

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).

February 2015

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PROJECT SUMMARY

As of February 2015

LOCATION: Downtown Los Angeles				CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS			
DESIGN CONSULTANT: Connector Partnership JV				CONTRACTORS: Pulice Construction, Inc. (C0981R) & Regional Connector Constructors, Joint Venture (C0980)			
DWP Power 3rd Party Intercept Work at 4th and Flower Sts.				WORK/ACTIVITY COMPLETED PAST MONTH			
				<ul style="list-style-type: none"> RCC's Baseline Schedule was approved as noted by Metro. Metro completed review of Design Work Plan, Revision 2. Metro completed review of Design Unit 2, Cut and Cover Tunnels and Unit 3 Bored Tunnel 85% Specifications. RCC completed Pre-Con Acoustic Testing of available Water Lines. RCC completed Land-Survey Mapping at Existing Manholes on Flower Street. RCC completed Geotechnical Investigation of SEM Cavern at 2nd and Spring Streets. 			
EXPENDITURE STATUS (\$ In Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PERIOD	CURRENT PLAN	VARIANCE WEEKS
DESIGN	\$119.0	\$71.7	60.2%	Environmental			
				FEIS / FEIR	N/A	04/26/12	Complete
RIGHT-OF-WAY	\$102.0	\$35.1	34.4%	Design			
				PE Notice to Proceed	N/A	01/04/11	Complete
CONSTRUCTION	\$965.6	\$135.3	14.0%	Final Design complete	12/03/15	04/07/16*	18
OTHER	\$273.4	\$56.6	20.7%	* Prior dates were revised to reflect the latest D/B Contractor's approved Baseline Schedule Dates.			
TOTAL	\$1,460.0	\$298.7	20.5%	Right-of-Way			
				All parcels available	06/01/16	06/01/16	0
Current Budget reflects Board approved Life-of-Project Budget and does not include Finance Charges. Note: Expended amount is through JANUARY 2015				Note: ROW dates are adjusted to reflect the latest D/B Contractor's coordinated need Dates. Duco Yard is not needed until 08/15/18.			
				Construction - Main Design / Build Contract			
				Notice to Proceed	07/07/14	07/07/14	Complete
				Construction complete	10/22/20	08/22/20	9
				Revenue Service Date	10/22/20	10/22/20	0
AREAS OF CONCERN				CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
<ul style="list-style-type: none"> NEPA Law suits potentially delay the construction of C0980 Contract on Flower Street. The NEPA trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt concluded the FEIS did not sufficiently discuss alternative tunneling methods. MTA is working with FTA to complete supplemental NEPA process by June 2015 before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor. Differing site conditions such as unknown utilities, restrictions on peak hour exemptions and LADOT Traffic Plans approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R, contractual completion milestones. Mitigation measures and close schedule coordination efforts between AUR, DB and DWP are being implemented to mitigate AUR delays including deletion of work scope such as sewer line at 1st/Alameda Sts., water line at Hope St., and electrical vault duct bank at Broadway St. etc. Delays to D/B Contractor critical path activities will be evaluated in detail and location by location to determine mitigation measures. No impact is anticipated to FFGA revenue service date (High Risk). 				<ul style="list-style-type: none"> Pulice will continue excavation of trench for Electrical Lateral on 2nd and Spring Streets. Pulice will continue trenching and installing conduit at 2nd/Broadway and Flower Streets. Pulice will install the Waterline Bypass on 5th Street. Pulice will begin excavation for installation of 36" valves by DWP for Waterline work at 1st & Alameda. DWP will complete Power Intercept work along Flower Street, north of 5th St. and Alameda Lateral. Metro will review 60% Design Submittals for 2nd/Broadway Station, 2nd/Hope Station, Overhead Contact System Design, Train Control Design and Communications System Design. Metro will review the Alignment and Trackwork Design Deviations (March 2015). RCC will continue to conduct geotechnical boring on 2nd and Spring Streets. RCC continues to conduct Pre-Con Video of Sewer and Storm Drain at various locations. RCC will install G.W. monitoring well at LA Times Parking Lot. RCC will begin Pile Trenching - Wye at 1st/Alameda and for TBM shaft. RCC will continue Pre-Con Survey (photograph existing conditions) at LA Times. Third Party Utility Contractors will complete cable pulling and splicing at night on Flower St. (March 2015). Third Party Utility (DWP-P) will begin cable pulling at Broadway (between 1st and 2nd Street) and Spring (between 2nd and 3rd Street) to run concurrent with Pulice's work (April 2015). 			
ROW ACQUISITION	PLAN	ACQUIRED	REMAINING				
PERMANENT PARCELS	5	2	3				
TEMPORARY PARCELS	29	12	17				
TOTAL PARCELS	34	14	20				

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 October 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 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 (NTP) 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 NTP on February 18, 2014.

PROJECT OVERVIEW & STATUS (Continued)

Construction

Wilcon completed its cable relocation work for the space they lease in the AT&T CA duct bank in Flower Street. Level 3 Communications plans to install conduit connecting their duct bank to the relocated AT&T CA duct bank in Flower Street, and then place new cable, splice and remove old cable during March 2015. Time Warner Communications completed their cable placement, splicing and removal of old cable on 5th Street on January 17, 2015. *MCI is continuing nighttime cable pulling and splicing, and removal of old cable on Flower Street, which began on November 10, 2014, and is expected to be completed by March 2015. AT&T CA completed cable placement and splicing in the 1st/Central station area on January 24, 2015, with removal of old cable scheduled to be complete by March 2015.*

C0981R contractor completed their DWP-Power utility relocations in Flower Street north of 5th Street during January 2015 and is continuing with electrical duct bank relocations in the 2nd/Broadway station area and in Flower Street south of 5th Street. Project Construction team is coordinating with DWP Power conduit crews to identify locations where DWP intercept work can begin before completion of the C0981R work.

The final sign off by LAFD and Building and Safety for the Aboveground Storage Tank (AST) System was given in late February.

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. The second prototype car is being retained in Osaka, Japan, to be used for fault replication, should test failures occur in LA, and be used to assist in design modification as needed.

PROJECT OVERVIEW & STATUS (Continued)

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.

The project commitments through January 2015 increased by \$13.77 million to \$1.22 billion or 85.75% of the current budget. The project expenditure through January 2015 is \$276.11 million or 19.3% 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 October 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 October 2020. The forecast Revenue Service Date reflects an executed FFGA with the FTA on February 20, 2014 and the D/B contract C0980 Notice-To-Proceed issued on 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 developed and being reviewed for the construction phase and details are being discussed with FTA/PMOC. 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/OPPORTUNITIES

Concern No. 1: NEPA Law suits potentially delay the construction of C0980 Contract on Flower Street.

Status/Action *The NEPA trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt upheld MTA's analysis and rejection of closed-face tunneling on lower Flower St. due to the presence of numerous tiebacks, but the judge concluded the FEIS did not sufficiently discuss alternative tunneling methods, specifically the open-face shield method or the sequential excavation method. MTA is working with FTA to complete a supplemental NEPA process that includes the information requested by the court and expects to complete this process by June 2015, before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor (Low Risk).*

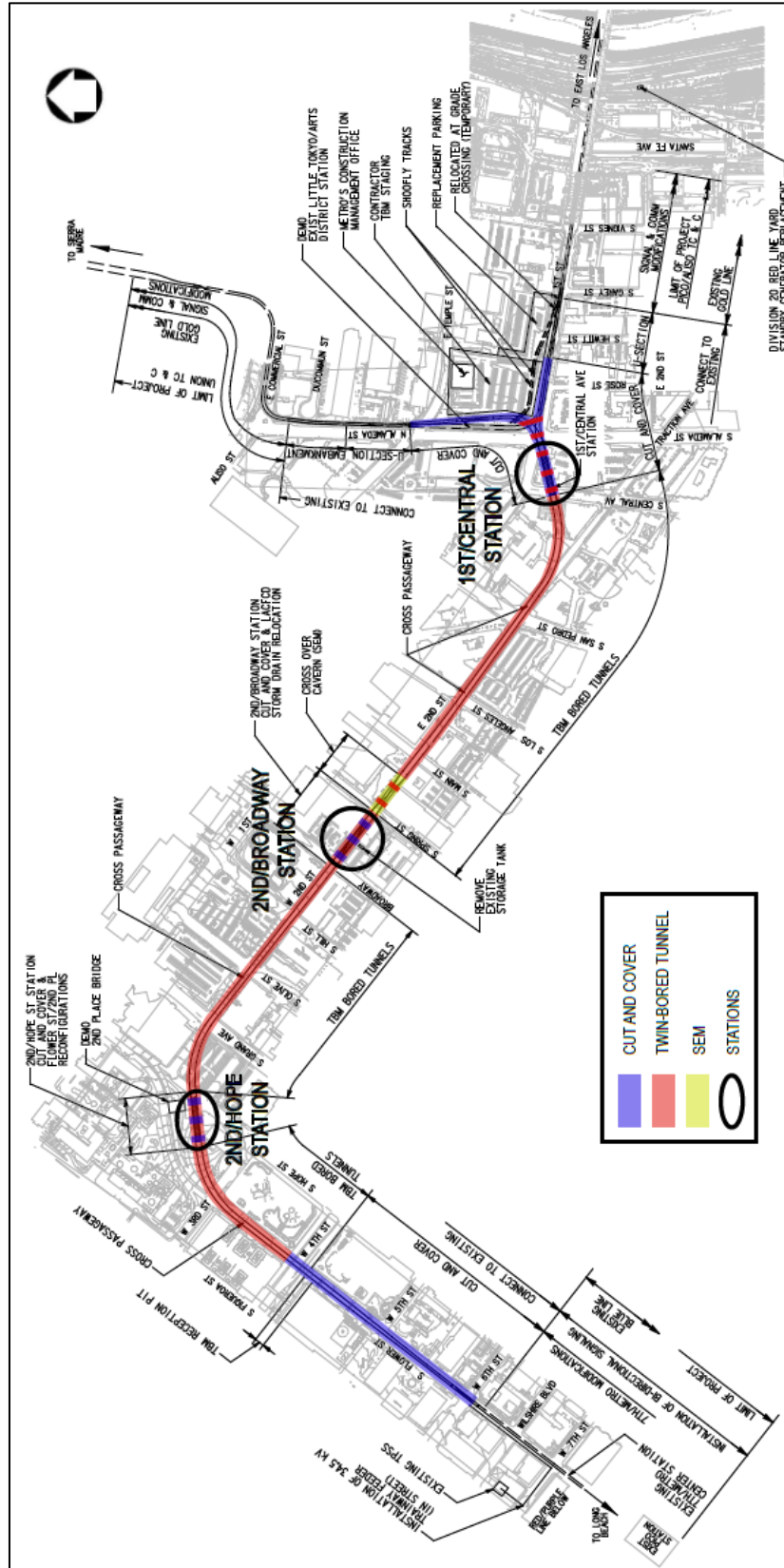
Concern No. 2: Differing site conditions such as unknown utilities, restrictions on peak hour exemptions and LADOT Traffic Plan approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R.

Status/Action Mitigation measures and close schedule coordination efforts between AUR, DB and DWP are being implemented to mitigate AUR delays including deletion of work scope such as sewer line at 1st/Alameda Streets and waterline at Hope Street, etc. *Delays to the D/B Contractor critical path activities are expected to be evaluated in detail and location by location to determine mitigation measures. No impact to FFGA revenue service date is anticipated (High Risk).*

Opportunity No. 1: Metro has exercised C0980 Project Option 12 which includes elements of design required for a Super Fast Growth Rate/Arson Fire. Metro Fire Life Safety (FLS) revised the criteria to include Medium Growth Rate Fire.

Status/Action RCC will identify the physical elements required for the Medium Growth Rate Fire compared to the previous Super Fast Growth Rate/Arson Fire. Metro will pursue equitable adjustment to the Contract for elements associated with Super Fast Growth Rate/Arson Fire not required in C0980 Contractor's design.

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.

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
- 2nd/Hope Station box area
- 2nd/Broadway Station box area
- 1st/Central Station box area

Completion dates for cable pulling, splicing and removal of old facilities for LADWP:

- *Alameda and Hope Streets: Cable pulling, splicing and removal of old facilities is now complete.*
- *Flower Street: Cable pulling, splicing and removal of old facilities is estimated to be complete by July 2015.*
- *2nd and Broadway: Cable pulling, Splicing and removal of existing facilities is estimated to be complete by January 2016.*

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

Remaining AT&T, MCI, century Link and TWC cable pulling, splicing and removal of old cable, (Century Link removal of old conduit only), is expected to be completed by April, 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.

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. 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.

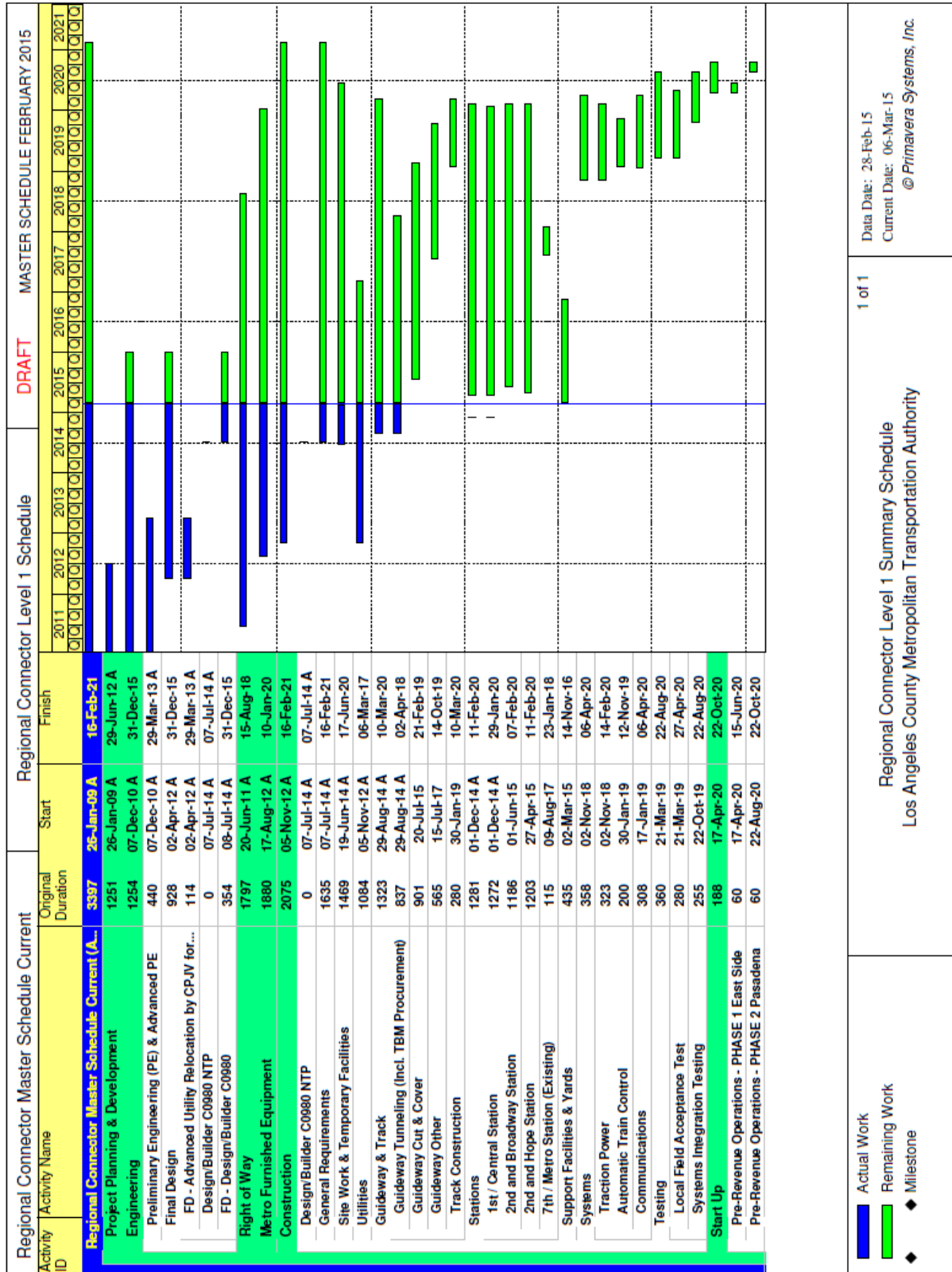
KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	Feb-15	Mar-15	Apr-15	May-15	Jun-15	Jul-15
Demo Buildings at 1st/Central Station	02/13/15	◡					
DWP Power completed fieldwork on Alameda St	02/23/15	△					
RCC move in 2nd/Broadway Site (LA Times Parking)	03/02/15		◡				
DU#1 - Alignment & Trackwork - 85% Design Submittal	03/25/15		◡				
DWP Power completes fieldwork on Flower St (4th-5th)	03/27/15		△				
Starts pile trenching at Wye 1st/Alameda	04/01/15			◡			
Starts pile installation for TBM Pit	04/20/15			◡			
Start Soldier Pile Installation - TBM Launching Pit	04/23/15			◡			
Start soldier beam shoring at 1st/Central Station	05/27/15				◡		
1st/Central Station Package - 85% Design Submittal	05/29/15				◡		
2nd/Broadway Station Package - 85% Design Submittal	06/29/15					◡	
Start Pile Trenching at 2nd/Broadway Station	06/30/15					◡	
DU#3 - Bored Tunnel - 100% Design Submittal	07/14/15						◡

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

The schedule would be adjusted once the D/B Contractor's Baseline Schedule is approved.

PROJECT SUMMARY SCHEDULE



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

Data Date: 28-Feb-15
 Current Date: 06-Mar-15
 © Primavera Systems, Inc.

Actual Work
 Remaining Work
 Milestone

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	
Final Design Progress :			
Contract C0980	40.0%	11.29%	On Schedule
Construction Contracts Progress :			
Contract C0981R	37.7%	4.0%	Behind Schedule
Contract C0980	13.9%	2.6%	On Schedule
Cumulative To Date Progress :			

OVERALL CONSTRUCTION PROGRESS CURVE STATUS

Overall Construction Progress Curve chart is being developed.

MAJOR EQUIPMENT DELIVERY STATUS

Tunnel Boring Machine

RCC, the design-builder for C0980, will design and procure the tunnel boring machine (TBM) and equipment.

Following are key dates for TBM design and procurement:

	Early Finish	Need Date
LACTMA ACCEPTED TBM GENERAL ARRANGEMENT DRAWINGS	08/29/14 A	9/4/2015
TBM DESIGN	2/12/2015	7/23/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 1	4/27/2015	10/16/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 2	6/9/2015	12/1/2015
FAB/DELIV PRECAST TUNNEL LINER MOLDS	10/7/2015	7/8/2016
EXCECUTED TBM PURCHASE ORDER - PAYMENT 3	7/22/2015	1/14/2016
TBM REBUILD	9/16/2015	2/26/2016
EXCECUTED TBM PURCHASE ORDER - PAYMENT 4	9/2/2015	2/26/2016
VERIFIED ASSEMBLY / TEST OF TBM AT FABRICATION SHOP	10/7/2015	3/18/2016
FAB/DELIV TBM MACHINE TO SITE	11/6/2015	4/19/2016
VERIFIED TBM SHIPPED TO SITE	11/9/2015	4/20/2016

Light Rail Vehicles

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. The second prototype car is being retained in Osaka, Japan, to be used for fault replication, should test failures occur in LA, and be used to assist in design modification as needed.

UFS (Universal Fare System) & TVM (Ticket Vending Machines)

Procurement of UFS and TVM will commence after the design-builder completes the final design.

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

	Early Finish	Need Date
PROCURE PRECAST DECK PANEL (PURCHASE ORDER)	3/6/2015	10/12/2015
PROCURE BASE PURCHASE ORDER	01/20/15 A	5/5/2015
PROCURE PRECAST SANITARY SEWER STRUCTURE PURCHASE ORDER	3/13/2015	8/13/2015
PROCURE AC PURCHASE ORDER	01/20/15 A	5/5/2015
PROCURE H-PILE PURCHASE ORDER	5/27/2015	7/23/2015
PROCURE TIMBER LAGGING PURCHASE ORDER	3/13/2015	9/28/2015
PROCURE SHORING PURCHASE ORDER	4/24/2015	7/10/2015
PROCURE PLATE PURCHASE ORDER	7/6/2015	10/12/2015
PROCURE PRECAST ELEC STRUCTURE PURCHASE ORDER	8/17/2015	12/18/2018
PROCURE PRECAST COMM STRUCTURE PURCHASE ORDER	10/5/2015	3/6/2019
PROCURE MSE PANEL PURCHASE ORDER	1/29/2016	6/18/2020
PROCURE REBAR - FLOWER ST C/C	12/2/2015	1/10/2018
PROCURE HDPE - FLOWER ST C/C	12/2/2015	12/21/2017
PROCURE PIPE (RCP) PURCHASE ORDER	3/6/2015	10/7/2015
PROCURE PIPE (WSP) PURCHASE ORDER	3/6/2015	5/5/2015
PROCURE PIPE (DIP) PURCHASE ORDER	5/22/2015	7/30/2015
PROCURE PIPE SPECIALTY STORM DRAIN PIPE PURCHASE ORDER	11/11/2015	2/5/2020
PROCURE PIPE (PVC) PURCHASE ORDER	5/22/2015	8/13/2015
PROCURE PIPE (VCP) PURCHASE ORDER	5/22/2015	8/13/2015
FAB/DELIVER DECK PANELS - 1ST/CENTRAL	4/25/2015	12/4/2015
FAB/DELIVER SHORING BEAMS - MANGROVE LAUNCH PIT	5/4/2015	7/23/2015
FAB/DELIVER SHORING BEAMS - 1ST/CENTRAL	6/13/2015	8/30/2015
FAB/DELIVER SHORING BEAMS - 2ND/BROADWAY	6/13/2015	9/14/2015
FAB/DELIVER SHORING BEAMS - FLOWER ST	6/13/2015	12/8/2015
FAB/DELIVER SHORING BEAMS - 2ND/HOPE	6/23/2015	12/21/2015
FAB/DELIVER DECK BEAMS - 1ST/CENTRAL	5/4/2015	10/12/2015
FAB/DELIVER DECK BEAMS - MANGROVE LAUNCH PIT	5/4/2015	7/23/2015
FAB/DELIVER DECK BEAMS - 2ND/BROADWAY	6/14/2015	10/12/2015
FAB/DELIVER DECK BEAMS - 2ND/HOPE	8/18/2015	2/27/2016
FAB/DELIVER DECK BEAMS - FLOWER ST	8/18/2015	2/27/2016
FAB/DELIVER PIPE STRUTS - 1ST/CENTRAL	4/11/2015	9/28/2015
FAB/DELIVER PIPE STRUTS - MANGROVE LAUNCH PIT	4/11/2015	3/16/2016
FAB/DELIVER PIPE STRUTS - 2ND/BROADWAY	5/23/2015	12/11/2015
FAB/DELIVER PIPE STRUTS - FLOWER ST	7/4/2015	2/16/2016
FAB/DELIVER PIPE STRUTS - 2ND/HOPE	8/15/2015	3/29/2016
FAB/DELIVER WALES - 1ST/CENTRAL	4/11/2015	9/28/2015
FAB/DELIVER WALES - MANGROVE LAUNCH PIT	4/11/2015	3/16/2016
FAB/DELIVER WALES - 2ND/BROADWAY	5/23/2015	12/11/2015
FAB/DELIVER WALES - FLOWER ST	7/4/2015	2/16/2016
FAB/DELIVER WALES - 2ND/HOPE	8/15/2015	3/29/2016
PROCURE TRACK - TEMP SHOOFLY	9/16/2015	2/19/2016
PROCURE BALLASTED TRACK - NORTH ALAMEDA LEG	9/16/2015	2/19/2016
PROCURE RAIL - JOBWIDE	5/12/2016	11/23/2018

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

	Early Finish	Need Date
<i>PROCURE SPECIAL TRACK - JOBWIDE</i>	<i>5/12/2016</i>	<i>3/12/2019</i>
<i>PROCURE NEW 115RE RAIL - STANDARD RAIL</i>	<i>5/12/2016</i>	<i>11/23/2018</i>
<i>FAB/DELIV EMERGENCY VENTILLATION FANS - CENTRAL (4)</i>	<i>1/13/2017</i>	<i>6/7/2019</i>
<i>FAB/DELIV EMERGENCY BOOSTER FANS (12)</i>	<i>1/13/2017</i>	<i>7/23/2019</i>
<i>FAB/DELIV EMERGENCY VENTILLATION FANS - BROADWAY (4)</i>	<i>1/13/2017</i>	<i>7/16/2019</i>
<i>FAB/DELIV LIGHT FIXTURES - CENTRAL STA</i>	<i>5/5/2016</i>	<i>7/29/2019</i>
<i>FAB/DELIV EDGE LIGHTING - CENTRAL STA</i>	<i>5/5/2016</i>	<i>3/11/2019</i>
<i>FAB/DELIV LIGHT FIXTURES - BROADWAY STA</i>	<i>6/2/2016</i>	<i>7/29/2019</i>
<i>FAB/DELIV EDGE LIGHTING - BROADWAY STA</i>	<i>6/2/2016</i>	<i>6/11/2019</i>
<i>FAB/DELIV LIGHT FIXTURES - HOPE STA</i>	<i>7/18/2016</i>	<i>6/20/2019</i>
<i>FAB/DELIV OCS POLES / EQUIPMENT - SHOOFLY</i>	<i>7/14/2015</i>	<i>2/24/2016</i>
<i>FAB/DELIV TRAIN CONTROL CABLE - SHOOFLY</i>	<i>7/14/2015</i>	<i>2/16/2016</i>
<i>FAB/DELIV TRAIN CONTROL EQUIPMENT - SHOOFLY</i>	<i>7/14/2015</i>	<i>2/26/2016</i>
<i>FAB/DELIV HIGH VOLTAGE DISCONNECT - 1ST & CENTRAL</i>	<i>7/13/2016</i>	<i>4/12/2019</i>
<i>FAB/DELIV 2ND/HOPE TPSS</i>	<i>10/31/2017</i>	<i>2/26/2019</i>
<i>FAB/DELIV 2ND/HOPE UNIT SUBSTATION AND TRANSFORMER</i>	<i>10/13/2016</i>	<i>8/21/2019</i>
<i>FAB/DELIV 2ND/BROADWAY UNIT SUBSTATION AND TRANSFORMER</i>	<i>10/13/2016</i>	<i>11/15/2019</i>
<i>FAB/DELIV TRAIN CONTROL CABLE</i>	<i>6/8/2017</i>	<i>4/13/2018</i>
<i>FAB/DELIV OCS POLES / EQUIPMENT</i>	<i>2/8/2018</i>	<i>7/15/2019</i>
<i>FAB/DELIV OCR FOR TUNNEL</i>	<i>2/8/2018</i>	<i>7/24/2019</i>
<i>FAB/DELIV 2ND/BROADWAY TPSS</i>	<i>7/26/2018</i>	<i>11/15/2019</i>
<i>ELEVATOR COORDINATION DRAWINGS - 1ST/CENTRAL</i>	<i>10/6/2016</i>	<i>10/26/2017</i>
<i>FAB/DELIV ELEVATORS - 1ST/CENTRAL</i>	<i>10/6/2017</i>	<i>6/12/2019</i>
<i>ELEVATOR COORDINATION DRAWINGS - 2ND/BROADWAY</i>	<i>12/25/2016</i>	<i>1/14/2018</i>
<i>FAB/DELIV ELEVATORS - 2ND/BROADWAY</i>	<i>12/25/2017</i>	<i>4/11/2019</i>
<i>ELEVATOR COORDINATION DRAWINGS - 2ND/HOPE</i>	<i>3/15/2017</i>	<i>4/4/2018</i>
<i>ESCALATOR COORDINATION DRAWINGS - 1ST/CENTRAL</i>	<i>10/6/2016</i>	<i>12/14/2017</i>
<i>FAB/DELIV ESCALATORS - 1ST/CENTRAL</i>	<i>10/6/2017</i>	<i>7/16/2019</i>
<i>ESCALATOR COORDINATION DRAWINGS - 2ND/BROADWAY</i>	<i>12/25/2016</i>	<i>3/4/2018</i>
<i>FAB/DELIV ESCALATORS - 2ND/BROADWAY</i>	<i>12/25/2017</i>	<i>3/28/2019</i>
<i>ESCALATOR COORDINATION DRAWINGS - 2ND/HOPE</i>	<i>3/15/2017</i>	<i>5/23/2018</i>
<i>FAB/DELIV ESCALATORS - 2ND/HOPE</i>	<i>3/15/2018</i>	<i>5/23/2019</i>

CRITICAL PATH NARRATIVE

Critical Path (C0980):

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; 1st and Alameda Wye junction excavation; 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	FFGA BUDGET	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST			BUDGET/ FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PREVIOUS	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	280,622	204,691	-	227,441	-	227,441	-	900	227,441	-	227,441	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	-	228,827	-	228,827	-	-	228,827	-	228,827	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	141,785	422,453	-	425,549	11,173	435,498	15,232	135,275	430,074	-	430,074	-4,525
50	SYSTEMS	69,667	73,848	-	73,848	-	63,265	-	-	73,848	-	73,848	-
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	0	955,664	11,173	955,031	15,232	136,175	960,190	0	960,190	-4,525
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	-	74,208	-	73,820	166	12,472	74,208	-	74,208	-
70	VEHICLES	16,275	16,275	-	16,275	-	-	-	-	16,275	-	16,275	-
80	PROFESSIONAL SERVICES	261,455	257,973	-	258,197	2,600	170,654	5,505	103,236	258,197	-	258,197	-
	SUBTOTAL (10-80)	1,239,963	1,268,925	0	1,304,345	13,773	1,199,505	20,903	251,882	1,308,870	0	1,308,870	-4,525
90	UNALLOCATED CONTINGENCY	135,399	126,892	0	91,472	-	-	-	-	86,947	-	86,947	4,525
100	FINANCE CHARGES	27,571	7,115	-	7,115	-	-	-	-	7,115	-	7,115	-
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	1,402,932	0	1,402,932	13,773	1,199,505	20,903	251,882	1,402,932	-	1,402,932	0
	ENVIRONMENTAL/PLANNING - 400228		6,075	-	6,075	-	6,075	-	6,075	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228		18,125	-	18,125	0	18,152	0	18,152	18,625	-	18,625	-500
	TOTAL PROJECTS 400228 & 460228 (ENV/PLAN'G)		24,200	-	24,200	0	24,227	0	24,227	24,700	-	24,700	-500
	400228, 460228 & 860228 TOTAL	1,402,932	1,427,132	0	1,427,132	13,774	1,223,732	20,903	276,109	1,427,632	0	1,427,632	-500

Note: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2015

PROJECT COST ANALYSIS

Original Budget:

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

Current Budget:

Board approved Contract Options in amount of \$42.97 million on Oct. 2, 2014 out of which Options in amount of \$35.42 million are executed at this time. The budget comes from Unallocated Contingency.

Commitments:

The Commitments has increased by \$13.77 million to \$1.22 billion which represent 85.75% of the Current Budget. Right-of-Way (ROW) numbers shown under Commitment are the obligated numbers; expenditures as of this period are \$12.47 million.

Expenditures:

The Expenditures are cumulative through January 2015. The Expenditures increased by \$20.9 million 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 \$276.11 million in expenditures to date represents 19.3% of the Current Budget.

Current Forecast:

Current Forecast reflects board approved Contract Options worth \$35.42 million. The forecast also includes anticipated expenses associated with AUR contract, Environmental services and Environmental/Planning project.

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	PREVIOUS	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	-	-	-	-	-	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	10,480	-	10,480	-	10,480	-	-	-	-	10,480	-
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	-	27,748	-	27,748	22,609	-40	22,568	-	27,748	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	650	-	650	-	650	33	2	35	-	650	-
	SUBTOTAL (10-80)	38,878	-	38,878	-	38,878	22,642	-38	22,603	-	38,878	-
90	UNALLOCATED CONTINGENCY	1,113	-	1,113	-	-	-	-	-	-	1,113	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-	-
	TOTAL PROJECTS 861228 (10-100)	39,991	-	39,991	-	38,878	22,642	-38	22,603	-	39,991	-
	861228 TOTAL	39,991	-	39,991	-	38,878	22,642	-38	22,603	-	39,991	-

Note: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2015

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:

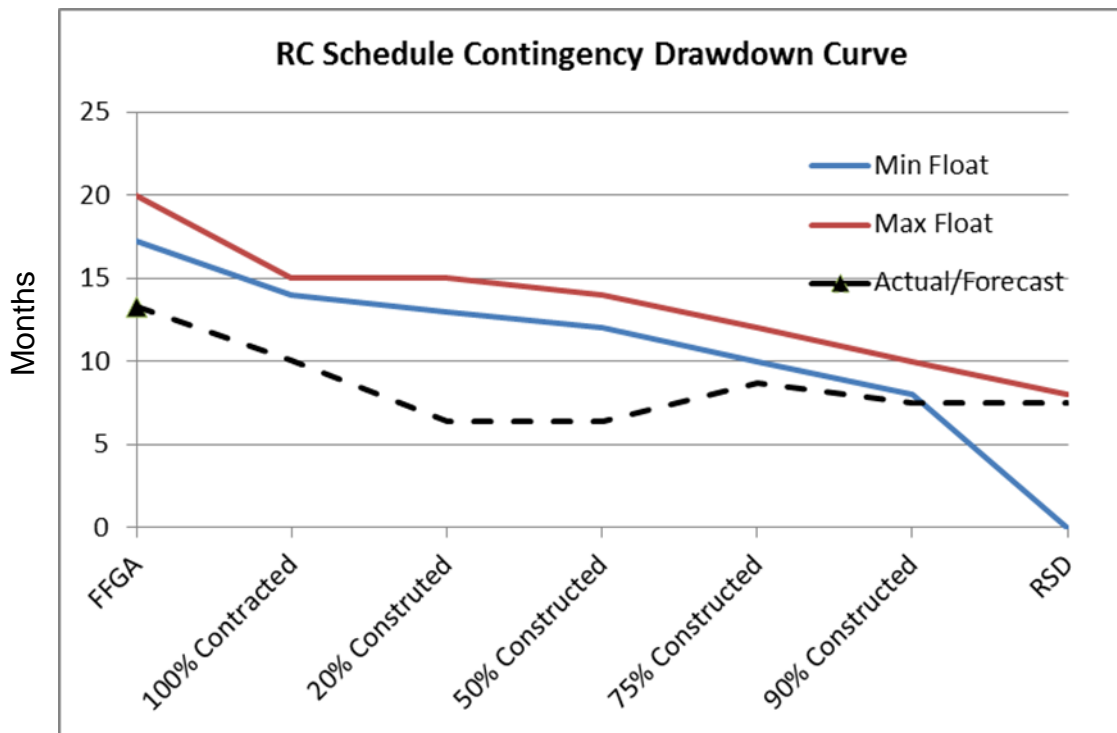
The Commitments reflect the Board approved Life-of-Project (LOP) budget on April 24, 2014 less the Unallocated Contingency of \$1.1 million. *Right-of-Way (ROW) numbers shown under Commitment are the obligated numbers; expenditures as of this period are \$22.57 million.*

Expenditures:

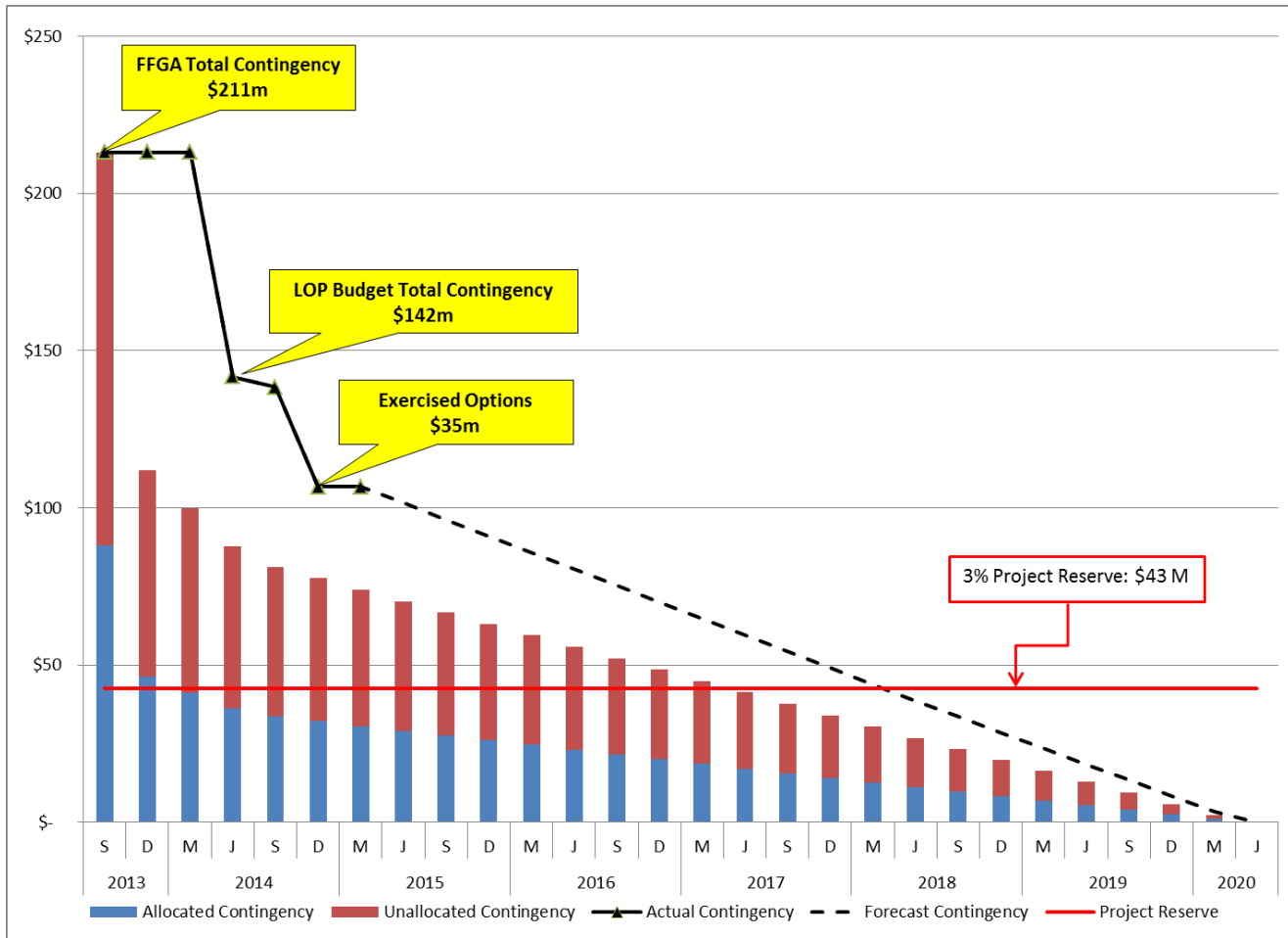
There Expenditures decreased by \$38k in this period. The \$22.603 million in expenditures to date represents 56.5% of the Current Budget.

SCHEDULE CONTINGENCY DRAWDOWN

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



PROJECT CONTINGENCY DRAWDOWN



PROJECT CONTINGENCY DRAWDOWN ANALYSIS

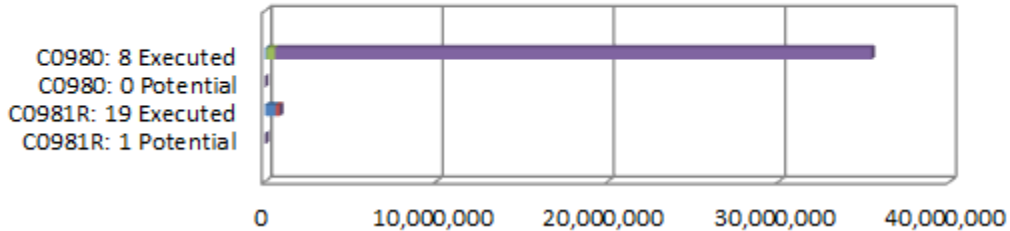
The Regional Connector Transit Corridor Project of \$1.42 billion includes an “unallocated contingency” amount of \$91.47 million, which is included as a separate Standard Cost Category (SCC) element. Also included within the current budget is an “allocated contingency” of \$14.8 million which is allocated 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 \$106.27 million or 7.45% of total project cost (9.07% of total remaining 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.

The project contingency drawdown curve is based on October 2020 revenue service date. There was a \$32.1 million drawdown this period from unallocated contingency to exercise options to RCC.

SUMMARY OF CONTRACT MODIFICATIONS

Contract Modifications (MODs) by Cost Level



	C0980		C0981R		Total
	8 Executed	0 Potential	19 Executed	1 Potential	
■ Under \$100K	100,000	-	623,487	9,006	732,493
■ \$100K to \$250K	-	-	239,652	-	239,652
■ \$250K to \$1M	500,000	-	-	-	500,000
■ Over \$1M	34,820,000	-	-	-	34,820,000
Total Contract MODs	35,420,000	-	863,139	9,006	36,292,145
Contract Award Amount	927,226,995	927,226,995	25,643,000	25,643,000	
% of Contract MODs	3.8%	0.0%	3.4%	0.0%	

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

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

Nineteen changes with a total value of \$863.1K have been executed since execution of Contract C0981R. There is one potential change which are under evaluation.

Eight changes with total value of \$35.42 million have been executed since execution of Contract C0980.

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: 15.00%*
- Twelve (12) Design DBE sub-consultants have been identified to date

- DBE Goal – Construction: 18%
- Current DBE Commitment - Construction: \$157,068,359 (18%)
- *Current DBE Participation: 0.11%*

PROJECT LABOR AGREEMENTS (PLA) STATUS

Contract C0980 Regional Connector Transit Corridor Design-Build

- Targeted Worker Goal - 40.0%
- *Targeted Worker Current Participation - 66.52%*

- Apprentice Worker Goal - 20.0%
- *Apprentice Worker Current Participation - 11.26%*

- Disadvantaged Worker Goal - 10.0%
- *Disadvantaged Worker Current Participation - 1.62%*

FINANCIAL/GRANT STATUS

Status of Funds Anticipated

February 2015

FEDERAL - CMAQ	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
FEDERAL - SECTION 5309 NEW STARTS	METRO SUBMITTED ON NOVEMBER 25, 2013 A GRANT APPLICATION OF \$65.0M TO THE FTA. GRANT APPROVAL WAS EXECUTED ON SEPTEMBER 23, 2014. FUNDS ARE AVAILABLE FOR DRAW DOWN
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. FIRST DISBURSEMENT OF \$61,864,368 IS SCHEDULED FOR JUNE 2015
STATE PROP 1A HSRB	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.
STATE PROP 1B PTMISEA	ALLOCATION REQUEST OF \$135.1M WAS APPROVED ON APRIL 24, 2013. FUNDS ARE AVAILABLE FOR DRAW DOWN.
CITY OF LA	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

February 2015

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	\$64.000	\$64.000	\$64.000	\$64.000	100%	\$11.068	17%	\$11.068	17%
FEDERAL - SECTION 5309 NEW STARTS	\$669.900	\$669.900	\$65.000	\$669.900	100%	\$2.762	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	\$151.694	95%	\$0.000	0%	\$0.000	0%
STATE PROPOSITION 1A HSRB *	\$114.874	\$114.874	\$114.874	\$114.874	100%	\$112.512	98%	\$112.512	98%
STATE PROPOSITION 1B PTMISEA **	\$149.500	\$135.100	\$135.100	\$135.100	100%	\$83.347	62%	\$55.594	41%
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	\$71.174	47%	\$63.830	42%	\$63.830	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%
TOTAL	\$1,426.932	\$1,427.132	\$534.470	\$1,223.732	85.7%	\$276.109	19.3%	\$245.594	17.2%

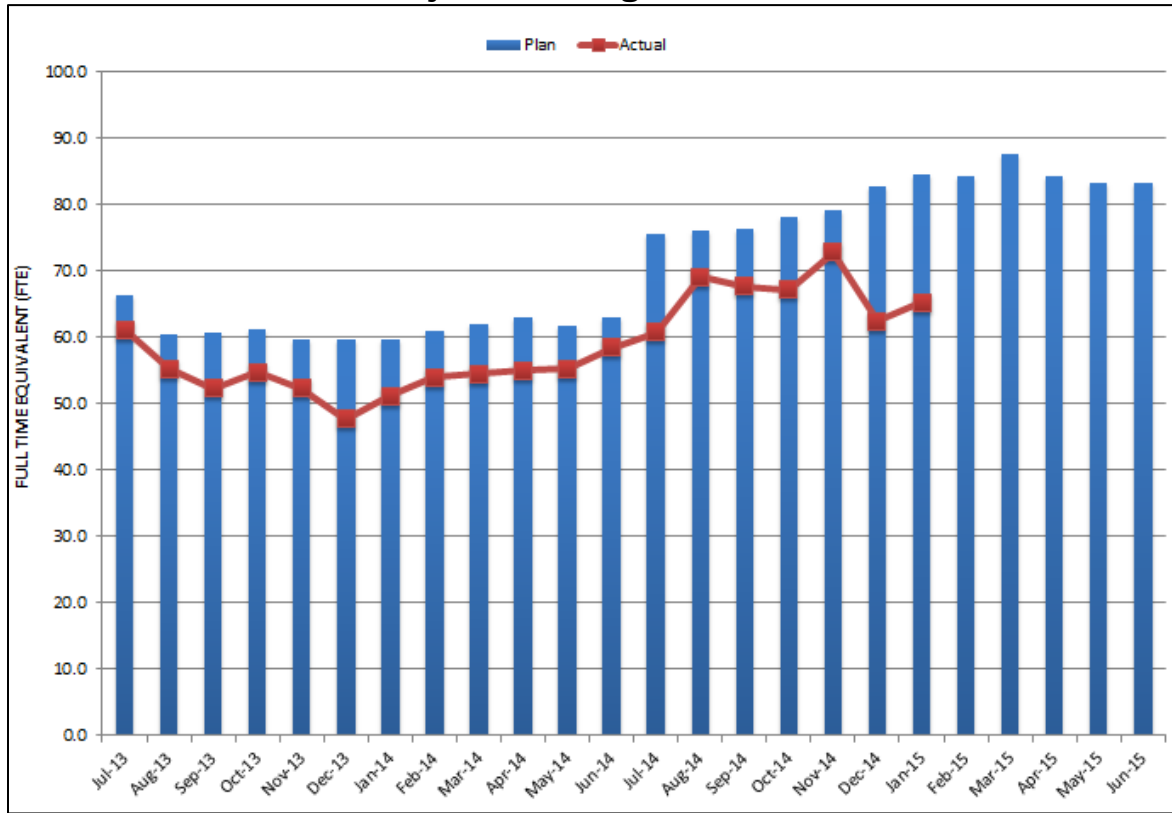
EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2015
ORIGINAL BUDGET BASED ON FUNDING PLAN INCLUDED IN THE APPROVED FULL FUNDING GRANT AGREEMENT

* 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**

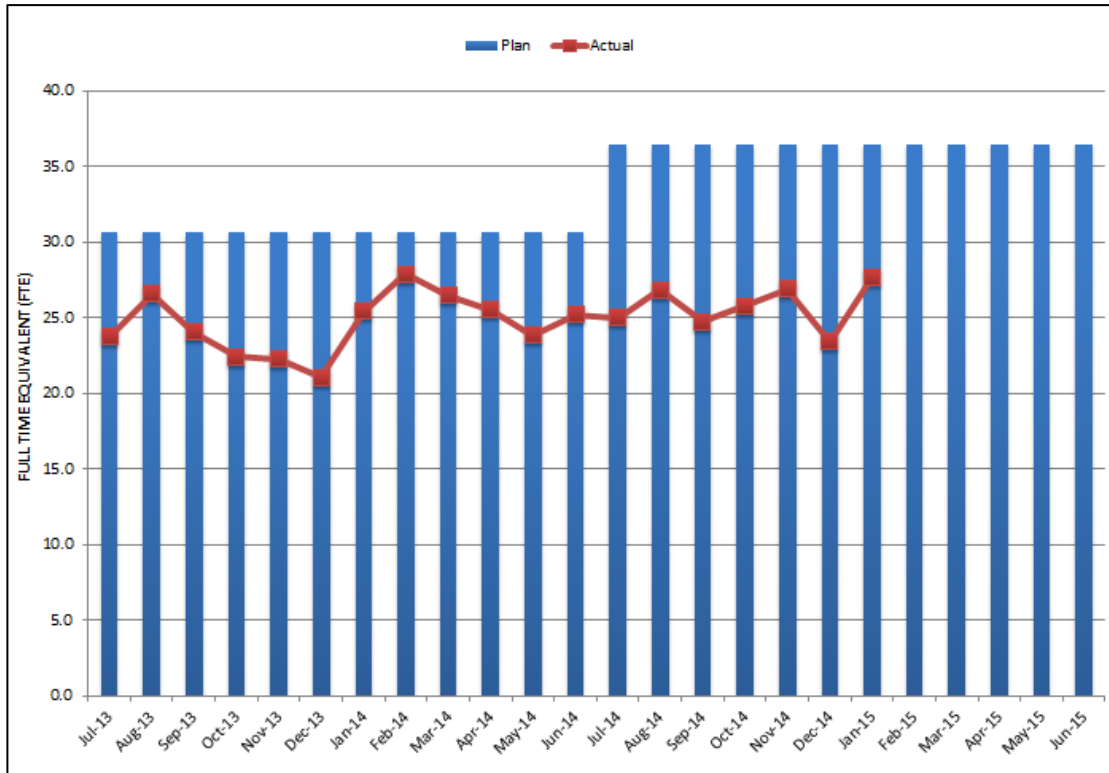


TOTAL PROJECT STAFFING

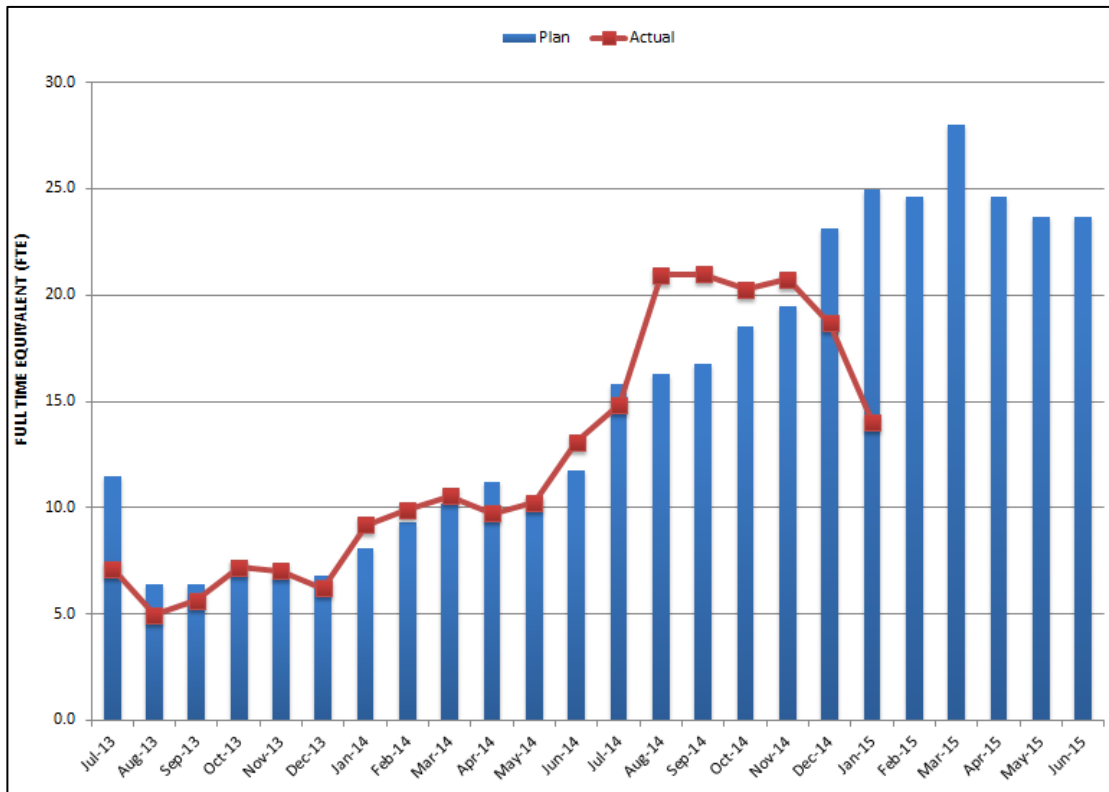
The overall FY15 Total Project Staffing plan averages 81.3FTE's per month.

For January 2015, there were a total of 27.6 FTE's for MTA's Project Administration staff and 37.6 FTE's for consulting staff. The total project staffing for January 2015 was 65.2 FTEs. The main variance of FTE's actual (65.2) versus FTE's planned (84.7) is due to lower staff needs and charges for this period, which includes, Real Estate Administration, Corporate Safety, Contract Administration, Executive Office Communications, Executive Office Construction, Quality Assurance / Compliance, Major Capital Project Engineering and System Engineering and Project Control/Administration. There are no vacant positions, but the variance is based on the FY15 plan that was developed and approved on first quarter of 2014, prior to having the contractor's plan's developed to reflect the staffing needs.

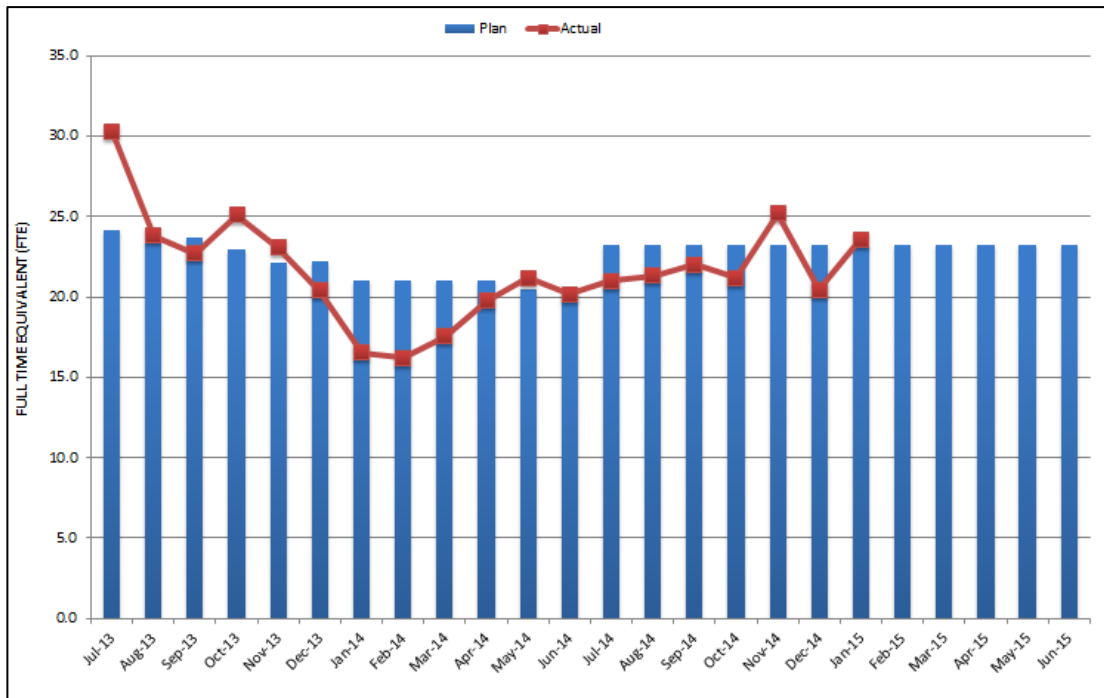
**STAFFING STATUS (Continued)
Metro Staff**



**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT**



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



REAL ESTATE STATUS

Regional Connector- Real Estate Status Summary February 28, 2015									
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	1	0	0	0	0
SSE	13	10	3	13	10	0	2	0	4
TCE/ROE	16	8	0	8	8	3	0	0	8
Sub Total Parcels:	34	23	3	25	21	3	4	2	14
Relocation	5								
Total Parcels:	34	23	3	25	21	3	4	2	14

* 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).

REAL ESTATE ACQUISITION

Central Plants

- *The MTA Board of Directors approved the acquisition of the fee simple interest to a portion of the entire parcel.*
- *Negotiations were completed between MTA and the owners towards reaching agreement on the terms of a Letter of Intent.*

LA Times – LA Times Square

- Agreement between LA Times and MTA has been executed.
- *Required real estate will be transferred at no cost to Project on March 2, 2015.*

Japanese Village Plaza – “JVP”

- Submitted offer to Japanese Village Plaza in November 2013
- JVP rejected offer; MTA Board adopted a resolution to acquire property through condemnation process in June. Complaint and Order for Possession filed. *Currently waiting on hearing date for Order for Possession and responding to special interrogatories and request for production of documents*

Volk

- Metro obtained possession of the site effective March 15. All tenants have vacated the site.
- Condemnation case continuing.
- Parking lot operator vacated the site.
- C0981R Contractor using site for laydown area.

QUALITY ASSURANCE STATUS

C0980 Regional Connector D/B

- *Reviewed and provided comments on the Contractor's quality required submittals, construction work plans and milestone submittals.*
- Attended "Readiness Review" meetings with Contractor.
- 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.

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 2nd 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.
- *In January 2015, the Final Historical American Buildings Survey (HABS) for the former Atomic Café/ Senor Fish building located at the planned 1st and Alameda station was submitted to the National Park Service for consideration of acceptance into the Library of Congress in early February 2015. Receipt of notification regarding acceptance into the Library of Congress is anticipated for March, 2015.*
- *Per SHPO direction, Metro submitted the Final Draft Cultural Resource Monitoring and Mitigation Plan (CRMMP) to the National Park Service (NPS) for review in late January 2015. The NPS provided comments to Metro in February 2015. These comments will be incorporated and issued in a revised Final CRMMP that will be provided to the SHPO and FTA no later than March 25, 2015 for record.*
- *Dust control, stormwater compliance and noise and vibration mitigations were implemented during the demolition of the former Atomic Café/ Senor Fish building located at the planned 1st and Alameda station in late January through early February 2015.*

CONSTRUCTION RELATIONS STATUS

- *Responded and addressed project related inquiries from the public received on the project hotline and email.*
- *Continued outreach to impacted area stakeholders re: water line relocation service interruptions in the vicinity of Flower St financial district*
- *Continued follow-up to the 54 area stakeholders adjacent to the alignment, and conducted initial briefings regarding the pre-construction survey process*
- *Coordinated with the following stakeholders on construction activities near their facility:*
 - *Broadway Civic Law Center*
 - *California Club*
 - *Café Pinot*
 - *Caltrans*
 - *City National Bank/CommonWealth Partners*
 - *Central Library*
 - *Citigroup*
 - *Hines Group*
 - *Japanese American National Museum*
 - *L.A. Police Commission*
 - *L.A. Times*
 - *Little Tokyo Community Council*
 - *Metropolitan News*
 - *Roosevelt Apartments*
 - *Savoy Condos*
 - *The Standard Hotel*
 - *Vibiana*
 - *Westin Bonaventure*
 - *WestLawn Garage*

CONSTRUCTIONS RELATIONS STATUS (CONTINUED)

- *Performed outreach to area hotels and residential buildings seeking support for the Nighttime Variance applications for C0980 station potholing and installation of water, storm and sewer facilities in the vicinity of Financial District and 1st/Central. 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 15 construction notices to the public regarding utility relocation activities at the following locations:*
 - *2nd St between Broadway and Spring Sts – Power relocation efforts*
 - *2nd St between Spring and Main Sts – Power relocation efforts*
 - *Alameda St, north and south of 1st St - Paving activities*
 - *Alameda St, north and south of 1st St – waterline utility relocation*
 - *2nd St from Spring St to Broadway - Power relocation efforts*
 - *2nd St between Main and Spring Sts - Power relocation efforts*
 - *Flower and 4th Sts - Power Utility Work (LADWP)*
 - *Broadway, north of 2nd St - Potholing activities*
 - *Temple St between Alameda and Garey Sts – Potholing activities*
 - *1st St between Alameda and Hewitt Sts - telecommunication line relocation efforts*
 - *1st St between Central Av and Alameda St – Potholing activities*
 - *1st St/Central Av - Telecommunication line relocation efforts*
 - *Flower St and 6th Sts - Power Relocation Activities*
 - *5th St between Flower St and Grand Av - Installation of Waterline By-Pass*
 - *2nd St between Main St and Broadway St- Power relocation efforts*
 - *2nd St and Hope St – Potholing activities*

Social Media Outreach Efforts

- *Twitter followers total 927.*
- *There were 1311 Facebook followers.*

CONSTRUCTIONS RELATIONS STATUS (CONTINUED)

Community Relations Outreach

- *Regional Connector Community Leadership Council monthly meetings were conducted for the 1st St/Central Av, 2nd Pl/Hope St, Flower St/Financial District and the 2nd St/Broadway Station Area to provide current information on construction activities and to respond to issues of concern.*
- *Regional Connector Constructors joined Metro for introductions to the Little Tokyo Community Council, key 1st/Central area stakeholders group, and to the Regional Connector Community Council Leadership.*
- *Responded to individual, Little Tokyo businesses inquiries re: Metro's and RCC's procedures for responding to potential impacts on area small businesses.*

CREATIVE SERVICES STATUS

Art Program

- Continue to support mitigation efforts.
- *Participate in Design Build design workshops, partnering meetings and document reviews.*
- *Continue baseline schedule coordination.*
- *Participated in 2nd/Hope Street site visit in consideration of future circulation and wayfinding from station to the Broad Museum/Grand Avenue.*

SAFETY & SECURITY STATUS

C0980 Regional Connector

- Monitored RCC's safety orientation & pre-employment drug testing to insure compliance with contract specifications.
- *Conduct Construction Management staff safety orientations including City of Los Angeles, Department of Transportation staff assigned to the project.*
- *Monitored contractor conducting brick building demolitions at 1st and Alameda. Demolition activities were compliant and safely conducted.*
- *Monitored RCC field activities including saw-cutting, potholing, traffic control crew, Mangrove Yard mobilization and equipment move-in. All activities compliant with contractual and regulatory requirements.*
- No incidents or injuries observed or reported

C0981R Advanced Utility Relocation

- 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 activities at 2nd Street & Broadway Blvd, and 5th and Flower Streets on a daily basis to insure compliance with regulatory and contract specifications.*
- .

No incidents or injuries observed or reported.

Third Party Utility Relocations

- Assisted Third Party contractors in minimizing impacts to pedestrians and businesses at Flower 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, continues shoring, trenching and conduit installation for power duct banks in Flower Street south of 5th Street and in the 2nd/Broadway station area. *AT&T CA will complete the final resurfacing for their vault installation on 1st Street east of Alameda Street and will remove old cable in the 1st/Central station area in March 2015. MCI is continuing to place cable, splice and remove old cables in the AT&T CA duct bank on Flower Street with completion expected in early April 2015. Level 3 will be trenching and installing conduit in Flower Street connecting to the AT&T CA duct bank and then pulling cable, splicing and removing old cable with work expected to be completed by the end of April 2015.*
- *Metro, DWP Power, and RCC Contractor are working together to finalize the design solution to delete proposed power vaults in Broadway south of 2nd Street, and to manage a conflict with the proposed streetcar line and a Sprint duct bank in Broadway.*

PEAK HOUR 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. *Metro applied and received both AM and PM peak exemptions for LADWP's power intercept and 36" water valve works on Alameda at 1st Street. AM peak exemptions for LADWP's work on Flower Street and on 5th Street were approved for two phases. Also, the AM peak exemption was granted for C0981R Contract at 2nd and Spring Streets.* Current efforts center around coordinating with the C0981R Contractor for peak hour variance to accommodate advanced utility relocations by Metro's contract C0981R and DWP's power line intercept work.

NIGHTTIME CONSTRUCTION VARIANCES

Metro continues to actively pursue night/Sunday work hour variances to accommodate the Project needs by working closely with the Los Angeles Police Commission. *As of February 28, 2015, 4 new and 7 time extension work hour variances were approved. Two work hour variances were denied for 980 potholing work and may be revised and resubmitted to request extended work hours, rather than for overnight work, as suggested by the LAPD It is in RCC's court to determine the feasibility of extended work hours.* . In addition, in coordination with the 980 Contractor, Metro will begin gathering information in preparation for applying for night/Sunday work variances for remaining utility relocations and installation of the soldier piles and decking installation.

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 at 1st/Hewitt Streets. Also, the south Little Tokyo station pedestrian crossing will head to be re-opened to provide pedestrian access. The temporary modification of the existing at-grade crossing will remain in-place until construction of the underground Y junction necessitates closure of the existing 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 at the intersections of 1st/Alameda and Temple/Alameda Streets.

RCC will prepared two Form GO-88B with the design plans to temporarily modify the existing at-grade crossings of 1st/Alameda Streets and provided Little Tokyo station south pedestrian crossing. Metro, the City of Los Angeles Department of Transportation (LADOT) and Bureau of Engineering (BOE) reviewed the plans and the Form GO-88B packages were submitted to CPUC for approval on February 11, 2015.

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
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
October 2014	EN077 Contractor, Arcadis, removed the underground storage tank at LA Times Parking Lot
November 2014	C0981R AUR Contractor completed DWP power work at 1st ST. and Alameda
December 2014	Metro completed Field Vibration Testing for existing Expo and Gold Lines
January 2015	Demolish Buildings at 1st/Central Station
February 2015	Metro approved the Baseline Schedule for C0980 D/B Contract

CONSTRUCTION CONTRACTS

<p>Description: Advanced Utility Relocations Contractor: Pulice Construction, Inc.</p>	<p>Contract No. C0981R Status as of: February 27, 2015</p>																																																
<p>Work Completed:</p> <ul style="list-style-type: none"> • Pulice completed the following Electrical work at Flower Street: Excavated and installed 90 linear feet of shoring; installed 80 linear feet of conduit; encased conduit with concrete and backfilled trench with 80 linear feet of slurry. • Pulice completed the following Water work at Flower: Excavated and installed 43 linear feet of shoring for bypass water line at vault. • Pulice completed the following Electrical work at 2nd/Broadway: Excavated and installed 200 linear feet of shoring; installed 70 linear feet of conduit; encased conduit with concrete and backfilled trench with 170 linear feet of slurry; removed 170 linear feet of shoring. • DWP Power completed work along Alameda Street (Lateral work is postponed to be done at a future date) <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Differing site conditions such as unknown utilities, restrictions on peak hour exemptions and LADOT Traffic Plans approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R, contractual completion milestones. Mitigation measures and close schedule coordination efforts between AUR, DB and DWP are being implemented to mitigate AUR delays including deletion of work scope such as sewer line at 1st/Alameda Sts., water line at Hope St., etc. Delays to D/B Contractor critical path activities will be evaluated in detail and location by location to determine mitigation measures. No impact to FFGA revenue service date is anticipated (High Risk). • Progress significantly less than Baseline Schedule production rates for excavation and shoring (approximately 25% - 30% of baseline), LADWP inadequate or incorrect submittals, delays in Traffic Control Plan submittals and approvals, and delays in Waterline approvals and delivery schedule are areas of concern. All items have been identified with Pulice Project Manager and Principal to implement a mitigation plan and minimize impacts on C0980 Contract related work. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • Metro continues resolving unknown utilities at Flower, 2nd St and Alameda work areas. • Metro continues resolving conflict of Sprint line and proposed vault on Broadway. • Metro continues processing PM Peak Hour Exemptions to the City of Los Angeles at various locations for the Advanced Utility Relocation. • Pulice continues conduit and vault work in Flower Street and in 2nd Street at Broadway and Spring. • Pulice continues excavation of trench for lateral at 2nd & Spring Streets. • DWP continues with Power Intercept work along Flower Street, north of 5th Street. • Metro to complete redesign for electrical ductbank encountered on Flower Street to allow for temporary bypass work to be completed. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Metro will continue support of DWP for relocation of underground power lines. • Metro will continue resolving unknown utilities at Flower, 2nd St and Alameda work areas. • Pulice will continue trenching and installing conduit at 2nd/Broadway and Flower Streets. • Pulice will continue excavation for lateral at 2nd and Spring Streets. • Pulice will install the Waterline Bypass on Flower Street. • Pulice will begin waterline and power work on Flower Street between 5th and 6th Street. • Pulice will begin excavation, shoring and conduit work at 2nd & Spring & Broadway. • Pulice will begin excavation for DWP Waterline work to install 36" values at 1st & Alameda. • Third Party Utility Contractors will complete cable pulling and splicing at night on Flower St. and 1st/Alameda. • Third Party Utility will begin cable pulling at Broadway (between 1st and 2nd Street) and Spring (between 2nd and 3rd Street) to run concurrent with Pulice's work. 																																																
<p>Schedule Summary:</p> <p>Date of Award: 1/13/2014</p> <p>Notice to Proceed: 2/18/2014</p> <p>Original Contract Duration: 300 CD</p> <p>Current Contract Duration: 300 CD</p> <p>Elapsed Time from NTP: 375 CD</p> <p>Note : Time Impact Analysis is being performed for all contract milestones</p>	<table border="1"> <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>08/07/15</td> <td>-235</td> </tr> <tr> <td>Milestone 2:</td> <td>07/28/14</td> <td>0</td> <td>07/28/14</td> <td>04/23/15</td> <td>-269</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>5</td> <td>08/17/14</td> <td>11/26/14</td> <td>-101</td> </tr> <tr> <td>Milestone 5:</td> <td>09/16/14</td> <td>0</td> <td>09/16/14</td> <td>03/17/15</td> <td>-182</td> </tr> <tr> <td>Milestone 6:</td> <td>08/17/14</td> <td>30</td> <td>09/16/14</td> <td>09/16/14</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	08/07/15	-235	Milestone 2:	07/28/14	0	07/28/14	04/23/15	-269	Milestone 3:	06/18/14	6	06/24/14	06/24/14	0	Milestone 4:	08/12/14	5	08/17/14	11/26/14	-101	Milestone 5:	09/16/14	0	09/16/14	03/17/15	-182	Milestone 6:	08/17/14	30	09/16/14	09/16/14	0
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<p>Physical Percent Complete:</p> <p>Physical completion as of 02/28/15 37.7%</p> <p>* Note: Physical completion assessment reflects work completed and work in progress.</p>	<p>Cost Summary: \$ In millions</p> <ol style="list-style-type: none"> 1. Award Value: 25.6 2. Executed Modifications: 0.9 3. Approved Change Orders: 0.0 4. Current Contract Value (1+2+3): 26.5 5. Incurred Cost: 14.0 																																																

CONSTRUCTION CONTRACTS (Continued)

<p>Description: Design-Build Contract Contractor: Regional Connector Constructors (RCC)</p>	<p>Contract No. C0980 Status as of: February 27, 2015</p>
<p>Work Completed:</p> <ul style="list-style-type: none"> • RCC completed Land-Survey Mapping at Existing Manholes on Flower Street. • RCC completed the Survey of Intersections 25' grid. • RCC completed Geotechnical Investigation of SEM Cavern. • RCC completed Pre-Con Acoustic Testing of available Water Lines. • RCC completed Fence Installation and Utilities for Setup of Mangrove Yard. • RCC's baseline Schedule was approved as noted by Metro. • Metro completed review of Design Work Plan, Revision 2. • Metro completed review of Design Unit 2, Cut and Cover Tunnels, Unit 3 Bored Tunnel 85% Specifications, and Unit 1.1 Shoofly 100% Design. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • NEPA Law suits potentially delay the construction of C0980 Contract on Flower Street. The NEPA trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt concluded the FEIS did not sufficiently discuss alternative tunneling methods. MTA is working with FTA to complete supplemental NEPA process by June 2015 before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor. • Significant progress has been made in addressing the previous concerns of quality, completeness and timeliness of submittals (Baseline Schedule, CDRL, CQWPs and Environmental Compliance) by RCC which were not satisfactory. In cooperative meetings between Metro and RDD several of these issues have been satisfactorily addressed. • Coordination of advance utility work by the C0981R contractor to avoid or minimize delay to RCC is requiring special focus from Metro and the contractors to find acceptable solutions with the least impact to cost and schedule. Various alternatives being evaluated for each location. <p>Opportunities:</p> <ul style="list-style-type: none"> • Metro has exercised C0980 Project Option 12 which includes elements of design required for a Super Fast Growth Rate/Arson Fire. Metro Fire Life Safety revised the criteria to include Medium Growth Rate Fire. RCC will identify the physical elements required for the Medium Growth Rate Fire compared to the previous Super Fast Growth Rate/Arson Fire. Metro will pursue equitable adjustment to the Contract for elements associated with Super Fast Growth Rate/Arson Fire not required in C0980 Contractor's design. • Possible re-sequencing of RCC's work to avoid critical path delays at the 1st/Alameda Wye may provide an opportunity to mitigate the potential cost and schedule delays associated with the current impacts due to advance utility work at that location. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • RCC continues to work on Setup of Mangrove Yard. • RCC will continue Underground Investigation – Potholing Hydrovac at 2nd/Hope and Temple/Alameda moving on to 1st/Alameda. • RCC began Pre-Con Survey (photograph existing conditions) at LA Times. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • RCC will continue preparation of submittals and traffic control plans, including weekly meetings with LADOT. • RCC will be installing G.W. monitoring well at LA Times Parking Lot. • RCC will continue the Setup of Mangrove Yard, including substation work, installing temporary lighting and re-striping. • RCC will begin Pile Trenching – Wye at 1st/Alameda location. • RCC will start trailer move in and site work at 2nd/Broadway (LA Times Parking Lot). • RCC will continue Pre-Con Survey (photograph existing conditions) at LA Times. • RCC will continue preparation of submittals and traffic control plans, including weekly meetings with LADOT and City Council District 14. • RCC will continue to conduct geotechnical boring on 2nd and Spring Streets. • RCC continues to conduct Pre-Con Video of Sewer and Storm Drain at various locations. • Metro will prepare the Vibration Field Measurement based on Expo and Goldline report. • Metro will review 60% Design Submittals for 2nd/Broadway Station, 2nd/Hope Station, Overhead Contact System Design, Train Control Design and Communications System Design. • Metro will review the Alignment and Trackwork Design Deviations (March 2015). • Metro will review the initial CFD (Computational Fluid Dynamics) Simulation and Traction Power Load Flow Analysis.

CONSTRUCTION CONTRACTS (Continued)

Description: Design-Build Contract Contractor: Regional Connector Constructors (RCC)	Contract No. C0980 (Continued) Status as of: February 27, 2015					
Schedule Summary: Date of Award: 5/6/2014 Notice to Proceed: 7/7/2014 Original Contract Duration 2430 CD * Current Contract Duration 2430 CD * Elapsed Time from NTP: 236 CD		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	08/13/20	70
	Milestone 2:	06/14/20	0	06/14/20	04/21/20	54
	Milestone 3:	05/15/16	0	05/15/16	05/15/16	0
	Milestone 4:	05/27/18	0	05/27/18	05/27/18	0
	Milestone 5:	08/19/19	0	08/19/19	04/15/19	126
	Milestone 6:	09/18/19	0	09/18/19	07/29/19	51
	Milestone 7:	10/10/15	0	10/10/15	10/10/15	0
	Milestone 8:	04/22/18	0	04/22/18	04/22/18	0
	Milestone 9A:	07/14/20	0	07/14/20	03/12/20	124
	Milestone 9B:	10/22/20	0	10/22/20	06/20/20	124
	Milestone 10:	10/12/20	0	10/12/20	10/12/20	0
	Milestone 11:	10/27/20	0	10/27/20	10/27/20	0
	Milestone 12:	03/02/21	0	03/02/21	03/02/21	0
Physical Percent Complete: Physical completion as of 2/28/2015 ** 13.9% ** Note: Physical completion assessment reflects work completed and work in progress.	Cost Summary: \$ In millions 1. Award Value: 927.2 2. Executed Modifications: 35.4 3. Approved Change Orders: 0.0 4. Current Contract Value (1+2+3): 962.6 5. Incurred Cost: 177.7					

* Note: Previously Metro reported 2300 CD (milestone # 1). Contract Article V shows contract duration as 2430 CD (milestone # 12).

CONSTRUCTION PHOTOS

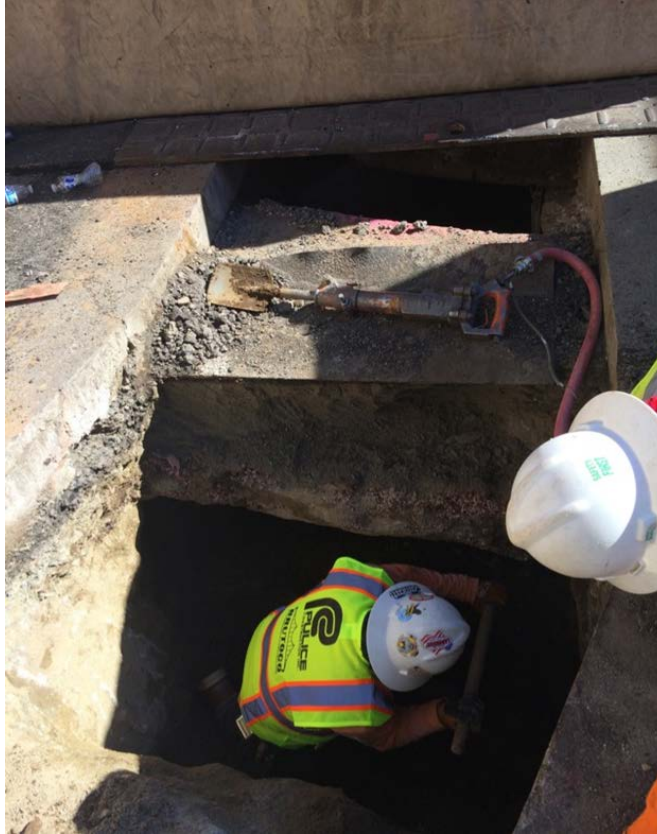


C0980 Contract – Mangrove substation, Temple and Alameda Sts.



C0980 Contract – Potholing at 2nd/Hope Sts.

CONSTRUCTION PHOTOS (Continued)



AUR C0981R – Tunneling under existing duct bank on Spring/2nd Sts.



AUR C0981R – DWP Power pulling cable on 1st/Alameda Sts.

**APPENDIX
COST AND BUDGET TERMINOLOGY**

Project Cost Descriptions

ORIGINAL BUDGET	The Original Project Budget established upon Board approval of Life-of-Project (LOP) budget.
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, 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 ABBREVIATIONS AND 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 ABBREVIATIONS AND 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
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

APPENDIX

LIST OF ABBREVIATIONS AND 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
SOE	Support Of Excavation
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 ABBREVIATIONS AND 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
UST	Underground Storage Tank
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