>Work Completed:</p> <ul style="list-style-type: none"> • Site specific WATCH manual approved for 2nd & Hope Street • AM Peak Hour Exemption approved at 2nd & Hope Street • March Schedule Update and April Pay Estimate approved • <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Delayed approval of the traffic control plans and obtaining Full Closure permit for power work at 2nd Street. Contractor to submit mitigation plan upon approval of TCPs and full closure permit (Expected next period) • Schedule conflict (Flow er St Vault#760 power line requires relocating water line) may require revising the work sequence 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • Processing submittal approval for trench and traffic control plans with the city • Perform coring and potholing at 1st & Alameda & Flow er Street • Processing Peak Hour Work Variance with the City at various locations • Started trenching and installing conduit at 2nd & Hope Street • Started drilling piles at 1st and Alameda Street <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Continue Potholing • Continue preparation of submittals and worksite traffic control plans • Continue trenching and installing conduit for power relocation at 2nd & Hope and 1st & Alameda • Begin trenching for power relocation at Broadway • Begin fabrication of Steel Pipe and Electrical Vault 																																																
<p>Schedule Summary:</p> <p>Date of Award: 01/13/14</p> <p>Notice to Proceed: 02/18/14</p> <p>Original Contract Duration: 300 CD</p> <p>Current Contract Duration: 300 CD</p> <p>Elapsed Time from NTP: 72 CD</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Original Contract Dates</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance CDs</th> </tr> </thead> <tbody> <tr> <td>Notice to Proceed</td> <td>02/18/14</td> <td style="text-align: center;">0</td> <td>02/18/14</td> <td>02/18/14</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 1:</td> <td>12/15/14</td> <td style="text-align: center;">0</td> <td>12/15/14</td> <td>01/20/15</td> <td style="text-align: center;">-36</td> </tr> <tr> <td>Milestone 2:</td> <td>07/28/14</td> <td style="text-align: center;">0</td> <td>07/28/14</td> <td>09/03/14</td> <td style="text-align: center;">-37</td> </tr> <tr> <td>Milestone 3:</td> <td>06/18/14</td> <td style="text-align: center;">0</td> <td>06/18/14</td> <td>07/08/14</td> <td style="text-align: center;">-20</td> </tr> <tr> <td>Milestone 4:</td> <td>08/12/14</td> <td style="text-align: center;">0</td> <td>08/12/14</td> <td>08/12/14</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 5:</td> <td>09/16/14</td> <td style="text-align: center;">0</td> <td>09/16/14</td> <td>10/02/14</td> <td style="text-align: center;">-16</td> </tr> <tr> <td>Milestone 6:</td> <td>08/17/14</td> <td style="text-align: center;">0</td> <td>08/17/14</td> <td>08/17/14</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Notice to Proceed	02/18/14	0	02/18/14	02/18/14	0	Milestone 1:	12/15/14	0	12/15/14	01/20/15	-36	Milestone 2:	07/28/14	0	07/28/14	09/03/14	-37	Milestone 3:	06/18/14	0	06/18/14	07/08/14	-20	Milestone 4:	08/12/14	0	08/12/14	08/12/14	0	Milestone 5:	09/16/14	0	09/16/14	10/02/14	-16	Milestone 6:	08/17/14	0	08/17/14	08/17/14	0
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<p>Physical Percent Complete:</p> <p>Physical completion as of 5/30/14: 4%*</p> <p>* Note: Physical completion assessment reflects work completed and work in progress.</p>	<p>Cost Summary: \$ In millions</p> <table style="width: 100%;"> <tr> <td>1. Award Value:</td> <td style="text-align: right;">25.6</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">0.0</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">0.0</td> </tr> <tr> <td>4. Current Contract Value (1+2+3):</td> <td style="text-align: right;">25.6</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">3.9</td> </tr> </table>	1. Award Value:	25.6	2. Executed Modifications:	0.0	3. Approved Change Orders:	0.0	4. Current Contract Value (1+2+3):	25.6	5. Incurred Cost:	3.9																																						
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CONSTRUCTION PHOTOS



Trenching continuation for the DWP Power at Hope Street



Conduit Installation for DWP Power at Hope Street

**APPENDIX
COST AND BUDGET TERMINOLOGY**

Project Cost Descriptions

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

Cost Report by Element Descriptions

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

APPENDIX LIST OF ACRONYMS

AFC	Approved for Construction
APE	Advanced Preliminary Engineering
ATC	Automatic Train Control
ATSAC	Automated Traffic Surveillance and Control
AUR	Advanced Utility Relocation
BAFO	Best and Final Offer
BIM	Building Information Modeling
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CCTV	Closed Circuit Television
CD	Calendar Day
CEQA	California Environmental Quality Act
CM	Construction Manager
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CN	Change Notice
CO	Change Order
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CSPP	Construction Safety Phasing Plan
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design Build
DBB	Design Bid Build
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPB TBM	Earth Pressure Balance Tunnel Boring Machine
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FLSR	Fire Life Safety Report
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GBN	Ground Borne Noise
GBR	Geotechnical Baseline Report
GDSR	Geotechnical Design Summary Report

**APPENDIX
LIST OF ACRONYMS (Continued)**

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

**APPENDIX
LIST OF ACRONYMS (Continued)**

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

**APPENDIX
LIST OF ACRONYMS (Continued)**

TCRP	Traffic Congestion Relief Program
TCTMC	Major Transit and Transportation Construction Traffic Management Committee
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
TVA	Threat Vulnerability Analysis
TVM	Ticket Vending Machine
UFS	Universal Fare System
USDOT	United States Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package
WTCP	Worksite Traffic Control Plan
YOE	Year of Expenditure