

PURPLE (D LINE) EXTENSION PROJECT Section 2



Metro

Purple (D Line) Extension Project Section 2

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).

July 2022

TABLE OF CONTENTS

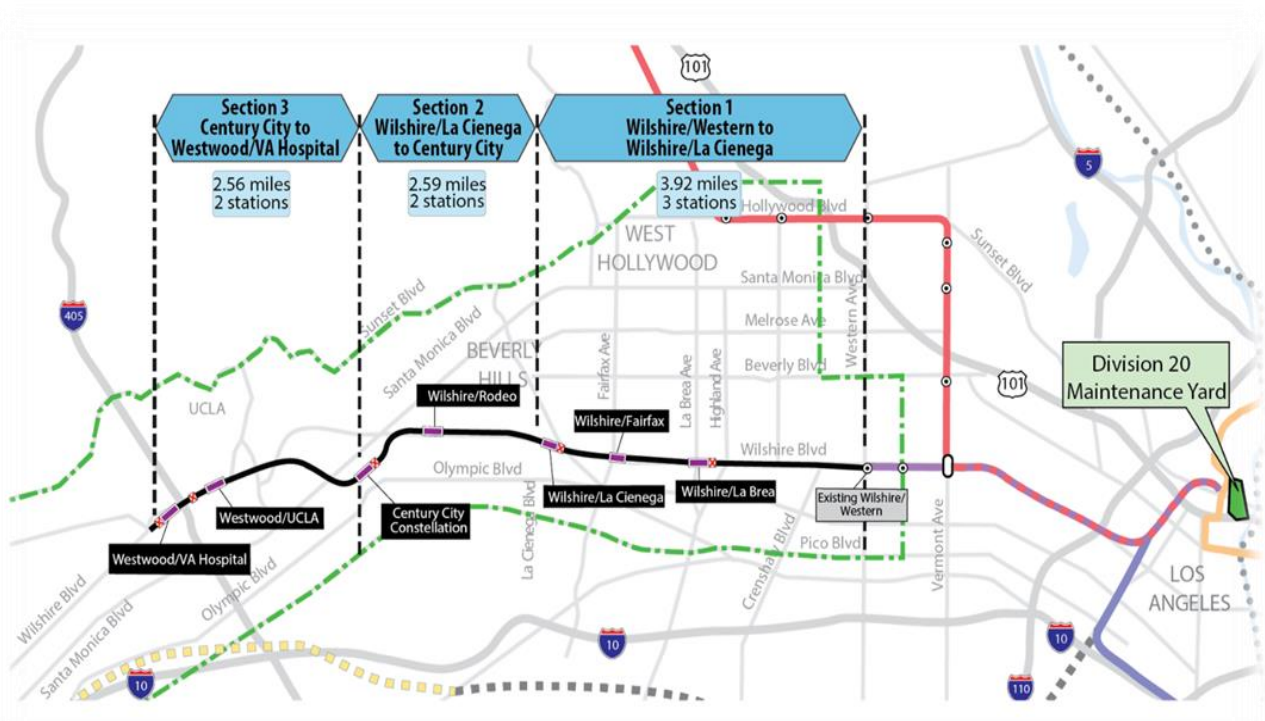
Project Overview.....	3
Executive Summary	6
Project Update	12
Project Schedule.....	12
Project Summary Schedule	12
Progress Summary	13
Planned vs. Actual Progress	13
Key Milestone Six-Month Look Ahead	14
Major Equipment Delivery	15
Critical Path	16
Project Schedule Contingency Drawdown	17
Project Cost.....	18
Project Cost Analysis	18
Cost Contingency Drawdown and Analysis	20
Risk Management.....	21
Summary of Contract Modifications	22
Disadvantaged Business Enterprise (DBE)	23
Project Labor Agreements	24
Financial/Grant.....	25
Project Staffing.....	26
Real Estate.....	28
Quality Assurance	29
Environmental	30
Construction and Community Relations	31
Creative Services	31
Safety and Security	32
Appendix.....	33
Chronology of Events.....	33

PROJECT OVERVIEW

Project Background

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

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



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

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

Major Procurements

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

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

Metro Furnished Equipment

The option to purchase 20 Heavy Rail Vehicles (HRV) of the existing contract will not be exercised. A new HRV procurement is forecasted to go out in December 2022 . The scope of the HRV contract includes design, manufacturing, testing and delivery of the vehicles. An additional contract will be procured for the Universal Fare System (UFS). The scope of the UFS contract will include design, fabrication and installation of equipment at the two new stations and system testing.

Program Management

The Purple (D Line) Extension Section 2 Project is being managed under the direction of an Integrated Project Management Office (IPMO). WSP Global (WSP) provides engineering and design support services, while Purple (D Line) 2 CM Partners, a Joint Venture provides construction management support services. An overview of staffing is provided under the

Staffing section of this report. The program management team is also supported by Metro headquarters' resources and includes engineering, risk management, environmental, quality management, operations and creative services departments.

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

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

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

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

Construction and Community Relations: The Construction and Community Relations team is tasked with promoting the Project and performing public outreach within the community to keep stakeholders informed of construction activities occurring along the Project alignment.

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

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

EXECUTIVE SUMMARY

In July 2022, the Project reached 53% completion based on earned value measurements for design and construction. The focus of the Project continued to be completion of final design and construction activities in Century City and Beverly Hills. Final design base scope is anticipated to be completed in August 2022. The C1120 Design Build Contract is anticipated to substantially complete by May 2025 and demobilize by October 2025. The forecast Revenue Service Date (RSD) for the Project remains planned for 2025. The following is an overview of current design and construction activities.

Design Status

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

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

Design Package 1 – Utility/Civil Design at Launch Box in Century City

Design Package 2 – Remaining Utility Conflicts (Outside of Launch Box)

Design Package 3

(Volume 1) – Tunnel Reaches

(Volume 2) – Stations

(Volume 3) – Track & Systems

The design packages noted above have been broken out into discrete advanced design units/packages in order to facilitate and prioritize design deliverables.

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

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

Design progress meetings are occurring weekly related to the design unit packages. Weekly design task force meetings (by individual discipline) began at the end of March 2018 and are scheduled to continue through design completion. TPOG is continuing with the required contractual submittals. *Design related submittals of note that TPOG has submitted this month are: AFC - Memorandum - WRS SOE Re-Strut and Revised Construction Sequence APDU 3.3; 100% - CCS LADWP Permanent Power (CN-00144) DU 2.3; 100% - WRS Artwork Area Revision DU 3.2; 100% - WRS Supply Air #10 SOE Design APDU 3.4; 100% -WRS West UPE 8 SOE Design APDU 3.4; 85% - CCS Entrance Plaza, Appendages, ROW Design Revisions (CN-00110) APDU 2.9; 85% - CCS SOE West Headwall Alternative Sequence APDU 2.9; CCS Station Crossover Ventilation Containment; Radio Pole Antenna Revision (CN-00149) DU 2.3.*

Construction Status

Century City Constellation Station:

Construction activities associated with the sewer and storm drain relocation continued this month. TPOG continued to work with City of Los Angeles BOE and Sanitation Departments to obtain approvals for utility materials. TPOG obtained a renewal on the project's nighttime noise variance permit for nighttime work to extend the permit through November 2, 2022. The contractor also worked with the City of Los Angeles Department of Transportation (DOT) to adjust traffic control plans at the request of the community to continue the utility work during the night shift.

Decking operations were substantially completed. Deck panels are 98% complete, remaining deck panels have not been installed in order to provide additional ventilation through the openings.

Excavation of the station box and station entrance continued and is 49% complete. Station box excavation west of the launch box continues at bracing level 5 and station entrance at bracing level 4.

The adjacent JMB construction site continues with installation of soldier piles this period. Coordination of access for the JMB construction site through the PLE2 work area continues.

Tunnels:

Tunneling operations began on April 30, 2020 with the launch of the BL TBM, "Ruth" from the Launch box. The BL TBM, "Harriet" was re-launched east of the Tunnel Shaft on February 22, 2021 after the completion of the installation of the conveyor belt system. The BL TBM had an unplanned stop underneath the Beverly Hills Unified School District's administration building for cutterhead inspection and maintenance.

On January 28, 2022 the BL TBM broke into the Wilshire/Rodeo station box. BL reach 5 is now 100% mined. BL TBM began excavation on reach 4 toward Wilshire/La Cienega Station on March 29, 2022. *The BL TBM has excavated 2,766 feet of Reach 4, equating to 48% for this reach with 548 rings installed. Overall, it has excavated 8,543 feet equating to 70% complete and installed a total of 1,704 rings for both reaches.*

Launch of the BR TBM, for Reach 5 began on July 20, 2020. On January 12, 2022 the BR TBM broke into the Wilshire/Rodeo station box. BR reach 5 is now 100% mined. BR TBM began excavation on reach 4 toward Wilshire/La Cienega Station on March 2, 2022. *The BR TBM has excavated 4,118 feet of Reach 4, equating to 72% for this reach with 818 rings installed. Overall, BR has excavated 9,924 feet equating to 75% complete and installed a total of 1,979 rings for both reaches.*

TPOG began work this month installing pairs of local deep dewatering wells at cross passages along the Reach 5 tunnel alignment as ground treatment prior to sequential excavation and construction of cross passages. *A total of 7 dewatering wells are drilled, screened and ready for operation at 4 of the 7 Reach 5 cross passage locations. Dewatering well trenching and drilling of additional dewatering wells along Reach 5 tunnel alignment are ongoing.*

Ongoing coordination continues with the Purple (D Line) Extension Project Section 1 in preparation of the arrivals of “Ruth” and “Harriet” at the west end of the Wilshire/La Cienega Station which is anticipated to occur later this year.

Wilshire/Rodeo Station:

The first concrete placement for the invert slab occurred on May 20, 2021. Placement of concrete for the invert slab and first level station walls are approximately 72% complete, including a portion requiring remedial repair. The installation of rebar, conduits, embedded items and storm drain at the station entrance invert has been completed. Concrete placement for center concourse level slab has been completed. *Rebar installation for upper-level walls has begun.*

Concrete placement for the invert slab at the station entrance has been completed. Waterproofing installation at the station entrance walls has begun and is ongoing. Rebar and formwork for the exterior and interior station entrance walls has begun and is ongoing. *Overall concrete work percentage for both exterior and interior wall stands at 60%.* Removal of struts below bracing level 4 at the station entrance has been completed.

Cal/OSHA M&T granted TPOG a temporary reclassification of Wilshire/Rodeo Station from underground classification of “Gassy” to the “Potentially Gassy with Special Conditions”. The primary benefit of this temporary designation was the ability to utilize tools/equipment for maintenance work on the TBMs which would otherwise have been restricted within a “Gassy” underground location. The station has reverted to a “Gassy” classification after the BR TBM broke out of the station to begin Reach 4 mining.

Cost and Schedule Summary

For the C1120 Design/Build contract, Metro has received the Contractor’s July 2022 schedule update, which reports the substantial completion date finishing 339 calendar days behind the May 23, 2025 contractual date. Slower than anticipated excavation progress is causing the impact. The Project Team is concerned about the continued monthly schedule slippages and is closely monitoring these impacts. The Contractor reported a thirty-eight day slippage to the overall Project this reporting period. The incorporation of critical activities and increasing remaining durations of critical path activities contributed to a total delay of 38 calendar days in a 31-calendar day month. The forecasted delay to the Century City Constellation Station excavation is concurrent with tunneling delays that have not been forecasted in the Contractor’s schedule. Future revisions to the contractor’s means and methods, and revised schedule logic may have an impact on future updates. Due to the Contractor’s forecasted completion, the project team is identifying opportunities to mitigate project delays and is monitoring potential impacts.

The Critical Path (CP) continued to go through the Century City station Excavation and Invert Slab activities. It also includes completion of the tunnel excavations, tunnel walkway and invert concrete work, track installation, Century City Station finishes, and systems installation and testing work (including installation of interior finishes and electrical equipment at both stations). There was no change to the critical path this period. A summary graphic of the critical path is found on Page 15.

C1120 Design-Build Contract Schedule Metrics

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

Project costs continue to track within budget and projected contingency limits. To date, the Current Budget and Current Forecast remain the same this period at \$2.5 billion.

There are currently twenty- five (25) claims that are being evaluated.

1. Mitigation Plan for Subsurface Settlement above BL Tunnel (Claim 19)
2. WRS Groundwater Inflows (Claim 21)
3. COVID Impacts (Claim 22)
4. Wilshire/Rodeo Structural Changes (Claim 23)
5. Elevator Balustrade Lighting Design Changes (Claim 24)
6. Seismic Analysis Redesign (Claim 27)
7. Cutterhead Damage (Claim 28)
8. Resubmittal of 100% Submittal DU 6.1 Pkg 3, Volume 3B (Claim 29)
9. CCS Appendage Grating 15 (Claim 31)
10. CCS Emergency Stair 1 (Claim 33)
11. CCS Appendage Grating 5 (Claim 34)
12. CCS Additional Elevator Machine Room (Claim 35)
13. WRS Storm Drain Utility Changes (Claim 37)
14. WRS Appendage Grating 9 (Claim 39)
15. WRS Water and Communication Design Change (Claim 40)
16. WRS East EVS Grating 4 Design (Claim 41)

17. WRS Emergency Exit 4 Design (Claim 42)
18. Stations OPE Design Revision (Claim 44)
19. Unilateral CO No. 48 NPDES Construction Project Dewatering Permit (Claim 45)
20. Appendage Grating 10 Design (Claim 46)
21. Station Revised OPE Construction (Claim 47)
22. CCS Elevators 1 & 2 Additional Sheet – Framing (Claim 50)
23. 24. Tunnel Suspension Delays (Claim 51)
24. 25. CCS DWP Water Main Added Thrust Restraints (Claim 52)
25. 26. Escalation of Metals (Claim 53)

Detailed cost and budget information is provided on Page 18.

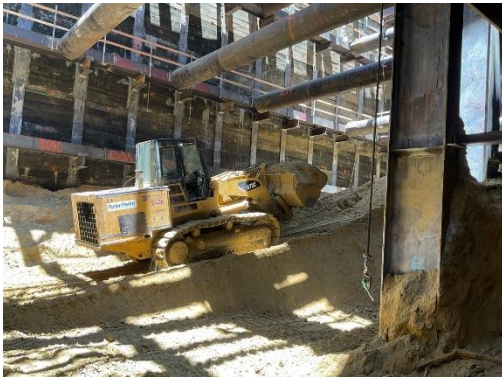
Key Management Concerns

- *The Project Recordable Injury Rate for this period is 2.92 which is higher than the national average of 2.4. This number has decreased from the reported value of 3.05 last month.*
- Metro remains concerned about TPOG's elevated Recordable Injury Rate and expects to see continued improvements to help lower the rate. To monitor progress, on December 29, 2022 Metro completed an audit of TPOG's implementation of its safety plan. The audit indicated that TPOG was found to be in substantial conformance with the necessary requirements. Additionally, Metro Safety staff have been preparing bi-weekly safety observations for reference and possible necessary action.
- Daily tunnel excavation rates have been considerably slower than what was assumed in TPOG's baseline schedule. TPOG has indicated to Metro staff that production rates will increase with the modified muck handling system at the Tunnel Access Shaft. Tunnel excavation rates improved towards the end of Reach 5 mining. *The average excavation rate for the BR tunnel for July was 35.2 ft/day which was 5ft/day lower than last month's average. The BL Tunnel average excavation rate was 30.4 ft/day which was 2ft/day lower than last month's average.*

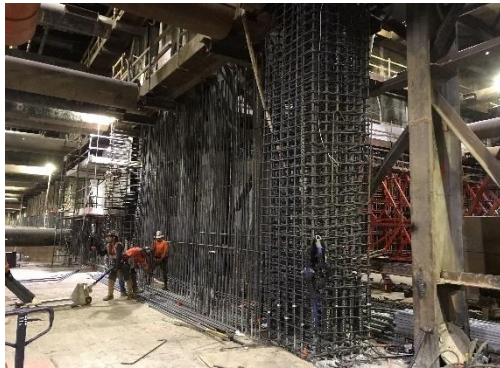
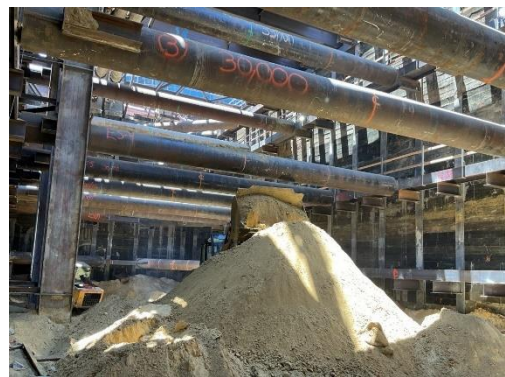
Project Construction Photos



Excavation Activities West of the Launch Box in Century City



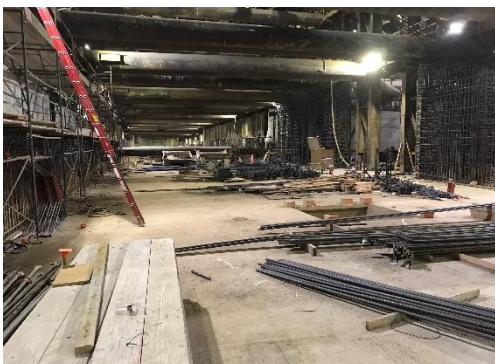
Constellation Station Entrance Excavation Activities in Century City



Wall Rebar Installation at the
Wilshire/Rodeo Station Entrance



Wall Formwork at the Wilshire/Rodeo
Station Entrance



Wall Rebar Installation at the
Wilshire/Rodeo Station Box

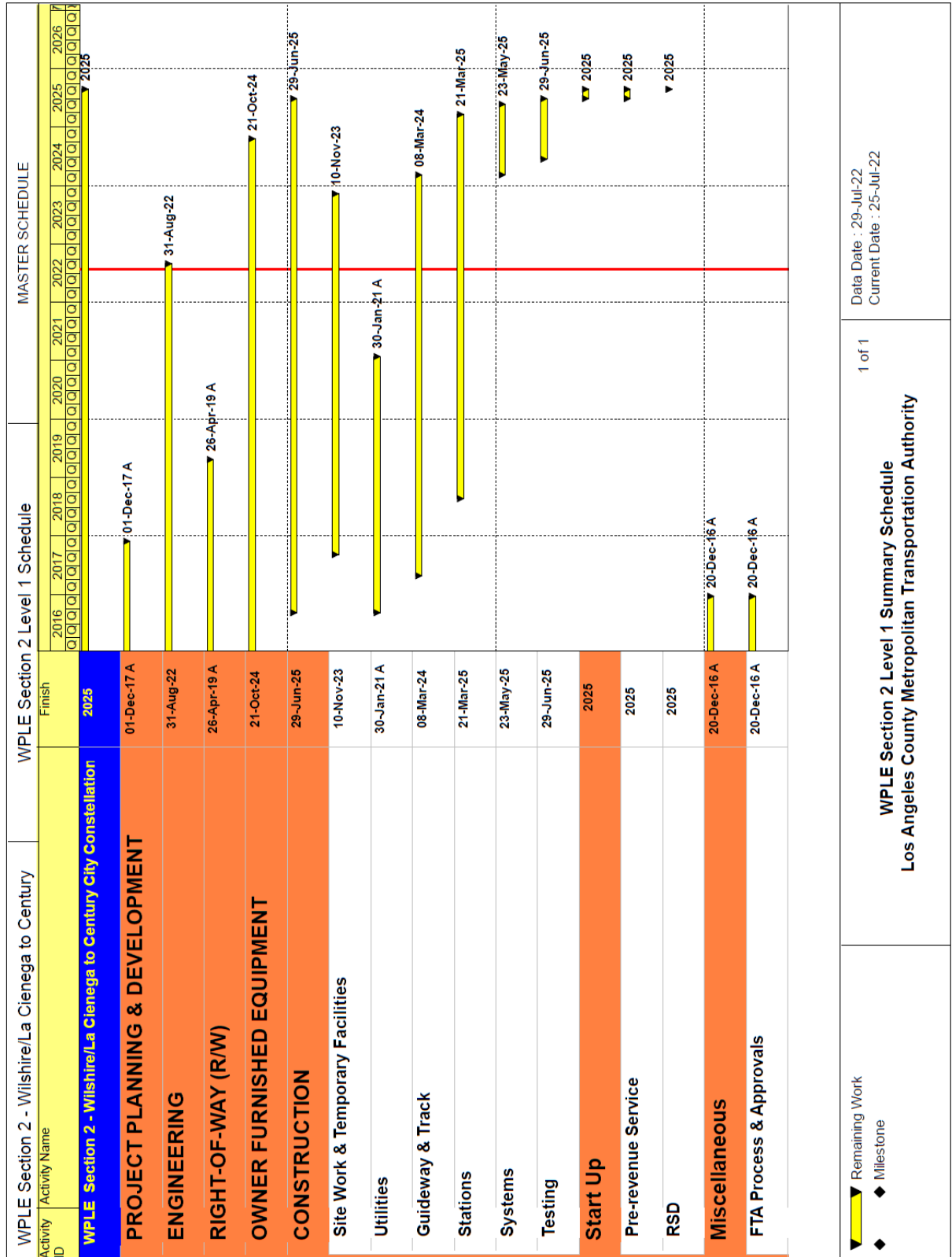


Cross Passage Dewatering Well Activities

PROJECT UPDATE

PROJECT SCHEDULE

Project Summary Schedule

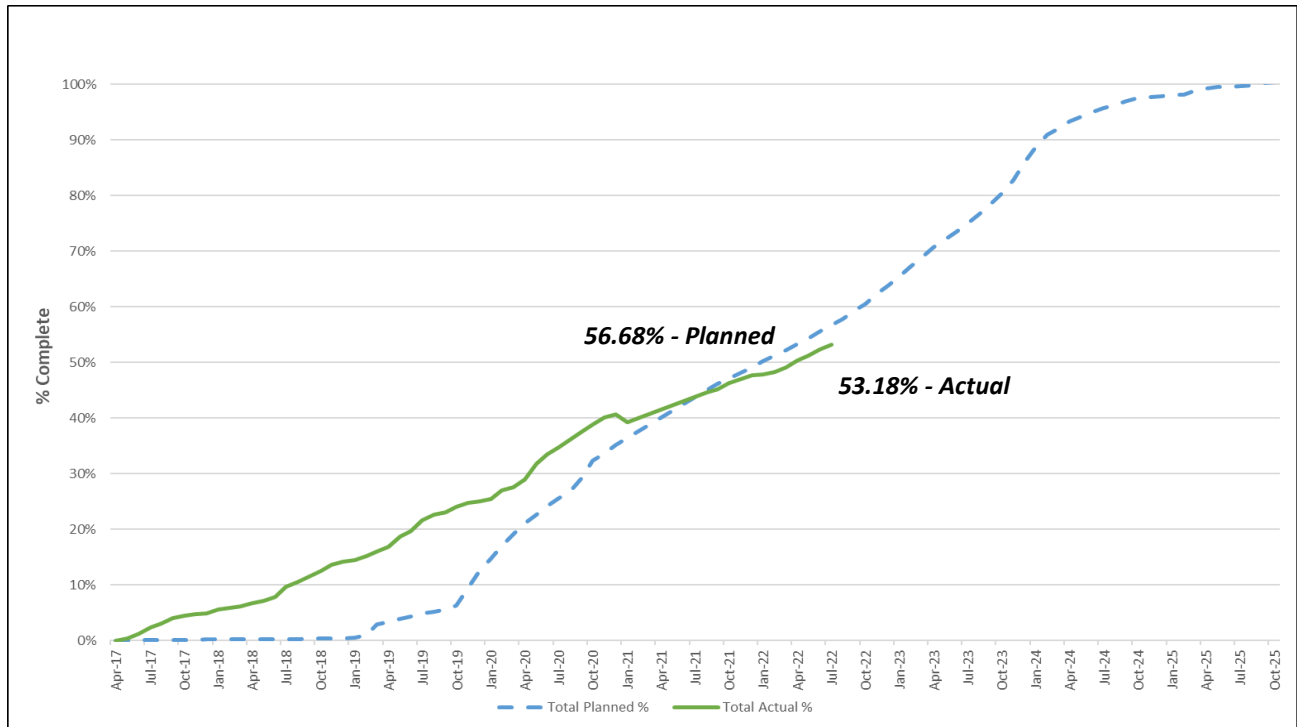


Progress Summary

	Status	Change from Last Period	Comment
Forecast Revenue Service Date	2025		
TIFIA Revenue Service Date	12/31/2026	None	
FFGA Revenue Service Date	12/31/2026	None	
Final Design Progress:			
Contract C1120	99.9%	0.03%	Final design is anticipated to be complete by August 2022 for Base scope. No impact to Project schedule.
Construction Contracts Progress:			
Contract C1120	53.18%	0.28%	

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










Planned vs. Actual Progress




The actual overall construction progress is 53.18% versus a planned of 56.68% through July 2022. The progress curves represent the physical progress of work performed to complete Contract C1120. The "Total Planned %" curve is based on the Contractor's late schedule dates from the approved Baseline schedule.

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

Key Milestone Six-Month Look Ahead


	Milestone Date	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
Completed concourse level exterior walls concrete pouring at Wilshire/ Rodeo Station entrance	7/21/22 A						
Complete Concourse level exterior walls concrete pouring at Wilshire/ Rodeo Station entrance	08/22/22						
Complete Installation of Sewer Line B at Century City Constellation Station	08/30/22						
Complete BR TBM Excavation	09/01/22						
Complete installation of 1st level of struts & wales at Century City Constellation Station	09/28/22						
Complete BL TBM Excavation	10/03/22						
Complete intermediate landing level exterior walls concrete pouring at Wilshire/ Rodeo Station entrance	10/06/22						
Complete excavation of lift 3 to below 3rd level of struts at Century City Constellation Station	11/17/22						
Complete excavation of lift 4 to below 4th Level of Struts at Century City Constellation Station	12/22/22						

◆ MTA Staff

 MTA Board Action

 FTA
(Federal Transit)

 Utility Company

 Other Agencies

 Contractors

 Design Consultant

 C1120 D/B

"A" following date is actual and completed

* New

Major Equipment Delivery

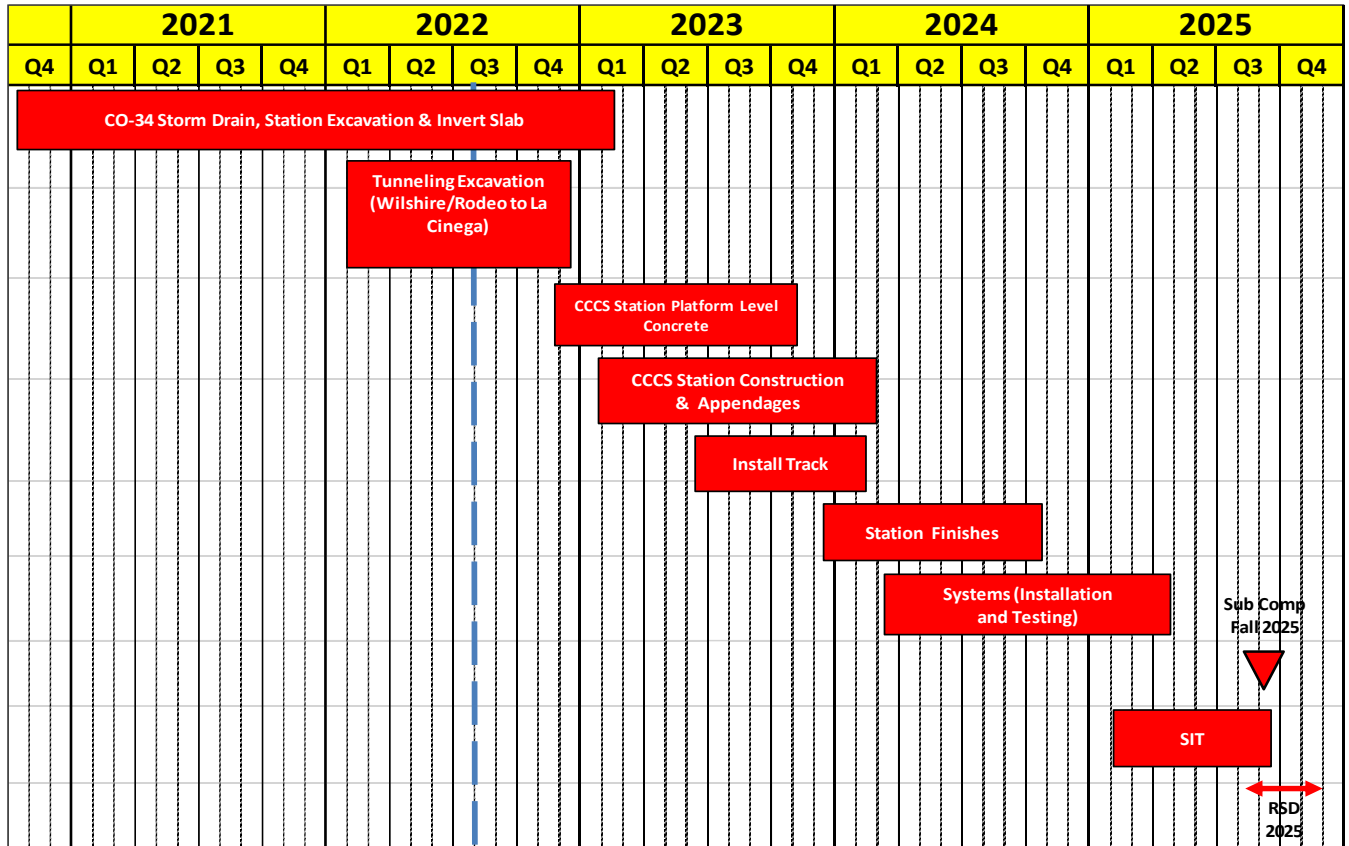
	Submittal	Procurement	Delivery	Installation
C1120 DESIGN/BUILD*				
Tunnel Boring Machines	27-Jul-17(A)	14-Aug-17(A)	13-Sep-18(A)	26-Dec-19(A)
Emergency Ventilation Fans	12-Oct-22	13-Oct-22	4-Apr-23	26-Sep-23
Station Elevators/Escalators	7-Nov-22	12-Oct-22	25-Oct-24	16-Dec-24
Track - Running Rail	23-Nov-22	28-Nov-22	21-Feb-23	22-Mar-24
Traction Power Equipment	27-Oct-22	28-Oct-22	7-Jul-23	17-Feb-25
Automatic Train Control	11-Mar-22 (A)	1-Aug-22	3-Mar-23	24-Oct-24
Radio System	1-Aug-22	2-Aug-22	6-Mar-23	11-Sep-23
SCADA RTU System	11-Mar-22 (A)	1-Aug-22	8-Mar-23	11-Sep-23
Heavy Rail Vehicles	Option 3 for WPLE Section 2 will not be exercised under the existing HRV Contract. A new HRV procurement is forecasted to go out December 2022.			
Universal Fare System***	TBD	TBD	TBD	April 2025**

* Dates derived from TPOG's July 2022 Schedule.

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

*** Metro supplied equipment.

Critical Path Project



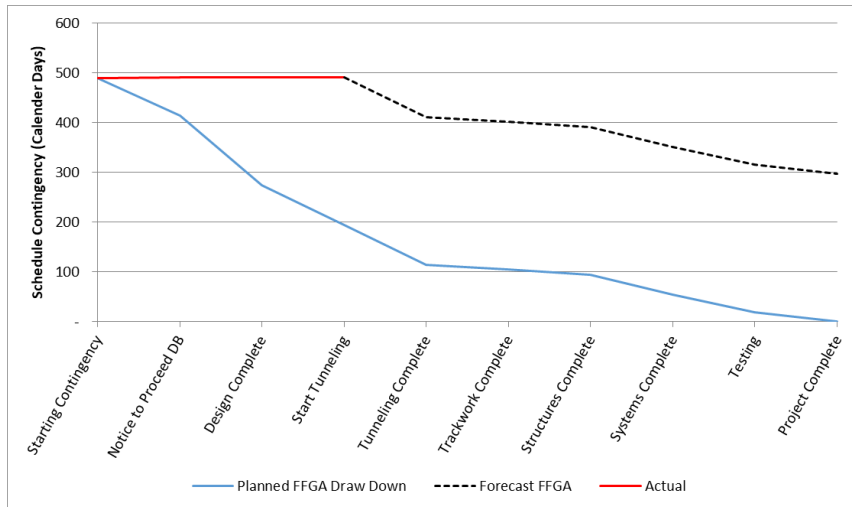
For the month of July 2022, the critical path remains the same as shown last month.

Project Schedule Contingency Drawdown Analysis

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

The introduction of the PMS model axis reflects a proportional distribution of available float relative to the FFGA model. Based on the April 2020 actual start of TBM mining, schedule contingency appears to maintain a noticeable buffer from the FFGA model. This model will be updated when the TBM mining is complete.

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



PROJECT COST

Project Cost Analysis – 865522

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST/ BUDGET VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	346,440	-	324,202	-	314,259	-	194,010	-	324,202	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	434,990	-	508,470	-	450,833	-	183,093	(5,000)	503,470	(5,000)
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	553,282	-	596,502	10,120	588,302	19	445,416	5,000	601,502	5,000
50	SYSTEMS	81,457	-	85,845	-	69,850	-	9,811	-	85,845	-
CONSTRUCTION SUBTOTAL (10-50)		1,416,169	-	1,515,019	10,120	1,423,244	19	832,330	-	1,515,019	-
60	ROW, LAND, EXISTING IMPROVEMENTS	426,396	-	430,075	-	318,091	-	297,887	-	430,075	-
70	VEHICLES	42,000	-	42,000	-	-	-	-	-	42,000	-
80	PROFESSIONAL SERVICES	374,878	-	429,308	10,590	363,741	187	308,823	-	429,308	-
SUBTOTAL (10-80)		2,259,444	-	2,416,402	20,710	2,105,076	206	1,439,039	-	2,416,402	-
90	UNALLOCATED CONTINGENCY	177,176	-	20,218	-	-	-	-	-	20,218	-
100	FINANCE CHARGES	88,695	-	88,695	-	-	-	-	-	88,695	-
TOTAL PROJECT 865522 (FFGA & NON-FFGA CONCURRENT ACTIVITIES)		2,525,314	-	2,525,314	20,710	2,105,076	206	1,439,039	-	2,525,314	-
ENVIRONMENTAL/PLANNING 465522		4,349	-	4,349	-	3,957	-	3,377	-	4,349	-
TOTAL PROJECT 465522 (ENV / PLAN'G)		4,349	-	4,349	-	3,957	-	3,377	-	4,349	-
TOTAL PROJECTS 465522 & 865522		2,529,664	-	2,529,664	20,710	2,109,033	206	1,442,417	-	2,529,664	-

Original Budget

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

Current Budget

The Current Budget remains the same this period at \$2.5 billion.

Current Forecast

The Current Forecast remains the same this period at \$2.5 billion. *It reflects a reallocation of contingency among SCC levels due to the Design/Build Contract C1120.*

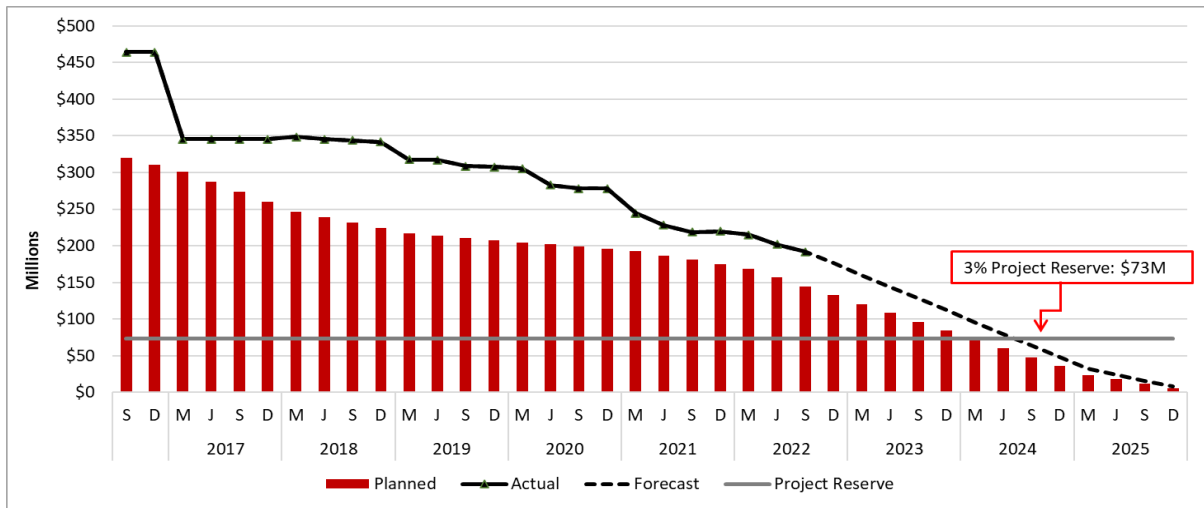
Commitments

The Commitments increased this period by \$20.7 million mainly due to executed Modifications and Change Order for the Design/Build Contract C1120, executed Task Order for Program Management Support Services and continuation of Metro Project Administration. The \$2.1 billion in Commitments to date represent 83.4% of the Current Budget.

Expenditures

The Expenditures increased this period by \$0.2 million primarily for costs associated with Third Party Utilities, Environmental Services, Metro Project Administration, Legal Support Services, City of Beverly Hills Memorandum of Agreement and City of Los Angeles Master Cooperative Agreement. The \$1.4 billion in Expenditures to date represent 57.0% of the Current Budget.

Cost Contingency Drawdown



Cost Contingency Drawdown Analysis

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

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

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

The Allocated Contingency decreased by \$10.1 million due to executed Modifications and a Change Order for the Design/Build Contract C1120.

PROJECT COST CONTINGENCY					
DOLLARS IN THOUSANDS					
	Original Contingency (LOP Budget)	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	177,176	(156,958)	-	(156,958)	20,218
Allocated Contingency	168,534	13,537	(10,097)	3,440	171,973
Total Contingency	345,710	(143,421)	(10,097)	(153,518)	192,192

Note: the above table includes FFGA and Non-FFGA contingency.

Risk Management

Summary of Risks

During the Internal 50% Constructed Risk Workshop that occurred on July 31, 2022, eight (8) new risks were identified. There are a total of eight-four (84) risks that are being tracked, four (4) are scored as high, forty-seven (47) scored as medium and thirty-three (33) are scored as low to be managed in the next quarter.

New Risks Identified (*During the internal 50% Constructed Risk Workshop*):
Eight (8) new risks were identified: The risks are the following:

Risk ID	Risk Description	SCC	Risk Score
PLE-90.3	Additional/potential schedule delay costs beyond current assessments.	90	12.0
PLE2-80.1	Availability of resources to execute X-passage construction	80	10.5
PLE2-20.1	Coordination between JMB and Metro impacts Metro Schedule	20	9.0
PLE2-90.3	Interface issues with COBH for Appendages/Street restore, Street closure, etc.	90	8.0
PLE2-90.4	Extent of street restoration increases	90	7.5
PLE2-10.1	Potential for additional ground improvements for x-passages	10	7.0
PLE2-20.2	Coordination between JMB and Metro impacts JMB Schedule	20	6.0
PLE2-20.3	City of Los Angeles coordination pertaining to the specific location of radio antennae.	20	4.0

Closed Risks (*During the quarterly risk register meeting that occurred on June 29, 2022*):
 Two (2) risks closed this period: The risks were the following:

Risk ID	Risk Description	SCC	Risk Score
PLE2-130	Tariffs may impact the cost of vehicle contract.	70	6.0
PLE2-98	Appropriations Bill impacts execution of vehicle option.	70	2.5

Top Five Risks

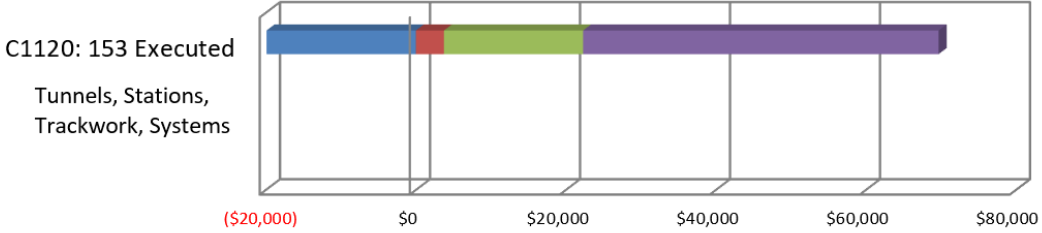
The table below shows the top five (5) Project risks identified after the Internal 50% Constructed Workshop that occurred on July 31, 2022.

Risk ID	Risk Description	Risk Score	Action Items
PLE2-136	COVID-19 Pandemic Impact.	20.0	1. Evaluate the guidelines from State and local Government. 2. Put contingency plans in place.
PLE2-70.1	New vehicle procurement contract (if needed) not supporting RSD.	12.0	1. Procure Supporting consultant to assist with Heavy Rail RFP 2. Procure new HRV Contract
PLE-90.3	Additional/potential schedule delay costs beyond current assessments.	12.0	1. Mitigate in areas where reasonable.
PLE2-80.1	Availability of resources to execute X-passage construction	10.5	1. Continue to Monitor
PLE2-102	Potential tunnel delays that are encountered after November 2020.	9.0	1. If potential anomalies prove to be well casings then follow MMRP Con-53.

Summary of Contract Modifications

Contract Modifications (MODs) by Cost Level

Dollars in Thousands



C1120: 153 Executed	
■ Under \$100K	(19,904)
■ \$100K to \$250K	3,735
■ \$250K to \$1M	18,556
■ Over \$1M	47,408
Total Contract MODs	49,795
Contract Award Amount	1,376,500
% of Contract MODs	3.62%

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

One hundred and fifty-three (153) Contract Modifications (MODS) with a total value of \$49.8 million have been executed since the award of C1120 Contract – Tunnels, Stations, Trackwork and Systems.

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of June 2022:

DBE Goal – Design The percentage of funds apportioned to Design Contracts	25.31%
Current DBE Commitment Design Total DBE Committed Dollars divided by Total Contract Value for Design	\$19.5M 27.85%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$20.7M 36.45%

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

DBE Goal – Construction The percentage of funds apportioned to Construction Contracts	17.00%
Current DBE Commitment Construction Contract commitment divided by current contract value for Construction	\$162.7M 12.12%
Current DBE Participation Total amount paid to date to DBEs divided by the amount paid to date to Prime	\$110.7M 14.63%

Forty-seven (47) Construction DBE sub-contractors have been identified to date.

PROJECT LABOR AGREEMENTS (PLA)

As of July 2022:

Targeted Worker Goal Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
Targeted Worker Current Attainment	39.56%
Apprentice Worker Goal Construction work to be performed by Apprentices	20.00%
Apprentice Worker Current Attainment	16.14%
Disadvantaged Worker Goal Construction work to be performed by disadvantaged workers	10.00%
Disadvantaged Worker Current Attainment	5.21%

FINANCIAL/GRANT

Status of Funds Source

JULY 2022	STATUS OF FUNDS BY SOURCE									
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %	
FEDERAL - SECTION 5309 NEW STARTS	\$1,187.000	\$1,187.000	\$597.711	\$1,057.536	89%	\$570.000	48%	\$565.231	48%	
FEDERAL - SECTION 5309 NEW STARTS (ARPA-CIG**)	\$0.000	\$58.418	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%	
FEDERAL CMAQ	\$169.000	\$169.000	\$169.000	\$169.000	100%	\$169.000	100%	\$169.000	100%	
MEASURE R - TIFIA LOAN	\$307.000	\$307.000	\$307.000	\$307.000	100%	\$307.000	100%	\$307.000	100%	
MEASURE R 35%	\$811.902	\$753.484	\$608.598	\$520.735	69%	\$341.655	45%	\$255.070	34%	
STATE CAPITAL PROJECT LOANS	\$54.762	\$54.762	\$54.762	\$54.762	100%	\$54.762	100%	\$54.762	100%	
TOTAL	\$2,529.664	\$2,529.664	\$1,737.071	\$2,109.033	83.4%	\$1,442.417	57.0%	\$1,351.063	53.4%	

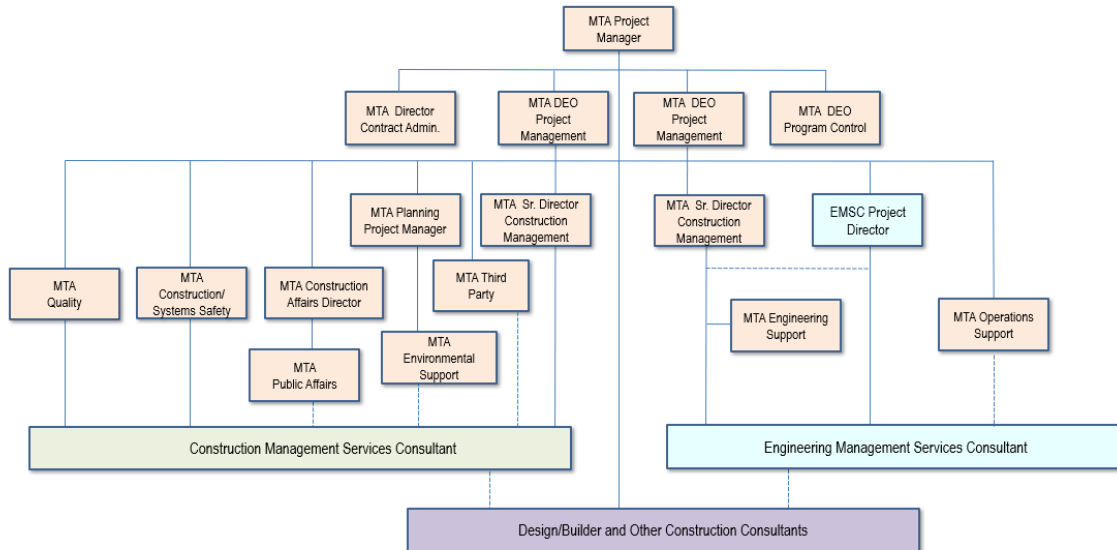
EXPENDITURES ARE CUMULATIVE THROUGH JULY 31, 2022

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

PROJECT ORGANIZATION AND STAFFING

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

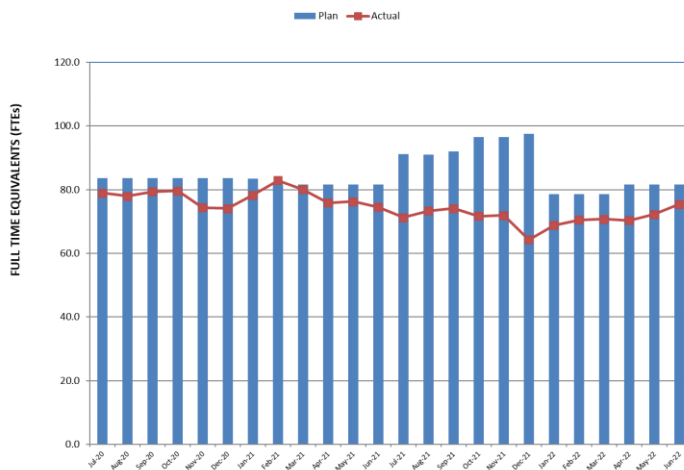
**Purple (D Line) Extension Project Section 2
 Responsibility and Reporting Matrix**



The overall FY22 Total Project Staffing Plan averages 96.1 FTEs per month.

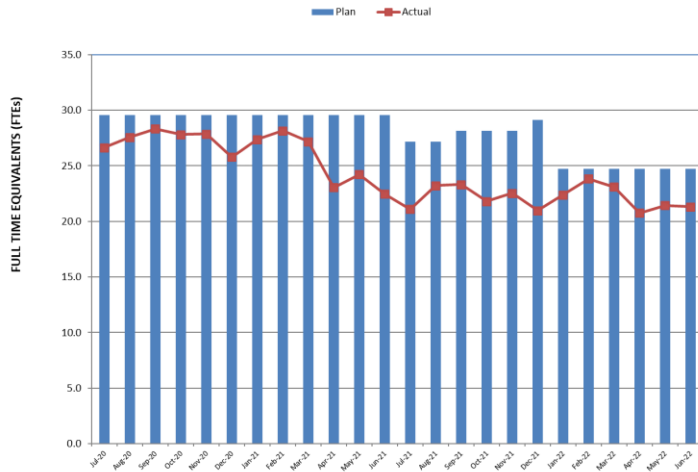
For June 2022, there were a total of 21.3 FTEs for MTA's Project Administration Staff and 54.1 FTEs for Consulting Staff. The total project staffing for June 2022 was 75.4 FTEs. Review of staffing plans is on-going to ensure staffing needs are appropriately managed.*

Total Project Staffing – Metro and Consultants

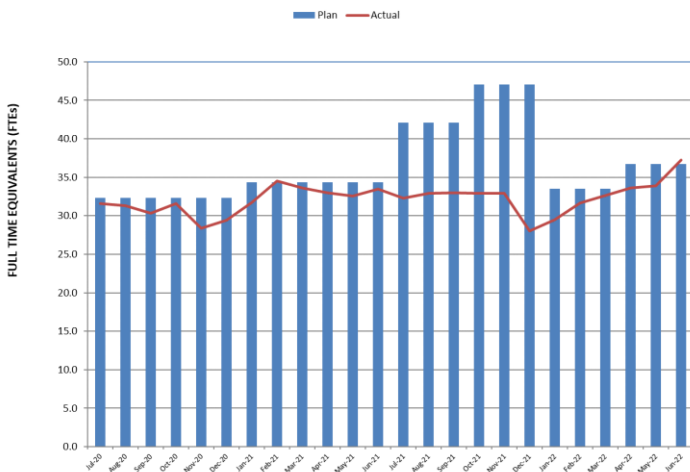


*Actuals include 3.5 FTEs related to Project Management Support Services (PMSS).

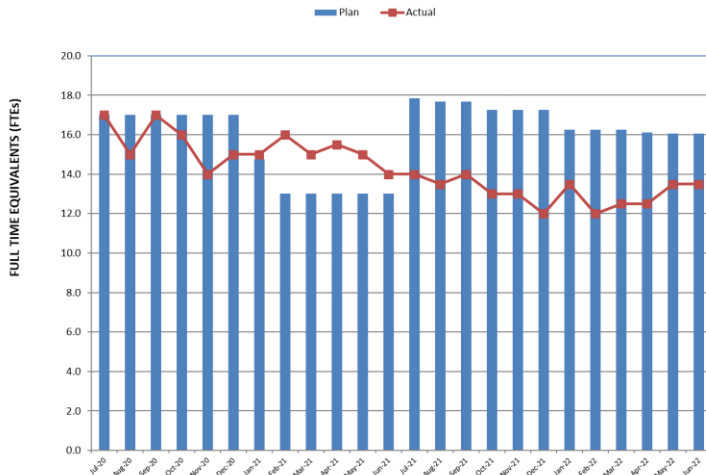
Metro Staff



CM Support Services Staff (Consultant)



Engineering Services Staff (Consultant)



Staffing by Group

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

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

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

REAL ESTATE

Real Estate Status Summary									
Description	Number of Parcels	Certified	Appraisals Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations		Parcels Available
							Required	Completed	
Full Takes	3	3	3	3	1	2	21	21	3
Part Takes	0	0	0	0	0	0	0	0	0
TCE	3	3	3	3	2	1	1	1	3
SSE	23	23	23	23	15	9	3	3	23
Permanent Easements	3	3	3	3	3	1	0	0	3
Total Parcels	32	32	32	32	21	13	25	25	32

- Settlement agreement reached for Subsurface Easement Parcel W-3402 (GCIP Holdings II, LLC).
- TPOG gained possession of W-3801 for the Century City Constellation Station entrance on August 21, 2020.
- Parcel W-3903 under platform exhaust will be moved to public sidewalk. Requirement from Westfield has been decertified and reduces the total parcel number to 32.
- W-3801 available under right of entry agreement. Final agreement has been executed and escrow closed on February 18, 2021.
- *Five (5) sub surface easements are in ongoing eminent domain lawsuits. Four (4) remaining trial dates are scheduled for October 24, 2022, November or December 2022 and January 2023. One remaining parcel does not have a set trial date.*
- *On July 29, 2022, a jury determined the amount of just compensation that Metro owes the Beverly Hills Unified School District (BHUSD) for Purple (D Line) Extension Section 2 tunnel easements beneath their high school campus and administration building. The jury awarded BHUSD approximately \$1M. Unless BHUSD files an appeal, this jury verdict concludes all litigation between BHUSD and Metro.*

QUALITY ASSURANCE

- Attended weekly Project construction progress meetings.
- Reviewed construction submittals, inspection and assessment reports at various job locations, Twining Independent test laboratory reports (TPOG), Ninyo and Moore test laboratory reports (Metro) and invoices for the work performed by Ninyo and Moore and PQM.
- Contributed to the development of Metro Quality Management Oversight Program and managed the implementation of the Project. Prepared QMO program project monthly report.
- Chaired weekly quality meetings with TPOG Quality Manager for the status, corrective actions, close out documents and verification actions for NCRs issued by Metro; quality control results for the current and upcoming works; planning activities of Metro laboratory materials verification testing and special processes construction assessments.
- Reviewed the following with a disposition for record only/approved/approved as noted:
 - *Plumbing Shop Drawings - Platform Area at Century City Constellation Station*
 - *Mechanical Piping Shop Drawings – Concourse at Century City Constellation Station*
 - *CWP Mined Cross Passages*

ENVIRONMENTAL

- Reviewed and provided responses to various contractor submittals and requests for information related to environmental matters.
- Issued various QMO reports assessing implementation of environmental requirements.
- Participated in various Project coordination meetings and evaluated progress and schedules for environmental compliance and sustainability efforts.
- Provided environmental awareness training as needed.
- Conducted field environmental monitoring and spot check inspections for construction noise and vibration, stormwater and fugitive dust BMPs, and Metro's Green Construction Policy.
- *NPDES permit covering cross passage dewatering activities received on July 18, 2022.*
- *Abatement and removal of Asbestos Containing Material (ACM) pipes at S. Constellation and AOTS completed on July 28, 2022.*
- *Submitted Q2 2022 MMRP to the FTA on July 29, 2022.*

CONSTRUCTION AND COMMUNITY RELATIONS

- *Produced and distributed ten (10) construction work notices which include weekly construction work updates in Beverly Hills and Century City, and monthly look ahead notices for Century City and Beverly Hills.*
- *Conducted monthly construction update project presentations via webinar for the community and business stakeholders in Beverly Hills. Conducted multiple one-on-one stakeholder meetings in Century City regarding traffic control updates, unforeseen storm drain work, and updated sanitary sewer/storm drain relocations. Continued individual contact with commercial and residential stakeholders in Beverly Hills and Century City (Westfield and Fairmont Hotel) regarding specific construction activities, questions or complaints.*
- *Extensive outreach for community meetings including distribution of digital notices, direct emails, social media and paid online and print advertising. Primary outreach efforts are digital during continued COVID19 restrictions. Maintained expanded footprint of door to door distribution of monthly notices and construction updates in Beverly Hills.*
- *Participated in the following online internal meetings: Construction Management Weekly meetings for Century City and Beverly Hills, Construction Relations weekly meetings, Third Party Coordination, LADOT coordination, BOE and BSS coordination, weekly Rodeo Station and Century City Construction Coordination meetings. Represented Metro at Beverly Hills Chamber monthly GAC meetings.*
- *Continued efforts on behalf of Eat Shop Play and Business Interruption Fund in Century City and Beverly Hills. Updated Facebook/Twitter and website as needed.*

CREATIVE SERVICES

- *Managed artist participation in community stakeholder event.*
- *Continued assessment of Project operating impacts to signage between sections and systemwide*
- *Managed artist design development for integrated station artworks*
- *Continued coordination with arts and cultural stakeholders*

SAFETY & SECURITY

- *TPOG reported zero (0) Recordable Injury in July 2022.*
- Attended daily toolbox meetings, weekly crew all hand safety meeting, progress meetings, readiness reviews, and other project meetings to evaluate Contractor's Safety Program compliance with contract requirements.
- Worked with Program Management and Construction Relations staff to monitor issues related to public concerns regarding noise, traffic and public/construction interfaces as well as public interactions with the construction crews.
- Conducted Project Safety Orientation, SCSR and H2S Safety Training for new Metro/Consultants and IPMO project staff.
- *Hosted the July Monthly Safety and Security Meeting.*
- Conducted right-of-way (ROW) and Safety/Security walks, Safety/Security reviews and coordination with TPOG staff for oversight and support of all project field work activities.
- *TPOG reported 48,391 actual work hours in July 2022.*
- *TPOG Project to Date Work Hours are 2,807,442 with forty-one (41) Recordable Injuries and nine (9) day's Away from Work Injuries.*
- *The Recordable Injury Rate is 2.92. The Bureau of Labor Statistics reports the National Average Recordable Injury Rate is 2.44.*

APPENDIX CHRONOLOGY OF EVENTS

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

December 2017	Final Supplemental Environmental Impact Statement (FSEIS) was available to the public in the Federal Registry on December 1, 2017
January 2018	Completed all utility relocations within the Tunnel Boring Machine “Launch Box”
February 2018	Held Groundbreaking Ceremony on February 23, 2018
May 2018	Bureau of Engineering approved a nine-month street closure of Constellation Blvd. between Century Park East and Avenue of the Stars
September 2018	Full street closure of Constellation Blvd. commenced
September 2018	Delivery of tunnel boring machines (TBMs) commenced
October 2018	Piling installation commenced at launch box in Century City
October 2018	Granted Wilshire/Rodeo Station footprint right-of-way (ROW) access to TPOG
December 2018	Completed all civil work for third parties at Century City Constellation Station
December 2018	Demolition of former Ace Gallery completed
January 2019	Completed soldier pile installation for the TBM launch box at the eastern end of the Century City Constellation Station
January 2019	Metro Board Approves City of Beverly Hills MOA for C1120 Contract
February 2019	City of Beverly Hills City Council Approves MOA for C1120 Contract
March 2019	Start of installation of deck beams for the TBM launch box
May 2019	Completed soldier pile installation for Tunnel Access Shaft in Century City
June 2019	TBM Unveiling Event
June 2019	Full Street Closure of Constellation Blvd. Extension Granted
August 2019	Completed Construction of Santa Monica Boulevard Bus Layover in Century City
September 2019	Metro’s request to lift the holiday moratorium for construction activities in Beverly Hills was rejected by the City Council
October 2019	Piling installation commenced for the Wilshire/Rodeo Station box.
November 2019	Poured invert slab at TBM launch box in Century City.
December 2019	An Additional 7-Month Full Street Closure of Constellation Blvd. was Granted by Los Angeles Board of Public Works.

December 2019	Started TBM Assembly.
December 2019	Motion for prejudgment possession for SSE under Beverly Hill High School was granted.
January 2020	Piling activities resumed at Wilshire/Rodeo Station after the holiday moratorium.
January 2020	A geophysical survey identified three oil wells located east of the Tunnel Access Shaft underneath Beverly Hills High School within the tunnel alignment.
March 2020	LADWP completed 4.8kv system cabling pulling and splicing, along with the remaining cable removals at Century City Constellation Station.
March 2020	Beverly Hills City Council approved a full street closure of Wilshire Boulevard (between Beverly Drive and Crescent Drive) for the duration of the “Safer at Home” orders due to the COVID-19 Pandemic.
March 2020	Right of Entry Executed to Access BHUSD
April 2020	Began tunneling operations of the BL Tunnel.
April 2020	Completed implementation of the Wilshire Boulevard closure (between Beverly Drive and Crescent Drive) for the duration of the “Safer at Home” orders due to the COVID-19 Pandemic.
May 2020	Completed station box and entrance piling activities at Wilshire/Rodeo Station.
June 2020	Wilshire Boulevard reopened to traffic following completion of decking at Wilshire/Rodeo Station.
July 2020	Began tunneling operations of the BR Tunnel.
August 2020	Completed excavation of Tunnel Access Shaft.
August 2020	Access granted to contractor to W-3801 for the Century City Constellation Station entrance.
September 2020	Abandonment of the first legacy oil well was completed.
September 2020	BL TBM “Ruth” Breaks into Tunnel Access Shaft.
September 2020	TIFIA Loan Paid Off and Account Closed.
October 2020	The abandonment of the remaining oils wells has been completed.
October 2020	BR TBM “Harriet” Breaks into Tunnel Access Shaft.
November 2020	Settlement agreement reached with City of Beverly Hills ending city’s lawsuit against FTA and Metro.

November 2020	Beverly Hills City Council approved Metro’s holiday moratorium waiver request and work hours established by the Memorandum of Agreement (MOA). Construction of Wilshire/Rodeo Station will continue through New Year’s Day.
November 2020	City of Los Angeles approved additional closures east of Avenue of the Stars along Constellation Boulevard through January 2, 2021.
December 2020	First TBM clears all buildings under Beverly Hills High School campus.
January 2021	City of Los Angeles approved extension of street closure for decking and utility work between Avenue of the Stars and Solar Way to April 5, 2021 and weekend closures at the intersection of Constellation Boulevard and Avenue of the Stars.
February 2021	Both TBMs have pushed through the Tunnel Access Shaft and the BL TBM “Ruth” is using conveyor belts for muck removal.
March 2021	Decking complete at Century City Constellation Station except for the twelve (12) remaining panels that are being utilized for additional ventilation openings.
March 2021	BL TBM (Ruth) excavation suspended after approximately 1,300 feet from eastern end of Century City Constellation Station due to unplanned maintenance to face of cutterhead and completion of repairs.
March 2021	Street restoration complete and Constellation Blvd. between Avenue of the Stars and Solar Way fully reopened earlier than planned.
April 2021	Permanent concrete work began at the Wilshire/Rodeo Station.
May 2021	Reopening of Constellation Blvd.
May 2021	Concrete placement for the first section of the invert slab at Wilshire/Rodeo station in Beverly Hills.
May 2021	TBM’s resumed excavation after cutterhead inspection and maintenance for BL TBM and muck removal transitioning to conveyor belts for BR TBM.
June 2021	Switching from vertical conveyor belts to crane and muck boxes in the Tunnel Access Shaft.
July 2021	The conversion of the muck conveyance systems for both tunnels was completed on July 27, 2021.
August 2021	The first concrete placement for the first level Wilshire/Rodeo Station walls occurred this period.

August 2021	Both BL and BR TBM have exited the first of two seismic lining sections this period.
October 2021	Both TBM's have exited the 2 nd seismic zone of the alignment.
October 2021	Excavation of the Century City Constellation station entrance box has commenced.
October 2021	City of Beverly Hills approved the request for the Holiday Moratorium waiver allowing work to continue with adjusted hours and activities.
December 2021	Both TBM's reached the planned stopping point prior to break-in at Wilshire/Rodeo.
January 2022	BR TBM "Ruth" Breaks into Wilshire/Rodeo Station Box on January 12, and BL TBM "Ruth" Breaks into Wilshire/Rodeo Station Box on January 28.
March 2022	Both TBM's have begun excavation on reach 4 toward Wilshire/La Cienega Station. BL on March 2, 2022 and BR on March 29, 2022.
April 2022	On April 8, 2022, VCM notifies CRRC MA Corporation that Metro does not intend to exercise any of the available Options for the HR4000 Contract.
May 2022	Completed drilling for shoring beams on south side of Avenue of the Stars for Storm Drain.
June 2022	Completed membrane waterproofing on Concourse Walls (Entrance) – Wilshire/Rodeo Station.
June 2022	Began cross passage dewatering well installation along tunnel alignment
July 2022	<i>On July 29, 2022, a jury determined the amount of just compensation that Metro owes the Beverly Hills Unified School District (BHUSD) for the subsurface easements under the high school campus and the administration building. The verdict concludes all litigation between BHUSD and Metro.</i>