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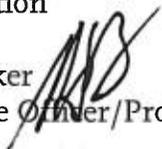
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December 20, 2020

TO: Distribution

FROM: Gary Baker 
Executive Officer/Project Manager

SUBJECT: Regional Connector Transit Project
December 2020 Quarterly Project Status Report

Enclosed is the Quarterly Project Status Report for the Regional Connector Transit Project. This report contains the Los Angeles County Metropolitan Transportation Authority's (LACMTA) representation of the Regional Connector Transit Project status for the period ending January 1, 2021.

If you have any questions regarding this report or its supporting information, please contact Dan Estrada, Deputy Executive Officer of Program Control at (213) 893-7130.

GB: CS
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Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Project

QUARTERLY PROJECT STATUS REPORT

December 2020



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REGIONAL CONNECTOR TRANSIT PROJECT

QUARTERLY PROJECT STATUS REPORT

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December 2020

TABLE OF CONTENTS

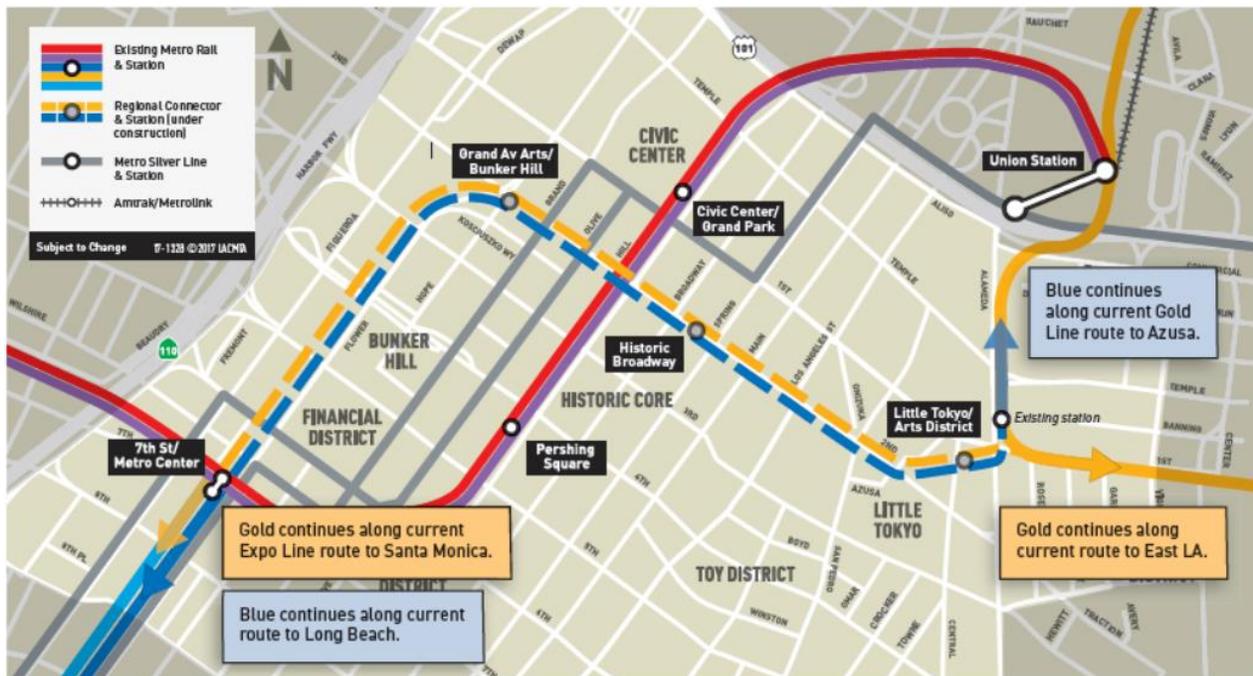
Project Overview	1
Executive Summary	5
Project Update	10
Project Schedule.....	10
Progress Summary.....	10
Planned vs. Actual Progress.....	10
Key Milestones Six-Month Look Ahead	11
Major Equipment Delivery.....	11
Project Cost	12
Project Cost Analysis.....	12
Cost Contingency Drawdown and Analysis	14
Risk Management.....	15
Summary of Contract Modifications	17
Disadvantaged Business Enterprise (DBE)	18
Project Labor Agreement	18
Financial/Grant	19
Project Staffing.....	20
Real Estate	22
Quality Assurance.....	23
Environmental	24
Construction and Community Relations	25
Creative Services	25
Safety and Security	26
Appendix.....	27
Chronology of Events	

PROJECT OVERVIEW

Project Background

The Regional Connector Transit Project (Project) will link the terminus of the Blue and Expo Lines at 7th/Metro Center to the Gold Line near the current Little Tokyo/Arts District Station through a new 1.9-mile underground alignment in downtown Los Angeles. The alignment includes three underground stations: Grand Av Arts/Bunker Hill; Historic Broadway; and Little Tokyo/Arts District.

From the existing 7th Street/Metro Center Station, the Project alignment will extend north under Flower Street to 2nd Street. It will then proceed east underneath 2nd Street to just west of Central Avenue where the alignment will veer northeast under privately held property to the new Little Tokyo/Arts District Station at 1st and Central. The alignment continues briefly eastward through a Wye Junction (Wye) constructed beneath the 1st and Alameda intersection. To the north of the Wye at Temple and Alameda, and to the east of the Wye at 1st and Vignes, trains will connect with the Gold Line by rising to the surface through two new transition portals heading north to Pasadena, and east to East Los Angeles.



Upon completion, the Project will in effect facilitate regional light rail service along a 49-mile north-south route – Azusa to Long Beach, and a 23-mile east-west route – East LA to Santa Monica.

Passenger forecasts in 2035, as a result of the improved service, indicate 90,000 daily transit trips will occur through the 1.9-mile downtown trunk, including 17,000 new riders.

The above Project configuration is based on years of planning and environmental work that is reflected in the following milestones:

- Metro Board approval of Alternative Analysis – January 2009
- Initiation of Draft EIS/EIR – February 2009
- Initiation of Preliminary Engineering (PE) – January 2011
- Metro Board certification of Final EIS/EIR – April 2012
- FTA issuance of Record of Decision – June 2012
- PE and Advanced PE complete – March 2013
- FTA award of Full Funding Grant Agreement – February 2014.

Major Procurements

Utility Relocation: Advanced Utility Relocation Contract C0981R was awarded to Pulice Construction, Inc. in January 2014, and the Notice to Proceed (NTP) issued on February 18, 2014. Contract C0981R was terminated for convenience on April 14, 2015 and remaining AUR work was transferred to the C0980 Design/Build (D/B) Contractor.

Guideway & Systems Contract: The Board authorized to solicit a major D/B contract, C0980, in August 2011. A contract was awarded on April 24, 2014 to Regional Connector Constructors (RCC), a joint venture of Skanska USA Civil West California District, Inc. and Traylor Brothers, Inc. in the amount of \$927,226,995. NTP was issued July 7, 2014. The final engineering and design for the joint venture was performed by Mott McDonald.

Vehicles: Metro *procured* four (4) Light Rail Vehicles (LRVs) for the Project. The vehicles *were* built and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. Delivery and acceptance of four LRVs *occurred late 2020*.

Rail Operations Center (ROC): The existing functional operations at the ROC are being expanded to accommodate the central control functions associated with five new rail lines to include Regional Connector. The Project is contributing \$4.07M towards this expansion which is scheduled to be completed by June 2021.

Fare Collection: Procurement of Universal Fare System and Ticket Vending Machine equipment was completed in January 2018 with award to Cubic Corporation. Metro is coordinating with RCC for installation and testing schedules, which are currently expected to begin in early 2021. The scope addition of fare transfer equipment in the three Regional Connector stations is on hold.

Program Management

The RCC contract is being managed by a team of Metro and consultant personnel jointly located at the Integrated Project Management Office (IPMO). The consultant component is comprised of The Connector Partnership, a joint venture between AECOM, Inc. and WSP (CPJV) which provides engineering and design support services while Arcadis, Inc., provides construction management support services. An overview of management staffing of these consultants is provided under the Staffing Section of this report. The on-site program management team is also supported by Metro Headquarters resources to include, 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 Summer/Fall 2022.

In January 2017, the Metro Board revised the Life of Project (LOP) Budget for Regional Connector Transit Project 860228 to \$1.756 billion. The LOP budget for Concurrent Non-FFGA activities related to Project 861228 was increased to \$46.4 million in December 2019 to include radio communication elements at 7th/Metro Center. Financing costs are estimated at \$14M. Cost forecasts remain consistent with budgets. A detailed FFGA budget forecast is included under the Project Cost Section of this report.

Funding has been secured from a variety of sources, detailed in the Financial/Grant Section on Page 19, to include:

- Federal New Starts Grant
- Federal Congestion Management Air Quality and RIP Programs
- State Proposition 1A/1B and Capital Project Loan proceeds
- City of Los Angeles
- Lease revenues.

Construction and Community Relations: The Construction and Community Relations Team is tasked with promoting the Project and performing public outreach within the communities 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 alignment.

The Project is also engaged in social media outreach and various marketing and advertising efforts designed to keep the public informed and supportive of 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.

System Integration: The Project's integration of three separate lines, each possessing distinct system technologies, presents significant challenges for both the Project and Metro at-large. Extensive planning continues to be performed to define logistics of the systems' cut overs that will be required. The Project will continue to coordinate the completed systems interface design, with on-going procurement in preparation for construction and testing as Metro maintains revenue service on the three operating lines.

Rail Activation: The Project and Metro Operations recognize the extensive planning required in preparation for rail activation of the new regional light rail service the Project will enable through downtown Los Angeles. The training of 400+ operators and supervisors across the regions has surfaced as a key component to rail activation. This training will require dedicated time during rail activation to ensure safety.

Planning efforts have outlined a sequence of dependent testing, training, simulation, and safety certification. *Continued review of each element leading to start-up is underway. These reviews include recent developments related to bifurcating the substantial completion. These studies involve Project Management, Operations and Fire Life Safety representatives to ensure an integrated approach is realized.*

EXECUTIVE SUMMARY

In *December*, the Project achieved 73.7% completion based on earned value measurements for design and construction. The focus of the Project is on completing structural concrete, *MEP* and trackwork *while initiating guideway systems and station finishes*.

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

Design Status

Miscellaneous design changes to approved design packages continue to be managed as Engineering Change Instructions (ECI), enabling required changes to be promptly addressed while the balance of the scope is built.

Construction Status

1st Street Cut & Cover Tunnel & U-Channel: *Continued to store rail stockpile at both tunnels.*

Wye Structure: *Started plinth installation for the #5 turnout and diamond.*

Alameda Street Cut & Cover Tunnel & U-Channel: *Continued the installation of shoring piles and excavation. Continued the Temple Street 10" sewer line installation. Started the installation of the Duco Yard 8" sewer line installation.*

Future Little Tokyo/Arts District Station: *In the Station Box, completed Public Stair #3. In the Lower Ancillary, continued mechanical/electrical/plumbing. Started acoustic placement, track level rooms concrete masonry unit (CMU) walls, and Public Stair #1. In the Upper Ancillary, completed the East Vent Plenum invert. Continued CMU walls and mechanical/electrical/plumbing. Started East Vent Plenum walls in the station box.*

Reach 1 Tunnels Section (Future Little Tokyo/Arts District Station to Crossover Cavern): *Continued tunnel lighting installation in both tunnels.*

Crossover Cavern: *Continued plinth installation. Started the #8 Double Crossover installation.*

Historic Broadway Station: *At the platform level, started acoustic placement. Continued the mechanical/electrical/plumbing installations. At the concourse level, continued the east station roof deck, the concrete interior walls, CMU walls, and the mechanical/electrical/plumbing installations. At the ancillary level, completed emergency exit #1 walls. Continued the entrance area roof deck and the Load Transfer System (LTS). Continued the station*

box area backfill. *Started the deck beam re-shoring installation, the removal of pin piles, and the mid vent plenum.*

Reach 2 Tunnel Section (Historic Broadway Station to Grand Av Arts/Bunker Hill Station):
Continued installation of tunnel lighting in both tunnels.

Grand Av Arts/Bunker Hill Station: At the platform level, continued installation of mechanical/electrical/plumbing. *Started the CMU wall installation.* At the concourse level, continued installation of mechanical/electrical/plumbing. At the lower and upper ancillary levels, *completed* the placement of acoustic, and continued the installation of mechanical/electrical/plumbing. At the roof level, *completed* the CMU wall installation, and continued backfill. At the upper roof level, *started the emergency exit #4 stairs, and pedestrian bridge bent 2 column.* Continued east vent shaft walls *and backfill.* *Completed,* west vent shaft walls *and* equipment access shaft walls.

Reach 3 Tunnel Section (Grand Av Arts/Bunker Hill Station to Flower): Continued installation of tunnel lighting in both tunnels.

Flower Cut & Cover Tunnel: In the north segment (5th Street to 4th Street), continued the backfill and the installation of the sewer line. In the south segment (5th Street to 7th/Metro Center Station), continued the emergency walkway, and started the *track installation in the left tunnel.*

Schedule Summary

Reconciliation of Metro's Project Master Schedule and RCC's Contract Schedule is anticipated in late January to reflect agreement reached by both parties on how work will progress toward newly established milestones for Substantial Completion. Through this process, more clarity is expected on how the critical path work associated with the Load Transfer System (LTS) at the Historic Broadway Station will be prosecuted. Alongside that sequence will be the updated subordinate paths of the other major project components.

Costs Summary

Project costs continue to track within budget. Contingency drawdowns are lagging as large modifications continue to take longer to reconcile. However, no material net variance in contingency use is anticipated. To date, the design and construction changes related to base scope represent approximately 7.9% of the contract value. There is one notice of intent to claim by RCC. The notice relates to Historic Broadway Station SOE stability issues. Detailed cost and budget information begins on Page 12.

Coronavirus Impacts

It remains unclear as to what extent the Coronavirus (COVID-19) has impacted operations. RCC has notified Metro of work inefficiencies and impacts to material supply chains, especially related to special trackwork, conduit deliveries, and electrical equipment.

There were *twenty-five (25)* new COVID-19 cases reported for the period; for a total of *82* positive cases through *December 2020*. RCC continues to follow local and federal regulations related to COVID-19 to maintain operations.

Key Management Concerns

Item 1: Rail Activation for integrating three transit lines is complex. Schedule and cost challenges are likely to surface if not carefully managed. *New challenges are expected with the bifurcated substantial completion.*

Status/Action: Cut over, testing and rail activation meetings continue between various Metro Departments, RCC and Project staff. *Workshops are being scheduled with Operations, Fire Life Safety and Engineering to coordinate the turnover and testing of the facilities.*

Item 2: Constructability issues related to construction of the load transfer system for the Historic Broadway Station overbuild structure are having cost and schedule impacts; the critical path shifted to the station in July and continues to pace the schedule.

Status/Action: Metro and RCC have identified mitigation measures to offset growing delays. Discussions are on-going with RCC to negotiate additional costs.

Item 3: Multiple utility rearrangements remain to be completed as the Project enters the street restoration phase. Most notably, AT&T at 2nd Street and the joint utility trench at Grand Av Arts/Bunker Hill Station. *The RCC cost proposal for the joint utility trench is being evaluated now.*

Status/Action: Metro, utility owners and RCC teams are meeting regularly to review priorities, designs, and interferences to construction. Along Broadway and Spring at 2nd St, locations for vaults and adjoining conduit runs have been secured. Final designs are now underway.

Item 4: RCC has indicated that COVID-19 has impacted performance on the Project.

Status/Action: Metro continues to monitor impacts to the extent possible. Remedy may include schedule relief. Despite COVID-19 impacts, critical path work is being progressed as scheduled. Cost performance may be impacted; RCC have reported direct costs associated with COVID-19 continue to be accumulated.

Project Construction Photos



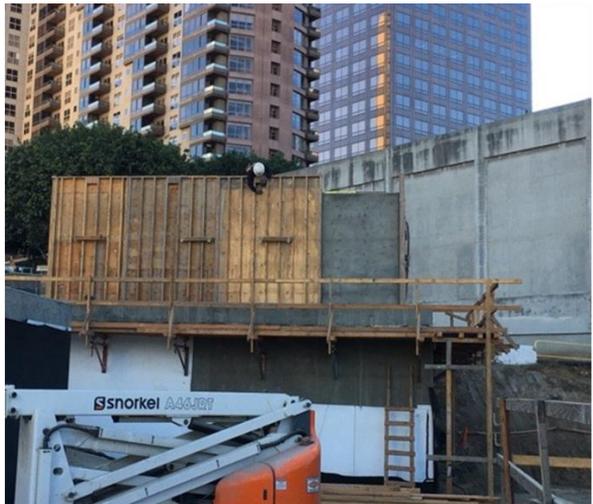
Hi-Lite aluminum shoring and forms for stair soffit at the future Little Tokyo/Arts District Station



HDPE installation at Entrance Roof at Historical Broadway Station



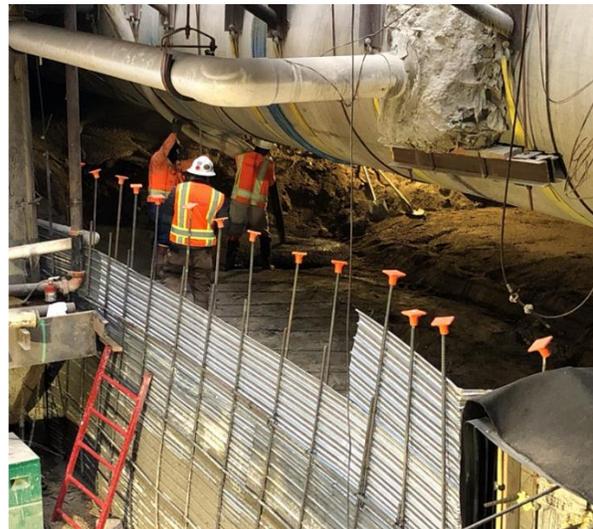
HDPE installation at the Equipment Access Shaft at Grand Av Arts/Bunker Hill Station



Stripping forms at the Upper Roof Level Tunnel Vent Shaft West at Grand Av Arts/Bunker Hill Station



Cow Pie forms built at Flower St Left Tunnel



Slurry placement at interface with South Access Shaft

PROJECT UPDATE

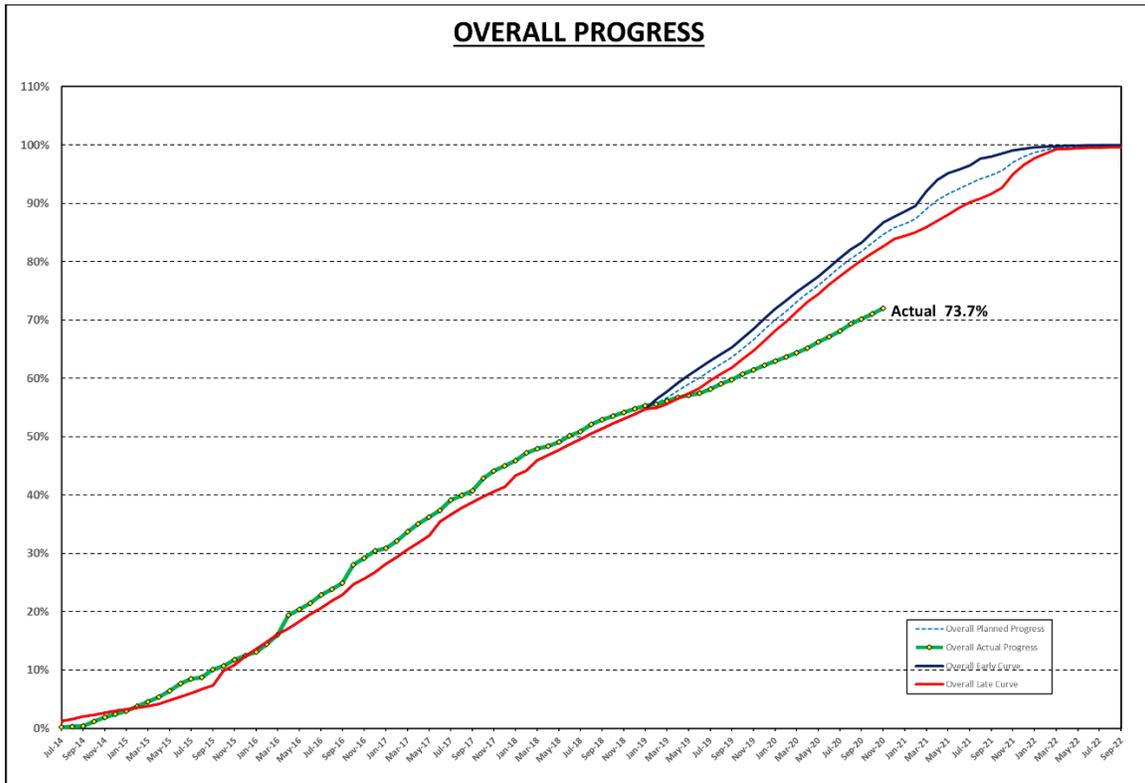
PROJECT SCHEDULE

Progress Summary

	Status	Change from Last Month	Comment
Forecast Revenue Service	Summer/Fall 2022	None	
Proposed FFGA Revenue Service	2/25/2023	None	
Final Design Progress:			
Contract C0980	100%	NA	
Construction Contracts Progress:			
Contract C0981R & C0980	72.6%	1.8%	

Note: Construction Progress excludes General Requirements, Construction and Design Mobilization, Final Design and Provisional Sum costs (Schedule C). Progress values include executed modifications and change orders.

Planned vs. Actual Progress



Current overall planned progress reflects median of early and late finish dates.

Key Milestone Six-Month Look Ahead

	Milestone Date	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21
Complete East Vent Shaft Invert at Little Tokyo / Art District Station	12/31/2020 A	⬡					
Complete South Flower Cut & Cover Emergency Walkways	01/18/21		⬡				
Complete Station Box Roof Deck at Historic Broadway Station	01/15/21		⬡				
Complete Emergency Exit 1&2 Roof at Grand Ave / Bunker Hill Station	01/29/21		⬡				
Complete Existing Little Tokyo Station, Track, MSE Wall Demolition	02/02/21			⬡			
Complete #8 Double Crossover Track	02/12/21			⬡			
Complete East Vent Shaft Walls at Little Tokyo / Art District Station	02/10/21			⬡			
Complete Station Entrance Roof Deck at Historic Broadway Station	03/22/21				⬡		
Complete Plaza Deck at Grand Ave / Bunker Hill Station	04/01/21					⬡	
Complete Station Entrance Equipment Access Walls at Historic Broadway Station	04/13/21					⬡	
Complete #5 Turnouts and Diamond Track	05/05/21						⬡
Complete Sewer Relocation at Temple Street / Duco Yard	05/21/21						⬡

◆ MTA Staff	Ⓜ MTA Board Action	⌵ FTA (Federal Transit Administration)	▽ Utility Company
△ Other Agencies	□ Contractors	○ Design Consultant	⬡ C0980 D/B Contractor
"A" following date is actual and completed		* New Date	

Major Equipment Delivery

Metro Supplied Equipment

Equipment	Initial Procurement	Scheduled Delivery	Scheduled Installation
LRT Vehicles	(NTP) 08/20/2012	Option 2 10/26/2020	N/A
Ticket Vending Machines	~ 01/30/2018	07/08/19 A (warehoused)	05/25/2021 ~08/26/2021

PROJECT COST

Project Cost Analysis – 860228

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)
COST REPORT
DOLLARS IN THOUSANDS

SCC CODE		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	GUIDEWAYS & TRACK ELEMENTS	280,622	204,691	0	273,671	0	262,982	4,091	228,126	3,143	277,563	3,892
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	0	235,436	0	234,303	6,367	131,108	-650	235,400	-36
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	422,453	0	628,356	2,060	590,754	3,225	517,273	-814	629,260	904
50	SYSTEMS	69,667	73,848	0	78,852	27	68,237	338	21,103	23	77,641	-1,210
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	0	1,216,314	2,087	1,156,276	14,020	897,609	1,702	1,219,864	3,550
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	0	59,315	0	57,809	0	57,649	0	59,315	0
70	VEHICLES	16,275	16,275	0	16,275	0	16,275	2,649	12,117	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,973	0	394,865	502	351,099	2,597	327,417	18	394,433	-432
	SUBTOTAL (10-80)	1,239,963	1,268,925	0	1,686,770	2,589	1,581,459	19,266	1,294,792	1,720	1,689,888	3,118
90	UNALLOCATED CONTINGENCY	135,399	126,892	0	42,571	0	0	0	0	-1,720	39,453	-3,118
100	FINANCE CHARGES	27,571	7,115	0	14,301	0	0	0	0	0	14,301	0
	TOTAL PROJECTS (10-100)	1,402,932	1,402,932	0	1,743,642	2,589	1,581,459	19,266	1,294,792	0	1,743,642	0
	ENVIRONMENTAL/PLANNING - 400228		6,075	0	6,075	0	6,075	0	6,075	0	6,075	0
	ENVIRONMENTAL/PLANNING - 460228		18,125	0	20,425	0	20,425	0	18,988	0	20,425	0
	TOTAL PROJECTS (EVN/PLAN'G)		24,200	0	26,500	0	26,500	0	25,063	0	26,500	0
	TOTAL	1,402,932	1,427,132	0	1,770,142	2,589	1,607,959	19,266	1,319,855	0	1,770,142	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DEC 2020.
METRO AND TRIBUNE AGREED ON REIMBURSEMENT OF ~\$1.6 MILLION RELATED TO 2ND/BROADWAY OVERBUILD.

Original Budget:

The Original Budget of \$1.427 billion reflects the April 2014 Board approved LOP Budget, plus finance costs of \$7.1 million.

Current Budget:

In January 2017, the Metro Board revised the LOP Budget for the Project 860228 to \$1.756 billion to reflect the current Project scope. Finance costs, estimated at \$14.3 million, are also reflected leading to a total of \$1.770 billion.

Commitments:

Overall commitments increased by \$2.6 million this month to \$1.61 billion which represents 90.8% of the Current Budget. The overall increase is related to RCC executed modifications, *and* work orders from Third Parties.

Expenditures:

Expenditures are cumulative through *December* 2020 and increased by \$19.3 million this month for costs across the Project. \$1.32 billion in expenditures to date represent 74.6% of the Current Budget.

Current Forecast:

The total current forecast remains equal to the total current budget.

Project Cost Analysis – 861228

CONCURRENT NON-FFGA ACTIVITIES (861228)
PROJECT COST STATUS BY FTA SCC
DOLLARS IN THOUSANDS

SCC CODE		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	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	0	0	0	0	0	0	0	0	0	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	10,480	0	0	0	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	0	0	0	0	0	0	0	12,948	12,948	-12,948
50	SYSTEMS	0	0	5,950	0	2,750	64	1,281	0	5,950	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	0	5,950	0	2,750	64	1,281	12,948	18,898	-12,948
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	0	38,228	0	38,323	0	37,475	0	38,228	0
70	VEHICLES	0	0	0	0	0	0	0	0	0	0
80	PROFESSIONAL SERVICES	650	0	1,150	0	748	0	412	0	1,150	0
	SUBTOTAL (10-80)	38,878	0	45,328	0	41,822	64	39,168	12,948	58,276	-12,948
90	UNALLOCATED CONTINGENCY	1,113	0	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 (10-100)	39,991	0	46,441	0	41,822	64	39,168	12,948	59,389	-12,948
	861228 TOTAL	39,991	0	46,441	0	41,822	64	39,168	12,948	59,389	-12,948

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DEC 2020.

Original Budget:

The Original Budget reflects the Board approved LOP Budget established April 24, 2014.

Current Budget:

The budget reflects the addition of \$6.45 million added by the Metro Board in December 2019 for increased scope at the 7th/Metro Station to be performed by the Project.

Commitments:

No changes to commitments this month. The cumulative \$41.8 million through *December* 2020 represents 90.0% of the Current Budget.

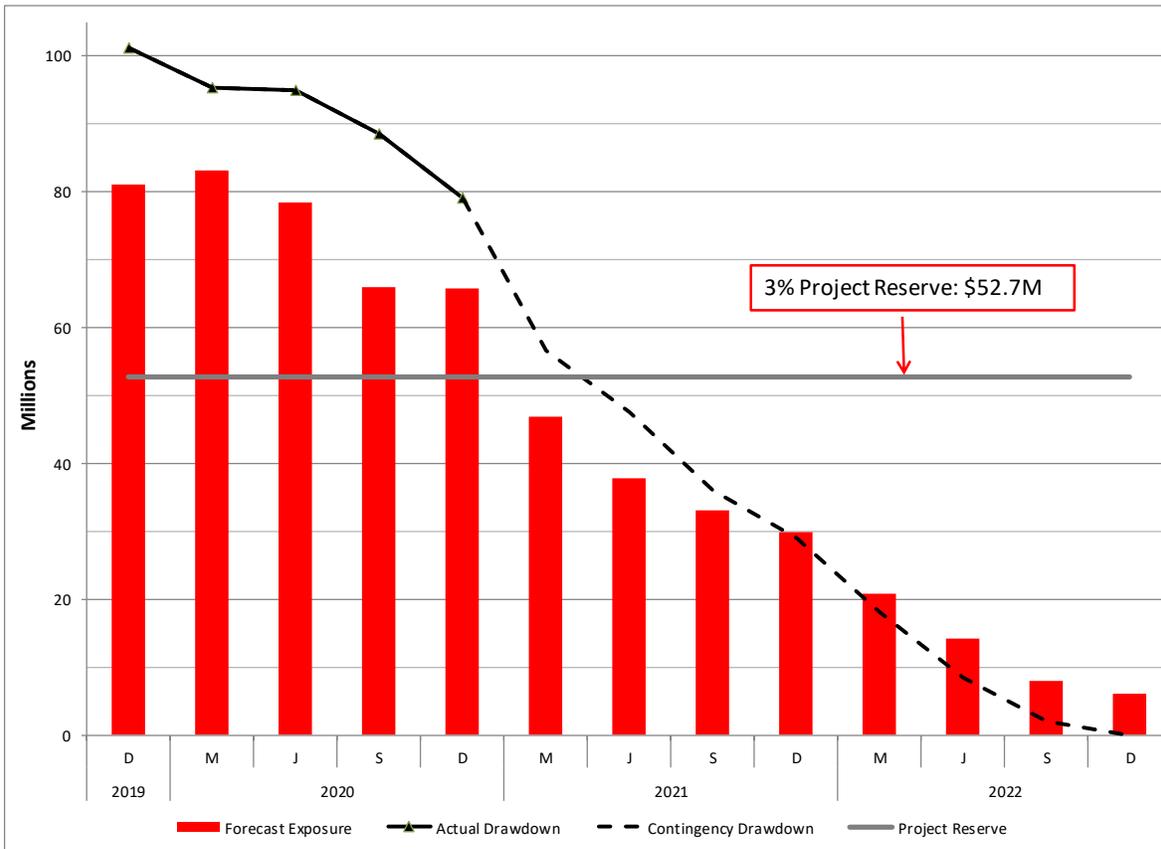
Expenditures:

Expenditures are cumulative through December 2020 and increased by \$64 thousand this month for costs related to the radio system. The cumulative \$39.2 million through December 2020 represent 84% of the Current Budget.

Current Forecast:

The \$12.9 million increase to the forecast in December is related to an incentive agreement for early completion. The agreement increase is expected to be approved at the January 2021 Board Meeting.

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

The Cost Contingency Drawdown curve reflects cost commitments and forecast exposure, thereby providing a depiction of overall contingency status. Basing the drawdown on exposures (issuances of change notices) rather than executed contract modifications eliminates the administrative processing time involved to finalize contract modifications from the drawdown projections. Planned expenditures per quarter have also been updated to reflect the current schedule and risks. The Project is expected to reach the 3% Project Reserve (Total Contingency) threshold mid-year 2021.

In *December*, there was a \$2.1 million contingency drawdown into executed modifications. Several large contract modifications are being negotiated and expected to be finalized next quarter. The remaining unallocated contingency is \$39.5 million which is forecast to be fully utilized by the completion of the project.

PROJECT COST CONTINGENCY						
DOLLARS IN THOUSANDS						
	Original Contingency	LOP Contingency	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	124,919	89,946	(48,773)	(1,720)	(50,493)	39,453
Allocated Contingency	86,345	92,809	(52,752)	(363)	(53,115)	39,693
Total Contingency	211,263	182,754	(101,525)	(2,083)	(103,608)	79,146

RISK MANAGEMENT

Summary of Risks

During this quarterly reporting period, three (3) risks' scores were adjusted, one (1) new risk was identified, and ten (10) active risk were closed. There are twenty-seven (27) risks to be managed over the next quarter.

Of the twenty-seven (27) risks, three (3) are scored high, twelve (12) as medium and twelve (12) as low.

The following details the activity for the quarter:

Top Risks

The Project's top risks as of December 2020 are:

Risk ID	SCC	Risk Description	Risk Rating
450	20	Final designs related to the Historic Broadway Overbuild reflect additional construction costs owing largely to the Load Transfer System agreed-to.	15
566	90	Potential impacts to schedule and costs due to Covid - 19 Emergency.	12.5
514	30	Fan Plant final modification negotiated above 12M. Costs shown are above the current forecast and adjustment.	10
564	10	AT&T duct bank reconstruction at 2nd/Broadway threaten cost and schedule.	8
373	40	Project may be held responsible for damages south of 6th/Flower due to Flower St settlement issue (Cost Implication only),	8

Risk Score Changes

Three (3) active risks had a scoring assessment change this quarter.

Risk ID	SCC	Risk Description	Updated Risk Rating	Previous Risk Rating
555	20	Utility Bridge cost responsibility is not clearly apportioned in the contract documents; cost exposure to Metro is increased as a result.	8	2
506	50	Across all interfaces with existing LRT lines, cut-over integration challenges exceed allowances in current forecast (excludes Comm). Costs shown are above the current forecast.	4.5	8
565	50	CTS for BB3 (Gold Line) delay may impact start of bus bridge	3	9

New Risks

One (1) risk was identified this quarter.

Risk ID	SCC	Risk Description	Risk Rating
570	40	New So Cal Gas Line on Temple may impact costs	5

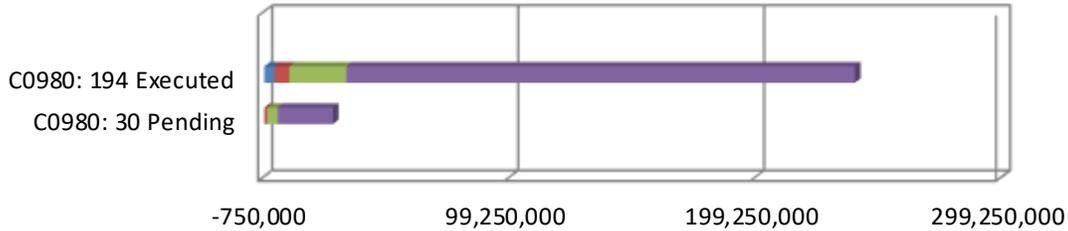
Closed Risks

Ten (10) risks were closed this quarter.

Risk ID	SCC	Risk Description	Risk Rating
555	20	Utility Bridge cost responsibility is not clearly apportioned in the contract documents; cost exposure to Metro is increased as a result.	8
512	40	COLA demands further betterments throughout balance of Project execution (includes LADWP). Costs shown are above the current forecast	6
304	10	Unknown obstructions or artifacts may be encountered during station or cut/cover guideway excavation, or Support of Excavation installation; delays may ensue.	3
371	10	Reconciling Option #10 (Add Open Roof Over Alameda Crossover)	2
507	80	MOW support of BB3 is limited due to resource constraints; schedule and cost impacts likely to follow.	8
563	40	Re-surfacing/Re-striping at Duco (Temple Sewer Area)	4
565	50	CTS for BB3 (Gold Line) delay may impact start of bus bridge	3
225	50	Inadequate or incomplete system integration and testing efforts may precipitate delayed Substantial Completion. <i>(Risk combined and future tracking under Risk #506)</i>	2.5
372	40	RCC's pursuing Wall B (2nd/Broadway) assertion of DSC inefficiency may have cost implications.	1.5
569	40	Flower St. storm drain repair per COLA expectations threaten costs.	5

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C0980		Total
	193 Executed	30 Pending	
■ Under \$100K	4,159,169	109,528	4,268,697
■ \$100K to \$250K	6,055,022	1,147,000	7,202,022
■ \$250K to \$1M	23,171,611	4,241,000	27,412,611
■ Over \$1M	206,739,550	22,456,393	229,195,943
Total Contract MODs	240,125,352	27,953,921	268,079,273
Contract Award Amount	927,226,995	927,226,995	
% of Contract MODs	25.9%	3.0%	

Note:

1. Percent of Contract MODs equals the Total Contract MODs divided by the Contract Award Amount.
2. Pending Mods are under negotiation.

One hundred and ninety-*three* (193) changes with a total value of \$240.1 million have been executed since NTP of Contract C0980. An additional 30 changes, with a total estimated value of \$28.0 million, are pending.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of *November 2020*:

DBE Commitment – Design The percentage of funds apportioned to Design Contracts	22.63%
Current DBE Commitment Design Total DBE Committed Dollars divided by Total Contract Value for Design	\$14.5M (22.63%)
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	24.48%

Fourteen (14) Design DBE sub-consultants have been identified to date.

DBE Commitment – Construction The percentage of funds apportioned to Construction Contracts	18%
Current DBE Commitment Construction Contract commitment divided by current contract value for Construction	\$194.9M (18%)
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	17.85%

One hundred eight (108) Construction DBE sub-contractors have been identified to date.

PROJECT LABOR AGREEMENTS (PLA)

As of *November 2020*:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	60.20%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	19.81%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged Workers who are residents of the United States	10.00%
Disadvantaged Worker Current Attainment	11.16%

FINANCIAL/GRANT

Status of Funds by Source

December 2020

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	\$64.00	\$218.11	\$64.00	\$79.32	36%	\$53.90	25%	\$50.72	23%
FEDERAL - SECTION 5309 NEW STARTS	\$669.90	\$669.90	\$669.90	\$669.90	100%	\$506.39	76%	\$506.39	76%
FEDERAL - RIP	\$0.00	\$1.41	\$1.41	\$1.41	100%	\$1.41	100%	\$1.41	100%
MEASURE R - TIFIA LOAN****	\$160.00	\$141.89	\$141.89	\$141.89	100%	\$141.89	100%	\$141.89	100%
MEASURE R BONDS****	\$0.00	\$18.11	\$18.11	\$18.11	100%	\$2.12	12%	\$0.62	3%
STATE PROPOSITION 1A HSRB *	\$114.87	\$114.87	\$114.87	\$114.87	100%	\$114.87	100%	\$114.87	100%
STATE PROPOSITION 1B PTMISEA **	\$149.50	\$135.16	\$135.16	\$135.16	100%	\$135.16	100%	\$135.16	100%
STATE STIP RIP	\$2.59	\$17.00	\$15.90	\$17.00	100%	\$10.24	60%	\$7.74	46%
STATE CAPITAL PROJECT LOANS - OTHERS ***	\$132.47	\$274.83	\$274.83	\$274.83	100%	\$227.40	83%	\$224.14	82%
MEASURE R	\$27.57	\$0.00	\$0.00	\$0.00	0%	\$0.00	0%	\$0.00	0%
CITY OF LOS ANGELES	\$41.98	\$41.98	\$41.98	\$41.98	100%	\$41.98	100%	\$41.98	100%
ROW LEASE REVENUES	\$64.25	\$79.07	\$69.60	\$69.60	88%	\$41.00	52%	\$27.73	35%
GENERAL FUND - METRO	\$0.00	\$43.50	\$43.50	\$43.50	100%	\$43.50	100%	\$43.50	100%
TOTAL	\$1,427.13	\$1,755.84	\$1,591.16	\$1,607.58	92%	\$1,319.86	58%	\$1,296.15	74%

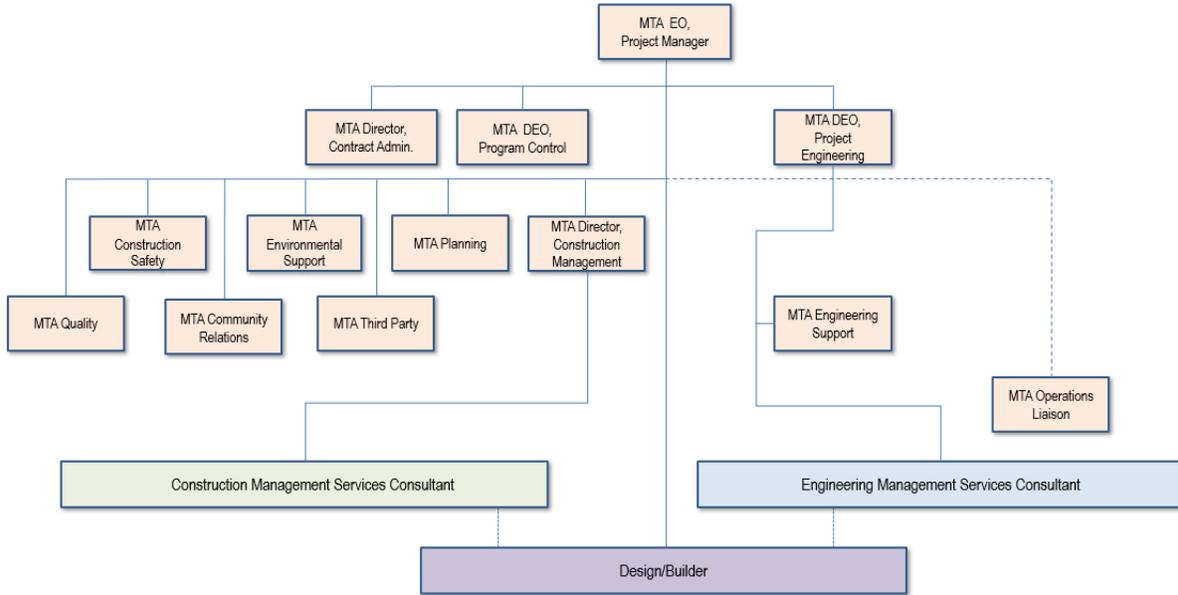
NOTES:

1. EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 31, 2020.
 2. METRO AND TRIBUNE AGREED ON REIMBURSEMENT OF \$1.6 MILLION RELATED TO 2ND/BOARDWAY OVERBUILD.
 3. ORIGINAL BUDGET BASED ON FUNDING PLAN INCLUDED IN THE APPROVED FULL FUNDING GRANT AGREEMENT
 4. LACMTA RESERVES THE ABILITY TO UPDATE COSTS AND CHANGE FUND SOURCES AS REQUIRED.
- * STATE PROPOSITION 1A HIGH SPEED RAIL BONDS
 ** STATE PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT
 *** OTHERS INCLUDE TDA ADMINISTRATION, AND NB PROPOSITION A ADMINISTRATION (FOR A TOTAL OF \$.255M)
 **** OTHERS INCLUDE TDA ADMINISTRATION, AND NB PROPOSITION A ADMINISTRATION (FOR A TOTAL OF \$.255M)
 ***** TIFIA LOAN CLOSED ON AUGUST 27, 2020. BALANCE OF ORIGINAL TIFIA BUDGET WILL BE MEASURE R BONDS.

PROJECT ORGANIZATION AND STAFFING

The D/B contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).

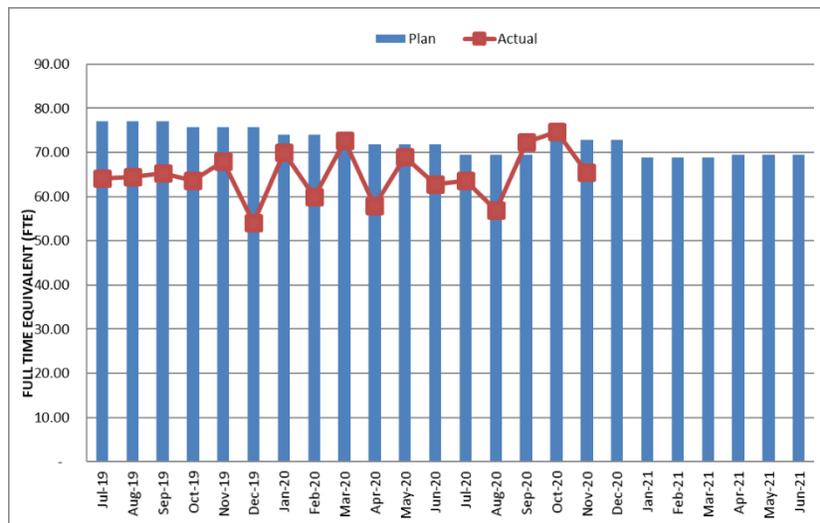
**Regional Connector Transit Project
Responsibility and Reporting Matrix**



Updated: 03/2020

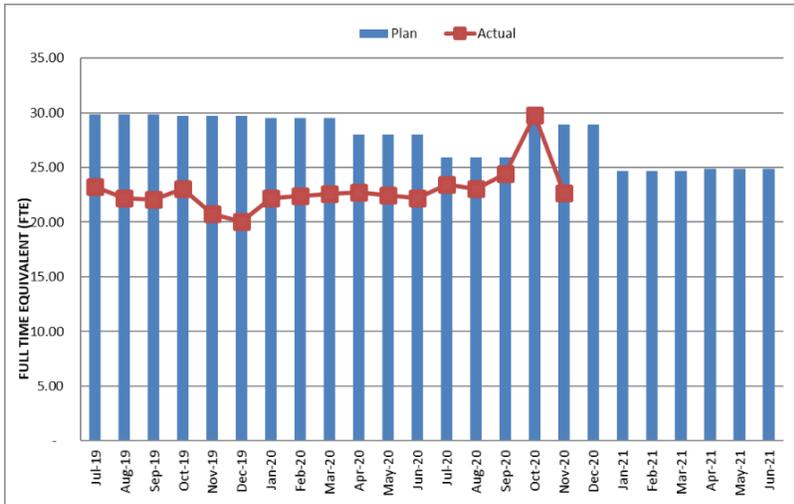
The overall FY21 Total Project Staffing plan averages 70.21 FTE's per month. The total actual project staffing for *November 2020* was 65.51; 22.63 FTEs for Metro's Project Administration staff and 42.9 FTEs for consulting staff. Consulting staff FTEs are based on monthly invoice billable hours. Review of staffing plans is on-going to ensure staffing needs are appropriately managed.

Total Project Staffing – Metro and Consultants



November 2020 actuals include 3.32 FTEs related to PMSS Services.

Metro Staff



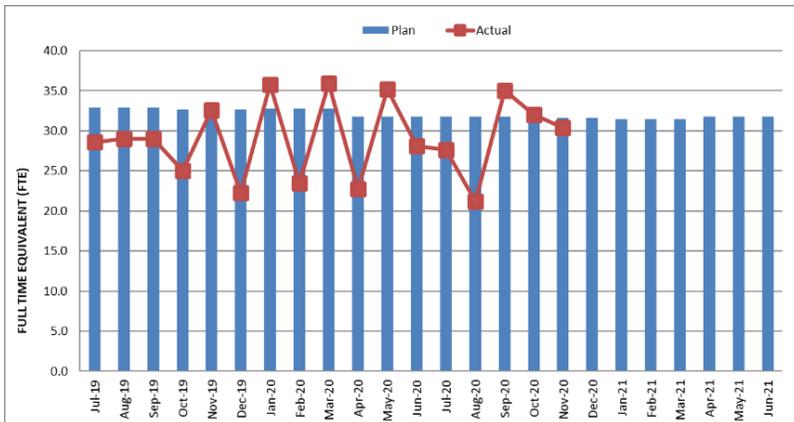
Staffing by Group

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

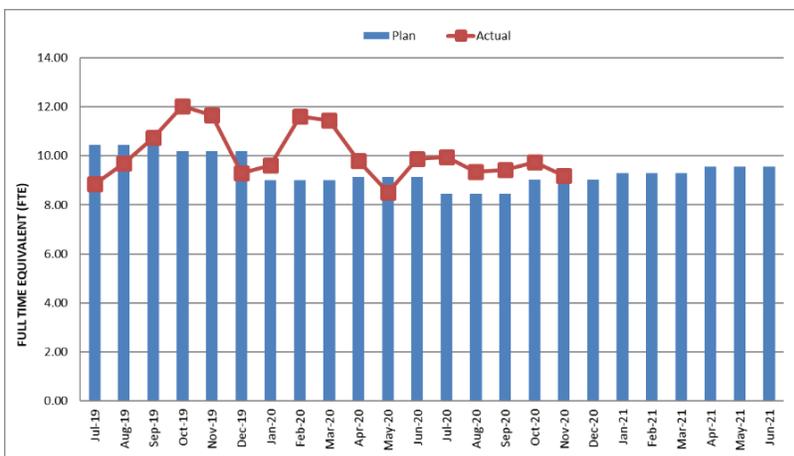
Metro staffing includes full-time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

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

CM Support Services Staff (Consultant)



Engineering Services Staff (Consultant)



All above data through November 2020

REAL ESTATE

Open Real Estate Matters – Seven Parcels Remaining

City of Los Angeles (Mangrove Parcels)

- No further action required on this parcel until June 2022.

Department of Water and Power ‘Duco Yard’ – DWP (RC-473)

- The Purchase Agreement has been reviewed and accepted by Metro. Adoption by the LADWP Board is still pending. *LADWP Real Estate staff advise the agreement is with the Chief Administrative Officer, the agreement will likely be approved in May 2021.*

2nd and Hope

- Unknown Ownership Parcel - Resolution of Necessity adopted, eminent domain complaint filed, pending court's approval serve Order of Possession through newspaper publication. An Order of Possession publication was approved by the court on August 6, 2020 and published August 10, 2020. The publication runs for four (4) weeks; 30 days thereafter LACMTA will request entry of default if no one answers. Pending expiration of publication period on September 9, 2020. *Condemnation counsel preparing declaration for project signature in order to appear in court ex parte to request signature on the final judgement.*
- CRA/LA Parcel - CRA/LA accepted the offer and the agreement was submitted to their Board on June 4, 2020. CRA/LA Board approved the transaction on June 4, 2020; and presented to the Oversight Board on June 18, 2020. The Oversight Board approved the transaction, and the request was submitted to the Department of Finance (DOF) for approval. The DOF approved the disposition and CRA/LA signed the agreements and deed and escrow *closed on October 16, 2020.*
- City of Los Angeles Parcel - The City agreed to the transfer based on the City's and LACMTA's Memorandum of Agreement. The City finalized conveyance documents and is coordinating council action to approve There was no activity in *December.*

Tribune

- The Property swap for subsurface easement area agreements was finalized and signed by LACMTA; pending Tribune signatures.

QUALITY ASSURANCE

Metro QA performed the following activities during the month of *December*:

- Reviewed and provided comments on RCC's quality-related submittals.
- Performed oversight verification of RCC's design and construction activities.
- Reviewed test results for Portland Cement Concrete, Soils Testing, Asphalt Testing and Non-Destructive Testing of Welding
- Attended "Readiness Review" meetings with RCC.
- *Metro QA conducted a surveillance (C980-Surv-2020-021) for a concrete placement of Roof Deck #8 at Historic Broadway Station. All activities were found to be in compliance with Project Requirements and the surveillance was closed.*
- *Metro QA conducted a surveillance (C980-Surv-2020-022) concrete placement of Tunnel Vent Walls Lift #2 at Grand Av Arts/Bunker Hill Station. All activities were found to be in compliance with Project Requirements and the surveillance was closed.*

RCC NCR 057 was issued for damage to a drainpipe. This NCR was approved by the Engineer of Record and Metro. The repairs were made by RCC and the NCR was closed.

RCC NCR 101 was issued for a conduit being struck while drilling for dowels at the future Little Tokyo/Arts District Station. The disposition was approved by the Engineer of Record and Metro. Repairs were made and accepted and the NCR was closed.

RCC NCR 103 was issued for 1:40 Rail Cant not being achieved during Floating Slab construction on the left side track. This NCR was approved by the Engineer of Record for disposition and accepted by Metro.

RCC NCR 104 was issued for a bulge at Interior Wall #33 at the future Little Tokyo/Arts District Station. The disposition was determined to be a rework. The rework was performed, and the NCR was closed.

RCC NCRs 004, 047, 053, 054, 064, 074, 083, 084, 086, 087, 092, 097 and 099 remain open with no change.

ENVIRONMENTAL

- Stormwater Pollution Prevention Plan (SWPPP) inspections of active Project work areas are conducted weekly by RCC. Metro performs additional oversight inspections and shares observations with RCC *for corrective action*. A *Change of Information (COI)* was submitted to SMARTS to reflect added work area for the project. A SWPPP Amendment is in review with Metro.
- Noise and vibration spot checks continue to be conducted weekly at multiple sensitive locations, and at locations of new activities along the alignment. RCC conducted weekly monitoring at active construction sites or when work and/or equipment changed. In addition, noise and vibration monitoring was also conducted continuously and data was gathered in an online system. RCC also provided a weekly compliance report.

There have been inquiries from stakeholders adjacent to the future Grand Av Arts/Bunker Hill Station; however, Metro/RCC's Community Relations continue to be responsive and actively address community concerns in coordination with Area Leads, Resident Engineers, and field staff with respect to each construction site.

- *Review of the 31st Quarterly MMRP Update covering the period August through October 2020 continued in December.*
- *Five (5) historic period features were recorded during December. Feature 106, consisting of structural foundations and a partial floor, was first encountered on May 25, 2016 and most recently on December 2, 2020. The Feature was determined to be ineligible for the CRHR and the NRHP in May 2016. Feature 109, consisting of a set of brick-and-mortar walls with a concrete footing, was initially encountered on June 22, 2016 and most recently on December 3, 2020. The feature was determined to be ineligible for the CRHR and the NRHP in November 2020. Feature 174, consisting of a short section of a concrete pip identified as a segment of the Zanja 6-1 branch of the Zanja system, was initially encountered on September 30, 2020 and most recently on December 11th when RCC crews began the procedures of removing the section of the zanja. The removed segment was placed for safe keeping in Metro's Regional Connector IMPO parking lot and will be moved to the Paleo Solutions laboratory for curation. Feature 176, consisting of a brick wall foundation and basement of a building, was initially encountered on November 13, 2020 and most recently exposed and recorded throughout the week of November 31 – December 6, 2020. The feature was determined to be ineligible for the CRHR and the NRHP in November 2020. Feature 177, consisting of a red brick and mortar basement wall, was initially encountered on November 23, 2020. Archaeological investigations continued through December 8. Feature 177 and its components does not appear to be eligible for either the CRHR or the NRHP. SHPO concurred with this determination on December 16, 2020.*

CONSTRUCTION AND COMMUNITY RELATIONS

Construction Relations

- Responded and addressed Project related inquiries from the public received via the hotline, and email. The Little Tokyo Community Office is closed during the COVID-19 pandemic.
- *Distributed fifteen (15) construction notices to the public on the following activities through email and made it available on the Project website and social media outlets: concrete placement throughout the alignment, utility work, backfill activities, street closures for pedestrian bridge construction and deck removal, and L Line bus bridge LRV transport for maintenance.*
- Coordinated *construction activities* with 89 stakeholders and presented virtually to *four (4) community organizations on planned activities.*
- Hosted a project update webinar with members of the Regional Connector's Community Leadership Council and the general public in attendance. Covered *accomplishments in 2020 and project milestones planned for 2021. Business mitigations and promotions through Eat, Shop, Play were also covered.* Continue standing meetings with: LA City Council District 14, and the Mayor's Office.

Eat, Shop, Play – Construction Impact Business Mitigation Program Highlights

- Highlighted *nine (9) businesses* near the Project's alignment in *three (3) social media posts and one (1) electronic newsletter including the Project webinar.*
- *Highlighted businesses included: JiST Café, Monkey Pants, Badmaash, Champion's Curry, Cutey Pie Café, Library Store, East West Players, JANM, Go Little Tokyo.*

CREATIVE SERVICES

Art Program

- *Reviewed and responded to mosaic fabrication submittals.*
- *Coordinated and completed Atomic Cafe Interpretive Graphic Display final design and delivery to contractor.*
- *Coordinated community engagement activities with Artists.*
- Reviewed and responded to RCC PSR submittals.
- Continued assessment of Project operating impacts to signage systemwide.

SAFETY & SECURITY

C0980 Regional Connector

- In response to the COVID-19 pandemic, Project Safety Management continued to monitor compliance by RCC and IPMO staff with Federal, State, and City requirements for 'Essential Workers' on 'Critical Infrastructure' projects.
- Monitored RCC's pre-employment drug/alcohol testing and new employee safety orientation to ensure compliance with contract specifications.
- Conducted Project Safety Orientation for new Metro/Consultants and IPMO project staff. Training sessions included Safety Orientation, Underground Safety, and Self Rescuer Training.
- Participated in work plan reviews, daily crew safety meetings, and the RCC 'Safety Stand Down' sessions.
- Monitored construction field activities daily to ensure compliance with contract specifications. Participated with RCC staff in field safety inspection walks of multiple project worksites, laydown areas, and storage yards.
- Monitored Third Party contractor's work activities to ensure safety compliance.

Project Safety Record

- RCC reported *no* Recordable Injuries in the month of December 2020.
- RCC reported 76,875 work hours for *November 2020*. RCC's total Contract to Date work hours through *November 2020* are 4,464,740 with a total of 19 Recordable Injuries and no Lost Workday (Days Away) case injuries. The C0980 Contract Recordable Injury Rate is 0.85. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.5 for heavy civil construction projects.
- Total Contractors' Project to Date Work Hours, including both the C0980 and the completed C0981 AUR contract, through *November 2020* is 4,575,799 hours with 20 recordable injuries. The Total Project Contractor Recordable Injury Rate is 0.87.
- Total Aggregate Project work hours for Contractors, Metro, and Support Services Consultants, through *November 2020* is 5,465,099 with 21 Recordable Injuries and no Lost Workday (Days Away) injury cases. The Total Project Aggregate Safety Rate is 0.77.*

* Using RIR method of calculating.

APPENDIX 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 first draft FFGA application to FTA for review

September 2013	Received proposals for D/B Contract C0980
September 2013	Submitted second 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 Historic 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
February 2014	FTA issued Full Funding Grant Agreement to Metro
March 2014	Issued Amendment # 11 for D/B Contract C0980
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 Historic Broadway Station Site Move-In
April 2015	Metro terminated C0981R Contract for convenience
May 2015	RCC started pile installation at Mangrove Launch Pit
June 2015	RCC started decking for shoofly bridge (Pile Cap & Grade Beam)
July 2015	DWP Water started installing 36" Water Valve at Alameda St.
August 2015	RCC completed DWP Power work at Flower & 5th Street
September 2015	RCC started Phase 2 DWP Power Relocation work at Broadway (Behind K Rail).
October 2015	RCC started pile installation at 1st/Central Station
November 2015	RCC completed Central Ave Full Closure (Pile & Decking)
December 2015	Metro Board approved the increase (\$131.8M) of the Project LOP Budget to \$1,589.9 million.
January 2016	RCC began implementation of Bus Bridge # 1 (Shoofly Tie-In Work at Little Tokyo).
February 2016	RCC began implementation of full closure at 2nd/Broadway intersection.
March 2016	RCC completed Bus Bridge # 1 (Shoofly Tie-In at Little Tokyo) work.
March 2016	Excavation of 1st/Central Station was initiated.
April 2016	TBM (Tunnel Boring Machine) was delivered to the temporary storage site.
May 2016	Closed 1st Street between Alameda and Central Streets. Opened northbound 1st East of Alameda Street.
June 2016	RCC completed excavation at 1st/Central Station Box
June 2016	RCC began pile installation on west side of Flower Street between 4th and 5th Street
July 2016	RCC initiated pile installation at Historic Broadway Station (West Hammer Head)
July 2016	RCC Initiated CIP invert at 1st/Central Station Box
August 2016	RCC completed 36" waterline replacement at 1st/Alameda

September 2016	RCC completed temporary decking at 1st/Alameda intersection (Wye)
October 2016	Metro performed TBM lowering ceremony
October 2016	RCC completed CIP invert at 1st/Central Station Box
November 2016	RCC completed CIP invert at Mangrove Launch Pit and Wye
December 2016	RCC completed Phase 1, 2nd Street Decking in front of LA Times Bldg.
January 2017	Metro Board approved a LOP Budget increase
February 2017	RCC initiated TBM mining (1st – Left)
March 2017	RCC completed TBM mining under JVP (first 500 ft.)
March 2017	RCC completed temporary decking on Flower St. (between 4th and 5th)
April 2017	RCC completed sub-invert at TBM retrieval pit
April 2017	RCC completed CIP invert at Grand Av Arts/Bunker Hill Station Box
May 2017	RCC completed temporary decking at Historic Broadway Station
May 2017	RCC completed water relocation work along Flower Street
June 2017	RCC completed mining and broke through at Grand Av Arts/Bunker Hill Station
June 2017	Five-month full closure of 6th Street approved by LADOT, Caltrans and LADWP
July 2017	RCC completed TBM mining of the first tunnel
August 2017	RCC extracted TBM shields from the Retrieval Shaft
September 2017	RCC began TBM mining of the second tunnel (right)
October 2017	RCC completed TBM mining under JVP (first 500 ft.)
October 2017	RCC completed temporary decking on Flower St. (between 5th and 6th, deck beam 16 to deck beam 58)
November 2017	Completed five-month full closure of 6th Street

November 2017	Initiated underpinning related to the Historic Broadway Station
December 2017	RCC completed mining and broke through at Grand Av Arts/Bunker Hill Station (Right Tunnel)
January 2018	RCC completed TBM mining of the second tunnel (right)
February 2018	RCC began excavation of cross passages
February 2018	RCC began SEM canopy pipe installation
March 2018	RCC began tunnel invert concrete
March 2018	RCC completed infrastructure for power relocation work at 6th/Flower
April 2018	RCC completed entrance structure excavation of Historic Broadway Station
May 2018	RCC began SEM excavation
June 2018	LADWP Power completed cable pulling at 6 th /Flower
June 2018	Completed underpinning related to the Historic Broadway Station
July 2018	RCC completed station box excavation of Historic Broadway Station
August 2018	Completed entrance structure invert of Historic Broadway Station
September 2018	Completed temporary decking of Flower Street
October 2018	RCC started the CN 106.2 Final Design of the Revised Cable Transmission System for the Gold Line
October 2018	Metro completed approval of floating slab test results
October 2018	RCC completed SEM left drift excavation
October 2018	RCC completed Trainway Feeder duct bank at Flower St & 7 th St
November 2018	RCC completed Little Tokyo / Arts District Station Box Excavation
November 2018	RCC completed Grand Av Arts/Bunker Hill Station East Platform Level Exterior Walls
December 2018	RCC completed SEM right drift excavation

December 2018	RCC completed the Historic Broadway Station west invert
December 2018	RCC started tunnel walkways between the future Little Tokyo/Arts District Station to Historic Broadway Station
December 2018	RCC started the future Little Tokyo/Arts District Station east invert
December 2018	RCC completed Grand Av Arts/Bunker Hill Station mezzanine concrete
January 2019	RCC completed Grand Av Arts/Bunker Hill Station invert concrete
January 2019	RCC completed SEM center top drift excavation.
January 2019	RCC started Little Tokyo/Arts District Station west cable pit and sump pit
February 2019	RCC completed SEM excavation
February 2019	RCC completed platform level exterior walls at Grand Av Arts/Bunker Hill Station
February 2019	RCC started fire protection in tunnels
March 2019	RCC completed Little Tokyo/Arts District Station invert concrete
March 2019	RCC completed Bored Tunnels walkway concrete
April 2019	RCC completed Grand Av Arts/Bunker Hill Station east concourse deck concrete
April 2019	RCC completed 1 st Street Cut & Cover / U-Channel Level 1 excavation
May 2019	RCC completed North Flower Cut & Cover tunnel invert concrete
May 2019	RCC completed Wye Cut & Cover tunnel invert concrete
June 2019	RCC completed Right Tunnel floating slab curb
July 2019	RCC completed Left Tunnel floating slab curb
July 2019	RCC completed SEM Cavern concrete invert
August 2019	RCC completed 7th Street / Metro Center Wall Demolition
August 2019	RCC completed the Historic Broadway Station West Concourse Deck

September 2019	RCC completed Historic Broadway Station east invert
September 2019	RCC completed South Flower Cut & Cover tunnel excavation
October 2019	RCC completed Wye Tunnel Cut & Cover walls
October 2019	RCC completed Grand Av Arts/Bunker Hill Station concourse walls
November 2019	RCC completed Wye Tunnel Cut & Cover Roof Deck
November 2019	RCC completed SEM Cavern Exterior Walls
December 2019	RCC completed Little Tokyo/Arts District Station plenum deck concrete
January 2020	RCC completed SEM Cavern Interior Walls
January 2020	RCC completed 1st Street Tunnel Cut & Cover Roof Deck
February 2020	RCC completed Wye Cut & Cover Tunnel Pin Pile Removal
February 2020	RCC completed Grand Av Arts/Bunker Hill Station platform walls
March 2020	RCC completed Grand Av Arts/Bunker Hill Station lower ancillary level walls
March 2020	RCC completed SEM plenum deck
April 2020	RCC completed Historic Broadway Station west concourse exterior walls
April 2020	RCC completed Historic Broadway Station concourse deck
May 2020	RCC completed SEM Cavern Arch Walls
May 2020	RCC completed Grand Av Arts/Bunker Hill Station upper ancillary level walls
May 2020	RCC completed South Flower Cut & Cover invert
June 2020	RCC completed fabrication pre-cast floating slabs
June 2020	RCC completed North Flower Cut & Cover roof deck
July 2020	RCC completed Historic Broadway Station entrance concourse level walls

July 2020	RCC completed installation pre-cast floating slabs
August 2020	RCC completed Wye backfill, deck removal and paving.
September 2020	RCC completed Grand Av Arts/Bunker Hill Station upper roof deck
September 2020	RCC completed Little Tokyo/Arts District Station ancillary walls
September 2020	TIFIA loan paid off and account closed
October 2020	RCC completed Gold Line Communications Relocation Cutover
October 2020	RCC completed Flower Cut & Cover Tunnel Roof Deck
November 2020	RCC completed Little Tokyo/Arts District Station ancillary roof deck
November 2020	RCC completed Grand Av Arts/Bunker Hill Station ES1/ES2 walls
<i>December 2020</i>	<i>RCC completed delivery of rail stockpile to Flower Cut & Cover.</i>
<i>December 2020</i>	<i>RCC completed demolition of the Little Tokyo/Arts District Station.</i>