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TO: DISTRIBUTION

FROM: KIMBERLY ONG *KO*
EXECUTIVE OFFICER/PROJECT MANAGER

SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT
AUGUST 2020 MONTHLY PROJECT STATUS REPORT

Enclosed herewith is the Monthly Project Status Report for the Westside Purple Line Extension Section 3 Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Westside Purple Line Extension Section 3 Project status for the period ending August 28, 2020.

If you have any questions regarding this report or its supporting information, please contact Rick Wilson, Executive Officer, Program Control at (424) 551-4470.

KO: XC
Enclosure

Westside Purple Line Extension Section 3 Project



Metro®

Westside Purple Line Extension Section 3 Project

MONTHLY PROJECT STATUS REPORT

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August 2020

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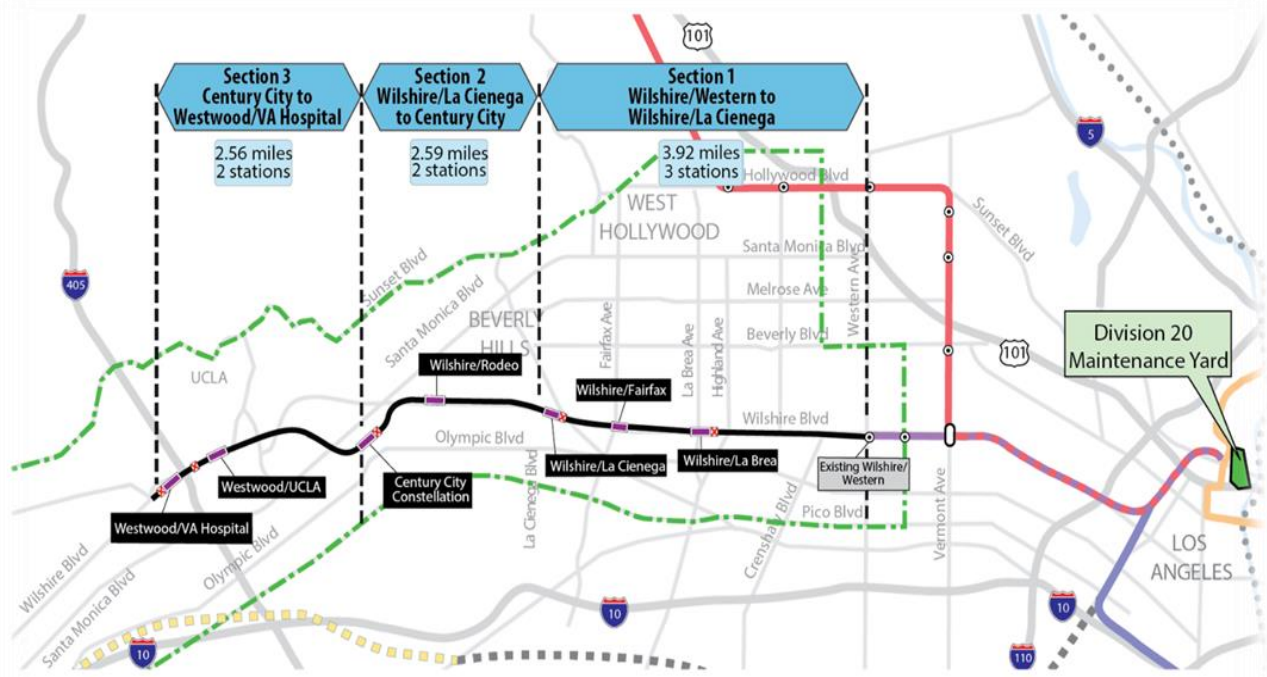
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PROJECT OVERVIEW

Project Background

The Westside Purple Line Extension Section 3 Project (Project) is the third of three sections to be designed and constructed as part of the Los Angeles County Metropolitan Transportation Authority's (Metro) Measure R and Measure M Programs. The Measure R and Measure M Programs were approved by Los Angeles County voters in November 2008 and in November 2016, respectively, and provide in total a one-cent sales tax to finance new transportation projects. In April 2012, the three sections of the Project were environmentally cleared and adopted by Metro Board of Directors.

Section 3 will extend to Westwood from the future Century City Constellation Station that is part of the Westside Purple Line Extension Section 2 Project and currently under construction. The Project is located entirely underground, primarily following Wilshire Boulevard, and includes the design and construction of approximately 2.56 miles of double-track heavy rail, two new stations as well as the purchase of 16 heavy rail vehicles. The Westwood/UCLA Station is within the jurisdiction of the City of Los Angeles, and the Westwood/Veterans Administration (VA) Hospital Station is within the jurisdiction of the unincorporated area of Los Angeles County. 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 Westwood/UCLA Station box will be under Wilshire Boulevard beginning west of Westwood Boulevard and extending to the east of Veteran Avenue. The station will have three entrances, two full entrances on the northside of Wilshire Boulevard and one-half entrance on the southside of Wilshire Boulevard. The two full entrances will be located at Wilshire Boulevard and Gayley Avenue, and at Wilshire and Westwood Boulevards. The half entrance will be located at Wilshire and Westwood Boulevards.

The Westwood/VA Hospital Station box will be under the VA south campus, beginning west of the I-405 Freeway and extending west of Bonsall Avenue. The station will be equipped with double crossovers, one at each end of the station. The station entrance will be south of Wilshire Boulevard and east of Bonsall Avenue.

Major Procurements

Contract C1151 – Tunnels: The procurement of this design/build contract utilized a competitive negotiated procurement process to select a contractor that was determined to have met all the requirements set forth in the Request for Proposals (RFP) with a technically acceptable, “Lowest Evaluated Price” selection process. In June 2018, the Board authorized to award the C1151 Tunnels contract, subject to the FTA approval of the Letter of No Prejudice (LONP). The contract was awarded to Frontier-Kemper/Tutor Perini, JV (FKTP) on November 30, 2018 after receiving the LONP from the FTA. Notice to Proceed (NTP) was issued on January 15, 2019.

The design/build contract provides for final design and construction of the twin bored tunnels, complete with cross-passages, along the 2.56-mile alignment. Contract scope includes demolition and removal of structures and clearing sites to facilitate construction operations. A tunnel boring machine (TBM) launch shaft will be constructed at the westerly end of the Westwood/VA Hospital Station. Upon substantial completion, FKTP will turn over all temporary lighting and ventilation to the follow-on contractor (Contract C1152).

Contract C1152 – Stations, Trackwork, Systems and Systems Integration Testing: The procurement of this design/build 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 on a Best Value selection process with an option at Metro’s discretion for Best and Final Offers (BAFO). In February 2019, the Board authorized the CEO to award the C1152 Stations, Trackwork, Systems, and Systems Integration Testing contract to Tutor Perini/O&G, JV (TPOG), subject to the FTA approval of a Full Funding Grant Agreement (FFGA). After the February Board action, FTA issued an LONP on April 18, 2019 that allows contract award to occur prior to receipt of an FFGA. The Board approved award of the C1152 contract at the May 2019 Board Meeting, and the Contract was awarded on May 28, 2019. Notice to Proceed was issued on July 15, 2019 with a commencement date of July 16, 2019.

The Design/Build contract provides for final design and construction of the infrastructure along the 2.56-mile alignment. Contract scope includes demolition and removal of structures and clearing sites to facilitate construction operations. The twin bored tunnels will be complete with walkways including all mechanical, electrical and finished work. Two underground stations are to be constructed, with the Westwood/VA Hospital Station having two double crossovers, one at each end of the station. Each station will be equipped 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 at the future Century City Constellation Station, testing and commissioning.

Contract C1153 – Advanced Utility Relocations: The work scope of this firm fixed price contract included the relocation of existing LADWP power and water utilities within the construction limits of the Westwood/UCLA Station. Metro issued Notice of Intent (NOI) to award to Steve Bubalo Construction Company (SBCC) on October 2, 2017 and NTP on January 2, 2018. SBCC was responsible for working in streets, procuring materials, and coordinating with the utility owner. SBCC constructed new facilities in accordance with the utility plans and specifications, provided traffic control, restored streets, and supported utility crews installing cabling and during cut-over of the existing utilities. SBCC achieved contract substantial completion on June 30, 2019 and Contract Final Acceptance was issued by Metro on April 13, 2020.

Contract C1154 - Shuttle and Valet Services During Construction of the Westwood/VA Station: The work scope for this firm fixed price contract includes providing shuttle and valet services to the West Los Angeles Veterans Affairs (VA) Medical Center during the decommission of Parking Lot 42 and buildout of the replacement parking structure. The Invitation for Bid (IFB) was issued on March 13, 2020. Price bids were received on April 29, 2020.

Metro Furnished Equipment

Metro has procured a contract to provide 16 Heavy Rail Vehicles (HRV) necessary to operate the extension of the Purple Line. The scope of the HRV contract includes design, manufacturing, testing and delivery of the vehicles. An additional contract will be procured for the Universal Fare System (UFS). 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 3 Project is being managed under the direction of an Integrated Project Management Office (IPMO). WSP Global (WSP) provides engineering and design support services, while MPPC Partners, a Joint Venture provides construction management support services. The on-site program management team is also supported by Metro headquarters' resources and includes, but not limited to,

engineering, risk management, environmental, quality management, operations, and creative services departments.

Project Schedule and Budget: The Revenue Service Date (RSD) is planned for 2027.

In June 2018, the Board authorized to establish the Life of Project (LOP) Budget for the Tunnels portion of the Project. In February 2019, the Board amended the LOP Budget to include the Stations portion of the Project. The LOP Budget for the Westside Purple Line Extension Section 3 Project is \$3.2 billion excluding Finance Charges of \$387.4 million. A detailed LOP Budget forecast is included under the Budget and Cost Forecast section of this report.

Funding is projected from a variety of sources to include:

- Federal - Section 5309 New Starts
- Federal - CMAQ (Congestion Mitigation & Air Quality)
- Federal - Surface Transportation Block Grant Program
- Measure R 35%
- Measure M 35%
- State STIP RIP
- State Capital Projects Loans
- Local Agency Contributions

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 2020, the Project achieved 14% completion to-date based on earned value measurements for the overall Project. The current focus of the Project is advancing third party utility relocations, continuing final design for Contract C1151 (Tunnels) and for Contract C1152 (Stations, Trackwork, Systems and Systems Integration Testing), and preparations for tunneling operations on Contract C1151, including assembly of the TBMs.

Contract C1151 has a substantial completion date of February 2023 and scheduled to demobilize by May 2023, per Contract Modification 2. Contract C1152 has a substantial completion date of June 2026 and scheduled to demobilize by December 2026 in support of Revenue Service in 2027.

The following is an overview of current design and construction activities.

Design Status

- The Engineering Management Services team continues to provide engineering services during construction, real estate support services, supporting Metro in reviewing the C1151 Tunnels and C1152 Stations final design submittals, responding to RFIs, and assisting in the preparation of change notices.

- C1151 – Tunnels Contract:
The design work has been identified into distinct design unit packages:
 - DU 1.1 – Tunnels and Cross Passages
 - DU 1.3 – Westfield Mall Compensation Grouting Access Shaft(s)
 - DU 2.1 – VA Hospital West End Wall
 - DU 2.2 – VA Hospital East End Wall
 - DU 2.3 – UCLA East and West End Walls
 - DU 3.1 – Tail Track Exit Shaft
 - DU 3.2A – SCE Power Connection within County of LA
 - DU 3.2B – SCE Power Connection within City of LA
 - DU 3.3A – Tail Track Exit Shaft Staging Area
 - DU 3.3B – Temporary Water and Sewer for Tail Track Exit Shaft Staging Area

Note: DU 1.2 – Sepulveda Ground Improvement Access Shaft has been suspended due to change in design approach that implemented a shallow sloped excavation under a Construction Work Plan.

Design unit packages will be submitted and evaluated at each of the following phases: 60%, 85%, 100%, Approved for Construction (AFC), and Issued for Construction (IFC).

- 85% design is on-going for DU 1.3. (Note: 85% submittal was rejected in March 2020; DU 1.3 White Paper – Westfield Mall Damage Assessment submitted in May 2020 was rejected)
- AFC design is on-going for DU 2.2
- AFC design is on-going for DU 2.3

Deliverables submitted during this reporting period are as follows:

- None
- C1152 – Stations Contract:
Final design for the various design packages is on-going. Design progress is being discussed and presented at recurring workshops for various DUs/APDUs and at third party coordination meetings.

The design work has been identified into distinct design unit packages:

- DU 40: VA Station Temporary Works
 - APDU 41 (41A, 41B, 41D)
 - APDU 42
 - APDU 43 (43A)
 - APDU 44 (44A, 44B)
 - APDU 45

Note: APDU 41C has been deleted; work associated with this APDU will be included in APDU 43 and DU 60.
- DU 50: UCLA Station Temporary Works
 - APDU 51 (51A, 51B, 51C)
 - APDU 52
 - APDU 53
 - APDU 54
- DU 60: VA Station
 - APDU 61 (61A, 61B)
 - DU 60 (60, 60A, 60B)
- DU 70: UCLA Station
 - DU 70 (70, 70A, 70B, 70C, 70D)
- DU 80: Tunnels/Cross Passages, Track & Systems
 - DU 81
 - DU82
- DU 90: Tail Track Exit Shaft and Western VA Staging Area
 - APDU 90 (90A, 90B)

Design unit packages will be submitted and evaluated at each of the following phases:

- DUs 60, 70, 81, 82: 60%, 85%, 100%, AFC and IFC
 - 85% design is on-going for DUs 60, 60A, 60B, 81, 82
- DU 90: OTS, 85%, 100%, AFC and IFC
 - 85% design is on-going for DU 90

- APDU 61: 60%, OTS, 100%, AFC and IFC

- 60% design is on-going for APDU 61

APDUs 41, 42, 43, 44, 45, 51, 52, 53, 54: OTS, 100%, AFC and IFC

- 100% design is on-going for APDUs 41A, 44B, 45, 51B, 52, 53
- AFC design is on-going for APDUs 41D, 42, 43, 44A, 54

DUs and APDUs submitted this reporting period:

- APDU 41B, IFC
- APDU 41D, OTS
- APDU 44A, 100%
- APDU 54, 100%
- APDU 61A/61B, 60%
- DU 70, 60%

Construction Status

- C1153 – Advanced Utility Relocations:
Substantial completion occurred on June 30, 2019 and the contract is 100% complete. The City of Los Angeles' Bureau of Contract Administration signed-off on all punch list items on July 31, 2019. SBCC completed all punch list items and submitted 100% billing for all remaining items. SBCC submitted request for Certificate of Final Acceptance and release of retention on April 12, 2020 and Final Acceptance was issued by Metro on April 13, 2020. Metro has issued a contract modification to close the balance of provisional sums and final payment and the release of retention was processed to the contractor. Metro issued the final release of retention check and SBCC issued "Unconditional Waiver and Release on Final Payment" on July 16, 2020.
- C1151 – Tunnels Contract:
Assembly of TBM for BR Tunnel and construction of the starter headwall is complete. The starter gantry to follow. Work continues on supporting TBM plants and subsidiary mining equipment that includes the tower crane, conveyors, and grout plant. Southern California Edison work for energization for TBM power is nearing completion. Instrumentation and monitoring equipment installation, fabrication of precast concrete liner segments, and pre-condition surveys continue along the tunnel alignment.
- C1152 – Stations Contract:
Property acquisition continues. *The relocation of the Stone Canyon Storm Drain continues, with completion anticipated for late September 2020. Work associated with the VA parking lots refurbishment has begun and completion is anticipated by mid-October 2020. Westwood/VA Hospital Station electrical service on Wilshire Boulevard is scheduled to start next period and completion is anticipated in early November 2020.*
- Third Party Utility Relocations:
Cable pulling/splicing in the joint trench (Verizon and Frontier) at the Westwood/UCLA Station is anticipated to be complete in September 2020. *LADWP cutover for Westwood Medical Center is expected in October 2020.*

Cost and Schedule Summary

Metro has issued Contract Modification 2 to the C1151 Tunnels contractor for extending Substantial Completion by 95 calendar days. Mitigation efforts are being evaluated to improve on the Substantial Completion date and not to impact the C1152 Stations contractor. It is anticipated that the forecast revenue service date can be achieved.

The Critical Path (CP) of the Project includes third party utility relocations, C1151's Contractor required utility relocations, followed by both stations' support of excavation, street decking, station structural box excavations, and structural concrete for the stations. 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 18.

C1151 Tunnels

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	01/15/19A	0	01/15/19A		0
Substantial Completion	11/15/22	95	02/17/23	02/17/23	0

C1152 Stations, Trackwork, Systems, and Testing

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	7/16/19A	0	7/16/19A		0
Substantial Completion	6/08/26	0	6/08/26	6/08/26	0

Project costs continue to track within budget and projected contingency limits. The Current Budget and Current Forecast remain the same this period at \$3.6 billion. Detailed cost and budget information is provided on Page 20.

There is an open claim that is being evaluated.

- C1151 Western VA TTES Site Access Delay (Claim 1)

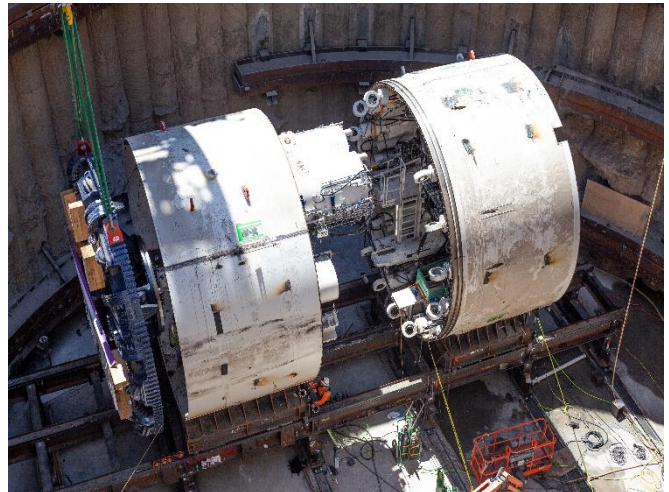
Key Management Concerns

No concerns to report at this time.

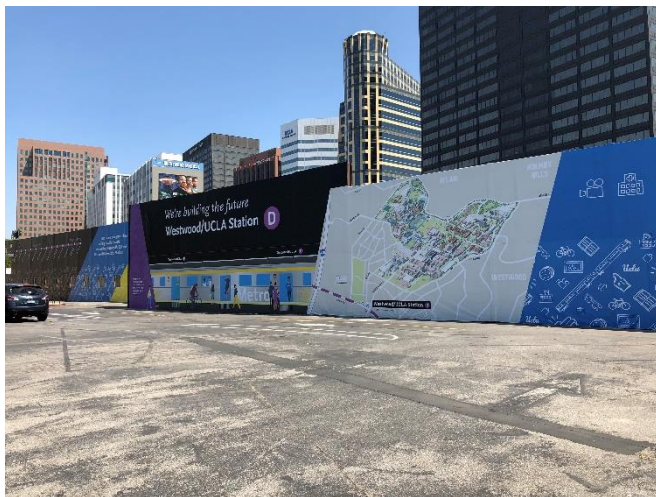
Project Construction Photos



Lowering of Cutterhead in the Tail Track Exit Shaft



TBM Assembly at Base of Excavated Tail Track Exit Shaft



Banner on North Sound Wall at Westwood/UCLA Station

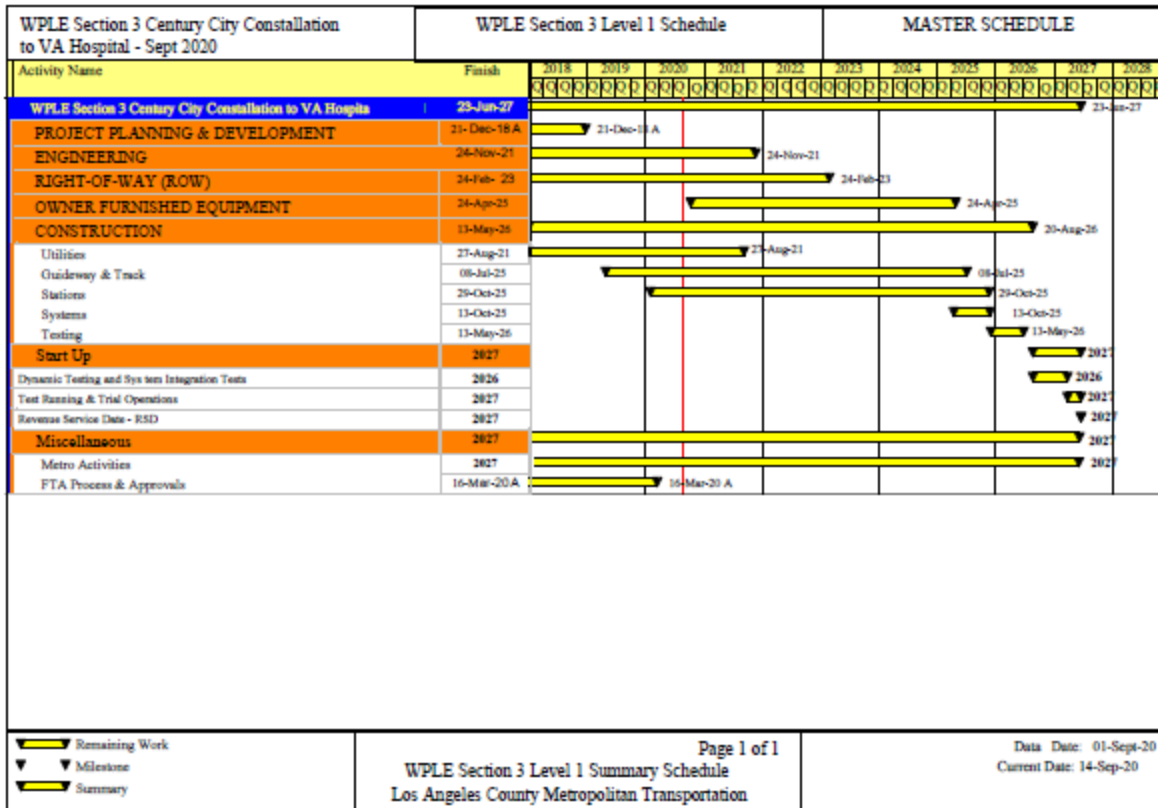


Headwall at Base of Excavated Tail Track Exit Shaft

PROJECT UPDATE

PROJECT SCHEDULE

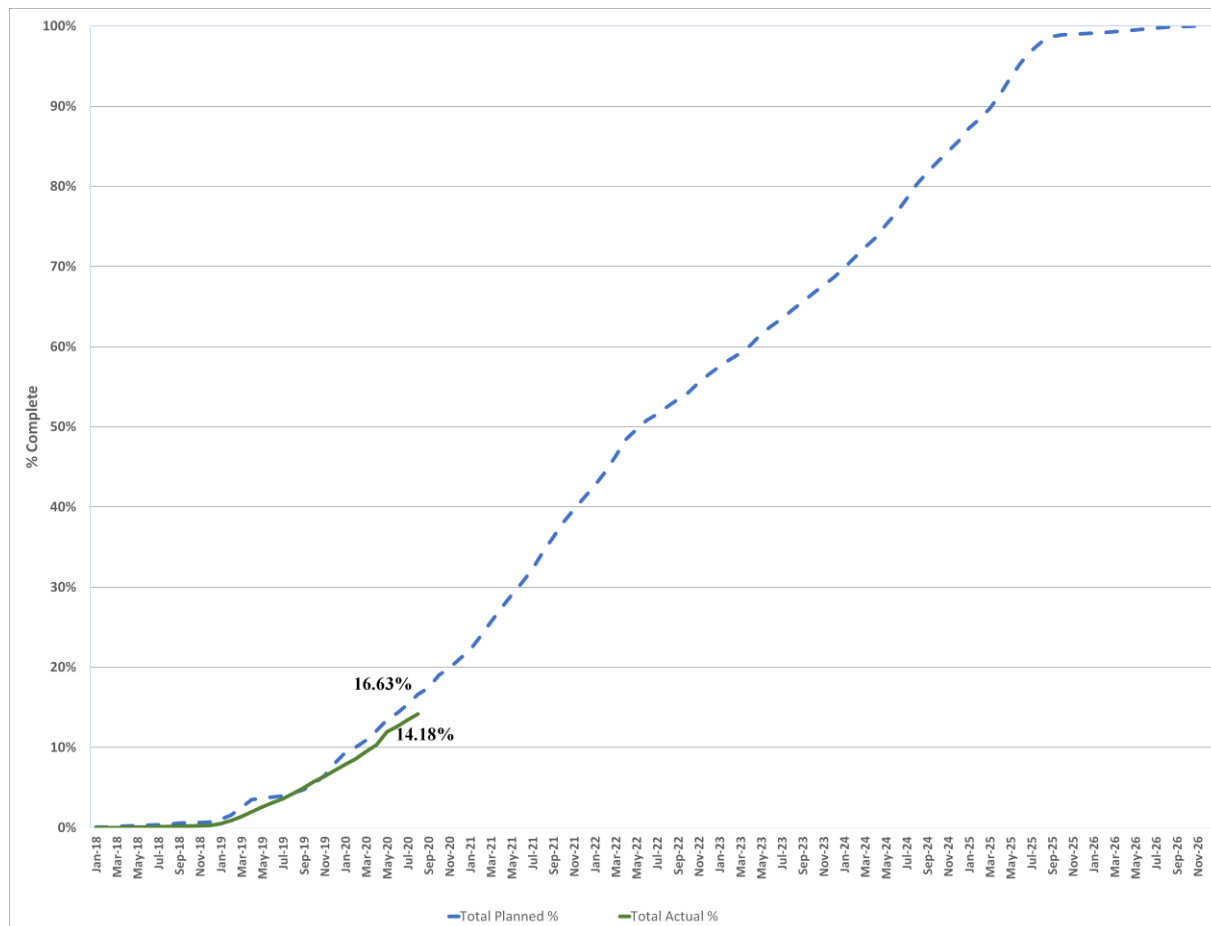
Project Summary Schedule



Progress Summary

	Status	Change from Last Period	Comment
Forecast Revenue Service	2027		
FFGA Revenue Service	2028		FFGA was awarded in March 2020
Final Design Progress:			
Contract C1151	96%	0%	
Contract C1152	62%	5%	
Construction Contracts Progress:			
Contract C1151	35%	1%	
Contract C1152	0.4%	0.4%	
Contract C1153	100%	0%	Substantial Completion occurred on 6/30/19

Planned vs. Actual Progress



Key Milestones Six-Month Look Ahead

	Milestone Date	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21
C1152 Issued APDU 41B, IFC SCE Power Connection	08/03/20A	⬡					
C1152 Submitted APDU 61B, 60% VA Station North Entrance & Ped Bridge	08/03/20A	⬡					
C1152 Submitted DU 70, 60% Design UCLA Station	08/10/20A	⬡					
C1151 Complete SCE Pull, Splice & Energize 20 MW Power Feeders	09/11/20		△				
C1151 Start Boring BR Tunnel from Launch Shaft w/ Muck Boxes	09/28/20		⬡				
3rd Party Utility Relocations Complete at UCLA Station	09/30/20		△				
C1152 Contractor Access to Lot 42 for Station Construction	10/13/20			◆			
C1152 Submit APDU 52, 100% UCLA Station SOE	10/15/20			⬡			
C1152 Submit APDU 42 AFC, VA Station SOE	10/21/20			⬡			
C1151 Issue DU 2.3 IFC, UCLA Endwalls	11/06/20				⬡		
C1152 Issue APDU 43 IFC, VA Station Temporary Roadway & Utilities	11/13/20				⬡		
C1152 Issue APDU 54 IFC, UCLA Station Temporary Roadway & Utilities	11/30/20				⬡		
C1152 Issue APDU 44B IFC, VA Station SOE Caltrans - Phasing, Staging & Restoration	12/11/20					⬡	
C1152 Submit APDU 53 AFC, City of LA MOT for APDU 51, 52, 53	12/11/20					⬡	
C1152 Submit APDU 51B AFC, LADWP-PS Power Connection	12/28/20					⬡	
C1152 Submit APDU 45 AFC, VA Steam Tunnel	01/05/21						⬡
C1152 Submit DU 60 85%, VA Station	01/21/21						⬡

◆ MTA Staff **M** MTA Board Action FTA (Federal Transit Administration) △ Other Agencies □ Contractor ⬡ D/B Contractor

Major Equipment Delivery

MAJOR EQUIPMENT DELIVERY

	Submittal	Procurement	Delivery	Installation
C1151 Design/Build (Tunnels)*	Finish	Start	Start	Start
Tunnel Boring Machines	01/31/19A	02/28/19A	05/15/20A	7/28/20A
C1152 Design/Build (Stations)*				
Emergency Ventilation Fans	02/22/22	02/23/22	10/28/22	01/16/24
Station Elevators	01/03/22	01/04/22	12/27/22	09/26/24
Station Escalators	01/03/22	01/04/22	12/27/22	10/17/24
Track – Running Rail	08/06/21	08/09/21	12/01/21	07/18/23
Traction Power Equipment	02/22/22	02/23/22	10/28/22	04/29/24
Automatic Train Control	02/22/22	02/23/22	10/28/22	08/07/24
SCADA RTU System	02/22/22	02/23/22	10/28/22	04/17/25
Radio System	02/22/22	02/23/22	10/28/22	04/17/25
Heavy Rail Vehicles***	Exercise Option #3 - TBD			
Universal Fare System**	TBD	TBD	TBD	2027

**Dates derived from FKTP’s August 2020 Schedule Update and TPOG’s July 2020 Schedule Update.*

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

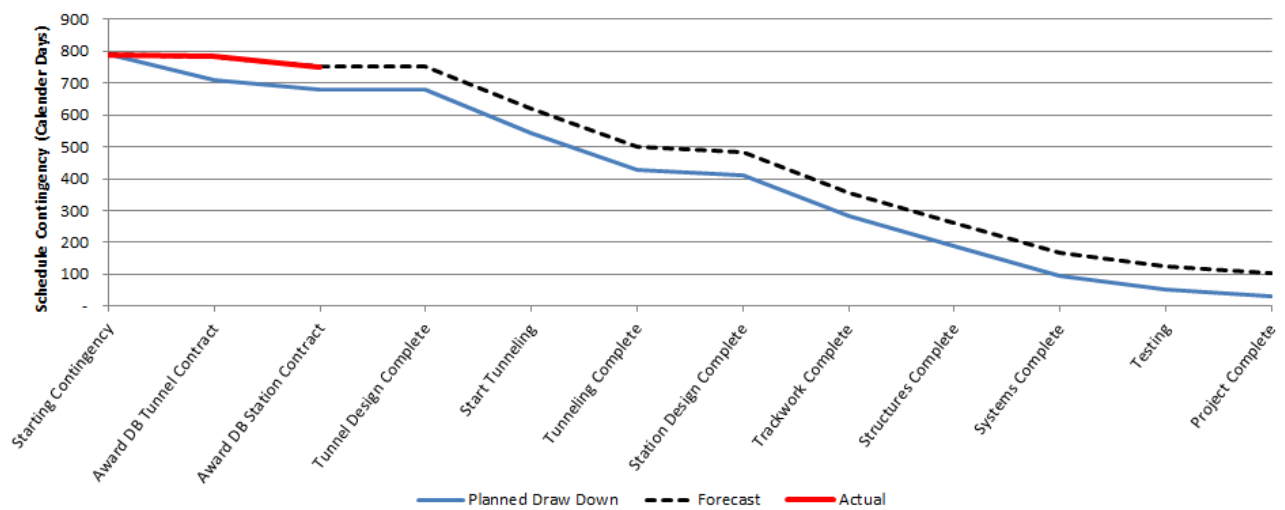
*****Metro supplied equipment.**

Project Schedule Contingency Drawdown Analysis

The project schedule contingency drawdown model provides a dual-axis perspective based upon the FFGA RSD of December 2028 and Metro’s Project Master Schedule (PMS) forecast of 2027.

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

With regards to the FFGA RSD, schedule float of twenty-one (21) months has been maintained.



PROJECT COST

Project Cost Analysis

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		CURRENT BUDGET/ FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS & TRACK ELEMENTS	490,712	0	450,008	0	417,608	5,567	94,827	0	450,008	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	624,995	0	697,637	0	591,735	0	815	0	697,637	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	497,805	0	755,782	1,524	659,354	6,699	322,632	0	755,782	0
50	SYSTEMS	130,778	0	81,935	-951	57,060	0	0	0	81,935	0
	CONSTRUCTION SUBTOTAL (10-50)	1,744,291	0	1,985,362	573	1,725,756	12,266	418,273	0	1,985,362	0
60	ROW, LAND, EXISTING IMPROVEMENTS	467,874	0	416,124	0	153,831	132	3,781	0	416,124	0
70	VEHICLES	38,092	0	43,806	0	0	0	0	0	43,806	0
80	PROFESSIONAL SERVICES	508,093	0	514,240	6,477	236,990	8,825	162,994	0	514,240	0
	SUBTOTAL (10-80)	2,758,350	0	2,959,532	7,050	2,116,577	21,223	585,049	0	2,959,532	0
90	UNALLOCATED CONTINGENCY	464,142	0	262,960	0	0	0	0	0	262,960	0
100	FINANCE CHARGES	387,375	0	387,375	0	0	0	0	0	387,375	0
	TOTAL PROJECTS 865523 (FFGA & Non-FFGA)	3,609,867	0	3,609,867	7,050	2,116,577	21,223	585,049	0	3,609,867	0
	ENVIRONMENTAL/PLANNING - 465523	1,131	0	1,131	0	875	0	875	0	1,131	0
	TOTAL PROJECTS 465523 (ENV/PLAN'G)	1,131	0	1,131	0	875	0	875	0	1,131	0
	TOTAL PROJECTS 465523 & 865523	3,610,998	0	3,610,998	7,050	2,117,452	21,223	585,924	0	3,610,998	0

Original Budget

Original Budget of \$3.6 billion reflects the Life of Project (LOP) budget approved by the Board on February 28, 2019, plus Finance Charges of \$387.4 million.

Current Budget and Current Forecast

The Current Budget and Current Forecast remain the same this period at \$3.6 billion.

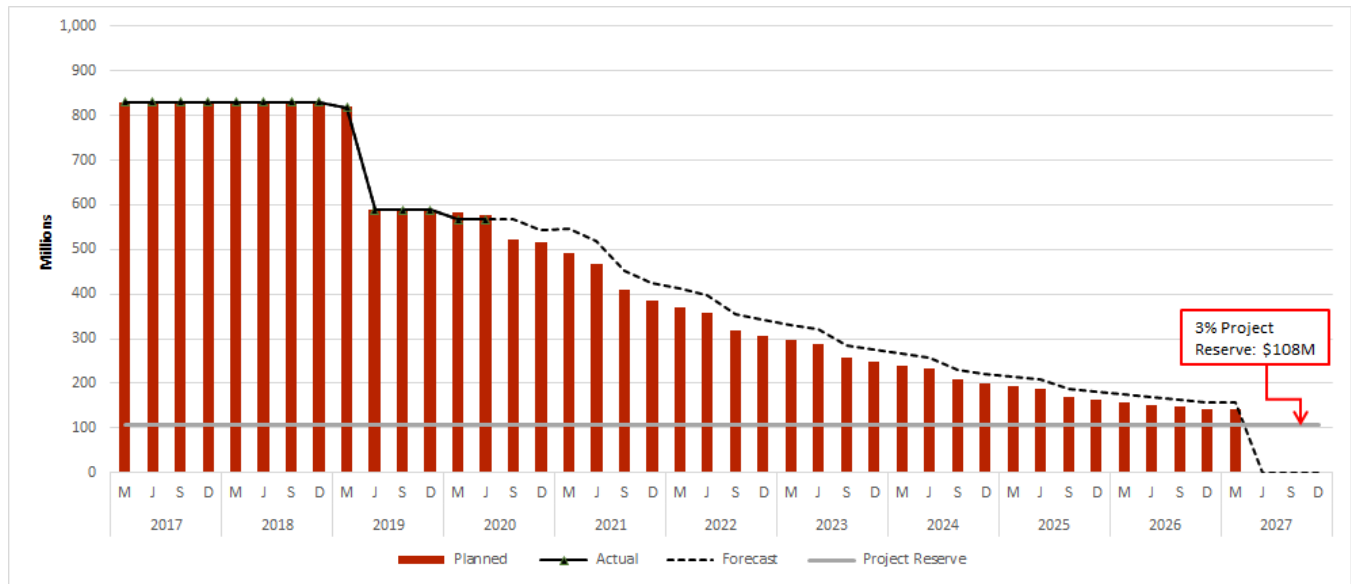
Commitments

The Commitments increased by \$7.1 million primarily due to Stations Contract C1152 Change Orders, purchase of super excess general liability insurance, FY21 task order for Project Management Support Services, offset with a reduction in Rail Operations Control Engineering Design services. The \$2.1 billion in Commitments to date represent 58.6% of the Current Budget.

Expenditures

The Expenditures increased by \$21.2 million primarily due to costs associated with the Tunnels Contract C1151, Stations Contract C1152, Metro Project Administration, Engineering Management Support Services, Construction Management Support Services, Program Management Support Services, Environmental Support Services, ROW Agreement and appraisal fees, Engineering Design Services, Third Party Utility Agency, Master Cooperative Agreement with the City of Los Angeles, and purchase of super excess general liability insurance. The \$585.9 million in Expenditures to date represent 16.2% of the Current Budget.

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

The Original Budget of \$3.6 billion includes finance charges of \$387.4 million. It also includes a project cost contingency of \$830.6 million or 23.1% of the total project, which is based on the amended Life of Project (LOP) Budget approved by the Board in February 2019. An allocated contingency amount of \$366.5 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 2027 Forecast Revenue Service Date (RSD).

The allocated contingency decreased this period by \$1.6M due to approved Contract Change Orders for Stations Contract C1152.

PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	464,142	(201,182)	-	(201,182)	262,960
Allocated Contingency	366,455	(66,829)	(1,587)	(68,416)	298,038
Total Contingency	830,597	(268,011)	(1,587)	(269,599)	560,998

Risk Management

Summary of Risks

The Risk Register is updated on a quarterly basis; the latest update was on July 16, 2020. No new risk was identified and four (4) risks were closed, resulting in a total of sixty-three (63) risks to be managed in the next reporting period.

Of the sixty-three (63) risks, three (3) are scored as high, thirty-four (34) as medium, and twenty-six (26) as low.

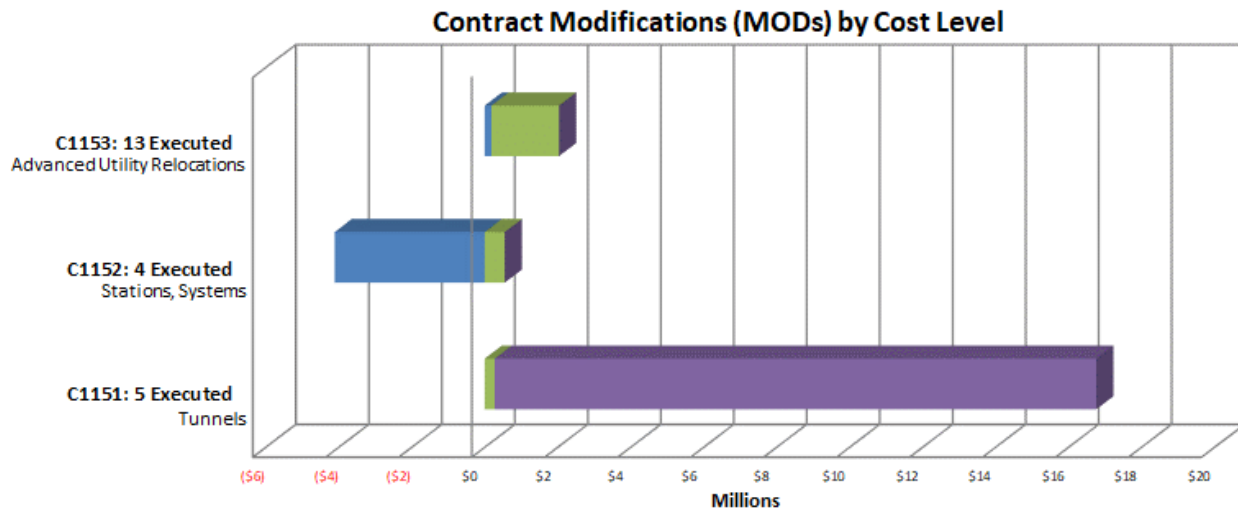
The next WPLE Section 3 Project Risk Register quarterly update is scheduled for October 2020.

Top Five Risks

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

Risk ID	Risk Description	Risk Score	Action Items
90.4	Covid 19 pandemic impact	20.0	1. Evaluate the guideline from the State and local government 2. Putting contingency plan in place.
657.4	Establish shuttle service and complete the refurbishment of temporary surface parking lots are critical prior to closing down Lot 42 for station construction	15.0	1. Prepare procurement package for shuttle services. 2. Initiate CN and request CSP from the Contractor for the refurbishment of the temporary parking lots.
701.3	Tariffs potentially impact D/B contractors.	10.5	1. Monitor the market trend and assess the potential impact. 2. Review contract condition for any escalation clause to allow cost increase.
287.3	Delays due to obtaining lane closures and peak hour exemptions.	9.0	1. Identify temporary bus stop re-locations. Meet with City to identify relocation of stops outside work areas. 2. Metro to review bus routes and stop locations. 3. Submit the Peak Hour Exemption Request
657.3	Replacement parking and related activities at VA hospital may impact cost and schedule. Additional parking spaces above and beyond the in-kind parking spaces replacement will be funded by local fund. No cost risk impact on FFGA budget.	9.0	1. Include in ROW budget - Complete 2. Identify local funding source to meet the additional parking spaces requirement. - closed 3. Close coordination with VA on the bus shuttle service and temporary parking area during the design and construction of the replacement parking structure.

Summary of Contract Modifications



	C1151 5 Executed	C1152 4 Executed	C1153 13 Executed	Total
■ Under \$100K	\$ -	\$ (4,111,258)	\$ 181,291	\$ (3,929,967)
■ \$100K to \$250K	\$ -	\$ -	\$ -	\$ -
■ \$250K to \$1M	\$ 271,984	\$ 545,675	\$ 1,855,558	\$ 2,673,217
■ Over \$1M	\$ 16,484,961	\$ -	\$ -	\$ 16,484,961
Total Contract MODs	\$ 16,756,945	\$ (3,565,583)	\$ 2,036,849	\$ 15,228,211
Contract Award Amount	\$ 410,002,000	\$ 1,363,620,000	\$ 11,439,000	\$ 1,785,061,000
% of Contract MODs	4.1%	-0.3%	17.8%	0.9%

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

Five Contract Modifications (MODS) with a total value of \$16.8 million have been executed since the award of C1151 Contract for Tunnels.

Four Contract Modifications (MODS) with a total credit value of \$3.6 million have been executed since the award of C1152 Contract for Stations.

Thirteen Contract Modifications (MODS) with a total value of \$2.0 million have been executed since the award of C1153 Contract for Advanced Utility Relocations.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Contract C1151

As of August 2020:

DBE Goal – Design The percentage of funds apportioned to Design Contracts	11.19%
Current DBE Commitment Design Total DBE Committed Dollars divided by Total Contract Value for Design	\$3.1M 16.59%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$2.7M 18.81%

Six (6) Design DBE sub-consultants have been identified for Design.

DBE Goal – Construction The percentage of funds apportioned to Construction Contracts	17.10%
Current DBE Commitment Construction Contract commitment divided by current contract value for Construction	\$55.9M 13.7%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$18.3M 11.51%

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

Contract C1152

As of August 2020:

DBE Goal – Design The percentage of funds apportioned to Design Contracts	19.25%
Current DBE Commitment Design Total DBE Committed Dollars divided by Total Contract Value for Design	\$14.4M 23.44%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$6.3M 17.33%

Eighteen (18) Design DBE subcontractors have been identified for Design.

DBE Goal – Construction The percentage of funds apportioned to Construction Contracts	21.00%
Current DBE Commitment Construction Contract commitment divided by current contract value for Construction	\$35.9M 2.76%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$2.1M 0.93%

Six (6) Construction DBE sub-contractors have been identified to date.

PROJECT LABOR AGREEMENTS (PLA)

Contract C1151

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Areas in the United States	40.00%
Targeted Worker Current Attainment	45.94%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	12.46%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	0.00%

Contract C1153

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Areas in the United States	40.00%
Targeted Worker Current Attainment (Final)	47.64%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment (Final)	21.18%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment (Final)	12.07%

FINANCIAL/GRANT

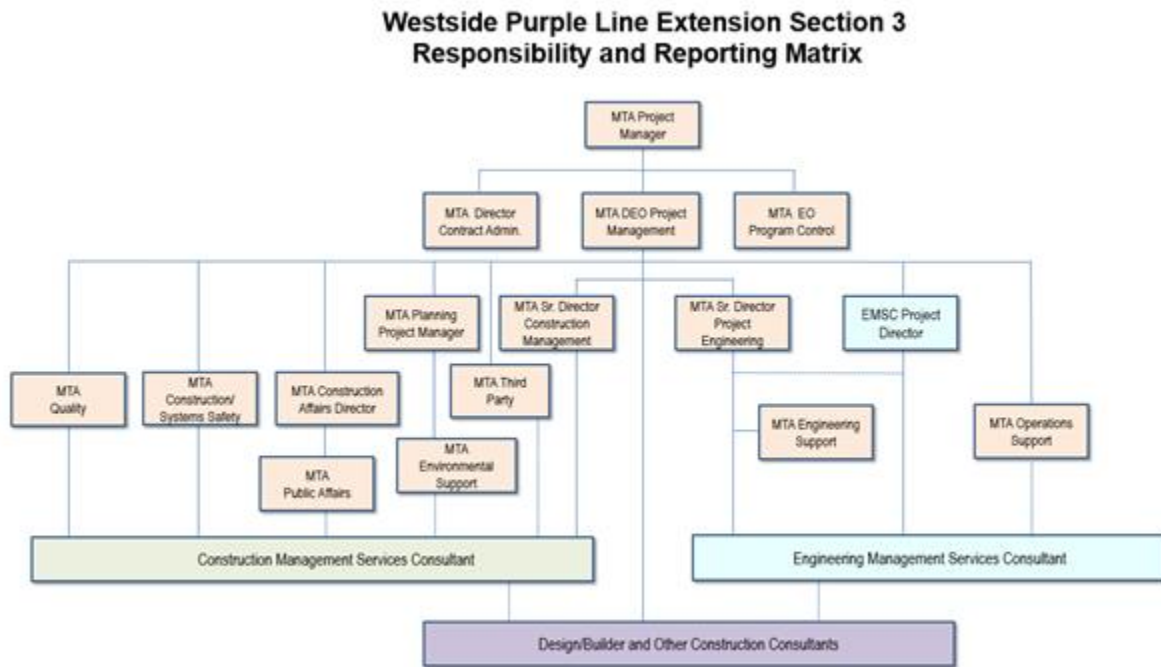
Status of Funds by Source*

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	\$1,300.000	\$1,300.000	\$300.000	\$300.000	23%	\$216.484	17%	\$216.484	17%
FEDERAL RSTP	\$93.048	\$93.048	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
FEDERAL CMAQ	\$45.000	\$45.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
LOCAL AGENCY	\$96.391	\$96.391	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TCRP	\$10.001	\$10.001	\$10.001	\$10.001	100%	\$10.001	100%	\$10.001	100%
MEASURE R 35%	\$844.063	\$844.063	\$349.595	\$765.043	91%	\$35.539	4%	\$30.349	4%
MEASURE M 35%	\$1,190.661	\$1,190.661	\$359.129	\$1,042.408	88%	\$323.900	27%	\$323.900	27%
STATE RIP	\$31.834	\$31.834	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$3,610.998	\$3,610.998	\$1,018.725	\$2,117.452	58.6%	\$585.924	16.2%	\$580.734	16.1%

Original Budget based on 2019 Board approved LOP Budget, plus Finance Charges of \$387.4 million.

PROJECT ORGANIZATION AND STAFFING

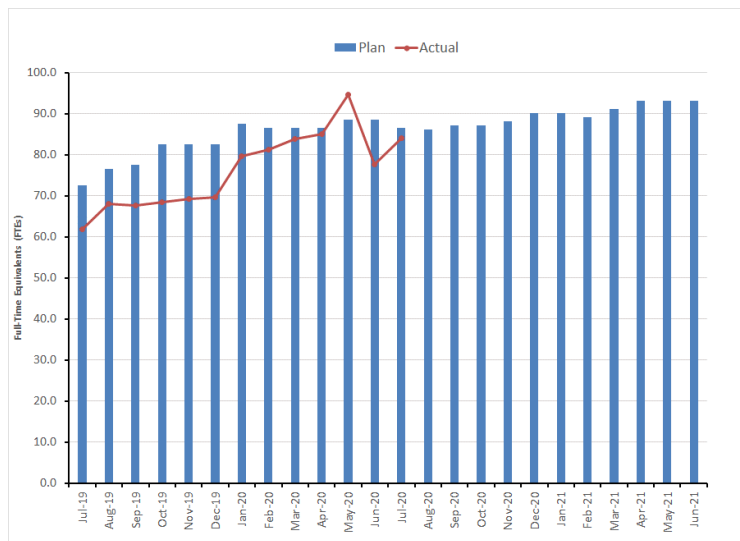
The design-build contract is being managed by a joint team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO).



The overall FY21 Total Project Staffing Plan averages 89.6 FTEs per month.

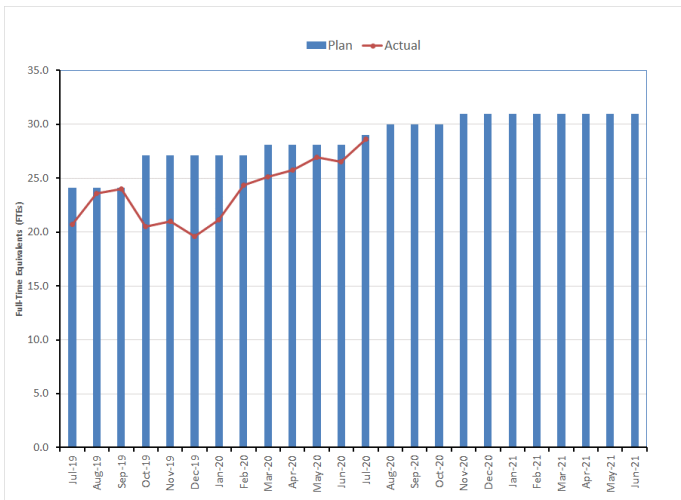
For July 2020, there were a total of 28.6 FTEs for MTA's Project Administration Staff and 55.4* FTEs for Consulting Staff. The total project staffing for July 2020 was 84.0 FTEs.

Total Project Staffing – Metro and Consultants

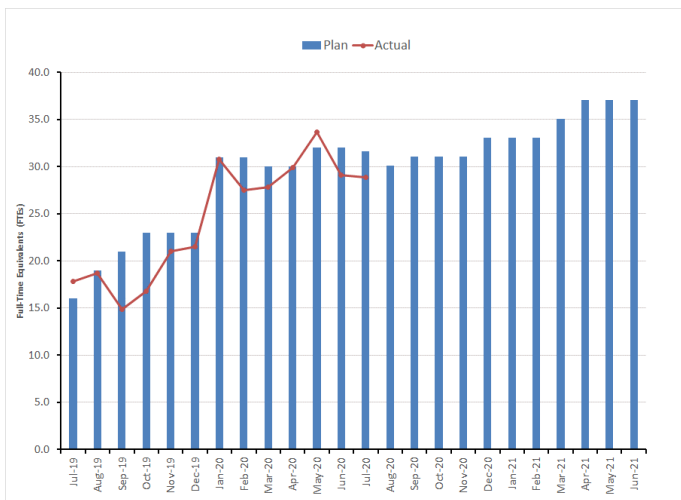


*Actuals include 3.5 FTEs related to Program Management Support Services (PMSS).

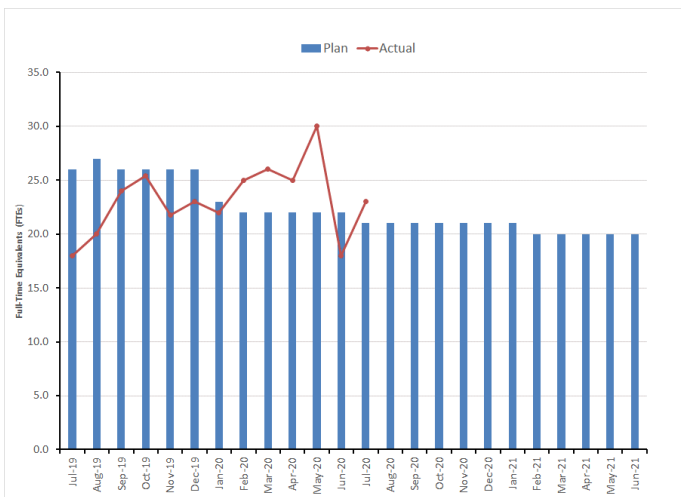
Metro Staff



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	0	0	0	0	0	0	0	0	0
Part Takes	2	2	1	1	0	0	0	0	0
TCE	4	4	0	0	0	0	0	0	2
SSE	77	77	1	1	4	0	0	0	0
Permanent Easements	1	1	1	1	0	0	0	0	1
Total Parcels	84	84	3	3	4	0	0	0	3

Real Estate certification are progressing, appraisers have been selected and appraisals are under review.

The following parcels are available to the Contractors:

- C1151 Tunnel Contract
 - VA Staging Area (W-5401)
 - VA Station (W-5401-3 exclude Lot 42)
 - Caltrans (W-5301)
 - UCLA Lot 36 End Wall Piling (W-5101-4)
- C1152 Station Contract
 - UCLA Lot 36 Staging Area & Storm Drain Relocation (W-5101-1)

QUALITY ASSURANCE

- Attended weekly project staff meetings for C1151 Tunnels, C1152 Stations, and weekly progress meetings with FKTP & TPOG.
- Reviewed Daily Inspection Reports by Metro's inspectors (CMSS) for completeness and correctness.
- Chaired a readiness review meeting for:
 - *C1151 Tunnels – Caltrans Drainage Work.*
 - *C1152 Stations – VA Parking Lot Refurbishment Lot 3 and SCE Power Connection.*
- Performed surveillance on C1151 Tunnels contract, and issued subsequent non-conformances (NC's) for following:
 - *Tunnel BR Headwall Installation.*
 - *Tunnel Lining Physical Test at UCSD.*

ENVIRONMENTAL

- Conducted field environmental monitoring and inspections for construction noise, stormwater BMP's, fugitive dust, groundwater treatment discharge for FKTP and TPOG.
- Participated in contract construction progress meetings with FKTP and TPOG.
- Evaluated progress and schedules for environmental compliance and sustainability efforts for FKTP and TPOG.
- *Conducted cultural monitoring for parking lot refurbishment work.*
- *Field noise monitoring for utility potholing at VA.*
- *Completed field plans for vibration and air quality reporting as part of UCLA MOA.*
- *Prepared permit application packages for associated third party agencies.*

CONSTRUCTION AND COMMUNITY RELATIONS

- Attended the following meetings: Construction Management meetings for the Tunnels and Stations contracts, LADOT, UCLA Coordination, VA Coordination, Real Estate, Environmental, and Schedule Coordination.
- *Produced and distributed six (6) construction work notices for SCE and sewer work, well monitoring, surveys, and VA campus work activities.*
- Extensive coordination with major stakeholder groups and City Council Districts 5 and 11.
- Updated Facebook/Twitter and Metro.net as needed.

CREATIVE SERVICES

- Planning for reinterpretation of VA Mural and coordination with LA County and VA.
- Participation in Design Review Workshops.
- Finalized artwork finish materials and artwork areas in stations.
- Reviewing 60% Design Package of Westwood/VA Station.

SAFETY AND SECURITY

Contract C1151 Tunnels

- Metro Safety staff attended weekly Tool Box Meetings, Progress Meetings, readiness reviews, and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- Metro/FKTP project safety staff conducted schedule, safety/security and over-the-shoulder review meetings.
- Safety staff worked regularly with Program Management and Construction Relations staff to monitor issues related to public concerns regarding noise, traffic and public/construction interfaces as well as public interactions with the construction crews.
- Metro project safety staff conducted project Safety Orientation for new Metro/Consultants and IPMO project staff.
- Metro project safety staff conducted right-of-way (ROW) and safety/security walks, safety/security reviews and coordination with FKTP-JV staff for oversight and support of all project field work activities.
- *Safety hosted the Monthly Safety Meeting for all Westside Purple Line Extension Contractors on August 28, 2020.*
- *FKTP reported 16,750 actual work hours with two (2) Recordable Injury for August 2020.*
- *FKTP Project to Date hours are 254,992 with one Recordable Injuries and no Lost Time Injuries.*
- *FKTP has a Recordable Injury Rate of Five (5) and Zero (0) Days Away from Work Injuries. The Recordable Injury Rate is 3.92. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.5 for heavy civil construction projects.*

Contract C1152 Stations, Trackwork, Systems, and Testing

- Metro Safety staff attended weekly Tool Box Meetings, Progress Meetings, readiness reviews, and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- Metro/TPOG project safety staff conducted schedule, safety/security and over-the-shoulder review meetings.
- *Metro Safety hosted the Monthly Safety Meeting for all Westside Purple Line Extension Contractors on August 28, 2020.*
- Metro project safety staff conducted project Safety Orientation for new Metro/Consultants and IPMO project staff.
- Metro project safety staff conducted right-of-way (ROW) and safety/security walks, safety/security reviews and coordination with TPOG-JV staff for oversight and support of all project field work activities.
- *TPOG reported 28,854 actual work hours with no Recordable Injury for August 2020.*

- *TPOG Project to Date hours are 369,742 with no Recordable Injuries and no Lost Time Injuries.*
- TPOG has a Recordable Injury Rate of 0. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.5 for heavy civil construction projects.

APPENDIX

CHRONOLOGY OF EVENTS

January 2011	FTA approval to enter Preliminary Engineering
August 2012	FTA Record of Decision
April 2017	Issued RFQ for C1151 Tunnels Design/Build Contract
May 2017	Issued IFB for C1153 AUR Contract
September 2017	Issued RFQ for C1152 Stations, Trackwork, Systems & Testing Design/Build Contract
January 2018	Issued NTP for C1153 AUR Contract
April 2018	C1153 Contractor commenced work
August 2018	FTA approval to enter New Starts Engineering Phase
September 2018	Received FTA approval for Letter of No Prejudice for C1151 Tunnels Contract
November 2018	Issued Contract Award for C1151 Tunnels Contract
December 2018	FTA completed environmental review of 23 CFR §771.130 (c)
January 2019	Issued NTP for C1151 Tunnels Contract
April 2019	Received FTA's Letter of No Prejudice for C1152 Stations Contract
May 2019	Issued Contract Award for C1152 Stations Contract
June 2019	C1153 AUR Contract achieved Substantial Completion
July 2019	Issued NTP for C1152 Stations Contract
September 2019	FKTP began SCE Ductbank Construction
December 2019	Partial VA Site Access Given for Tree Removal
January 2020	Access to Tail Track Exit Shaft & Western Staging Area
February 2020	UCLA Lot 36 Access Given to TPOG
March 2020	FTA Executed FFGA

June 2020 FKTP Completed SCE Ductbank Construction

July 2020 Began TBM Assembly in the Tail Track Exit Shaft