Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Project

QUARTERLY PROJECT STATUS REPORT

DECEMBER 2017

Metro®

REGIONAL CONNECTOR TRANSIT PROJECT

QUARTERLY PROJECT STATUS REPORT

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

December 2017

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PROJECT OVERVIEW & STATUS

The Regional Connector Transit Project (Project) will link the current terminus of the Blue and Expo Lines at 7th/Metro Center to the Gold Line near the Little Tokyo/Arts District Station in a new underground alignment along Flower Street and 2nd Street in Downtown Los Angeles. The Project has been re-sequenced to become operational in a single phase. It will link to the existing Eastside Gold Line along 1st Street and the existing Gold Line to Pasadena along Alameda Street toward Union Station. The Revenue Service Date (RSD) is planned for *November 15, 2021*.

The alignment will extend underground from the 7th Street/Metro Center Station under Flower Street to 2nd Street. It will then proceed east underneath the 2nd Street tunnel to just west of Central Avenue where the alignment will veer northeast under privately-held property, Japanese Village Plaza. At 1st Street and Central, the tracks continue underground heading north and east under 1st and Alameda Streets. A junction ("Wye") will be constructed beneath the 1st and Alameda intersection. To the north and east of the junction, trains will rise to the surface through two new portals to connect to the Metro Gold Line heading north to Pasadena and east to East Los Angeles. The north portal will be located northeast of the current Little Tokyo/Arts District Station and tracks. This portal will rise to connect to the existing LRT bridge over the US-101 freeway. The portal will be connected to the 1st and Alameda junction by a new cut and cover box structure crossing beneath Temple Street and Alameda Streets, running immediately east of the existing Little Tokyo/Arts District Station and tracks. The east portal will be located within 1st Street between Alameda and Vignes Streets. Tracks will rise to the east within this second portal and connect at-grade to the existing Metro Gold Line tracks toward East Los Angeles.

Major Contract Procurements

The Board authorized to solicit a major Design/Build (D/B) contract, C0980, in August 2011. Metro staff recommended to award contract C0980 to the Regional Connector Constructors (RCC), a joint venture of Skanska USA Civil West California District, Inc. and Traylor Brothers, Inc. and Metro Board authorized award of the contract on April 24, 2014; Notice to Proceed (NTP) to RCC, issued July 7, 2014. Solicitation of an Advanced Utility Relocations Contract, C0981R, completed February 2014 after Metro's Procurement team awarded the contract to Pulice Construction, Inc. in January 2014 and issued NTP on February 18, 2014. Contract C0981R was terminated for convenience on April 14, 2015 and remaining AUR work has been transferred to the C0980 D/B Contractor, RCC.

PROJECT OVERVIEW & STATUS (Cont.)

Construction

Varied operations are underway throughout the alignment to include: guideway and station box support of excavation, excavation, TBM mining, settlement monitoring, and utility relocations. Operations are currently active seven days with some being performed on a multiple-shift basis.

Systems

The existing functional operations at the Rail Operations Center (ROC) necessitate an expansion to accommodate the central control functions associated with five new rail lines and extensions including the Regional Connector Transit Project. Design for the ROC Reconfiguration Project was completed to reconfigure the second floor to prepare for Expo II and Foothill Rail Line extensions, and the design will be further updated with each successive integration of the Crenshaw/LAX, Regional Connector and Purple Line projects.

Light Rail Vehicle

Metro is procuring four (4) Light Rail Vehicles (LRVs) for the Project. The vehicles will be built and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. The base contract includes 78 LRVs and options of 157 for a total of 235.

Program Management

In January 2017, the Metro Board revised the Life of Project (LOP) Budget for Regional Connector Project 860228 to $1.756 billion. The LOP budget for Concurrent Non-FFGA activities related to Project 861228 remains at $39.9 million.

Funding for the Project comes from a variety of sources to include Federal New Starts, TIFIA Loan, State repayment of capital project loan, State Proposition 1B, State Proposition 1A (High Speed Rail), local agency and lease revenues, and from the Congestion Mitigation and Air Quality Improvement Program. Fifty percent (50%) of the funding comes from federal sources.

Project commitments through *December* 2017 increased by $*0.40* million to $1.5 billion or 84.5% of the Current Budget. The increase reflects RCC executed modifications and Community Relations. Project expenditures through *December* 2017 are $*892.9* million or *50.4*% of the budget. The expenditures to date cover all cost elements including: engineering management, construction management support services, third party utility relocation work, agency administration, design build contract (C0980), right of way, various master cooperative agreements, and other professional services.

PROJECT OVERVIEW & STATUS (Cont.)

The project master schedule forecasts revenue service in 2021 through a simultaneous opening of both the Azusa and East LA legs of the Metro Gold Line.

A comprehensive risk refresh process was undertaken in late 2016 by both Metro and the FTA/PMOC to evaluate current schedule and cost forecasts. Outcomes for total project costs were compatible and contributed to establishing an increased LOP Budget. The Project's Risk Register is reviewed and updated monthly.

MANAGEMENT ISSUES / OPPORTUNITIES

Concern No. 1: Complex Systems Integration could delay the project's planned Revenue Service Date, if not managed well.

Status/Action: Project continues to have senior-level discussions to address system-wide operating policies and potential capital projects needed to support an integrated LRT system with the completion of the Regional Connector Project. Working-level system integration teams have also been established with regular meetings scheduled to address issues as they arise.

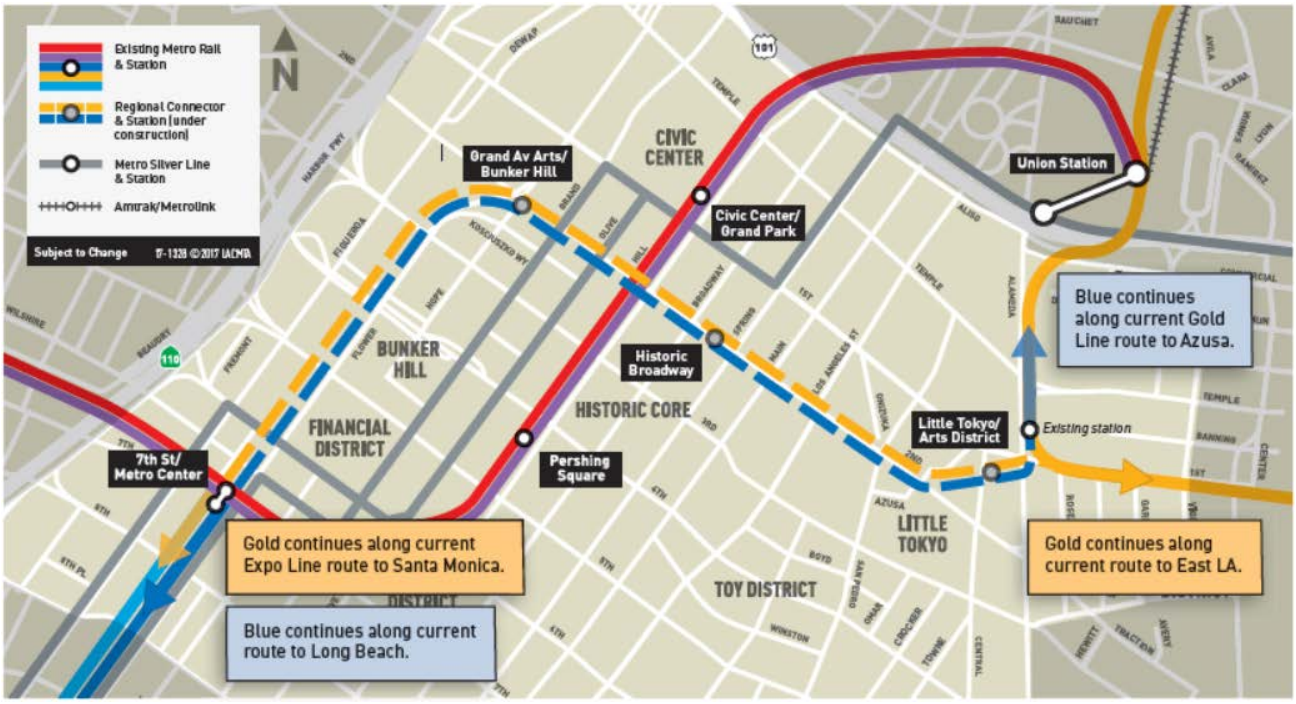
Concern No. 2: Managing and responding to stakeholder needs during cut-and-cover activities along Flower Street has the potential to impact both schedule and budget.

Status/Action: Project is engaged in active stakeholder outreach and construction impact mitigation. Working closely with the contractor to ensure concerns are addressed and that MMRP requirements are fully complied with.

Concern No. 3: *Addressing City comments on final street restoration plans has resulted in additional design efforts and project costs*.

Status/Action: *Project has engaged with executive management of City departments to mitigate cost impacts to design and construction*.

PROJECT ALIGNMENT



BASE PROJECT SCOPE

Engineering

This phase consists of Preliminary Engineering (PE), Advanced PE (APE) and Final Design. During PE, The Connector Partnership, a joint venture between AECOM, Inc. and Parsons Brinkerhoff (CPJV), was responsible for engineering, design, and development of fixed facilities, stations, guideways, tunnels, and related facilities for the Project to a level sufficient to provide the basis for final design. CPJV was also responsible for documentation necessary to support the Environmental Assessment process and the engineering and final design for advanced utility relocations.

Alignment modifications and Value Engineering were developed during Advanced PE to accommodate environmental mitigations and further develop the design to better accommodate rail operations and reduce the cost of the Project. PE and APE were completed in March 2013.

Final design for advanced utility relocations performed by Metro and CPJV was completed during Advanced PE and it included DWP water and power lines as well as City of LA sewer lines. AUR final design for other utilities was performed by individual utility companies. The balance of Final Design is being performed by the RCC as part of the C0980 Contract.

Metro Furnished Equipment

Metro is procuring four (4) LRVs for the Project. The vehicles will be procured and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. The vehicles will be tested and accepted at the Gold Line Yard and put in service when the line is open for Revenue Service. Metro will also furnish Universal Fair System (UFS) equipment, which will be designed, fabricated and installed under a Metro contract.

Construction

The scope of work in this phase is performed by third party utility companies and RCC as follows:

Third Party Advanced Utility Relocations

Several utility owners have already relocated many of their assets and will continue to do so through 2018. The utilities include fiber optic, telephone, cable television, electrical (power cable pulling and splicing), and natural gas lines. Utility work started in late 2012 and has progressed throughout the alignment.

BASE PROJECT SCOPE (Cont.)

Contract C0980 Regional Connector Design Builder

This is the largest contract of the project that includes: final design and construction of underground guideway; station structures; miscellaneous underground structures; trackwork; traction power; overhead conductor rail; train control; communications; and all electrical and mechanical equipment, and testing. The contractor will restore the Mangrove site and impacted streets to their previous condition at the end of the project.

The design-build contractor also must meet sensitive noise and vibration standards at Disney Music Hall and the Colburn Music School, control subsidence along the alignment, and meet various other requirements for the various stakeholders along the alignment. This contract was awarded to Regional Connector Constructors, JV (RCC) on May 6, 2014 and NTP was issued July 7, 2014. Metro has exercised several contract options and has added the remaining Advanced Utility Relocation work (C0981R Contract) to the C0980 Contract.

Contract C0981R Regional Connector Advanced Utility Relocations

Metro awarded the design-bid-build Advanced Utility Relocations Contract (Metro Contract No. C0981R) to Pulice Construction, Inc. to complete specific relocations at each of the future stations and along Flower Street in advance of the main D/B Contract C0980. The relocated utilities were long-lead construction tasks that were known to conflict with cut and cover excavations.

The scope of this work included the following relocations: LADWP water lines, LADWP power lines, and City of Los Angeles sewer lines. Metro assisted the contractor in obtaining exemptions as necessary for the City of LA nighttime work as well as for Peak Hour work hours.

Contract C0981R was terminated for convenience on April 14, 2015 and all remaining work was transferred to C0980 Contract. Contract C0981R was closed out and final payment processed.

BASE PROJECT SCOPE (Cont.)

Professional Services

Contract MC070 – Construction Management Support Services

Metro awarded the contract for Construction Management Support Services (CMSS) to ARCADIS, Inc. ARCADIS' Project Manager and other staff are co-located with Metro at the Integrated Project Management Office (IPMO) located at the Mangrove site. The service commitment has been extended through June 2018.

Contract E0119 – Preliminary Engineering and Design Support Services During Construction

Metro awarded this contract to CPJV. CPJV provided preliminary engineering services to support the EIR/EIS, prepared project definition documents for Contract C0980, and prepared the basis for final design development for Contract C0981. CPJV is currently performing design support during construction (DSDC) for the C0980 contract. The service commitment has been extended through June 2018.

KEY MILESTONES SIX-MONTH LOOK AHEAD

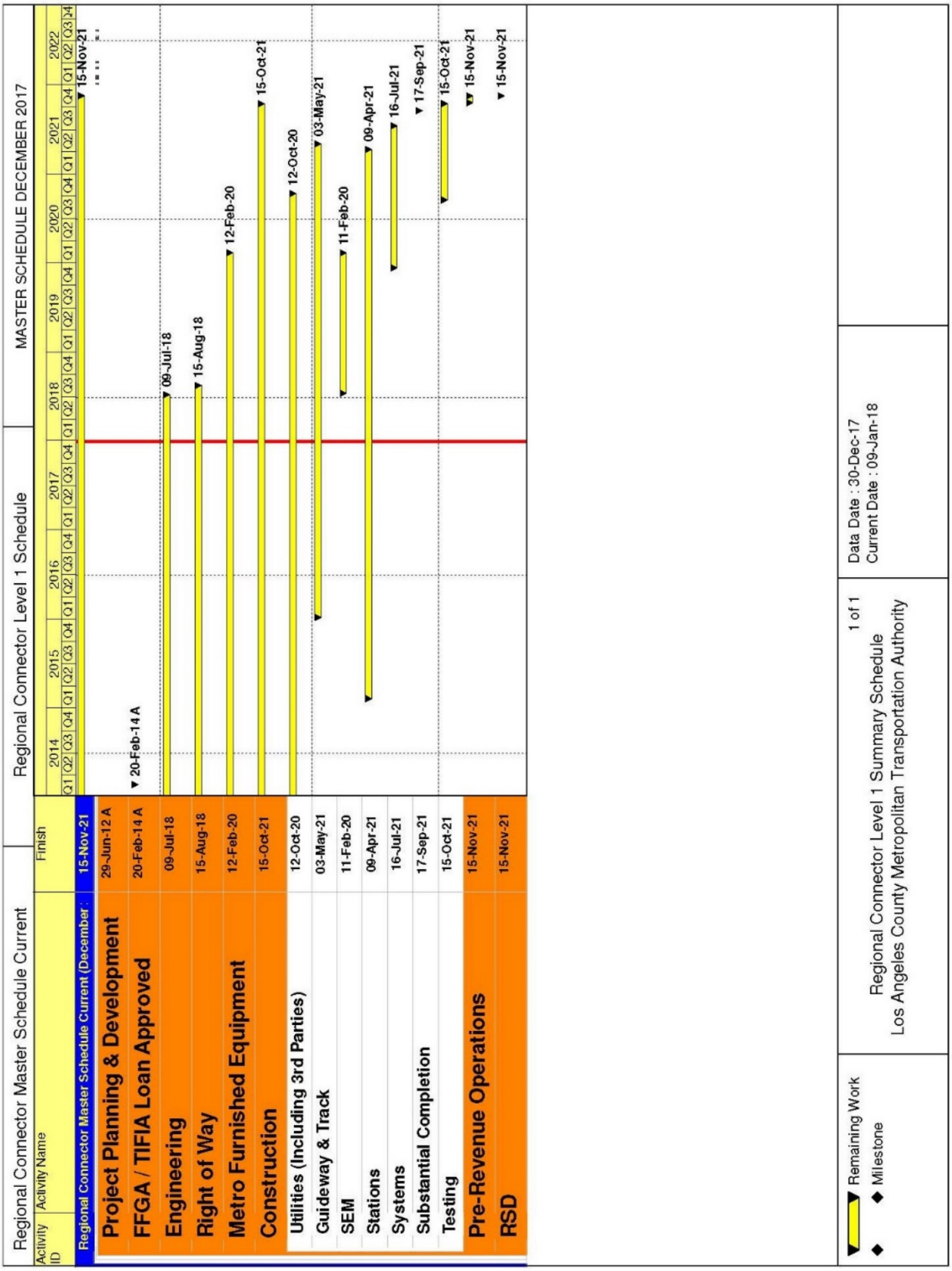
	Milestone Date	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18
Completed TBM mining to Grand Av Arts/Bunker Hill Station	12/08/17 A	⬡					
DU3A SEM Resequencing - AFC Design approved	12/26/17 A	⬡					
Complete TBM mining to Flower St (Retrieval Pit)	01/12/18		⬡				
Civil Segment A - AFC design submitted	01/15/18		◆				
Complete Underpinning (Panels) at Historic Broadway Station	02/01/18			⬡			
Complete Concourse Level CIP Invert of Grand Av Arts/Bunker Hill Station	02/02/18			⬡			
Complete DWP Power conduit and vault relocation (RCC work)	02/02/18			⬡			
Initiate Cross Passages Excavation	02/05/18			⬡			
DU2 Cut & Cover - AFC Design submitted	02/28/18			⬡			
Civil Segment B - AFC submitted	02/28/18			◆			
Complete excavation of Flower North (Between 4th and 5th)	03/01/18				⬡		
Complete Ancillary excavation of Historic Broadway Station	03/08/18				⬡		
Complete excavation of Historic Broadway Station (to Top of Tunnel Segment)	03/20/18				⬡		
Initiate excavation at Historic Broadway Station (From top of tunnel liners to bottom)	03/21/18				⬡		
DU2 Cut & Cover - AFC Design approved	03/31/18				◆		
Complete CIP Exterior Wall A of Grand Av Arts/Bunker Hill Station	04/23/18					⬡	
Complete DWP Power Cable Pulling at 6th/Flower	04/24/18					⬡	
Complete Underpinning (Columns) at Historic Broadway Sta	05/18/18						⬡
Complete Ancillary CIP Invert of Historic Broadway Station	05/09/18						⬡
Complete remaining piles at 6th/Flower intersection	05/20/18						⬡

◆ MTA Staff Ⓜ MTA Board Action ⧗ **FTA** (Federal Transit Administration) ▽ Utility Company

△ Other Agencies ▭ Contractors ◯ Design Consultant ⬡ C0980 D/B Contractor

"A" following date is actual and completed * New

PROJECT SUMMARY SCHEDULE

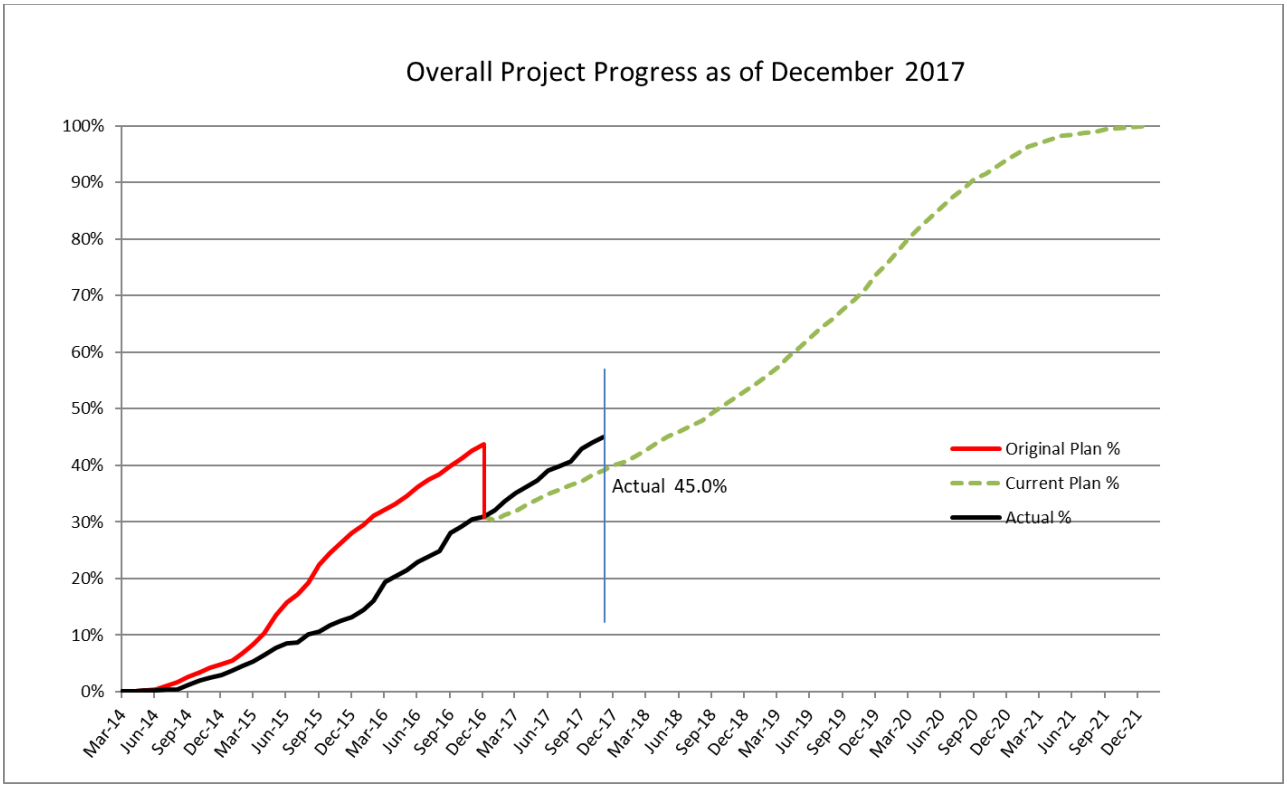


SCHEDULE MEASUREMENTS

	Status	Change from Last Period	Comment
Forecast Revenue Service	*11/15/2021*	*-12* CD	
TIFIA Revenue Service	2/25/2023	None	
FFGA Revenue Service	2/25/2023	None	
Final Design Progress:			
Contract C0980	*99.6*%	0.3%	Not impacting the critical path of the project
Construction Contracts Progress:			
Contract C0981R & C0980	*41.5*%	*1.9*%	

Note: Construction Progress Measurement has been modified to reflect current methodology: excluding all General Requirements, Construction Mobilization, Design Mobilization, Final Design and Provisional Sum (Schedule C). Progress values include executed modifications and change orders.

PROJECT PROGRESS STATUS

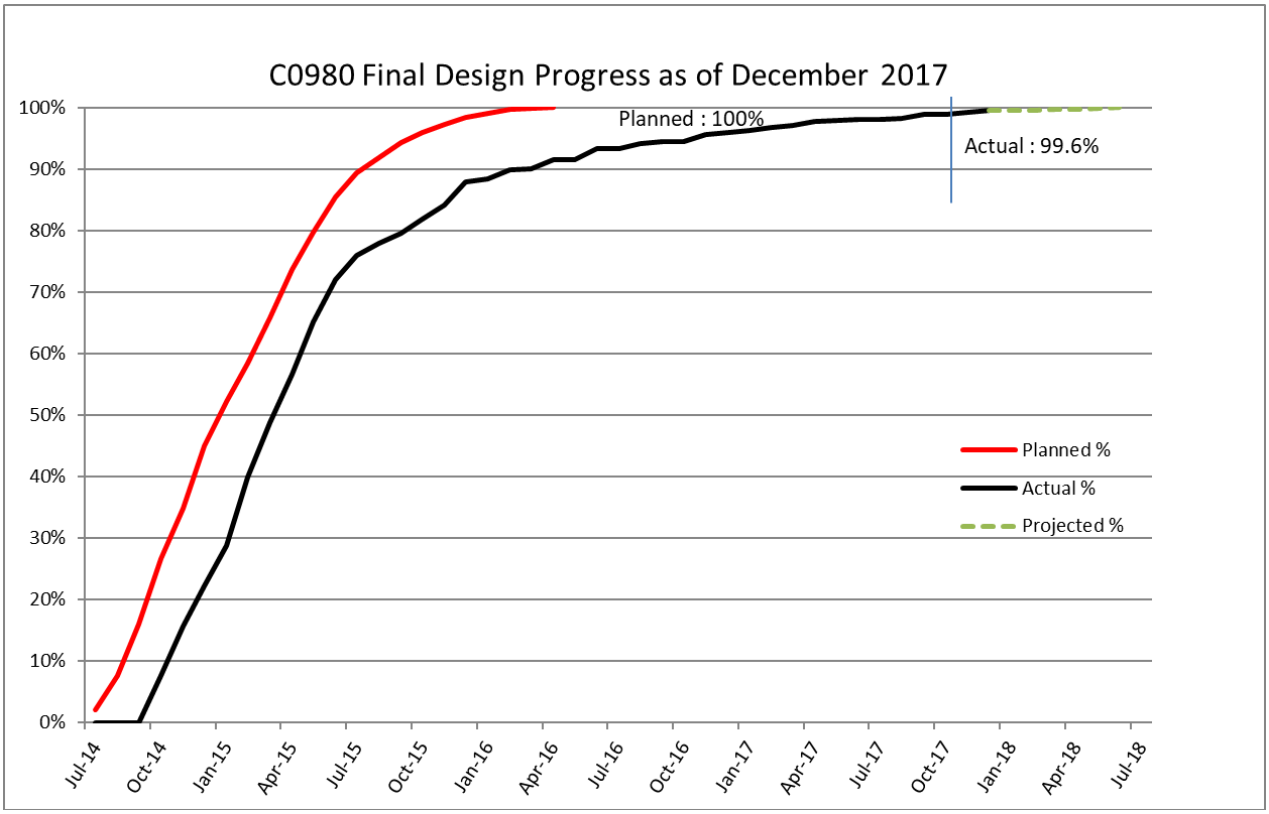


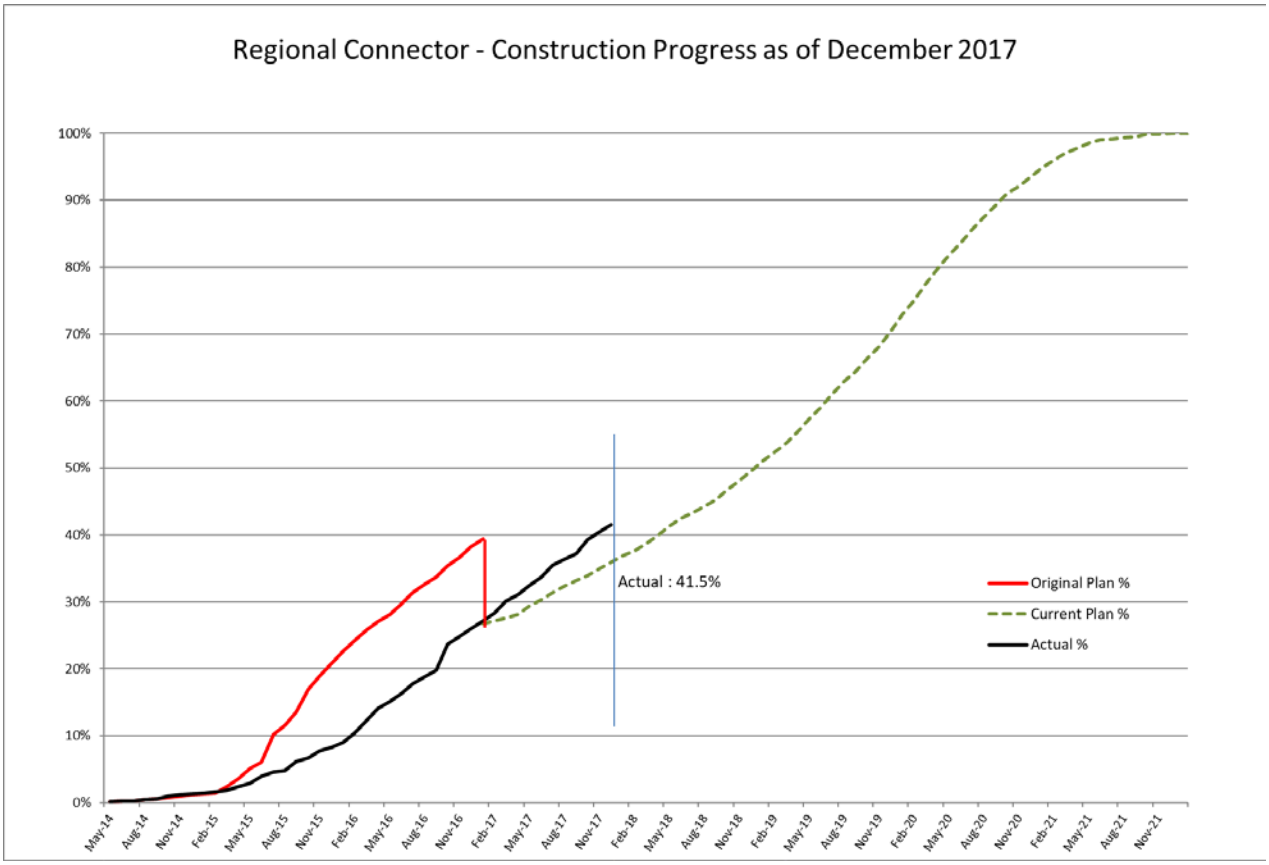
The above is based on the planned and actual progress of C0980 (Design-Build) as reflected in the re-baselined project schedule, and the C0981 (AUR) as-built schedule.

The cumulative overall project progress is 45.0%.

Note: Project Progress measurement methodology excludes: all General Requirements, Construction Mobilization, Design Mobilization and Provisional Sum (Schedule C). Values include executed modifications and change orders.

PROJECT PROGRESS STATUS (Cont.)





MAJOR EQUIPMENT DELIVERY STATUS

Tunnel Boring Machine

RCC designed, procured and delivered the tunnel boring machine (TBM) and equipment.

Light Rail Vehicles

Metro is procuring four (4) LRVs for the Project. The vehicles will be built and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. LRV design and design reviews as well as manufacturing of the prototype vehicles continued this period. Project deliveries are anticipated no later than February 2020.

UFS (Universal Fare System) & TVM (Ticket Vending Machines)

Procurement of UFS and TVM will commence after RCC completes the final design. Metro is coordinating with RCC for installation and testing schedules, which is expected to be complete by October 2020. The scope addition of fare transfer equipment in the three Regional Connector stations was made in September 2017.

DESIGN-BUILDER'S (C0980) LONG LEAD ITEM LIST

Activity Name	Early Finish	Need Date
FAB/DELIV ELEVATORS - 1ST/CENTRAL	31-Dec-17	25-Jan-21
FAB/DELIV TRAIN CONTROL CABLE	16-Jan-18	16-Jan-20
FAB/DELIV ESCALATORS - 1ST/CENTRAL	21-Mar-18	3-Oct-21
PROCURE FIRE PROTECTION SUBCONTRACTOR	22-Mar-18	17-Jun-19
FAB/DELIV EMERGENCY VENTILLATION FANS - HOPE (4)	1-Jun-18	28-Jun-19
FAB/DELIV EMERGENCY VENTILLATION FANS - BROADWAY (4)	1-Jun-18	12-Dec-19
FAB/DELIV ELEVATORS - 2ND/BROADWAY	4-Jun-18	21-Mar-21
FAB/DELIV 2ND/HOPE TPSS	8-Jun-18	17-Apr-19
FAB/DELIV OCS POLES / EQUIPMENT	8-Jun-18	29-Dec-20
FAB/DELIV OCR FOR TUNNEL	8-Jun-18	29-Jan-21
FAB/DELIV ESCALATORS - 2ND/BROADWAY	9-Jun-18	25-Feb-21
FAB/DELIV ELEVATORS - 2ND/HOPE	23-Aug-18	26-Aug-21
FAB/DELIV ESCALATORS - 2ND/HOPE	28-Aug-18	2-Mar-21
FAB/DELIV TRAIN CONTROL EQUIPMENT	31-Jan-19	1-Feb-21
FAB/DELIV 2ND/BROADWAY TPSS	5-Mar-19	10-Jan-20
PROCURE MASONRY SUBCONTRACTOR	24-Jun-19	21-Oct-20
PROCURE STEEL (PERMANENT) SUBCONTRACTOR	24-Jun-19	12-Mar-21
PROCURE DOORS & HARDWARE SUBCONTRACTOR	1-Jul-19	19-Feb-21
PROCURE TRACK SUBCONTRACTOR - PERMANENT	2-Jul-19	28-Jan-20
PROCURE GLAZING SUBCONTRACTOR	15-Jul-19	29-Apr-21
PROCURE ARCHITECTURAL PRECAST PAVER SUBCONTRACTOR	18-Jul-19	21-Apr-21
PROCURE STATION SIGNS SUBCONTRACTOR	23-Jul-19	22-Oct-21
PROCURE PRECAST COMM STRUCTURE PURCHASE ORDER	26-Jul-19	19-Apr-21
PROCURE STAINLESS STEEL SUBCONTRACTOR	2-Aug-19	18-Feb-21
PROCURE CAULKING & SEALANTS SUBCONTRACTOR	9-Aug-19	21-Jan-21
PROCURE METAL CEILING SUBCONTRACTOR	14-Aug-19	8-Apr-21
PROCURE SHEET METAL SUBCONTRACTOR	22-Aug-19	10-Jun-21
PROCURE PAINT SUBCONTRACTOR	4-Sep-19	8-Apr-21
PROCURE FLUID APPLIED WATERPROOFING SUBCONTRACTOR	4-Sep-19	3-Feb-21
PROCURE DRYWALL & FRAMING SUBCONTRACTOR	18-Sep-19	6-Oct-21
PROCURE FLOORING SUBCONTRACTOR	27-Sep-19	28-Oct-21
PROCURE TILE SUBCONTRACTOR	27-Sep-19	8-Mar-21
PROCURE SPRAY ON ACCOUSTICAL FINISH SUBCONTRACTOR	7-Oct-19	5-Mar-21
PROCURE NEW 115RE RAIL - HIGH STRENGTH RAIL	24-Oct-19	20-May-20
PROCURE RAIL – JOBWIDE	24-Oct-19	20-May-20
PROCURE SPECIAL TRACK - JOBWIDE	24-Oct-19	25-Jun-20
PROCURE NEW 115RE RAIL - STANDARD RAIL	24-Oct-19	20-May-20
FAB/DELIV EMERGENCY VENTILLATION FANS - CENTRAL (4)	11-Nov-19	16-Sep-20
PROCURE TERRAZZO SUBCONTRACTOR	11-Nov-19	10-Nov-21
PROCURE PRECAST STRUCTURAL ELEMENTS SUBCONTRACTOR	18-Nov-19	11-Aug-21
PROCURE ARCHITECTURAL CONCRETE PAVING SUBCONTRACTOR	25-Nov-19	7-Apr-21
PROCURE AC SUBCONTRACTOR	12-Dec-19	28-May-21

DESIGN-BUILDER'S (C0980) LONG LEAD ITEM LIST (Cont.)

Activity Name	Early Finish	Need Date
PROCURE MILLING SUBCONTRACTOR	12-Dec-19	28-May-21
PROCURE PCC PAVING SUBCONTRACTOR	12-Dec-19	28-May-21
FAB/DELIV GLAZING SPIDERS - ALL STATIONS	18-Dec-19	19-May-21
PROCURE BALLASTED TRACK - NORTH ALAMEDA LEG	23-Dec-19	15-Sep-21
PROCURE GRANITE STONEWORK SUBCONTRACTOR	29-Jan-20	4-Oct-21
FAB/DELIV EMERGENCY BOOSTER FANS (12)	6-Feb-20	26-Aug-21
PROCURE PLATE PURCHASE ORDER	11-Aug-20	16-Oct-20
PROCURE MSE PANEL PURCHASE ORDER	11-Aug-20	16-Oct-20

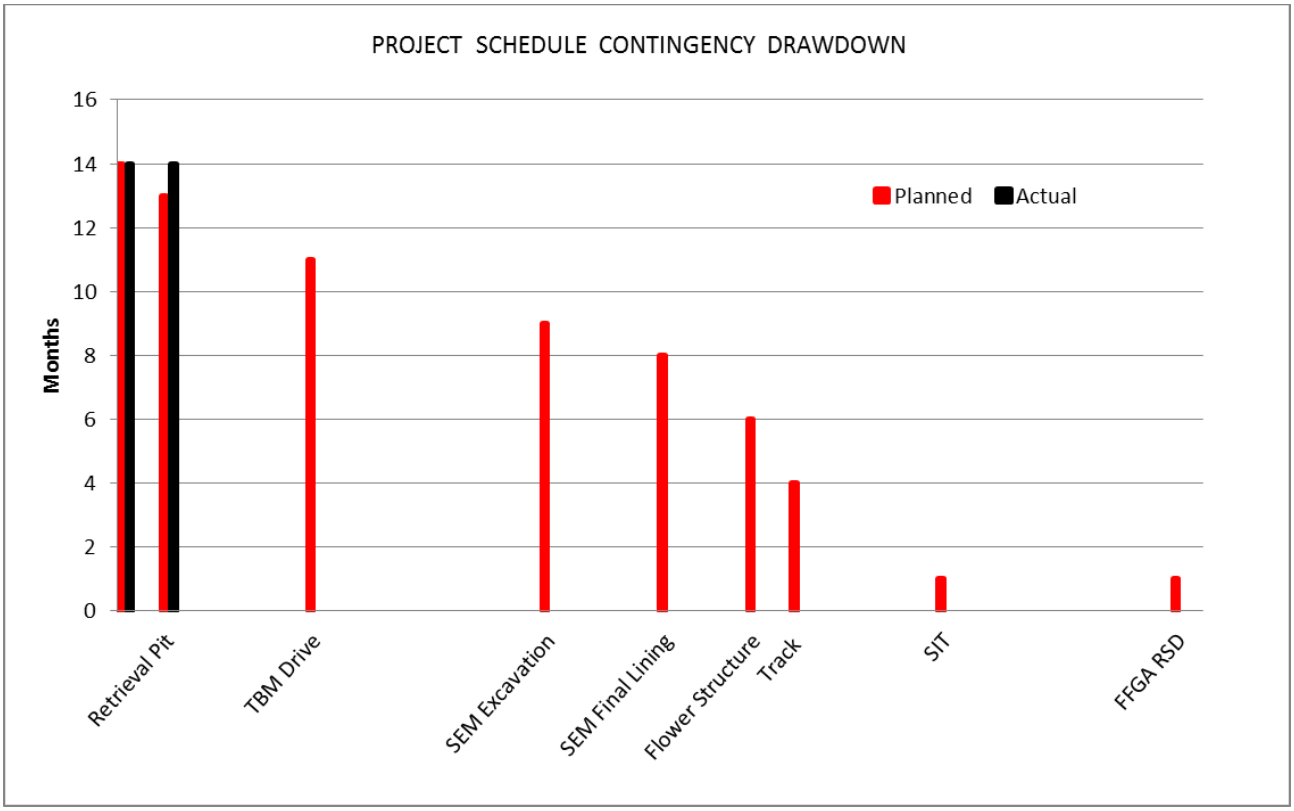
CRITICAL PATH NARRATIVE

Critical Path (C0980):

The critical path remained the same for the month of *December*. The critical path runs through excavation and underpinning of the Historic Broadway Station. Excavation work of the Historic Broadway Station was re-sequenced in concert with underpinning. After excavation and underpinning of the Historic Broadway Station, the critical path continues through the SEM crossover structure east of the Historic Broadway Station. Once the crossover structure is complete, track work installation will follow. The critical path continues through systems installation and testing from 1st/Alameda to 7th/Flower, followed by systems integration testing and pre-revenue operations.

The previous critical path through TBM mining was improved due to a higher production rate experienced on the second tunnel for TBM mining. *TBM mining is expected to be complete by mid-January 2018*.

PROJECT SCHEDULE CONTINGENCY DRAWDOWN



PROJECT SCHEDULE CONTINGENCY DRAWDOWN ANALYSIS

The project schedule contingency drawdown model is based on the anticipated FFGA RSD date of February 25, 2023.

PROJECT COST STATUS

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT
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	249,072	0	243,496	6,010	128,270	0	249,285	213
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	0	230,640	0	223,919	5,178	41,225	50	230,794	154
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0	0	0	0	0	0
40	SITEWORK & SPECIAL CONDITIONS	141,785	422,453	0	598,184	303	574,825	3,457	392,473	1,120	622,253	24,069
50	SYSTEMS	69,667	73,848	0	73,599	0	63,736	279	7,698	70	74,205	606
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	0	1,151,495	303	1,105,976	14,924	569,666	1,240	1,176,537	25,042
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	0	92,742	0	70,551	24	51,666	250	76,410	-16,331
70	VEHICLES	16,275	16,275	0	16,275	0	16,275	0	1,678	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,973	0	378,883	96	276,433	3,545	244,977	1,417	382,838	3,955
	SUBTOTAL (10-80)	1,239,963	1,268,925	0	1,639,395	399	1,469,235	18,493	867,988	2,908	1,652,060	12,665
90	UNALLOCATED CONTINGENCY	135,399	126,892	0	89,946	0	0	0	0	-2,908	77,281	-12,665
100	FINANCE CHARGES	27,571	7,115	0	14,301	0	0	0	0	0	14,301	0
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	1,402,932	0	1,743,642	399	1,469,235	18,493	867,988	0	1,743,642	0
	ENVIRONMENTAL/PLANNING - 400228		6,075	0	6,075	0	6,075	0	6,075	0	6,075	0
	ENVIRONMENTAL/PLANNING - 460228		18,125	0	20,425	0	20,425	0	18,873	0	20,425	0
	TOTAL PROJECTS 400228 & 460228 (EVN/PLAN'G)	0	24,200	0	26,500	0	26,500	0	24,948	0	26,500	0
	400228, 460228, 860228 TOTAL	1,402,932	1,427,132	0	1,770,142	399	1,495,735	18,493	892,936	0	1,770,142	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 12/31/2017. METRO AND TRIBUNE AGREED ON REIMBURSEMENT OF ~$1.6 MILLION RELATED TO 2ND/BROADWAY OVERBUILD.

PROJECT COST ANALYSIS – 860228

Original Budget:
The Original Budget of $1.427 billion reflects the April 2014 Board Approved Life-of-Project (LOP), plus finance costs of $7.1 million.

Current Budget:
In January 2017, the Metro Board revised the LOP Budget for the Regional Connector Project 860228 to $1.756 billion. Finance costs, estimated at $14.3 million, are also reflected leading to a total of $1.770 billion. Budgets were adjusted throughout the SCC structure reflecting revised values as of December 2016. The total current budget remains the same as of *December* 2017.

Commitments:
Commitments increased by $*0.40* million this period to $*1.5* billion which represents 84.5% of the Current Budget. The increase is due to procurement actions associated with Contract C0980 Modifications and Community Relations.

Expenditures:
Expenditures are cumulative through December 2017. Expenditures increased by $*18.5* million this period for costs associated with C0980 Design Build contract, Engineering Management Support, Metro Project Administration, Construction Management Support Service, Legal Services, Third Party Master Cooperative Agreements with the City of LA, Community Relations, and Environmental Consultant Services. The $*892.94* million in expenditures to date represents *50.4*% of the Current Budget.

Current Forecast:
The total current forecast remains the same as the total current budget.

PROJECT COST STATUS (Cont.)

CONCURRENT NON-FFGA ACTIVITIES (861228)

PROJECT COST STATUS BY FTA SCC
DOLLARS IN THOUSANDS

SCC CODE	Description	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
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	0	0	0	0	0	0	0	0	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	10,480	0	10,480	0	10,480	0	0	0	10,480	0
40	SITEWORK & SPECIAL CONDITIONS	0	0	0	0	0	0	0	0	0	0
50	SYSTEMS	0	0	0	0	0	0	0	0	0	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	0	10,480	0	10,480	0	0	0	10,480	0
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	0	27,748	0	27,748	0	22,498	0	27,748	0
70	VEHICLES	0	0	0	0	0	0	0	0	0	0
80	PROFESSIONAL SERVICES	650	0	650	0	650	6	224	0	650	0
	SUBTOTAL (10-80)	38,878	0	38,878	0	38,878	6	22,722	0	38,878	0
90	UNALLOCATED CONTINGENCY	1,113	0	1,113	0	0	0	0	0	1,113	0
100	FINANCE CHARGES	0	0	0	0	0	0	0	0	0	0
	TOTAL PROJECTS 861228 (10-100)	39,991	0	39,991	0	38,878	6	22,722	0	39,991	0
	861228 TOTAL	39,991	0	39,991	0	38,878	6	22,722	0	39,991	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 12/31/2017.

PROJECT COST ANALYSIS – 861228

Original Budget:
The Original Budget, Current Budget, and Current Forecast reflect the Board Approved Life-of-Project (LOP) budget on April 24, 2014.

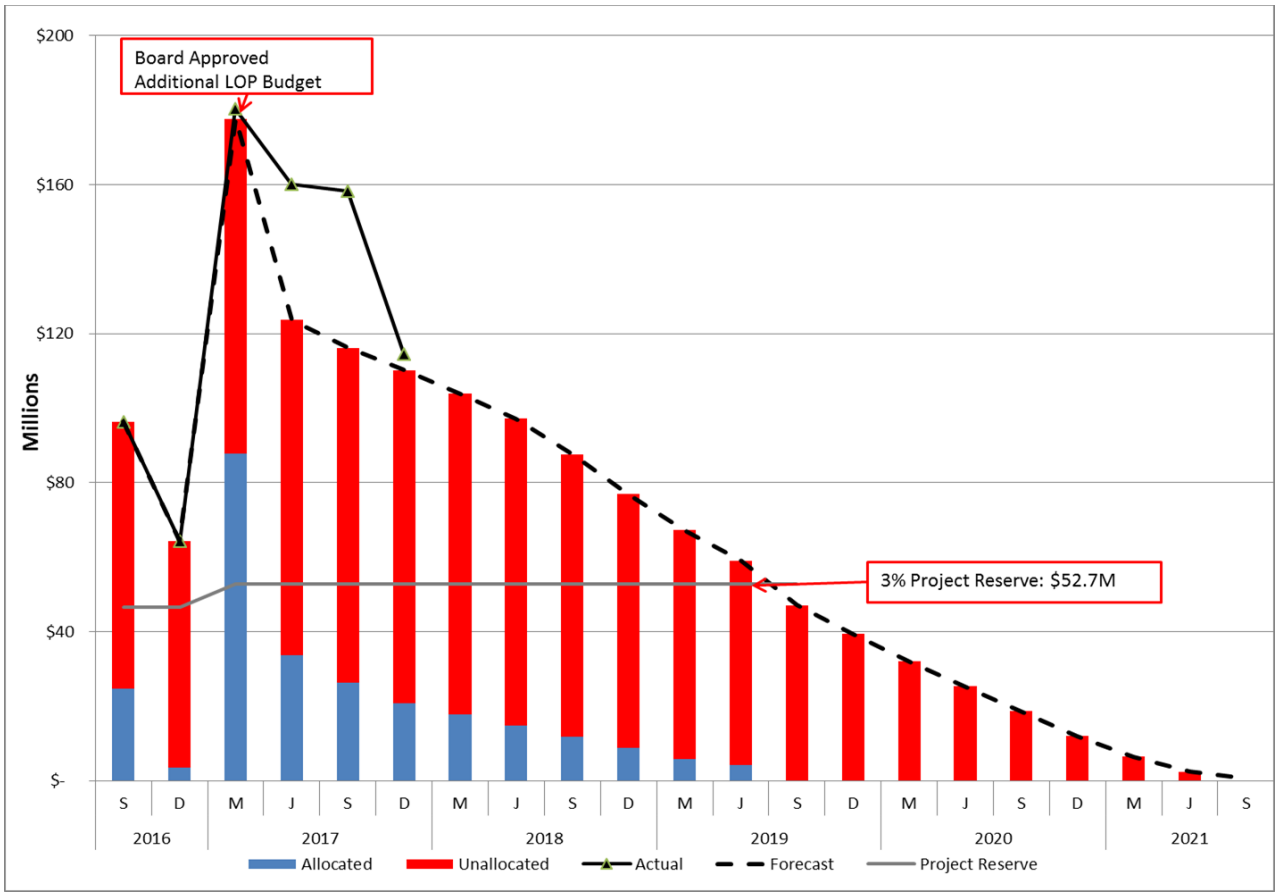
Current Budget:
There is no change to the Budget for this period.

Commitments:
Commitments reflect actions through *December* 2017.

Expenditures:
Expenditures are cumulative through *December* 2017. Expenditures increased by $*6* thousand this period for costs associated with Community Relations. The $22.7 million in expenditures through *December* 2017 represents 56.8% of the Current Budget.

Current Forecast:
There was no change to the Forecast for this period.

COST CONTINGENCY DRAWDOWN



COST CONTINGENCY DRAWDOWN ANALYSIS

In January 2017, the Metro Board revised the Life-of-Project Budget to $1.756 billion, which included increasing the unallocated contingency to $89 million and allocated contingency to $92.8 million. A revised drawdown plan for unallocated contingency, correlated to anticipate risk trends, was developed to monitor and measure drawdowns moving forward.

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

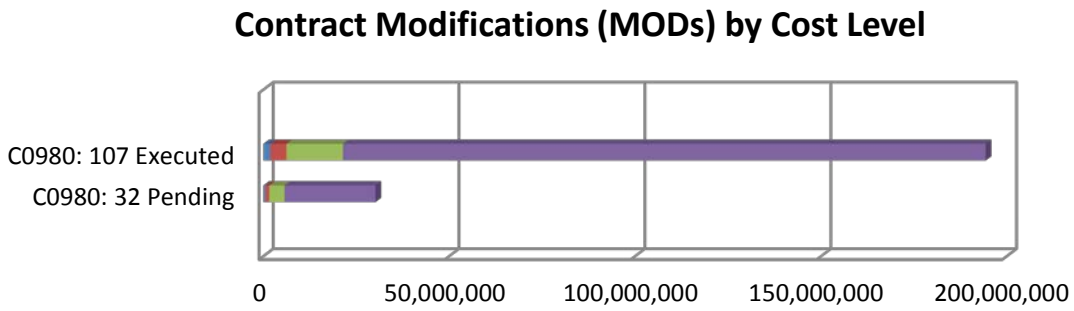
The project cost contingency drawdown curve is based on a 2021 Revenue Service date.

This month there was a drawdown of $*180* thousand from contingency due to planned D/B modifications. The remaining total project contingency (allocated and unallocated) is $*114.08* million.

COST CONTINGENCY DRAWDOWN ANALYSIS (Cont.)

PROJECT COST CONTINGENCY DOLLARS IN THOUSANDS	Contingency	Previous Period	Current Period	To-Date	Remaining Contingency (Forecast)
Unallocated Contingency	89,946	0	0	0	89,946
Allocated Contingency	92,809	(68,500)	(180)	(68,680)	24,129
Total Contingency	**182,754**	**(68,500)**	**(180)**	**(68,680)**	**114,075**

SUMMARY OF CONTRACT MODIFICATIONS



	C0980		
	107 Executed	32 Pending	Total
Under $100K	1,855,941	501,000	2,356,941
$100K to $250K	4,351,268	1,088,000	5,439,268
$250K to $1M	15,216,974	4,116,000	19,332,974
Over $1M	172,947,000	24,477,806	197,424,806
Total Contract MODs	**194,371,183**	**30,182,806**	**224,553,989**
Contract Award Amount	**927,226,995**	**927,226,995**	
% of Contract MODs	**21.0%**	**3.3%**	

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

One hundred-seven (107) changes with a total value of $*194.37* million have been executed since NTP of Contract C0980. An additional thirty-two (32) changes, with a total estimated value of $*30.18* million are pending.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) STATUS

Contract C0980 Regional Connector Transit Project Design-Build

As of *December* 2017:

• **DBE Goal – Design** A numerically expressed percentage of funds apportioned to Design Contracts and is calculated based upon the relative availability of DBE firms as compared to all firms in the relevant geographic market area:	20%
• **Current DBE Commitment Design** Total DBE Committed Dollars divided by Total Contract Value for Design or Construction	$13.4M (22.63%)
• **Current DBE Participation** Total amount paid to date to DBEs divided by the amount paid to date to Prime:	*26.95*%

Twelve (12) Design DBE sub-consultants have been identified to date.

• **DBE Goal – Construction** A numerically expressed percentage of funds apportioned to Construction Contracts and is calculated based upon the relative availability of DBE firms as compared to all firms in the relevant geographic market area:	18%
• **Current DBE Commitment Construction** Contract commitment divided by current contract value for Construction:	$180.7M (18%)
• **Current DBE Participation** Total amount paid to date to DBEs divided by the amount paid to date to Prime:	*11.64*%

Sixty-three (63) Construction DBE sub-contractors have been identified to date.

PROJECT LABOR AGREEMENTS (PLA) STATUS

Contract C0980 Regional Connector Transit Project Design-Build

As of *November* 2017:

• **Targeted Worker Goal** Construction work to be performed by residents from Economically Disadvantaged Area in the United States	40.00%
• **Targeted Worker Current Attainment**	*58.34%*
• **Apprentice Worker Goal** Construction work to be performed by Apprentices	20.00%
• **Apprentice Worker Current Attainment**	*16.58%*
• **Disadvantaged Worker Goal** Construction work to be performed by Disadvantaged Workers who are residents of the United States	10.00%
• **Disadvantaged Worker Current Attainment**	*6.85%*

FINANCIAL/GRANT STATUS

Status of Funds Anticipated December 2017

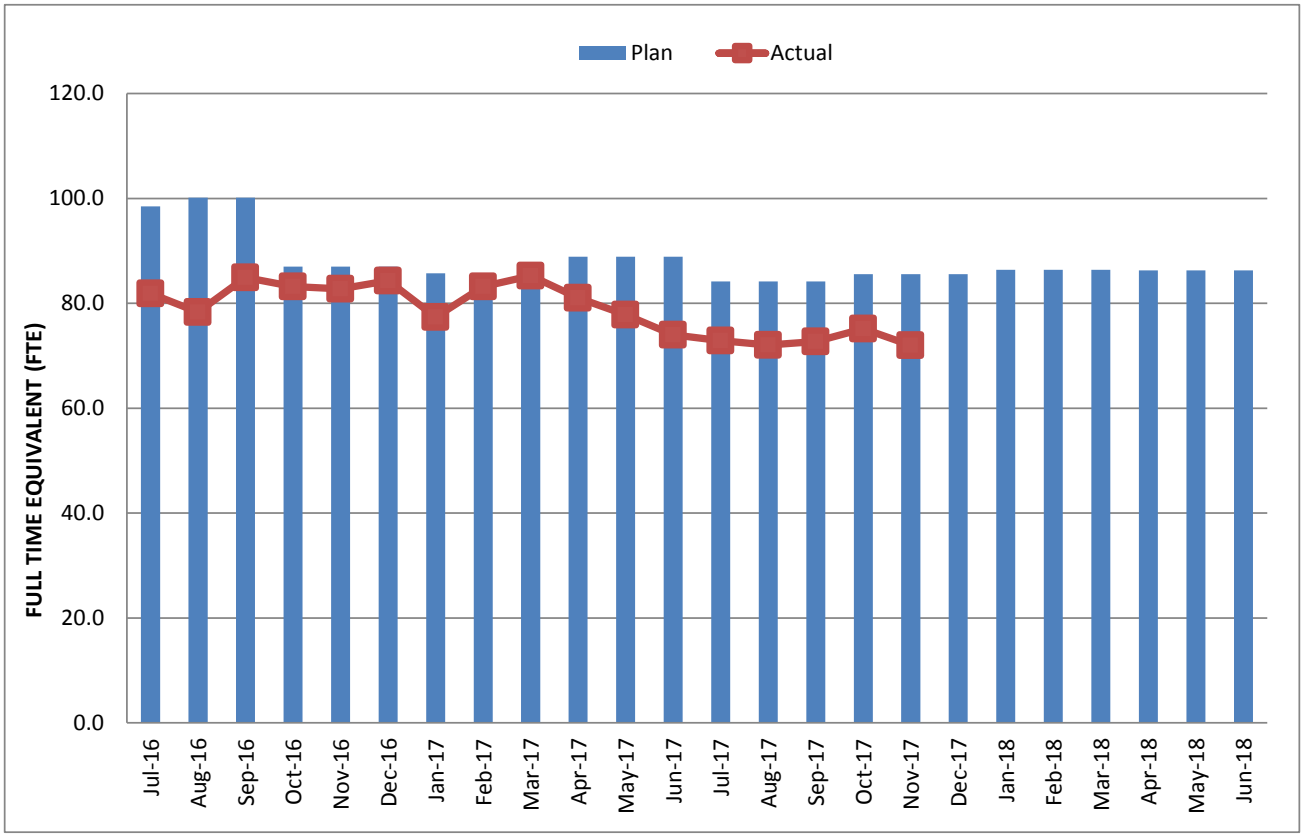
FEDERAL - CMAQ	METRO SUBMITTED ON NOVEMBER 25, 2013 A GRANT APPLICATION OF $64.0M TO THE FTA. GRANT APPROVAL WAS EXECUTED ON SEPTEMBER 24, 2014. FUNDS ARE AVAILABLE FOR DRAW DOWN. ADDITIONAL CMAQ FUNDS WILL BE OBLIGATED IN FY2018/2019.
FEDERAL - SECTION 5309 NEW STARTS	METRO SUBMITTED ON NOVEMBER 25, 2013 A GRANT APPLICATION OF $65.O M TO THE FTA. GRANT APPROVAL WAS EXECUTED ON SEPTEMBER 23, 2014. METRO SUBMITTED ON JUNE 11, 2015 A GRANT AMENDMENT OF $100M. GRANT AWARDED AUGUST 2015. FUNDS ARE AVAILABLE FOR DRAW DOWN METRO SUBMITTED A GRANT AMENDMENT OF $100M IN JULY 2016. GRANT AMENDMENT WAS EXECUTED 0N AUGUST 18, 2016. FUNDS ARE AVAILABLE FOR DRAW DOWN. METRO SUBMITTED A GRANT AMENDMENT OF $100M IN JULY 2017. GRANT AMENDMENT WAS EXECUTED ON SEPTEMBER 22, 2017 AND FUNDS ARE AVAILABLE FOR DRAWDOWN
MEASURE R - TIFIA LOAN: (Transportation Infrastructure Finance & Innovation Act)	A TIFIA LOAN AGREEMENT BETWEEN THE DEPARTMENT OF TRANSPORTATION AND METRO FOR $160M WAS EXECUTED ON FEBRUARY 20, 2014. THE FIRST DISBURSEMENT OF $61,864,368 WAS SPLIT INTO TWO PARTS. RECEIVED THE FIRST PAYMENT OF $25.2 MILLION 4TH QUARTER FY2016. RECEIVED THE SECOND PAYMENT OF $36.7 MILLION 1ST QUARTER FY2017. THE SECOND DISBURSEMENT OF $55.9 MILLION IS AVAILABLE AND WILL BE SPLIT INTO TWO PARTS. WE RECEIVED THE FIRST PAYMENT OF $29.7 MILLION FIRST QUARTER FY2018 WE RECEIVED THE SECOND PAYMENT OF $26.2 MILLION SECOND QUARTER FY2018 THE THIRD DISBURSEMENT OF $17.9 MILLION WILL BE AVAILABLE SECOND QUARTER FY2019S.
CITY OF LA	FUNDING AGREEMENT OF $42M WITH THE CITY OF LA WAS APPROVED IN JUNE 2014. THE FIRST PAYMENT DRAWDOWN OF $5.0M WAS IN JUNE 2016. THE SECOND PAYMENT DRAWDOWN OF $7.0M WAS BILLED IN JUNE 2017 AND THE PAYMENT WAS RECEIVED IN JULY 2017.

Status of Funds by Source December 2017

	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS $	COMMITMENTS %	EXPENDITURES $	EXPENDITURES %	BILLED TO FUNDING SOURCE $	BILLED TO FUNDING SOURCE %
FEDERAL - CMAQ	$64.000	$227.000	$64.000	$113.716	50%	$53.974	24%	$45.296	20%
FEDERAL - SECTION 5309 NEW STARTS	$669.900	$669.900	$265.000	$669.900	100%	$302.187	45%	$302.187	45%
FEDERAL - RIP	$0.000	$14.400	$0.000	$14.400	100%	$0.000	0%	$0.000	0%
MEASURE R - TIFIA LOAN	$160.000	$160.000	$117.803	$160.000	100%	$110.875	69%	$110.875	69%
STATE PROPOSITION 1A HSRB *	$114.874	$114.874	$114.874	$114.874	100%	$114.874	100%	$114.874	100%
STATE PROPOSITION 1B PTMISEA **	$149.500	$135.163	$135.163	$135.163	100%	$135.163	100%	$135.163	100%
STATE STIP RIP	$2.590	$2.590	$2.590	$2.590	100%	$2.590	100%	$2.590	100%
STATE CAPITAL PROJECT LOANS - OTHERS ***	$132.466	$274.871	$274.871	$267.312	97%	$161.273	59%	$150.291	55%
MEASURE R	$27.571	$0.000	$0.000	$0.000	0%	$0.000	0%	$0.000	0%
CITY OF LOS ANGELES	$41.984	$41.984	$12.000	$17.780	42%	$12.000	29%	$12.000	29%
LEASE REVENUE	$64.247	$115.058	$0.000	$0.000	0%	$0.000	0%	$0.000	0%
TOTAL	$1,427.132	$1,755.840	$986.301	$1,495.735	85.2%	$892.936	50.9%	$873.276	49.7%

EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 31, 2017
ORIGINAL BUDGET BASED ON FUNDING PLAN INCLUDED IN THE APPROVED FULL FUNDING GRANT AGREEMENT
* 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)

STAFFING STATUS
TOTAL PROJECT STAFFING – METRO AND CONSULTANTS



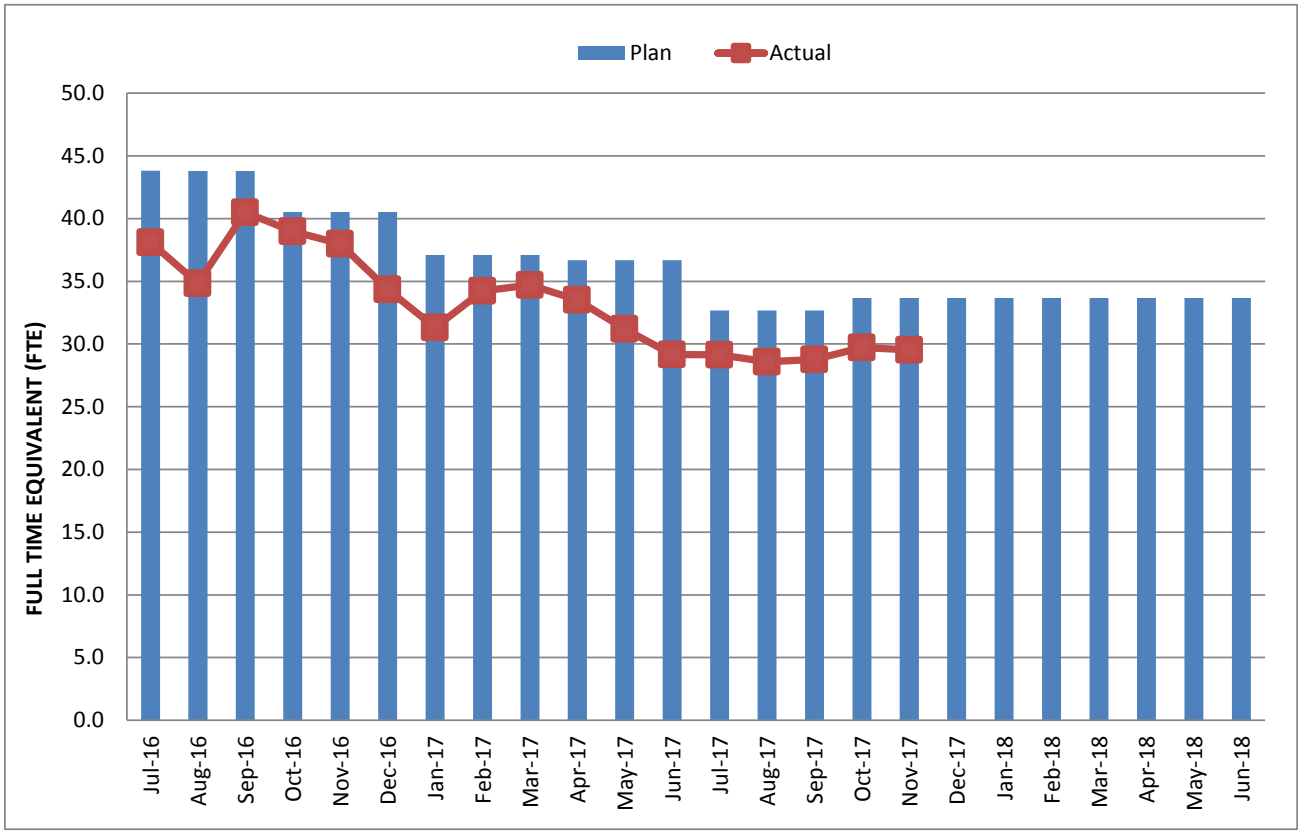
TOTAL PROJECT STAFFING

The overall FY18 Total Project Staffing plan averages 85.6 FTE's per month.

For *November* 2017, there were a total of *29.5* actual FTEs for Metro's Project Administration staff and *42.4* FTEs for consulting staff. The total actual project staffing for *November* 2017 was *72* FTEs versus FTEs planned (85.6).

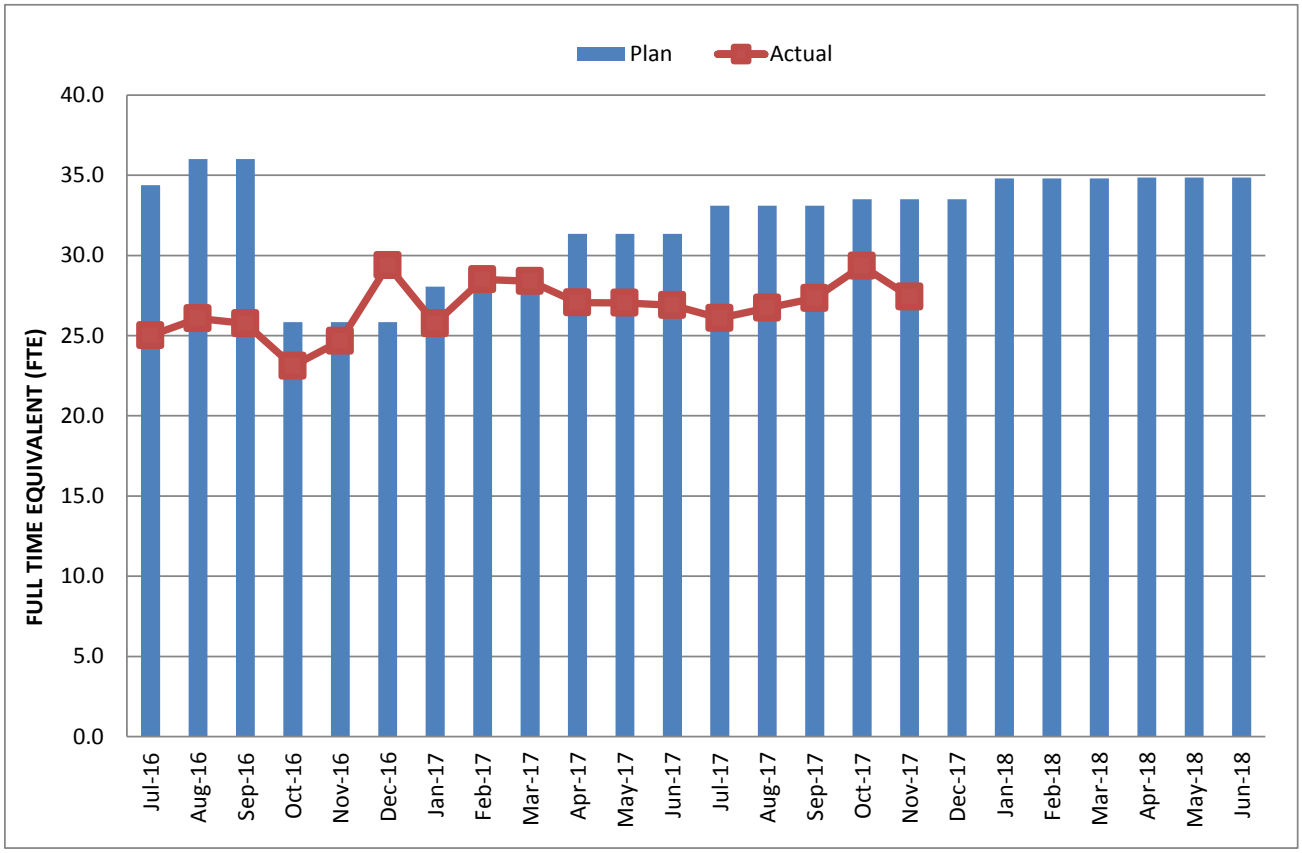
The shortfall in staffing has not impacted Metro's ability to effectively manage the Project. Review of staffing plans is on-going to ensure needs are addressed.

STAFFING STATUS (Cont.)
METRO STAFF



STAFFING STATUS (Cont.)

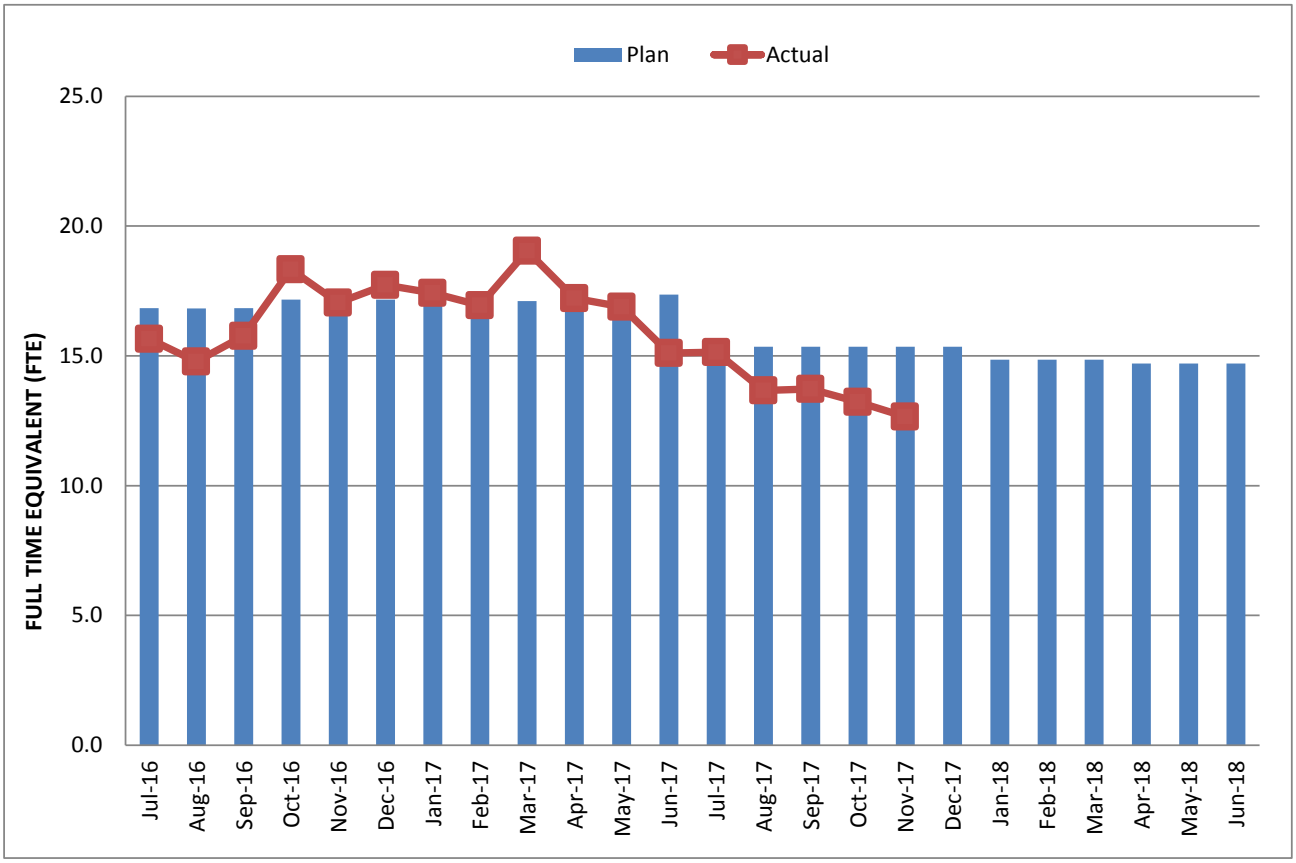
CONSTRUCTION MANAGEMENTSUPPORT SERVICES CONSULTANT



Note:

a) The Actual FTEs for the month are based on the FTE hours submitted in the invoice for that month.

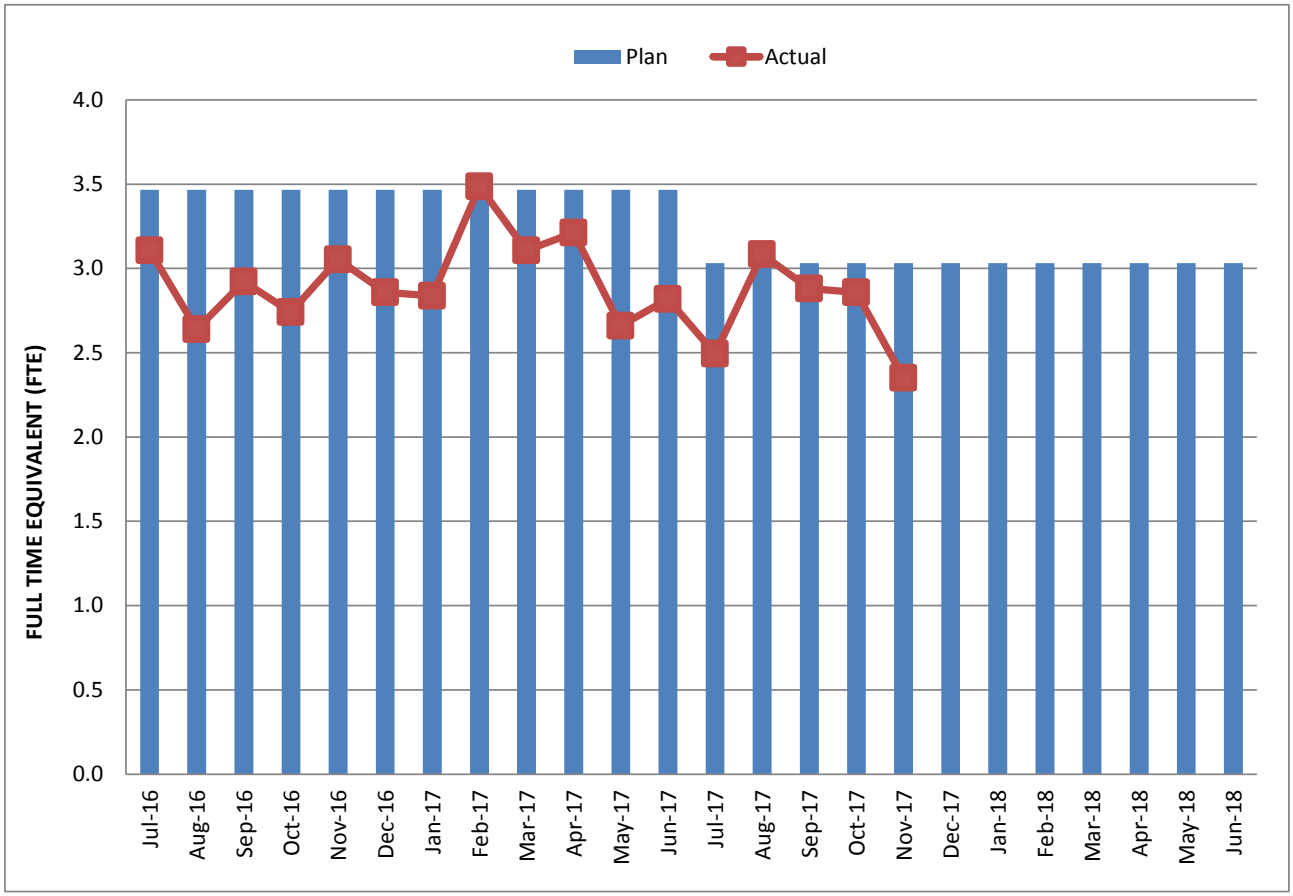
STAFFING STATUS (Cont.)
ENGINEERING SERVICES CONSULTANTS



Note:

a) The Actual FTEs for the month are based on the FTE hours submitted in the invoice for that month.

STAFFING STATUS (Cont.)
PROJECT MANAGEMENT SERVICES CONSULTANTS



REAL ESTATE STATUS

Regional Connector - Real Estate Status Summary April 30, 2017

Type of Take	Number of Parcels	Certified	Decertified	Appraisals In Process / Completed	Offers Made	Escrow Closed	Effective OIP	Parcels Available	Remaining
Full Takes	2	2		2	2		2	2	
Part Takes	3	3		3	3			2	1
SSE	12	8	4	9	9	6	2	7	
TCE/ROE	14	5	3	6	6	4	1	5	
PE	3	3		3	3	2		3	
Sub Total	34	21	7	23	23	12	5	20	1
Pedestrian Bridge	420-1, 420-2, 420-3								1
Mangrove Fan Plant	TBD								1
Grand Total	36	21	7	23	23	12	5	20	3

REAL ESTATE ACQUISITION

OPEN REAL ESTATE MATTERS

City of Los Angeles (Mangrove Parcels)

- The appraisal to value the additional right of way required for the Fan Plant has been reviewed. Both Metro and the City obtained appraisals. Discussions are now underway to reconcile the two appraisals. The Project has indicated that there could be construction over the Fan Plant easement which may have the effect of limiting any severage damaged assigned to the value of the easement. Real Estate will seek FTA's approval of the recommended compensation for the Fan Plant easements. The Project requested that Real Estate delay exercising the option to extend the 5-year easement for an additional three (3) years until closer to the expiration date.

City of Los Angeles Department of Water and Power 'Duco Yard' – DWP (RC-473)

- LADWP has agreed to a compromise in the valuation of the Property. The Board approved the recommended purchase price at its June 22nd meeting. Staff is working with County Counsel and LADWP on the Purchase and Sale Agreement.
- LADWP submitted its estimate of the modification required to their yard to continue their operations. The estimate is being reviewed by the Project. Follow-up interface between the parties continues.

QUALITY ASSURANCE STATUS

C0980 Regional Connector D/B

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

- Reviewed and provided comments on RCC's quality-related submittals;
- Performed oversight verification of RCC's design and construction activities;
- Reviewed test results for Portland Cement Concrete, Soils Testing, Asphalt Testing and Non-Destructive Testing of Welding;
- RCC Quality issued NCR 0029 after a deck beam for Flower Street was delivered to the jobsite which exhibited damage from the removal of a stiffener. The recommended disposition is to repair the damaged area of the deck beam. The disposition was approved by the Engineer of Record. The NCR will remain open until the repair and all associated inspections have been completed; and
- *Metro QA performed a surveillance for the TBM activities Milestone 1B to Milestone 2. Surveillance Report C0980-SUR2017-022 was issued for this activity.*
- RCC testing performed to date are as follows:
  1. Portland cement concrete 28-day test results: *922*; number accepted: *922*
  2. Asphalt concrete density tests results: 214; number accepted: 214
  3. Soil compaction (in-situ density) tests performed to date: 168; number accepted: 168
  4. Welding MT/UT testing to date is: *10,768*; number accepted: *10,768*

ENVIRONMENTAL STATUS

- SWPPP inspections of all project areas are conducted weekly by RCC *and Metro Staff* to observe site conditions and report on performance of stormwater protection Best Management Practices. *Little precipitation* and warm weather make sites more prone to *fugitive* dust *conditions and trackout*. Therefore, daily street sweeping continued throughout the month of *December*.
- Metro prepared the 19th Quarterly Mitigation Monitoring and Reporting Plan covering August 2017 to October 2017, which was submitted to the FTA on November 14, 2017*. Metro is preparing the 20th Quarterly Mitigation Monitoring and Reporting Plan.*
- Metro is preparing the 6th Semi-Annual Cultural Resources Report, which will be submitted *to the FTA and SHPO* by January 31, 2018. Reporting will continue a semi-annual basis until ground-disturbing activities conclude.
- Vibration and noise spot checks are being conducted weekly at multiple sensitive locations along Flower Street between 5th and 6th Streets to monitor vibration and noise compliance with increased work activity such as drilling piles and utility relocation. A vibration spot check was conducted adjacent to the former St. Vibiana's Rectory to monitor potential TBM related vibration outside of this historic building.
- Kroner Environmental conducted groundborne noise monitoring inside The *Disney Concert* Hall*/Choral Room* to evaluate the potential effects of the TBM during active mining operations adjacent to the stakeholder.
- *Metro staff prepared responses to the PMOC's 19th Quarterly MMRP review comments and questions regarding several Air Quality and Noise/Vibration mitigation measures.*

CONSTRUCTION AND COMMUNITY RELATIONS STATUS

Construction Relations

- Responded and addressed project related inquiries from the public received on the project hotline, email and during office hours at the Little Tokyo Community Office.
- Performed public outreach and construction coordination to impacted area stakeholders regarding the following construction activities throughout the alignment: geotechnical instrument installation and maintenance, *electrical and sewer* utility work, traffic *signal adjustments, paving at 6th Street, weekend full closures at 4th/Flower for TBM retrieval, and TBM maintenance at Grand Av Arts/Bunker Hill Station*. Distributed *eight* (*8*) construction notices to the public on these activities through email and made it available on the project website and social media outlets.
- *Coordinated construction activities with thirteen (13) stakeholders throughout the project alignment on the above activities.*
- *Hosted an end of the year community meeting to review milestones achieved by the project covering tunneling, the reopening of 6th Street, reaching steady state throughout the project and a look ahead on major activities expected in 2018. The Community Leadership Council welcomed new members and received the project updates*.
- Continued standing meetings with: LA City Councilmember District 14, the Mayor's Office, Commonwealth Partners, The Westin Bonaventure Hotel, Charles Dunn, Citigroup Center, the Central Library/Hines, The Standard Hotel, Pegasus Apartments and the California Club.
- Presented to Little Tokyo *leaders the findings of the annual parking assessment, confirming there is no impact to parking availability due to construction. The group reviewed the status of parking related mitigation measures and discussed the use of the marketing and advertisement program as an educational tool that can help promote available parking in the business district*.

Social Media Outreach and Marketing Efforts

- *Published 16 newsletters, including eight construction notices, for a total of 45k mailings.*
- *Trending stories on social media included tunnel boring machine (TBM) breakthrough at 2nd/Hope, moving the TBM across station, and Flower Street excavation progress.*
- *The most popular post, TBM breakthrough, was seen by 18k people and watched for 7k minutes*.

CONSTRUCTION AND COMMUNITY RELATIONS STATUS (Cont.)

Live stream video of tunnel boring machine breakthrough at Grand Av Arts/Bunker Hill
18.3k people reached; 6.0k video views; 7.3k minutes viewed

Community Relations

- Continued work with the monthly Little Tokyo Marketing & Business Task Force. Held Small Business workshop with Little Tokyo Service Center Partner and Asian Pacific Islander Small Business program**.**
- Hosted a delegation of students from Kyoto, Japan for a 3-day work-experience program where students learned about the agency and becoming global leaders.

CREATIVE SERVICES STATUS

Art Program

- Participated in Design Build document reviews
- Responded to RFIs and Submittals
- Continued to support mitigation efforts
- *Continued design development for corridor artworks*

Signage & Environmental Graphic Design

- Responded to RFIs and Submittals
- Participated in Design Build document reviews

SAFETY & SECURITY STATUS

C0980 Regional Connector

- Monitored RCC's pre-employment drug/alcohol testing and new employee safety orientation to insure compliance with contract specifications.
- Participated in weekly progress meetings with RCC's management personnel and Metro's Construction Manager to discuss safety/security/quality related issues and construction work schedules.
- Conducted Project Safety Orientation for new Metro/Consultants, visitors, and IPMO project staff. Training sessions included Safety Orientation, Underground Safety, and Self Rescuer Training.
- Participated in work plan reviews, daily crew safety meetings, and the RCC 'Safety Stand Down' sessions.
- Monitored construction field activities daily to insure compliance with contract specifications. Participated with RCC staff in field safety inspection walks of multiple project worksites, laydown, and storage yards.
- Monitored Third Party contractor's work activities to insure safety compliance.
- Made recommendations to utility crews regarding contract activities and improving overall traffic control and pedestrian safety.
- RCC reported no Recordable Injuries or major incidents during the month of *December* 2017.
- RCC reported *67,412 work hours through November (52,898 November, 14,514 October Hours reported late*). The total C0980 Contract to Date work hours through *November* 2017 are *1,962,722* with a total of ten (10) Recordable Injuries and no Lost Workday *(Days Away)* case injuries. The C0980 Contract Recordable Injury Rate is *1.02*. The Bureau of Labor Statistics reports that the National Average Recordable Injury Rate is 2.8 for heavy civil construction projects.

Total Project

- Total Project to Date Work Hours including both the C0980 and the C0981 Advanced Utility Relocation contract through October 2017 is now *2,073,782* hours with eleven (11) recordable injuries. Total Project Recordable Injury Rate is now *1.06*. There have been no Days Away injury cases on the project.

THIRD PARTY AGREEMENT STATUS

Agency	Type of Agreement	Status/Comments
City of Los Angeles	Amendment to Master Cooperative Agreement	Parties will work under 2003 MCA.
Los Angeles Department of Water and Power	Amendment to Memorandum of Understanding	Metro and LADWP will continue to work under the terms of the previous Cooperative Agreement.
Los Angeles County Public Works	Letter of Agreement	Executed in April 2011
Caltrans	Amendment	Executed in August 2011
Private Utilities	LOA, MOU or UCA	All agreements in place with exception of Level 3, Qwest, XO Comm, Zayo and Time Warner. Metro is in discussion with those utilities to establish agreements.

ADVANCED UTILITY RELOCATION STATUS

LADWP-Power Services anticipated completion dates for cable pulling, splicing and removal of old facilities are in-line with schedule forecasts. Related updates are as follows:

- RCC is continuing to coordinate with LADWP and other utility owners for the relocation of the local LADWP electrical system in the 6th and Flower area. Metro continues to work with all impacted parties to facilitate coordination of the relocation design and construction in preparation for future decking installation.
- RCC has completed approximately 90% of the electrical conduit (Mainline A) work that runs along 6th Street, between Figueroa and Hope Street*, and (Mainline B) work, which runs on Flower Street between Wilshire Blvd. and 5th Street*.
- *LADWP will pull and splice cable once RCC completes Mainline A and B, which is tentatively scheduled to be complete by early March 2018.*
- RCC *completed 95% of the installation of the* (cast-in-place) Vault 805. *The only pending item to complete the vault work is the installation of the vents and neck, which are scheduled to be complete by January 2018*.

C0980 UTILITY WORK STATUS

RCC is currently coordinating with all affected utility owners to relocate their utilities by lowering in place or support and protect to accommodate the Project.

PEAK HOUR CONSTRUCTION VARIANCES

Metro is actively pursuing extended hour variances/exemptions to accommodate Project needs by working with the City of Los Angeles, Bureau of Engineering, the Los Angeles Police Commission, the City of Los Angeles Department of Transportation and the City Council District 14th Office to obtain Peak Hour Exemptions.

Historic Broadway and Grand Av Art/Bunker Hill Stations:

- As of May 8, 2017, Historic Broadway Station has entered steady state condition in which soldier piling/decking operations have been completed in the City ROW. Emphasis is primarily on underground station construction until approximately the year 2021.

Flower Street Cut & Cover Area

- Metro obtained an AM and PM peak hour exemption to place k-rail on the eastside of Flower Street (between 4th and 5th Sts.) to support above and below ground construction operations for decking along Flower Street. Approval was granted by the Board of Public works from October 1, 2016 to November 9, 2019.
- Metro obtained a Bureau of Engineering exemption on November 15, 2017, to allow construction work during AM and PM peak hours on Flower Street between 5th Street and Wilshire Blvd. from November 18, 2017 through November 10, 2019. This exemption was granted to accommodate the Flower Street 5th Street to Wilshire Blvd. Steady State traffic control plans, which were implemented November 18, 2017, as part of the removal of the 6th Street Closure between Flower Street and Hope Street.

POLICE COMMISSION CONSTRUCTION VARIANCES

Metro continues to work closely with the Los Angeles Police Commission and actively pursue new night/Sunday work hour variances as well as expanded geographic limits and time extensions for existing variances to accommodate Project needs.

In *December* 2017, LAPD approved time extension for one (1) existing variances for the following location:

- *At Flower between 4th and 5th Streets, one (1) variance was extended for the retrieval for the tunnel boring machine*.

In *December* 2017, LAPD received one (1) night-time variance application for their review and approval for the location below:

- *At the Flower Street work area, one (1) variance application was approved for excavation/concrete work for Flower Street between 5th Street and Wilshire Blvd*.

CPUC CROSSING SUMMARY

In July 2016, Metro and RCC finalized the items that needed to be included in the checklist for the Safety Certification Status. Metro is in the process of reviewing the Safety Certification Checklist submitted by RCC in October 2016. The list involves both design and construction items below:

- Passenger Stations, Train Control and Signals, Traction Power, Overhead Catenary, Communications, Track and Structures, Vertical Transportation (elevators, escalators), Fire Life Safety Systems, Security Systems, and CPUC Specific Requirements.
- Metro and RCC staff have reached a consensus of each Systems Safety Certification item per discipline that needs to be included in the plan. These items have been inserted into a Microsoft Access Database for tracking, sorting, and distribution to key staff members for alerting of any potential issues that must be resolved. This will ensure that the completion of the Safety Certification Plan will be completed in a timely manner and not impact the Revenue Operation Date (ROD).

As of January 2017, the Safety Certification Checklist has been approved by Metro.

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

CHRONOLOGY OF EVENTS (Cont.)

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 form 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

CHRONOLOGY OF EVENTS (Cont.)

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)

CHRONOLOGY OF EVENTS (Cont.)

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 at Historic Broadway Station
December 2017	*RCC completed mining and broke through at Grand Av Arts/Bunker Hill Station (Right Tunnel)*

CONSTRUCTION CONTRACTS

Description: Design-Build Contract **Contractor: Regional Connector Constructors**	**Contract No. C0980** **Status as of: December 29, 2017**
Work Completed: **Design** • Coordinated with Tribune for the overbuild structure • DU3 SEM Resequencing AFC design package approved • DU6 2nd/Hope Pedestrian Bridge 30% design package approved **Construction** **1st/Central/Tunneling** • Completed TBM mining to Grand Av Arts/Bunker Hill Station (Right Tunnel)	**Major Activities (In Progress):** **Design** • Preparation of revised Invert Slab Design of Historic Broadway Station • Preparation of DU1 Precast FST AFC design submittal • Preparation of DU2 WYE Fan Plant and Flower Cut & Cover AFC design submittal • Preparation of DU4 Civil Segment A AFC design submittal • Preparation of 2nd/Hope Pedestrian Bridge 85% design submittal • Preparation of DU12 Communications AFC design submittal **Construction** **1st/Central/Tunneling** • Continued TBM mining to 4th/Flower **2nd/Broadway** • Continued Level 4 tieback installation • Continued Level 4 and 5 excavations • Continued Underpinning of LA Times Building (panels) **2nd/Hope** • Completed concourse level Invert • Continued exterior CIP wall at track level **Flower** • Continued excavation of Flower Street north (4th to 5th) • Continued DWP Power Relocation at 6th/Flower **Project-wide** • Geotechnical equipment installation and monitoring across the project alignment • Preparation of submittals and traffic control plans, including weekly meetings with LADOT and City Council District 14
Description: Design-Build Contract **Contractor: Regional Connector Constructors**	**Contract No. C0980** **Status as of: December 29, 2017**
Areas of Concern:	**Upcoming Interim Milestones:** **Design** • DU1 Precast FST AFC design submittal to be approved • Preparation of DU2 WYE Fan Plant and Flower Cut & Cover AFC design submittal • Preparation of DU5 Civil Segment B AFC design submittal • Preparation of DU12 Communications AFC design submittal • Preparation of DU12.1 Radio 100% design submittal **Construction** **1st/Central/Tunneling** • Complete TBM break through at 4th/Flower • Disassemble and remove TBM **2nd/Broadway** • Continue excavation of Historic Broadway Station • Continue Underpinning of Historic Broadway Station **2nd/Hope** • Continue concourse level CIP walls • Continue exterior CIP walls at Track level **Flower** • Continue excavation of Flower Street north (4th to 5th) • Continue excavation of Flower Street south (5th to 6th) • Continue DWP Power relocation at 6th/Flower **Project-wide** • Complete placement of geotechnical monitoring instrumentation along the alignment

CONSTRUCTION CONTRACTS (Cont.)

Description: Design-Build Contract

Contractor: Regional Connector Constructors

Contract No. C0980

Status as of: December 29, 2017

Schedule Summary:

Date of Award:	5/6/2014
Notice to Proceed:	7/7/2014
Original Contract Duration:	2430 CD
Current Contract Duration:	2854 CD
Elapsed Time from NTP:	1272 CD

	Original Contract Dates/Duration	Time Extension (CD)	Current Contract	Forecast	Variance CDs
Notice to Proceed	07/07/14		07/07/14		
Milestone 1:	10/22/20	495	02/28/22	02/28/22	0
Milestone 1A:			03/30/22	03/30/22	0
Milestone 8:	8 Weekends	0	8 Weekends	8 Weekends	0
Milestone 12:	03/01/21	526	08/08/22	08/08/22	0

Physical Percent Complete as of : 12/30/17

Design	99.6%
Construction	40.2%

* Note: Physical completion assessment excludes mobilization, general mobilization and Provisional Sum.

Cost Summary: **$ In millions**

1. Award Value:	927.2
2. Executed Modifications:	193.2
3. Approved Change Orders:	1.1
4. Current Contract Value (1+2+3):	1,121.6
5. Incurred Cost:	601.6

CONSTRUCTION PHOTOS

TBM Breakthrough at Grand Av Arts/Bunker Hill Station

6th Street Re-opening (Flower Street looking South)

Underpinning of LA Times building Historic Broadway Station

DWP Power Relocation on Flower Street

Excavation under decking on Flower Street

APPENDIX

COST AND BUDGET TERMINOLOGY

Project Cost Descriptions

ORIGINAL BUDGET	The Original Project Budget established upon Board approval of Life-of-Project (LOP) budget, plus Finance Costs.
CURRENT BUDGET	The Original Budget plus all approved budget amendments. Also referred to as Approved Budget.
COMMITMENTS	The total of actual contracts awarded, executed change orders or amendments, approved work orders of Master Cooperative Agreements, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time.
EXPENDITURES	The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS).
CURRENT FORECAST	The best estimate of the final cost of the project when all checks have been issued and the project is closed out. Current Forecast is composed of actual costs incurred to date, the best estimate of work remaining and a current risk assessment for each budgeted cost item.

Cost Report by Element Descriptions

CONSTRUCTION	Includes construction contracts. Cost associated with Guideways, Stations, Southwestern Yard, Sitework/Special Conditions and Systems.
RIGHT OF WAY	Includes purchase cost of parcels, easements, right-of-entry permits, escrow fees, contracted real estate appraisals and tenant relocation.
VEHICLES	Includes the purchase of LRT vehicles and spare parts for the project.
PROFESSIONAL SERVICES	Includes design engineering, project management assistance, construction management support services, legal counsel, agency staff costs, and other specialty consultants.
CONTINGENCY	A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.
PROJECT REVENUE	Includes all revenue receivable to the Metro as a direct result of project activities. This includes cost sharing construction items, insurance premium rebates, and the like.

APPENDIX

LIST OF ABBREVIATIONS AND ACRONYMS

AFC	Approved for Construction
APE	Advanced Preliminary Engineering
ATC	Automatic Train Control
ATSAC	Automated Traffic Surveillance and Control
AUR	Advanced Utility Relocation
BAFO	Best and Final Offer
BIM	Building Information Modeling
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CAR	Corrective Action Request
CCTV	Closed Circuit Television
CD	Calendar Day
CEQA	California Environmental Quality Act
CM	Construction Manager
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CN	Change Notice
CO	Change Order
COLA	City of Los Angeles
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CQWP	Construction Quality Work Plan
CR	Camera Ready
CSPP	Construction Safety Phasing Plan
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design Build
DBB	Design Bid Build
DDR	Design Deviation Request
DOT	Department of Transportation
DWP	Department of Water and Power
ECI	Engineering Change Instruction
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPB TBM	Earth Pressure Balance Tunnel Boring Machine
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FLSR	Fire Life Safety Report
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement

APPENDIX

LIST OF ABBREVIATIONS AND ACRONYMS (Cont.)

FTA	Federal Transit Administration
FTE	Full Time Equivalent
GBN	Ground Borne Noise
GBR	Geotechnical Baseline Report
GDSR	Geotechnical Design Summary Report
HABS/HAER	Historical American Building Survey / Historical American Engineering Record
IFB	Invitation for Bid
IPMO	Integrated Project Management Office
JV	Joint-Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LABOS	Los Angeles Bureau of Sanitation
LABSL	Los Angeles Bureau of Street Lighting
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation
LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAPD	Los Angeles Police Department
LNTP	Limited Notice to Proceed
LONP	Letter of No Prejudice
LOP	Life-of-Project
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MCA	Master Cooperative Agreement
MIS	Major Investment Study
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
MPSR	Monthly Project Status Report
N/A	Not Applicable
NCR	Non-conformance Report
NEPA	National Environmental Protection Act
NOD	Notice of Determination
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice to Proceed
OCC	Operations Control Center
OCR	Overhead Conductor Rail
OCS	Overhead Catenary System
OSHA	Occupational Health and Safety Administration
PA/VMS	Public Address/Visual Messaging Sign

APPENDIX

LIST OF ABBREVIATIONS AND ACRONYMS (Cont.)

PCTL	Precast Concrete Tunnel Lining
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PIP	Project Implementation Plan
PLA	Project Labor Agreement
PM	Project Manager
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAMP	Real Estate Acquisition Management Plan
RCC	Regional Connector Contractors
RCMP	Risk and Contingency Management Plan
RFC	Request for Change
RFP	Request for Proposals
RHA	Risk Hazard Analysis
ROC	Rail Operations Center
ROD	Record of Decision
ROM	Rough Order of Magnitude
RON	Resolution of Necessity
ROW	Right-Of-Way
RSD	Revenue Service Date
SCAQMD	Southern California Air Quality Management District
SCADA	Supervisory Control and Data Acquisition
SCC	Standard Cost Category
SCG	Southern California Gas Company
SEIS	Supplemental Environmental Impact Statement
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOE	Support of Excavation
SOQ	Statement of Qualification
SOV	Schedule of Values
SOW	Statement of Work
SP	Special Provision
SSMP	Safety and Security Management Plan
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCC	Train Control Center
TCE	Temporary Construction Easement
TCP	Traffic Control Plan
TIFIA	Transportation Infrastructure Finance and Innovation Act

APPENDIX

LIST OF ABBREVIATIONS AND ACRONYMS (Cont.)

TIGER	Transportation Investment Generating Economic Recovery
TPSS	Traction Power Substation
TVA	Threat Vulnerability Analysis
TVM	Ticket Vending Machine
UFS	Universal Fare System
UST	Underground Storage Tank
USDOT	United States Department of Transportation
VE	Value Engineering
WATCH	Work Area Traffic Control Handbook
WBS	Work Breakdown Structure
WP	Work Package
WTCP	Worksite Traffic Control Plan
YOE	Year of Expenditure