

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Corridor

East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



Metro[®]

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

QUARTERLY PROJECT STATUS REPORT

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

June 2015

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PROJECT SUMMARY

As of June 2015

LOCATION: Downtown Los Angeles				CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS															
DESIGN CONSULTANT: Connector Partnership JV				CONTRACTORS: Regional Connector Constructors, Joint Venture															
Soldier Pile installation at Mangrove Yard by RCC				WORK/ACTIVITY COMPLETED PAST MONTH															
				<ul style="list-style-type: none"> SEIS was issued for public comments on June 12, 2015 and scheduled to end on July 27, 2015. DB overall contract is 21 % complete as of the end of June 2015 The overall final design is 72% complete as of the end of June 2015. AFC Design for Shoofly has been approved. RCC completed pile installation for TBM Launch Pit at the Mangrove Yard. RCC completed transformer and storm drain installation at Mangrove Yard. RCC completed critical potholing for a 48" Storm Drain at 6th/Flow er. RCC completed potholing at 2nd/Broadway and Flow er St. to identify conflicts for completion of the electrical duct bank. 															
EXPENDITURE STATUS (\$ In Millions)				SCHEDULE ASSESSMENT															
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PERIOD	CURRENT PLAN	VARIANCE WEEKS												
DESIGN	\$119.1	\$90.6	76.1%	Environmental															
				FEIS / FEIR	N/A	04/26/12	Complete												
				SEIS Flow er St.	N/A	08/31/15	In Progress												
RIGHT-OF-WAY	\$102.0	\$47.5	46.6%	Design															
				PE Notice to Proceed	N/A	01/04/11	Complete												
CONSTRUCTION	\$1,010.3	\$204.9	20.3%	Final Design complete	04/07/16	05/23/16	7												
OTHER	\$228.6	\$63.6	27.8%	Note: Based on the latest approved D/B Contractor's schedule, The Systems Design Package was delayed by seven weeks.															
TOTAL	\$1,460.0	\$406.6	27.9%	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 May 2015.				Note: ROW dates are adjusted to reflect the latest D/B Contractor's coordinated need Dates.															
AREAS OF CONCERN				Construction - Design / Build Contract															
<ul style="list-style-type: none"> NEPA Law suits could potentially delay the construction of Design-Build Contract on Flow er Street. MTA and FTA completed SEIS (Supplemental Environmental Impact Statement) and issued it for public comments on June 12, 2015. Finalization of SEIS is expected by August 2015, after addressing public comments. Advanced Utility Relocation (AUR) work have been delayed. Metro Board approved transfer of remaining AUR work to C0980 on April 30, 2015. Mitigation measures and close schedule coordination efforts are being implemented and alternative plans are being evaluated by RCC, DWP and Metro. Utility relocations plans are being developed at all locations to mitigate schedule delays. 				<table border="1"> <tr> <td>Notice to Proceed</td> <td>07/07/14</td> <td>07/07/14</td> <td>Complete</td> </tr> <tr> <td>Construction complete</td> <td>08/28/20</td> <td>9/23/20*</td> <td>4</td> </tr> <tr> <td>Revenue Service Date</td> <td>10/27/20</td> <td>11/22/20*</td> <td>4</td> </tr> </table>				Notice to Proceed	07/07/14	07/07/14	Complete	Construction complete	08/28/20	9/23/20*	4	Revenue Service Date	10/27/20	11/22/20*	4
Notice to Proceed	07/07/14	07/07/14	Complete																
Construction complete	08/28/20	9/23/20*	4																
Revenue Service Date	10/27/20	11/22/20*	4																
				Note : * Based on the Board Meeting in April 2015, the project is reflecting six months potential delay due to additional AUR work transferred to C0980 Contract.															
				CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD															
				<ul style="list-style-type: none"> RCC will continue Potholing - Wye Structure at 1st/Alameda. RCC continues 12" and 16" DWP w aterline relocation at 1st/Central. RCC continues potholing for a 24" w ater line alignment on Flow er. RCC will begin preparation for AT&T and MCI communication low ering at 2nd/Spring. RCC continues preparation of submittals and traffic control plans, including w eekly meetings w ith LADOT and City Council District 14. RCC will begin decking for the Shoofly Bridge. Level 3 and Verizon Business/MCI are planning to complete remaining work, cable pulling and splicing on Flow er St. RCC started and will continue installation of electrical vault on 5th/Flow er. RCC will install the remaining 7 piles for the TBM Pit, pending traffic approval for the 1st Street w idening. 															
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 forecasted for February 2021 (FFGA planned RSD is May 2021).*

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 (Cont.)

Construction

Level 3 Communications plans to install 60' of 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 August 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 during July 2015. MCI, as another lessee in the AT&T CA joint trench in Flower Street, is scheduled to complete the pulling & splicing of their cable into the new AT&T CA joint trench and the removal of their old cable during July 2015.

C0981R Contract work was transitioned to the C0980 design build contractor. In June 2015 the C0980 contractor began potholing on 5th Street across Flower Street and at 6th Street and Flower Street to identify any utilities that would conflict with the proposed paths of the AUR electrical duct bank that the C0980 contractor would be installing at these locations. The C0980 contractor restriped Alameda Street and installed k-rail on June 27, 2015 to resume work on water valve installation and relocation of a 36" water line in Alameda Street at 1st Street with completion expected by the end of August 2015.

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. Manufacturer continued performing qualification and post shipment tests on prototype cars 1 and 2 at LACMTA's Green Line shop.

Program Management

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. 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.

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

PROJECT OVERVIEW & STATUS (Cont.)

The project commitments through June 2015 increased by \$1.3 million to \$1.232 billion or 86.37% of the Current Budget. The increase is due mainly on RCC modifications and Professional Services. The project expenditure through May 2015 is \$384.04 million or 26.9% 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 February 2021 for Revenue Service, which will be executed in two phases. Phase 1 Revenue Service Date to Eastside is in October 2020 and phase II Revenue Service Date to Pasadena is in February 2021.

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 monthly for the current phase of the project and details are being discussed with FTA/PMOC. Risk Management reporting will continue to be on a quarterly basis. Last risk assessment was conducted in February 2015 and reviewed with FTA/PMOC.

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 concluded the FEIS did not sufficiently discuss alternative tunneling methods. MTA is working with FTA to complete supplemental NEPA process by end of August 2015, before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. *MTA and FTA completed SEIS and issued it for public comments on June 12, 2015.* No impact is anticipated to D/B Contractor.

Concern No. 2: AUR contract work schedule is delayed significantly due to differing site conditions and other unforeseen conditions during construction.

Status/Action Mitigation measures, alternative work sequences and close schedule coordination efforts between DB and DWP are being implemented to mitigate AUR delays. On April 14, 2015, the C0981R Contract was terminated for convenience. On April 30, 2015 Metro Board approved transfer of remaining C0981R scope of work to the C0980 contract. Metro/RCC have completed assessing and inventorying all equipment onsite and remaining material to be delivered related to the C0981R Contract as well as walking the project sites to determine current conditions, collecting data sheets, submittals and other information. Metro and RCC are coordinating with DWP on the design and construction issues to mitigate construction schedule and power requirement at 2nd/Broadway station. *Alternative path forward solutions have been identified and field work started at several locations.*

Concern No. 3: Non-availability of space to install the electrical ductbanks due to existing infrastructure at 2nd and Broadway location remains a concern.

Status/Action Metro is working with C0980 contractor and DWP to develop alternatives and reduce scope to mitigate schedule impact. Plan is being developed with staff from DWP-Power to implement and preform the DWP-Power system relocation work in two phase to reduce the project critical path work, to include only the DWP ductbank relocation that needs to be completed to support the station SOE construction (High Risk).

Concern No. 3: *Late Shoring submittals by RCC to LABOE and delays in LADOT traffic control plan approvals are affecting electrical utility relocation work at the Spring, Broadway, and Flower area.*

Status/Action *Metro and RCC are working with the City (BOE) to address and resolve all open issues and approve the needed shoring plan, to allow deep excavations at several locations. Metro is also working with RCC and DOT to obtain traffic control plans approved in a timely manner.*

MANAGEMENT ISSUES / OPPORTUNITIES (Cont.)

Concern No. 4: *Strom drain installation (1st St. Westbound) is on hold due to delays in widening plan approval.*

Status/Action *Metro and RCC are working closely with the City (DOT) and CD14 to expedite the plan approval.*

Concern No. 5: *The 15 mph alignment design at the Alameda Wye has potentially impact on the Project's Cost and Schedule.*

Status/Action *RCC provided 15 mph alignment at the Alameda Wye with two options. Option 2 with minimum ROW impact on the DWP Duco Yard is considered viable for future consideration. A meeting was held with Metro operations to discuss the design and travel time/heading impacts. Preliminary cost and schedule impacts were provided by RCC and Metro Real Estate. This issue is being elevated to Metro management for resolution.*

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 (*Potential Cost Reduction*).*

Opportunity No. 2: *METRO/RCC is working with City Council District 14 and LADOT to secure approval for the closure/partial closure of the 2nd/Broadway intersection to facilitate construction of DWP utilities through that intersection. This temporary closure will last up to 3-4 months.*

Status/Action: *The anticipated closure will allow the Contractor to work multiple crews and multiple shifts, to facilitate a quicker resolution of the utility relocation work at the site. This relocation of the utilities will allow RCC to begin excavation activities associated with the 2nd and Broadway Station, which is on critical path of construction (*Schedule Recovery*).*

MANAGEMENT ISSUES / OPPORTUNITIES (Cont.)

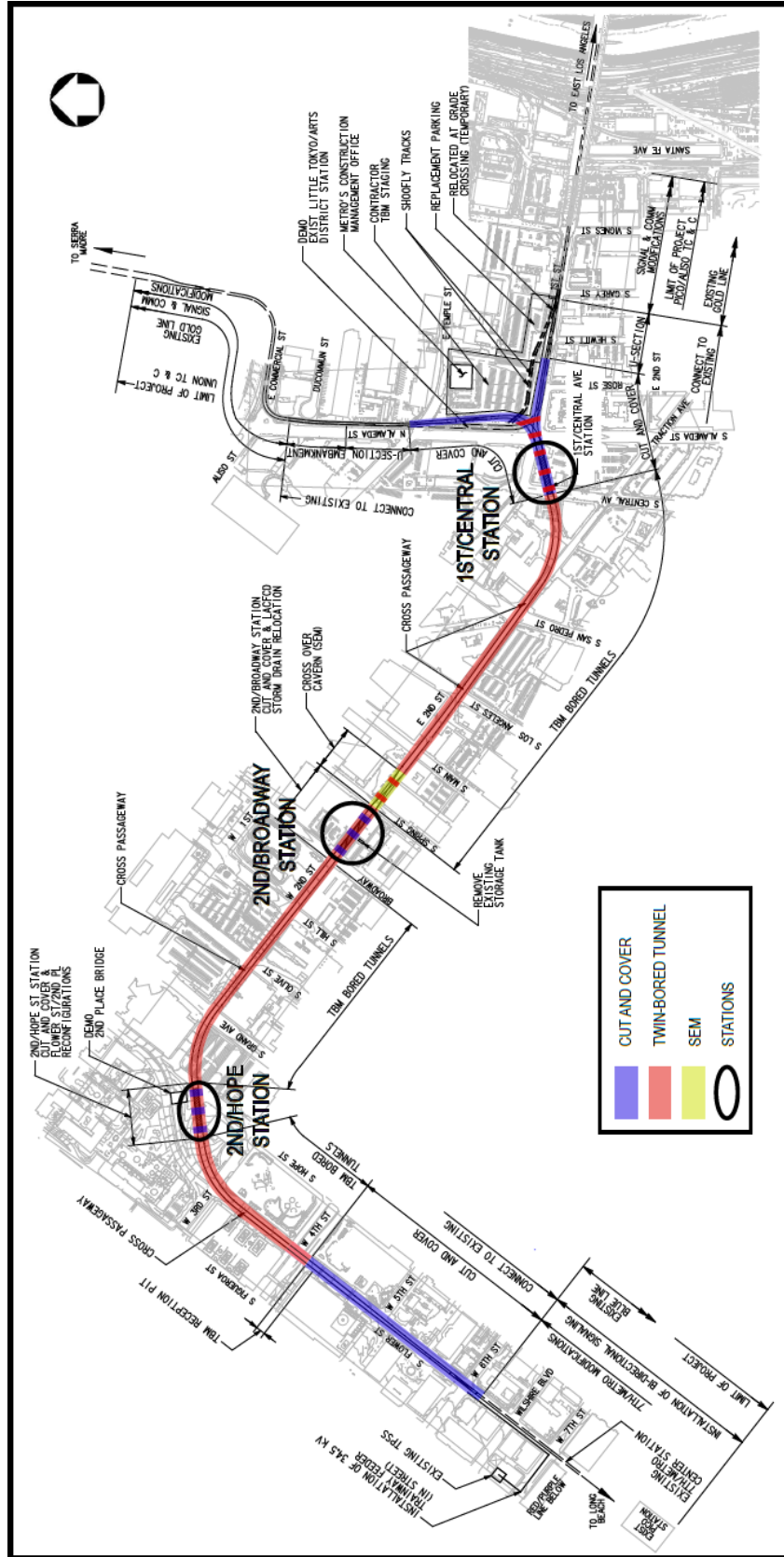
Opportunity No. 3: METRO/RCC is working to modify the phasing of the waterline installation at 1st/Alameda to eliminate the necessity of having all the water line relocation work completed prior to start of the TBM operations.

Status/Action: Phasing modification will reduce the amount of Water line relocation work associated with the Critical TBM operation activities (Schedule Recovery).

Opportunity No. 4: METRO/RCC is working to re-route the sewer on the West side of Alameda Street.

Status/Action: This re-routing will allow for starting the 36 inch Water line relocation without completion of the Sewer line work.

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 is being 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 (Cont.)

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 splicing), 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

Remaining work by Level 3 and MCI to splice and remove of old cable is expected to be completed at the end of July, 2015.

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

- Alameda/1st Streets and Flower north of 5th Street: Cable pulling, splicing and removal of old facilities is now complete with the exception of pulling cable for Lateral 3, which will eventually provide permanent power to the 1st/Central Avenue Station
- Flower south of 5th Street: LADWP intercept conduit installation and cable pulling, splicing and removal of old facilities is expected to start once C0980 completes the remainder of the C0981R infrastructure and will take about 3 months to complete.
- 2nd and Broadway: Cable pulling, Splicing and removal of existing facilities is driven by LADWP re-design of the power system route at Broadway Street. A two phase relocation solution has tentatively been agreed to and re-design will soon get underway.

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.

BASE PROJECT SCOPE (Cont.)

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. Contract C0981R was terminated for convenience on April 14, 2015 and all remaining work is being transferred to C0980 Contract.

Contract C0980 Regional Connector Design Builder

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. *Metro has exercised several contract options and is in the process of transferring remaining Advanced Utility Relocation work to C0980 Contract.*

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 to fund ARCADIS during FY15. A contract modification to ARCADIS was issued in June 2014. *CMSS's (Arcadis) FY16 contract modification is included in July 2015 Board Report.*

Contract E0119 – Preliminary Engineering and Design Support Services During Construction

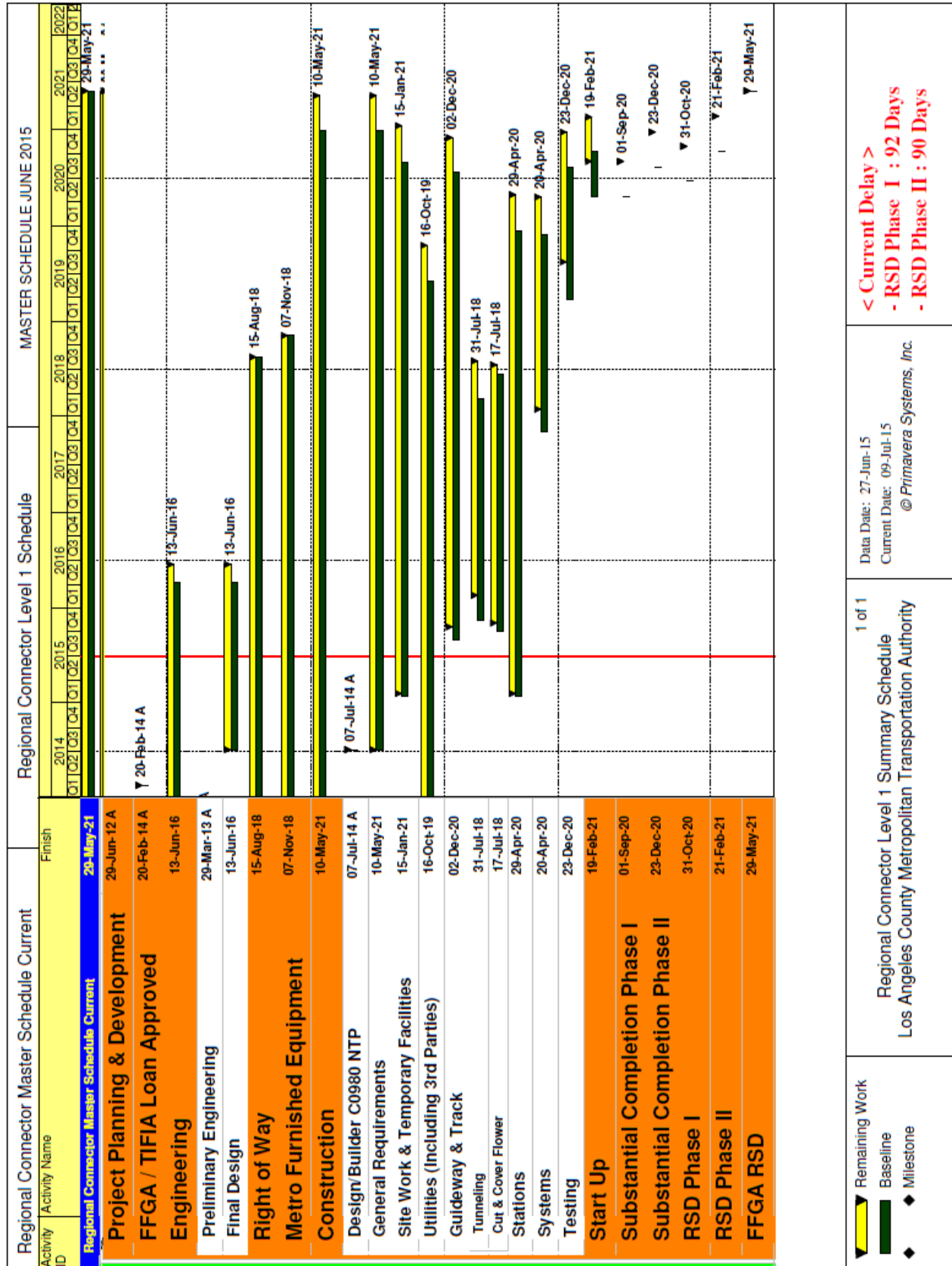
Metro awarded this contract to a joint venture (CPJV) between AECOM, Inc. and Parsons Brinkerhoff. CPJV provided preliminary engineering services to support the EIR/EIS, prepared project definition documents for Contract C0980, and prepared the final design documents for Contract C0981. CPJV is currently performing design support during construction (DSDC) for the C0981R and C0980 contracts. *CPJV's FY16 contract modifications are included in July 2015 Board Report.*

KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15
Start 2nd/Hope Probing for Bell Caisson	06/17/15	⬡					
Start 1st/Central 16" & 12" Water Line Excavation	06/22/15	⬡					
Resume Electrical Work at 5th/Flower Street	06/22/15	⬡					
Start Decking for Shoofly Bridge (Pile Cap & Grade Beam)	06/29/15	⬡					
Alignment Design (DU01) - 100% Design Submittal	06/30/15	⬡					
Resume Electrical Work at 2nd/Spring Street	07/13/15		⬡				
1st/Central Station Package - 85% Design Submittal	07/15/15		⬡				
DWP Water install 36" Valve at Alameda	07/20/15		⬡				
Start 1st St EB/WB Widening	08/03/15			⬡			
Flower St/Alameda/WYE/Guideways - 100% Design Sub	08/14/15			⬡			
2nd/Broadway Station Package - 85% Design Submittal	08/28/15			⬡			
2nd/Hope Station Package - 85% Design Submittal	09/18/15				⬡		
Setup of 2nd/Hope Yard	09/28/15				⬡		
Civil Segment A (Flower to Hope) - 85% Design Submittal	10/07/15					⬡	
Flower St/Alameda/WYE/Guideways - AFC Design Sub	10/29/15					⬡	
Pile Trenching & Soldier Beam Shoring at Flower Street	11/03/15						⬡
Traction Power - 100% Design Submittal	11/20/15						⬡

- ◆ MTA Staff
- Ⓜ MTA Board Action
- ⌵ FTA (Federal Transportation Authority)
- △ Other Agencies
- Contractors
- Design Consultant
- ⬡ C0980 D/B Contractor
- Utility Company

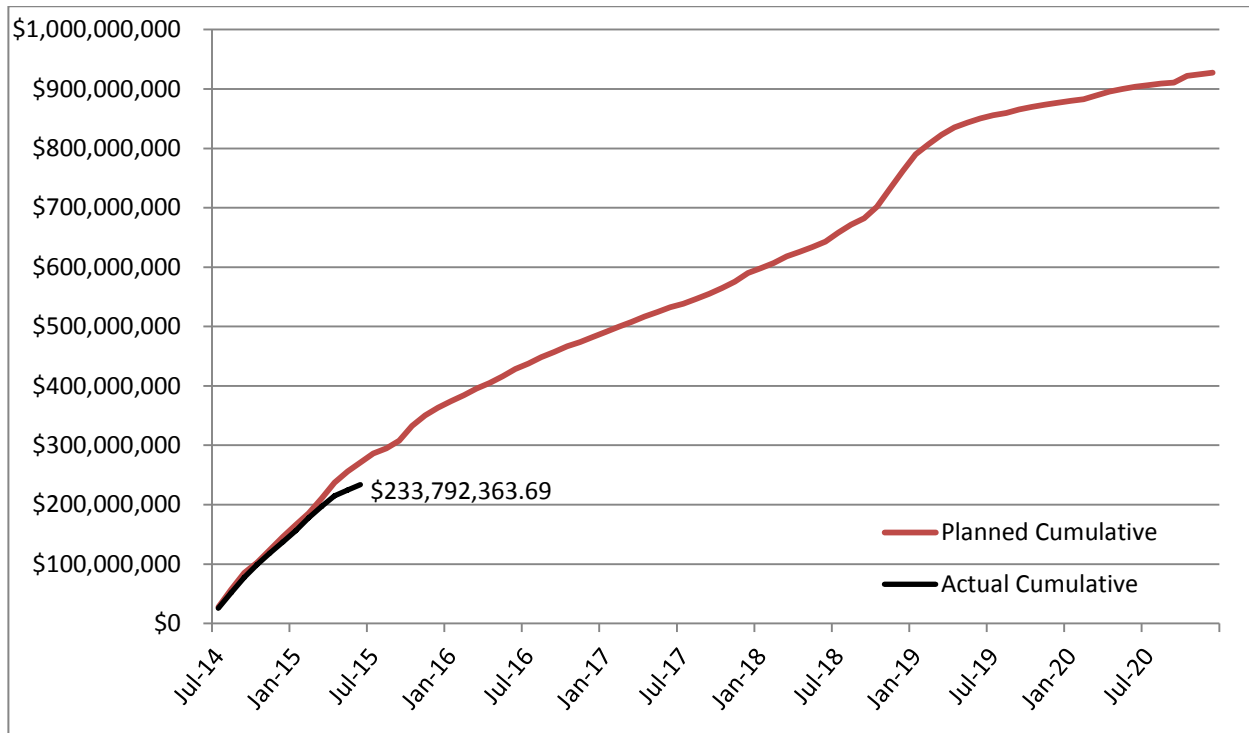
PROJECT SUMMARY SCHEDULE



SCHEDULE MEASUREMENTS

	Status	Change from Last	Comment
Forecast Revenue Service	2/21/2021	90CD	Incorporating partial impact resulting from additional AUR work transferred to RCC
TIFIA Revenue Service	5/29/2021	None	
FFGA Revenue Service	5/29/2021	None	
Final Design Progress :			
Contract C0980	72.04%	6.84%	2 months Behind
Construction Contracts Progress :			
Contract C0981R	44.70%		Termination for Convenience (4/14/2015)
Contract C0980	20.30%	0.90%	2 months behind (Compare to the Contract Substantial Completion)
Cumulative To Date Progress (C0981R & C0980) :			
	21.00%	0.90%	

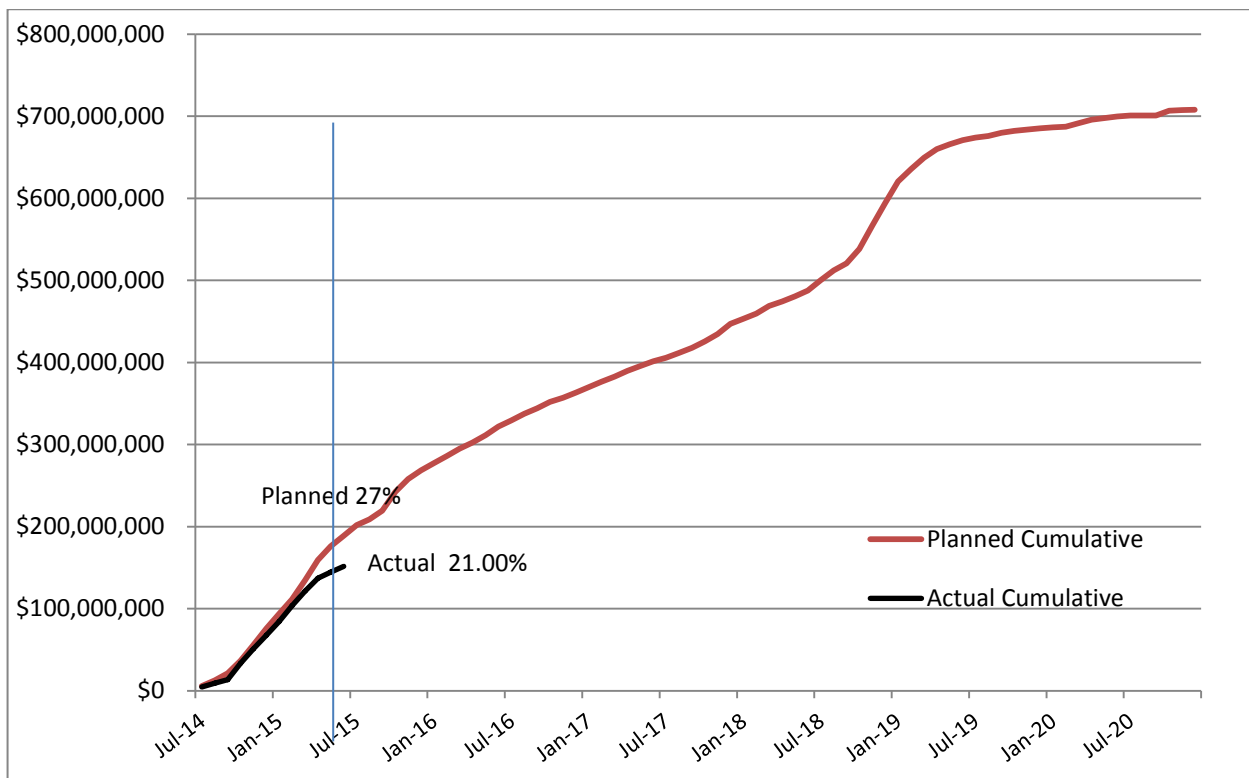
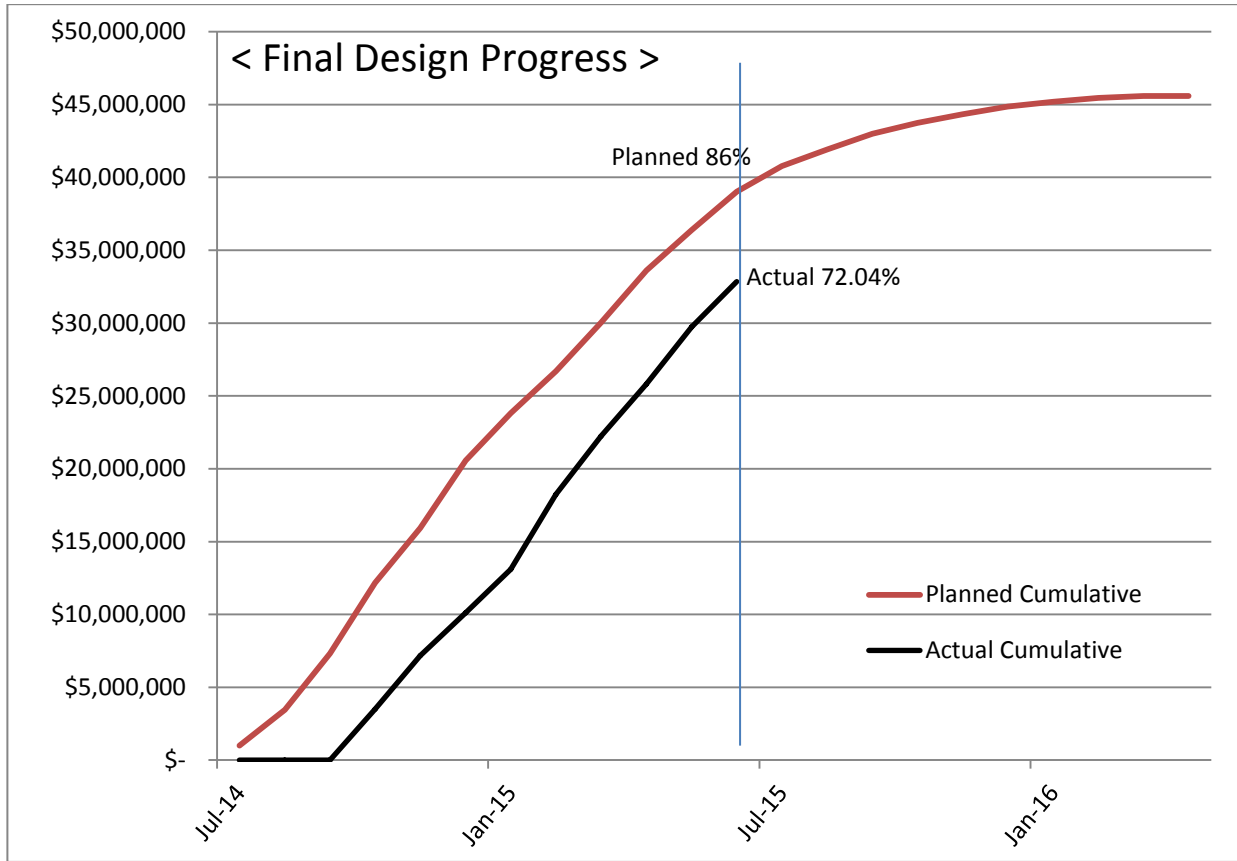
OVERALL CONSTRUCTION PROGRESS CURVE STATUS



The above progress curve is based on planned expenditures by the design-build contractor in the C0980 Baseline Schedule and actual expenditures.

The cumulative overall construction progress for C0980 & C0981R Contract is 21.0%. Contract C0981R was terminated for convenience on April 14th, 2015, and is going through final payment and closeout.

Final Design for C0980 commenced upon MTA issuing NTP on July 7, 2015.
Cumulative final design progress is 72.04% and the cumulative construction progress is 20.30%.



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 *	9/3/2015
TBM DESIGN	02/12/15A *	7/23/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 1	04/27/15A *	10/16/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 2	05/29/15A *	12/1/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 3	06/29/15A *	1/14/2016
EXCECUTED TBM PURCHASE ORDER - PAYMENT 4	9/18/2015	2/26/2016
TBM REBUILD	10/23/2015	2/26/2016
FAB/DELIV PRECAST TUNNEL LINER MOLDS	10/7/2015	7/8/2016
VERIFIED ASSEMBLY / TEST OF TBM AT FABRICATION SHOP	11/13/2015	3/18/2016
FAB/DELIV TBM MACHINE TO SITE	2/17/2016	4/19/2016
VERIFIED TBM SHIPPED TO SITE	2/18/2016	4/20/2016

* A: the date is actual and completed

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. Manufacturer continued performing qualification and post shipment tests on prototype cars 1 and 2 at LACMTA's Green Line shop.

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

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

	Early Finish	Need Date
PROCURE NEW 115RE RAIL - STANDARD RAIL	6/9/2016	11/23/2018
PROCURE NEW 115RE RAIL - HIGH STRENGTH RAIL	6/9/2016	11/23/2018
LACTMA ACCEPTED TBM GENERAL ARRANGEMENT DRAWINGS	4/1/2015	9/3/2015
TBM DESIGN	4/1/2015	7/23/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 1	5/12/2015	10/16/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 2	6/24/2015	12/1/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 3	8/6/2015	1/14/2016
EXCECUTED TBM PURCHASE ORDER - PAYMENT 4	9/18/2015	2/26/2016
FAB/DELIV PRECAST TUNNEL LINER MOLDS	10/7/2015	7/8/2016
TBM REBUILD	10/23/2015	2/26/2016
VERIFIED ASSEMBLY / TEST OF TBM AT FABRICATION SHOP	11/13/2015	3/18/2016
FAB/DELIV TBM MACHINE TO SITE	2/17/2016	4/19/2016
VERIFIED TBM SHIPPED TO SITE	2/18/2016	4/20/2016
FAB/DELIV PRECAST TUNNEL LINER SEGMENTS	4/4/2016	8/11/2017
FAB/DELIV EMERGENCY VENTILLATION FANS - CENTRAL (4)	1/3/2017	6/7/2019
FAB/DELIV EMERGENCY BOOSTER FANS (12)	1/3/2017	7/23/2019
FAB/DELIV EMERGENCY VENTILLATION FANS - BROADWAY (4)	1/3/2017	7/16/2019
FAB/DELIV EMERGENCY VENTILLATION FANS - HOPE (4)	1/3/2017	6/7/2019
PROCURE PLUMBING SUBCONTRACTOR	9/3/2015	3/4/2016
PROCURE ARCHITECTURAL PRECAST PAVER SUBCONTRACTOR	8/15/2016	8/21/2019
PROCURE GRANITE STONWORK SUBCONTRACTOR	8/15/2016	6/10/2019
PROCURE MASONRY SUBCONTRACTOR	8/15/2016	1/23/2019
PROCURE PRECAST STRUCTURAL ELEMENTS SUBCONTRACTOR	8/15/2016	6/27/2019
PROCURE ARCHITECTURAL CONCRETE PAVING SUBCONTRACTOR	8/15/2016	5/24/2019
PROCURE DOORS & HARDWARE SUBCONTRACTOR	8/15/2016	5/14/2019
PROCURE DRYWALL & FRAMING SUBCONTRACTOR	8/15/2016	9/16/2019
PROCURE ELEVATORS SUBCONTRACTOR	8/15/2016	8/7/2017
PROCURE ESCALATORS SUBCONTRACTOR	8/15/2016	9/25/2017
PROCURE FIRE PROTECTION SUBCONTRACTOR	8/15/2016	8/20/2018
PROCURE FLOORING SUBCONTRACTOR	8/15/2016	9/30/2019
PROCURE GLAZING SUBCONTRACTOR	8/15/2016	6/7/2019
PROCURE HVAC SUBCONTRACTOR	8/15/2016	3/29/2019
PROCURE METAL CEILING SUBCONTRACTOR	8/15/2016	7/30/2019
PROCURE PAINT SUBCONTRACTOR	8/15/2016	6/18/2019
PROCURE SHEET METAL SUBCONTRACTOR	8/15/2016	8/8/2019
PROCURE SPRAY ON ACCOUSTICAL FINISH SUBCONTRACTOR	8/15/2016	7/8/2019
PROCURE STAINLESS STEEL SUBCONTRACTOR	8/15/2016	6/3/2019
PROCURE STATION SIGNS SUBCONTRACTOR	8/15/2016	9/26/2019
PROCURE STEEL (PERMANENT) SUBCONTRACTOR	8/15/2016	4/25/2019

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

	Early Finish	Need Date
PROCURE TERRAZZO SUBCONTRACTOR	8/15/2016	9/26/2019
PROCURE TILE SUBCONTRACTOR	8/15/2016	6/19/2019
PROCURE FLUID APPLIED WATERPROOFING SUBCONTRACTOR	8/15/2016	5/14/2019
PROCURE LANDSCAPING SUBCONTRACTOR	9/2/2016	5/14/2020
FAB/DELIV GLAZING SPIDERS - ALL STATIONS	6/3/2016	
FAB/DELIV LIGHT FIXTURES - CENTRAL STA	8/8/2016	7/29/2019
FAB/DELIV EDGE LIGHTING - CENTRAL STA	8/8/2016	3/11/2019
FAB/DELIV LIGHT FIXTURES - BROADWAY STA	8/8/2016	7/29/2019
FAB/DELIV EDGE LIGHTING - BROADWAY STA	8/8/2016	6/11/2019
FAB/DELIV LIGHT FIXTURES - HOPE STA	8/15/2016	6/20/2019
FAB/DELIV EDGE LIGHTING - HOPE STA	8/15/2016	5/14/2019
FAB/DELIV OCS POLES / EQUIPMENT - SHOOFLY	7/10/2015	2/24/2016
FAB/DELIV TRAIN CONTROL CABLE - SHOOFLY	7/10/2015	2/16/2016
FAB/DELIV TRAIN CONTROL EQUIPMENT - SHOOFLY	7/10/2015	2/26/2016
FAB/DELIV HIGH VOLTAGE DISCONNECT - 1ST & CENTRAL	7/18/2016	4/12/2019
FAB/DELIV 2ND/HOPE UNIT SUBSTATION AND TRANSFORMER	10/19/2016	8/21/2019
FAB/DELIV 2ND/BROADWAY UNIT SUBSTATION AND TRANSFORMER	10/19/2016	11/15/2019
FAB/DELIV TRAIN CONTROL CABLE	6/14/2017	4/13/2018
FAB/DELIV OCS POLES / EQUIPMENT	9/8/2017	7/15/2019
FAB/DELIV OCR FOR TUNNEL	9/8/2017	7/24/2019
FAB/DELIV 2ND/HOPE TPSS	11/6/2017	2/26/2019
FAB/DELIV TRAIN CONTROL EQUIPMENT	6/29/2018	4/30/2019
FAB/DELIV 2ND/BROADWAY TPSS	8/1/2018	11/15/2019
ELEVATOR COORDINATION DRAWINGS - 1ST/CENTRAL	11/3/2016	10/26/2017
ELEVATOR COORDINATION DRAWINGS - 2ND/BROADWAY	1/22/2017	1/14/2018
ELEVATOR COORDINATION DRAWINGS - 2ND/HOPE	4/12/2017	4/4/2018
FAB/DELIV ELEVATORS - 1ST/CENTRAL	11/3/2017	6/12/2019
FAB/DELIV ELEVATORS - 2ND/BROADWAY	1/22/2018	4/11/2019
FAB/DELIV ELEVATORS - 2ND/HOPE	4/12/2018	4/4/2019
ESCALATOR COORDINATION DRAWINGS - 1ST/CENTRAL	11/3/2016	12/14/2017
ESCALATOR COORDINATION DRAWINGS - 2ND/BROADWAY	1/22/2017	3/4/2018
ESCALATOR COORDINATION DRAWINGS - 2ND/HOPE	4/12/2017	5/23/2018
FAB/DELIV ESCALATORS - 1ST/CENTRAL	11/3/2017	7/16/2019
FAB/DELIV ESCALATORS - 2ND/BROADWAY	1/22/2018	3/28/2019
FAB/DELIV ESCALATORS - 2ND/HOPE	4/12/2018	5/23/2019
EXECUTE PURCHASE ORDER - RAIL CAR TRANSPORTER - MOD #00011.1	4/1/2015	
FAB/DELIVER - RAIL CAR TRANSPORTER - MOD #00011.1	8/6/2015	
TRAINING - RAIL CAR TRANSPORTER - MOD #00011.1	8/13/2015	

* Note: These dates are based on the latest approved Design Build Contractor's schedule.

CRITICAL PATH NARRATIVE

Critical Path (C0980):

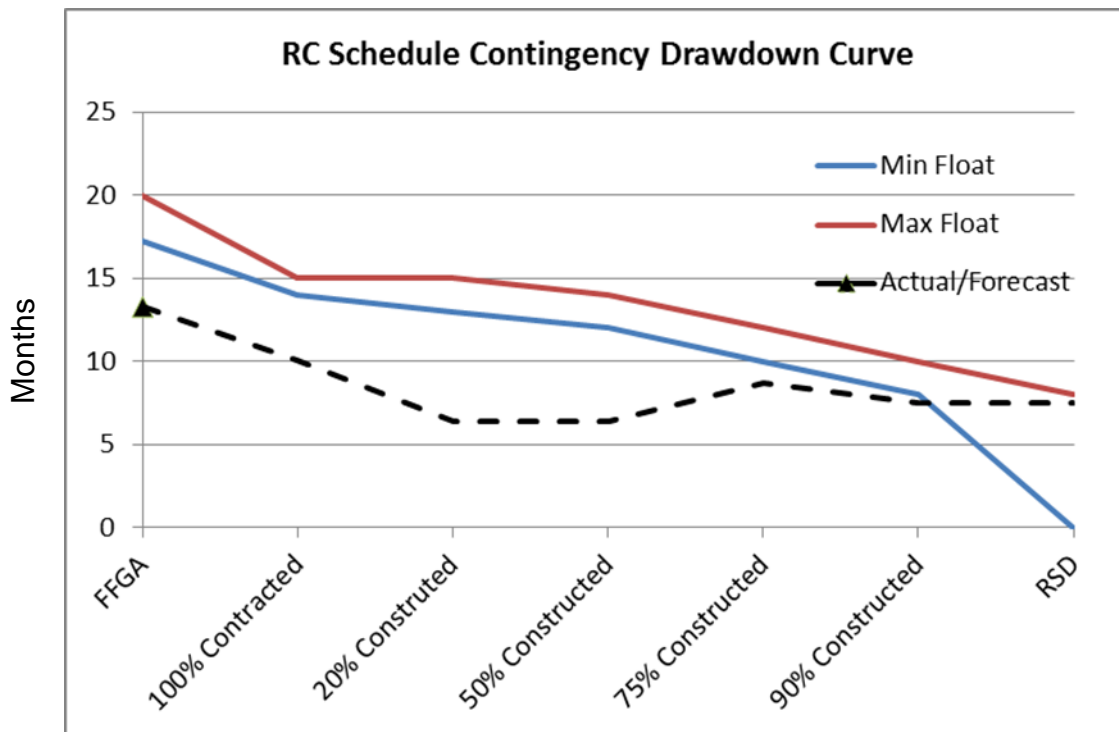
The longest path to project substantial completion runs through the final design and key submittals by C0980; excavation support system and tunnel final designs; procurement, delivery and assembly of the TBM; 1st and Alameda Wye junction excavation; 1st/Central Station excavation to track level; tunnel 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.

Note:

1. Several contract options were exercised by Metro as per contract, which are incorporated into the schedule. Design Builder's current schedule including exercised options does not show any change to contract milestones as a result of the options.
2. Metro is in the process of adding all the remaining Advanced Utility Relocation (AUR) work to C0980 contract, which could significantly impact the project schedule. It is anticipated that clear path forward could be identified and implemented to minimize the schedule impact. As a result of the utility work issues at 2nd/Broadway critical path could be changed. *Metro current plan is to complete AUR remaining work transfer schedule integration in July and final schedule analysis/negotiation/finalization in August 2015.*

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



Note: Based on the Board Meeting on April 30, 2015, the project is reflecting six months potential delay due to additional AUR work transfer to C0980 contract (See project issues and mitigation measures for details).

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	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	280,622	204,691	596	227,536	596	227,536	2,025	2,925	596	227,536	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	-	229,327	-	229,327	-	-	-	229,327	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	141,785	422,453	132	469,855	132	442,755	12,745	202,003	539	469,855	-
50	SYSTEMS	69,667	73,848	-	73,874	-	63,265	-	-	27	73,874	-
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	727	1,000,593	727	962,883	14,770	204,928	1,161	1,000,593	-
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	-	74,208	-	73,820	12	24,836	-	74,208	-
70	VEHICLES	16,275	16,275	-	16,275	-	-	-	-	-	16,275	-
80	PROFESSIONAL SERVICES	261,455	257,973	-	258,358	587	171,755	6,867	129,978	-	258,358	-
	SUBTOTAL (10-80)	1,239,963	1,268,925	727	1,349,434	1,314	1,208,458	21,649	359,742	1,161	1,349,434	-
90	UNALLOCATED CONTINGENCY	135,399	126,892	-727	46,383	-	-	-	-	-727	46,383	-
100	FINANCE CHARGES	27,571	7,115	-	7,115	-	-	-	-	-	7,115	-
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	1,402,932	-	1,402,932	1,314	1,208,458	21,649	359,742	434	1,402,932	-
	ENVIRONMENTAL/PLANNING - 400228	0	6,075	-	6,075	-	6,075	-	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228	0	18,125	-	18,125	-	18,125	10	18,223	500	18,625	-500
	TOTAL PROJECTS 400228 & 460228 (ENV/PLAN'G)	0	24,200	-	24,200	-	24,200	10	24,298	500	24,700	-500
	400228, 460228, & 860228 TOTAL	1,402,932	1,427,132	0	1,427,132	1,314	1,232,658	21,659	384,040	934	1,427,632	-500

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:

There is no increase in Life of Project budget this period; however, there is an increased budget from SCC 10, 40 and 80. The increase is due to the C0980 Mods for revised SOE at 1st and Central Stations, Lead-Contaminated Soil Removal at Volk Property Phase 2 and Compliances and Auditing Services. The increased budget comes from Unallocated Contingency.

Commitments:

The Commitments increased by \$1.31 million this period at \$1.233 billion which represent 86.37% of the Current Budget. .Right of Way (ROW) amount shown under Commitments are the obligated numbers; expenditures as of this period are \$24.8 million.

Expenditures:

The Expenditures are cumulative through May 2015. The Expenditures increased by \$21.66 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, ROW and Environmental Consultant Services. The \$384.04 million in expenditures to date represents 26.9% of the Current Budget.

Current Forecast:

There is no change to Forecast for this period.

PROJECT COST STATUS (Cont.)

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	GUIDEWAYS & TRACK ELEMENTS	-	0	0	0	0	0	0	0	0	0
20	STATIONS, STOPS, TERMINALS, INTERNODAL	-	0	0	0	0	0	0	0	0	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	10,480	10,480	10,480	0	10,480	0	0	0	10,480	0
40	SITWORK & SPECIAL CONDITIONS	0	0	0	0	0	0	0	0	0	0
50	SYSTEMS	0	0	0	0	0	0	0	0	0	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	10,480	10,480	0	10,480	0	0	0	10,480	0
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	27,748	27,748	0	27,748	0	22,561	0	27,748	0
70	VEHICLES	0	0	0	0	0	0	0	0	0	0
80	PROFESSIONAL SERVICES	650	650	650	0	650	0	37	0	650	0
	SUBTOTAL (10-80)	38,878	38,878	38,878	0	38,878	0	22,598	0	38,878	0
90	UNALLOCATED CONTINGENCY	1,113	1,113	1,113	0	0	0	0	0	1,113	0
100	FINANCE CHARGES	0	0	0	0	0	0	0	0	0	0
	TOTAL PROJECTS 861228 (10-100)	39,991	39,991	39,991	0	38,878	0	22,598	0	39,991	0
	861228 TOTAL	39,991	39,991	39,991	0	38,878	0	22,598	0	39,991	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 04/30/2015

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.

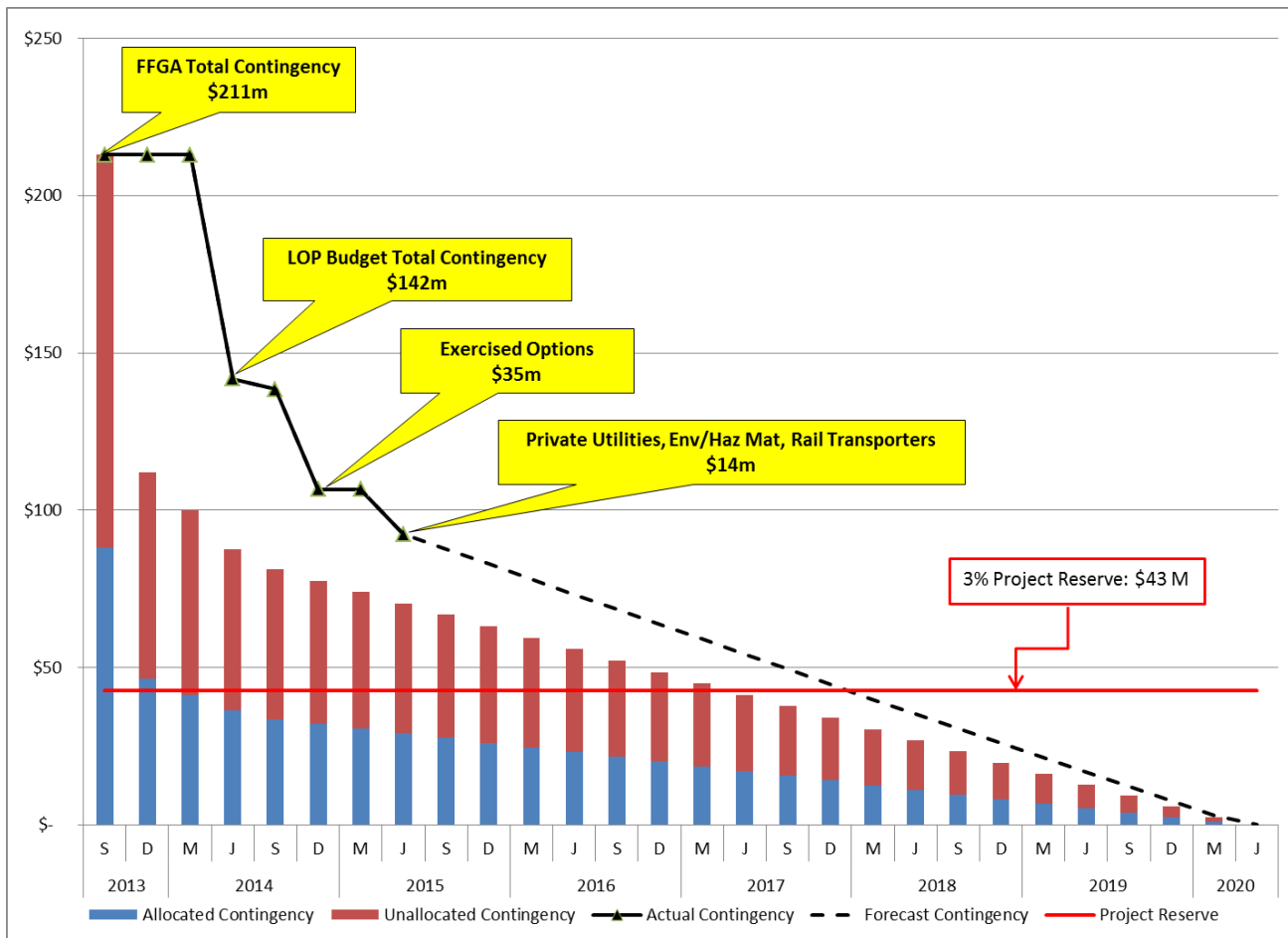
Commitments:

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 were no Expenditures incurred in this period. The \$22.60 million in expenditures to date represents 56.5% of the Current Budget.

COST CONTINGENCY DRAWDOWN



COST CONTINGENCY DRAWDOWN ANALYSIS

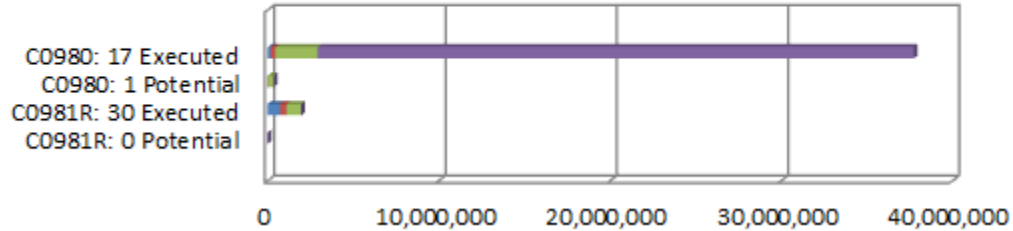
The Regional Connector Transit Corridor Project of \$1.42 billion includes an “unallocated contingency” amount of \$46.38 million, which is included as a separate Standard Cost Category (SCC) element. Also included within the current budget is an “allocated contingency” of \$14.8 million allocated to ROW, \$27.1 million for Transfer of AUR scope of work to C0980 Contractor and \$2.5 million allocated for Private Utilities, Environmental Mitigation & Hazardous Materials. 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 \$90.78 million or 6.6.47% 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 performing a detail project cost analysis to evaluate adequacy of project contingency.

The project contingency drawdown curve is based on July 2020 revenue service date.

SUMMARY OF CONTRACT MODIFICATIONS

Contract Modifications (MODs) by Cost Level



	C0980		C0981R		Total
	17 Executed	1 Potential	30 Executed	0 Potential	
■ Under \$100K	167,724	-	720,552	-	888,276
■ \$100K to \$250K	282,350	-	372,752	-	655,102
■ \$250K to \$1M	2,464,546	340,000	863,000	-	3,667,546
■ Over \$1M	34,820,000	-	-	-	34,820,000
Total Contract MODs	37,734,620	340,000	1,956,304	-	40,030,924
Contract Award Amount	927,226,995	927,226,995	25,643,000	25,643,000	
% of Contract MODs	4.1%	0.0%	7.6%	0.0%	

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

30 changes with a total value of \$1.96 million have been executed since execution of Contract C0981R.

17 changes with total value of \$37.7 million have been executed since execution of Contract C0980 and 1 potential change with a total value of \$340k is pending.

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: 18.89%*
- 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: 0.39%*

PROJECT LABOR AGREEMENTS (PLA) STATUS

Contract C0980 Regional Connector Transit Corridor Design-Build

- Targeted Worker Goal - 40.0%
- *Targeted Worker Current Participation - 61.99%*

- Apprentice Worker Goal - 20.0%
- *Apprentice Worker Current Participation - 16.30%*

- Disadvantaged Worker Goal - 10.0%
- *Disadvantaged Worker Current Participation - 11.42%*

FINANCIAL/GRANT STATUS

Status of Funds Anticipated

June 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 METRO SUBMITTED ON JUNE 11 2015 A GRANT AMENDMENT OF \$100M. GRANT IS EXPECTED TO BE AWARDED BY SEPTEMBER 2015.
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 PRIOR TO 2ND QUARTER OF FY 16.
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 HAVE BEEN 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

June 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%	\$22.010	34%	\$22.010	34%
FEDERAL - SECTION 5309 NEW STARTS	\$669.900	\$669.900	\$65.000	\$669.900	100%	\$64.997	10%	\$64.997	10%
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	\$159.711	100%	\$0.000	0%	\$0.000	0%
STATE PROPOSITION 1A HSRB *	\$114.874	\$114.874	\$114.874	\$114.874	100%	\$114.874	100%	\$114.874	100%
STATE PROPOSITION 1B PTMISEA **	\$149.500	\$135.100	\$135.100	\$135.100	100%	\$115.677	86%	\$83.734	62%
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	\$72.083	47%	\$63.892	42%	\$63.892	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	\$1,232.658	86.4%	\$384.040	26.9%	\$352.097	24.7%

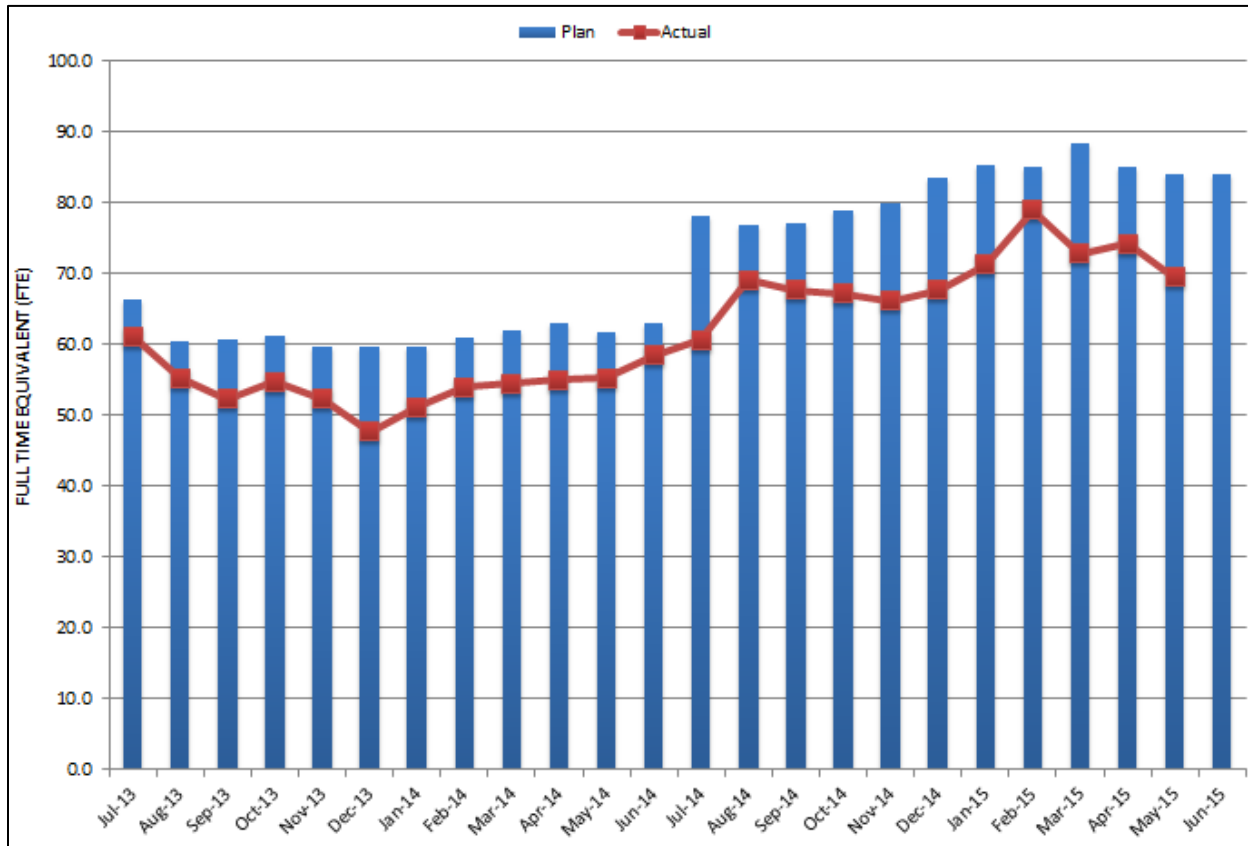
EXPENDITURES ARE CUMULATIVE THROUGH MAY 2015
ORIGINAL BUDGET BASED ON FUNDING PLAN INCLUDED IN THE APPROVED FULL FUNDING GRANT AGREEMENT

* 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**

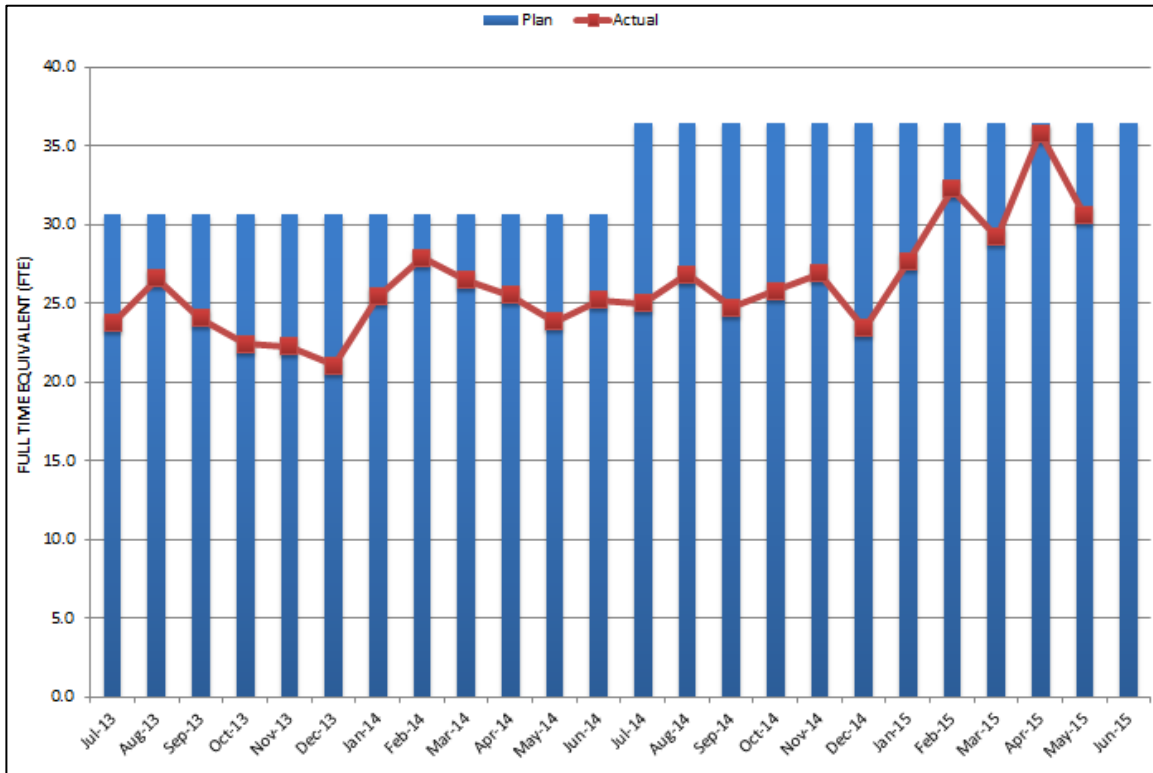


TOTAL PROJECT STAFFING

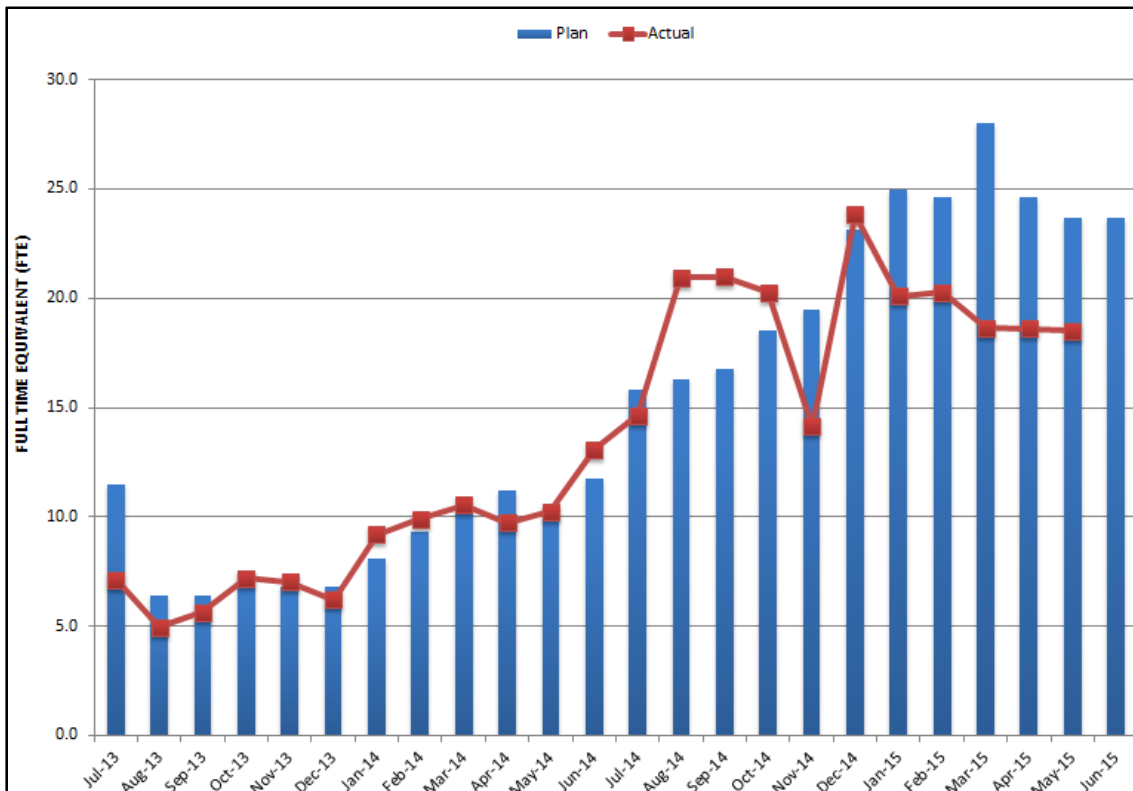
The overall FY15 Total Project Staffing plan averages 82.2 FTE's per month.

For May 2015, there were a total of 30.6 FTE's for MTA's Project Administration staff and 38.9 FTE's for consulting staff. The total project staffing for May 2015 was 69.5 FTEs. The main variance of FTE's actual (69.5) versus FTE's planned (84.1) 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.

Metro Staff

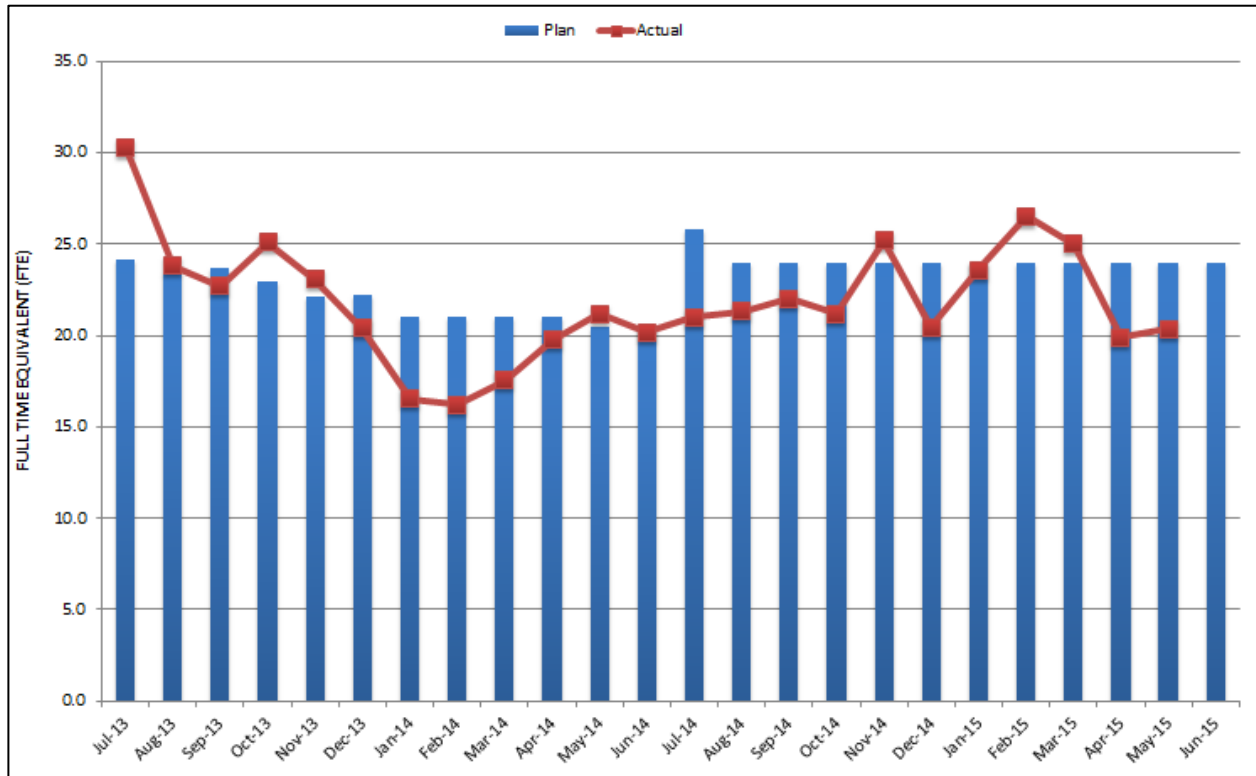


**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT**



Note: The variance in FTEs is due to Holiday's time off (Nov. 14), extensive weekend work (Dec. 14) and additional field support staff.

ENGINEERING SERVICES CONSULTANTS



Note: The variance in FTEs is due to Holiday's time off (Dec. 14) and in support of C0980 submittals and C0981R beyond planned completion.

REAL ESTATE STATUS

Regional Connector- Real Estate Status Summary June 30, 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	2	0	8
Sub Total Parcels:	34	23	3	25	21	3	6	2	14
Relocation	5								
Total Parcels:	34	23	3	25	21	3	6	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 Project will obtain legal possession of the portion of the parcel required for the Project via a Stipulation for Possession effective July 1, 2015. The remaining property interests will be acquired through a pending escrow which is anticipated to close by July 30th.*

LA Times – LA Times Square

- Required real estate was 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 2014. Tenants have also been named in the condemnation lawsuit by the Judge in order to acquire the rights to survey the property, monitor grout pipe installation, and install and monitor deformation monitoring devices in tenant’s spaces. This action required a new resolution of necessity be adopted by the MTA Board of Directors. The Board action took place at the April 30th Board meeting and the Board adopted the Resolution of Necessity to include the tenants. Agreement has also been reached with several of the tenants which eliminate the requirement to include them in the eminent domain action.*
- *Court approved Motion on Order of Possession for tunnel and grouting pipe easements against JVP on 6/30/15. Order for Possession scheduled to take effect 7/31/15.*

REAL ESTATE ACQUISITION (Cont.)

- *Court granted motion to acquire the right to conduct pre-construction surveys and grout pipe installation monitoring effective 5/11/15. Currently working through Court referee to schedule surveys and grout pipe monitoring in tenant spaces.*
- *Motion filed to obtain Order for Possession allowing the right to install and monitor the deformation monitoring devices in 19 tenant spaces. Expected Hearing date for OP is 8/20/15 and expected OP effective 9/20/15. Real Estate has obtained rights on 9 of the 19 tenant spaces via right of entry.*

Volk

- *FTA and MTA approved the proposed settlement with Volk on the value of the property. Agreement has now been reached with the remaining tenants with regard to their Loss of Good Will claims.*
- *C0980 Contractor using site for laydown area.*

Broad Collection

- *Broad's appraisal to be evaluated after finalizing 2nd/Hope bridge design.*

ANAIBIV

- *Offer accepted. Owner's attorney reworked Purchase Agreement and deed language. Real Estate working with County Counsel to finalize contract and open escrow.*

Hull's Hope

- *RON approved in February but condemnation on hold pending potential decertification of parcel by Project. Received formal decertification of parcel from Project on 6/19/15. Revocation of Offer and RON in process.*

401 E Second St (Office Depot)

- *Property owner has not accepted offer for reduced property requirements, but Project has confirmed it will decertify parcel, so RON has been on hold. Received formal decertification of parcel from Project on 6/19/15. Revocation of Offer in process.*

City of Los Angeles (Mangrove Parcels) – No Change

- *Project is still considering potential change to the tunnel easement. Once decision is made, will advise City of Los Angeles and negotiate for the revised easement area.*

(Former) CRA Parcels - Decertified 6/10/14

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.
- Performed oversight verification of Contractor design and field activities.

ENVIRONMENTAL STATUS

- Metro continues to consult with the Colburn School regarding mitigation of ground borne noise from future Metro train operations.
- RCC has continued with staged installation of noise monitors at Metro-approved locations along the project alignment, based on the project schedule. The noise monitors will be instrumental in verifying compliance of construction-generated noise with the local ordinance and thresholds listed in the project Contract Specifications. *All monitor installations complete except the monitor to be installed at REDCAT/ Walt Disney Concert Hall (WDCH). However, the placement of the monitor has been agreed upon and installation is expected to occur within 30 days.*
- *The Zanja segment No. 3 at 1st/Central is being treated in accordance with procedures outlined in the project Mitigation Monitoring and Reporting Plan as well as the Memorandum of Agreement between Metro and the State Historic Preservation Office (SHPO) and the FTA. Metro is also consulting with SHPO's Sacramento, CA office for guidance on proper documentation procedures. The Historic American Engineering Record documentation was complete in late June 2015. Based on the recommendations and oversight of Dr. Christian de Brer, Conservator for UCLA, and AECOM archeologists, the cut and removal of several intact segments of the Zanja No.3 will be conducted around mid-July 2015.*
- Weekly inspections of stormwater best management practices at active construction areas continue to be conducted by RCC along the project alignment to verify compliance with the project Stormwater Pollution Prevention Plan.
- Metro received notification from the NPS on March 4, 2105 that the Historical American Buildings Survey (HABS) for the former Atomic Café/ Senor Fish building located at the planned 1st and Alameda station will be accepted into the Library of Congress. The HABS has been reformatted in accordance with NPS guidelines for inclusion in the Library and will be submitted to the NPS in June 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 regarding construction and pre-construction activities throughout the alignment. *Distributed 9 construction notices to the public.*
- Continued weekly stakeholder briefings with: The Los Angeles Times, Commonwealth Properties and Charles Dunn Company
- Continued bi-weekly meetings with: L.A. City Councilmember District 14 and the Mayor's office, the Westin Bonaventure
- Continued community outreach for the tree removal and replacement program and the pre-construction survey
- Implemented community outreach to the Community Leadership Council station area committees (1st/Central, and 2nd/Hope)
- *Provided construction update and discussed the tree removal application process at the following community organizations monthly meetings:*
 - *Little Tokyo Community Council; Los Angeles River and Artists Business Association; Historical Cultural Neighborhood Council, Little Tokyo Business Association*
- *Held Construction Update Community Meeting to provide the status of construction project wide and to discuss upcoming construction activities. An update on the status of the art program was also presented.*
- *Participated in the Little Tokyo Business Association Community Forum and provided an update on construction activities and a look ahead on upcoming work in the Little Tokyo area.*

Social Media Outreach Efforts

- *Twitter followers total 1,053.*
- *There were 1449 Facebook followers.*

Community Relations Outreach

- *Regional Connector Community Leadership Council monthly meetings were conducted for the 1st St/Central Av, 2nd Pl/Hope St, to provide current information on construction activities and to respond to issues of concern. Briefing items included upcoming tree removal and replacement program updates, report on upcoming landscape palettes for station locations and construction activities as well as outcome of discussion with Little Tokyo Design Task Force on urban design elements regarding future joint-development opportunities, pedestrian and vehicular circulation. Little Tokyo's 1st Central Monthly Meeting also included an update on the joint Metro and community marketing and advertising program to be launched summer 2015.*

CONSTRUCTION RELATIONS STATUS (Cont.)

- Held monthly Regional Connector/Little Tokyo Marketing and Advertising Planning Task Force meeting. The Task Force includes Metro staff from various divisions, area small business representatives and marketing and design experts that engage in the development an ad program consistent with Economic & Fiscal Impact (EF-1) and Environmental Justice 16 (EJ-16) Mitigation Monitoring & Reporting Program requirements. The Branding and Advertising program parameters for Little Tokyo are now in place and have broad community organizational support. Assessments for target placement of public messaging, both site specific locations for signage and use of social media and webpages are under discussion in context to upcoming cultural events and construction activities.
- Metro's Regional Connector, Community Relations Office staff in Little Tokyo continued work with partner organization the Asian Pacific Islander Small Business Program personnel. Small business case management is offered to stabilize businesses and promote growth during the period of construction. This program is also consistent with the MMRP sections noted above.
- *The implementation of Metro's Eat, Shop, Play (ESP) marketing program for affected businesses along the Regional Connector route continued with the launching of its first lunch Meet-Up at Blue Cube restaurant. Eat, Shop, Play (ESP) Local is part of a business mitigation initiative developed by Metro to bring focused attention to businesses located adjacent to Metro's construction alignments. The program's intent is to making it easier for consumers to Eat at local restaurants, Shop at local retail stores and Play at local destinations during construction and beyond. Invitations were sent to area business organizations, elected-officials, non-profits and institutions on opportunities to participate in upcoming "partnering" sessions to launch ESP. Metro held in-person and on-line briefing sessions with Little Tokyo area leaders. This is consistent with EJ-16's marketing and advertising objectives.*

CREATIVE SERVICES STATUS

Art Program

- Continued refining artwork opportunities and locations.
- *Presented Art Program at Construction Community Update on June 3, 2015.*
- Participated in Design Build design workshops and document reviews.
- *Convened selection panel for Construction Phase Artworks.*
-

SAFETY & SECURITY STATUS

C0980 Regional Connector

- Assisted RCC in the generation and submittal of acceptable contractually required safety documentation.
- Met daily with RCC Staff to discuss Work Plans for the day's activities.
- *Monitored RCC's safety orientation & pre-employment drug testing to insure compliance with contract specifications.*
- *Participate in Safety and Security meeting with RCC and Metro Management discussing security issues including plans to fence and secure worksites.*
- *Schedule staff for first onsite 'OSHA 30 Hour Construction Safety' course*
- Participated in work plan and scheduling meetings.
- Participated in daily crew safety meetings.
- *Monitored potentially contaminated soil removal at the 1st and Central Yard*
- *Monitored RCC field activities including saw-cutting, potholing, traffic control crews at 2nd and Broadway, 2nd and Spring, 5th and Flower, and 1st and Alameda streets. Assist in setting up protective areas for crane lift activity at the TBM Launch pit in the Mangrove Yard (1st & Alameda east). All activities safe and compliant.*
- Monitored and inspected continued excavation, trench shoring, and storm drain installation activity along 1st Street.
- No incidents or injuries observed or reported.

Third Party Utility Relocations

- Assisted DWP crews in minimizing impacts to pedestrians and businesses at 5th, 6th and Flower work sites.
- Monitored Third Party contractor's work activities to insure safety compliance.
- Made recommendations to Utility crews regarding contract activities and improving overall traffic control.

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

C0981R contract work is being transitioned to the C0980 design build contractor. A solution has tentatively been reached for relocation of electrical facilities at the 2nd/Broadway Station. The work essentially has been broken out into two phases; the first phase is minimum needed to allow installation of piles; the second phase will install the remainder of necessary electrical facilities. *While waiting for City approval of their shoring plans, the C0980 design build contractor is continuing to pothole on Flower Street to identify any utility conflicts with the upcoming installation of AUR electrical duct banks and vaults on 5th Street and on Flower Street south of 5th Street. The C0980 contractor expects to receive City approval of their shoring plans and begin the remaining C0981R electrical conduit and vault installation at 5th Street and Flower Street and at 2nd Street and Spring Street the first week of July 2015 with completion at both locations expected by mid-August 2015. The C0980 contractor is continuing work - which they began June 27, 2015 - on the relocation of a 36" water line in Alameda Street at 1st Street. MCI is continuing to place cable, splice and remove old cables in the new MCI duct bank on Flower Street between 4th and 5th Streets with completion expected by early July 2015. In August 2015, it is anticipated that Level 3 will begin trenching and installing 60' of conduit in Flower Street connecting their duct bank to the AT&T CA duct bank and then begin pulling & splicing their cable into the new AT&T CA joint trench and removing old cable. MCI will also be relocating some of their cable to the new AT&T CA joint trench in Flower Street with completion expected at the end of July 2015.*

C0980 UTILITY WORK STATUS

Metro, DWP Power, and C0980 Contractor are close to finalizing a 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 Exemptions. Metro *obtained AM & PM Peak exemptions for the 36" Waterline Utility Work on Alameda St at 1st St. Additionally, Metro is in the process of extending both AM and PM peak hour exemptions for C0980's pre-trenching activities at the 1st St & Alameda intersection. Also, the AM and PM peak exemption was extended for C0980's utility potholing work at 2nd and Spring Streets and 2nd and Broadway. Furthermore, AM and/or PM Peak exemptions were obtained for utility potholing, and power vault installations at the intersection of Flower and 3rd & 5th Streets.*

POLICE COMMISSION 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 June 30, 2015 three new extensions were applied for and received.*

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 have 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 Pico/Aliso 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.

On May 13, 2015, RCC received 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 Street. *Additionally, on May 26, 2015, RCC received CPUC approval of the South Little Tokyo station pedestrian crossing Form GO-88B application package.*

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 (Cont.)

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
March 2015	RCC started 2nd/Broadway Station Site Move-In
April 2015	Metro terminated C0981R Contract for convenience
May 2015	RC started pile installation at Mangrove Launch Pit
June 2015	RCC started decking for shoofly bridge (Pile Cap & Grade Beam)

CONSTRUCTION CONTRACTS

<p>Description: Design-Build Contract Contractor: Regional Connector Constructors (RCC)</p>	<p>Contract No. C0980 Status as of: June 26, 2015</p>
<p>Work Completed:</p> <ul style="list-style-type: none"> • SEIS was issued for public comments on June 12, 2015. • DB overall contract is 21 % complete as of the end of June 2015 • The overall final design is 72% complete as of the end of June 2015. • AFC Design for Shoofly has been approved. • Metro completed review of 100% Shoofly Train Control Design and Specifications, and 85% Cut & Cover Design. • RCC completed transformer and storm drain installation at Mangrove Yard. • RCC completed the installation of 56 piles for the TBM Pit. • RCC completed critical potholing for a 48" Storm Drain at 6th/Flower. • RCC completed potholing at Flower St. to identify conflicts for completion of the electrical duct bank. • RCC completed probing for Bell Caisson on 2nd/Hope, with no conflicts found. • RCC completed removal of hazardous soil at Volk Property (1st/Central Yard). <p>Areas of Concern:</p> <ul style="list-style-type: none"> • NEPA Law suits could potentially delay the construction of Design-Build Contract on Flower Street. MTA and FTA completed SEIS (Supplemental Environmental Impact Statement) and issued it for public comments on June 12, 2015. Finalization of SEIS is expected by August 2015, after addressing public comments. • Advanced Utility Relocation (AUR) work have been delayed. Metro Board approved transfer of remaining AUR work to C0980 on April 30, 2015. Mitigation measures and close schedule coordination efforts are being implemented and alternative plans are being evaluated by RCC, DWP and Metro. Utility relocations plans are being developed at all locations to mitigate schedule delays. <p>Please see the "Management Issues/Opportunities" section for Concerns and Opportunities details.</p>	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • RCC continues potholing for a 24" water line alignment on Flower. • RCC continues excavation for electrical installation at 5th/Flower. • RCC continues demolition and earthwork for Shoofly. • RCC continues shoring in valve pit (North and South sides) at 1st/Central. • RCC continues 12" and 16" water line excavation at 1st/Central & 1st/Alameda. • RCC continues Underground Investigation – Potholing Hydrovac and Exploratory Trenching at various locations project wide. • RCC continues Pre-Con Survey (photograph existing conditions) at various locations. • RCC continues preparation of submittals and traffic control plans, including weekly meetings with LADOT and City Council District 14. • Metro continues with the initial CFD (Computational Fluid Dynamics) Simulation and Traction Power Load Flow Analysis. • RCC continues pile trenching for the Wye Structure at 1st/Alameda in various work areas. • Metro will continue review of Geotechnical Design Summary Report - Bored Tunnels and SEM Cavern. • Metro continues to work with RCC and FLS committee to establish emergency ventilation design parameters. • RCC continued potholing at 2nd/Broadway to identify clear path for completion of the electrical duct banks. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Metro will review Alignment 100% Design, Segment B 30% Tiger Grant Submittal, and Stations 85% Specifications. • RCC will begin preparation for AT&T and MCI communication lowering at Spring. • RCC will begin decking for the Shoofly Bridge. • RCC will begin electrical installation at the Spring and Broadway Areas, pending shoring and traffic plan approvals. • RCC will install the remaining 7 piles for the TBM Pit, pending traffic approval for the 1st Street widening.

CONSTRUCTION CONTRACTS (Cont.)

Description: Design-Build Contract Contractor: Regional Connector Constructors (RCC)		Contract No. C0980 (Continued) Status as of: June 26, 2015					
			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Date of Award:	5/6/2014	Notice to Proceed	07/07/14	0	07/07/14	07/07/14	0
Notice to Proceed:	7/7/2014	Milestone 1:	10/22/20	0	10/22/20	12/23/20	-62
Original Contract Duration	2430 CD	Milestone 2:	06/14/20	0	06/14/20	09/01/20	-79
		Milestone 3:	05/15/16	0	05/15/16	06/19/16	-35
		Milestone 4:	05/27/18	0	05/27/18	07/08/18	-42
		Milestone 5:	08/19/19	0	08/19/19	09/03/19	-15
Current Contract Duration	2430 CD	Milestone 6:	09/18/19	0	09/18/19	12/18/19	-91
Elapsed Time from NTP:	355 CD	Milestone 7:	10/10/15	0	10/10/15	11/28/15	-49
		Milestone 8:	04/22/18	0	04/22/18	09/09/18	-140
		Milestone 9A:	07/14/20	0	07/14/20	07/20/20	-6
		Milestone 9B:	10/22/20	0	10/22/20	10/31/20	-9
		Milestone 10:	10/12/20	0	10/12/20	02/21/21	-132
		Milestone 11:	10/27/20	0	10/27/20	03/08/21	-132
		Milestone 12:	03/01/21	0	03/01/21	03/10/21	-9
Physical Percent Complete:		Cost Summary: \$ In millions					
Physical completion as of 06/27/2015: 20.3%		1. Award Value: 927.2					
		2. Executed Modifications: 37.7					
		3. Approved Change Orders: 0.0					
		4. Current Contract Value (1+2+3): 965.0					
		5. Incurred Cost: 233.8					
* Note: Physical completion assessment reflects work completed and work in progress.							

CONSTRUCTION PHOTOS



C0980 – RCC QC taking concrete test at Mangrove location



C0980 – Placing casing in Pile trench line at Broadway

**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 (Cont.)

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
LNTF	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 (Cont.)

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
SEIS	Supplemental Environmental Impact Statement
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 (Cont.)

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