



Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

July 14, 2020

TO: Distribution

FROM: Gary Baker *GB*
Executive Officer/Project Manager

SUBJECT: Regional Connector Transit Project
June 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 June 26, 2020.

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
Enclosure

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Project

QUARTERLY PROJECT STATUS REPORT

June 2020



Metro[®]

REGIONAL CONNECTOR TRANSIT PROJECT

QUARTERLY PROJECT STATUS REPORT

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

June 2020

TABLE OF CONTENTS

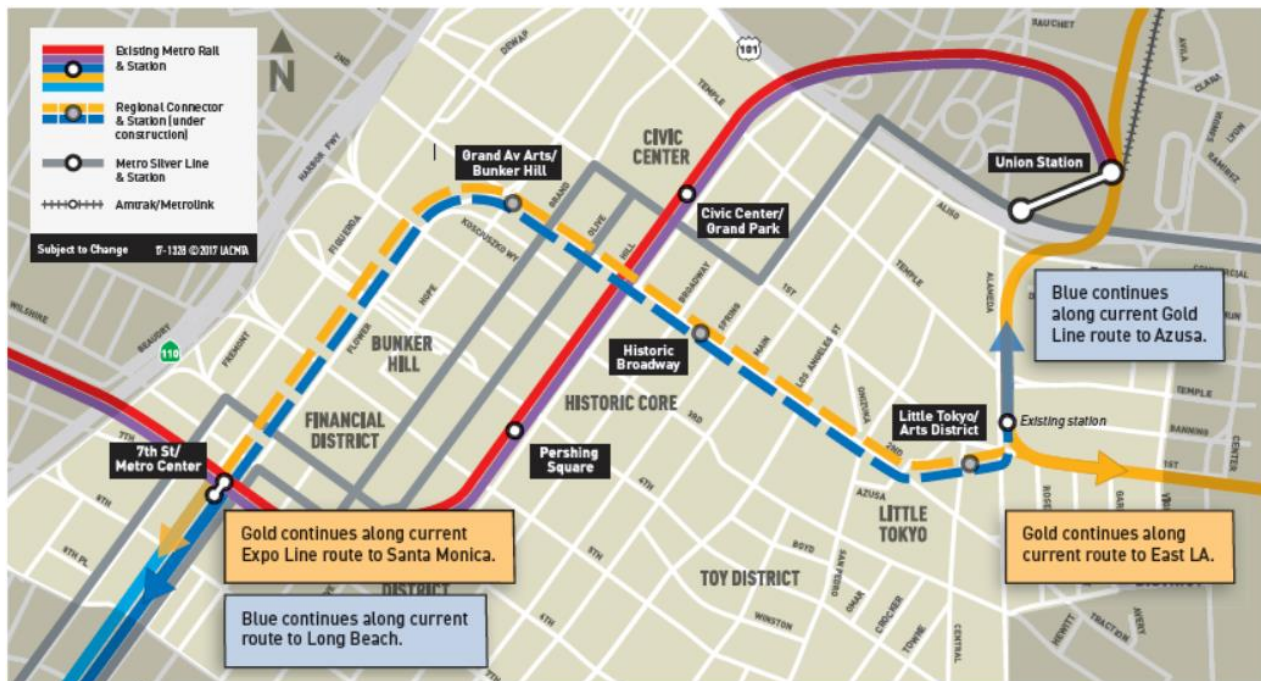
Project Overview	1
Executive Summary	5
Project Update	9
Project Schedule.....	9
Project Summary Schedule	9
Progress Summary.....	10
Planned vs. Actual Progress.....	10
Key Milestones Six-Month Look Ahead.....	11
Major Equipment Delivery.....	11
Critical Path	12
Project Cost	13
Project Cost Analysis.....	13
Cost Contingency Drawdown and Analysis	15
Risk Management.....	17
Summary of Contract Modifications	18
Disadvantaged Business Enterprise (DBE)	19
Project Labor Agreement	19
Financial/Grant	20
Project Staffing.....	21
Real Estate	23
Quality Assurance.....	24
Environmental	25
Construction and Community Relations.....	26
Creative Services	28
Safety and Security.....	29
Appendix.....	30
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 is procuring four (4) Light Rail Vehicles (LRVs) for the Project. The vehicles are being built and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. Delivery and acceptance of four LRVs is under review by Metro and Kinkisharyo. The outlook appears to be August 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 late 2020. The scope addition of fare transfer equipment in the three Regional Connector stations is on hold pending decision to proceed. A decision will be made in 2020.

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 18, to include:

- Federal New Starts Grant
- Federal Congestion Management Air Quality and RIP Programs
- USDOT TIFIA loan proceeds
- 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. From the sequence, a twenty-week schedule has been developed to guide the testing, rail activation and start-up. The twenty weeks are initiated by the Project's issuance of the Substantial Completion milestone to RCC.

EXECUTIVE SUMMARY

In *June*, the Project achieved 67.2% completion based on earned value measurements for design and construction. The focus of the Project is on facilitating advancement of construction activities throughout the alignment.

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: Pending the start of Bus Bridge 3, the remaining U-Channel excavation and structure will resume.

Wye Structure: Continued structural backfill and removal of temporary decking.

Alameda Street Cut & Cover Tunnel & U-Channel: Started the Pre-Bus Bridge 3 excavation and the installation of support of excavation within the Mangrove Yard area.

Future Little Tokyo/Arts District Station: Continued Upper Ancillary and Station Box exterior walls, continued the Ancillary roof deck and started the Station Box roof deck, and completed the excavation of the west ventilation supply air plenum.

Reach 1 Tunnel Section (Future Little Tokyo/Arts District Station to Crossover Cavern): Continued temporary storage of rail in both the left and right tunnels.

Crossover Cavern: Completed the installation of the emergency walkways.

Historic Broadway Station: At the platform level of the Station Box area, started the installation of the platform deck, fire protection pipes and domestic water service. At the concourse level, continued the west roof deck, and at the east continued the exterior walls. Started the delivery of the Emergency Ventilation Fans. At the concourse level of the Entrance area, continued the exterior walls. At the ancillary level, continued the deck and started the exterior walls.

Reach 2 Tunnel Section (Historic Broadway Station to Grand Av Arts/Bunker Hill Station): Completed the fabrication and delivery of pre-cast segments. In the left tunnel, continued the floating slab track installation and completed the Low Vibration Track (LVT) installation. In the right tunnel, completed the installation of pre-cast segments.

Grand Av Arts/Bunker Hill Station: At the platform level of the Station Box, completed platform deck concrete, started the installation of pre-cast floating slab segments at the right track alignment, and set the escalator trusses. At the lower ancillary level, continued the installation of CMU walls, completed delivery of the Emergency Ventilation Fans, and started the installation of exposed conduits. At the upper ancillary level, started the installation of CMU walls. At the roof level, continued the installation of deck, exterior walls, and interior walls. At the concourse level of the Entrance area, started placement of sprayed acoustic, installation of HVAC duct, and fire protection pipe. At the lower ancillary level, continued installation of fire protection pipe. At the upper ancillary, completed CMU wall installation. At the roof level, continued roof exterior walls and interior walls. East ventilation shaft started the structural invert. At the Emergency Exit #3 stair continued the excavation and support of excavation. At Emergency Exits #1 and #2 stair continued exterior walls.

Reach 3 Tunnel Section (Grand Av Arts/Bunker Hill Station to Flower): In the left tunnel, continued the installation of LVT. In the right tunnel, started the installation of LVT.

Flower Cut & Cover Tunnel: In the north (5th Street to 4th Street), completed the exterior walls, interior walls, and roof deck. Continued the emergency walkway; and structure backfill. In the south (5th Street to 7th/Metro Center Station), continued the interior walls, exterior walls, and the roof.

Cost and Schedule Summary

As of the reporting date, RCC is late in submitting the April and May 2020 Schedule Update. The Contractor’s current schedule update is March 2020.

RCC Schedule Metrics

	Original Contract Date/Duration	Time Extension (CD)	Current Contract Schedule	Forecast (Metro PMS)	Variance CD (Trending)
NTP	7/7/14				
Substantial Completion	10/22/20	527	04/01/22	04/8/22	-7 days

Costs

Project costs continue to track within budget. Contingency draw-downs 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 6.8% 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 14.

Coronavirus Impacts

Despite RCC effectively managing the critical path, the Project has witnessed an overall slow-down in momentum *which is evident with the decline of free float through all areas*. The Governor's Stay-at-Home order combined with similar local orders have placed restrictions on Metro employees, contractor staff, union crafts, suppliers, consultants, and others which account for the slow-down. RCC has notified Metro of multiple situations where impacts may surface but have not yet manifested.

RCC has, for the most part, focused their efforts on critical path elements of the Project enabling the maintenance of total float in their schedule. However, some operations have been delayed or deferred due to insufficient crew staffing and similar logistical issues. The combined effect is RCC's inability to increase the overall progress rate which was planned to dominate throughout 2020.

Key Management Concerns

Item 1: Given the impact the Project will have on light rail operations through downtown Los Angeles and the region, the Rail Activation effort is exceedingly complex. Schedule and cost impacts are likely to surface.

Status/Action: Ongoing cut-over, testing and rail activation meetings are being conducted with various Metro Departments. Through this process, specific work items have been identified and those requiring further investigation are being evaluated and attended-to when possible.

Item 2: Constructability issues related to construction of the load transfer structure for the Historic Broadway Station overbuild structure, may pose cost and schedule impacts.

Status/Action: Metro is working with RCC to identify extent of impacts *their causes* and potential mitigation, which could include early closure of 2nd Street for deck removal and street restoration. Discussions are on-going.

Item 3: Installation of the communication link for the Gold Line Eastside Extension during Bus Bridge #3 has been delayed. If not remedied, the delays will adversely impact schedule and costs.

Status/Action: Design workarounds have been identified and agreed to by all stakeholders to provide routing of dual fiber-optic lines from the 1st Street Bridge through Division 20 to Union Station. These designs are utilizing temporary and permanent infrastructure options, to meet the Project's needs. Contracting for related specialty programming and commissioning is now in-place. Bridge coring *is pending BOE approval*.

Item 4: Multiple utility rearrangements remain to be completed as the Project enters street restoration phase. Most notably, AT&T at 2nd Street and the joint utility trench at Grand Av Arts/Bunker Hill Station. If not properly managed, there is a budget and schedule risk.

Status/Action: Metro utility owners and RCC teams are meeting regularly to review priorities, designs, and interferences to construction. The joint trench design has been approved by BOE. Potholing on Spring *continues while Broadway has been completed; final design* is now underway.

Item 5: *Contractor 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.*

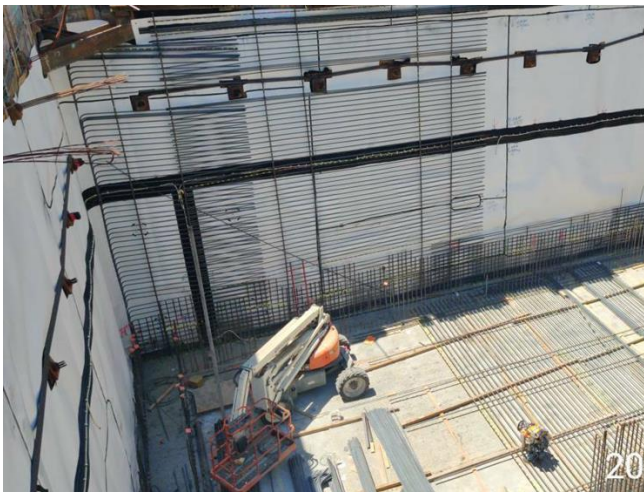
Project Construction Photos



Rebar installation at roof deck at future the Little Tokyo/Arts District Station



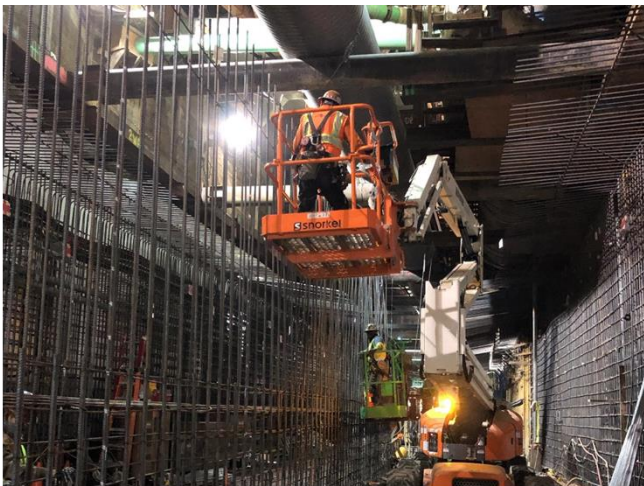
Installation of DFT pad assembly in tunnel



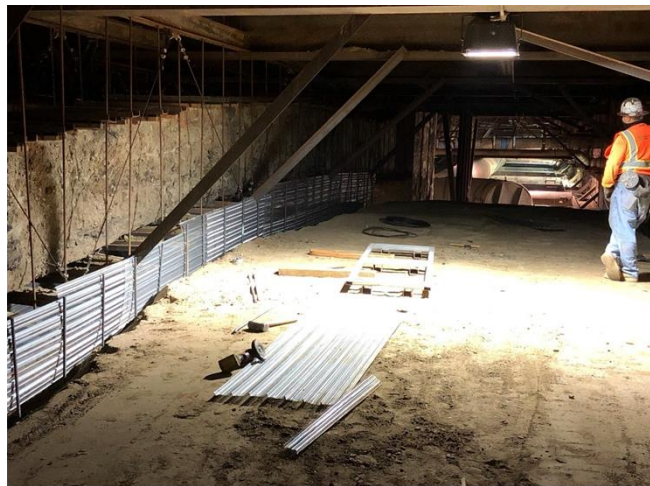
Rebar installation at Entrance ancillary at Historic Broadway Station



Rebar installation at roof level deck at Grand Av Arts/Bunker Hill Station



Rebar installation at central walls at Flower St

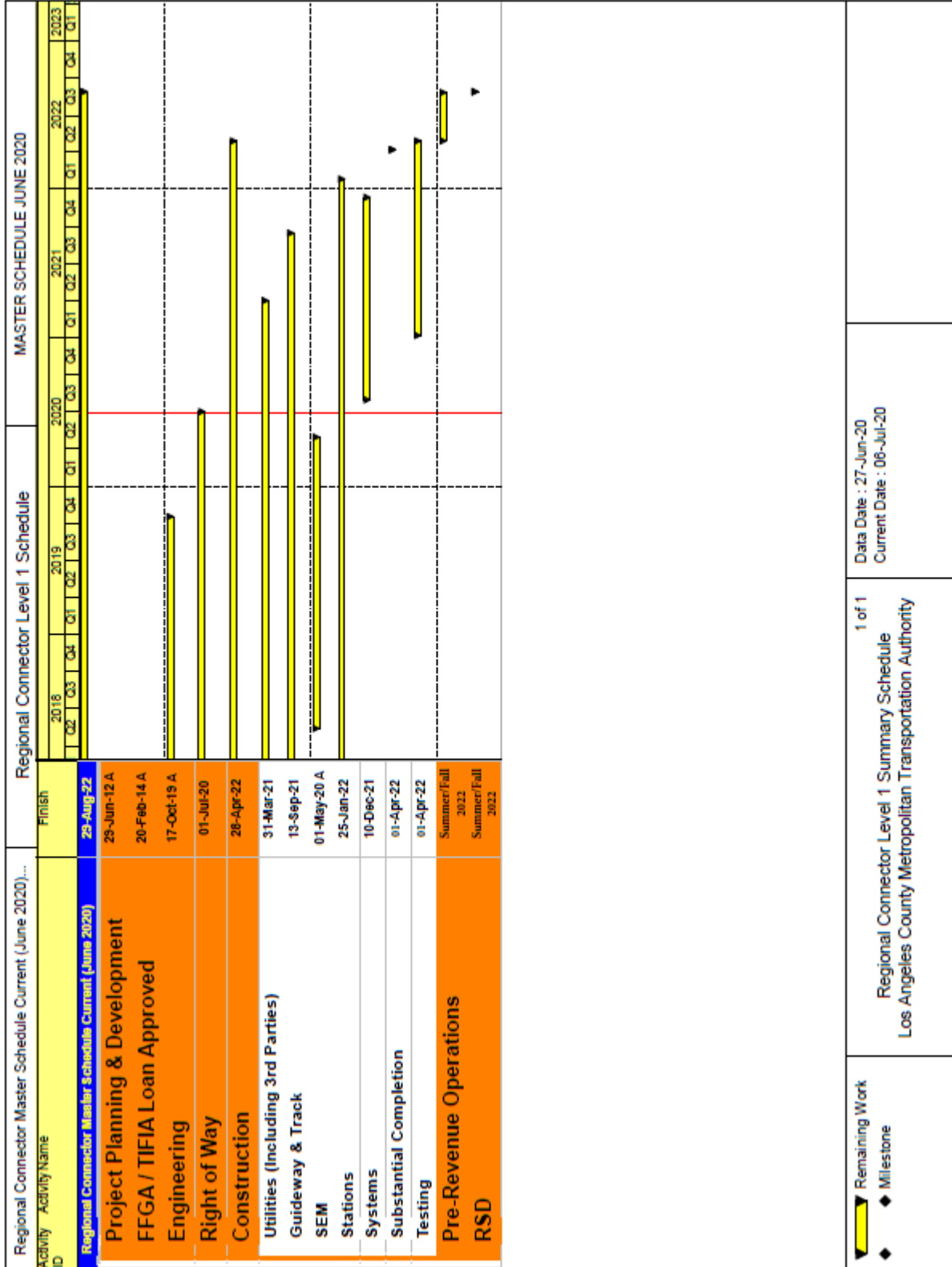


Staform installation beneath ductbank at Flower St

PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule

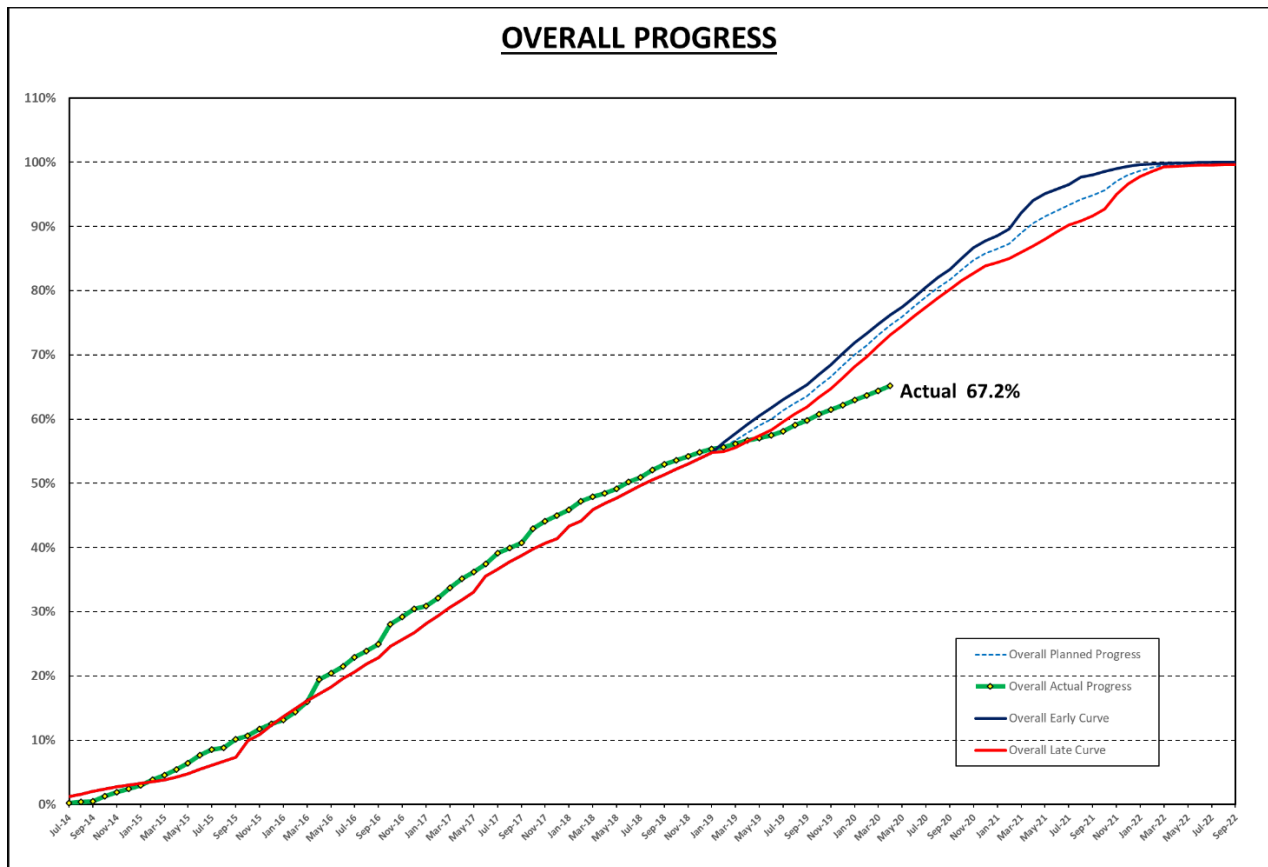


Progress Summary

	Status	Change from Last Month	Comment
Forecast Revenue Service	Summer/Fall 2022	None	
Proposed TIFIA Revenue Service	2/25/2023	None	
Proposed FFGA Revenue Service	2/25/2023	None	
Final Design Progress:			
Contract C0980	100%	NA	
Construction Contracts Progress:			
Contract C0981R & C0980	65.5%	1.0%	

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	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20
Complete Fabrication Pre-Cast Floating Slab Sections	06/24/20 A	⬡					
Complete SEM Emergency Walkways	06/24/20 A	⬡					
Complete North Flower Cut & Cover Roof	06/25/20 A	⬡					
Complete Right Track Floating Slabs	07/08/20		⬡				
Complete East Roof Level Walls at Grand Ave / Bunker Hill Station	07/24/20		⬡				
Complete Upper Ancillary Exterior Walls at Little Tokyo / Art District Station	08/03/20			⬡			
Complete Station Box Roof Deck at Historic Broadway Station	08/20/20			⬡			
Complete South Flower Cut & Cover Tunnel Walls	09/08/20				⬡		
Complete Station Entrance Exterior Walls at Historic Broadway Station	09/24/20				⬡		
Complete Revised Communications System Fiber Optic Cable Pico/Aliso Station to Division 20 Yard	10/06/20					⬡	
Complete South Flower Cut & Cover Tunnel Roof	10/21/20					⬡	
Complete Station Entrance Roof Deck at Historic Broadway Station	11/05/20						⬡

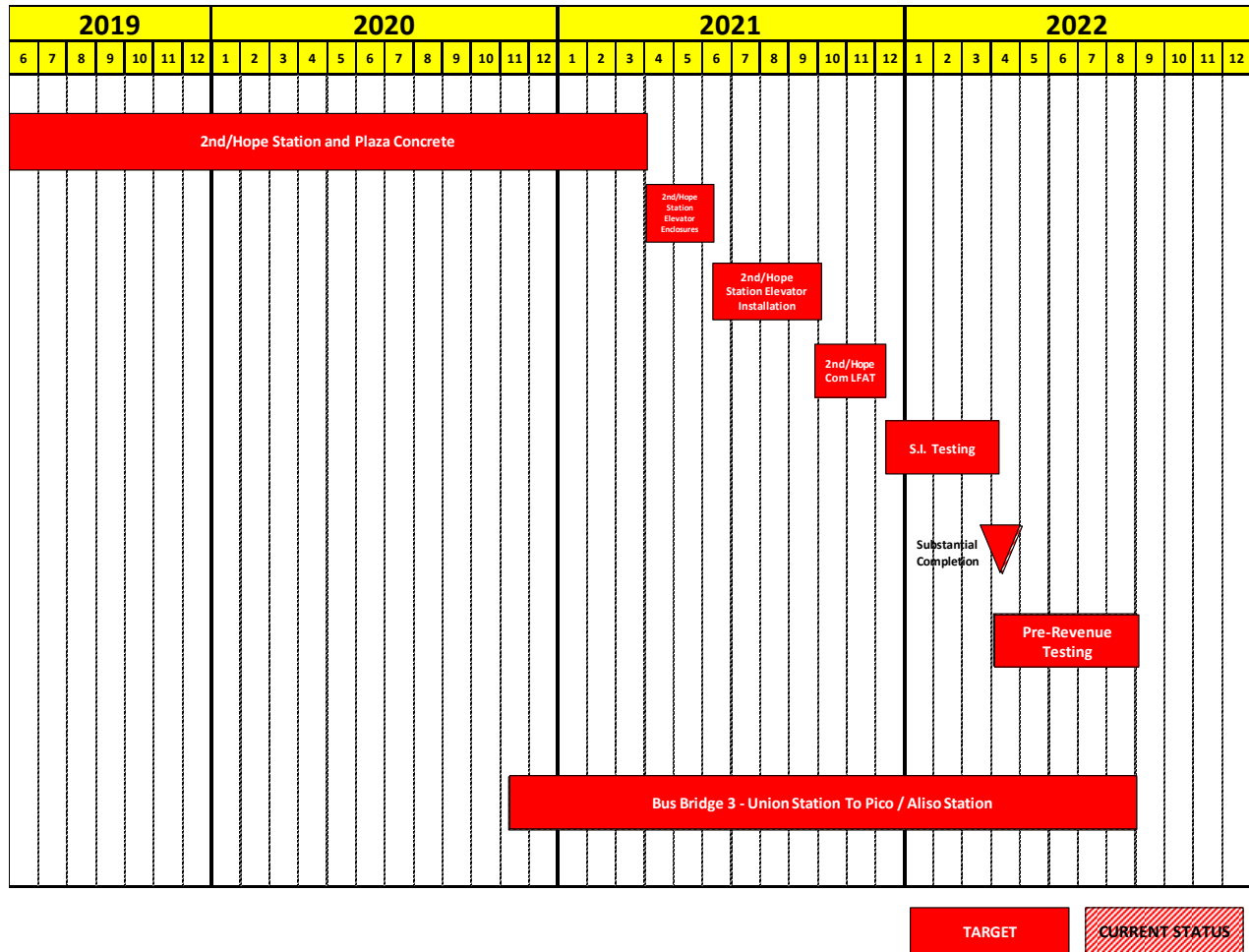
 MTA Staff
  MTA Board Action
  FTA (Federal Transit)
  Utility
 Other Agencies
  Contractors
  Design Consultant
  C0980 D/B
 "A" following date is actual and completed
 * New

Major Equipment Delivery

Metro Supplied Equipment

Equipment	Initial Procurement	Scheduled Delivery	Scheduled Installation
LRT Vehicles	(NTP) 08/20/2012	Option 2 08/31/2020	N/A
Ticket Vending Machines	~ 01/30/2018	07/08/19 A (warehoused)	05/25/2021 ~08/26/2021

Target Critical Path (C0980) depicts activity sequence leading to milestones



The critical path continues through the Grand Av Arts/Bunker Hill Station. The current focus is the completion of the roof level exterior walls, which will then be followed by the upper roof deck. After the station concrete is complete, the backfill and the plaza concrete will begin. Following the completion of the plaza, the station entrance elevator enclosures and elevator installation will commence. After the elevator installation is completed, then the communications Local Field Acceptance Testing (LFAT) will be finalized, which will be followed by the systems integration testing. Upon completion of systems integration testing, pre-revenue testing operations will commence.

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	272,696	0	258,459	1,698	209,605	30	274,603	1,906
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	0	230,857	0	229,907	5,117	103,542	300	233,279	2,422
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	626,831	1,106	582,859	3,012	501,759	-49	632,752	5,921
50	SYSTEMS	69,667	73,848	0	77,972	16	67,738	446	19,793	-1,053	77,904	-68
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	0	1,208,356	1,122	1,138,964	10,273	834,698	-772	1,218,538	10,182
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	0	59,315	0	52,631	0	52,624	0	59,315	0
70	VEHICLES	16,275	16,275	0	16,275	0	16,275	0	7,567	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,973	0	394,216	12,635	338,922	3,070	315,544	-1,015	393,435	-781
	SUBTOTAL (10-80)	1,239,963	1,268,925	0	1,678,162	13,757	1,546,792	13,343	1,210,434	-1,788	1,687,563	9,401
90	UNALLOCATED CONTINGENCY	135,399	126,892	0	51,179	0	0	0	0	1,788	41,778	-9,401
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	13,757	1,546,792	13,343	1,210,434	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	13,757	1,573,292	13,343	1,235,497	0	1,770,142	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUN 2020. JUNE EXPENDITURES ARE PRELIMINARY AS ACCOUNTING HAS NOT CLOSED MONTH-END.
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 Regional Connector Project 860228 to \$1.756 billion. Finance costs, estimated at \$14.3 million, are also reflected leading to a total of \$1.770 billion. Budgets were adjusted throughout the SCC structure reflecting revised values as of September 30, 2019.

Commitments:

Overall commitments increased by \$13.8 million this month to \$1.57 billion which represents 88.9% of the Current Budget. The increase is related to RCC executed modifications, *Fiscal Year 2021 funding increases for CMSS and CPJV*, and purchase orders from *DWP- Water and Power*.

Expenditures:

Expenditures are cumulative through *June 2020* and increased by \$13.3 million this month for costs associated with C0980 Design Build Contract, Engineering Management Support, Metro Project Administration, Construction Management Support Services, Third Party Master Cooperative Agreements with the City of LA, Community Relations, and Environmental Consultant Services. *June expenditures are preliminary due to the pending month-end close*. The \$1.24 billion in expenditures to date represent 69.8% 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	10,480	0	10,480	0	0	0	10,480	0
40	SITWORK & SPECIAL CONDITIONS	0	0	0	0	0	0	0	0	0	0
50	SYSTEMS	0	0	5,950	0	2,750	0	125	0	5,950	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	0	16,430	0	13,230	0	125	0	16,430	0
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	0	27,748	0	27,748	0	22,470	0	27,748	0
70	VEHICLES	0	0	0	0	0	0	0	0	0	0
80	PROFESSIONAL SERVICES	650	0	1,150	0	648	0	412	0	1,150	0
	SUBTOTAL (10-80)	38,878	0	45,328	0	41,627	0	23,007	0	45,328	0
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	41,627	0	23,007	0	46,441	0
	861228 TOTAL	39,991	0	46,441	0	41,627	0	23,007	0	46,441	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUN 2020. JUNE EXPENDITURES ARE PRELIMINARY AS ACCOUNTING HAS NOT CLOSED MONTH-END.

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.

Commitments:

No changes to commitments this month. The cumulative \$41.6 million through *June 2020* represents 90.0% of the Current Budget.

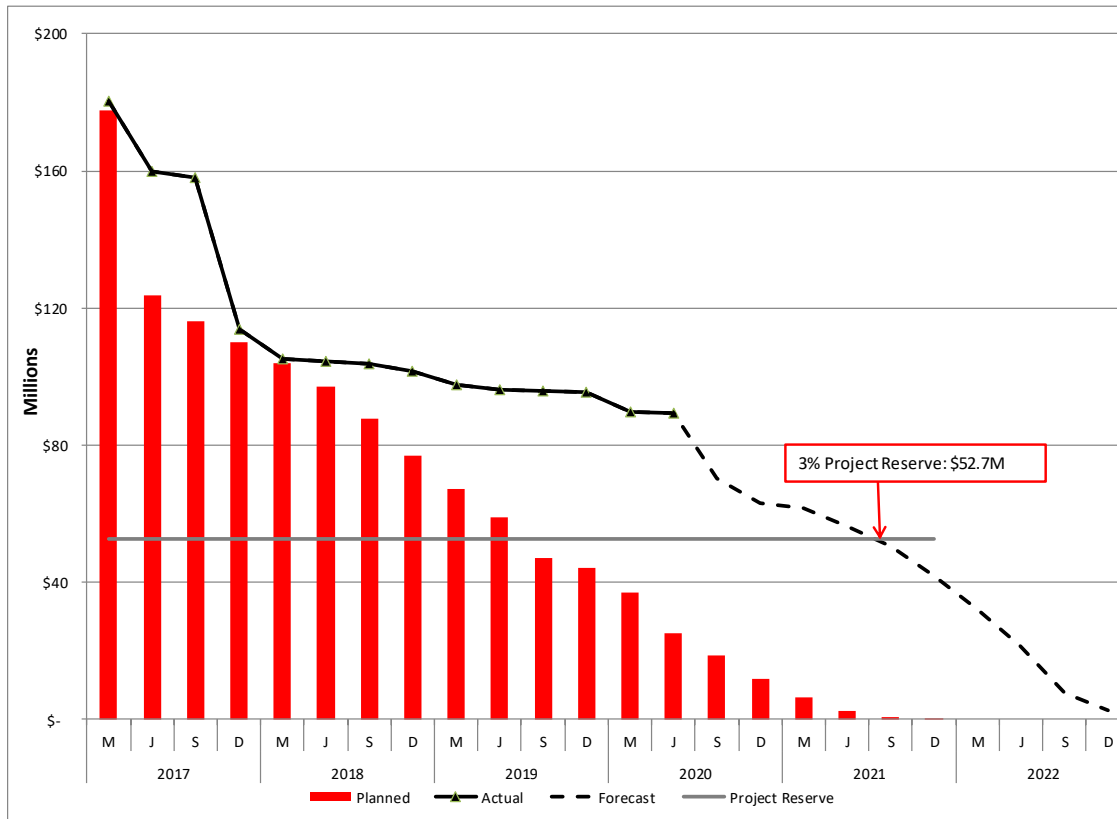
Expenditures:

No changes to expenditures this month. The cumulative \$23.0 million through *June 2020* represent 50% of the Current Budget. *June expenditures are preliminary due to the pending month-end close.*

Current Forecast:

The total current forecast remains unchanged this month.

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

In January 2017, the Metro Board revised the LOP Budget to \$1.756 billion, which included increasing the unallocated contingency to \$89 million and allocated contingency to \$92.8 million. From that action, a revised drawdown plan for unallocated contingency, correlated to anticipate risk trends, was developed to monitor and measure drawdowns moving forward.

Highlighted in the drawdown is a 3% Project Reserve threshold measured against the LOP Budget. Metro’s Board is to be notified when it becomes necessary to drawdown contingency below the threshold to cover Project costs.

In June, there was a return of \$0.05M contingency due to a credit of one executed modification. The remaining total Project Contingency (allocated and unallocated) remains \$95.06 million this month.

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	(49,956)	1,788	(48,168)	41,778
Allocated Contingency	86,345	92,809	(37,789)	(1,740)	(39,529)	53,280
Total Contingency	211,263	182,754	(87,745)	48	(87,697)	95,058

RISK MANAGEMENT

Summary of Risks

As of June 2020, there are forty-three (43) risks being managed by the Project – nineteen (19) risks are rated “Low”, nineteen (19) are rated “Medium”, and five (5) are rated “High”. There were two (2) risks closed and five (5) risk score changes. The following details the activity for the quarter.

Top Risks

Risk ID	SCC	Risk Description	Risk Rating
564	40	AT&T duct bank reconstruction at 2nd/Broadway threaten cost and schedule.	12
566	90	Potential impacts to schedule and costs due to Covid - 19 Emergency	10
514	30	Fan Plant final modification negotiated above 12M. Costs shown are above the current forecast and adjustment.	10
507	80	MOW support of Project is limited due to resource constraints; schedule and cost impacts likely to follow.	10
502	40	Temple Sewer Line total costs run higher due to added scope and DWP constraints.	10

Risk Score Changes

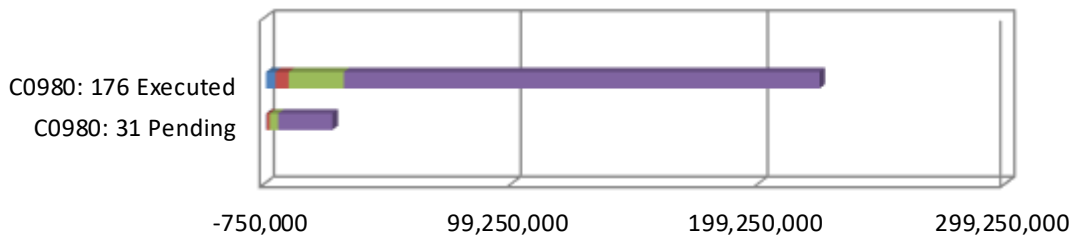
Risk ID	SCC	Risk Description	Updated Risk Rating	Previous Risk Rating
564	40	AT&T duct bank reconstruction at 2nd/Broadway threaten cost and schedule.	12	5
565	50	CTS for BB3 (Gold Line) delay may impact start of bus bridge.	9	6
555	20	Utility Bridge may impact progression of structural concrete in and about Station.	4	6
213	10	Law suits at Flower Street may delay the Project and increase costs.	4	2
410	10	Floating slab issues will likely impact schedule.	2.5	5

Closed Risks

Risk ID	SCC	Risk Description	Risk Rating
510	40	Tribune does not cover construction cost delta for design parameter changes in 2nd/Broadway Overbuild	8
518	10	Flower - South inefficiencies related to SOE and excavation by RCC may lead to cost exposures	4

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level



	C0980		Total
	176 Executed	31 Pending	
■ Under \$100K	3,862,287	218,000	4,080,287
■ \$100K to \$250K	5,367,281	1,378,868	6,746,149
■ \$250K to \$1M	22,356,488	3,435,650	25,792,138
■ Over \$1M	192,627,940	21,900,000	214,527,940
Total Contract MODs	224,213,996	26,932,518	251,146,514
Contract Award Amount	927,226,995	927,226,995	
% of Contract MODs	24.2%	2.9%	

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 seventy-six (176) changes with a total value of \$224.2 million have been executed since NTP of Contract C0980. An additional 31 changes, with a total estimated value of \$26.9 million, are pending.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of *May* 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	24.36%

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	16.33%

One hundred *three* (103) Construction DBE sub-contractors have been identified to date.

PROJECT LABOR AGREEMENTS (PLA)

As of *May* 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	19.22%
Disadvantaged Worker Goal Construction work to be performed by Disadvantaged Workers who are residents of the United States	10.00%
Disadvantaged Worker Current Attainment	11.15%

FINANCIAL/GRANT

Status of Funds by Source

June 2020

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	\$64.00	\$218.11	\$64.00	\$132.42	61%	\$46.24	21%	\$46.24	21%
FEDERAL - SECTION 5309 NEW STARTS	\$669.90	\$669.90	\$565.00	\$652.35	97%	\$452.43	68%	\$452.43	68%
FEDERAL - RIP	\$0.00	\$1.41	\$1.41	\$1.41	100%	\$1.41	100%	\$1.41	100%
MEASURE R - TIFIA LOAN	\$160.00	\$160.00	\$141.89	\$155.00	97%	\$145.89	91%	\$141.89	89%
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	\$12.52	74%	\$7.74	46%	\$7.74	46%
STATE CAPITAL PROJECT LOANS - OTHERS ***	\$132.47	\$274.83	\$274.83	\$265.83	97%	\$232.74	85%	\$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	\$18.24	23%	\$13.53	17%	\$11.51	15%
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	\$1,468.15	\$1,573.29	90%	\$1,235.50	58%	\$1,220.88	70%

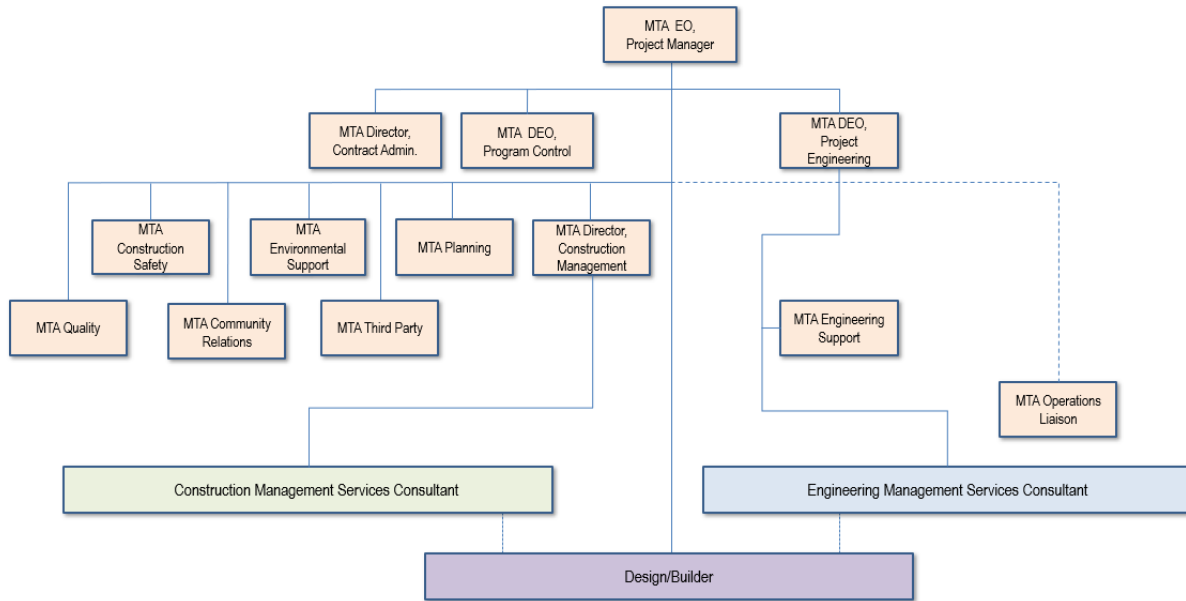
NOTES:

1. EXPENDITURES ARE CUMULATIVE THROUGH JUNE 30, 2020. EXPENDITURES ARE PRELIMINARY DUE TO FISCAL YEAR ENDING JUNE 30.
 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)

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).

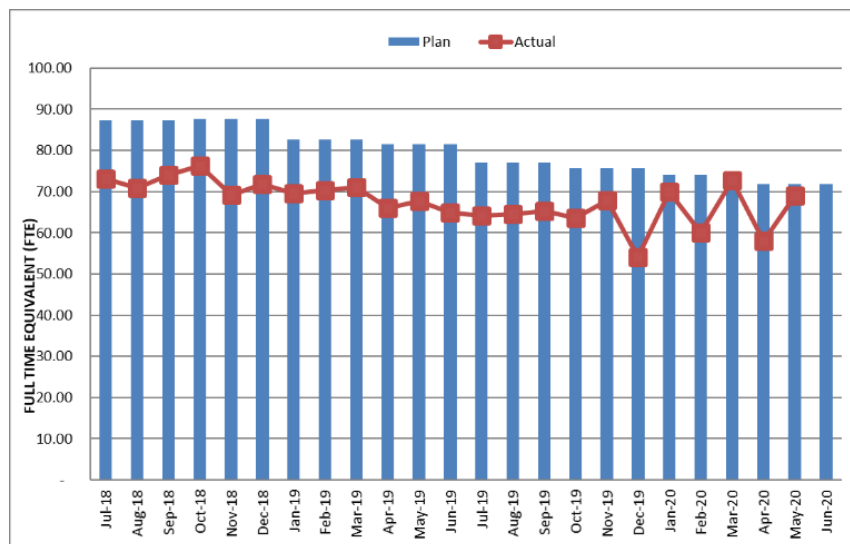
Regional Connector Transit Project Responsibility and Reporting Matrix



Updated: 03/2020

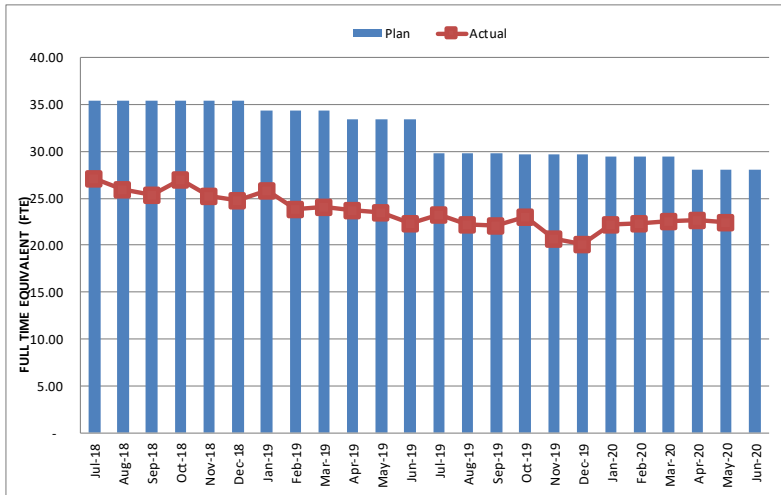
The overall FY20 Total Project Staffing plan averages 73.7 FTE's per month. The total actual project staffing for *May 2020* was 68.94; 22.46 FTEs for Metro's Project Administration staff and 46.5 FTEs for consulting staff. Consulting staff FTEs are based on monthly invoice billable hours. Review of staffing plans is on-going to ensure staffing needs are appropriately managed.

Total Project Staffing – Metro and Consultants



May actuals include 2.65 FTEs related to PMSS Services.

Metro Staff



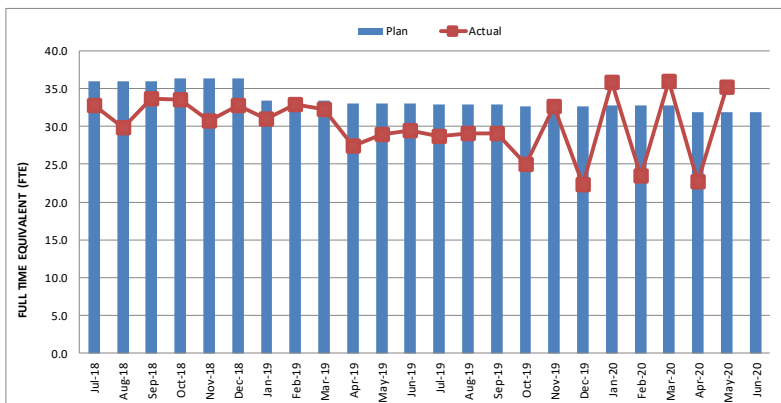
Staffing by Group

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.

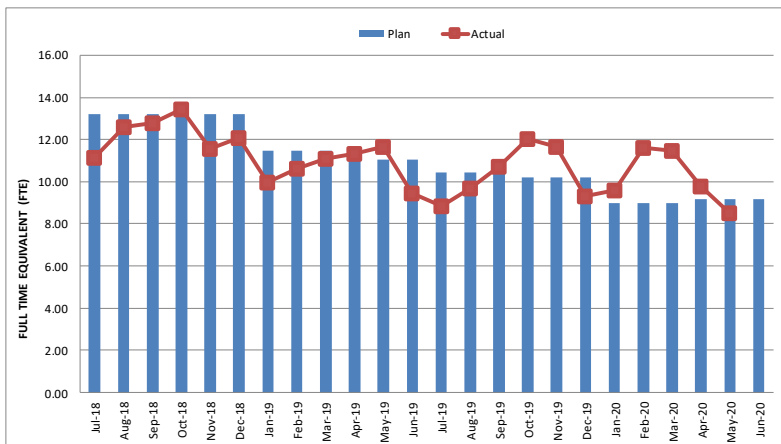
Staffing plans are developed for each fiscal year based on Project needs.

CM Support Services Staff (Consultant)



CMSS May actual FTEs were *higher than* forecast due to lower billable hours *in the* month of April.

Engineering Services Staff (Consultant)



All above data through May 2020

REAL ESTATE

Open Real Estate Matters – Seven Parcels Remaining

City of Los Angeles (Mangrove Parcels)

- The acquisition documents between the City and MTA have been completed and *were scheduled for approval by the LA City Council on June 19th. However, the City Council deferred approval to its June 30th meeting.* MTA executed the documents on June 12. *The City will execute and open escrow once the Council approves the transaction.* Escrow Closing will be expedited to complete the escrow closing *before the end of July.*

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. *There was no activity for this item during the month of June.*

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. Received updated declaration from engineer on May 15, 2020, pending submission to court. *On June 24, 2020, Condemnation counsel submitted request to serve order of possession via publication, pending court response.*
- CRALA Parcel - CRALA has accepted the offer and will be taking the agreement to their Board on June 4, 2020. CRA/LA Board approved transaction on June 4, 2020; *presented to Oversight Board on June 18, 2020. Oversight Board approved transaction, request has been submitted to Department of Finance for approval. Once approved, CRALA will be authorized to grant property.*
- County of Los Angeles Parcel - the County has accepted the offer and will be taking the agreement to their Board on May 5, 2020. Item rescheduled to May 19, 2020 meeting. County approved transaction, pending finalized conveyance documents. *Payment being processed, once issued County will record deed, tentatively scheduled for week of July 20,2020.*
- City of Los Angeles Parcel - the City has agreed to the transfer based on the City's and LACMTA's Memorandum of Agreement. The City is preparing the conveyance documents. Conveyance documents finalized. City coordinating council action to approve conveyance. *There was no activity for this item during the month of June.*

Tribune

- Finalizing property swap for subsurface easement area. No change.

QUALITY ASSURANCE

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

- 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
- *Conducted a surveillance (C980-Surv-2020-010) on grout placement at CMU Wall Traction Power Room, DWP Metering Room and DWP Switch Room at Grand Av Arts/ Bunker Hill Station. The installation activities were found to be in compliance and acceptable and the surveillance was closed.*
- *Conducted a surveillance (C980-Surv-2020-011) of the placement of structural concrete for Roof Slab #3 at Historic Broadway Station. The installation activities were found to be in compliance and acceptable and the surveillance was closed.*

RCC NCR 038 was issued for a damaged conduit at the future Little Tokyo/Arts District Station. RCC completed repairs as approved and the NCR was closed.

RCC NCR 069 was issued for damage to rebar and conduit when a waler was dropped during a lift/removal at Grand Av Arts/Bunker Hill Station. The waler struck the conduit and rebar and caused extensive damage. Repairs were completed and the NCR was closed.

RCC NCR 090 was issued for Wall N9 that was out of tolerance for plumbness at the future Little Tokyo/Arts District Station. Repairs were completed and the NCR was closed.

RCC NCR 091 was issued for CMU walls lintels not being cast in place per RFI instructions at Grand Av Arts/Bunker Hill Station. Repairs were completed and the NCR was closed.

RCC NCR 096 was issued for defective concrete at ES1/ES2 landing beams Grand Av Arts/Bunker Hill Station. This NCR is with the Engineer of Record for disposition approval and remains open.

RCC NCRs 004, 047, 053, 054, 057, 064, 069, 074, 076, 083, 084, 086, 087, 089, 090, 091, 092, 093, 095, 096 and 097 remain open with no change.

ENVIRONMENTAL

- Stormwater Pollution Prevention Plan (SWPPP) inspections of most active Project work areas are conducted weekly by RCC. Metro staff conducted oversight observations and shared feedback on ways to improve BMP preparation and execution. A comprehensive SWPPP update *remains* in development by the contractor. *The project experienced high heat days during June, which required dust suppression activities.*
- Noise and vibration spot checks continue to be conducted weekly at multiple sensitive locations, and at locations of new activities along the alignment. The Contractor conducted attended monitoring weekly 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. The Contractor also provided a compliance report weekly.

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

- *Eleven (11) new historic period isolates were recorded during June, including nonhuman faunal bones, glass bottles, a metal utensil, white porcelain fragments, machined blue glass with partial maker's mark, a tannish white color bivalve shell (California mussel), and a fragment of a green glass insulator with machined relief. Two (2) new historic period features were recorded during June. Feature 170, consisting of a brick and mortar foundational wall segment and a clay sewer pipe fragment embedded in the layer of brick, was encountered on June 1, 2020. On June 1, 2020, Metro notified the FTA and SHPO of this new discovery in accordance with Stipulation I.J of the Memorandum of Agreement between the Federal Transit Administration and the California State Historic Preservation Officer Regarding the Regional Connector Transit Corridor Project, Los Angeles County, California (MOA) for this undertaking, the Amended Cultural Resource Monitoring and Mitigation Plan for the Regional Connector Transit Corridor Project, Los Angeles County, California (CRMMP), and 36 CFR 800.13(b)(3). On June 2, 2020, the FTA determined that the feature does not meet the criteria for eligibility for the National Register of Historic Places and requested SHPO's concurrence on this determination. On June 8, 2020, SHPO concurred with the FTA determination.. Feature 171, consisting of a set of two piping fixtures, was encountered on June 11, 2020. It is located east of the eastern pile line. It was not impacted by the project excavations and was preserved in place; therefore, there is no potential to cause effect.*

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 in response to Safer at Home order due to COVID-19. Concerns were addressed by RCC and Metro project staff.
- Performed public outreach and construction coordination to impacted area stakeholders regarding the following construction activities: concrete placement throughout the alignment, *storm drain installation at Temple St, Alameda guideway excavation at Mangrove Yard, utility investigation at 2nd St/Broadway, planned street closures at 1st/Alameda for restoration, Central Av side structure work, continued backfill material delivery on Flower St, geotechnical monitor maintenance, and introduced stakeholders to 5th St/6th St Improvements Project team for further coordination of that project.*
- *Distributed seven (7) construction notices to the public on the above activities through email and made it available on the Project website and social media outlets.*
- Completed a total of *four (4) construction coordination activities with Project adjacent property owners to perform maintenance on geo-tech equipment: Metropolitan News, Onni Times Square, Hikari Apartments, and City National Plaza Parking Garage.*
- Provided weekly construction updates and coordinated work activities with *40 stakeholders: The Westin-Bonaventure Hotel, 444 S Flower St, Central Library/Maguire Gardens, City National Plaza, The California Club, The Standard Hotel, Public School 213, Pegasus Apartments, Charles Dunn, Paragon Parking, World Trade Center Parking Garage, The Roosevelt Lofts, 888 Figueroa, and 818 7th St, LTBA, LTCC, LTBID, LTSC, JACCC, Sustainable Little Tokyo, JANM, MOCA at Geffen, Chado Tea Room, Hikari Apartments, JVP, Office Depot, Shin-Sen Gumi, Arts District BID, Savoy Community Association, One Santa Fe Apartments, Higgins Building, Kawada Hotel, Broadway Civic Center, Cafecito Pura Vida, LAPD Headquarters, Metropolitan News, LA Times Parking, Redwood Bar and Grill, and Cherry Pick Café.*
- Presented virtually to three (3) community organizations with updates on: extended closure for street restoration on 1st St, Central Av to Alameda St, excavation at Central Av, and 22-month Gold Line service interruption anticipated Fall 2020 for Alameda tunnel box construction: Little Tokyo Business Association, Little Tokyo Community Council, and the Little Tokyo Community Council All Committees.

- *Conducted seventeen (17) briefings to local stakeholders on planned construction activities:*
 - *Geotech decommissioning with Japanese Village Plaza and Hikari.*
 - *Nighttime variance applications: One-Santa Fe, Kawada Hotel, Higgins, Douglas Lofts, Savoy Community Association, Hikari*
 - *Street restoration and nighttime variance for Central Av: LTCC, LTBA, LTBD, Japanese Village Plaza, Savoy Community Association, Office Depot, Hikari.*
 - *Street restoration at 2nd St/Broadway: Onni Group.*
 - *Flower St concrete placement, backfill material delivery, and upcoming work below deck: Charles Dunn, Westin Bonaventure, and Maguire Gardens.*
- *Hosted a project wide update webinar on June 11, 2020 with members of Regional Connector's Community Leadership Council and over 60 members of the public in attendance. Provided updates on the progress of construction, planned street closures, and mitigations in place for businesses through Metro's Eat, Shop, Play Program.*
- Continued standing meetings with LA City Council District 14 and the Mayor's Office.

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

- *Highlighted 8 businesses via combined 10 electronic newsletter and social media posts near Metro construction alignment:*
 - *Ebisu Japanese Tavern, Cafecito Pura Vida, Public School 213, MILK +T, Mitsuru Sushi & Grill, Raggedy Threads, Bae, Zencu Sushi & Grill, Japangeles, JANM, Dalia Cocina Mexicana, Café Demitasse, Badmaash, The Library Store, Donatsu, (abeautifullife) jamaican cafe.*

Community Relations

- Continued work with the monthly Little Tokyo Marketing & Business Task Force via Zoom because of the statewide COVID-19 Stay-At-Home order. The focus of the meeting was *the launch of a month-long program of the virtual Delicious Little Tokyo campaign. Virtual Delicious Little Tokyo launched on June 26, 2020 and ends on July 26, 2020.*

CREATIVE SERVICES

Art Program

- Reviewed and responded to RCC PSR, CN and RFI submittals.
- *Reviewed and responded with Artists to porcelain enamel fabricator submittals.*
- Reviewed and responded with Artists to mosaic fabricator progress updates.
- *Refined layout of the Atomic Cafe Interpretive Graphic Display Mitigation Measure.*
- *Hosted community stakeholders Nancy Sekizawa (aka Atomic Nancy) and Francesca Harding in an on-line DJ session representing the corridor community.*
- Continued assessment of Project operating impacts to signage systemwide.



Artist Audrey Chan reviewing porcelain enamel steel samples



Soundmaps corridor online community engagement

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

- *There were four (4) COVID-19 cases reported for the period; for a total of five (5) positive cases through June 2020.*
- RCC reported no Recordable Injuries during the month of *June 2020*.
- RCC reported 86,812 work hours for *May 2020*. RCC's total Contract to Date work hours through *May 2020* are 3,898,288 with a total of 18 Recordable Injuries and no Lost Workday (Days Away) case injuries. The C0980 Contract Recordable Injury Rate is 0.92. 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 *May 2020* is 4,009,347 hours with 19 recordable injuries. The Total Project Contractor Recordable Injury Rate is 0.95.
- Total Aggregate Project work hours for Contractors, Metro, and Support Services Consultants, through *May 2020* is 4,830,567 with 20 Recordable Injuries and no Lost Workday (Days Away) injury cases. The Total Project Aggregate Safety Rate is 0.83.*

* 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
<i>June 2020</i>	<i>RCC completed fabrication pre-cast floating slabs</i>
<i>June 2020</i>	<i>RCC completed North Flower Cut & Cover roof deck</i>

