Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Corridor

MONTHLY PROJECT STATUS REPORT

JANUARY 2014

Metro®

REGIONAL CONNECTOR
TRANSIT CORRIDOR PROJECT

MONTHLY PROJECT STATUS REPORT

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JANUARY 2014

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PROJECT SUMMARY

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT **As of January 2014**

LOCATION: Downtown Los Angeles
DESIGN CONSULTANT: Connector Partnership JV

CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS
CONTRACTOR: TBD

Muffler piping removal for preparation for crane removal at LA Times Site

WORK COMPLETED PAST MONTH

- D/B Contract C0980 Amendment #10 requesting BAFO issued to bidders
- Received D/B Contract C0980 BAFO from bidders
- AUR Contract C0981R awarded to Pulice Construction Inc.
- Continue advanced utility relocations at Sixth St and Flower St
- Continue efforts seeking relief from Peak Hour Exemptions
- Completed removal of decommissioned equipment from LA Times building vault where new diesel storage tanks will be installed to replace an existing tank
- Metro's FFGA application forwarded by FTA to Washington DC for Congressional approval
- Mangrove lease agreement signed

EXPENDITURE STATUS
($ In Millions)

ACTIVITIES	CURRENT ESTIMATE	EXPENDED AMOUNT	PERCENT EXPENDED
DESIGN	$109.4	$37.7	34.4%
RIGHT-OF-WAY	$115.9	$10.0	8.7%
CONSTRUCTION	$846.3	$3.0	0.4%
OTHER	$355.3	$44.0	12.4%
TOTAL	$1,426.9	$94.7	6.6%

Current Estimate includes Planning and Finance Costs.
Note: Expended amount is through December 2013.

SCHEDULE ASSESSMENT

MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS
Environmental			
FEIS / FEIR	N/A	04/26/12	Complete
Design			
PE Notice to Proceed	N/A	01/04/11	Complete
Final Design complete	10/07/15	10/07/15	0
Right-of-Way			
All parcels available	06/30/15	06/30/15	0
Construction - Main Design / Build Contract			
Notice to Proceed	04/30/14	04/30/14	0
Construction complete	08/14/20	08/14/20	0

AREAS OF CONCERN

- Market conditions may lead to higher construction costs

ROW ACQUISITION	PLAN	ACQUIRED	REMAINING
PERMANENT PARCELS	5	0	5
TEMPORARY PARCELS	29	0	29
TOTAL PARCELS	34	0	34

CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD

- Award Contract and issue NTP for D/B Contract C0980
- Issue NTP for Contract C0981R Advanced Utility Relocations
- Real Estate acquisition Volk Properties
- Complete Diesel Tank relocation from 2nd/Broadway Station site to LA Times Building
- FTA issues Full Funding Grant Agreement to Metro
- TIFIA loan agreement signed

PROJECT OVERVIEW & STATUS

The Regional Connector Transit Corridor 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 Second Street in Downtown Los Angeles. The project is scheduled to become operational in two phases: one to tie into the existing Eastside Gold Line along 1st Street; and subsequently to the existing Gold Line to Pasadena along Alameda Street toward Union Station. Revenue Service Date (RSD) is planned for summer 2020.

The LPA 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 and 2nd Street to just west of Central Avenue where the alignment would veer northeast under privately-held property, Japanese Village Plaza. At 1st Street and Central, the tracks continue underground heading northeast under 1st and Alameda Streets. A junction ("Wye") will be constructed underground 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 Atlantic Boulevard. One portal will be located northeast of the Little Tokyo/Arts District Station and tracks. This portal will rise to the north within the City of LA DWP Maintenance Yard and connect to the existing LRT bridge over the US-101 freeway, allowing a connection to the Metro Gold Line to Pasadena. The portal will be connected to the 1st and Alameda junction by a new cut and cover box structure crossing beneath Temple Street and the parcel on the northeast corner of 1st and Alameda Streets, running immediately east of the existing Little Tokyo/Arts District Station and tracks. The second 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 Atlantic Boulevard.

Major Contract Procurement

The Board authorized to solicit a major Design/Build (D/B) contract C0980 last August 2011. The project delivery method for this contract consists of a two-step best value procurement approach with submittal of qualification statements through a RFQ process, pre-qualification of qualified proposers followed by release of a RFP soliciting technical and price proposals with an option at Metro's discretion for best and final offers (BAFO). Proposals were received on September 9, 2013 and are currently under evaluation. Amendment 9 requesting a BAFO was transmitted to proposers on December 23, 2013 and was followed by amendment 10 adding an escalator/elevator option for 2nd and Hope station. BAFOs were received from contractors January 30, 2014.

Solicitation of an Advanced Utility Relocations Contract C0981R continued this period. Metro's Procurement team completed bid evaluations and awarded the contract to Pulice Construction Inc. Notice to proceed forecast for next period.

PROJECT OVERVIEW & STATUS (Continued)

Construction

Advanced utility relocations by 3rd parties continue at several locations. Private Utility Company, Level 3, continued utility relocations at 6th Street and Flower and Time Warner Communications pulled cable, spliced and removed existing cable at 2nd Street and Broadway. EN077 Contractor, Arcadis, completed removal of decommissioned generators from the basement of the LA Times building, where new diesel storage tanks will be installed to replace the existing tank located at the 2nd Street and Broadway station site.

Systems

The existing functional operations at the Regional 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 Corridor Project. Metro staff has determined that the best interim course of action is to expand and reconfigure the existing ROC facility. Conceptual design and preliminary engineering level design have started and expansion will be completed in time to support each one of those new lines and extensions.

Light Rail Vehicle

Four Light Rail Vehicles (LRVs) for the Project will be procured and delivered by Kinkisharyo International, LLC under Contract P3010. The base contract includes 235 LRVs and options which will add up to 157 LRVs to the total. The four LRVs for the Project are currently in Option 2 of the P3010 Contract. LRV design and design reviews as well as manufacturing of the prototype vehicles continued this period.

Program Management

The current project cost is estimated at $1,426.93 million dollars and includes $24 million in environmental and planning costs and $27.57 million in finance cost. The original and current budget will be established upon Metro Board approval of the Life-of-Project (LOP) budget in the first quarter of 2014.

Funding for the project comes from a variety of sources such as 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. The bulk of the funding – 47% - comes from Federal New Starts.

The project commitments thru January 2014 are $242.8 million or 17% of the current cost estimate. The project expenditures thru December 2013 are $94.7 million or 6.6% of the current cost estimate. The expenditures to date are for environmental/planning, preliminary engineering, third party utility relocation work, agency reviews/coordination, advance utility relocation construction, right-of-way and professional services.

PROJECT OVERVIEW & STATUS (Continued)

The project master schedule reflects a forecast of August 2020 for Revenue Service, which will be executed in two phases. Phase 1 Revenue Service Date to Eastside is on April 2020 and phase II Revenue Service Date to Pasadena is on August 2020. The forecast Revenue Service Date reflects an executed FFGA with the FTA and the award of the D/B contract C0980 in the spring 2014.

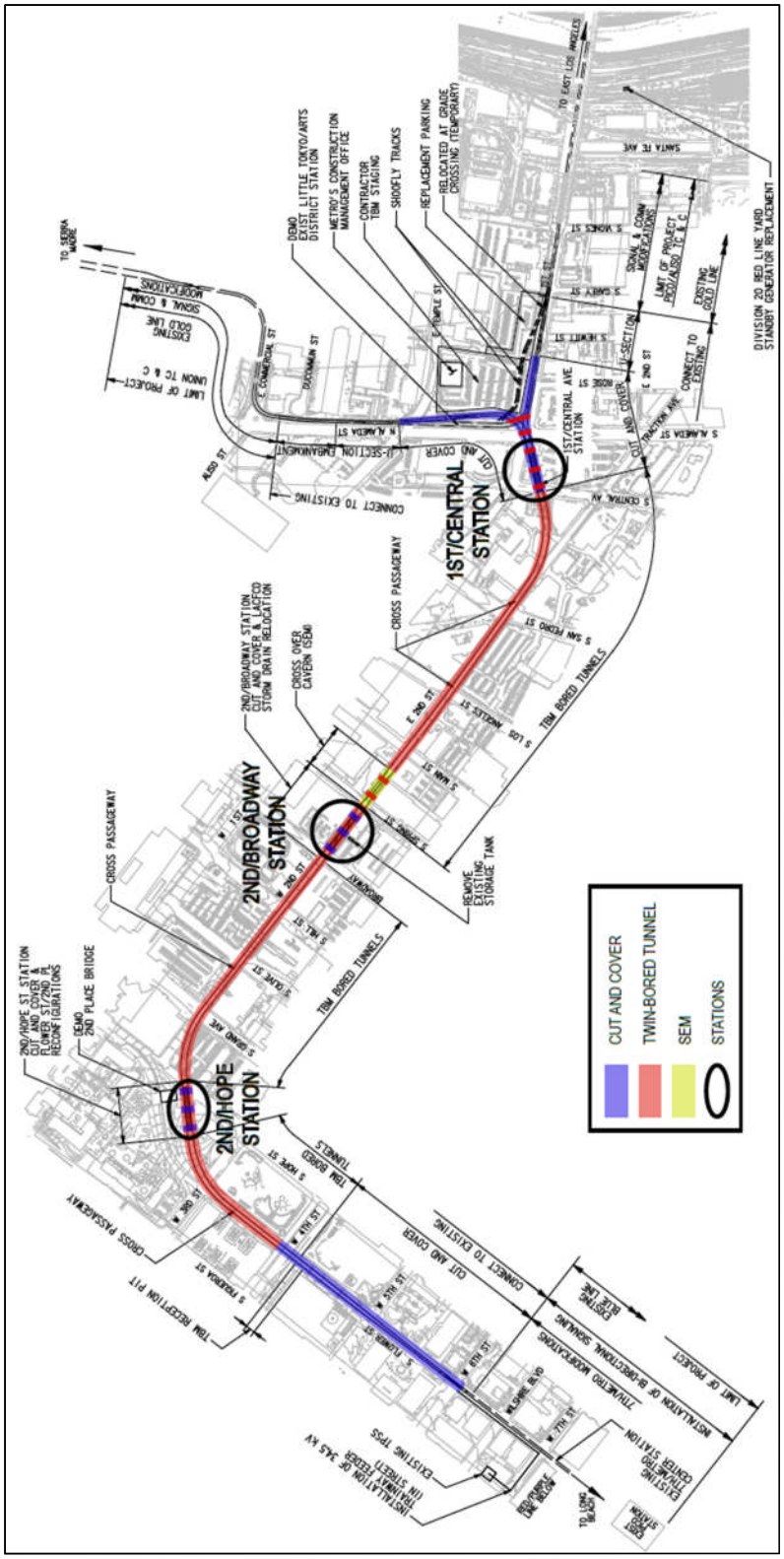
A Risk Register has been developed for the project and is being updated quarterly to reflect any new risks that derive from concerns or issues.

Metro has been coordinating on lessons learned with the U.S. Department of Transportation (USDOT) on a TIGER Project Delivery Initiative. This initiative is to look at best practices and lessons learned on major transit projects. A final report was provided to Metro in January 2013. There will be further discussions on lessons learned next year.

MANAGEMENT ISSUES

No Management Issues this period.

PROJECT ALIGNMENT



BASE PROJECT SCOPE

The Project provides a 1.9-mile-long connection between the Gold Line light rail transit (LRT) lines from Pasadena and East Los Angeles to the Blue Line to Long Beach and the Expo Line to Culver City, and the future Expo Line Extension to Santa Monica. The alignment will extend underground from the 7th Street/Metro Center Station following Flower Street, curving east under the 2nd Street roadway tunnel and 2nd Street, and continuing under the intersection of 1st and Alameda Streets, surfacing to connect to the Metro Gold Line tracks within 1st Street at grade to the east and north of Temple Street toward Union Station. The Board adopted the underground light rail system as the Locally Preferred Alternative (LPA) in October 2010. The Final EIS/EIR was certified by the Metro Board on April 26, 2012 and the FTA issued the Record of Decision on June 29, 2012. The Record of Decision allowed the Project to proceed with real estate acquisitions and advanced utility relocations.

Engineering

This phase consists of Preliminary Engineering (PE) and Final Design. During Preliminary Engineering, the design consultant, CPJV, was responsible for engineering, design, and development of fixed facilities, stations, guideways, tunnels, and related facilities for the Project to a level sufficient enough detail to provide the conceptual 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 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 on their own.

Final design will be performed by the D/B contractor as part of the C0980 Contract. The scope is listed below.

Metro Furnished Equipment

Metro will procure Light Rail Vehicles and UFS equipment. Four Light Rail Vehicles for the Project will be procured and delivered by Kinkisharyo International, LLC under Option 2 of Contract P3010. UFS equipment will be designed, fabricated and installed under a Metro contract.

Construction

The scope of work in this phase will be performed by Third Party utility companies and by two Metro contracts as follows:

BASE PROJECT SCOPE (Continued)

Third Party Advanced Utility Relocations

A number of utility owners will be relocating their own utilities. The utilities include fiber optic, telephone, cable television, electrical (power cable pulling and terminations), and natural gas lines starting late 2012 at the following locations:

- Flower Street cut-and-cover tunnel box
- 2nd/Hope Station box area
- 2nd/Broadway Station box area
- 1st/Central Station box area

The Utility Owners involved are: AT&T, Level 3 Communications, MCI (Verizon Business), MFN/Above.net, NextG Networks Inc., Qwest, So Cal Gas (SCG), Sprint-Nextel, Time Warner Cable (TWC), XO Communications, and GTE Verizon. Metro will undertake coordination of these activities.

Third party Utility Relocation Work at 2nd Street and Hope Station completed September 2013.

Remaining AT&T, SCG and TWC work is expected to continue through first quarter 2015.

Contract C0981R Regional Connector Advanced Utility Relocations

Metro has 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 are long-lead construction tasks that are known to conflict with cut and cover excavations. Done in advance, relocation of these utilities removes them from the critical path for the entire project. The Advanced Utility Relocations Contract is planned for start of construction March 2014, and will be partially completed by NTP of the main contract (C0980). The anticipated overlap is approximately six months. The scope of this work includes the following relocations: LADWP Water Lines, LADWP Power Lines, and City of Los Angeles Sewer lines. Metro will assist the contractor in obtaining exemptions for the City of LA nighttime work as well as for Peak Hour work hours.

Design-Build Contract C0980 Regional Connector Transit Corridor

This is the largest construction contract of the project which includes final design and construction of underground guideway, station structures; miscellaneous underground structures, trackwork, all system components including signaling, communications, traction power, overhead conductor rail, train control, all electrical and mechanical equipment, and testing. The contractor will restore the site to its previous condition at the end of the project.

BASE PROJECT SCOPE (Continued)

The scope of this contract includes the following:

- Final design for civil, structural, tunnels, architectural, utilities, mechanical, electrical, track, train control, traction power, communications and testing elements. All Design information and Design Drawings for the Work will be packaged into separate Design Units. The design development for each unit will consist of 60%, 85%, 100% and AFC submittals.
- Temporary Facilities include: a) the Mangrove Parcel work site utilized for office space, parking, laydown yard, and tunneling operations including a EPBM launching shaft; b) an EPBM removal shaft on Flower street; c) a temporary bypass track, a shoofly, that will realign the existing Gold Line tracks between the Little Tokyo/Arts District Station and Garey Street to permit underground guideway construction on First Street; and d) a temporary bypass single track non-revenue shoofly to enable Metro to move trains in and out of Metro Gold Line Eastside into the Metro maintenance yard at Division 21.
- Procurement, delivery and assembly of one EPB TBM.
- Tunnel construction - boring with an EPB TBM, cross passages, lining, invert and walkway.
- Underground construction including Flower Street box structure, crossover cavern box structure, Wye Junction box structure, Alameda Street box structure (portal), First Street box structure (portal), transition structure into existing 7th/Metro Station, and fan plant at Alameda.
- Street decking and removal at station locations and along Flower Street – includes supporting utility lines in place.
- Stations structure including track, platform, mezzanine, ancillary and roof levels.
- Interior rooms for control center, train control, traction power, fans, HVAC, fire control, elevators, uninterruptible power supply, generators, and others.
- Stations finishes including escalators and elevators, acoustics, flooring, lighting, wall covering, fireproofing, painting, art, signs, benches, map cases, etc.
- Stations plazas including pavilions, flooring, glass, landscaping and fencing.
- Street Restoration throughout the alignment, including 2nd Place roadway embankment to connect Flower Street.
- Track bed and rail including crossovers.
- Traction Power Substations.
- Traction power distribution – OCS and OCR.
- Upgrade of existing emergency power at Division 20.
- Train control equipment in tunnels and stations.

BASE PROJECT SCOPE (Continued)

- Communications equipment in tunnels and stations including intrusion detection, cable transmission (fiber optics), radio, seismic detection, closed circuit TV, telephone , gas detection, portal surveillance and fire alarms.
- TCC room at existing 7th/Metro station.
- Cut-over work required for system integration with Metro's existing system, including modifications and additions to the existing system.
- Local field and systems integration testing.
- Technical support to Metro Operations during Pre-Revenue Operations.

Start Up

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

KEY MILESTONES SIX- MONTH LOOK AHEAD

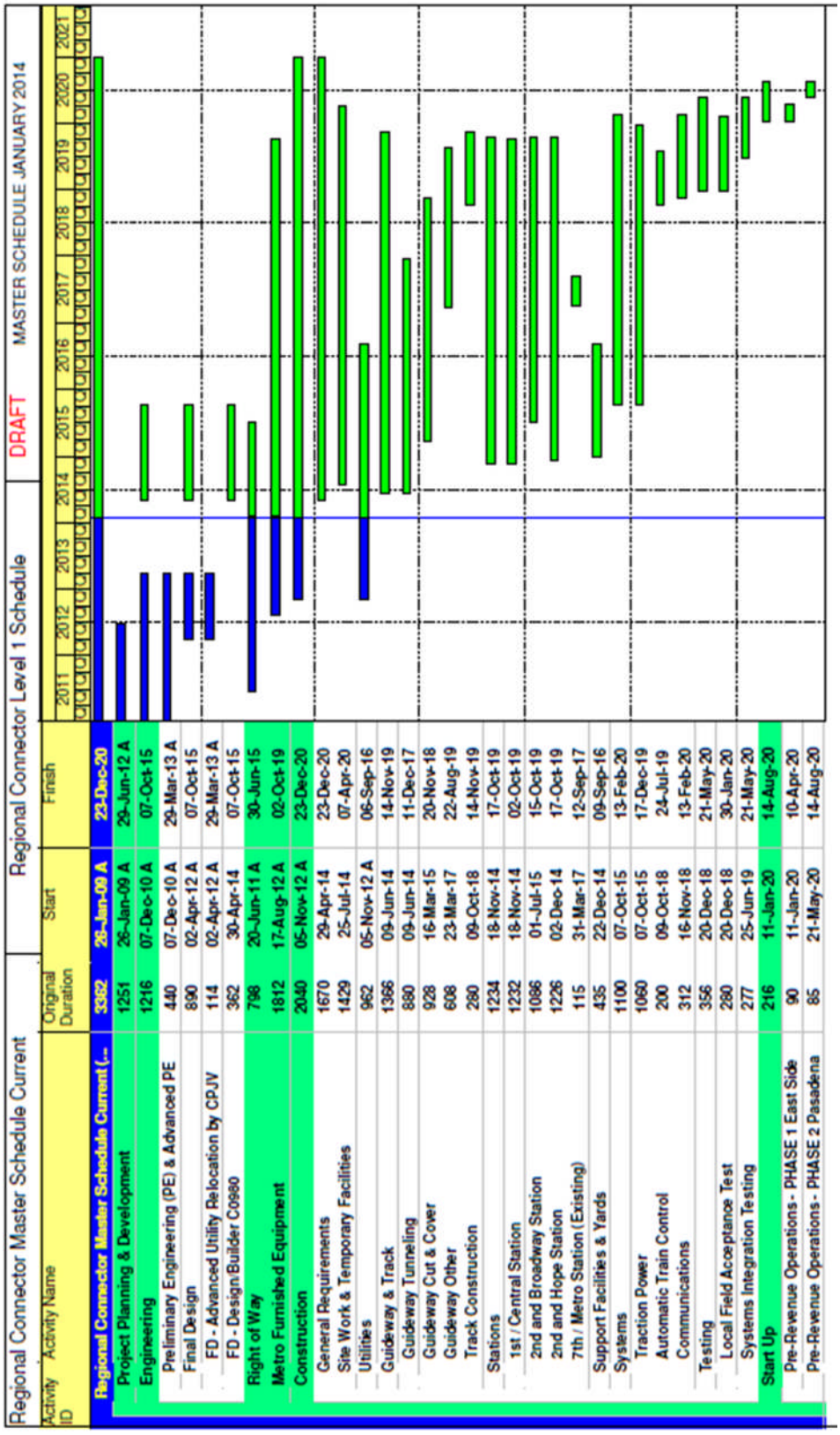
	Milestone Date	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Issued Amendment 10 to D/B Contract Proposers	01/15/14	◆					
Award Advanced Utility Relocations Contract C0981 R	01/13/14	◆					
Issue Advanced Utility Relocations Contract C0981R NTP	02/18/14		◆				
Approve TIFIA Loan	02/28/14		△				
FTA Issues FFGA	02/28/14		⧗				
Board Authorizes to Award D/B Contract C0980	03/27/14			Ⓜ			
Award D/B Contract C0980	03/31/14			◆			
Third Party Utility Companies Complete Final Design for Advanced Utility Relocations	04/11/14				▽		
Issue D/B Contract NTP	04/30/14				◆		
Mobilize D/B Contract C0980 Design Team	05/30/14					⬡	
Start TBM Design/Submittal	06/09/14						◆

◆ MTA Staff Ⓜ MTA Board Action ⧗ **FTA** (Federal Transportation Authority)

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

"A" following date is actual and completed * New Date ▽ Utility Company

PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

Critical Path:

The longest path to project substantial completion runs through the procurement of the C0980 D/B contract; excavation support system and tunnel final designs; procurement, delivery and assembly of the TBM; 1st/Central Station excavation to track level; tunnel mining; 2nd/Broadway Station excavation to track level; SEM cross-over cavern construction east of 2nd/Broadway Station; tunnel finish, WYE structure at 1st and Alameda; construct guideway, track, OCS and OCR and train control; systems integration testing Phase I and II; and Pre-Revenue Operations Phase I and II.

PROJECT COST STATUS

COST REPORT

DOLLARS IN THOUSANDS

DESCRIPTION	ORIGINAL BUDGET	CURRENT ESTIMATE		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		ESTIMATE / FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
ENGINEERING/CONSTRUCTION (460228 & 860228)	0	0	1,402,932	25,775	218,753	1,498	71,105	0	1,402,932	0
460228 & 860228 SUBTOTAL	0	0	1,402,932	25,775	218,753	1,498	71,105	0	1,402,932	0
ENVIRONMENTAL/PLANNING - 400228	0	0	6,075	0	6,075	0	6,075	0	6,075	0
ENVIRONMENTAL/PLANNING - 460228	0	0	17,925	0	17,925	0	17,516	0	17,925	0
400228 & 460228 SUBTOTAL	0	0	24,000	0	24,000	0	23,590	0	24,000	0
TOTAL	**0**	**0**	**1,426,932**	**25,775**	**242,752**	**1,498**	**94,696**	**0**	**1,426,932**	**0**

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2013

PROJECT COST ANALYSIS

Original Budget
The Original Budget will be established upon receipt of the FFGA, expected February 2014.

Current Budget
The Current Estimate is $1.43 billion. A Current Budget will be established upon Board approval of the Life-of-Project (LOP) Budget.

Current Forecast
The Current Forecast is $1.43 billion.

Commitments
The Commitments in the table above are cumulative through January 2014. The Commitments increased by $25.8 million this period due to CEO awarded C0981R Advance Utility Relocation Contract. Commitments represent Board approved budget through Fiscal Year 2014. The $242.8 million in Commitments to date represent 17.0% of the Current Estimate.

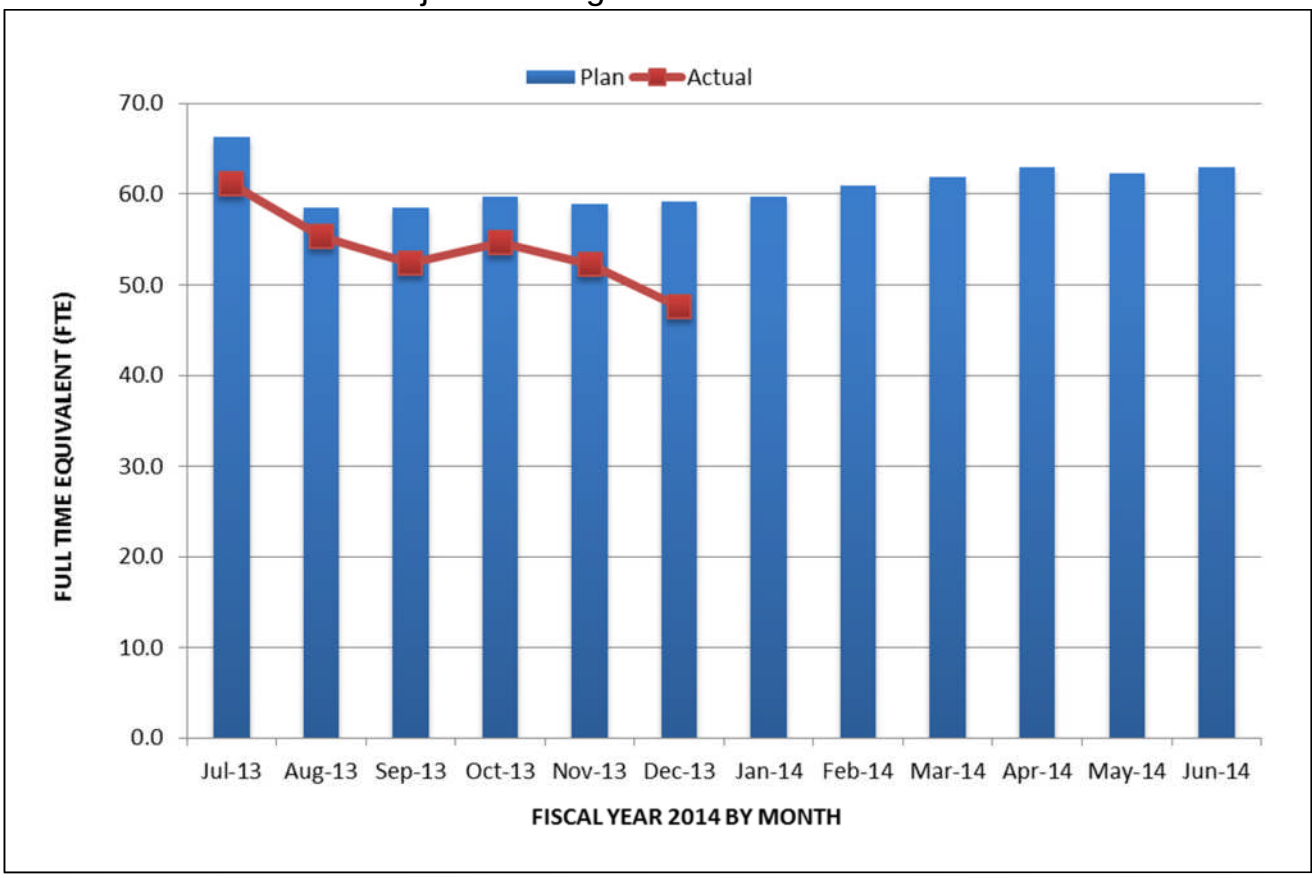
Expenditures
The Expenditures are cumulative through December 2013. The Expenditures increased by $1.5 million this period primarily for costs associated with Engineering Management Support, Metro Project Administration, Construction Management Support Services, Legal Services, Third Party Scope of Work with Los Angeles City Departments, Community Relations and Environmental Consultant Services. The $94.7 million in expenditures to date represents 6.6% of the Current Estimate.

FINANCIAL/GRANT STATUS

Status of Funding source chart will be provided upon adoption of the Life-Of-Project (LOP) budget.

STAFFING STATUS

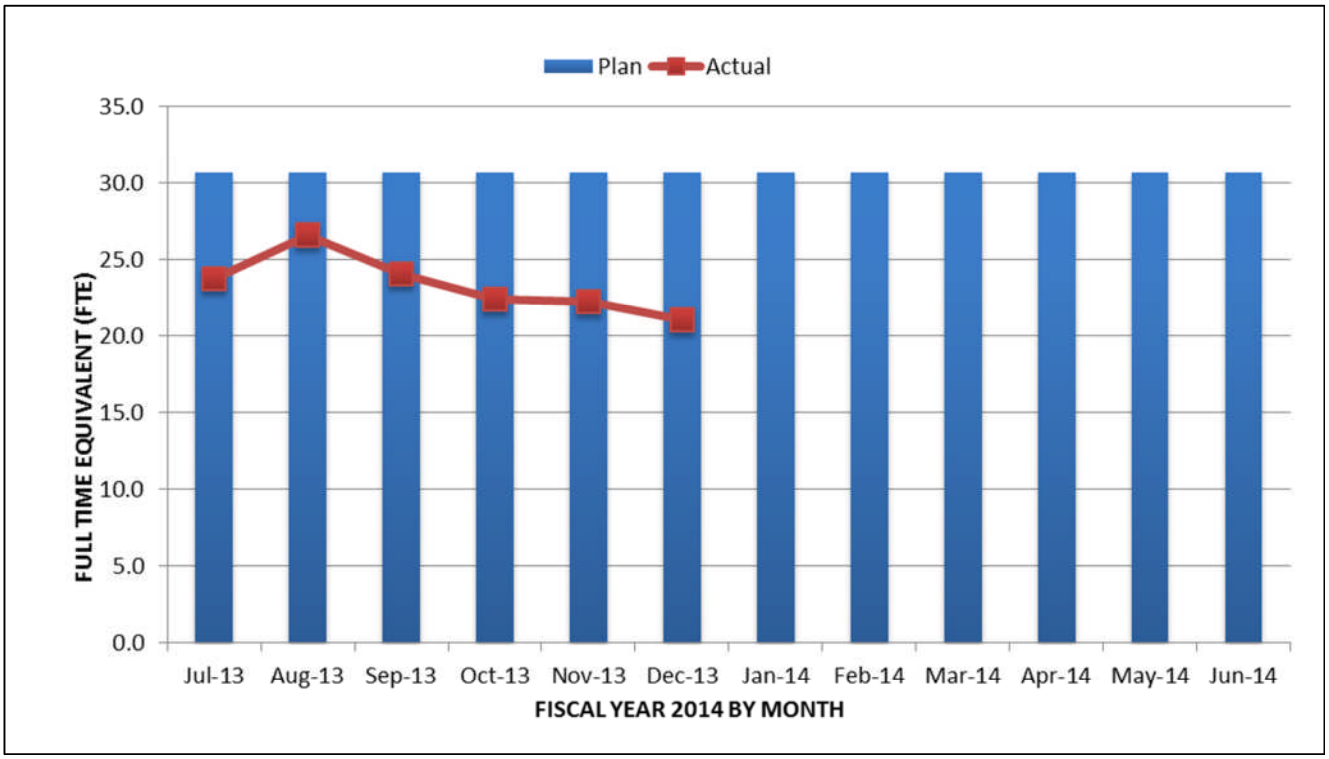
Total Project Staffing – Metro and Consultants



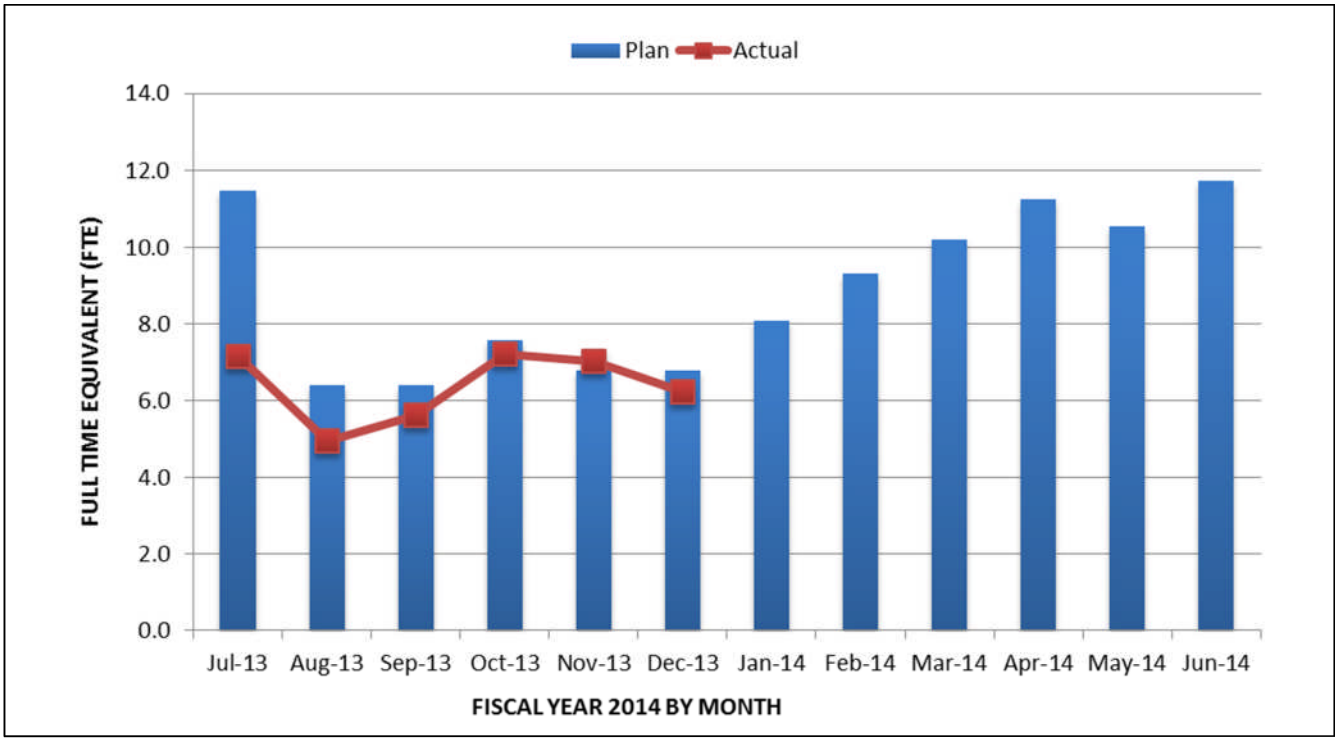
The overall FY 14 Total Project Staffing plan averages 61.0 FTE's per month.

For December 2013, there were a total of 21.0 FTE's for MTA's Project Administration staff and 26.6 FTE's for consulting staff. The total project staffing for December 2013 was 47.6 FTEs.

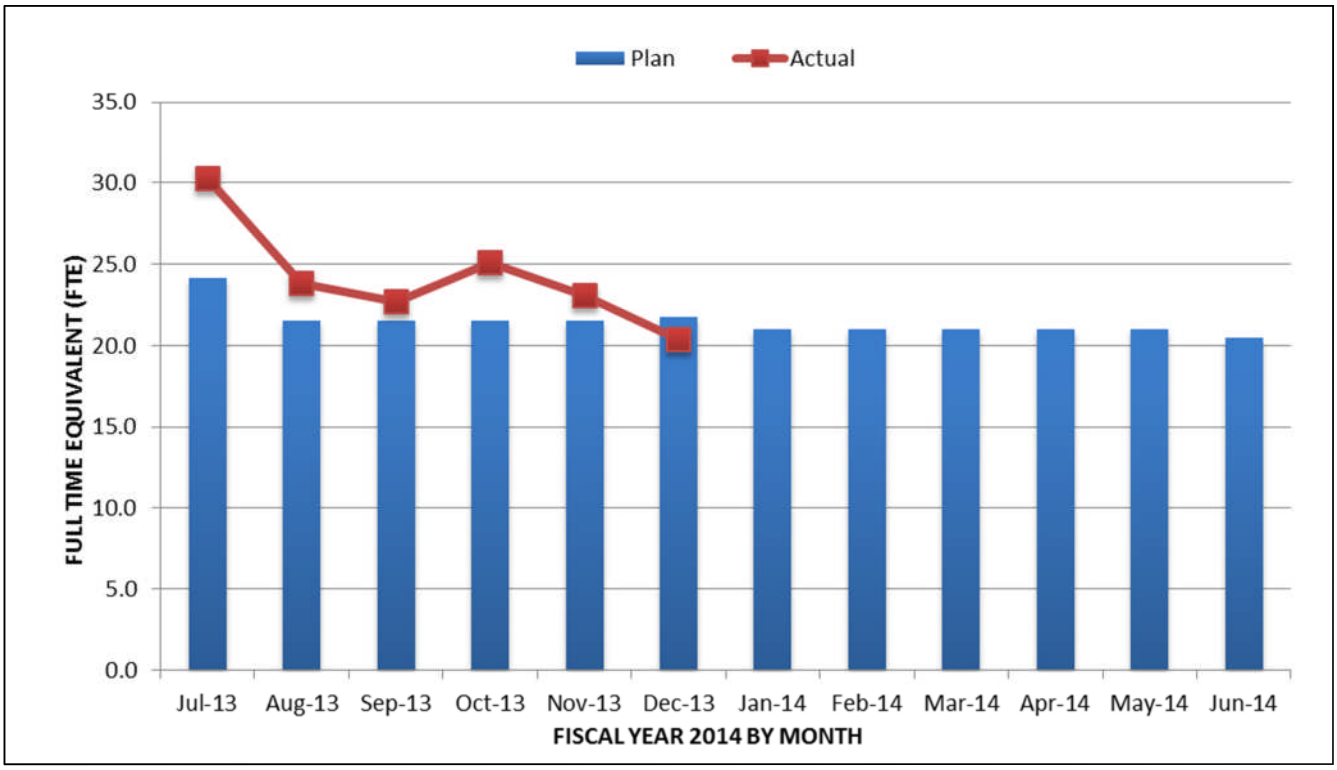
STAFFING STATUS (Continued)
METRO STAFF



CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT



STAFFING STATUS (Continued)
ENGINEERING SERVICES CONSULTANTS



REAL ESTATE STATUS

Regional Connector- Real Estate Status Summary December 2013

Contract No.	Number of Parcels	Certified	Decertified	Appraisals In Process/ Completed	Offers Made	Agreements Signed	Condemnation Filed	Relocations Complete	Parcels Available
Full Takes	3	3	0	3	2	2	2	0	0
Part Takes	2	2	0	1	0	0	0	0	0
SSE	13	13	0	7	4	0	0	0	0
TCE/ROE	16	8	0	7	5	0	0	0	0
Sub Total Parcels:	**34**	**26**	**0**	**18**	**11**	**2**	**2**	**0**	**0**
Relocation	5								
Total Parcels:	**34**	**26**	**0**	**18**	**11**	**2**	**2**	**0**	**0**

*** Total number of parcels on this summary (34) reflect a consolidation of some ownerships, whereas ownerships and parcels are separately counted on main Regional Connector Project Control Matrix (43).**

QUALITY ASSURANCE STATUS

C0980 Regional Connector D/B

- Discussed and coordinated upcoming activities, processes and procedures with the CMSS group in anticipation of the Contract award.

C0981R Advanced Utilities Relocation D/B/B

- Discussed and coordinated upcoming activities, processes and procedures with the CMSS group in anticipation of the Contract Notice to Proceed.

3rd Party Utility Relocations

- Inspection oversight

ENVIRONMENTAL STATUS

- Negotiations for an MOU with the Performing Arts Center of Los Angeles County continue.

- Negotiations continue with the Colburn School regarding ground borne noise from future Metro Train Operations.

- Metro continues to monitor noise and vibration at the Savoy Condominiums and Japanese American Museum at 1st and Alameda, and the Civic Center Building at 2nd and Broadway. Additional monitoring equipment will be installed along Flower St near Maguire Gardens as well as at the Walt Disney Concert Hall and the Colburn School of Music.

- Metro continues to monitor noise at all utility relocation construction sites.

- Metro continues to monitor all excavation sites for cultural resources. This monitoring is conducted by AECOM.

- AECOM is continuing to prepare a Historical American Building Survey/Historical American Engineering Record, HABS/HAER, for the Atomic Café Building at the corner of 1st Street and Alameda. Metro is scheduling a meeting with the Japanese American Museum and the Little Tokyo Community to discuss possibilities for preparing an exhibit related to the Atomic Café.

- The third edition of the Regional Connector Quarterly Mitigation Monitoring Report was issued the end of November.

- Metro has initiated meetings with representatives of the Little Tokyo Community to address the Historic Architectural Building Survey/Historic Architectural Engineering Survey of the former Atomic Café in Little Tokyo.

- Metro is finalizing the Draft Cultural Resource Monitoring and Mitigation Plan for Submittal to FTA and the State Historic Preservation Office, SHPO.

CONSTRUCTION RELATIONS STATUS

- Responded and addressed project related inquiries from the public received on the project hotline and email.
- Provided update on the status of construction activities and outreach efforts at :
- Little Tokyo Community Council
- Regional Connector Community Leadership Council:
    - Executive Committee
    - General Board
    - 1st/Central Station Committee
    - 2nd/Hope Station Committee
    - Flower St/Financial District Committee
- Briefed stakeholder on Traffic Control Plans associated with utility relocation near its facilities:
    - Bonaventure Hotel (TWC)
    - Standard Hotel (AT&T)Common Wealth Partners (AT&T and TWC)
    - Charles Dunn Real Estate (AT&T and TWC)

- Performed door to door outreach to businesses along the alignment of the Regional Connector and surveyed businesses near the 2nd/Broadway station and in the Financial District along Flower St. Encouraged businesses to participate in the Project Area Discount free-marketing program.
- Distributed four construction alerts to the public regarding utility relocation activities at the following locations:
- 6th St and Flower St – Level 3
    - 6th St and Lebanon St – AT&T Potholing
    - 2nd St/Spring St – Cable pulling and splicing
    - 2nd St/Broadway – LA Times utility service
    - 2nd St/Broadway – SCG
- Provided project overview and variances presentation to:
    - The Roosevelt Building Loft
    - Douglas Building Loft
- Coordinated presentation to Little Tokyo community leaders on the Atomic Café HABS/HAER efforts.

CONSTRUCTION RELATIONS STATUS (Continued)

Social Media Outreach Efforts

- The Facebook likes: 991 likes.
- The Twitter followers: 701.
- The Regional Connector website viewership rose to 6,294 with an average viewership of one minute and 54 seconds (1:54) and 4,441 unique page views (61.73%).

CREATIVE SERVICES STATUS

Art Program

- Artist selection development
- Briefing sessions for Curatorial Advisory Panelists
- Scheduled Artist workshops
- Ongoing community outreach. Attended Leadership Council meeting on January 22 and provided Art Program updates.
- Planning for construction visual mitigation at 1st and Central. Convened meeting with community leaders on January 30.

SAFETY & SECURITY STATUS

- Advised and monitored 3rd Party Gas Line relocation contractor activities at 2nd Street and Broadway for safety compliance and adequate traffic handling
- Assisted in minimizing impacts to pedestrians and businesses
- Began planning and inspections of environmental work with L.A. Times and ARCADIS to minimize impacts to the times and maximize worker safety within remediation area.

THIRD PARTY AGREEMENT STATUS

	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 on 4/11
Caltrans	Amendment	Executed on 8/11
Private Utilities	LOA, MOU or UCA	Metro is working with affected third party utilities under existing agreements except for Quest, Time Warner and Level 3 of which comments have been received by Metro from each utility company to establish a new MCA.

ADVANCED UTILITY RELOCATION STATUS

- Advanced Utility Relocation (AUR) Contract C0981R awarded to Pulice Construction, Inc.
- AT&T is waiting for LADOT approval of their traffic control plans for utility relocations at 1st Street and Alameda and on Flower Street between 5th and 6th Streets.
- Contract for AT&T work on Flower Street awarded to VCI Construction, Inc.
- TWC continued cable pulling and splicing at 2nd Street and Broadway Station area.
- The design and traffic control plans for SCG completion of the relocation at 2nd Street and Spring Street are in progress.
- SCG obtained the excavation permit for utility relocations at 2nd Street and Broadway. Construction scheduled to start February 3, 2014.
- AT&T obtained the Caltrans encroachment permit and city potholing excavation permit for utility relocations on 6th Street. Potholing scheduled to start next period.
- Level 3 continue conduit relocation at 6th Street and Flower Street.
- LADWP completed final design for TBM power feed at the Mangrove site boundary. LABOE has approved excavation permit which will allow LADWP construction to start next period.

PEAK HOUR AND NIGHTTIME CONSTRUCTION VARIANCES

Metro is actively pursuing extended hour variances/exemptions to accommodate the Project needs. Metro staff is working with the City of Los Angeles Bureau of Engineering, the Los Angeles Police Commission, the City of Los Angeles Department of Transportation and City Council Office to obtain Peak Hour Exemption and Night Time Work Variance. Current efforts center around gathering information in preparation for applying for an extended hour variance to accommodate the 2nd/Broadway Station soldier pile and decking installation for the D/B contract C0980; and coordinating with the C0981R Contractor for peak hour variance to accommodate advanced utility relocations by Metro's contract C0981R and DWP's cable pulling efforts.

CPUC CROSSING SUMMARY

Current Status
Contract C0980 requires the Contractor to design and obtain CPUC approval for the temporary relocation of the existing at-grade crossing of 1st Street adjacent to Alameda Street, approximately 500 feet east of its current location. The temporary modification of the existing at-grade crossing will remain in-place until construction of the underground Y junction necessitates closure of the Little Tokyo Station, at which point bus bridging will be implemented to transfer passengers between the Eastside and Union Station. When complete, the Regional Connector Project will no longer have an at-grade crossing of 1st Street in the vicinity of 1st and Alameda Streets.

Metro and CPUC staff met in December 2013 to confirm process and discuss project schedule. Upcoming advanced utility relocation construction in the vicinity of the existing grade crossing at 1st and Alameda Streets was also discussed.

Near Look-Ahead
Metro and CPUC will continue to meet. Anticipated meeting dates and topics:

a. Metro and CPUC staff will meet in February, 2014 with LADOT to discuss worksite traffic control plans for utility relocations in the vicinity of the existing grade crossing at 1st and Alameda Street.

b. Metro-CPUC-Contractor will meet to review Contractor designs. Meeting is anticipated in mid-2014, but is subject to change once the Contractor is on-board.

Extended Look-Ahead
Form GO-88 will be submitted to temporarily modify the existing at-grade crossings of Alameda Street and 1st Street at Hewitt Street for the shoofly during construction. The existing crossing of Temple Street adjacent to Alameda Street and 1st Street near Hewitt Street will be removed by project completion.

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
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
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 1st draft FFGA application to FTA for review
September 2013	Received proposals for D/B Contract C0980
September 2013	Submitted 2nd 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 Broadway Station (LA Times Building)
December 2013	Issued "Notice of Intent to Award" letter to contract C0981R contrator Pulice Construction Inc.
January 2014	Awarded AUR contract C0981R to Pulice Construction Inc.

Construction Contracts

Description: Advanced Utility Relocations
Contractor: Pulice Construction, Inc.

Contract No. C0981R
Status as of: January 31, 2014

Progress / Work Completed:

- Contract awarded to Pulice Construction, Inc.

Areas of Concern:

- None

Major Activities (In Progress):

- Prepare for preconstruction meeting
- Contractor review and sign the conformed contract and finalize PLA (Project Labor Agreement)

Major Activities Next Period:

- Issue Notice To Proceed
- Contractor Mobilization
- Prepare submittals and traffic control plans

Schedule Summary:

Date of Award:	01/13/14
Notice to Proceed:	TBD
Original Contract Duration:	300 CD
Current Contract Duration:	300 CD
Elapsed Time from NTP:	0 CD

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	TBD	0			0
Milestone 1:	TBD	0			0
Milestone 2:	TBD	0			0
Milestone 3:	TBD	0			0
Milestone 4:	TBD	0			0
Milestone 5:	TBD	0			0
Milestone 6:	TBD	0			0

Physical Percent Complete:

Physical completion as of 1/31/14: 0%*

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

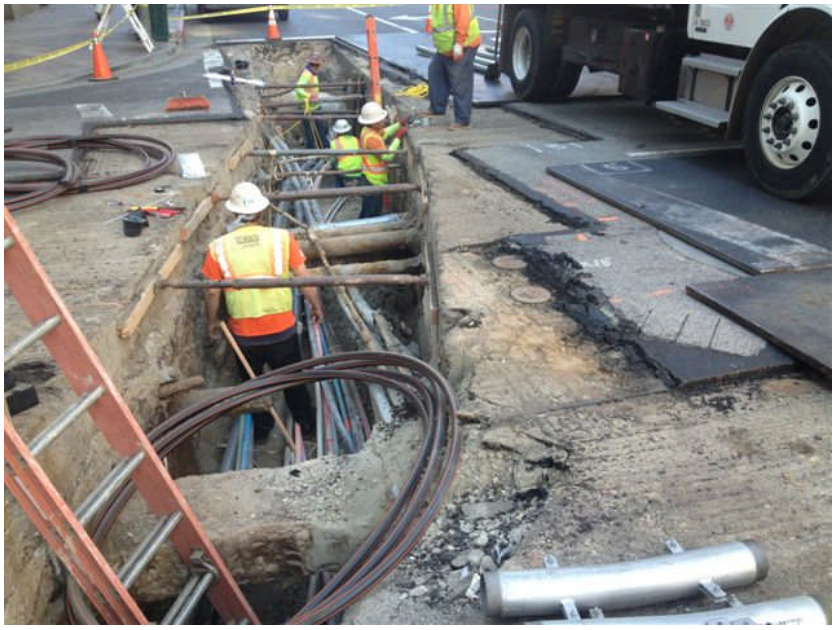
Cost Summary: $ In millions

1. Award Value:	25.6
2. Executed Modifications:	0.0
3. Approved Change Orders:	0.0
4. Current Contract Value (1+2+3):	25.6
5. Incurred Cost:	0.0

CONSTRUCTION PHOTOS

LA Times building generator removal

LA Times building generator removal



Flower Street and Sixth – Level 3 conduit installations by Irish Construction, Inc.

Sixth Street and Flower – Traffic control in place by Irish Construction for Level 3 Relocation

APPENDIX

COST AND BUDGET TERMINOLOGY

Project Cost Descriptions

ORIGINAL BUDGET	The Original Project Budget established upon Board approval of Life-of-Project (LOP) budget expected in the first quarter of 2014.
CURRENT BUDGET	The Original Budget plus all budget amendments approved by formal Metro Board action. 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, offers accepted for purchase of real estate, 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 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
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
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CSPP	Construction Safety Phasing Plan
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design Build
DBB	Design Bid Build
DOT	Department of Transportation
DWP	Department of Water and Power
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
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GBN	Ground Borne Noise
GBR	Geotechnical Baseline Report
GDSR	Geotechnical Design Summary Report

APPENDIX

LIST OF ACRONYMS (Continued)

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
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
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
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PIP	Project Implementation Plan
PLA	Project Labor Agreement
PM	Project Manager
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant

APPENDIX

LIST OF ACRONYMS (Continued)

PMP	Project Management Plan
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
QTIB	Qualified Transit Improvement Bonds
RAMP	Real Estate Acquisition Management Plan
RCMP	Risk Assessment Management Plan
RFC	Request For Change
RFP	Request For Proposals
RFSC	Request for Special Consideration
RHA	Risk Hazard Analysis
RLPE	Red Light Photo Enforcement
ROC	Rail Operations Center
ROD	Record Of Decision
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
RSD	Revenue Service Date
SAV	Stand Alone Validator
SCAQMD	Southern California Air Quality Management District
SCADA	Supervisory Control and Data Acquisition
SCC	Standard Cost Category
SCG	Southern California Gas Company
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOQ	Statement of Qualification
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
SSMP	Safety and Security Management Plan
STB	Surface Transportation Board
STIP	State Transportation Improvement Program
STP	Surface Transportation Program

APPENDIX

LIST OF ACRONYMS (Continued)

TBD	To Be Determined
TBM	Tunnel Boring Machine
TCC	Train Control Center
TCE	Temporary Construction Easement
TCRP	Traffic Congestion Relief Program
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
TVA	Threat Vulnerability Analysis
TVM	Ticket Vending Machine
UFS	Universal Fare System
USDOT	United States Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package
WTCP	Worksite Traffic Control Plan
YOE	Year of Expenditure