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**TO:** Distribution

**FROM:** Mat Antonelli   
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**SUBJECT:** Regional Connector Transit Project  
July 2023 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 July 28, 2023.

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.

Enclosure

Los Angeles County  
Metropolitan Transportation Authority

# Regional Connector Transit Project

MONTHLY PROJECT STATUS REPORT

July 2023



East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



**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).

**July 2023**

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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 at a new underground Little Tokyo/Arts District Station through a new 1.9-mile underground alignment in downtown Los Angeles. The alignment includes two other underground stations: Grand Av Arts/Bunker Hill; Historic Broadway.

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
- Revenue Service Date – June 2023

### **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 the 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 have been expanded to accommodate the central control functions associated with five new rail lines to include Regional Connector. The Project has contributed \$4.4M towards this expansion (representing a \$400k forecast increase in May 2021). The ROC expansion is complete. Final SIT-2 testing is *also* complete.

Fare Collection: Procurement of Universal Fare System and Ticket Vending Machine (TVM) equipment was completed in January 2018 with award to Cubic Corporation. Equipment installation has advanced rapidly since receiving access to station sites. Installation and testing of all base equipment were completed in January 2023. Additional equipment and features have been requested via contract modification. The work was completed in June 2023.

## 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 Budget: 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. Financing costs are estimated at \$14M. 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 14*, to include:

- Federal American Rescue Plan Act
- 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 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 communication, community leadership councils were 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 *typical* monthly activities is presented in the Construction Relations Section on *Page 20*.

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 operators and supervisors across the region has surfaced as a key component to rail activation.

Plans to train operators *were* reduced as the number of operators was cut nearly 50%. The reduction stems from Operations deciding to limit operator routes to two directions: North/South and East/West rather than opening routes to both options. *A related* agreement with the Operator's Union for the limited approach was successfully negotiated.



## EXECUTIVE SUMMARY

On June 16, 2023, the Project successfully opened for Revenue Service. As of *July 28, 2023*, the Project remains at 99.9% completion based on earned value measurements for design and construction. The Project's remaining focus is on street and station surface restorations and punch list items. The following is an overview of current activities.

## PROJECT UPDATE

### Design Status

While design has been completed, efforts directed toward final RFIs, quality issues *and record drawings* continue.

### Construction Status

Alameda Street Cut & Cover Tunnel & U-Channel: Continued landscape irrigation *installation*. *Started bike path and sidewalk installation*.

Little Tokyo/Arts District Station: *No activity this period*. At the Plaza, ADA tactile paving *installation is pending material delivery*.

Historic Broadway Station: At the concourse level, *completed* transverse sign bands. At the Plaza level, *completed landscaping*. *Continued* street restoration.

Grand Av Arts/Bunker Hill Station: At the platform level, *complete*. At the concourse level, *complete*. At the Plaza, completed bike lockers and communications installations. At the Upper Plaza, completed Pedestrian Bridge *expansion joints*. Continued railing installation at the Broad Property.

Flower Cut & Cover Tunnel: Continued final street restorations.

### **Schedule Summary**

Substantial Completion 1.1 was completed June 27, 2022. It acknowledged completion of the guideway, station platforms, traction power, and train control systems throughout the alignment.

Redefinition of Substantial Completion Milestone 1.2 now includes the balance of SIT-1 testing. These tests demonstrate the safe functionality of the system for full turnover of the Project to Metro Operations. While the turnover to Metro Operations occurred on December 27, 2022, some systems are not fully accepted, requiring specific workarounds to initiate pre-revenue operations.

A third milestone (1.3) will capture the balance of station finishes and street level restorations that are separate from operational testing, training, and safety certification. This milestone is anticipated to be in October 2023.

### **Cost Summary**

Project costs continue to track within budget. Unallocated contingency as of *July 2023* was \$33.9 million. The decrease in contingency is reflective of added professional services related to the delayed Substantial Completion. Metro's decision earlier this year to remove COVID-19 from the Project forecast as it will be managed as an element of the rail program at-large remains the path-forward.

To date, the design and construction changes related to base scope represent 9.3% 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 9*.

### **Coronavirus Impacts**

It remains unclear as to what extent the Coronavirus (COVID-19) has impacted the Project. RCC has notified Metro of work inefficiencies through a formal Request for Change (RFC), RCC asserts impacts to material supply chains, especially related to stainless steel, special trackwork, conduit deliveries, and electrical equipment have occurred led to subsequent delays to installations and testing for a net unmitigated impact of 214 days. *However, delivery of supporting evidence and analysis remains undelivered.*

Project Construction Photos



Building forms for bioswales modifications on Alameda



Completing fire suppression placement at the SEM Plenum



Concrete placement for 5 & Flower St at SW corner



Placed concrete for remaining portion of sidewalk along NB Flower St



Planting trees within the Broadway tree wells



SD drain piping for Broad Museum planter

## PROJECT SCHEDULE

### Progress Summary

|   | Status        | Change from Last Month | Comments                                |
|---|---------------|------------------------|---|
| Revenue Service Date                    | June 16, 2023 | None                   |   |
| <b>Final Design Progress:</b>           |               |                        |   |
| Contract C0980                          | 100%          | NA                     |   |
| <b>Construction Contracts Progress:</b> |               |                        |   |
| Contract C0981R & C0980                 | 99.9%         | 0.0%                   | <i>Working through punch list items</i> |

**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.

### Major Equipment Delivery

#### Metro Supplied Equipment

| Equipment               | Initial Procurement   | Scheduled Delivery         | Scheduled Installation |
|-------------------------|-----------------------|----------------------------|------------------------|
| LRT Vehicles            | (NTP)<br>08/20/2012 A | Option 2<br>12/31/2020 A   | N/A                    |
| Ticket Vending Machines | ~ 01/30/2018 A        | 07/08/19 A<br>(warehoused) | <i>Complete</i>        |

## PROJECT COST

### Project Cost Analysis – 860228

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

| SCC CODE |  | FFGA BUDGET | ORIGINAL BUDGET | CURRENT BUDGET |           | COMMITMENTS |           | EXPENDITURES |           | CURRENT FORECAST |           | BUDGET/ FORECAST VARIANCE |
|----------|--|-------------|-----------------|----------------|-----------|-------------|-----------|--------------|-----------|------------------|-----------|---------------------------|
|          |  |             |                 | PERIOD         | TO DATE   | PERIOD      | TO DATE   | PERIOD       | TO DATE   | PERIOD           | TO DATE   |                           |
| 10       | GUIDEWAYS & TRACK ELEMENTS                     | 280,622     | 204,691         | 0              | 272,628   | 0           | 274,479   | 0            | 273,994   | 0                | 272,648   | 20                        |
| 20       | STATIONS, STOPS, TERMINALS, INTERMODAL         | 354,268     | 219,477         | 0              | 239,321   | 0           | 238,962   | 0            | 237,358   | 0                | 238,848   | -474                      |
| 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              | 627,885   | 769         | 616,597   | 99           | 604,779   | -78              | 624,309   | -3,576                    |
| 50       | SYSTEMS  | 69,667      | 73,848          | 0              | 76,452    | 0           | 71,536    | 223          | 69,815    | 313              | 73,480    | -2,972                    |
|          | CONSTRUCTION SUBTOTAL (10-50)                  | 846,343     | 920,468         | 0              | 1,216,286 | 769         | 1,201,574 | 322          | 1,185,947 | 235              | 1,209,285 | -7,001                    |
| 60       | ROW, LAND, EXISTING IMPROVEMENTS               | 115,889     | 74,208          | 0              | 59,946    | 0           | 61,081    | 0            | 60,981    | 0                | 61,397    | 1,451                     |
| 70       | VEHICLES                                       | 16,275      | 16,275          | 0              | 16,275    | 0           | 16,275    | 0            | 15,185    | 0                | 16,275    | 0                         |
| 80       | PROFESSIONAL SERVICES                          | 261,455     | 257,973         | 0              | 404,158   | 4,555       | 401,522   | 714          | 387,108   | 1,705            | 408,508   | 4,350                     |
|          | SUBTOTAL (10-80)                               | 1,239,963   | 1,268,925       | 0              | 1,696,666 | 5,324       | 1,680,452 | 1,036        | 1,649,222 | 1,940            | 1,695,465 | -1,200                    |
| 90       | UNALLOCATED CONTINGENCY                        | 135,399     | 126,892         | 0              | 32,675    | 0           | 0         | 0            | 0         | -1,940           | 33,876    | 1,200                     |
| 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 | 5,324       | 1,680,452 | 1,036        | 1,649,222 | 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    | 5            | 19,005    | 0                | 20,425    | 0                         |
|          | TOTAL PROJECTS (EVN/PLAN'G)                    |             | 24,200          | 0              | 26,500    | 0           | 26,500    | 5            | 25,080    | 0                | 26,500    | 0                         |
|          | TOTAL  | 1,402,932   | 1,427,132       | 0              | 1,770,142 | 5,324       | 1,706,952 | 1,041        | 1,674,302 | 0                | 1,770,142 | 0                         |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUL 2023.  
METRO AND TRIBUNE AGREED ON REIMBURSEMENT OF ~\$1.6 MILLION RELATED TO 2ND/BROADWAY OVERBUILD.  
RECONCILIATION OF BUDGET/COMMITMENTS ANTICIPATED IN FALL 2023.

#### 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 Project 860228 to \$1.756 billion to reflect the current and present 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 \$5.3 million this month to \$1.70 billion, representing 96.4% of the Current Budget.

#### Expenditures:

Expenditures are cumulative through July 2023 and increased by \$1.0 million this month for costs across the Project. One billion six hundred seventy million (\$1.67 billion) in expenditures to date represents 94.6% of the Current Budget.

#### Current Forecast:

The total current forecast remains equal to the total current budget at \$1,770 million. This month unallocated contingency decreased by \$1.9 million. The remaining balance amount is considered sufficient to cover the cost for the remainder of the Project.

**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       | SITework & SPECIAL CONDITIONS                  | 0               | 0              | 13,548        | 0           | 13,548        | 0            | 13,548        | 0                | 13,548        | 0                         |
| 50       | SYSTEMS  | 0               | 0              | 5,950         | 0           | 5,514         | 0            | 5,514         | 0                | 6,278         | -328                      |
|          | <b>CONSTRUCTION SUBTOTAL (10-50)</b>           | <b>10,480</b>   | <b>0</b>       | <b>19,498</b> | <b>0</b>    | <b>19,062</b> | <b>0</b>     | <b>19,062</b> | <b>0</b>         | <b>19,825</b> | <b>-328</b>               |
| 60       | ROW, LAND, EXISTING IMPROVEMENTS               | 27,748          | 0              | 38,377        | 0           | 38,377        | 0            | 37,475        | 0                | 38,377        | 0                         |
| 70       | VEHICLES                                       | 0               | 0              | 0             | 0           | 0             | 0            | 0             | 0                | 0             | 0                         |
| 80       | PROFESSIONAL SERVICES                          | 650             | 0              | 1,150         | 0           | 795           | 0            | 507           | 0                | 1,150         | 0                         |
|          | <b>SUBTOTAL (10-80)</b>                        | <b>38,878</b>   | <b>0</b>       | <b>59,025</b> | <b>0</b>    | <b>58,234</b> | <b>0</b>     | <b>57,044</b> | <b>0</b>         | <b>59,352</b> | <b>-328</b>               |
| 90       | UNALLOCATED CONTINGENCY                        | 1,113           | 0              | 365           | 0           | 0             | 0            | 0             | 0                | 37            | 328                       |
| 100      | FINANCE CHARGES                                | 0               | 0              | 0             | 0           | 0             | 0            | 0             | 0                | 0             | 0                         |
|          | <b>TOTAL PROJECTS (10-100)</b>                 | <b>39,991</b>   | <b>0</b>       | <b>59,389</b> | <b>0</b>    | <b>58,234</b> | <b>0</b>     | <b>57,044</b> | <b>0</b>         | <b>59,389</b> | <b>0</b>                  |
|          | <b>861228 TOTAL</b>                            | <b>39,991</b>   | <b>0</b>       | <b>59,389</b> | <b>0</b>    | <b>58,234</b> | <b>0</b>     | <b>57,044</b> | <b>0</b>         | <b>59,389</b> | <b>0</b>                  |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUL 2023.  
RECONCILIATION OF BUDGET/COMMITMENTS ANTICIPATED IN FALL 2023.

**Original Budget:**

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

**Current Budget:**

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

**Commitments:**

Commitments *remained unchanged* this month at \$58.2 million which represents 98% of the Current budget.

**Expenditures:**

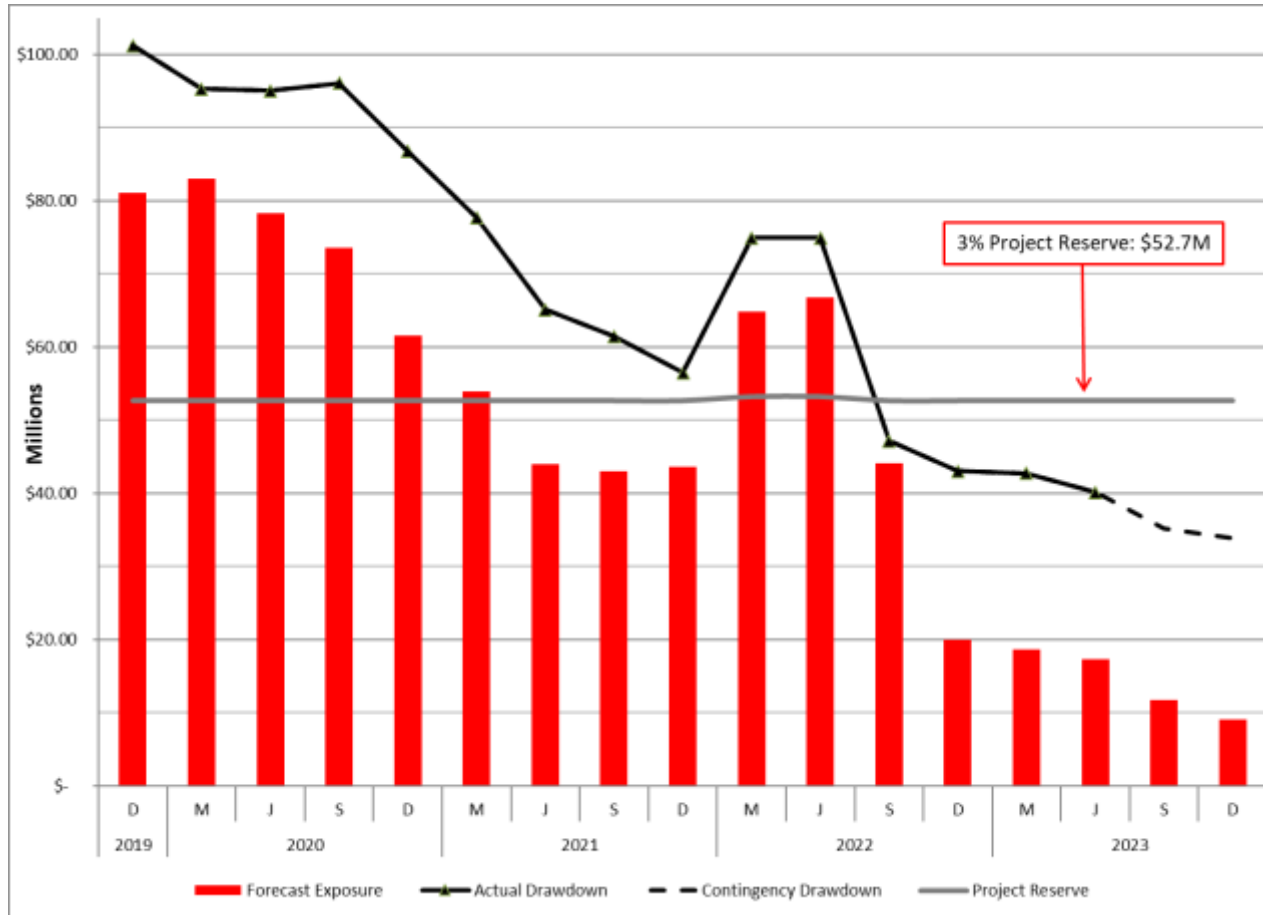
Expenditures *remained unchanged* this month at fifty-seven million (\$57) in expenditures to date represents 96.0% of the Current Budget.

**Current Forecast:**

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

| 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          | (36,680)         | (1,940)        | (56,070)         | 33,876                           |
| Allocated Contingency    | 86,345               | 92,809          | (88,494)         | 353            | (88,142)         | 4,667                            |
| <b>Total Contingency</b> | <b>211,263</b>       | <b>182,754</b>  | <b>(125,174)</b> | <b>(1,588)</b> | <b>(144,212)</b> | <b>38,543</b>                    |

### Cost Contingency Drawdown



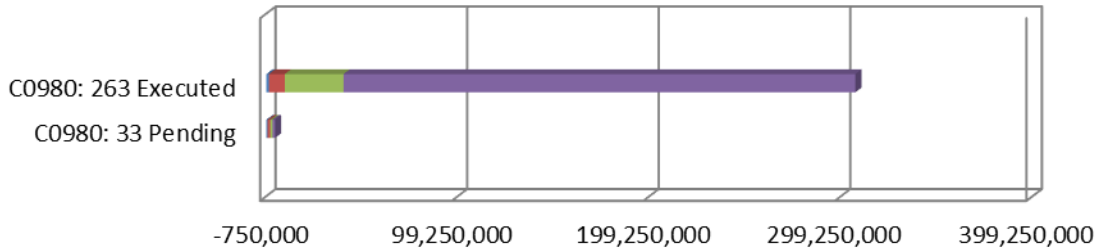
### Cost Contingency Drawdown Analysis

The Cost Contingency Drawdown curve reflects cost commitments and forecast exposure, thereby providing a depiction of overall contingency status. Basing the drawdown on exposures 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 reached the 3% Project Reserve (Total Contingency) threshold in 1<sup>st</sup> quarter of FY23.

In *July* there was a decrease of \$1.9 million in unallocated contingency. The Project has been directed to remove COVID-19 risks from the cost forecast with an expected value of \$25 million. The remaining unallocated contingency is \$33.9 million.

**Summary of Contract Modifications**

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



|                              | C0980              |                    | Total              |
|------------------------------|--------------------|--------------------|--------------------|
|                              | 263 Executed       | 33 Pending         |                    |
| ■ Under \$100K               | 1,376,742          | 639,328            | 2,016,070          |
| ■ \$100K to \$250K           | 8,290,083          | 1,442,620          | 9,732,703          |
| ■ \$250K to \$1M             | 30,650,743         | 1,195,000          | 31,845,743         |
| ■ Over \$1M                  | 267,196,680        | 1,300,000          | 268,496,680        |
| <b>Total Contract MODs</b>   | <b>307,514,248</b> | <b>4,576,948</b>   | <b>312,091,196</b> |
| <b>Contract Award Amount</b> | <b>927,226,995</b> | <b>927,226,995</b> |                    |
| <b>% of Contract MODs</b>    | <b>33.2%</b>       | <b>0.5%</b>        |                    |

Note:

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

Two hundred and sixty-three (263) changes with a total value of \$ 307.5 million have been executed since NTP of Contract C0980. An additional 33 changes, with a total estimated value of \$4.6 million, are pending. Of the \$307.5 million in executed modifications, \$31.6M are funded from Eastside Access Project, Non-FFGA Project, and Metro Ops \$5.5M, \$19.4M, and \$6.7M, respectively.



## DISADVANTAGED BUSINESS ENTERPRISE (DBE)

As of *June 2023*:

|   |                     |
|---|---------------------|
| <b>DBE Commitment – Design</b><br>The percentage of funds apportioned to Design Contracts                         | 22.63%              |
| <b>Current DBE Commitment Design</b><br>Total DBE Committed Dollars divided by Total Contract Value for Design    | \$17.1M<br>(22.63%) |
| <b>Current DBE Participation</b><br>Total amount paid to date to DBEs divided by the amount paid to date to Prime | 24.45%              |

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

|  |                   |
|--|-------------------|
| <b>DBE Commitment – Construction</b><br>The percentage of funds apportioned to Construction Contracts                | 18%               |
| <b>Current DBE Commitment Construction</b><br>Contract commitment divided by current contract value for Construction | \$208.3M<br>(18%) |
| <b>Current DBE Participation</b><br>Total amount paid to date to DBEs divided by the amount paid to date to Prime    | 21.48%            |

Construction DBE sub-contractors that have been identified increased to one hundred thirty-six (136).

## PROJECT LABOR AGREEMENTS (PLA)

As of *June 2023*:

|   |        |
|---|--------|
| <b>Targeted Worker Goal</b><br>Construction work to be performed by residents from Economically Disadvantaged Area in the United States | 40.00% |
| <b>Targeted Worker Current Attainment</b>   | 62.84% |
| <b>Apprentice Worker Goal</b><br>Construction work to be performed by Apprentices   | 20.00% |
| <b>Apprentice Worker Current Attainment</b>   | 20.07% |
| <b>Disadvantaged Worker Goal</b><br>Construction work to be performed by Disadvantaged Workers who are residents of the United States   | 10.00% |
| <b>Disadvantaged Worker Current Attainment</b>  | 10.49% |

## FINANCIAL/GRANT

### Status of Funds by Source

July 2023

| SOURCE   | ORIGINAL BUDGET   | TOTAL FUNDS ANTICIPATED | TOTAL FUNDS AVAILABLE | COMMITMENTS       |            | EXPENDITURES      |            | BILLED TO FUNDING SOURCE |            |
|--|-------------------|-------------------------|-----------------------|-------------------|------------|-------------------|------------|--------------------------|------------|
|  |                   |                         |                       | \$                | %          | \$                | %          | \$                       | %          |
| FEDERAL - CMAQ   | \$64.00           | \$228.01                | \$64.00               | \$128.05          | 56%        | \$95.40           | 42%        | \$64.00                  | 28%        |
| FEDERAL - SECTION 5309 NEW STARTS                            | \$669.90          | \$669.90                | \$669.90              | \$669.90          | 100%       | \$669.90          | 100%       | \$669.90                 | 100%       |
| FEDERAL - SECTION 5309 NEW STARTS - AMERICAN RESCUE PLAN ACT |                   | \$ 59.23                | \$59.23               | \$59.23           | 100%       | \$59.23           | 100%       | \$59.23                  | 100%       |
| 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%       | \$18.11           | 100%       | \$18.11                  | 100%       |
| 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            | \$19.55                 | \$15.90               | \$19.55           | 100%       | \$19.55           | 100%       | \$13.64                  | 70%        |
| STATE CAPITAL PROJECT LOANS - OTHERS ***                     | \$132.47          | \$220.66                | \$236.38              | \$224.14          | 102%       | \$224.14          | 102%       | \$224.14                 | 102%       |
| 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           | \$19.85                 | \$20.61               | \$20.61           | 104%       | \$20.61           | 104%       | \$20.61                  | 104%       |
| GENERAL FUND - METRO   | \$0.00            | \$85.21                 | \$132.04              | \$132.04          | 155%       | \$132.04          | 155%       | \$132.04                 | 155%       |
| <b>TOTAL</b>   | <b>\$1,427.13</b> | <b>\$1,755.84</b>       | <b>\$1,651.49</b>     | <b>\$1,706.95</b> | <b>97%</b> | <b>\$1,674.30</b> | <b>95%</b> | <b>\$1,636.99</b>        | <b>93%</b> |

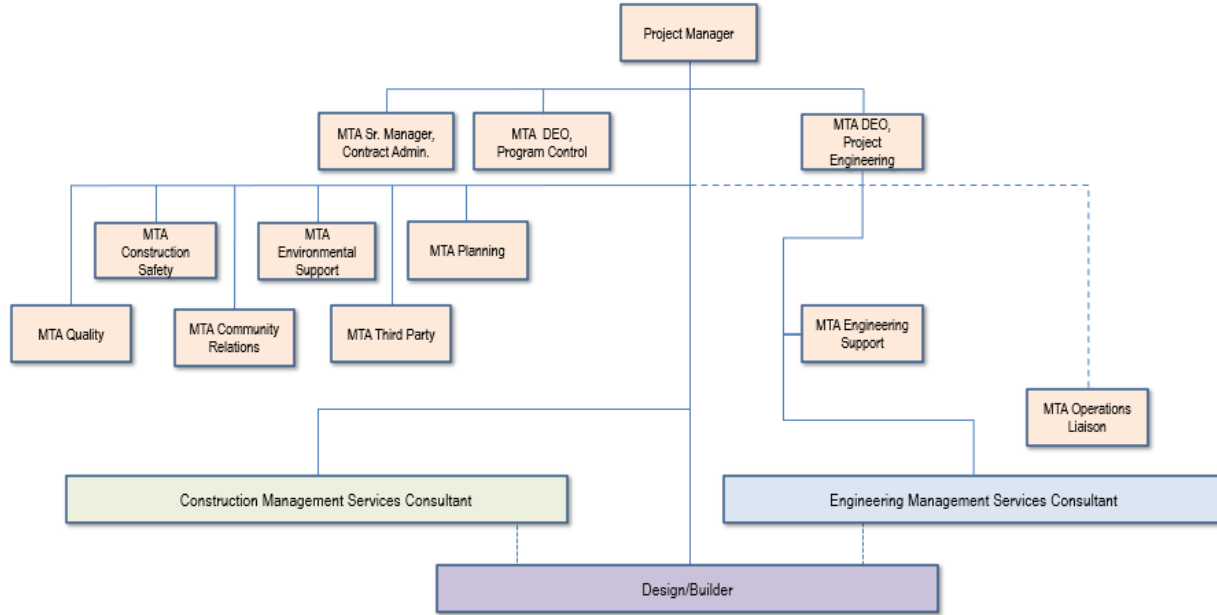
NOTES:

1. EXPENDITURES ARE CUMULATIVE THROUGH JULY 2023.
  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.

State Capital Project Loans require reconciliation.

## PROJECT ORGANIZATION AND STAFFING

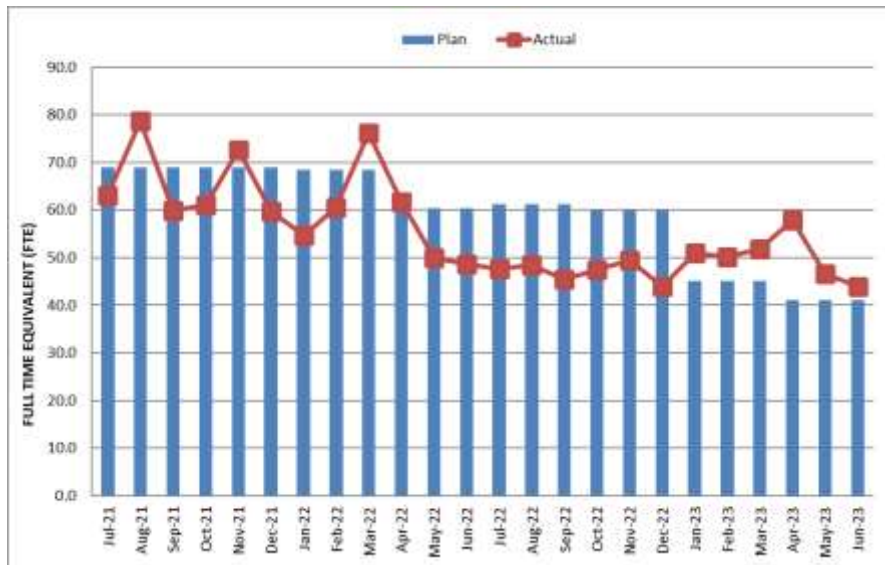
The D/B contract is being managed by a joint team of Metro and consultant personnel located at the Integrated Project Management Office (IPMO).



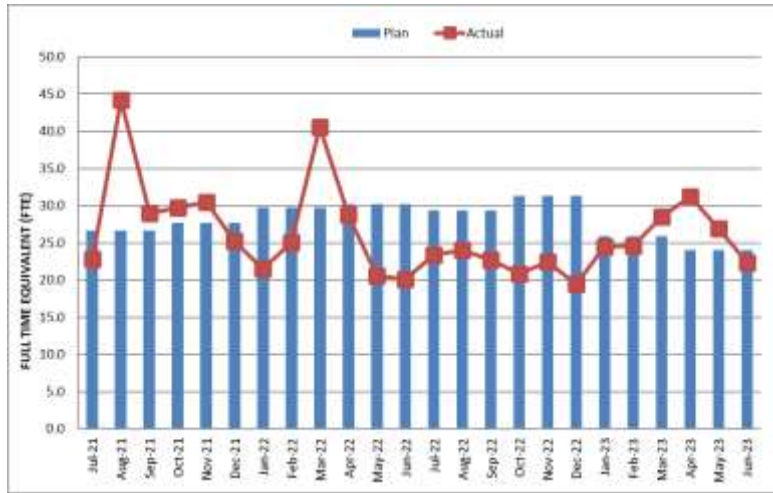
Updated: 03/2021

The overall FY23 Total Project Staffing plan averages 49.5 FTEs per month. The total actual project staffing for *June 2023* was 43.98; 22.39 FTEs for Metro's Project Administration staff and 21.6 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. Metro August and March actual FTEs doubled the forecast number due to Bus Bridge closure, Operations training, and incorrect charging. Corrections will be adjusted.

### Total Project Staffing – Metro and Consultants



### Metro Staff



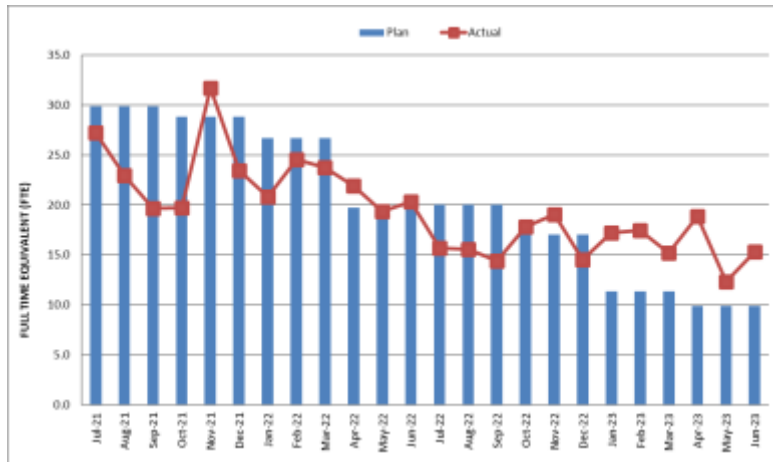
### Staffing by Group

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

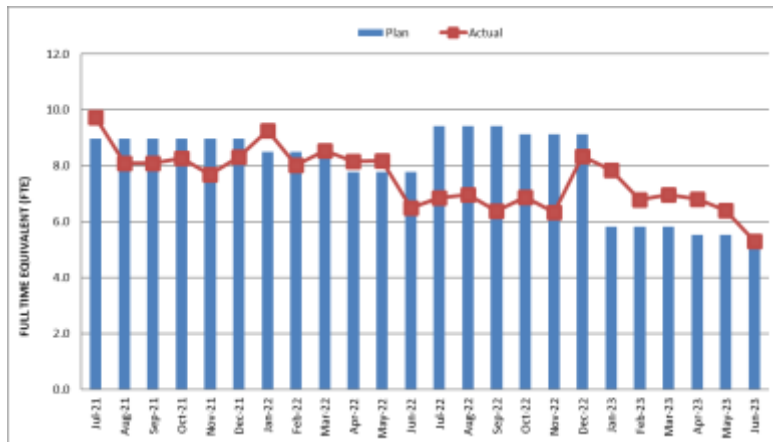
Metro staffing includes full-time staff located in the IPMO as well as part-time support located at Gateway Headquarters.

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 June 2023

## REAL ESTATE

### Open Real Estate Matters

#### Department of Water and Power 'Duco Yard' – DWP (RC-473)

- The Purchase Agreement has been reviewed and accepted by Metro. The Chief Administrative Officer has approved the agreement. The City Council approved the agreement in early May, agreement signed, and escrow opened. Metro executed escrow documents and submitted payments. Documents executed during the period, pending a final exhibit to close. Prepared and submitted to title for review. Worked with County Counsel on agreement amendment to address TCE requirement. *LADWP has signed and delivered all documents to escrow. Escrow is expected to close by the end of September.*

#### 2nd and Hope

- 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 coordinated council action to approve. The City approved the motion, LACMTA Real Estate coordinated with City of LA BOE to transfer property. The Project approved the purchase price, Real Estate coordinated with City on transaction process. The City confirmed the property is subject to the Surplus Land Act. City staff worked on a Council motion to declare the property as exempt surplus property. The City received all City approvals and forwarded the exempt surplus property request to Housing and Community Development for concurrence of the transfer. Purchase and Sale Agreement approved by the Public Works Committee in early January 2023. All City approvals received, PSA fully executed, and deeds routed for approval and signature. Tree planting is complete. Updated title reports received; *escrow expected to close by end of September.*
- The GTK Way: A settlement was reached. City and Metro negotiated the final PSA, pending Council motion approving PSA, City staff is coordinating. PWC approved the sale and all City approvals received. PSA fully executed and deeds routed for approval and signature. Tree planting is complete. Updated title reports received; *escrow expected to close by end of September.*

## QUALITY ASSURANCE

Metro QA performed the following activities during the month of *July* 2023:

- Performed oversight verification of RCC's design and construction activities.
- Attended CQWP and "Readiness Review" meetings with RCC.
- Reviewed and provided comments on RCC's Quality related submittals.
- Attended daily meeting/briefing, CMSS personnel.
- Attended weekly Quality Review Meetings and weekly SIT with RCC Quality Management.
- Reviewed water leaks sealing repairs observation and inspection reports, communication testing, concrete and as-built submittals review.
- Attended Weekly Quality Review with RCC Quality Management.

*RCC continues working on punch list items and addressing remaining NCRs. As of July, 5097 punch list items have been closed and 698 remain open.*

## ENVIRONMENTAL

Stormwater Pollution Prevention Plan (SWPPP) inspections of active Project work areas are conducted weekly by RCC. Metro receives weekly communication sent between field sites and QSP-designee related to observed deficiencies and *related* corrective actions.

Flow meters at Hope, Central and Broadway are at track level. Documentation for final sewer permits is with Sanitation (DPW) for review.

Noise and vibration spot checks continue to be conducted weekly at multiple sensitive locations and at locations of new activities along the alignment.

No eligible features were encountered in *July 2023*.

## CONSTRUCTION RELATIONS

### Construction Relations

- Responded and addressed Project related inquiries from the public received via the hotline, and email.
- Distributed *six* construction notices to the public on various social media outlets. These notices were related to civil improvements, street restoration activities and street closures throughout the alignment.
- Coordinated construction activities with over four dozen stakeholders throughout the alignment.
- Continued briefings with LA City Council District 14 and the Mayor's Office.
- Presented virtually or in person at two (2) community meetings in Little Tokyo on planned activities, anticipated street closures, and the status of the project.



## SAFETY & SECURITY

### C0980 Regional Connector

- Monitored RCC's pre-employment drug/alcohol testing and new employee safety orientation to ensure compliance with contract specifications.
- Conducted Project Safety Orientation and training sessions including Safety Orientation, Underground Safety, and Self Rescuer Training.
- 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.
- RCC and Metro Safety staff inspected and corrected all conditions needed to discontinue OSHA Tunnel Safety Orders; the Project is now controlled by Metro, LAFD and PUC.
- Coordinated with Metro Operations in the acceptance of the Project's stations and tunnels.

### Project Safety Record

- RCC reported no Recordable Injuries in the month of *July 2023*.
- RCC reported 18,652 work hours for *June 2023*. RCC's total Contract to Date work hours through *June 2023* are 6,677,051 with a total of twenty-four (24) Recordable Injuries and no Lost Workday (Days Away) case injuries. The C0980 Contractor Recordable Injury Rate is 0.72\*. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.4 for heavy civil construction projects.

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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 6th/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 & 7th 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 1st 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      |



|                |  |
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| 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           |
| January 2021   | RCC completed Historic Broadway Station box roof deck                        |
| January 2021   | RCC completed Alameda MSE Wall demolition                                    |
| February 2021  | RCC completed Flower Tunnel Wet Standpipe                                    |
| February 2021  | RCC completed Flower Tunnel Emergency Walkways                               |
| March 2021     | RCC completed Historic Broadway Station Entrance Roof Deck                   |
| April 2021     | RCC completed Little Tokyo/Arts District Station West Tunnel Vent excavation |
| May 2021       | RCC completed Grand Av Arts/Bunker Hill Station Upper Plaza Deck             |
| June 2021      | RCC completed Little Tokyo/Arts District Station East Tunnel Vent structure  |
| June 2021      | Regional Connector received \$59.23M American Rescue Plan Act of 2021        |
| July 2021      | RCC completed Historic Broadway Station East Tunnel Vent Shaft Excavation    |
| July 2021      | Completed deck removal on Flower Street.                                     |

|                |  |
|----------------|--|
| August 2021    | RCC completed Little Tokyo/Arts District Station Track Installation                                  |
| August 2021    | RCC completed Grand Av Arts/Bunker Hill Station PS3 stair structure.                                 |
| September 2021 | RCC completed Flower Street emergency exit stair structure.  |
| September 2021 | RCC completed Train Control Installation from 7th/Metro Center Station to Historic Broadway Station. |
| September 2021 | RCC completed Platform Edge Paver Installation Grand Av Arts/Bunker Hill Station.                    |
| October 2021   | RCC completed West Vent Plenum at Historic Broadway Station.   |
| October 2021   | RCC completed roof deck at the Wye Fan Plant.  |
| November 2021  | RCC completed track installation at 1 <sup>st</sup> Street Guideway.                                 |
| November 2021  | RCC completed MSE Walls at Alameda Guideway.   |
| December 2021  | RCC completed LVT Track Installation at Alameda Guideway.  |
| December 2021  | RCC completed Vent Shaft at Wye Fan Plant.   |
| January 2022   | RCC completed OCR 7 <sup>th</sup> /Metro Center to Wye.  |
| February 2022  | RCC completed East Vent Plenum at Historic Broadway Station.   |
| March 2022     | RCC completed Train Control Installation.  |
| April 2022     | RCC completed OCR Installation.  |
| May 2022       | RCC completed Track Installation.  |
| June 2022      | RCC completed Stainless Steel Elevator Enclosure at Historic Broadway Station.                       |
| July 2022      | RCC completed Canopy Column Steel at Historic Broadway Station.                                      |
| August 2022    | RCC completed Upper Plaza Special Concrete Paving at Grand Av Arts/Bunker Hill Station.              |
| September 2022 | RCC completed granite paving at Little Tokyo/Arts District Station.                                  |
| October 2022   | RCC completed Plaza Special Concrete Paving at Historic Broadway Station.                            |

|                  |   |
|------------------|---|
| November 2022    | RCC completed Emergency Ventilation Fans at Wye.  |
| December 2022    | RCC completed Elevator Installations at Little Tokyo/Arts District Station.                   |
| December 2022    | Initiated limited Pre-Revenue Operations.   |
| January 2023     | RCC Completed Elevator Installation and Testing at Little Tokyo/Arts District Station.        |
| February 2023    | RCC Completed Plaza CMU Wall at Little Tokyo/Arts District Station.                           |
| March 2023       | RCC Completed PL 1-6 Elevators at Grand Av Arts/Bunker Hill Station.                          |
| April 2023       | RCC Completed Pedestrian Bridge Glass Replacement at Grand Av Arts/Bunker Hill Station.       |
| May 2023         | RCC Completed Plaza Concrete Paving at Little Tokyo/Arts District Station.                    |
| June 2023        | RCC Completed Plaza Landscaping at Little Tokyo/Arts District Station.                        |
| June 2023        | Started Revenue Service 'A' Line and 'E' Line   |
| <i>July 2023</i> | <i>RCC Completed Pedestrian Bridge Expansion Joints at Grand Av Arts/Bunker Hill Station.</i> |