

Westside Purple Line Extension Section 2 Project



Metro®

Westside Purple Line Extension Section 2 Project

MONTHLY PROJECT STATUS REPORT

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August 2019

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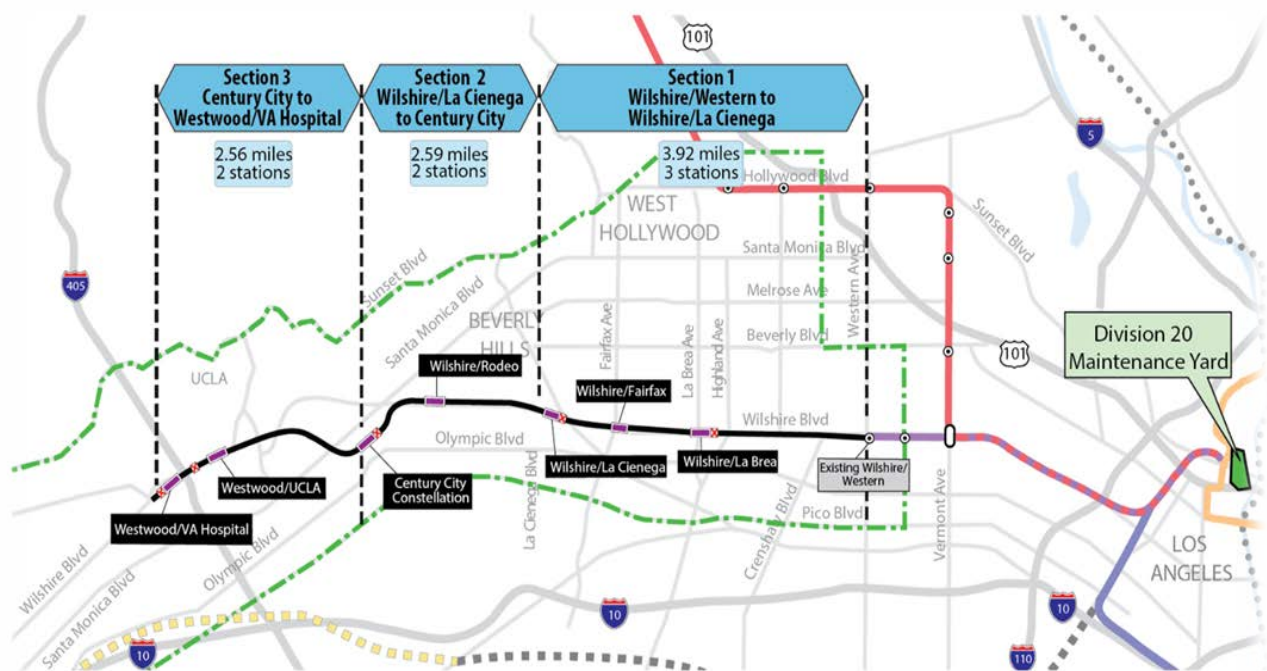
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PROJECT OVERVIEW

Project Background

The Westside Purple Line Extension Section 2 Project (Project) is the second of three sections to be designed and constructed as part of the Los Angeles County Metropolitan Transportation Authority's (LACMTA) Measure R Program. The program was approved by Los Angeles County voters in November 2008 and provides a half-cent sales tax to finance new transportation projects. In April 2012, the three sections of the Project were environmentally cleared and adopted by LACMTA Board of Directors.

Section 2 will extend the future Wilshire/La Cienega Station that is part of the Westside Purple Line Extension Section 1 Project currently under construction to Century City. The Project is located entirely underground, primarily following Wilshire Boulevard, and includes the design and construction of approximately 2.59 miles of double-track heavy rail, two new stations as well as the purchase of 20 heavy rail vehicles. The Wilshire/Rodeo Station is within the jurisdiction of City of Beverly Hills, and the Century City Constellation Station is within the jurisdiction of City of Los Angeles. The Project also includes train controls, signals, traffic controls, communications, traction power supply and distribution, fare collection systems and equipment, acquisition of right-of-way, and utility relocations.



The Wilshire/Rodeo Station box will be under the center of Wilshire Boulevard beginning just east of South Canon Drive and extending to El Camino Drive. The entrance will be on the southwest corner of Wilshire Boulevard and Reeves Drive.

The Century City Constellation Station box will be under the center of Constellation Boulevard between Century Park East and Solar Way. A double crossover will be located east of this station. The entrance will be on the northeast corner of Constellation Boulevard and Avenue of the Stars. In lieu of tail tracks, safe breaking distance will be provided at the interim terminus station.

Major Procurements

Contract C1120 – Tunnels, Stations, Trackwork, Systems and Systems Integration Testing: The procurement of this contract utilized a two-step approach with the submittal of qualification statements through a Request for Qualification (RFQ) process, prequalification of qualified proposers followed by the release of a Request for Proposals (RFP) soliciting technical and price proposals with an option at Metro's discretion for Best and Final Offers (BAFO).

The Design/Build contract provides for final design and construction of the infrastructure along the 2.59 mile alignment. Contract scope includes demolition and removal of structures and clearing sites to facilitate construction operations. The structures to be constructed include twin bored tunnels complete with cross-passages and walkways including all mechanical, electrical and finished work. A tunnel boring machine (TBM) launch shaft will be constructed at the Century City Constellation Station. Two underground stations are to be constructed with one double crossover location set east of the Century City Constellation (terminus) Station. Each station has a single entrance plaza with stairs, escalators and elevators which meet ADA requirements. The scope of work also includes all architectural finishes, mechanical and electrical systems and equipment including train control, traction power, communications, trackwork, system tie-in to the Wilshire/La Cienega Station (currently under construction), testing and commissioning.

Metro Furnished Equipment

Metro has procured a contract to provide 20 Heavy Rail Vehicles (HRV) necessary to operate the extension of the Purple Line. An additional contract will be procured for the Universal Fare System (UFS). The scope of the HRV contract includes design, manufacturing, testing and delivery of the vehicles. The scope of the UFS contract will include design, fabrication and installation of equipment at the two new stations and system testing.

Program Management

The Westside Purple Line Extension Section 2 Project is being managed under the direction of an Integrated Project Management Office (IPMO). WSP Global (WSP)

provides engineering and design support services, while Purple Line 2 CM Partners, a Joint Venture provides construction management support services. An overview of staffing is provided under the Staffing section of this report. The program management team is also supported by Metro headquarters' resources and includes engineering, risk management, environmental, quality management, operations and creative services departments.

Project Schedule and Budget: The Revenue Service Date (RSD) is planned for 2025.

On January 26, 2017, the Metro Board approved the Life of Project (LOP) Budget for the Westside Purple Line Extension Section 2 Project 865522 for \$2.4 billion excluding Finance Charges of \$88.7 million. A detailed Life of Project Budget forecast is included under the Budget and Cost Forecast section of this report.

Funding has been secured from a variety of sources to include:

- Federal – Section 5309 New Starts
- Federal CMAQ (Congestion Mitigation & Air Quality)
- Measure R – TIFIA Loan (Transportation Infrastructure Finance & Innovation Act)
- Measure R 35%
- State Capital Projects Loans

Construction and Community Relations: The Construction and Community Relations team is tasked with promoting the Project and performing public outreach within the community to keep stakeholders informed of construction activities occurring along the Project alignment. To facilitate the communication, community leadership councils have been formed which represent geographic-based constituent groups along the Project alignment.

The Project is also engaged in social media outreach and various marketing and advertising efforts designed to keep the public informed and excited about the Project. These efforts are aimed at promoting businesses that are affected by construction. An overview of monthly activities is presented in the Construction and Community Relations section of this report.

Start Up: The commencement of pre-revenue operations will be determined by Metro. Generally, all systems integration testing will have been completed and passed. All testing will be required to include and pass a “stress test” of maximum operational service levels to be acceptable. Pre-Revenue Operations include train runs, especially those involving multiple trains on the integrated and fully operational extension; rehearsal of expected revenue operations scenarios; abnormal and emergency scenarios in which random combinations of system interactions are tested and equipment “burned-in”; and training of emergency services as well as Metro personnel who will operate and maintain

the extension. Activities occurring during Pre-Revenue Operations are carried out by a designated Metro Project Rail Activation Group.

EXECUTIVE SUMMARY

In August 2019, the Project achieved 23% completion based on earned value measurements for design and construction. The focus of the Project continues to be completing final design, third party utility relocations, and construction activities in Century City and Beverly Hills. The C1120 Design Build Contract is on schedule to substantially complete by May 2025 and demobilized by October 2025. The forecast Revenue Service Date (RSD) for the Project remains planned for 2025. The following is an overview of current design and construction activities.

Design Status

The Engineering Management Services team (WSP) continues to provide engineering services during construction as well as real estate support services. The team is also supporting Metro in reviewing final design submittals, responding to RFI's, and assisting in the preparation of change notices.

The design work has originally been identified into three distinct design unit packages. They are the following:

1. Design Package 1 – Utility/Civil Design at Launch Box in Century City
2. Design Package 2 – Remaining Utility Conflicts (Outside of Launch Box)
3. Design Package 3
 - (Volume 1) – Tunnel Reaches
 - (Volume 2) – Stations
 - (Volume 3) – Track & Systems

Metro, Tutor Perini/O&G (TPOG), a Joint Venture and STV have been working together to identify advanced partial design units for the abovementioned design packages and proposed submittal dates to facilitate timely design review to support the Project schedule.

Each design unit package will be submitted and evaluated at each of the following phases: 60%, 85%, 100%, Approved for Construction (AFC) and Issued for Construction (IFC). Critical design units have been advanced as Advanced Partial Design Units (APDU's) to support ongoing construction activities.

Design progress meetings are occurring weekly related to the design unit packages. Weekly design task force meetings (by individual discipline) began at the end of March 2018 and are scheduled to continue through design completion. TPOG is continuing with the required contractual submittals. *Design related submittals of note that TPOG has submitted this month are: Systems DU 6.1, 100%; Century City Constellation Station Architecture/MEP DU 2.2, 100%; Wilshire/Rodeo Station SOE and Interface Control Documentation, 100%.*

Construction Status

Century City Constellation Station Advanced Utility Relocations: LADWP Power civil work began in May 2017 and completed in December 2018. AT&T duct bank and vault construction began in November 2017 and completed in December 2018. *Cable pulling and splicing for each utility began in late January 2019 and are anticipated to complete in fall 2019.*

Metro received two permits to continue AUR work for AT&T and LADWP power cable pulling and splicing work at Century City Constellation Station. The two permits are the following:

- LAPD Commissioner's Office night time noise variance for work between Century Park East and Century Park West including Avenue of the Stars from June 30, 2019 to December 31, 2019.
- LABOE and LADOT peak hour exemption permit work on Constellation Boulevard between Century Park East and Century Park West as well as southbound on Avenue of the Stars was issued from July 10, 2019 to December 31, 2019.

Contract C1120 – Tunnels, Stations, Trackwork and Systems (Design/Build): Contract award was issued on January 31, 2017 and Notice to Proceed on April 26, 2017. The TBM purchase order was executed in May 2017. Peak Hour Exemption application for TBM launch box excavation on Constellation Boulevard was approved by LABOE on January 30, 2018.

Excavation of the TBM launch box, along with the construction of the tunnel muck bin started in March 2019. The excavation of the TBM launch box has reached a depth of seventy-one (71) feet during this period; installation of the fourth level of bracing has commenced and is ongoing. Tunnel Access Shaft excavation is ongoing and has reached a depth of forty-one (41) feet. Sound wall pile installation at the AT&T property was completed this period.

Precast tunnel rings are being manufactured and 3,013 rings out of 4,100 have been produced as of August 30, 2019.

An additional extension is being considered for the full street closure of Constellation Boulevard. The current extension is through December 2019.

Santa Monica bus layover construction was completed this period and is operational.

Demolition of the North Canon properties was completed on April 2, 2019. *Preparation of the site as a construction staging yard was completed this period. Sound wall panel installation was also completed this period. Potholing for underground utilities and utility relocations is ongoing.*

Beverly Hills City Council approved the Memorandum of Agreement (MOA) governing remaining third-party utility relocations work on November 22, 2017. The final MOA for the C1120 contract was approved at the Beverly Hills City Council Meeting on August 21, 2018.

Metro Board of Directors approved the modified City of Beverly Hills (COBH) MOA for the C1120 Contract on January 24, 2019. COBH City Council approved the MOA on February 19, 2019.

Negotiations with the COBH for a settlement agreement to end the city's lawsuit against FTA and Metro are ongoing.

Cost and Schedule Summary

For the C1120 Design/Build contract, Metro has received the August 2019 schedule update, which reports that the project remains on schedule to complete according to the contract's contractual substantial completion date of May 23, 2025.

The Critical Path (CP) of the Project remains the same running through third party utility relocations at Century City Constellation Station, Contractor's required utility relocations, then followed by SOE, street decking, mass excavation and structural concrete for the station. Next it flows into installation of the interior finishes and electrical equipment, followed by systems, testing and pre-revenue operations. *A summary graphic of the critical path is found on Page 14.*

C1120 Design-Build Contract Schedule Metrics

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	04/26/17A	0	04/26/17A		0
Substantial Completion	05/23/25	0	05/23/25	05/23/25	0

Project costs continue to track within budget and projected contingency limits. To date, the Current Budget and Current Forecast remain the same this period at \$2.5 billion. There are no existing claims on the Project. Detailed cost and budget information is provided on Page 16.

Key Management Concerns

No concerns to report at this time.

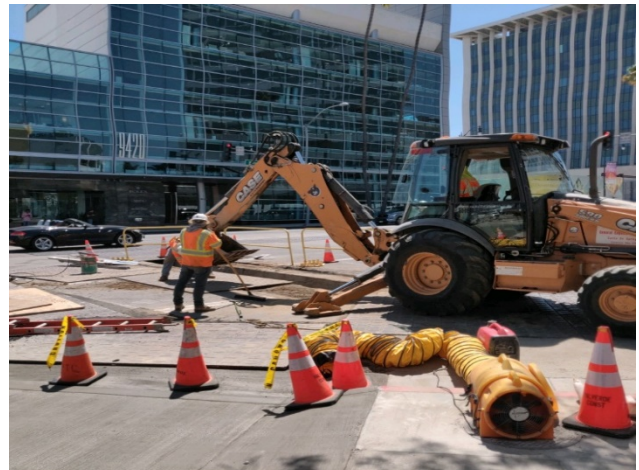
Project Construction Photos



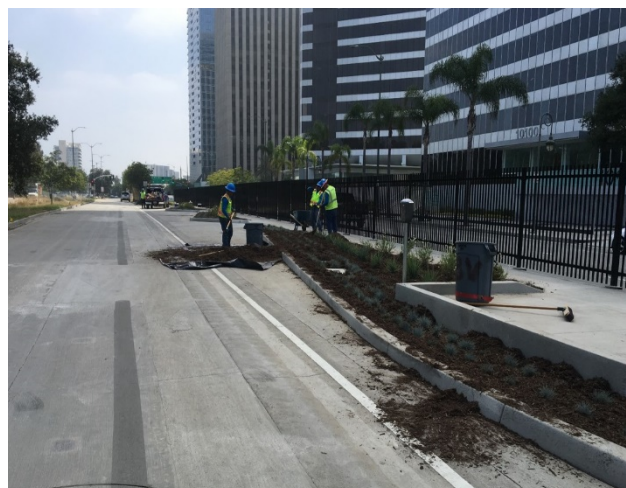
Tunnel Access Shaft Excavation in Century City



TBM Launch Box Excavation in Century City



Utility Relocation Activities in Beverly Hills



Santa Monica Boulevard Bus Layover in Century City

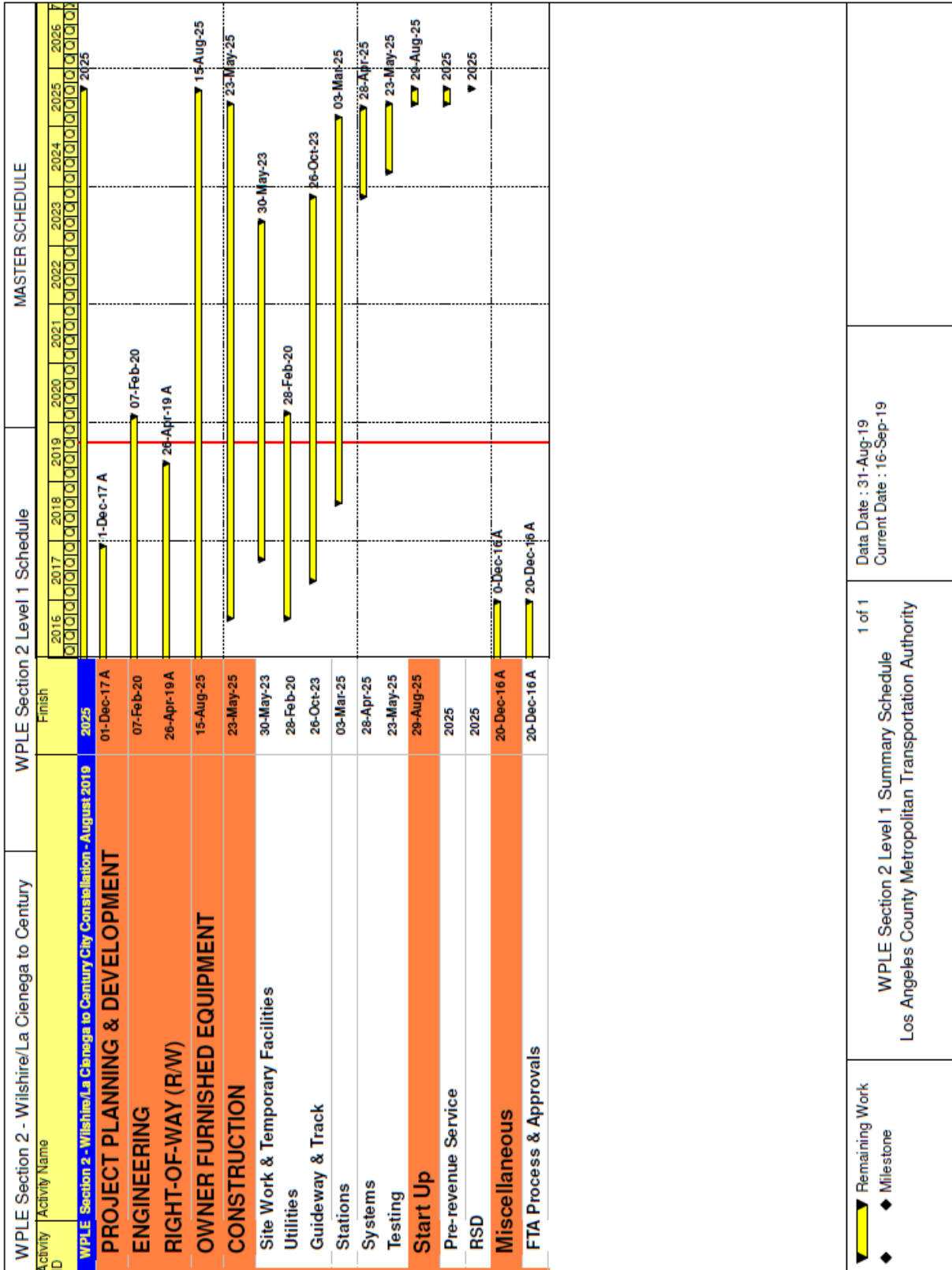


Canon Staging Yard Sound Wall Installation in Beverly Hills

PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule



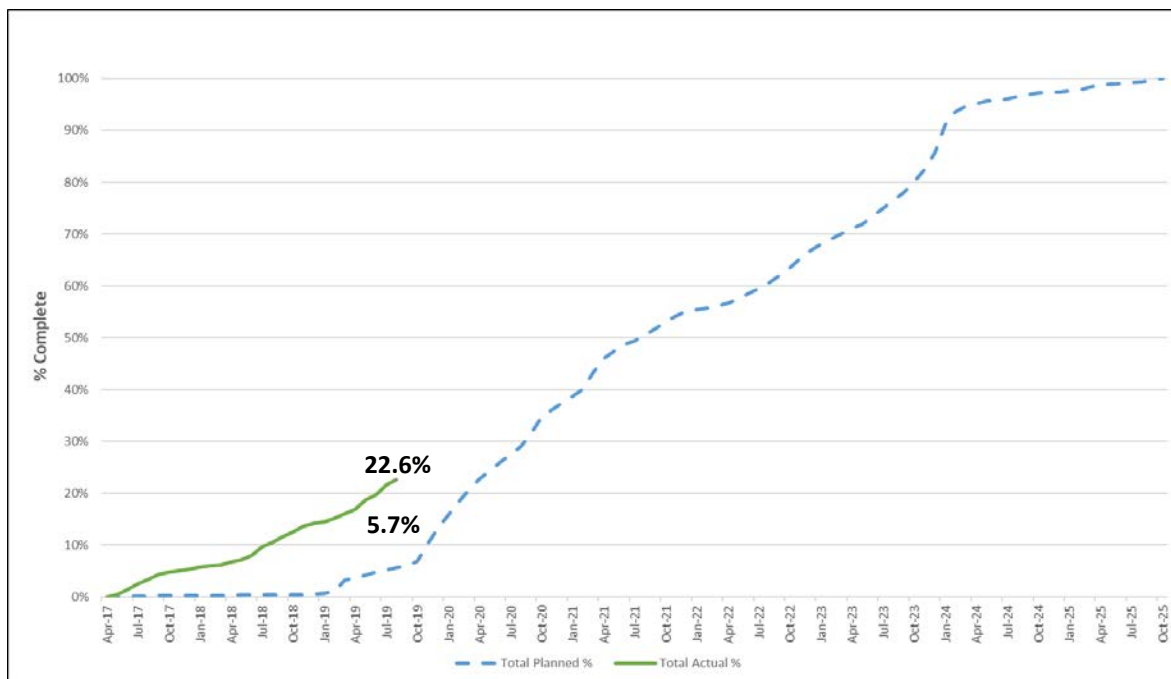
Progress Summary

	Status	Change from Last Period	Comment
Forecast Revenue Service Date	2025		
TIFIA Revenue Service Date	12/31/2026	None	
FFGA Revenue Service Date	12/31/2026	None	
Final Design Progress:			
Contract C1120	95.0%	0.4%	<i>Civil/Structural Final Design is currently planned to complete early 2020. No impact to Project schedule.</i>
Construction Contracts Progress:			
Contract C1120	22.6%	2.9%	

Note: Physical completion assessment reflects work completed and work in progress.

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Planned vs. Actual Progress



The actual overall construction progress is 22.6% versus a planned of 5.7% through August 2019. The progress curves represent the physical progress of work performed to complete Contract C1120. The "Total Planned %" curve is based on the Contractor's late schedule dates from the approved baseline schedule.

The physical progress percentage excludes non-construction items such as contractor's design and construction mobilization costs and all general requirement costs not tied specifically to a construction work effort.

Key Milestone Six-Month Look Ahead

	Milestone Date	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20
Submitted 100% Package for Century City Constellation Station Architecture and MEP Final Design	08/06/19 A	⬡					
Completed Construction of Santa Monica Bus Layover Facility in Century City	08/30/19 A	⬡					
Submit 100% Package for Century City Constellation Station Structure	09/09/19		⬡				
Start Horizontal Directional Drilling for Oil Wells - Century City	10/01/19			⬡			
Metro release Century City Constellation Station Footprint West of the TBM Launch Box	11/07/19				◆		
Complete Utility Relocations at Wilshire/Rodeo Station	11/13/19				⬡		
Start COBH Holiday Moratorium	11/28/19				△		
Expiration of Full Street Closure of Constellation Blvd	12/20/19					△	
End of COBH Holiday Moratorium	01/01/20						△
Start Assembly of Tunnel Boring Machine (TBM)	01/06/20						⬡

◆ MTA Staff	Ⓜ MTA Board Action	⚡ FTA (Federal Transit Administration)	▽ Utility Company
△ Other Agencies	□ Contractors	○ Design Consultant	⬡ C1120 D/B Contractor

"A" following date is actual and completed * New

Major Equipment Delivery

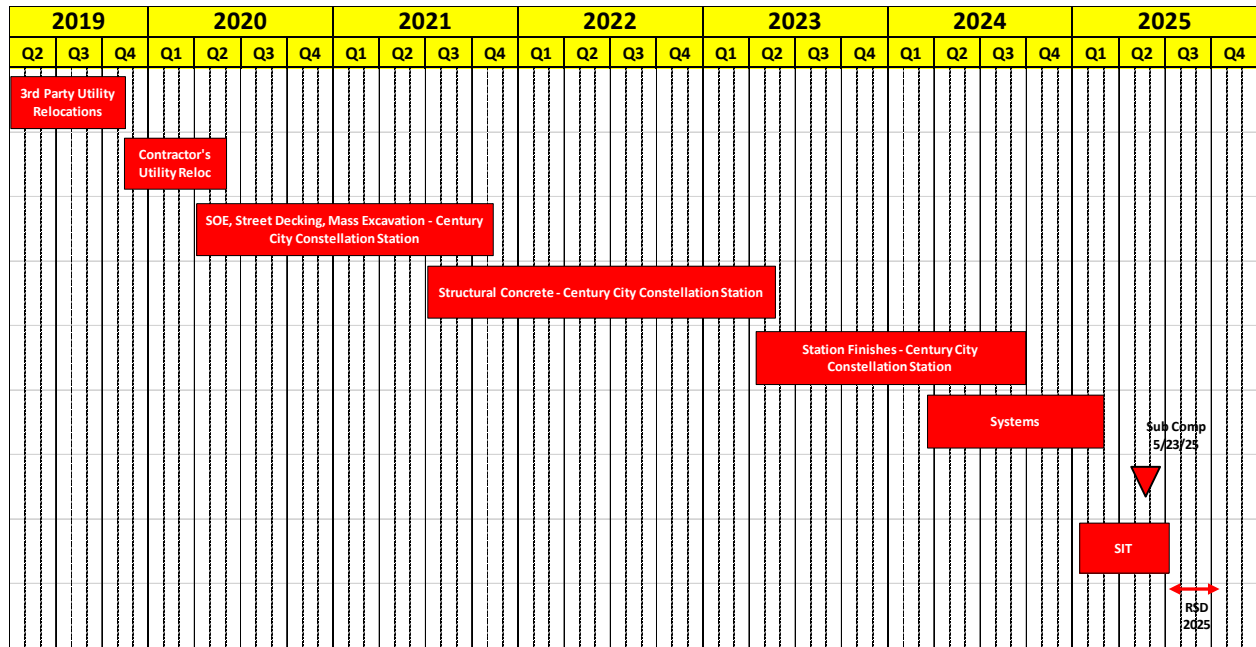
	Submittal	Procurement	Delivery	Installation
C1120 DESIGN/BUILD*				
Tunnel Boring Machines	7/27/17(A)	8/14/17(A)	9/13/18(A)	4Q 2019
Emergency Ventilation Fans	1Q 2020	1Q 2020	3Q 2020	2Q 2022
Station Elevators/Escalators	2Q 2020	2Q 2020	2Q 2021	4Q 2021
Track - Running Rail	2Q 2020	2Q 2020	3Q 2020	3Q 2022
Traction Power Equipment	2Q 2020	2Q 2020	1Q 2021	1Q 2022
Automatic Train Control	4Q 2019	1Q 2020	2Q 2020	2Q 2022
Radio System	4Q 2019	1Q 2020	2Q 2020	1Q 2022
SCADA RTU System	4Q 2019	1Q 2020	2Q 2020	2Q 2022
Heavy Rail Vehicles***	Exercise Option #3 March 1, 2021			
Universal Fare System***	TBD	TBD	TBD	June 2023**

* Dates derived from TPOG's August 2019 Schedule.

** Forecast release date by TPOG to UFS contractor access at stations.

*** Metro supplied equipment.

Critical Path Project



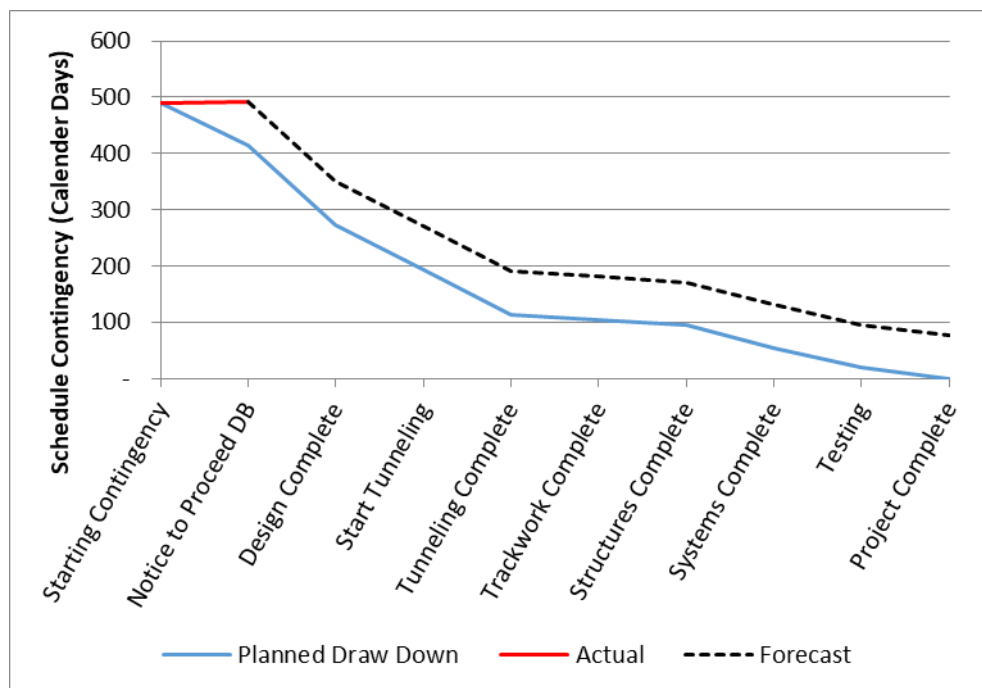
The Critical Path in August 2019 remained the same as portrayed in July 2019.

Project Schedule Contingency Drawdown Analysis

The project schedule contingency drawdown model provides a dual-axis perspective based upon the FFGA RSD of December 2026 and Metro’s Project Master Schedule (PMS) forecast of 2025.

The introduction of the PMS model axis reflects a proportional distribution of available float relative to the FFGA model.

With regard to the FFGA RSD, schedule float of sixteen (16) months has been maintained.



PROJECT COST

Project Cost Analysis - 865522

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST/ BUDGET VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	346,440	-	321,703	-	307,360	2,810	68,712	-	321,703	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	434,990	-	454,245	-	410,368	9,698	31,988	-	454,245	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITework & SPECIAL CONDITIONS	553,282	-	579,986	1,208	554,880	9,064	317,759	-	579,986	-
50	SYSTEMS	81,457	-	83,025	-	68,661	-	7,775	-	83,025	-
CONSTRUCTION SUBTOTAL (10-50)		1,416,169	-	1,438,959	1,208	1,341,269	21,573	426,234	-	1,438,959	-
60	ROW, LAND, EXISTING IMPROVEMENTS	426,396	-	426,396	-	281,846	13,275	218,710	-	426,396	-
70	VEHICLES	42,000	-	42,000	-	-	-	-	-	42,000	-
80	PROFESSIONAL SERVICES	374,878	-	388,042	5,273	256,020	2,076	188,041	-	388,042	-
SUBTOTAL (10-80)		2,259,444	-	2,295,397	6,481	1,879,135	36,924	832,985	-	2,295,397	-
90	UNALLOCATED CONTINGENCY	177,176	-	141,223	-	-	-	-	-	141,223	-
100	FINANCE CHARGES	88,695	-	88,695	-	-	-	-	-	88,695	-
TOTAL PROJECT 865522 (FFGA & NON-FFGA CONCURRENT ACTIVITIES)		2,525,314	-	2,525,314	6,481	1,879,135	36,924	832,985	-	2,525,314	-
ENVIRONMENTAL/PLANNING - 465518 & 465522		4,349	-	4,349	-	3,957	56	3,549	-	4,349	-
TOTAL PROJECT 465518 & 465522 (ENV / PLAN'G)		4,349	-	4,349	-	3,957	56	3,549	-	4,349	-
TOTAL PROJECTS 465518, 465522 & 865522		2,529,664	-	2,529,664	6,481	1,883,092	36,981	836,534	-	2,529,664	-

Original Budget

Original Budget of \$2.5 billion reflects the Life of Project (LOP) budget approved by the Board on January 26, 2017, plus Finance Charges of \$88.7 million.

Current Budget and Current Forecast

Current Budget and Current Forecast remain the same this period at \$2.5 billion.

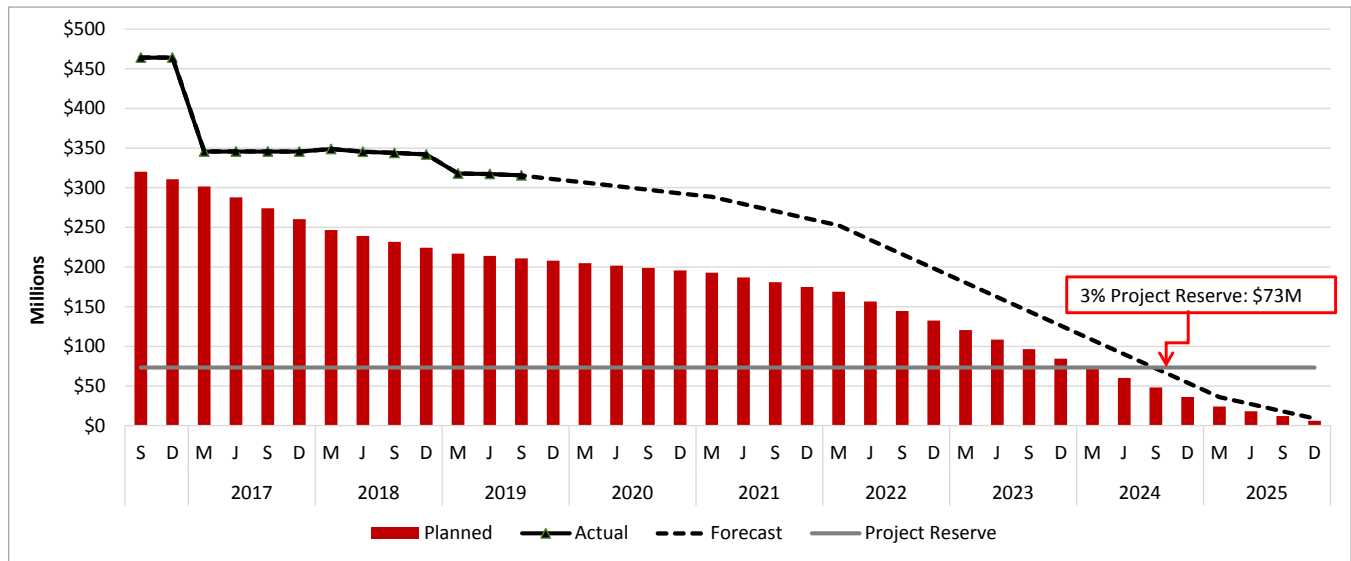
Commitments

The Commitments increased this period by \$6.5 million mainly due to executed Modifications and Change Orders for the Design/Build Contract C1120, FY20 Annual Work Order with the City of Beverly Hills and Task Orders for Program Management Support Services. The \$1.9 billion in Commitments to date represents 74.4% of the Current Budget.

Expenditures

The Expenditures increased this period by \$37.0 million primarily for costs associated with Design/Build Contract C1120, Environmental Services, Third Party Private Utilities, Real Estate Acquisitions, Metro Project Administration, Engineering Management Services, Construction Management Services, Legal Services, Master Cooperative Agreement with the City of Los Angeles and Memorandum of Agreement with the City of Beverly Hills. The \$836.5 million in Expenditures to date represents 33.1% of the Current Budget.

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

The Original Budget of \$2.5 billion includes finance charges of \$88.7 million. It also includes a project cost contingency of \$345.7 million or 13.7% of the total project, which is based on the Life of Project (LOP) Budget approved by the Board in January 2017. An allocated contingency amount of \$168.5 million is included in the total cost contingency. The allocated contingency is an amount to cover anticipated but unknown contract modifications issued by Metro [when applicable to specific contracts within each Standard Cost Category (SCC)].

A 3% project reserve threshold is included in the project cost contingency drawdown. Metro’s Board is to be notified when it becomes necessary to drawdown contingency below the project reserve threshold to cover project costs. This process was adopted by the Metro Board of Directors in September 2012.

The project cost contingency drawdown curve is based on a 2025 Forecast Revenue Service Date (RSD).

The allocated contingency decreased this period by \$1.5 million due to executed Modifications and Change Orders for the Design/Build Contract C1120.

PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (LOP Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	177,176	(35,953)	-	(35,953)	141,223
Allocated Contingency	168,534	7,219	(1,495)	5,725	174,258
Total Contingency	345,710	(28,734)	(1,495)	(30,228)	315,481

Risk Management

Summary of Risks

During the quarterly reporting period that occurred in July 2019, two (2) active risks were closed and three (3) new risk identified. There is a total of sixty-four (64) risks to be managed in the next quarter.

Of the sixty-four (64) risks, five (5) are scored as high, twenty-one (21) are scored as medium and thirty-eight (38) as low.

Top Five Risks

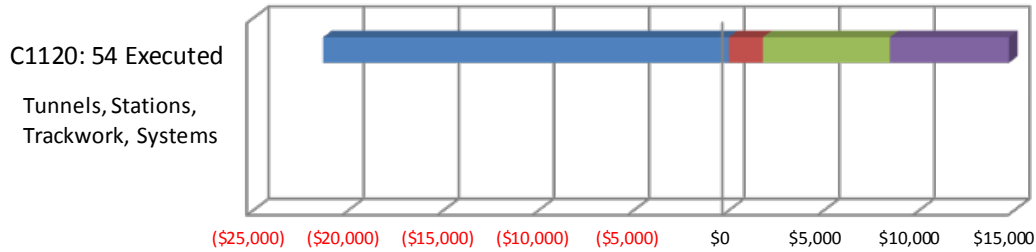
The table below shows the top five (5) Project risks.

Risk ID	Risk Description	Risk Score	Action Items
PLE2-54	Turnover of remaining property to DB contractor is delayed beyond the need dates in the Contractor's current schedule.	15.0	1. Metro to complete property acquisition before the need date. 2. Building demolition to be part of DB contract. DB Contractor to start work as early as possible. 3. Task force to be created to look into issue. Look at utilities and identify potential opportunities, e.g., area(s) where contractor can work given partial access to site.
PLE2-23	Utility relocations by 3rd parties delay construction.	12.0	1. Work with COLA and COBH and utility owners to expedite obtaining permits, and complete design and construction on schedule. 2. Metro is working more closely with DWP and AT&T to monitor progress and mitigate any potential impacts to the Project schedule.
PLE2-6	Valuation of properties exceed budget.	12.0	1. Current project schedule accounts for additional time required for condemnation.
PLE2-70	Public protest to the Project causes delays.	12.0	1. Continue working collaboratively with the COLA and COBH to share information with stakeholders.
PLE-135	CMSS difficulty finding key resources (Mgmt. Personnel)	10.0	1. Temporarily assign additional responsibilities to existing staff until new staff is identified.

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level

Dollars in Thousands



C1120: 54 Executed	
■ Under \$100K	(21,326)
■ \$100K to \$250K	1,783
■ \$250K to \$1M	6,674
■ Over \$1M	6,254
Total Contract MODs	(6,615)
Contract Award Amount	1,376,500
% of Contract MODs	-0.48%

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

Fifty-Four (54) Contract Modifications (MODS) with a total value of <\$6.6> million have been executed since the award of C1120 Contract – Tunnels, Stations, Trackwork and Systems.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of August 2019:

DBE Goal – Design The percentage of funds apportioned to Design Contracts	25.31%
Current DBE Commitment Design Total DBE Committed Dollars divided by Total Contract Value for Design	\$16.9M 27.49%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$17.5M 32.63%

Twenty (20) Design DBE sub-consultants have been identified to date.

DBE Goal – Construction The percentage of funds apportioned to Construction Contracts	17.00%
Current DBE Commitment Construction Contract commitment divided by current contract value for Construction	\$126.6M 9.69%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime:	\$33.7M 9.25%

Twenty-five (25) Construction DBE sub-contractors have been identified to date.

PROJECT LABOR AGREEMENTS (PLA)

As of July 2019:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	49.19%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	13.80%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	3.57%

FINANCIAL/GRANT

Status of Funds by Source

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED TO FUNDING SOURCE \$	%
FEDERAL - SECTION 5309 NEW STARTS	\$1,187.000	\$1,187.000	\$300.000	\$1,048.581	88%	\$300.000	25%	\$267.662	23%
FEDERAL CMAQ	\$169.000	\$169.000	\$169.000	\$107.869	64%	\$89.745	53%	\$78.102	46%
MEASURE R - TIFIA LOAN	\$307.000	\$307.000	\$207.000	\$207.000	67%	\$207.000	67%	\$207.000	67%
MEASURE R 35%	\$811.902	\$811.902	\$206.783	\$464.880	57%	\$185.027	23%	\$109.292	13%
STATE CAPITAL PROJECT LOANS	\$54.762	\$54.762	\$54.762	\$54.762	100%	\$54.762	100%	\$54.762	100%
TOTAL	\$2,529.664	\$2,529.664	\$937.545	\$1,883.092	74.4%	\$836.534	33.1%	\$716.818	28.3%

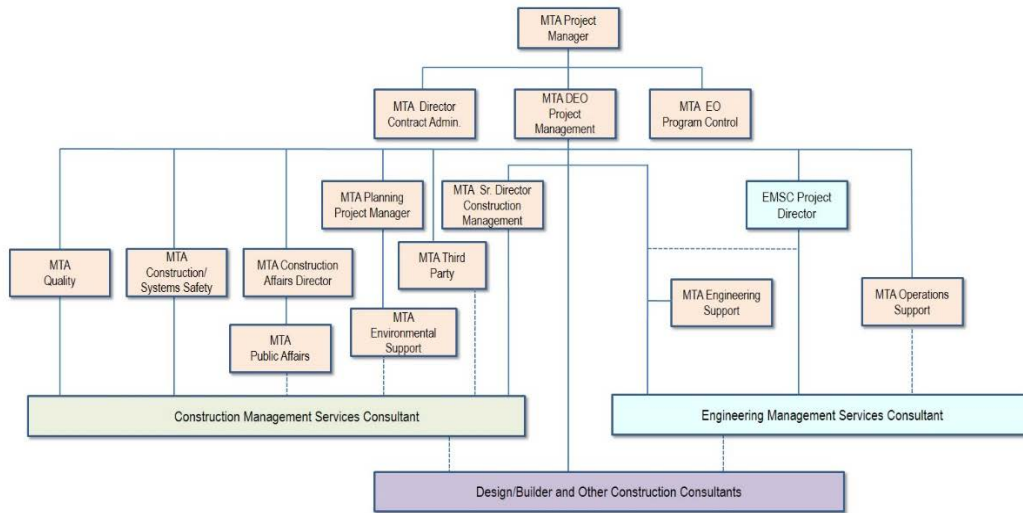
EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 31, 2019

Original Budget based on 2017 Board approved LOP Budget, plus Finance Charges of \$88.7 million.

PROJECT ORGANIZATION AND STAFFING

The design-build contract is being managed by a joint team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO).

**Westside Purple Line Extension Section 2
 Responsibility and Reporting Matrix**



The overall FY20 Total Project Staffing Plan averages 89.6 FTEs per month.

For July 2019, there were a total of 22.0 FTEs for MTA's Project Administration Staff and 54.7* FTEs for Consulting Staff. The total project staffing for July 2019 was 76.7 FTEs. Review of staffing plans is on-going to ensure staffing needs are appropriately managed.

Total Project Staffing – Metro and Consultants

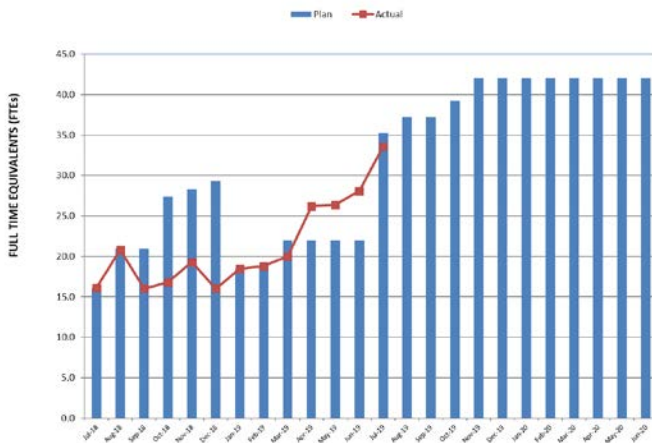


*Actuals include 3.1 FTEs related to Program Management Support Services (PMSS). Please note, FTEs for CWO-011 (DEPD Compliance) are not included in June and July 2019 count.

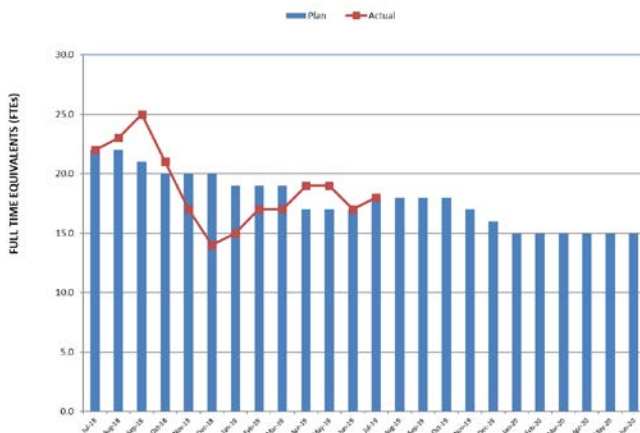
Metro Staff



CM Support Services Staff (Consultant)



Engineering Services Staff (Consultant)



Staffing by Group

The opposing graphs represent planned vs. actual staffing levels by group.

Metro staffing includes full time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

Staffing plans are developed for each fiscal year based on project needs.

REAL ESTATE

Real Estate Status Summary									
Description	Number of Parcels	Certified	Appraisals Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations		Parcels Available
							Required	Completed	
Full Takes	3	3	3	3	1	2	21	21	3
Part Takes	3	3	3	3	1	0	0	0	1
TCE	3	3	3	3	1	1	1	1	2
SSE	23	23	23	23	11	6	3	3	9
Permanent Easements	1	1	0	0	0	0	0	0	0
Total Parcels	33	33	32	32	14	9	25	25	15

- TPOG has possession of the former ACE Gallery property for construction staging and ultimately construction of the Wilshire/Rodeo Station entrance.
- TBM Launch Box site turnover to TPOG was issued on January 11, 2018, and access to the adjacent sidewalk was provided on January 16, 2018.
- AAA property and Gillis Family Partnership property turnover to TPOG was provided on January 26, 2018.
- TPOG gained possession of 2040 Century Park East (JMB parking lot) on February 24, 2018.
- TPOG gained possession of the three parcels (W-3001, W-3001-01 and W-3002) located at the Wilshire/Rodeo Construction Staging Area (North) on July 11, 2018.
- TPOG gained possession of the Wilshire/Rodeo Station footprint after completion of third party utility relocations on October 18, 2018.
- TPOG gained possession of W-3604 and W-3604-1 (AT&T) on March 20, 2019.
- Settlement agreement reached for W-3603 (Gillis) for loss of goodwill.

QUALITY ASSURANCE

- Attended weekly Project staff meetings and progress meetings with TPOG and reviewed Daily Inspection Reports by TPOG and Metro inspectors for the scheduled activities for completeness and correctness at various job locations as well as Twining Independent test laboratory Inspection Reports for the current construction work activity.
- *Chaired weekly quality meetings with TPOG Quality Manager for the work elements at the TBM Launch Box and Tunnel Access Shaft in Century City to confirm that quality inspections are scheduled, performed and documented; Quality Action Requests issued by Metro auditors are addressed; corrective actions for NCRs issued by TPOG and Metro have been implemented in compliance with approved documentation.*
- Reviewed the following with a disposition for record only:
 - *Steel Deck Panels Wilshire/Rodeo Station SOE;*
 - *Product data Temporary Water Wilshire/Rodeo Station.*
- Reviewed the following with a disposition of approved and/or approved as noted:
 - *CWP Shotcrete Lagging at the TBM Launch Box in Century City;*
 - *CWP Invert Slab at the TBM Launch Box in Century City.*

ENVIRONMENTAL

- *Completed Ambient Noise Study for signal installation work at Wilshire/Rodeo Station.*
- *Completed SWPPP Annual Report.*
- *Recovered fossil fragments from Century City TBM Launch Box excavation. Fossils are in process of identification.*
- Participated in various Project coordination meetings and evaluated progress and schedules for environmental compliance and sustainability efforts.
- Provided environmental awareness training as needed for Metro staff and TPOG construction staff.
- Conducted field environmental monitoring and spot check inspections for construction noise and vibration, stormwater and fugitive dust BMPs, and Metro's Green Construction Policy.
- Reviewed and provided responses to various contractor submittals and requests for information related to environmental matters.

CONSTRUCTION AND COMMUNITY RELATIONS

- *Produced and distributed twelve (12) construction work notices including work for advanced utility relocations, utility work, bus layover updates and lane closures in Century City and Beverly Hills.*
- *Attended the following meetings: Construction Management, Advanced Utility Relocations, Construction Relations, Third Party Coordination, LADOT, BOE, City of Los Angeles Partnering, Holiday Moratorium, Wilshire/Rodeo Station Construction Coordination, Beverly Hills Chamber, BHHS Construction Coordination meetings, Building and Property Manager Meetings in Beverly Hills and Century City.*
- *Conducted project presentations at the Beverly Hills Monthly Community Meeting, City of Beverly Hills Monthly Webinar, Section 2 quarterly Community Meeting, Monthly Wilshire/Rodeo business stakeholders meeting and one-on-one business owner meetings. Conducted follow up meetings with Beverly Hills stakeholders regarding Holiday Moratorium request.*
- Extensive outreach at community meetings and events including distribution of notices door to door, postcard mailings, digital and direct emails and paid advertising.
- Continued efforts for Eat Shop Play and Business Interruption Fund in Century City and Beverly Hills. Updated Facebook/Twitter and website as needed.

CREATIVE SERVICES

- Continued coordination with City of Beverly Hills on Canon Wall mural.

SAFETY & SECURITY

- *TPOG-JV (D/B) work continues. One injury was reported during August 2019.*
 - *On August 12th, a TPOG-JV employee sustained a recordable injury; using a Rivet Buster to break concrete, the Rivet Buster slipped and landed on top of employee's right foot. The employee returned to work and was placed on limited duty.*
- Conducted project safety orientation for new Metro / Consultants and IPMO project staff.
- Attended advanced utility relocation (AUR) and design build (D/B) progress, readiness review, schedule, safety/security, partnering, and over-the-shoulder review meetings.
- Conducted right-of-way (ROW) and safety / security walks, safety / security reviews and coordination with TPOG-JV Safety staff for oversight and support on all project field work activities.
- *Metro Construction Safety hosted Monthly All Hands Safety Meeting on August 30, 2019.*
- *TPOG-JV Design (6,992 Hr.'s) / Construction (42,914 Hr.'s) work completed 49,906 work-hours for the month of August 2019.*
- *Total Project to Date work-hours are 811,538 with two (2) recordable incidents.*
- The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.5 for heavy civil construction projects
 - *The Total Project Contractor Recordable Injury Rate is 0.46*

APPENDIX CHRONOLOGY OF EVENTS

January 2011	FTA approval to enter Preliminary Engineering
August 2012	FTA Record of Decision
December 2014	FTA approval to enter New Starts Engineering Phase
March 2015	Began Real Estate Acquisition
May 2015	Began Advanced Preliminary Engineering
September 2015	Issued RFQ for C1120 Design/Build contract
October 2015	Received RFQ responses for C1120 Design/Build contract
May 2016	Submitted draft FFGA application
May 2016	Submitted TIFIA loan application
June 2016	Submitted application to FTA requesting an FFGA
June 2016	Received RFP Proposals for Contract C1120
September 2016	Began telecom joint trench construction in Century City
December 2016	FTA executed FFGA
December 2016	Received TIFIA Loan
January 2017	NTP for Construction Management Support Services Contract
January 2017	Metro Board approved staff recommendation to award the Design/Build Contract C1120 to TPOG and approved Life-of-Project Budget
January 2017	Issued C1120 Contract Award to TPOG
April 2017	Issued C1120 Contract NTP to TPOG
May 2017	Mobilized C1120 Contract Design and Construction Team
August 2017	Third party relocations started at Century City Constellation Station
September 2017	Third party relocations started at the Wilshire/Rodeo Station
November 2017	Beverly Hills City Council approved Memorandum of Agreement (MOA) governing remaining third party utility relocations

December 2017	Final Supplemental Environmental Impact Statement (FSEIS) was available to the public in the Federal Registry on December 1, 2017
January 2018	Completed all utility relocations within the Tunnel Boring Machine “Launch Box”
February 2018	Held Groundbreaking Ceremony on February 23, 2018
May 2018	Bureau of Engineering approved a nine-month street closure of Constellation Blvd. between Century Park East and Avenue of the Stars
September 2018	Full street closure of Constellation Blvd. commenced
September 2018	Delivery of tunnel boring machines (TBMs) commenced
October 2018	Piling installation commenced at launch box in Century City
October 2018	Granted Wilshire/Rodeo Station footprint right-of-way (ROW) access to TPOG
December 2018	Completed all civil work for third parties at Century City Constellation Station
December 2018	Demolition of former Ace Gallery completed
January 2019	Completed soldier pile installation for the TBM launch box at the eastern end of the Century City Constellation Station
January 2019	Metro Board Approves City of Beverly Hills MOA for C1120 Contract
February 2019	City of Beverly Hills City Council Approves MOA for C1120 Contract
March 2019	Start of installation of deck beams for the TBM launch box
May 2019	Completed soldier pile installation for Tunnel Access Shaft in Century City
June 2019	TBM Unveiling Event
June 2019	Full Street Closure of Constellation Blvd. Extension Granted
<i>August 2019</i>	<i>Completed Construction of Santa Monica Boulevard Bus Layover in Century City</i>