

Los Angeles County  
Metropolitan Transportation Authority

# Regional Connector Transit Corridor

East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



**Metro**<sup>®</sup>

# **REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT**

## **QUARTERLY PROJECT STATUS REPORT**

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

**SEPTEMBER 2014**

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**PROJECT SUMMARY**

**As of September 2014**

<b>LOCATION:</b> Downtown Los Angeles				<b>CONSTRUCTION MANAGEMENT CONSULTANT:</b> ARCADIS				
<b>DESIGN CONSULTANT:</b> Connector Partnership JV				<b>CONTRACTORS:</b> Pulice Construction, Inc. (C0981R) & Regional Connector Constructors, Joint Venture (C0980)				
<b>Regional Connector Groundbreaking Ceremony</b>				<b>WORK/ACTIVITY COMPLETED PAST MONTH</b>				
				<ul style="list-style-type: none"> <li>- Metro performed the ground-breaking ceremony on 9/30/14.</li> <li>- RCC is progressing with the 60% design.</li> <li>- RCC submitted the Baseline schedule.</li> <li>- Pulice continues 2nd Street full closure power work and continued trenching and installing power conduit at various locations.</li> <li>- Metro continues seeking PM Peak Hour Exemptions from the City of Los Angeles at various locations for the Advanced Utility Relocations.</li> <li>- Metro's Environmental Contractor, Arcadis, completed installation of the new above-ground storage tanks inside LA Times Building.</li> <li>- CEQA: all three lawsuits filed by the Bonaventure Hotel, Thomas Properties and Japanese Village Plaza against MTA in which the petitioners challenged the adequacy of the EIR for the Regional Connector Project have been resolved in MTA's favor.</li> </ul>				
<b>EXPENDITURE STATUS</b> (\$ In Millions)				<b>SCHEDULE ASSESSMENT</b>				
<b>ACTIVITIES</b>	<b>CURRENT BUDGET</b>	<b>EXPENDED AMOUNT</b>	<b>PERCENT EXPENDED</b>	<b>MAJOR SCHEDULE ACTIVITIES</b>	<b>CURRENT PLAN</b>	<b>VARIANCE WEEKS</b>		
<b>DESIGN</b>	\$118.8	\$48.8	41.1%	<b>Environmental</b>				
				FEIS / FEIR	N/A	04/26/12	Complete	
<b>RIGHT- OF- WAY</b>	\$102.0	\$34.4	33.7%	<b>Design</b>				
				PE Notice to Proceed	N/A	01/04/11	Complete	
<b>CONSTRUCTION</b>	\$930.9	\$35.7	3.8%	Final Design complete	12/11/15	12/11/15 *	0	
<b>OTHER</b>	\$308.3	\$50.8	16.5%	* Dates would be adjusted once the baseline schedule is approved				
<b>TOTAL</b>	<b>\$1,460.0</b>	<b>\$169.7</b>	<b>11.6%</b>	<b>Right-of-Way</b>	All parcels available	06/30/15	06/30/15	0
Current Budget reflects Board approved Life-of-Project Budget and does not include Finance Charges. Note: Expended amount is through August 2014.				<b>Construction - Main Design / Build Contract</b>				
				Notice to Proceed	07/07/14	07/07/14	Complete	
				Construction complete	10/22/20	08/22/20	9	
<b>AREAS OF CONCERN</b>				<b>CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD</b>				
<p>- NEPA Cases: trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. MTA fully expects to complete the required supplemental NEPA process before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St.</p> <p>- Schedule progress on the Advanced Utility Relocation work is impacting Contract C0981R completion milestones due to approval delay by the City and DWP. However, mitigation measures are being implemented to mitigate delays to AUR.</p> <p>No impact is anticipated to D/B Contractor critical path and no impact to the project revenue service date.</p>				<ul style="list-style-type: none"> <li>- RCC continues land survey, potholing and geotechnical investigation.</li> <li>- RCC to submit single tracking run time simulation to support evaluation of option RCC- 1, 2nd/Broadway Crossover Cavern.</li> <li>- RCC to prepare and submit 60% design submittal for Shoofly package.</li> <li>- Pulice continues Advanced Utility Relocations Construction (Contract C0981R).</li> <li>- Arcadis to remove the abandoned underground storage tank in the LA times parking lot in October 2014.</li> <li>- Third Party utility contractors continue advanced utility relocations on Flower Street and 1st &amp; Alameda Streets.</li> </ul>				
<b>ROW ACQUISITION</b>	<b>PLAN</b>	<b>ACQUIRED</b>	<b>REMAINING</b>					
<b>PERMANENT PARCELS</b>	5	2	3					
<b>TEMPORARY PARCELS</b>	29	9	20					
<b>TOTAL PARCELS</b>	34	11	23					

## **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 to just west of Central Avenue where the alignment would veer northeast under privately-held property, Japanese Village Plaza. At 1<sup>st</sup> 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 to Design Builder, Regional Connector Constructors, issued July 7, 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 3<sup>rd</sup> parties continue at several locations. AT&T CA completed on Flower Street.*

*C0981R contractor continued utility relocations at 1<sup>st</sup> Street and Alameda, 2<sup>nd</sup> Street and at Flower Street. The C0981R contractor implemented a full street closure and installed two power vaults in 2nd Street between Spring Street and Broadway.*

*DWP Power asbestos abatement crews continue checking manholes in advance of any C0981R intercept work and removing any contamination they encounter.*

*DWP Power conduit crews are also doing any intercept work they can ahead of the C0981R contractor as long as it does not interfere with the C0981R work.*

*EN077 Contractor, Arcadis, installed three aboveground storage tanks in the basement of the LA Times. Fuel storage tanks are filled with fuel ,on-line and operational. UST will be removed on October 8 2014A permit application for removing the existing underground storage tank in the parking lot across the street was submitted to the LAFD and expected to be done next period.*

### **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. Design for the ROC Reconfiguration Project was completed to reconfigure the second floor to prepare for Expo II and Foothill rail line extensions, and the design will be further updated and reissued with each successive integration of the following rail line extensions including Crenshaw/LAX, Regional Connector and Purple Line.

### **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 Regional Connector 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. *First prototyped vehicle (Pilot car) No. 1 delivered to the Palmdale manufacturing facility and continued reassembling activities. Second prototype car is going through qualification testing in Japan.*

### **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.

## **PROJECT OVERVIEW & STATUS (Continued)**

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

*The project commitments through September 2014 remains the same this period at a total amount of \$1,212.4 million or 82.6%. The project expenditures through August 2014 are \$169.7 million or 11.6% of the current budget. The expenditures to date are for Engineering Management and continuation of Management Support Services, third party utility relocation work, agency administration, advanced utility relocation construction (C0981R), design build contract (C0980), right-of-way, Master Cooperative Agreements and professional services.*

*The project master schedule reflects a forecast of August 2020 for Revenue Service, which will be executed in two phases. Phase I Revenue Service Date to Eastside is in April 2020 and phase II Revenue Service Date to Pasadena is in August 2020. The forecast Revenue Service Date reflects an executed FFGA with the FTA February 20, 2014 and the D/B contract C0980 Notice-To-Proceed issued July 7, 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. *The D/B contractor, RCC has assumed maintenance and input to the Risk Register late September.* 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.

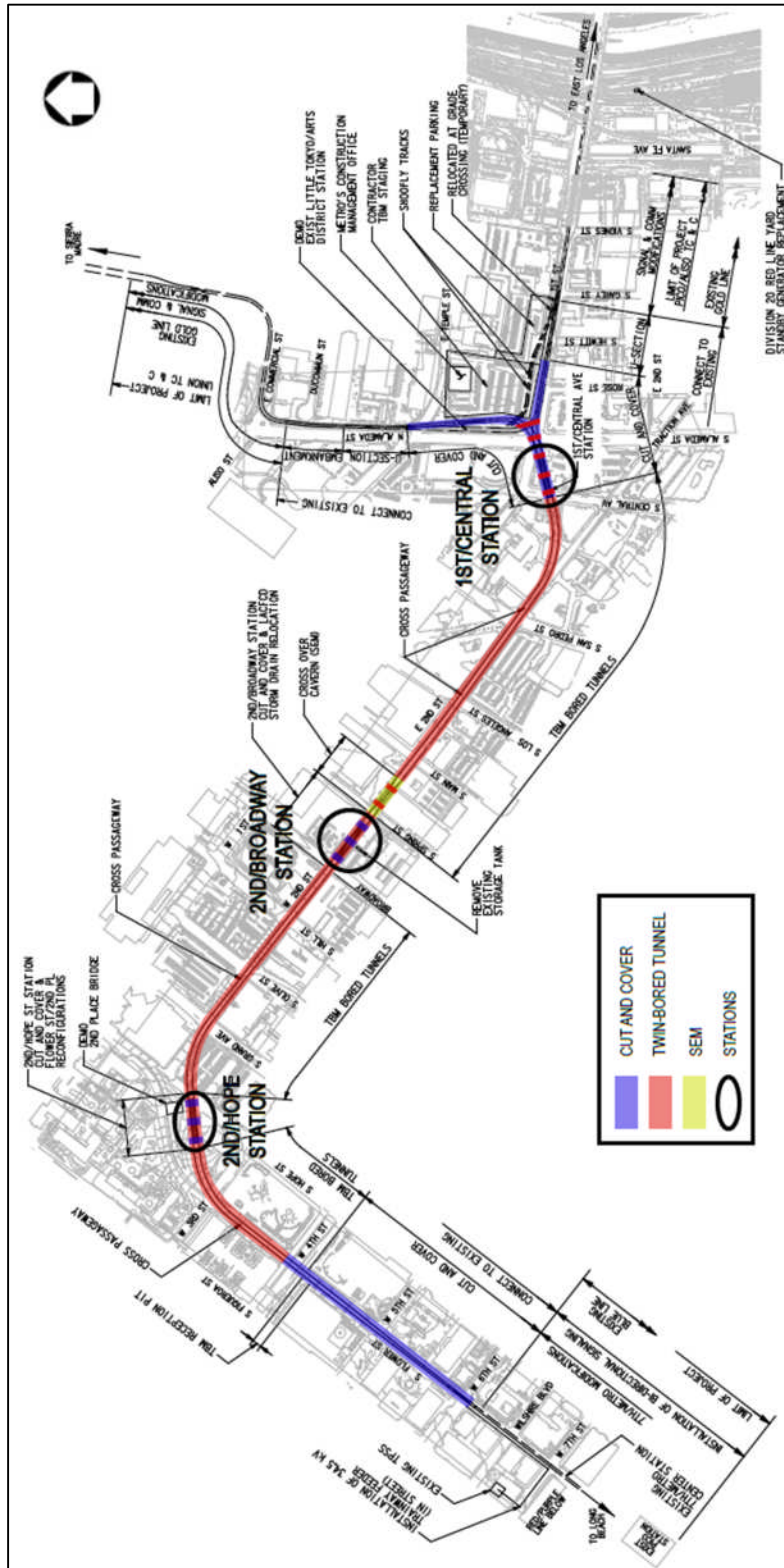
## **MANAGEMENT ISSUES**

*- Schedule progress on the Advanced Utility Relocation work is impacting Contract C0981R completion milestones due to submittal/approval delays by the City and DWP. However, mitigation measures are being implemented to mitigate delays to AUD.*

*No Impact to D/B Contractor critical path and the project revenue service date is anticipated.*



# 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 and the vehicles would be tested and accepted at the Gold Line yard and put in service when the line is open for Revenue Service. 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
- 2<sup>nd</sup>/Hope Station box area
- 2<sup>nd</sup>/Broadway Station box area
- 1<sup>st</sup>/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 first quarter 2015.

### **Contract C0981R Regional Connector Advanced Utility Relocations**

Metro 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. 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, communications, 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 calendar 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 issued July 7, 2014. During the BAFO negotiations, milestones 1 and 2 were proposed to complete approximately two months earlier.

### **Contract MCO70 – Construction Management Support Services**

Metro 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 was 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 Parsons 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 performing design support during construction (DSDC) for the C0981R and C0980 contracts.

**KEY MILESTONES SIX- MONTH LOOK AHEAD**

	Milestone Date	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15
Metro performed the ground-breaking ceremony	09/30/14 A	◆					
Remove the abandoned underground storage tank in the LA times parking lot	10/10/14		□				
DWP Power starts Fieldwork on Alameda and Flower Streets	11/15/14			▽			
AUR starts water line relocation	12/01/14				□		
Clear, grub, demolish Buildings at 1st/Central Station site	01/02/15					⬡	
Temporary Facilities - Parking Lot for 200 vehicles	01/12/15					⬡	
Install Soldier Piles Station Footprint, Entrance Area West & Central Ave	02/01/15						⬡



MTA Staff



MTA Board Action



FTA (Federal Transportation Authority)



Other Agencies



Contractors



Design Consultant



C0980 D/B Contractor

"A" following date is actual and completed



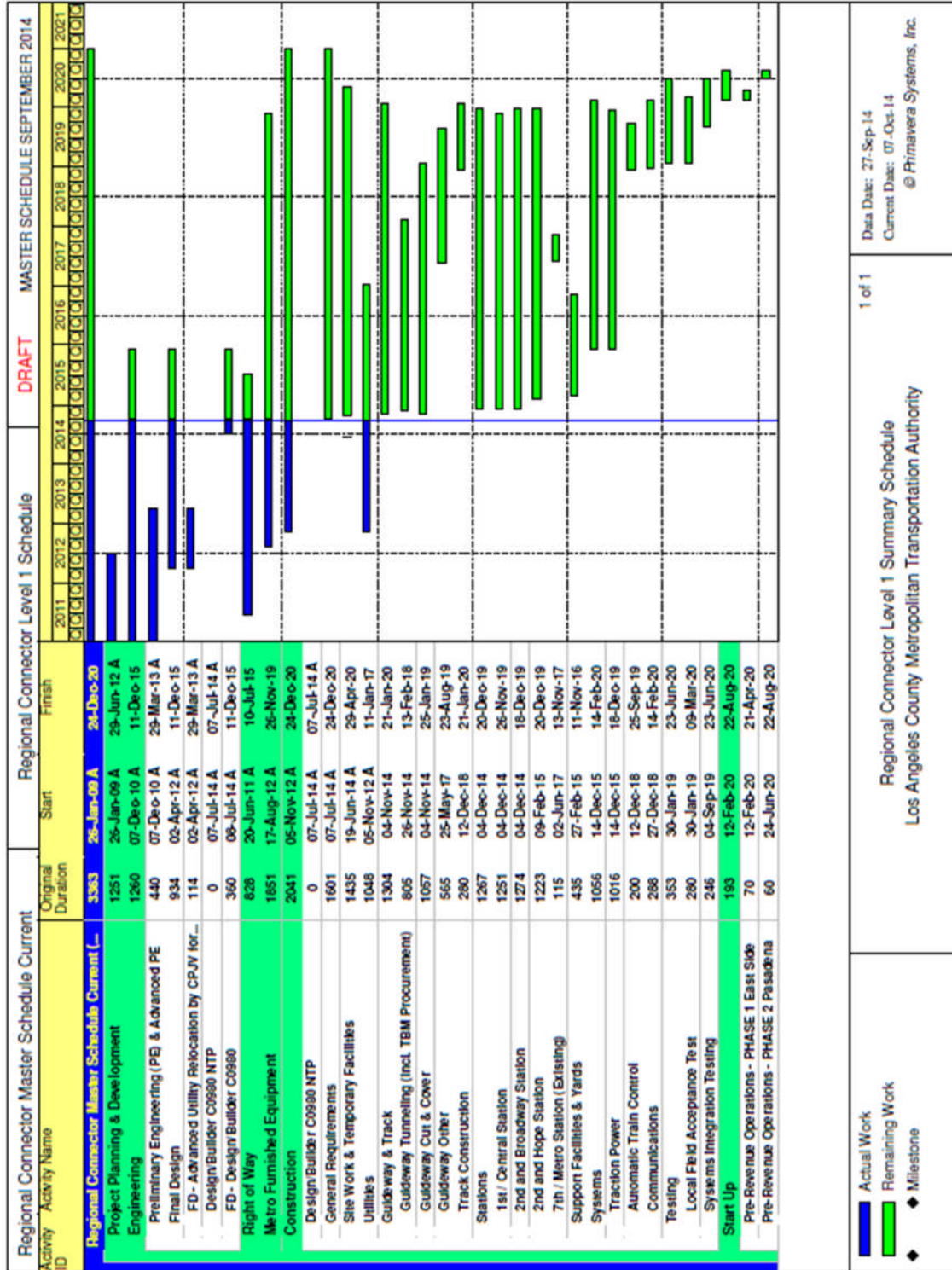
New



Utility Company

Dates are subject to change upon receiving RCC's Baseline Schedule.

# PROJECT SUMMARY SCHEDULE



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

Data Date: 27-Sep-14  
 Current Date: 07-Oct-14  
 © Primavera Systems, Inc.

**SCHEDULE MEASUREMENTS**

	Status	Change from Last	Comment
Current Revenue Service	10/23/2020	None	
Forecast Revenue Service	08/22/2020	None	
TIFIA Revenue Service	10/23/2020	None	
FFGA Revenue Service	05/31/2021	None	
<b>Final Design Progress :</b>			
Contract C0980	0%	None	On Schedule
<b>Construction Contracts Progress :</b>			
Contract C0981R	21%		Behind Schedule
Contract C0980	0%	None	On Schedule
<b>Cumulative To Date Progress :</b>			

Note: Cumulative to date Program will be provided when D/B (C0980) baseline schedule is approved.

**OVERALL CONSTRUCTION PROGRESS CURVE STATUS**

To be provided when D/B Contract C0980 Baseline Schedule is approved.



## **MAJOR EQUIPMENT DELIVERY STATUS**

To be provided when D/B Contract C0980 Baseline Schedule is approved.

**DESIGN-BUILDER'S (C0980) LONG LEAD ITEM LIST**

To be provided when D/B Contract C0980 Baseline Schedule is approved.

## **CRITICAL PATH NARRATIVE**

### **Critical Path:**

The longest path to project substantial completion runs through the final design and key submittals by C0980; excavation support system and tunnel final designs; procurement, delivery and assembly of the TBM; 1<sup>st</sup>/Central Station excavation to track level; tunnel mining; 2<sup>nd</sup>/Broadway Station excavation to track level; SEM cross-over cavern construction east of 2<sup>nd</sup>/Broadway Station; tunnel finish, wye structure at 1<sup>st</sup> 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.

The Critical Path will be adjusted after approval of the Design Build C0980 Contractor baseline schedule.

## 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	204,691	-	204,691	-	204,691	-	-	-	204,691	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	219,477	-	219,477	-	219,477	-	-	-	219,477	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITework & SPECIAL CONDITIONS	422,453	-	422,453	-	421,285	22,195	35,673	-	422,453	-
50	SYSTEMS	73,848	-	73,848	-	63,265	-	-	-	73,848	-
	CONSTRUCTION SUBTOTAL (10-50)	920,468	-	920,468	-	908,717	22,195	35,673	-	920,468	-
60	ROW, LAND, EXISTING IMPROVEMENTS	74,208	-	74,208	-	73,820	36	11,766	-	74,208	-
70	VEHICLES	16,275	-	16,275	-	-	-	-	-	16,275	-
80	PROFESSIONAL SERVICES	257,973	-	257,973	-	166,817	6,382	75,518	-	257,973	-
	SUBTOTAL (10-80)	1,268,925	-	1,268,925	-	1,149,355	28,613	122,956	-	1,268,925	-
90	UNALLOCATED CONTINGENCY	126,892	-	126,892	-	-	-	-	-	126,892	-
100	FINANCE CHARGES	7,115	-	7,115	-	-	-	-	-	7,115	-
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	-	1,402,932	-	1,149,355	28,613	122,956	-	1,402,932	-
	ENVIRONMENTAL/PLANNING - 400228	6,075	-	6,075	-	6,075	-	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228	18,125	-	18,125	-	18,125	6	18,020	-	18,125	-
	TOTAL PROJECTS 400228 & 460228 (ENV/PLAN'G)	24,200	-	24,200	-	24,200	6	24,095	-	24,200	-
	400228, 460228, & 860228 TOTAL	1,427,132	-	1,427,132	-	1,173,554	28,619	147,050	-	1,427,132	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2014.

## PROJECT COST ANALYSIS

**Original Budget, Current Budget and Current Forecast:**

The Original Budget, 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 remained the same this period. The \$1.17 billion in Commitments to date represent 82.23% of the Current Budget.

**Expenditures:**

*The Expenditures are cumulative through August 2014. The Expenditures increased by \$28.6million this period primarily for costs associated with C0980 Design Build contract, 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 \$147.1million in expenditures to date represents 10.3% 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	-
40	SITWORK & SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
50	SYSTEMS	-	-	-	-	-	-	-	-	-	-
	<b>CONSTRUCTION SUBTOTAL (10-50)</b>	<b>10,480</b>	<b>-</b>	<b>10,480</b>	<b>-</b>	<b>10,480</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,480</b>	<b>-</b>
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	-	27,748	-	27,748	-	22,640	-	27,748	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	650	-	650	-	650	-	1	-	650	-
	<b>SUBTOTAL (10-80)</b>	<b>38,878</b>	<b>-</b>	<b>38,878</b>	<b>-</b>	<b>38,878</b>	<b>-</b>	<b>22,641</b>	<b>-</b>	<b>38,878</b>	<b>-</b>
90	UNALLOCATED CONTINGENCY	1,113	-	1,113	-	-	-	-	-	1,113	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
	<b>TOTAL PROJECTS 861228 (10-100)</b>	<b>39,991</b>	<b>-</b>	<b>39,991</b>	<b>-</b>	<b>38,878</b>	<b>-</b>	<b>22,641</b>	<b>-</b>	<b>39,991</b>	<b>-</b>
	<b>861228 TOTAL</b>	<b>39,991</b>	<b>-</b>	<b>39,991</b>	<b>-</b>	<b>38,878</b>	<b>-</b>	<b>22,641</b>	<b>-</b>	<b>39,991</b>	<b>-</b>

Note: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2014.

**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 remained the same this period. The \$22.64million in expenditures to date represents 56.6% of the Current Budget.*

**FINANCIAL/GRANT STATUS**

**Status of Funds Anticipated**

**September 2014**

<b>FEDERAL - CMAQ</b>	METRO SUBMITTED ON NOVEMBER 25, 2013 A GRANT APPLICATION OF \$64.0M TO THE FTA. GRANT APPROVAL WAS EXECUTED ON SEPTEMBER 24, 2014. FUNDS ARE AVAILABLE FOR DRAW DOWN
<b>FEDERAL - SECTION 5309 NEW STARTS</b>	METRO SUBMITTED ON NOVEMBER 25, 2013 A GRANT APPLICATION OF \$65.0 M TO THE FTA. GRANT APPROVAL WAS EXECUTED ON SEPTEMBER 23, 2014. FUNDS ARE AVAILABLE FOR DRAW DOWN
<b>MEASURE R - TIFIA LOAN:</b> (Transportation Infrastructure Finance & Innovation Act)	A TIFIA LOAN AGREEMENT BETWEEN THE DEPARTMENT OF TRANSPORTATION AND METRO FOR \$160M WAS EXECUTED ON FEBRUARY 20, 2014. FIRST DISBURSEMENT OF \$61,864,368 IS SCHEDULED FOR JUNE 2015
<b>STATE PROP 1A HSRB</b>	ALLOCATION REQUEST OF \$114.9M TO THE CTC WAS SUBMITTED ON JUNE 27, 2013. ALLOCATION WAS APPROVED ON JULY 18, 2014. FUNDS ARE AVAILABLE FOR DRAW DOWN.
<b>STATE PROP 1B PTMISEA</b>	ALLOCATION REQUEST OF \$135.1M WAS APPROVED ON APRIL 24, 2013. FUNDS ARE AVAILABLE FOR DRAW DOWN.
<b>CITY OF LA</b>	FUNDING AGREEMENT OF \$42M WITH THE CITY OF LA WAS APPROVED IN JUNE 2014 PROPOSED PAYMENT SCHEDULE IS DUE TO BEGIN NO SOONER THAN FY 2016.

**Status of Funds by Source**

**September 2014**

SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	COMMITMENTS %	EXPENDITURES \$	EXPENDITURES %	BILLED TO FUNDING SOURCE \$	BILLED TO FUNDING SOURCE %
FEDERAL - CMAQ	\$64.000	\$64.000	\$64.000	\$64.000	100%	\$0.000	0%	\$0.000	0%
FEDERAL - SECTION 5309 NEW STARTS	\$669.900	\$669.900	\$65.000	\$669.900	100%	\$0.000	0%	\$0.000	0%
FEDERAL - RIP	\$0.000	\$14.400	\$0.000	\$14.400	100%	\$0.000	0%	\$0.000	0%
MEASURE R - TIFIA LOAN	\$160.000	\$160.000	\$0.000	\$134.658	84%	\$0.000	0%	\$0.000	0%
STATE PROPOSITION 1A HSRB *	\$114.874	\$114.874	\$114.874	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE PROPOSITION 1B PTMISEA **	\$149.500	\$135.100	\$135.100	\$135.100	100%	\$80.961	60%	\$65.067	48%
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%	\$63.499	42%	\$63.499	42%
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%
<b>TOTAL</b>	<b>\$1,426.932</b>	<b>\$1,427.132</b>	<b>\$534.470</b>	<b>\$1,173.554</b>	<b>82.2%</b>	<b>\$147.050</b>	<b>10.3%</b>	<b>\$131.156</b>	<b>9.2%</b>

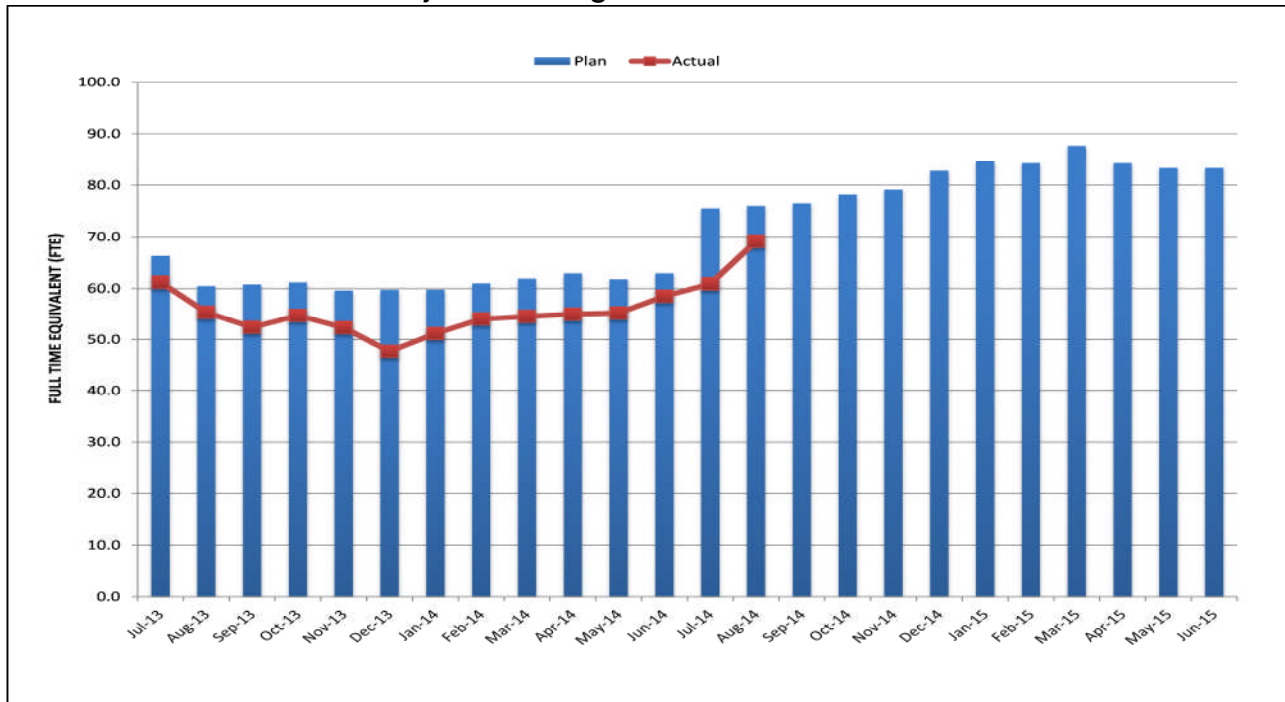
EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2014  
ORIGINAL BUDGET BASED ON FUNDING PLAN INCLUDED IN THE APPROVED FULL FUNDING GRANT AGREEMENT

\* 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)

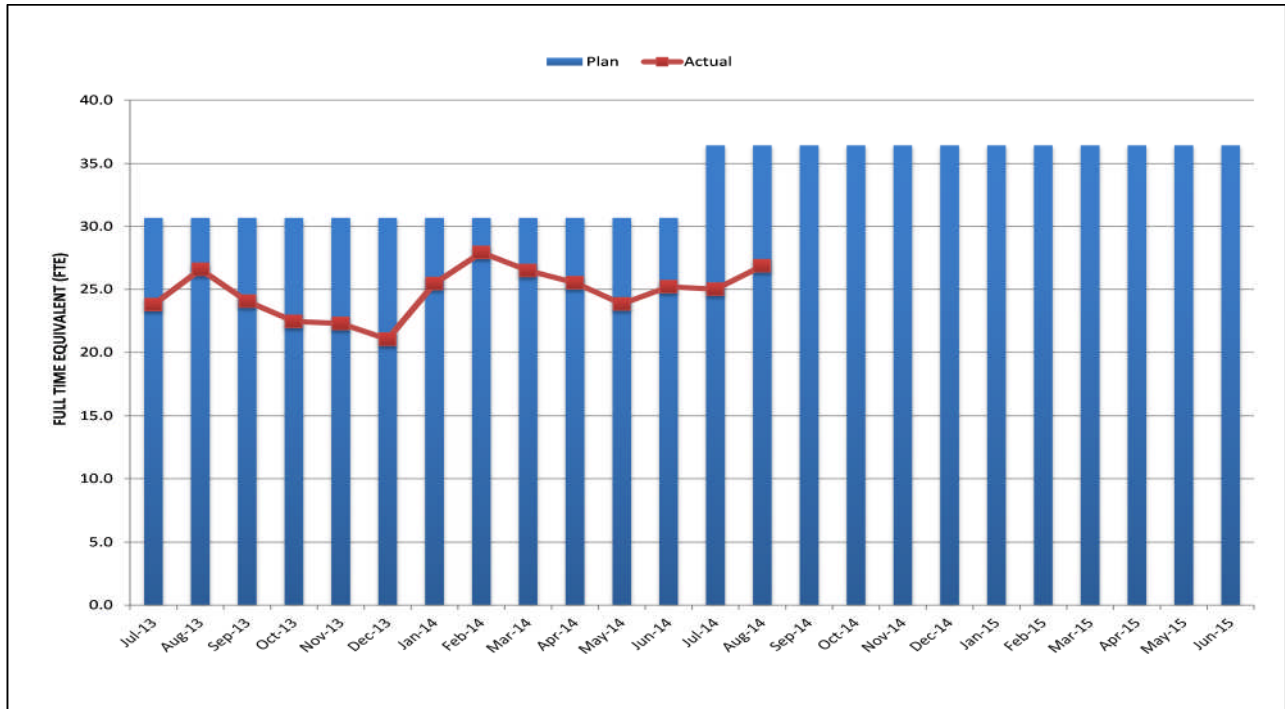
**STAFFING STATUS**  
Total Project Staffing – Metro and Consultants



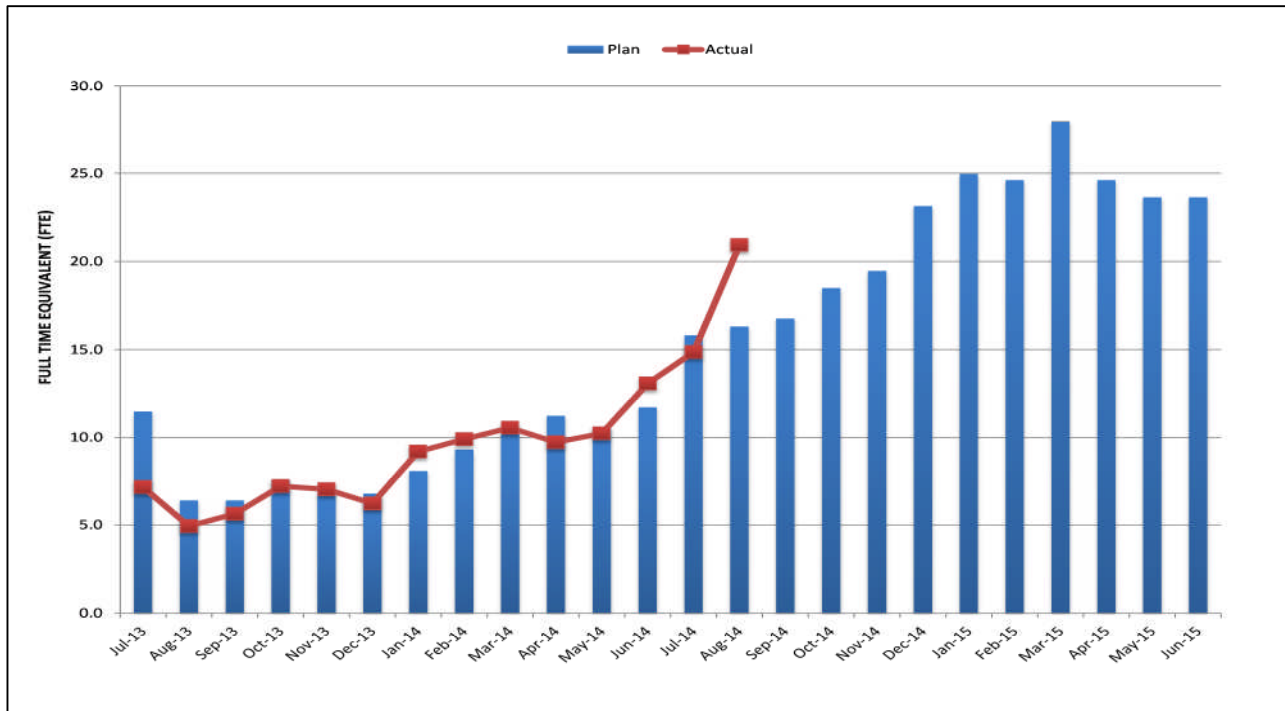
The overall FY15 Total Project Staffing plan averages 81.3 FTE's per month.

*For August 2014, there were a total of 26.9 FTE's for MTA's Project Administration staff and 42.3 FTE's for consulting staff. The total project staffing for August 2014 was 69.1 FTEs.*

**STAFFING STATUS (Continued)  
 METRO STAFF**

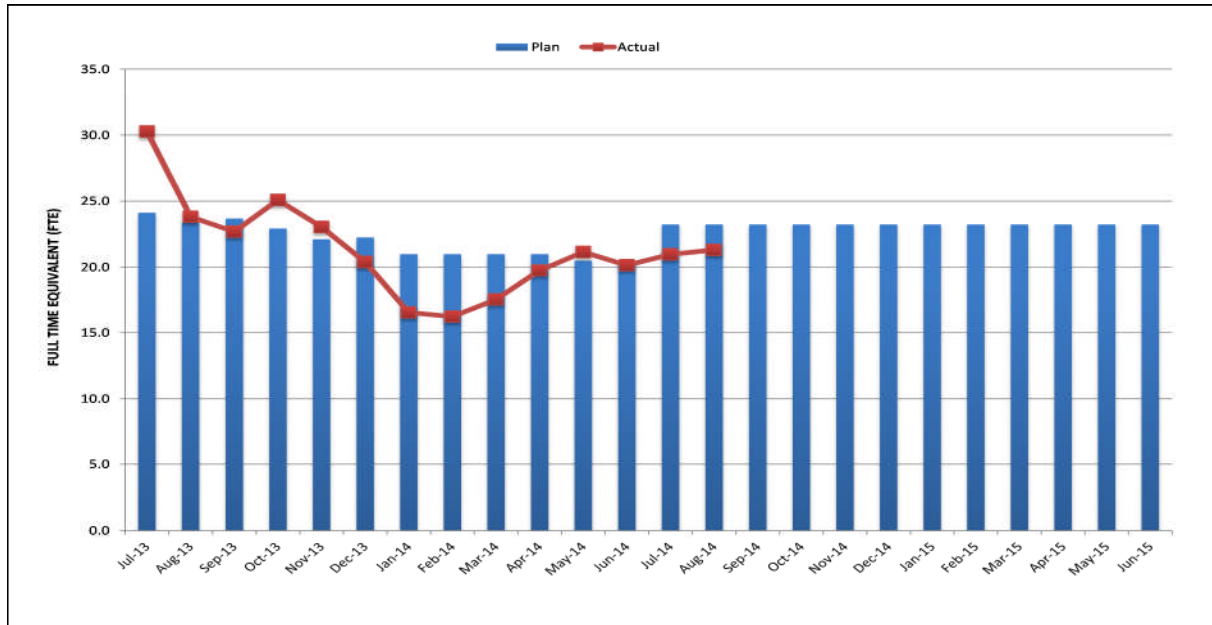


**CONSTRUCTION MANAGEMENT  
 SUPPORT SERVICES CONSULTANT**



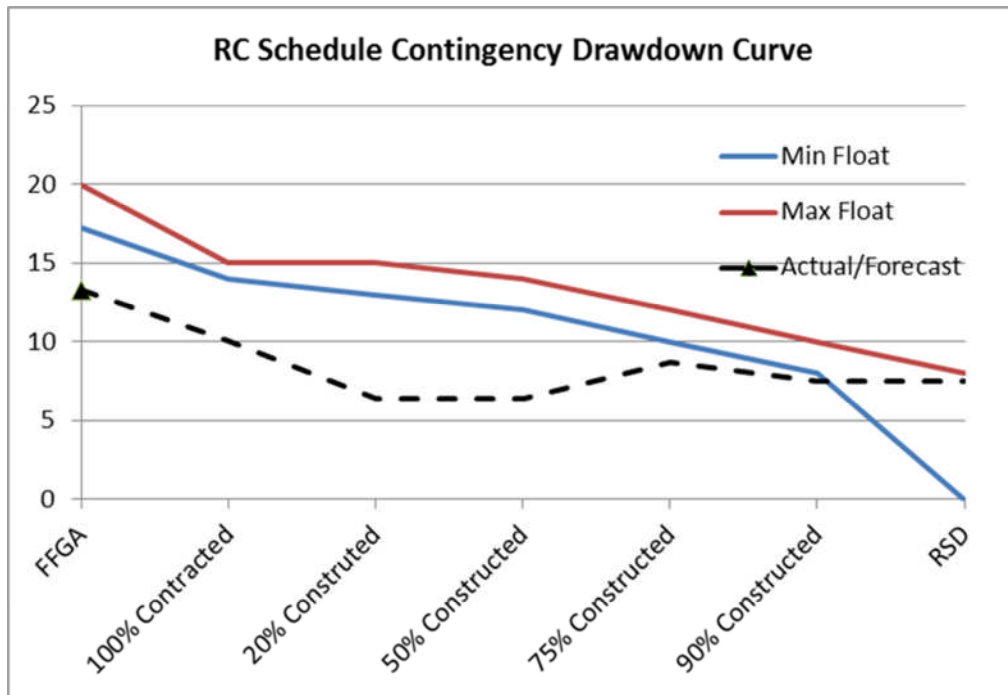


### STAFFING STATUS (Continued) ENGINEERING SERVICES CONSULTANTS

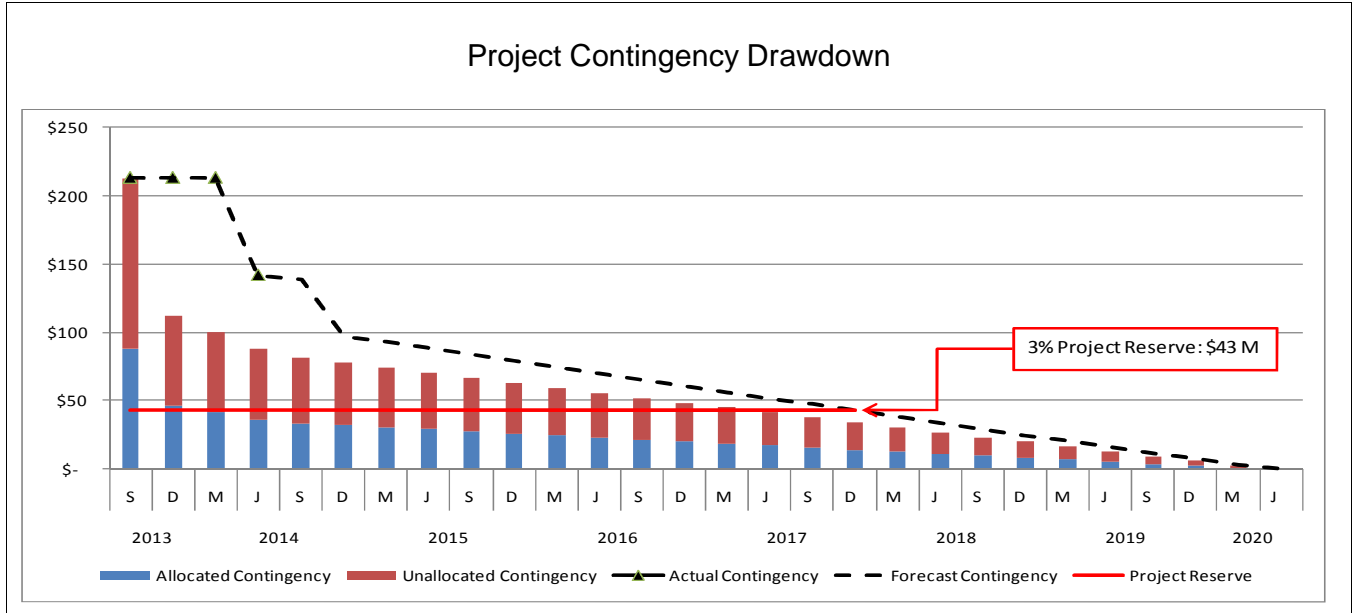


**SCHEDULE CONTINGENCY DRAWDOWN**

#	Milestone	Buffer Start Date	Min Float	Max Float
1	FFGA	Oct-13	17	20
2	100% Contracted	Mar-15	14	15
3	20% Constructed	Oct-16	13	15
4	50% Constructed	Apr-19	12	14
5	75% Constructed	Jun-20	10	12
6	90% Constructed	Oct-20	8	10
7	RSD	Jun-21	0	8



**PROJECT CONTINGENCY DRAWDOWN**



**PROJECT CONTINGENCY DRAWDOWN ANALYSIS**

*The Regional Connector Transit Corridor Project of \$1.42 billion includes an “unallocated contingency” amount of \$126.9 million, which is included as a separate Standard Cost Category (SCC) element. Also included within the current budget is an “allocated contingency” of \$14.8 million which is allocated specifically to ROW. 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 \$141.7 million or 10% of total project cost.*

*Included in the project contingency drawdown is a 3% project reserve Line. Metro’s 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.*

*Metro is presenting a September Board Report on 10/04/14 to exercise several options under C0980 contract for \$42.97 million, which reduces the unallocated contingency to \$83.9, or 9.4% of the cost to go that is in line with the FTA norm.*

*The project contingency drawdown curve is based on July 2020 revenue service date. There was no drawdown this period.*

**SUMMARY OF CHANGES**

Changes by Cost Level

**Contract Modifications (MODs) by Cost Level**



	C0981R	
	3 Executed	Total
■ Under \$100K	222,501	222,501
■ \$100K to \$250K	-	-
■ \$250K to \$1M	-	-
■ Over \$1M	-	-
<b>Total Contract MODs</b>	<b>222,501</b>	<b>222,501</b>
<b>Contract Award Amount</b>	<b>25,643,000</b>	
<b>% of Contract MODs</b>	<b>0.9%</b>	<b>0.9%</b>

Percent of contract MODs equals the Total Contract MODs divided by the Contract Award Amount.

Three changes with a total value of \$222.5K have been executed since execution of Contract C0981R.

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) STATUS**

**Contract C0980 Regional Connector Transit Corridor Design-Build**

- DBE Goal – Design: 20%
- Current DBE Commitment - Design: \$10,818,236 (22.63%)
- Current DBE Participation: \$0
- Eleven (11) Design DBE sub-consultants have been identified to date
  
- DBE Goal – Construction: 18%
- Current DBE Commitment - Construction: \$157,068,359 (18%)
- Current DBE Participation: 0%
- RCC's Contracting Plan for construction will be monitored at the start of the construction phase.

**PROJECT LABOR AGREEMENTS (PLA) STATUS**

**Contract C0980 Regional Connector Transit Corridor Design-Build**

- Targeted Worker Goal - 40.0%
- Targeted Worker Current Participation - N/A
  
- Apprentice Worker Goal - 20.0%
- Apprentice Worker Current Participation - N/A
  
- Disadvantaged Worker Goal - 10.0%
- Disadvantaged Worker Current Participation - N/A

**REAL ESTATE STATUS**

**September 30, 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	0	2	2	2
Part Takes	2	2	0	1	0	0	0	0	0
SSE	13	10	3	13	6	0	2	0	4
TCE/ROE	16	8	0	8	8	0	0	0	5
<b>Sub Total Parcels:</b>	<b>34</b>	<b>23</b>	<b>3</b>	<b>25</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>11</b>
Relocation	5								
<b>Total Parcels:</b>	<b>34</b>	<b>23</b>	<b>3</b>	<b>25</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>11</b>

\* 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**

- Reviewed Contractor's initial quality submittals and other quality related submittals such as the Design Work Plan.
- Attended design and construction coordination meetings with the Contractor and the design team.

**C0981R Advanced Utilities Relocation D/B/B**

- Reviewed Contractor's quality related submittals.
- Attended weekly coordination meetings and "Readiness Review" meetings with Contractor.
- Performed oversight verification of Contractor field activities.

**3<sup>rd</sup> Party Utility Relocations**

- Monitored utility relocation activities.

## ENVIRONMENTAL STATUS

- Negotiations continue with the Colburn School regarding mitigation of 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 2<sup>nd</sup> and Broadway (Metro is monitoring Vibration at the Japanese American Museum).
- *Metro continues to monitor noise and vibration at utility relocation construction sites, as well as within the vicinity of sensitive receptors along the project alignment.*
- *Metro continues to monitor excavation sites for cultural resources. An archaeological / paleontological training course was conducted in August for Contractor field crews.*
- The Historical American Building Survey (HABS) for the former Atomic Café/ Senor Fish building located at the planned 1<sup>st</sup> and Alameda Station is being finalized for submittal next quarter.
- The Final Draft Cultural Resource Monitoring and Mitigation Plan will be submitted to the State Historic Preservation Office this quarter.
- *A second parking study in Little Tokyo to account for loss of parking at the Mangrove lot (directly east of Alameda St., bound by Temple St. to the north and 1st St. to the south) was completed in September. Findings from the study are summarized in a draft report, which is currently being reviewed by Metro for comment. The final report will be issued in October.*

## CONSTRUCTION RELATIONS STATUS

- Responded and addressed project related inquiries from the public received on the project hotline and email.
- Provided update on the status of construction activities, the closure of 2<sup>nd</sup> St from Spring St to Broadway, outreach efforts and project overview to:
  - City Council District 14
  - *Mayor's Office*
  - Little Tokyo Business Association
  - *Little Tokyo Community Council*
  - City Council District 14 Street Closure Committee
- *Door-to-door distribution of 4,000 notices to businesses and residences within a four block radius of the 2<sup>nd</sup> St/Spring St closure.*
- Coordinated with the following stakeholders on construction activities near their facility:
  - California Club
  - Walt Disney Concert Hall
  - REDCAT
  - Colburn
  - *LA Times*
  - *Westin Bonaventure*
  - *Megatoys Developer*
- *Performed door to door outreach to 11 hotels and residential buildings seeking support for the Nighttime Variance application for cable pulling and splicing activities in the vicinity of 1<sup>st</sup> and Alameda Streets.*
- Performed door to door outreach and surveyed businesses in the vicinity of the Regional Connector alignment. *Encouraged businesses to participate in the Project Area Discount free-marketing program; 54 businesses have signed up.*
- *Distributed 8 construction notices to the public regarding utility relocation activities at the following locations:*
  - *2<sup>nd</sup> St/Broadway – Power utility work (electrical vault installation)*
  - *1st St/Alameda St – Power utility work / 3<sup>rd</sup> Party utility work (AT&T)*
  - *Flower St – Power utility work (electrical vault installation)*
  - *2<sup>nd</sup>/Hope – Boring & vibration testing*
  - *Project-wide – Survey work / Geotechnical investigation*



## **CONSTRUCTION RELATIONS STATUS (Continued)**

### Social Media Outreach Efforts

- *Twitter followers total 839.*
- *There were 1085 Facebook followers.*

## **CREATIVE SERVICES STATUS**

### Art Program

- Continue to support mitigation efforts.
- Commence Design Build Document Reviews.
- Further develop schedule.

## **SAFETY & SECURITY STATUS**

### **C0980 Regional Connector**

- *Approved Prime Contractor's (RCC) Injury Illness Prevention Program including their Drug Alcohol Prevention Program to insure compliance with contract specifications. Trained and drug tested Field crews are now allowed on site.*
- *Pursuant to the approved Safety Program, Safety staff monitored RCC's subcontractor's safety orientation & pre-employment drug testing to insure compliance with contract specification. Field crews to begin work in October*
- *Conducted Safety Orientation with project office staff at the Project Management office*
- *Reviewed RCC's Work Plans and JHA's for storage/lay-down yards.*
- *Conducted Safety review of contract specification which included Safety Worksite and Security requirements with RCC's Safety personnel.*
- *No contractor field hours generated September 2014.*

### **C0981R Advanced Utility Relocation**

- *Conducted daily field inspections of ongoing work locations on Alameda, Broadway, and Flower streets.*
- *Participated in weekly progress meetings with Metro's CM and Pulice/Brutoco's management personnel to discuss safety/security related issues and construction work schedule.*
- *Monitored trenching and hoisting activities at 2<sup>nd</sup> Street & Broadway Blvd, and Flower Streets on a daily basis to insure compliance with contract specifications.*
- *Reviewed, commented, and subsequently approved Lift Plan, Crane Certification, and Crane Operator's qualifications submittals for relocated LADWP electrical vault installations on 2<sup>nd</sup> street.*
- *Subsequently monitored both vault installations (9-24) for safety compliance*
- *Pulice/Brutoco reported 3,000 work hours for the month of September 2014. Total Project-to-date work-hours are 18,000 with one recordable incident (No Lost Time incidents).*

### **EN077 Tribune Environmental Remediation 2<sup>nd</sup> & Broadway**

- *Monitored work site activities in fuel storage area for safety compliance.*
- *Reviewed and approved the Critical Lift Plan for the fuel tank removal at the 2<sup>nd</sup> and Broadway parking lot, to occur in October.*

### **Third Party Utility Relocations**

- *Assisted Third Party contractors in minimizing impacts to pedestrians and businesses at Flower, Hope, Los Angeles Times, and Alameda work sites.*
- *Monitored Third Party contractor's work activities to insure safety compliance.*

**THIRD PARTY AGREEMENT STATUS**

Agency	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**

- *The C0981R contractor, Pulice Construction, began exploratory trenching for a power duct at 1<sup>st</sup> Street and Alameda to identify a more direct path that would eliminate two undercrossings of a 75" storm drain, continued shoring and trenching at Flower Street, and excavating for the installation of two power vaults at 2nd/Broadway Streets.*
- *AT&T CA completed utility relocations and vault installations on Flower Street and continued relocations and vault installations at 1<sup>st</sup> & Alameda. Construction completion at 1<sup>st</sup> Street and Alameda Streets expected in October 2014.*
- *DWP Power began intercept work at 1<sup>st</sup> Street and Rose Street.*

## **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 soldier pile and decking installation for the D/B contract C0980 by relocating utility in conflict; 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. *The Extended hour variance applications to accommodate cable pulling and splicing needs along Flower Street and 1<sup>st</sup>/Alameda/Central, for the communication companies, have been approved by the Police Commission.*

## **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 1<sup>st</sup> 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 1<sup>st</sup> Street in the vicinity of 1<sup>st</sup> and Alameda Streets.

### **Extended Look-Ahead**

Form GO-88 will be submitted to temporarily modify the existing at-grade crossings of Alameda Street and 1<sup>st</sup> Street at Hewitt Street for the shoofly during construction. The existing crossing of Temple Street adjacent to Alameda Street and 1<sup>st</sup> Street near Hewitt Street will be removed by project completion. The 60% design for the shoofly is scheduled to be submitted by RCC on November 3, 2014. *The next over-the-shoulder review workshop with CPUC will be held on October 22, 2014.*

## **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)**

May 2014	Awarded D/B Contract C0980 to Regional Connector Constructors, Joint Venture
June 2014	Obtained possession of the Mangrove property from the City of Los Angeles
July 2014	Issued Notice To Proceed for D/B contract C0980
August 2014	C0980 D/B Contractor (RCC) began Final Design
September 2014	Metro performed the ground-breaking ceremony for C0980 D/B Contract

## CONSTRUCTION CONTRACTS

<p><b>Description: Advanced Utility Relocations</b> <b>Contractor: Pulice Construction, Inc.</b></p>	<p><b>Contract No. C0981R</b> <b>Status as of: September 30, 2014</b></p>																																																										
<p><b>Work Completed:</b></p> <ul style="list-style-type: none"> <li>• Pulice completed exploratory trenching at 1st and Alameda St.</li> <li>• Pulice prepared and submitted the revised shoring design for 1st and Alameda St utility line re-alignment</li> <li>• Pulice installed vaults #206 and #210</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>• Re-design of conduit re-alignment at 1st Street and Alameda due to the conflict with other utility lines.</li> <li>• Schedule conflict (Flower St Vault#760 power line requires relocating water line) may require revising the work sequence</li> <li>• Project completion delay being mitigated by working additional hours and no impact to Design Build contract</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>• Processing submittal approval for shoring and traffic control plans with the city</li> <li>• Continue 2nd Street full closure power work and continue trenching and shoring at Flower Street and 2nd/Broadway</li> <li>• Processing Peak Hour Work Variance with the City at various locations</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>• Continue Potholing / Exploratory Trenching</li> <li>• Continue preparation of submittals and worksite traffic control plans</li> <li>• Continue trenching and installing conduit for power relocation at 1st &amp; Alameda</li> <li>• Continue trenching and installing conduit at 2nd/ Broadway Steets and Flower</li> <li>• Begin delivery of Steel Pipe (Water Line)</li> </ul>																																																										
<p><b>Schedule Summary:</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Date of Award:</td> <td style="text-align: right;">1/13/2014</td> </tr> <tr> <td>Notice to Proceed:</td> <td style="text-align: right;">2/18/2014</td> </tr> <tr> <td>Original Contract Duration:</td> <td style="text-align: right;">300 CD</td> </tr> <tr> <td>Current Contract Duration:</td> <td style="text-align: right;">300 CD</td> </tr> <tr> <td>Elapsed Time from NTP:</td> <td style="text-align: right;">224 CD</td> </tr> </table> <p>Note : Time Impact Analysis is being performed for all contract milestones</p>	Date of Award:	1/13/2014	Notice to Proceed:	2/18/2014	Original Contract Duration:	300 CD	Current Contract Duration:	300 CD	Elapsed Time from NTP:	224 CD	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>Original Contract</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>0</td> <td>02/18/14</td> <td>02/18/14</td> <td>0</td> </tr> <tr> <td>Milestone 1:</td> <td>12/15/14</td> <td>0</td> <td>12/15/14</td> <td>05/20/15</td> <td>-156</td> </tr> <tr> <td>Milestone 2:</td> <td>07/28/14</td> <td>0</td> <td>07/28/14</td> <td>01/30/15</td> <td>-186</td> </tr> <tr> <td>Milestone 3:</td> <td>06/18/14</td> <td>6</td> <td>06/24/14</td> <td>06/24/14</td> <td>0</td> </tr> <tr> <td>Milestone 4:</td> <td>08/12/14</td> <td>0</td> <td>08/12/14</td> <td>11/12/14</td> <td>-92</td> </tr> <tr> <td>Milestone 5:</td> <td>09/16/14</td> <td>0</td> <td>09/16/14</td> <td>11/18/14</td> <td>-63</td> </tr> <tr> <td>Milestone 6:</td> <td>08/17/14</td> <td>32</td> <td>09/18/14</td> <td>9/18/14 A</td> <td>0</td> </tr> </tbody> </table>		Original Contract	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	05/20/15	-156	Milestone 2:	07/28/14	0	07/28/14	01/30/15	-186	Milestone 3:	06/18/14	6	06/24/14	06/24/14	0	Milestone 4:	08/12/14	0	08/12/14	11/12/14	-92	Milestone 5:	09/16/14	0	09/16/14	11/18/14	-63	Milestone 6:	08/17/14	32	09/18/14	9/18/14 A	0
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<p><b>Physical Percent Complete:</b></p> <p>Physical completion as of 9/30/14: 21%*</p> <p>* Note: Physical completion assessment reflects work completed and work in progress.</p>	<p><b>Cost Summary:</b> <span style="float: right;"><b>\$ In millions</b></span></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">1. Award Value:</td> <td style="text-align: right;">25.6</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">0.3</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;">26.0</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">7.6</td> </tr> </table>	1. Award Value:	25.6	2. Executed Modifications:	0.3	3. Approved Change Orders:	0.0	4. Current Contract Value (1+2+3):	26.0	5. Incurred Cost:	7.6																																																
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**CONSTRUCTION CONTRACTS (Continued)**

<p><b>Description: Design-Build Contract</b> <b>Contractor: Regional Connector Constructors</b></p>	<p><b>Contract No. C0980</b> <b>Status as of: September 30, 2014</b></p>																																																					
<p><b>Work Completed:</b></p> <ul style="list-style-type: none"> <li>• Submitted Design Work Plan, Safety Plan and other quality related plans</li> <li>• Submitted Baseline Schedule</li> <li>• Submitted revised 120 Day Schedule</li> <li>• Metro performed the ground-breaking ceremony</li> <li>• Conducted station layout architectural workshop</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>• Processing with the 60% design</li> <li>• Start Final Design (Shoofly, Guidway, Stations, Excavation Support)</li> <li>• Continue Single Tracking Runtime Study/Simulation</li> <li>• Continue Accoustical/Noise/Vibration measures and mitigation report</li> <li>• Start Pre-Con Survey, Geotech Boring and investigation</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>• Continue Final Design (Shoofly, Guidway, Stations, Excavation Support)</li> <li>• Continue preparation of submittals</li> <li>• Submit the Cash Flow and Schedule Of Values</li> <li>• Submit Single Tracking Runtime Study/Simulation</li> </ul>																																																					
<p><b>Schedule Summary:</b></p> <p>Date of Award: 5/6/2014          Notice to Proceed: 7/7/2014          Original Contract Duration: 2300 CD          Current Contract Duration: 2300 CD          Elapsed Time from NTP: 85 CD</p>		<table border="1"> <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>07/07/14</td> <td>0</td> <td>07/07/14</td> <td>07/07/14</td> <td>0</td> </tr> <tr> <td>Milestone 1:</td> <td>10/22/20</td> <td>0</td> <td>10/22/20</td> <td>08/22/20</td> <td>61</td> </tr> <tr> <td>Milestone 2:</td> <td>06/14/20</td> <td>0</td> <td>06/14/20</td> <td>04/21/20</td> <td>54</td> </tr> <tr> <td>Milestone 5:</td> <td>08/20/19</td> <td>0</td> <td>08/20/19</td> <td>08/20/19</td> <td>0</td> </tr> <tr> <td>Milestone 6:</td> <td>09/19/19</td> <td>0</td> <td>09/19/19</td> <td>09/19/19</td> <td>0</td> </tr> <tr> <td>Milestone 12:</td> <td>03/02/21</td> <td>0</td> <td>03/02/21</td> <td>03/02/21</td> <td>0</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Notice to Proceed	07/07/14	0	07/07/14	07/07/14	0	Milestone 1:	10/22/20	0	10/22/20	08/22/20	61	Milestone 2:	06/14/20	0	06/14/20	04/21/20	54	Milestone 5:	08/20/19	0	08/20/19	08/20/19	0	Milestone 6:	09/19/19	0	09/19/19	09/19/19	0	Milestone 12:	03/02/21	0	03/02/21	03/02/21	0										
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<p>Other milestones to be added when baseline schedule is approved</p>																																																						



## CONSTRUCTION PHOTOS



Form and pour encasement for DWP Power on Flower Street



DWP Power trench excavation at the intersection of  
Flower Street and 5<sup>th</sup>

**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
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life-of-Project
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LRTP	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

**APPENDIX  
LIST OF ACRONYMS (Continued)**

PMOC	Project Management Oversight Consultant
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
RCC	Regional Connector Contractors
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