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**TO:** Distribution  
**FROM:** Gary Baker *GB*  
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**SUBJECT:** Regional Connector Transit Project  
January 2021 Monthly Project Status Report

Enclosed is the Monthly 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 29, 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  
Enclosure

Los Angeles County  
Metropolitan Transportation Authority

# Regional Connector Transit Project

MONTHLY PROJECT STATUS REPORT

January 2021



**Metro**

# **REGIONAL CONNECTOR TRANSIT PROJECT**

## **MONTHLY 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).

**January 2021**

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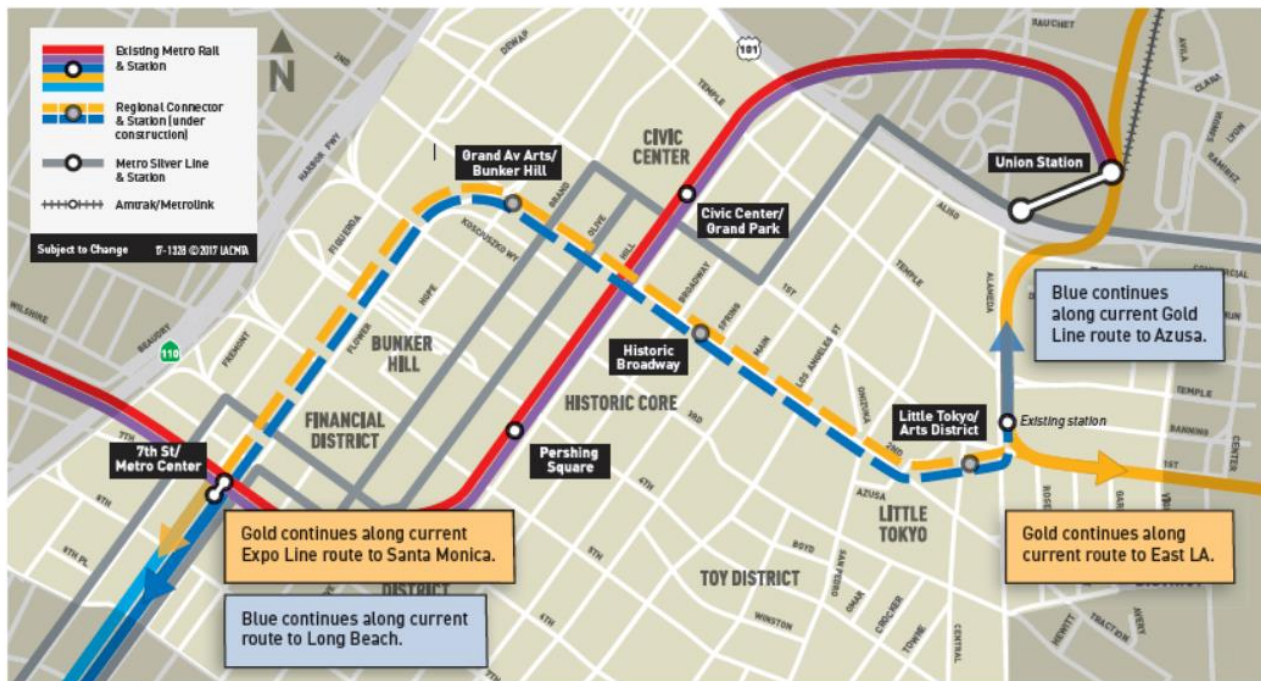
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## PROJECT OVERVIEW

### 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 *now* expected to begin in *4th Quarter 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 \$59.4 million in *January 2021* to include *an Early Completion Incentive Agreement*. 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 17, 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 *on Page 23*.

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. *Detailed* review of each element leading to start-up is underway. These reviews include recent developments related to bifurcating the substantial completion *and the procurement related to modifications at the ROC. Interface between Project Management, Operations and Fire Life Safety representatives will intensify* to ensure an integrated approach is realized.



## EXECUTIVE SUMMARY

In *January*, the Project achieved 75.6% 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 left and right tunnels.

Wye Structure: *Continued* plinth installation for the #5 *turnouts* 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. *Continued* the installation of the Duco Yard 8" sewer line installation. *Started street closure at Temple Street, and the installation of underground utilities at the excavation area.*

Future Little Tokyo/Arts District Station: In the station box, completed public stair #1, *continued the installation of CMU walls, and started fire protection installation.* In the lower ancillary, continued mechanical/electrical/plumbing *and* acoustic placement. *In the mid-vent ancillary, started the CMU walls.* In the upper ancillary, *continued* mechanical/electrical/plumbing. *In the east vent shaft, continued the exterior concrete wall placement. In the west vent shaft, started the excavation.*

Reach 1 Tunnels Section (Future Little Tokyo/Arts District Station to Crossover Cavern): *Started the installation of the trainway feeder splice boxes and continued tunnel lighting installation in both tunnels.*

Crossover Cavern: Continued *plinths and* the #8 double crossover installation.

Historic Broadway Station: At the platform level, *completed* acoustic placement. Continued the mechanical/electrical/plumbing installations *and started LVT installation at left track.* At the concourse level, *completed* the east station roof deck. *Continued*, the concrete interior walls, CMU walls, and the mechanical/electrical/plumbing installations.

Continued the entrance area roof deck and the Load Transfer System (LTS). Continued the station box area backfill, 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, *completed the CMU wall installation and* continued installation of mechanical/electrical/plumbing. At the concourse level, continued installation of mechanical/electrical/plumbing. At the lower and upper ancillary levels, *continued* the installation of mechanical/electrical/plumbing. At the roof level, continued backfill. At the upper roof level, *completed* the pedestrian bridge bent 2 column, *and continued the emergency exit #4 stairs. Completed* east vent shaft walls and backfill. *Started installation of the pedestrian bridge temporary falsework.*

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 the LVT track installation in the left *and right tunnels.*

### **Schedule Summary**

Reconciliation of Metro's Project Master Schedule and RCC's Contract Schedule was *completed* 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 *construction* 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 *eighteen (18)* new COVID-19 cases reported for the period; for a total of 99 positive cases through *January 2021*. 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. *The scarcity of SCADA resources may threaten select cut-over activities.*

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: *The Board approved an Early Completion Incentive Agreement with RCC which establishes new Project milestones which enables the Project to begin revenue service earlier than planned while providing sufficient time to complete Broadway Station elements.*

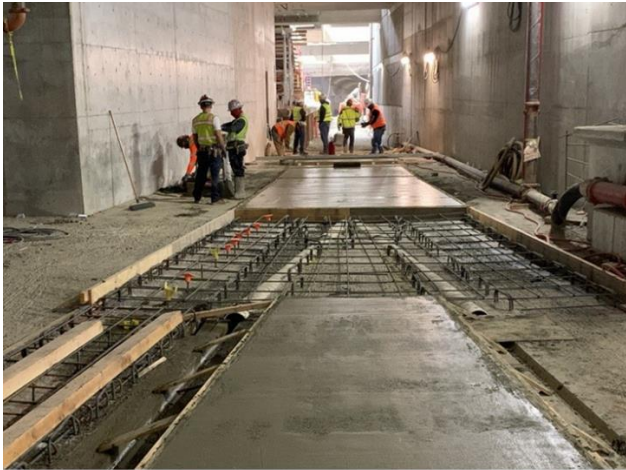
Item 3: Multiple utility rearrangements remain to be completed as the Project enters the street restoration phase. Most notably, AT&T at 2nd Street and the joint utility trench at Grand Av Arts/Bunker Hill Station. The RCC cost proposal for the joint utility trench is being evaluated now.

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 and immediate work within the excavation has been approved.

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



Plinth poured at No. 5 Left Track



Concrete pour at future Little Tokyo/Arts District Station



Pyrocl acoustical spray at Historic Broadway Station



Excavation for temp relocation of 24" storm drain bypass at Historic Broadway Station



Plinth pour in Crossover Cavern



Water removal at East SOE Wall under Flower St

## PROJECT UPDATE

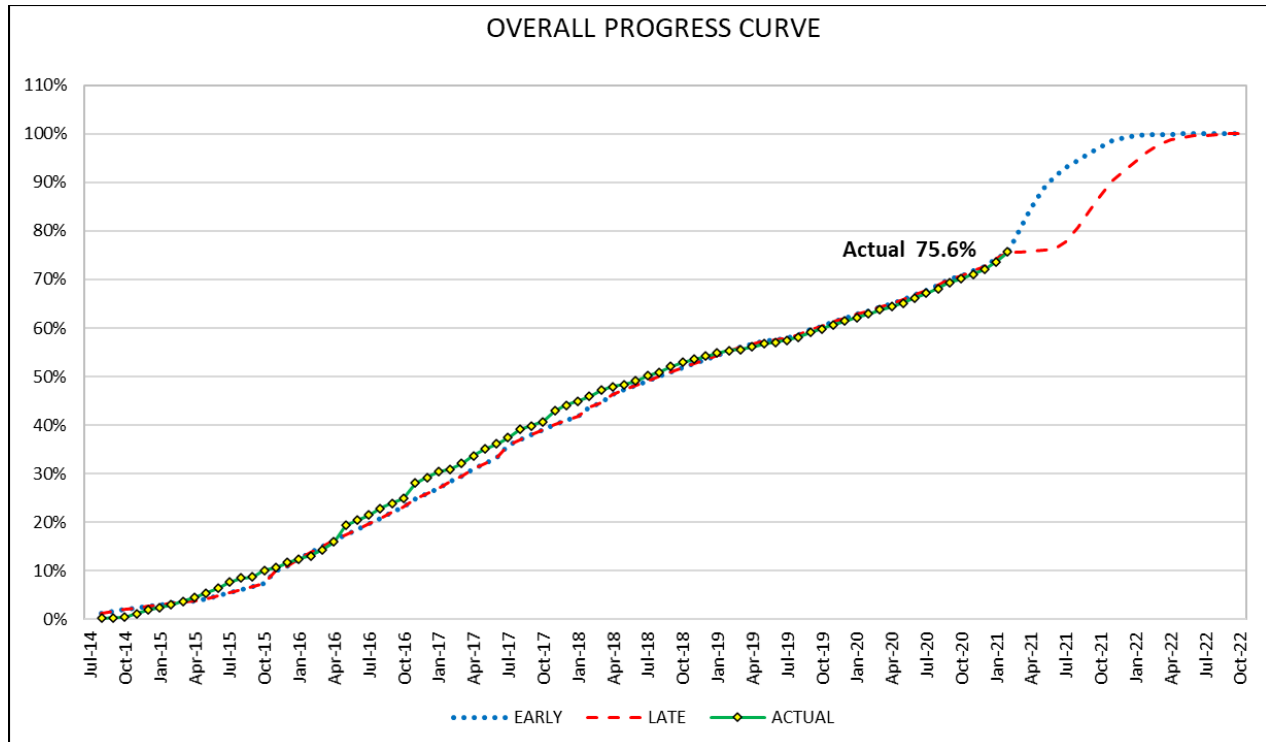
### PROJECT SCHEDULE

#### Progress Summary

	Status	Change from Last Month	Comment
Forecast Revenue Service	Summer/Fall 2022	None	
Proposed FFGA Revenue Service	2/25/2023	None	
<b>Final Design Progress:</b>			
Contract C0980	100%	NA	
<b>Construction Contracts Progress:</b>			
Contract C0981R & C0980	73.9%	1.3%	









**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



**Key Milestone Six-Month Look Ahead**

	Milestone Date	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Jun-21
Complete Station Box Roof Deck at Historic Broadway Station	01/08/21 A	⬡					
Complete South Flower Cut & Cover Emergency Walkways	02/16/21		⬡				
Complete #8 Double Crossover Track	02/22/21		⬡				
Complete East Vent Shaft Walls at Little Tokyo / Art District Station	03/02/21			⬡			
Complete Plaza Deck at Grand Ave / Bunker Hill Station	03/02/21			⬡			
Complete Emergency Exit 1&2 Roof at Grand Ave / Bunker Hill Station	03/17/21			⬡			
Complete Station Entrance Roof Deck at Historic Broadway Station	03/29/21			⬡			
Complete Sewer Relocation at Temple Street / Duco Yard	04/01/21				⬡		
Complete Station Entrance Equipment Access Walls at Historic Broadway Station	04/05/21				⬡		
Complete #5 Turnouts and Diamond Track	04/26/21				⬡		
Complete Pedestrian Bridge Deck at Grand Ave / Bunker Hill Station	05/10/21					⬡	
Complete Head House CMU Walls at Little Tokyo / Art District Station	06/22/21						⬡

 MTA Staff	 MTA Board Action	 FTA (Federal Transit Administration)	 Utility Company
 Other Agencies	 Contractors	 Design Consultant	 C0980 D/B Contractor
"A" follow ing 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 A	Option 2 03/01/2021	N/A
Ticket Vending Machines	~ 01/30/2018 A	07/08/19 A (warehoused)	10/28/2021 ~03/07/2022

## 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	4,605	267,587	10,175	238,301	-28	277,535	3,864
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	0	235,436	350	234,653	10,688	141,796	279	235,678	243
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	3,501	594,276	11,010	528,283	-1,844	627,415	-940
50	SYSTEMS	69,667	73,848	0	78,852	0	68,237	796	21,899	-1,362	76,279	-2,572
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	0	1,216,314	8,456	1,164,753	32,669	930,279	-2,956	1,216,908	593
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	0	12,117	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,973	0	394,865	50	351,148	1,996	329,413	200	394,633	-232
	SUBTOTAL (10-80)	1,239,963	1,268,925	0	1,686,770	8,506	1,589,986	34,665	1,329,457	-2,756	1,687,131	361
90	UNALLOCATED CONTINGENCY	135,399	126,892	0	42,571	0	0	0	0	2,756	42,210	-361
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	8,506	1,589,986	34,665	1,329,457	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	8,506	1,616,486	34,665	1,354,520	0	1,770,142	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JAN 2021.

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 \$8.5 million this month to \$1.62 billion which represents 91.3% of the Current Budget. The overall increase is related to RCC executed modifications, and work orders from Third Parties.

#### Expenditures:

Expenditures are cumulative through *January 2021* and increased by \$34.7 million this month for costs across the Project. \$1.35 billion in expenditures to date represent 76.5% 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	13,548	13,548	13,548	13,548	0	0	600	13,548	0
50	SYSTEMS	0	0	5,950	0	2,750	55	1,335	0	5,950	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	13,548	19,498	13,548	16,298	55	1,335	600	19,498	0
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	13,548	58,876	13,548	55,369	55	39,222	600	58,876	0
90	UNALLOCATED CONTINGENCY	1,113	-600	513	0	0	0	0	-600	513	0
100	FINANCE CHARGES	0	0	0	0	0	0	0	0	0	0
	TOTAL PROJECTS (10-100)	39,991	12,948	59,389	13,548	55,369	55	39,222	0	59,389	0
	861228 TOTAL	39,991	12,948	59,389	13,548	55,369	55	39,222	0	59,389	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JAN 2021.

**Original Budget:**

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

**Current Budget:**

In January 2021, the Metro Board approved an additional budget increase of \$12.9 million for an Early Completion Incentive Agreement increasing the Project 861228 LOP budget to \$59.4 million.

**Commitments:**

Overall commitments increased by \$13.5 million this month to \$55.4 million which represents 93.0% of the Current Budget. The overall increase is related to the RCC executed modification.

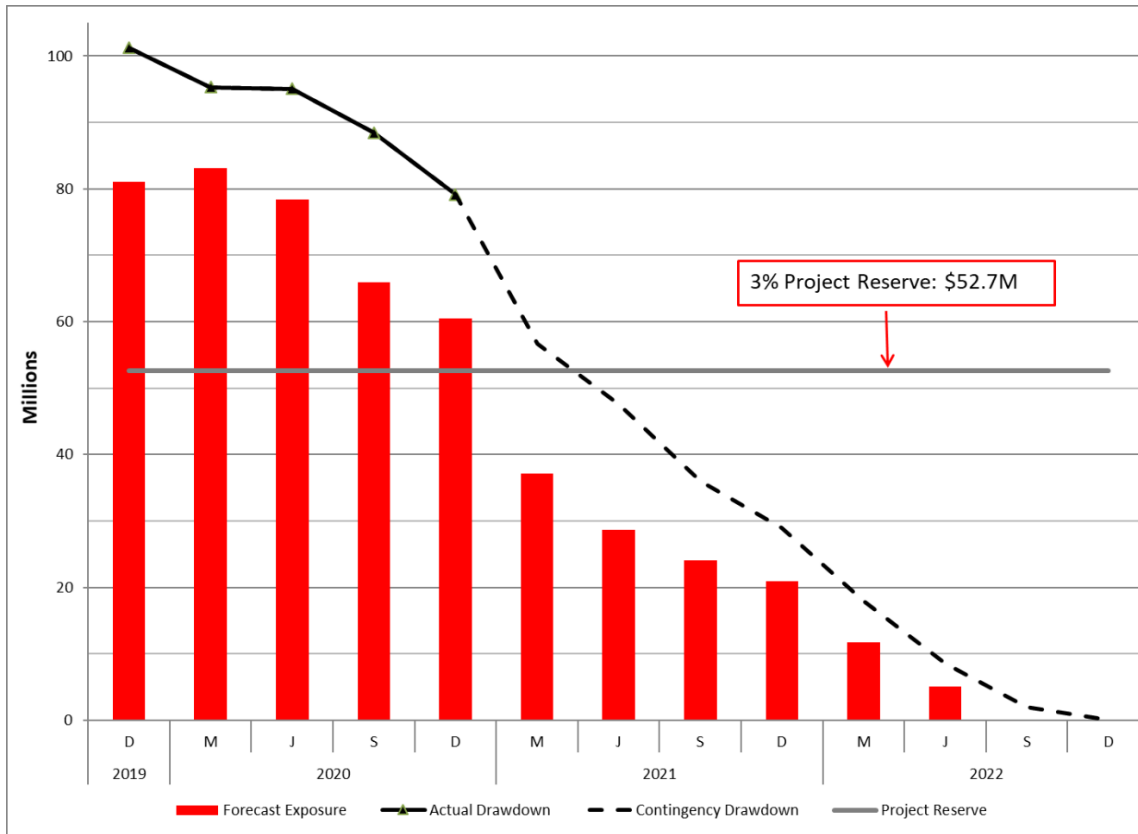
**Expenditures:**

Expenditures are cumulative through January 2021 and increased by \$55 thousand this month for costs related to the radio system. The cumulative \$39.2 million through January 2021 represent 66% of the Current Budget.

**Current Forecast:**

The Board approved additional funding of \$12.9 million to the LOP budget increased the total current forecast to \$59.4 million.

### Cost Contingency Drawdown



### Cost Contingency Drawdown Analysis

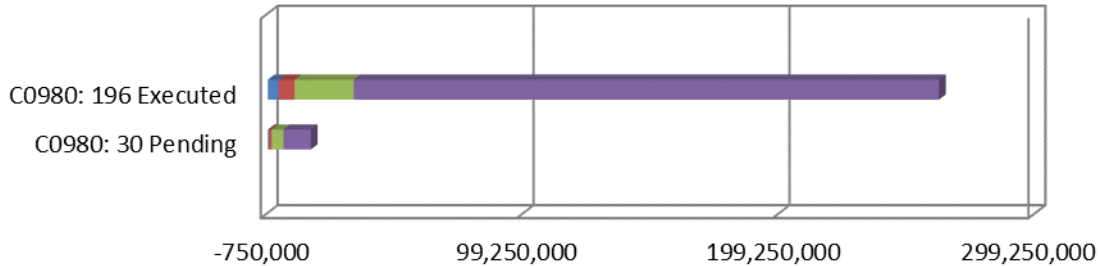
The Cost Contingency Drawdown curve reflects cost commitments and forecast exposure, thereby providing a depiction of overall contingency status. Basing the drawdown on exposures (issuances of change notices) rather than executed contract modifications eliminates the administrative processing time involved 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 *January*, there was a \$8.5 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	(50,493)	(2,756)	(53,249)	36,697
Allocated Contingency	86,345	92,809	(53,115)	(5,700)	(58,816)	33,993
<b>Total Contingency</b>	<b>211,263</b>	<b>182,754</b>	<b>(103,608)</b>	<b>(8,456)</b>	<b>(112,065)</b>	<b>70,690</b>

**Summary of Contract Modifications**

**Contract Modifications (MODs) by Cost Level**



	C0980		Total
	196 Executed	30 Pending	
■ Under \$100K	4,209,169	471,224	4,680,393
■ \$100K to \$250K	6,233,561	1,075,501	7,309,062
■ \$250K to \$1M	23,171,611	4,573,524	27,745,135
■ Over \$1M	228,693,550	10,700,000	239,393,550
<b>Total Contract MODs</b>	<b>262,307,891</b>	<b>16,820,249</b>	<b>279,128,140</b>
<b>Contract Award Amount</b>	<b>927,226,995</b>	<b>927,226,995</b>	
<b>% of Contract MODs</b>	<b>28.3%</b>	<b>1.8%</b>	

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-six (196) changes with a total value of \$262.31 million have been executed since NTP of Contract C0980. An additional 30 changes, with a total estimated value of \$16.8 million, are pending.

## DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of *December 2020*:

<b>DBE Commitment – Design</b> The percentage of funds apportioned to Design Contracts	22.63%
<b>Current DBE Commitment Design</b> Total DBE Committed Dollars divided by Total Contract Value for Design	\$14.8M (22.63%)
<b>Current DBE Participation</b> Total amount paid to date to DBEs divided by the amount paid to date to Prime	24.37%

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

<b>DBE Commitment – Construction</b> The percentage of funds apportioned to Construction Contracts	18%
<b>Current DBE Commitment Construction</b> Contract commitment divided by current contract value for Construction	\$196.3M (18%)
<b>Current DBE Participation</b> Total amount paid to date to DBEs divided by the amount paid to date to Prime	17.92%

Construction DBE sub-contractors that have been identified increased to one hundred twelve (112).

## PROJECT LABOR AGREEMENTS (PLA)

As of *December 2020*:

<b>Targeted Worker Goal</b> Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
<b>Targeted Worker Current Attainment</b>	60.47%
<b>Apprentice Worker Goal</b> Construction work to be performed by Apprentices	20.00%
<b>Apprentice Worker Current Attainment</b>	19.88%
<b>Disadvantaged Worker Goal</b> Construction work to be performed by Disadvantaged Workers who are residents of the United States	10.00%
<b>Disadvantaged Worker Current Attainment</b>	11.22%

## FINANCIAL/GRANT

### Status of Funds by Source

January 2021

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	\$64.00	\$218.11	\$64.00	\$84.23	39%	\$51.24	23%	\$50.74	23%
FEDERAL - SECTION 5309 NEW STARTS	\$669.90	\$669.90	\$669.90	\$669.90	100%	\$540.62	81%	\$540.62	81%
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%	\$3.18	18%	\$3.18	18%
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	\$73.60	93%	\$43.03	54%	\$43.03	54%
GENERAL FUND - METRO	\$0.00	\$43.50	\$43.50	\$43.50	100%	\$43.50	100%	\$43.50	100%
<b>TOTAL</b>	<b>\$1,427.13</b>	<b>\$1,755.84</b>	<b>\$1,591.16</b>	<b>\$1,616.49</b>	<b>92%</b>	<b>\$1,354.52</b>	<b>58%</b>	<b>\$1,348.26</b>	<b>77%</b>

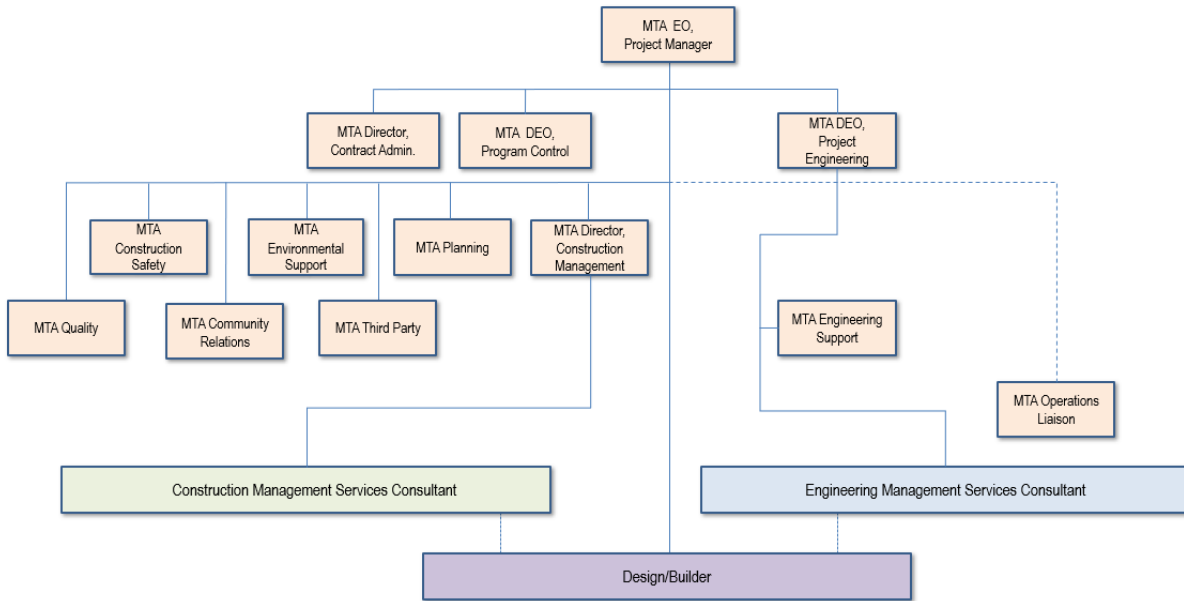
NOTES:

1. EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 31, 2021.
  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).

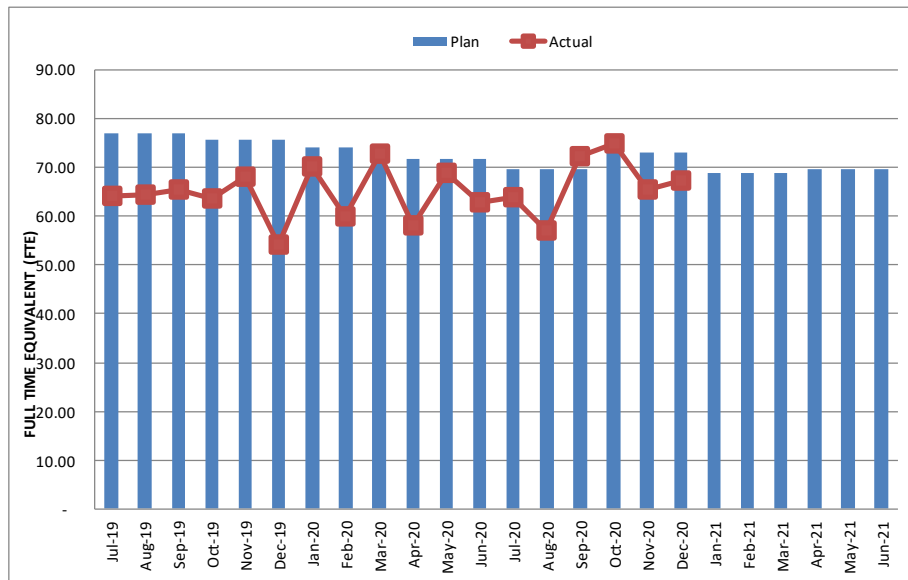
**Regional Connector Transit Project  
 Responsibility and Reporting Matrix**



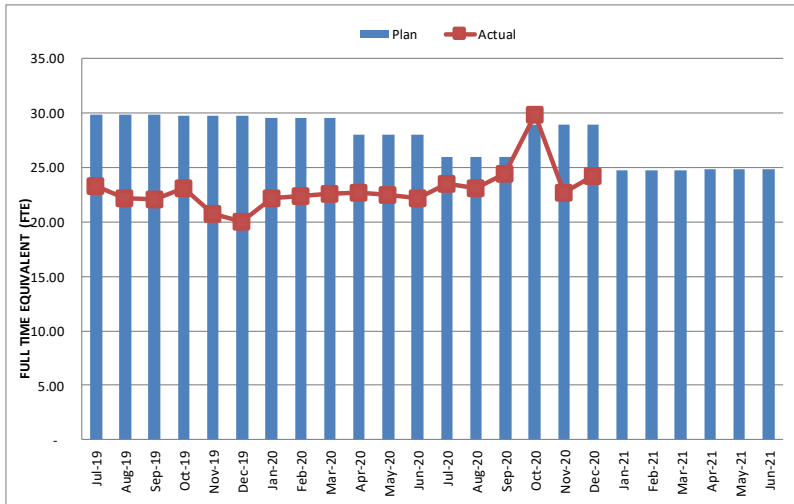
Updated: 03/2020

The overall FY21 Total Project Staffing plan averages 70.21 FTE's per month. The total actual project staffing for *December 2020* was 67.24; 24.25 FTEs for Metro's Project Administration staff and 43.0 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



### Metro Staff



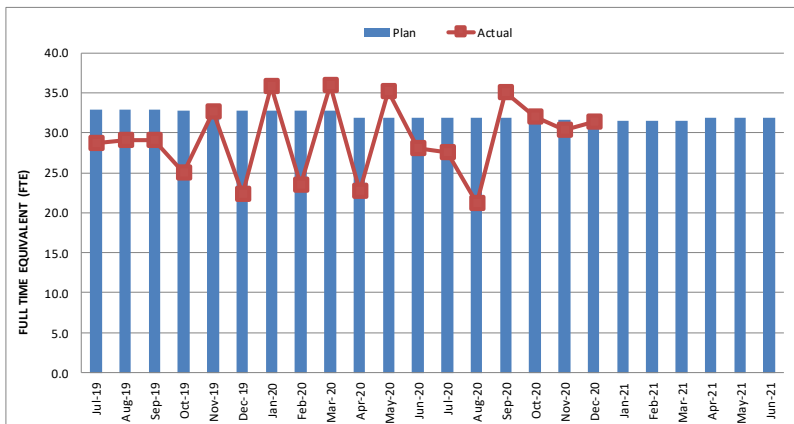
### Staffing by Group

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

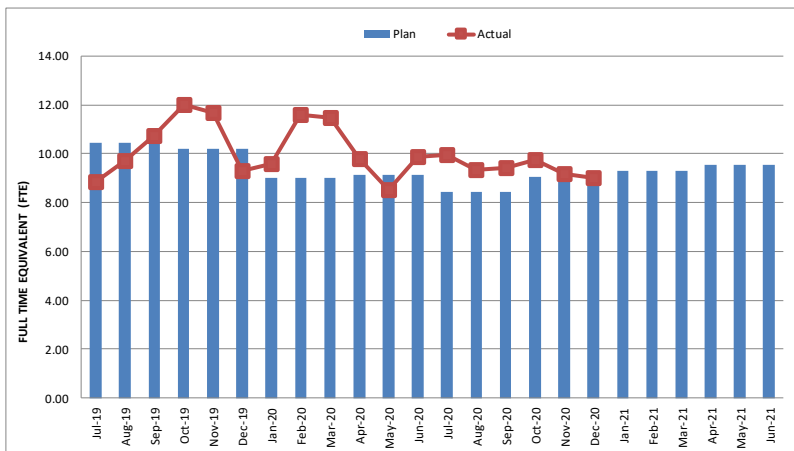
Metro staffing includes full-time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

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 December 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. *The final signed order and judgement in condemnation was filed January 21, 2021 and expected to be recorded the first week of February.*
- 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 for the period.*

#### 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 *January*:

- 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-2021-001) of concrete placement of Public Stairs #2 at the future Little Tokyo/Arts District Station. The placement was compliant with all applicable Project requirements and the surveillance was closed.*

*RCC NCR 105 was issued for conduits being struck during chipping operations at Historic Broadway Station. The Disposition that was sent from the Engineer of Record to Metro was rejected and the NCR remains open.*

*RCC NCR 106 was issued for two doorways being constructed at incorrect widths. Until the doorways are reworked, reviewed, and approved by QC, the NCR remains open.*

RCC existing NCRs 004, 047, 053, 064, 074, 083, 084, 086, 087, 092, 097, 099, 100, 102, 103, and 104 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. 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.

- *On January 28, 2021, the PMOC submitted their review of the 31st Quarterly MMRP Update covering the period August through October 2020 continued in December. The report received an overall compliant rating. On January 1, 2021, Metro began preparing the 32nd Quarterly MMRP Update covering the period of November 2020 through January 2021.*
- *One (1) historic period feature was recorded during January. Feature 164, consisting of a brick-and-mortar support base or footing, was first encountered on July 12, 2019 and most recently on January 4, 2021. The Feature will not be adversely affected by the current excavation because it is located outside the pile line and the construction crews will backfill the exposed area.*

## 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 *sixteen (16)* 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 (*Gold*) *service interruption and geotechnical monitor removal and maintenance*.
- Coordinated construction activities *and briefed approximately 100* stakeholders and presented virtually to *eight (8)* 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 project milestones, *progress of work throughout the alignment, as well as information on planned street closures*. 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 *eight (8)* businesses near the Project's alignment in three (3) social media posts, and one (1) electronic newsletter *in addition to* the Project webinar.
  - (*abeautifullife*) *jamaican café, Dalia Cocina Mexicana, JiST Café, Drago Centro, Little Spring Rolls & Bowls, Senor Fish, Redwood Bar & Grill, Badmaash.*

### Community Relations

*For the month of January, the monthly Little Tokyo Marketing & Advertisement/Go Little Tokyo meeting was held on January 27, 2021 to discuss the Holiday Guide promotions and upcoming events for 2021.*

## CREATIVE SERVICES

### Art Program

- *Reviewed porcelain enamel steel submittals.*
- *Reviewed and responded to RCC RFI submittals.*
- Reviewed and responded to mosaic fabrication submittals.
- Coordinated community engagement activities with Artists.
- 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 *January 2021*.
- RCC reported *88,684* work hours for *December 2020*. RCC's total Contract to Date work hours through *December 2020* are *4,553,424* with a total of *20* Recordable Injuries and no Lost Workday (Days Away) case injuries. The C0980 Contract Recordable Injury Rate is *0.88*. 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 *December 2020* is *4,664,483* hours with *21* recordable injuries. The Total Project Contractor Recordable Injury Rate is *0.90*.
- Total Aggregate Project work hours for Contractors, Metro, and Support Services Consultants, through *December 2020* is *5,563,673* with *22* Recordable Injuries and no Lost Workday (Days Away) injury cases. The Total Project Aggregate Safety Rate is *0.79*.\*

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\* 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 <sup>th</sup> /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 <sup>th</sup> 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 <sup>st</sup> 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
December 2020	RCC completed delivery of rail stockpile to Flower Cut & Cover
December 2020	RCC completed demolition of the Little Tokyo/Arts District Station
<i>January 2021</i>	<i>RCC completed Historic Broadway Station box roof deck</i>
<i>January 2021</i>	<i>RCC completed Alameda MSE Wall demolition</i>