Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Corridor

MONTHLY PROJECT STATUS REPORT

OCTOBER 2014

Metro®

REGIONAL CONNECTOR
TRANSIT CORRIDOR PROJECT

MONTHLY PROJECT STATUS REPORT

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

October 2014

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PROJECT SUMMARY

As of October 2014

LOCATION: Downtown Los Angeles

DESIGN CONSULTANT: Connector Partnership JV

CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS
CONTRACTORS: Pulice Construction, Inc. (C0981R) & Regional Connector Constructors, Joint Venture (C0980)

Setting a steel plate in trench as shoring at 1st and Alameda Streets

WORK/ACTIVITY COMPLETED PAST MONTH

- RCC is progressing with the 60% design submittal to Metro for review.
- Metro/RCC held the first partnering session.
- RCC continued with geotechnical boring and vibration testing at Disney Concert Hall and Colburn School.
- Pulice successfully completed 2nd St. full closure power work and continues trenching and installing power conduit at various locations at 2nd St. and Broadway.
- Metro continued seeking PM Peak Hour Exemptions from the City of Los Angeles at various locations for the Advanced Utility Relocations.
- Pulice continued trenching along Flower St. and Alameda.
- Pulice installed vault 530 in front of the California Club on Flower St
- Metro's Environmental Contractor, Arcadis, completed removal of the old UST in the LA Times parking lot.
- Pedestrian Bridge (Option 3) at 2nd/Hope Station was exercised for design and construction.
- CEQA Status: all three lawsuits filed by the Bonaventure Hotel, Thomas Properties and Japanese Village Plaza against MTA have been resolved in MTA's favor.

EXPENDITURE STATUS
($ In Millions)

ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED
DESIGN	$118.8	$53.7	45.2%
RIGHT-OF-WAY	$102.0	$34.7	34.1%
CONSTRUCTION	$930.9	$57.5	6.2%
OTHER	$308.3	$51.5	16.7%
TOTAL	$1,460.0	$197.5	13.5%

Current Budget reflects Board approved Life-of-Project Budget and does not include Finance Charges.
Note: Expended amount is through September 2014.

SCHEDULE ASSESSMENT

MAJOR SCHEDULE ACTIVITIES	PRIOR PERIOD	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	04/29/16	04/29/16*	0
* Prior dates were revised to reflect the latest D/B Contractor's Schedule Dates.			
Right-of-Way			
All parcels available	06/30/15	06/30/15	0
Note: ROW dates will be adjusted to reflect the latest D/B Contractor's Schedule Dates and coordinated with Metro/ROW.			
Construction - Main Design / Build Contract			
Notice to Proceed	07/07/14	07/07/14	Complete
Construction complete	10/22/20	08/22/20	9

AREAS OF CONCERN

- NEPA Law suits potentially delay the construction of C0980 Contract on Flower Street.
  NEPA Cases: trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. MTA fully expects to complete the required supplemental NEPA process before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor.

- Unforeseen conditions such as unknown utilities and restrictions on peak hour exemptions in the streets of downtown has impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R, completion milestones. Mitigation measures are being implemented to mitigate delays to AUR. No impact is anticipated to D/B Contractor critical path and no impact to the project revenue service date.

ROW ACQUISITION	PLAN	ACQUIRED	REMAINING
PERMANENT PARCELS	5	2	3
TEMPORARY PARCELS	29	9	20
TOTAL PARCELS	34	11	23

CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD

- RCC continues land survey, potholing and geotechnical investigation.
- RCC to submit single tracking run time simulation to support evaluation of option RCC-1, 2nd/Broadway Crossover Cavern.
- RCC to prepare and submit 60% design submittal for Shoofly package.
- Pulice continues Advanced Utility Relocations Construction (Contract C0981R).
- Third Party Utility contractors continue advanced utility relocations on Flower St. and 1st and Alameda Sts.
- Metro/RCC to hold a second partnering session.

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 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, in 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 subsequently, amendments 9 – 11 requesting a BAFO were transmitted. Revised BAFOs were received on 03/28/14 and evaluations completed early April 2014. Metro staff recommended to award contract C0980 to the Regional Connector Constructors, a joint venture of Skanska USA Civil West California District, Inc. and Traylor Brothers, Inc. and Metro Board authorized to award the contract on April 24, 2014 in the amount of $927,226,995; Notice to proceed to Design Builder, Regional Connector Constructors, 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 Notice to Proceed on February 18, 2014.

PROJECT OVERVIEW & STATUS (Continued)

Construction

Advanced utility infrastructure relocations construction activities by 3rd parties are complete with cable pulling and splicing, and removal of old cable scheduled to begin in November 2014.

C0981R contractor continued utility relocations at 1st Street and Alameda, 2nd Street and at Flower Street. *The C0981R contractor implemented a full street closure and installed two power vaults in 2nd Street between Spring Street and Broadway and used a continuous lane closure with k-rail to install a third vault on Broadway north of 2nd Street. Moreover, a closure is planned for November 2014 to construct the duct banks on 2nd Street.*

DWP Power asbestos abatement crews continue checking manholes in advance of any C0981R intercept work and removing any contamination they encounter.

Project Construction team is working with DWP Power conduit crews on planning to perform intercept work ahead of the C0981R contractor as long as it does not interfere with the C0981R work.

Underground storage tank (UST) was removed from the parking lot across the LA Times building. Report for UST closure will be filed with LAFD early December 2014.

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 Corridor 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 and reissued with each successive integration of the following rail line extensions including Crenshaw/LAX, Regional Connector and Purple Line.

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 Regional Connector 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. First prototyped vehicle (Pilot car) No. 1 delivered to the Palmdale manufacturing facility and continued reassembling activities. *The second prototype car is being retained in Osaka, Japan, to be used for fault replication, should test failures occur in LA, and be used to assist in design modification as needed.*

PROJECT OVERVIEW & STATUS (Continued)

Program Management

The current project cost has been revised to $1,460.00 million dollars and includes $24.2 million in environmental and planning costs and does not include $7.1M finance cost. The current budget was established in the April 2014 session of the Metro Board. The Board established a life-of-Project (LOP) budget of $1,420,016,799 for the RCTC Project No. 860228 and also established a LOP budget of $39,991,168 for a new RCTC Project No. 861228 for Concurrent Non-FFGA Project activities.

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 through October 2014 increased $3.32 million this period at a total amount of $1,215.8 million or82.9%. The project expenditures through September 2014 are $197.5million or 13.5% of the current budget. The expenditures to date are for Engineering Management and continuation of Management Support Services, third party utility relocation work, agency administration, advanced utility relocation construction (C0981R), design build contract (C0980), right-of-way, Master Cooperative Agreements and professional services.

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 in April 2020 and phase II Revenue Service Date to Pasadena is in August 2020. The forecast Revenue Service Date reflects an executed FFGA with the FTA February 20, 2014 and the D/B contract C0980 Notice-To-Proceed issued July 7, 2014.

A Risk Register during PE phase was developed for the project and was updated quarterly during the early phases of the project to reflect any new risks that derive from concerns or issues. A more comprehensive Risk Register is being developed for the construction phase. Risk Management reporting will continue to be on a quarterly basis.

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

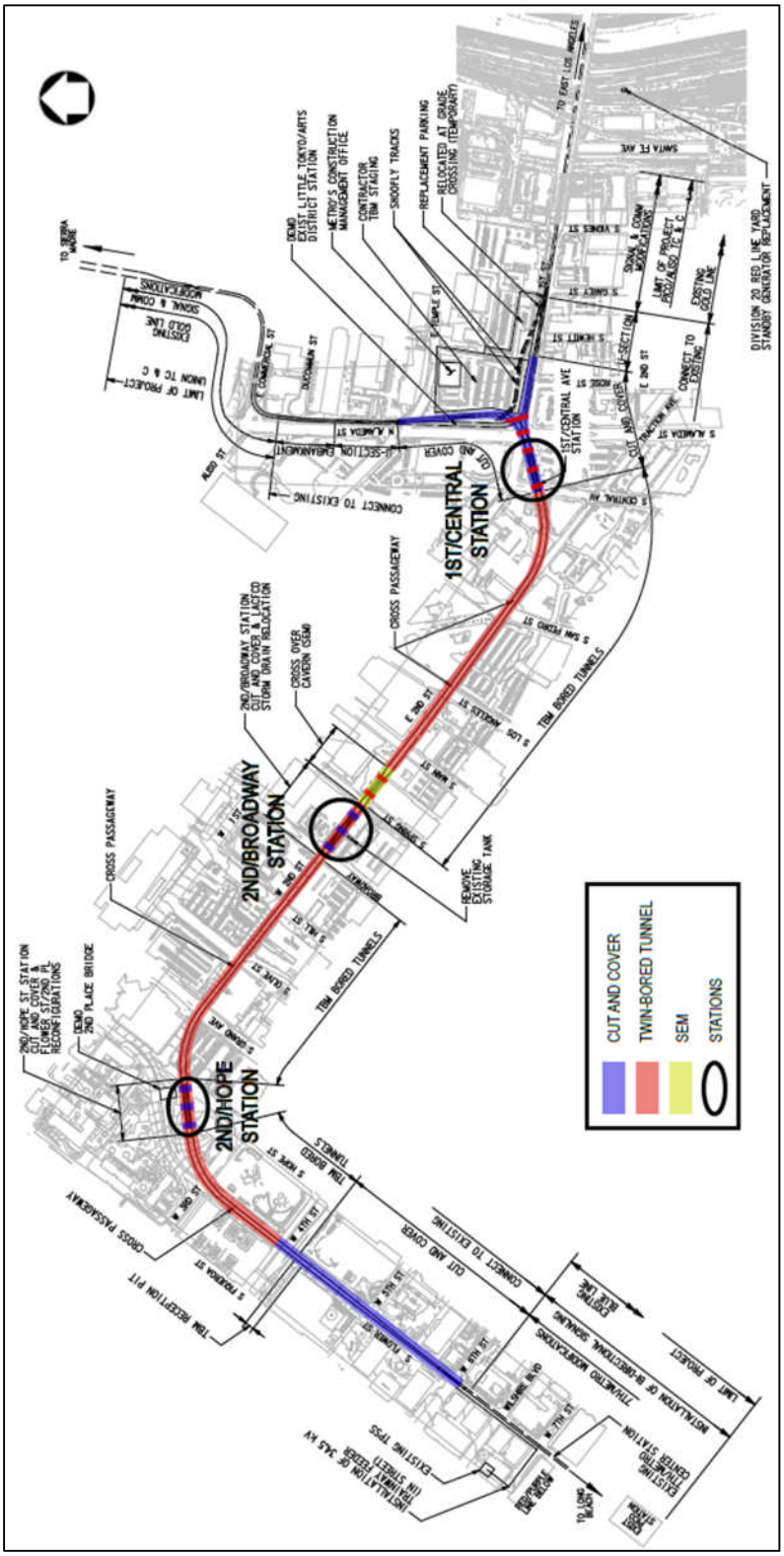
Concern No. 1: *NEPA Law suits potentially delay the construction of C0980 Contract on Flower Street.*

Status/Action *NEPA Cases trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. MTA fully expects to complete the required supplemental NEPA process before the D/B contractor is scheduled to commence cut-and -cover construction on Flower St. No impact is anticipated to D/B Contractor (Low Risk).*

Concern No. 2: *Unforeseen conditions such as unknown utilities and restrictions on peak hour exemptions in the streets of downtown including delays by the City and DWP has impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R, completion milestones.*

Status/Action *Mitigation measures are being implemented to mitigate delays to AUR. No impact is anticipated to D/B Contractor critical path and no impact to the project revenue service* date.

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. On February 20, 2014 Metro received an executed FFGA from the FTA to proceed with final design and major construction; on the same date, Metro received an executed TIFIA Loan from USDOT. On April 24, 2014, Metro Board of Directors approved a life-of-project budget of $1,460 million (excludes finance charge).

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 and the vehicles would be tested and accepted at the Gold Line yard and put in service when the line is open for Revenue Service. UFS equipment will be designed, fabricated and installed under a Metro contract.

BASE PROJECT SCOPE (Continued)

Construction

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

Third Party Advanced Utility Relocations

A number of utility owners have already relocated and will continue relocating their own utilities. The utilities include fiber optic, telephone, cable television, electrical (power cable pulling and terminations), and natural gas lines, which started in 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.

Remaining AT&, MCI and TWC cable pulling and splicing is expected to be completed by February, 2015.

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 duration of this contract is 10 months (see the construction contracts section). The relocated utilities are long-lead construction tasks that are known to conflict with cut and cover excavations. Performing the relocation of these utilities in advance removes them from the critical path for the entire project. 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 as necessary for the City of LA nighttime work as well as for Peak Hour work hours.

BASE PROJECT SCOPE (Continued)

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, communications, all electrical and mechanical equipment, and testing. The contractor will restore the site to its previous condition at the end of the project. The duration of this contract is approximately 2300 calendar days, which includes approximately 300 days of bus bridges. The design-build contractor also has to meet sensitive noise and vibration standards at Disney Music Hall and the Colburn Music School, control subsidence along the alignment, and meet various other issues for the various stakeholders along the alignment. This contract was awarded May 6, 2014 and NTP issued July 7, 2014. During the BAFO negotiations, milestones 1 and 2 were proposed to complete approximately two months earlier.

Contract MCO70 – Construction Management Support Services

Metro awarded the contract for Construction Management Support Services to ARCADIS, Inc. ARCADIS Project Manager and other staff are co-located with Metro at in an integrated project management office located at the Mangrove site. In the April 2014 Board Meeting, the Board authorized the Chief Executive Officer to execute a contract modification in the amount of $7,680,700 to fund ARCADIS during FY15. A contract modification to ARCADIS was issued in June 2014.

Contract E0119 – Preliminary Engineering And Design Support Services During Construction

Metro awarded this contract to a joint venture (CPJV) between AECOM, Inc. and Parsons Brinkerhoff. CPJV provided preliminary engineering services to support the EIR/EIS, prepared project definition documents for Contract C0980, and prepared the final design documents for Contract C0981. CPJV is currently performing design support during construction (DSDC) for the C0981R and C0980 contracts.

KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15
Remove the abandoned underground storage tank in the LA times parking lot	10/08/14 A	▭					
AUR starts sewer line relocation at 1st St and Alameda	11/13/14		▭				
DWP Power starts Fieldwork on Alameda and Flower Streets	12/01/14			▽			
Temporary Facilities - Parking Lot for 200 vehicles	01/12/15				⬡		
Design Unit#2 - Flower St, Alameda WYE, UG Guideway - 60% Design Submittal	02/05/15					⬡	
Clear, grub, demolish Buildings at 1st/Central Station site	03/01/15						⬡

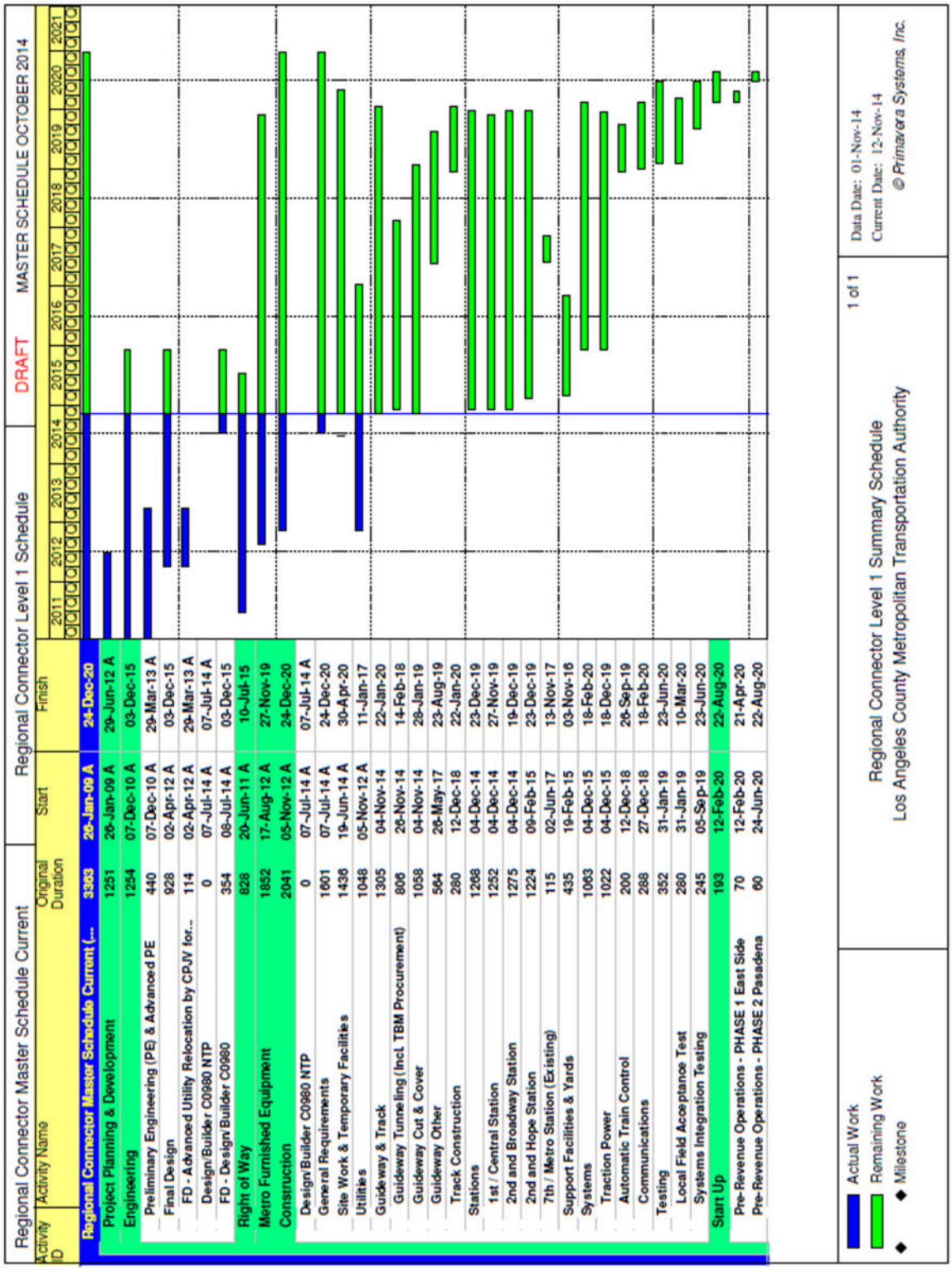
◆ MTA Staff Ⓜ MTA Board Action ⧗ **FTA** (Federal Transportation Authority)

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

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

Dates are subject to change upon receiving RCC's Baseline Schedule.

PROJECT SUMMARY SCHEDULE



SCHEDULE MEASUREMENTS

	Status	Change from Last	Comment
Current Revenue Service	10/23/2020	None	
Forecast Revenue Service	08/22/2020	None	
TIFIA Revenue Service	10/23/2020	None	
FFGA Revenue Service	05/31/2021	None	
Final Design Progress :			
Contract C0980	7.7%	7.7%	On Schedule
Construction Contracts Progress :			
Contract C0981R	23%		Behind Schedule
Contract C0980	4.7%	None	On Schedule
Cumulative To Date Progress :			

Note: Cumulative to date Program will be provided when D/B (C0980) baseline schedule is approved.

OVERALL CONSTRUCTION PROGRESS CURVE STATUS

To be provided when D/B Contract C0980 Baseline Schedule is approved.

MAJOR EQUIPMENT DELIVERY STATUS

To be provided when D/B Contract C0980 Baseline Schedule is approved.

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

To be provided when D/B Contract C0980 Baseline Schedule is approved.

CRITICAL PATH NARRATIVE

Critical Path:

The longest path to project substantial completion runs through the final design and key submittals by C0980; 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.

The Critical Path will be adjusted after approval of the Design Build C0980 Contractor baseline schedule.

PROJECT COST STATUS

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT (860228)

COST REPORT
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	GUIDEWAY & TRACK ELEMENTS	204,691	-	204,691	-	204,691	-	-	-	204,691	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	219,477	-	219,477	-	219,477	-	-	16,000	235,477	-16,000
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-
40	SITEWORK & SPECIAL CONDITIONS	422,453	3,096	425,549	3,096	424,381	21,811	57,484	7,621	430,074	-4,525
50	SYSTEMS	73,848	-	73,848	-	63,265	-	-	-	73,848	0
	CONSTRUCTION SUBTOTAL (10-50)	920,468	3,096	923,564	3,096	911,813	21,811	57,484	23,621	944,090	-20,525
60	ROW, LAND, EXISTING IMPROVEMENTS	74,208	-	74,208	-	73,820	332	12,098	-	74,208	-
70	VEHICLES	16,275	-	16,275	-	-	-	-	-	16,275	-
80	PROFESSIONAL SERVICES	257,973	224	258,197	224	167,041	5,522	81,039	224	258,197	-
	SUBTOTAL (10-80)	1,268,925	3,320	1,272,245	3,320	1,152,675	27,665	150,621	23,845	1,292,770	-20,525
90	UNALLOCATED CONTINGENCY	126,892	-3,320	123,572	-	-	-	-	-23,845	103,047	20,525
100	FINANCE CHARGES	7,115	-	7,115	-	-	-	-	-	7,115	-
	TOTAL PROJECTS 460228 & 860228 (10-100)	**1,402,932**	**-**	**1,402,932**	**3,320**	**1,152,675**	**27,665**	**150,621**	**-**	**1,402,932**	**-**
	ENVIRONMENTAL/PLANNING - 400228	6,075	-	6,075	-	6,075	-	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228	18,125	-	18,125	-	18,125	105	18,124	500	18,625	-500
	TOTAL PROJECTS 400228 & 460228 (ENV/PLAN'G)	**24,200**	**-**	**24,200**	**-**	**24,200**	**105**	**24,199**	**500**	**24,700**	**-500**
	400228, 460228, & 860228 TOTAL	**1,427,132**	**-**	**1,427,132**	**3,320**	**1,176,874**	**27,770**	**174,820**	**500**	**1,427,632**	**-500**

PROJECT COST ANALYSIS

Original Budget:
The Original Budget of $1.43 billion reflects the Board approved Life-of-Project (LOP) budget on April 24, 2014 plus Finance Charges of $7.1 million.

Current Budget:
2, 2014 but only Option #3 - Pedestrian Bridge in amount of $3.32 million was executed at this time. The budget comes from Unallocated Contingency.

Commitments:
The Commitments increased by $3.32 million this period due to Board approved Contract Options but only Pedestrian Bridge was exercised. The $1.18 billion in Commitments to date represent 82.46% of the Current Budget.

Expenditures:
The Expenditures are cumulative through September 2014. The Expenditures increased by $27.8 million this period primarily for costs associated with C0980 Design Build contract, C0981R 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 $174.8 million in expenditures to date represents 12.2% of the Current Budget.

Current Forecast:
Current Forecast for this period reflects Options 3 that was executed plus Option RCC-1 SEM Cavern and Crossover that is pending to exercise by Jan. 2015. The forecast also includes anticipated expenses associated with AUR contract, Environmental services and Environmental/Planning project.

PROJECT COST STATUS

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	GUIDEWAY & TRACK ELEMENTS	-	-	-	-	-	-	-	-	-	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	-	-	-	-	-	-	-	-	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	10,480	-	10,480	-	10,480	-	-	-	10,480	-
40	SITEWORK & SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
50	SYSTEMS	-	-	-	-	-	-	-	-	-	-
	CONSTRUCTION SUBTOTAL (10-50)	10,480	-	10,480	-	10,480	-	-	-	10,480	-
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	-	27,748	-	27,748	-	22,640	-	27,748	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	650	-	650	-	650	1	2	-	650	-
	SUBTOTAL (10-80)	38,878	-	38,878	-	38,878	1	22,642	-	38,878	-
90	UNALLOCATED CONTINGENCY	1,113	-	1,113	-	-	-	-	-	1,113	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
	TOTAL PROJECTS 861228 (10-100)	**39,991**	-	**39,991**	-	**38,878**	**1**	**22,642**	-	**39,991**	-
	861228 TOTAL	**39,991**	-	**39,991**	-	**38,878**	**1**	**22,642**	-	**39,991**	-

PROJECT COST ANALYSIS

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

Commitments:
The Commitments reflect the Board approved Life-of-Project (LOP) budget on April 24, 2014 less the Unallocated Contingency of $1.1 million.

Expenditures:
The Expenditures increased by $1Kthis period. The $22.64 million in expenditures to date represents 56.6% of the Current Budget.

FINANCIAL/GRANT STATUS

Status of Funds Anticipated — October 2014

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
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. FUNDS ARE AVAILABLE FOR DRAW DOWN
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. FIRST DISBURSEMENT OF $61,864,368 IS SCHEDULED FOR JUNE 2015
STATE PROP 1A HSRB	ALLOCATION REQUEST OF $114.9M TO THE CTC WAS SUBMITTED ON JUNE 27, 2013. ALLOCATION WAS APPROVED ON JULY 18, 2014. FUNDS ARE AVAILABLE FOR DRAW DOWN.
STATE PROP 1B PTMISEA	ALLOCATION REQUEST OF $135.1M WAS APPROVED ON APRIL 24, 2013. FUNDS ARE AVAILABLE FOR DRAW DOWN.
CITY OF LA	FUNDING AGREEMENT OF $42M WITH THE CITY OF LA WAS APPROVED IN JUNE 2014 PROPOSED PAYMENT SCHEDULE IS DUE TO BEGIN NO SOONER THAN FY 2016.

Status of Funds by Source — October 2014

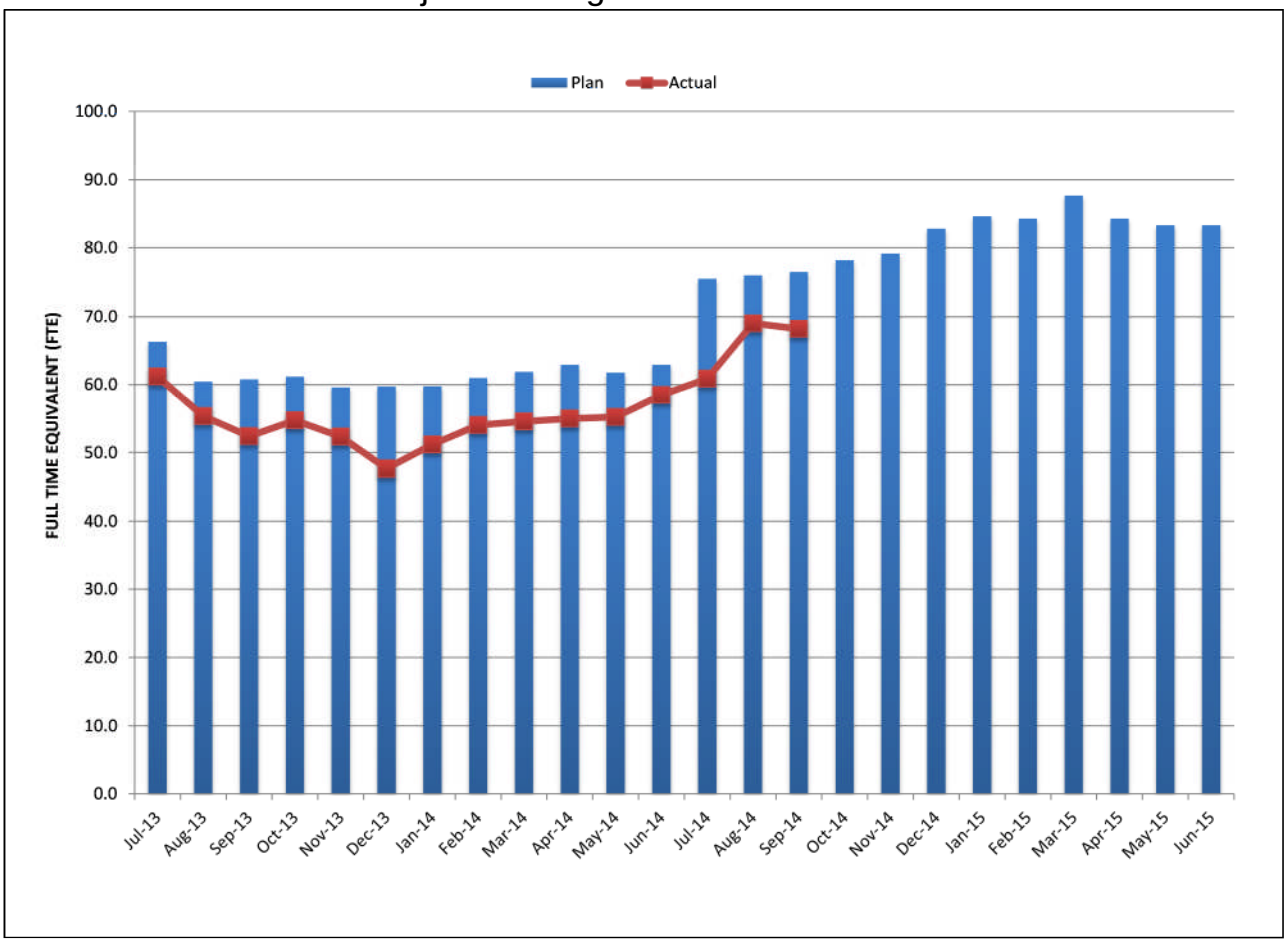
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS $	(D/B) COMMITMENTS %	(E) EXPENDITURES $	(E/B) EXPENDITURES %	(F) BILLED TO FUNDING SOURCE $	(F/B) BILLED TO FUNDING SOURCE %
FEDERAL - CMAQ	$64.000	$64.000	$64.000	$64.000	100%	$0.000	0%	$0.000	0%
FEDERAL - SECTION 5309 NEW STARTS	$669.900	$669.900	$65.000	$669.900	100%	$0.000	0%	$0.000	0%
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	$0.000	$137.978	86%	$0.000	0%	$0.000	0%
STATE PROPOSITION 1A HSRB *	$114.874	$114.874	$114.874	$0.000	0%	$0.000	0%	$0.000	0%
STATE PROPOSITION 1B PTMISEA **	$149.500	$135.100	$135.100	$135.100	100%	$108.607	80%	$65.127	48%
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	$152.906	$152.906	$152.906	100%	$63.623	42%	$63.623	42%
MEASURE R	$27.371	$7.115	$0.000	$0.000	0%	$0.000	0%	$0.000	0%
CITY OF LOS ANGELES	$41.984	$42.000	$0.000	$0.000	0%	$0.000	0%	$0.000	0%
LEASE REVENUE	$64.247	$64.247	$0.000	$0.000	0%	$0.000	0%	$0.000	0%
TOTAL	$1,426.932	$1,427.132	$534.470	$1,176.874	82.5%	$174.820	12.2%	$131.340	9.2%

EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2014
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, NB PROPOSITION A ADMINISTRATION, AND PROPOSITION 1B INTEREST (FOR A TOTAL OF $.318M)

STAFFING STATUS

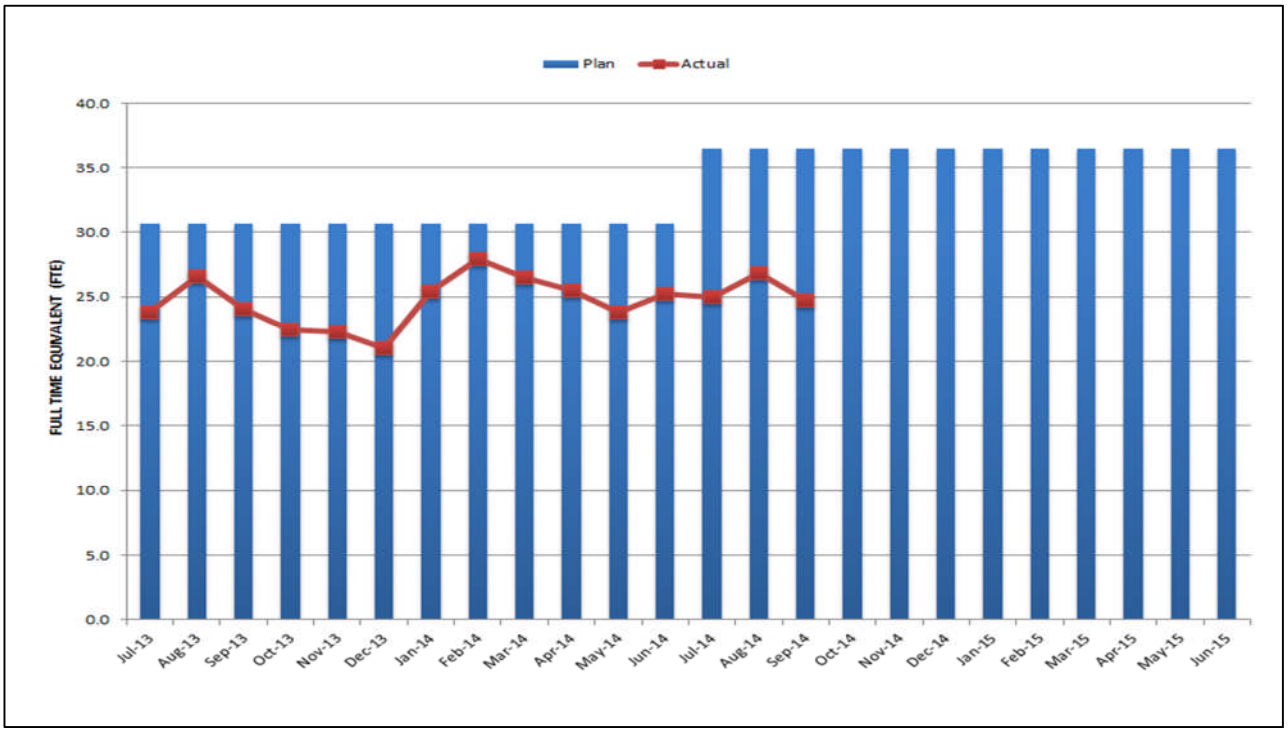
Total Project Staffing – Metro and Consultants



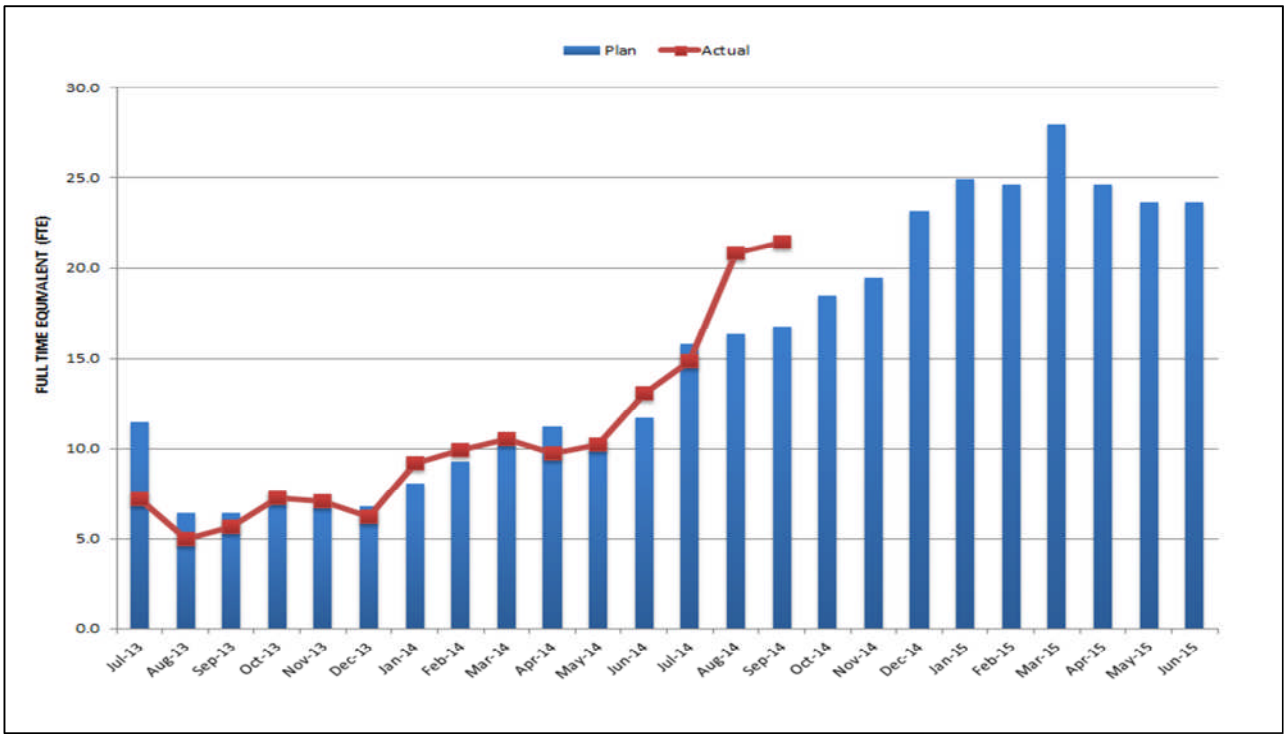
The overall FY15 Total Project Staffing plan averages 81.3FTE's per month.

For September 2014, there were a total of 24.7 FTE's for MTA's Project Administration staff and 43.4 FTE's for consulting staff. The total project staffing for September 2014 was 68.2 FTEs.

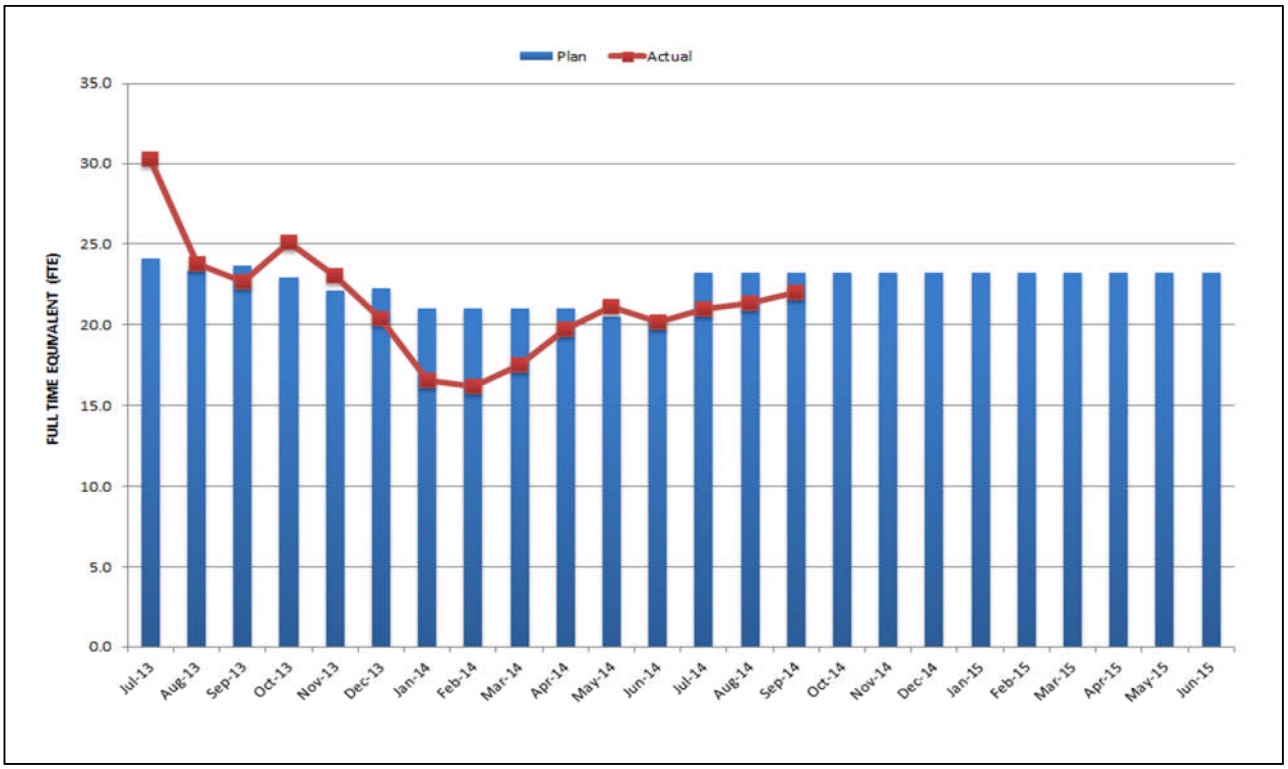
STAFFING STATUS (Continued)
METRO STAFF



CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT

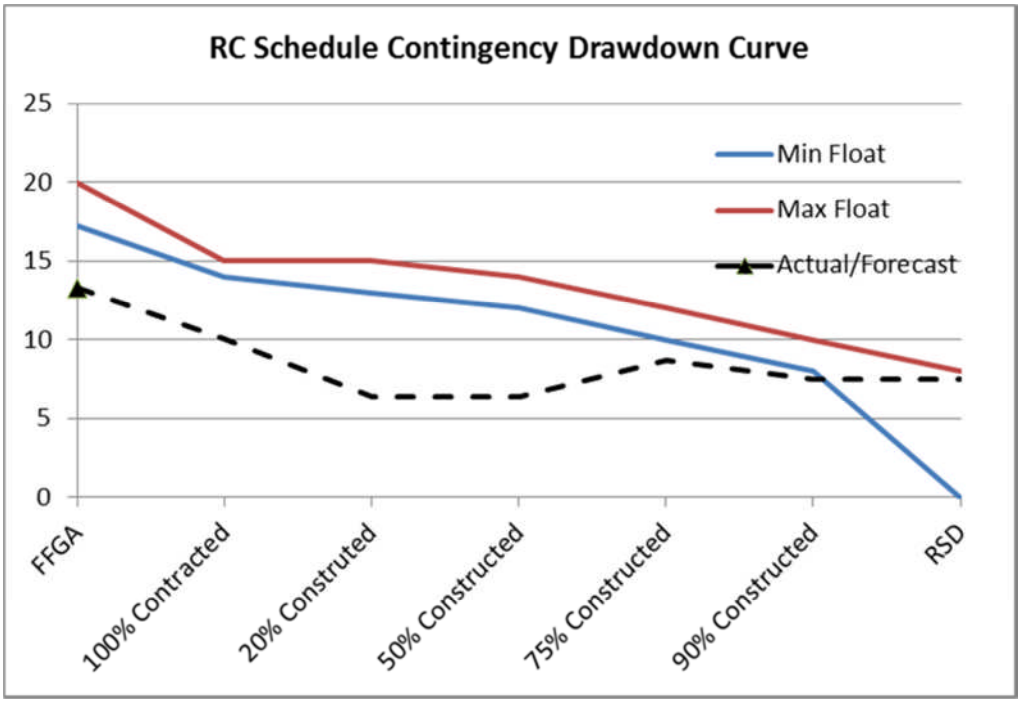


STAFFING STATUS (Continued)
ENGINEERING SERVICES CONSULTANTS

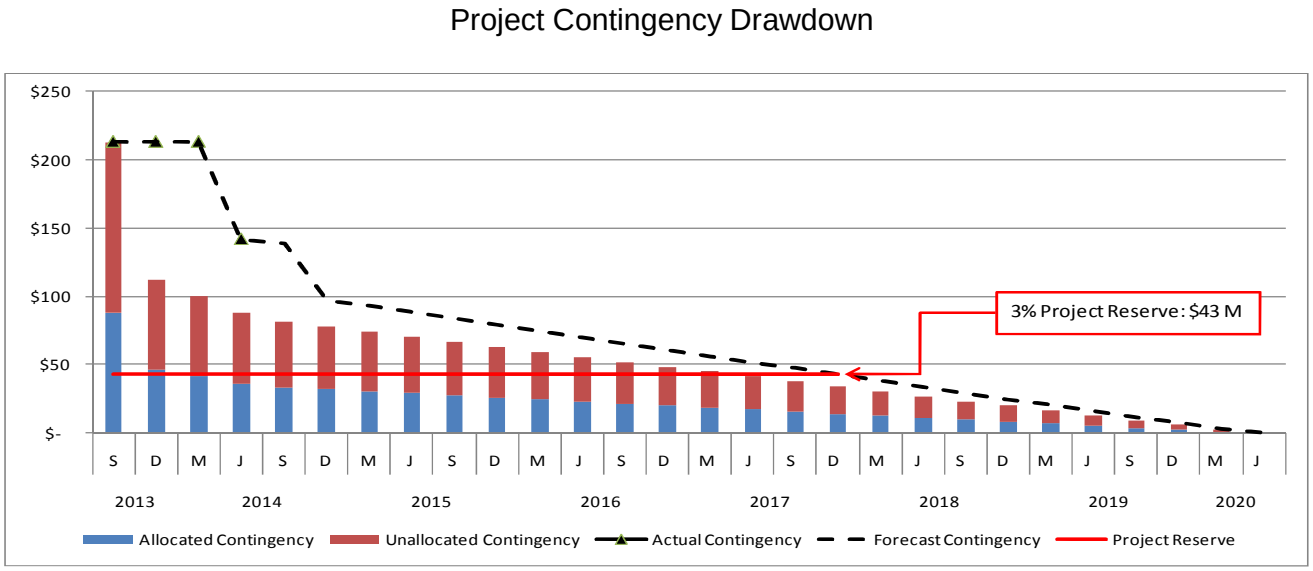


SCHEDULE CONTINGENCY DRAWDOWN

#	Milestone	Buffer Start Date	Min Float	Max Float
1	FFGA	Oct-13	17	20
2	100% Contracted	Mar-15	14	15
3	20% Constructed	Oct-16	13	15
4	50% Constructed	Apr-19	12	14
5	75% Constructed	Jun-20	10	12
6	90% Constructed	Oct-20	8	10
7	RSD	May-21	0	8



PROJECT CONTINGENCY DRAWDOWN



PROJECT CONTINGENCY DRAWDOWN ANALYSIS

The Regional Connector Transit Corridor Project of $1.42 billion includes an "unallocated contingency" amount of $126.9 million, which is included as a separate Standard Cost Category (SCC) element. Also included within the current budget is an "allocated contingency" of $14.8 million which is allocated specifically to ROW. The allocated contingency is not broken out separately in the current budget, as this amount covers anticipated but unknown contract modifications issued by Metro. The total project cost contingency is $141.7 million or 10% of total project cost.

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

Metro is presenting a September Board Report on 10/02/14 to exercise several options under C0980 contract for $42.97 million, which reduces the unallocated contingency to $83.9, or 9.4% of the cost to go that is in line with the FTA norm.

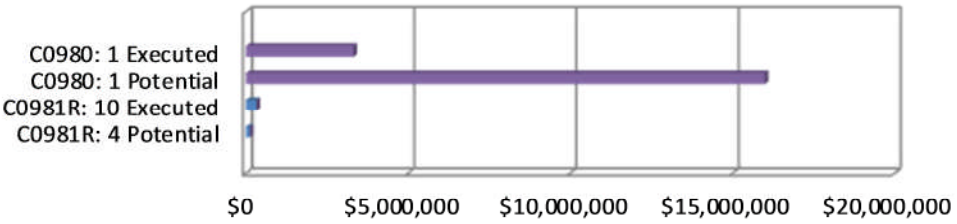
The project contingency drawdown curve is based on July 2020 revenue service date. There was a $3.32 million drawdown this period from unallocated contingency.

SUMMARY OF CHANGES

Changes by Cost Level

	MODs by Cost Level				
	$0 to $100,000	$100,001 to $250,000	$250,001 to $1,000,000	Over $1,000,000	Total
Desc	Under $100K	$100K to $250K	$250K to $1M	Over $1M	Total
					-
C0980: 1 Executed	-	-	-	3,320,000	**3,320,000**
C0980: 1 Potential	-	-	-	16,000,000	**16,000,000**
C0981R: 10 Executed	331,402	-	-	-	**331,402**
C0981R: 4 Potential	130,676	-	-	-	**130,676**
					-
Total Contract MODs	**462,078**	**-**	**-**	**19,320,000**	**19,782,078**

Contract Modifications (MODs) by Cost Level



	C0980		C0981R		
	1 Executed	1 Potential	10 Executed	4 Potential	Total
Under $100K	-	-	331,402	130,676	462,078
$100K to $250K	-	-	-	-	-
$250K to $1M	-	-	-	-	-
Over $1M	3,320,000	16,000,000	-	-	19,320,000
Total Contract MODs	**3,320,000**	**16,000,000**	**331,402**	**130,676**	**19,782,078**
Contract Award Amount	**927,226,995**	**927,226,995**	**25,643,000**	**25,643,000**	
% of Contract MODs	**0.4%**	**1.7%**	**1.3%**	**0.5%**	

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

Ten changes with a total value of $331.4K have been executed since execution of Contract C0981R. The project team has identified and is evaluating an additional 4 potential changes to the contract with a potential total value of $130.7K.

One change with a total value of $3.3 million has been executed since execution of Contract C0980. The project team has identified and is evaluating an additional one potential change with a potential total value of $16.0 million.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) STATUS

Contract C0980 Regional Connector Transit Corridor Design-Build

- DBE Goal – Design: 20%
- Current DBE Commitment - Design: $10,818,236 (22.63%)
- Current DBE Participation: $10
- Eleven (11) Design DBE sub-consultants have been identified to date

- DBE Goal – Construction: 18%
- Current DBE Commitment - Construction: $157,068,359 (18%)
- Current DBE Participation: 0%
- RCC's Contracting Plan for construction will be monitored at the start of the construction phase.

PROJECT LABOR AGREEMENTS (PLA) STATUS

Contract C0980 Regional Connector Transit Corridor Design-Build

- Targeted Worker Goal - 40.0%
- Targeted Worker Current Participation - N/A

- Apprentice Worker Goal - 20.0%
- Apprentice Worker Current Participation - N/A

- Disadvantaged Worker Goal - 10.0%
- Disadvantaged Worker Current Participation - N/A

REAL ESTATE STATUS

Regional Connector- Real Estate Status Summary October 31, 2014

Type of Take	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	0	2	2	2
Part Takes	2	2	0	1	0	0	0	0	0
SSE	13	10	3	13	9	0	2	0	4
TCE/ROE	16	8	0	8	8	3	0	0	5
Sub Total Parcels:	34	23	3	25	19	3	4	2	11
Relocation	5								
Total Parcels:	34	23	3	25	19	3	4	2	11

* 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

- *Reviewed Contractor's initial quality submittals such as: testing and inspection for utility work, source inspection, BIM implementation and construction work plans.*
- Attended design and construction coordination meetings with the Contractor and the design team.

C0981R Advanced Utilities Relocation D/B/B

- Reviewed Contractor's quality related submittals.
- Attended weekly coordination meetings and "Readiness Review" meetings with Contractor.
- Performed oversight verification of Contractor field activities.

ENVIRONMENTAL STATUS

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

- Metro continues to monitor noise at the Savoy Condominiums and Japanese American Museum at 1st and Alameda, as well as the Civic Center Building at 2nd and Broadway (Metro is monitoring Vibration at the Japanese American Museum).

- Metro continues to monitor noise and vibration at utility relocation construction sites, as well as within the vicinity of sensitive receptors along the project alignment.

- Metro continues to monitor excavation sites for cultural resources.

- *The required photographs for inclusion in the Historical American Building Survey (HABS) for the former Atomic Café/ Senor Fish building located at the planned 1st and Alameda Station were taken on October 28th, 2014. The final HABS will be submitted no later than mid-November.*

- *The Final Draft Cultural Resource Monitoring and Mitigation Plan will be submitted to the State Historic Preservation Office no later than mid-November.*

- *The second parking study final report which investigated loss of parking at the Mangrove lot (directly east of Alameda St., bound by Temple St. to the north and 1st St. to the south) was completed in October. The study found no impact to local parking demand in the Little Tokyo community.*

- *RCC performed additional vibration testing at the Colburn School to support final design of floating slab mitigation.*

CONSTRUCTION RELATIONS STATUS

- Responded and addressed project related inquiries from the public received on the project hotline and email.
- *Hosted weekly construction related office hours at the Little Tokyo Community Office.*
- *Provided information on the Regional Connector Project to Ciclavia event participants.*
- *Hosted and facilitated a working session with the Little Tokyo Working Group regarding the Atomic/Troy Café Interpretative Panels mitigation.*
- *Provided update on the status of construction activities, the 10-day closure of 2nd St from Spring St to Broadway, outreach efforts and project overview to:*
  - City Council District 14
  - Mayor's Office
  - Little Tokyo Business Association
  - Little Tokyo Community Council
  - *RCCLC 2nd/Hope Station Committee*
- Door-to-door distribution of 4,000 notices to businesses and residences within a four block radius of the 2nd St/Spring St closure.
- Coordinated with the following stakeholders on construction activities near their facility:
  - California Club
  - *Central Library*
  - *US Bank Tower/Westlawn Garage*
  - *Hikari Apartments*
  - *Environmental Contracting Corporation*
  - *Los Angeles Japanese Auto*
  - *Savoy Condos*
  - Walt Disney Concert Hall
  - REDCAT
  - Colburn
  - LA Times
  - Westin Bonaventure
- *Performed door to door outreach to 20 hotels and residential buildings seeking support for the Nighttime Variance applications for the DWP cable pulling and splicing activities, 981 water and power line relocation activities, and 980 CCTV and Acoustic Leak Testing activities in the vicinity of Flower St./Financial District and 1st and Alameda Streets.*

CONSTRUCTION RELATIONS STATUS (Continued)

- Performed door to door outreach and surveyed businesses in the vicinity of the Regional Connector alignment. Encouraged businesses to participate in the Project Area Discount free-marketing program; 54 businesses have signed up.
- *Distributed 9 construction notices to the public regarding utility relocation activities at the following locations:*
  - *1st St/Alameda St –Utility relocation activities for Power and 3rd Party (AT&T)*
  - *2nd St/Broadway – Power utility work and electrical vault installation*
  - *Flower St – Power utility relocation work and electrical vault installation*
  - *2nd/Hope – Boring & vibration testing*
  - *Project-wide – Traffic loop repair, survey work / geotechnical investigation*

Social Media Outreach Efforts

- Twitter followers total 869.
- There were 1171 Facebook followers.

COMMUNITY RELATIONS STATUS

- *Regional Connector Community Leadership Council hosted, with Metro, an Open House - Meet and Greet with the Design Builder at the Little Tokyo Community Office attended by community leaders.*
- *Marketing and Advertising MOU and Business Assistance and Counseling MOU are in place as of October 2014. Work plan is in development.*

CREATIVE SERVICES STATUS

Art Program

- Continue to support mitigation efforts.
- Commence Design Build Document Reviews.
- Further develop schedule.

SAFETY & SECURITY STATUS

C0980 Regional Connector

- *Monitored RCC's safety orientation & pre-employment drug testing to insure compliance with contract specifications.*
- *Monitored RCC mobilization at 1st and Alameda yard (one small Foreman's trailer and three sea containers).*
- *Monitored beginning of field work began, comprised of a geo- tech drilling crew, one survey crew, Environmental sound survey monitoring technician, an Arborist, one Traffic Control flagger, and one Foreman.*
- *Conducted Safety review of Safety Worksite and Security requirements with RCC's Safety personnel.*
- *No contractor field hours generated October 2014.*

C0981R Advanced Utility Relocation

- Conducted daily field inspections of ongoing work locations on Alameda, Broadway, and Flower streets.
- Participated in weekly progress meetings with Metro's CM and Pulice/Brutoco's management personnel to discuss safety/security related issues and construction work schedule.
- Monitored trenching and hoisting activities at 2nd Street & Broadway Blvd, and Flower Streets on a daily basis to insure compliance with contract specifications.
- Reviewed, commented, and subsequently approved Lift Plan, Crane Certification, and Crane Operator's qualifications submittals for relocated LADWP electrical vault installations on 2nd street.
- Subsequently monitored both vault installations (9-24) for safety compliance
- *Pulice/Brutoco reported 4,500 work hours for the month of October 2014. Total Project-to-date work-hours are 32,000 with one recordable incident (No Lost Time incidents).*

EN077 Tribune Environmental Remediation 2nd & Broadway

- Monitored work site activities in fuel storage area for safety compliance.
- *Monitored Critical Crane Lift and removal of underground fuel storage tank at the 2nd and Broadway parking lot.*

Third Party Utility Relocations

- Assisted Third Party contractors in minimizing impacts to pedestrians and businesses at Flower, Hope, Los Angeles Times, and Alameda work sites.
- Monitored Third Party contractor's work activities to insure safety compliance.

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 on 4/11
Caltrans	Amendment	Executed on 8/11
Private Utilities	LOA, MOU or UCA	All agreements in place with exception of Level 3, Qwest and Time Warner. Metro is in discussion with those utilities to establish agreements.

ADVANCED UTILITY RELOCATION STATUS

- *The C0981R contractor, Pulice Construction, completed exploratory trenching for a power duct at 1st Street and Alameda to identify a more direct path that would eliminate two undercrossings of a 75" storm drain, continued shoring and trenching at Flower Street, completed the installation of three power vaults at 2nd/Broadway streets and began the installation of a power vault at Flower Street.*

- *AT&T CA completed utility relocations and vault installations at 1st/Alameda Streets with only final resurfacing remaining. AT&T CA completed final paving on Flower Street and is preparing plans for cable pulling, splicing, and removal of old cable at this location.*

- *DWP Power completed intercept work at 1st Street and Rose Street and asbestos abatement of vaults in Broadway and is checking the remaining vaults associated with their intercept work to see if any asbestos is present that still needs to be removed.*

- *Metro, DWP Power, City staff, and Sprint Communications representatives continue meeting to develop a design solution to a conflict between two proposed power vaults, a proposed streetcar line and a Sprint duct bank in Broadway.*

PEAK HOUR AND NIGHTTIME CONSTRUCTION VARIANCES

Metro is actively pursuing extended hour variances/exemptions to accommodate the 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 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 soldier pile and decking installation for the D/B contract C0980 by relocating utility in conflict; 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. Metro has successfully obtained necessary peak hour variances from the City for AUR work already being performed. The Extended hour variance applications to accommodate cable pulling and splicing needs along Flower Street and 1st/Alameda/Central, for the communication companies, have been approved by the Police Commission.

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.

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. The 60% design for the shoofly is scheduled to be submitted by RCC on November 5, 2014. The next over-the-shoulder review workshop with CPUC will be held on November 19, 2014.

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 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.
February 2014	Issued Notice to Proceed for AUR Contract C0981R
March 2014	Issued Amendment # 11 for D/B Contract C0980

CHRONOLOGY OF EVENTS (Continued)

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

CONSTRUCTION CONTRACTS

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

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

Work Completed:

- Private Utilities submitted utility as-built information to Metro
- Pulice successfully completed 2nd St. full closure power work and continues trenching and installing power conduit at various locations at 2nd St. and Broadway.
- Metro continued seeking PM Peak Hour Exemptions from the City of Los Angeles at various locations for the Advanced Utility Relocations.
- Pulice successfully installed vault 530 in front of the California Club on Flower St
- Metro's Environmental Contractor, Arcadis, completed removal of the old UST in the LA Times parking lot.
- Pulice completed 101 linear feet of shoring; 157.5 linear feet of excavation; 132 linear feet of backfill and concrete encasement; and 134 linear feet of conduit installation at 1st and Alameda.

Major Activities (In Progress):

- Resolve unknown utilities at Flower, 2nd St and Alameda work areas
- Resolve conflict of Sprint line and proposed vault on Broadway
- Metro continues processing PM Peak Hour Exemptions from the City of Los Angeles at various locations for the Advanced Utility Relocation
- Pulice continues electrical excavation/shoring, conduit installation, form/pour/strip ductbank, slurry backfill on 2nd Street (north), east of Spring St. and on Broadway (north) at 2nd and Broadway including 1st and Alameda.

Areas of Concern:

- Unforeseen conditions such as unknown utilities and restrictions on peak hour exemptions in the streets of downtown has impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R, completion milestones. Mitigation measures are being implemented to mitigate delays to AUR. No impact is anticipated to D/B Contractor critical path and to the project revenue service date.

Major Activities Next Period:

- Continue preparation of submittals and worksite traffic control plans
- Complete trenching and installing conduit for power relocation at 1st and Alameda
- Continue trenching and installing conduit at 2nd/Broadway Streets and Flower
- Begin delivery of Steel Pipe (Water Line)
- Complete another full closure of 2nd Street between Spring Street and Broadway beginning November 14 and ending on November 23, 2014.
- Sewer work is scheduled to begin on Alameda in November 2014
- Install Electrical Vault #470 and schedule a readiness review to discuss the waterline re-design at Vault #760 on Flower Street.

Schedule Summary:

Date of Award:	1/13/2014
Notice to Proceed:	2/18/2014
Original Contract Duration:	300 CD
Current Contract Duration:	300 CD
Elapsed Time from NTP:	255 CD

Note : Time Impact Analysis is being performed for all contract milestones

	Original Contract	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	02/18/14	0	02/18/14	02/18/14	0
Milestone 1:	12/15/14	0	12/15/14	06/18/15	-185
Milestone 2:	07/28/14	0	07/28/14	01/15/15	-171
Milestone 3:	06/18/14	6	06/24/14	06/24/14	0
Milestone 4:	08/12/14	5	08/17/14	11/13/14	-88
Milestone 5:	09/16/14	0	09/16/14	12/24/14	-99
Milestone 6:	08/17/14	30	09/16/14	09/16/14	0

Physical Percent Complete:

Physical completion as of 10/31/14: 23.0%

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

Cost Summary:

	$ In millions
1. Award Value:	25.6
2. Executed Modifications:	0.3
3. Approved Change Orders:	0.0
4. Current Contract Value (1+2+3):	26.0
5. Incurred Cost:	8.6

CONSTRUCTION CONTRACTS (Continued)

Description: Design-Build Contract
Contractor: Regional Connector Constructors

Contract No. C0980
Status as of: October 31, 2014

Work Completed:

- Reviewed and Commented on Design Work Plan, 120 Day Schedule and Baseline Schedule
- Reviewed and Commented on RCC proposals for shoofly and existing Little Tokyo Station south entrance
- Reviewed RCC LA Times overbuild proposals
- Submitted Hold harmless agreements to Broad Museum to obtain As-Built information
- Reviewed RCC Draft proposals for TBM staging
- Investigation of Open Roof Structure at Alameda
- Metro/RCC held the first Partnering meeting
- RCC submitted 60% design submittal for Shoofly Package

Major Activities (In Progress):

- RCC is progressing with the 60% design
- Continue Final Design (Shoofly, Guidway, Stations, Excavation Support)
- Submit Single Tracking Runtime Study/Simulation
- Continue Acoustical/Noise/Vibration measures and mitigation report
- Continue Pre-Con Survey, Geotech Boring and investigation
- Continue with comment resolution for Station Architectural Workshop # 2
- Continue review of RCC Operations Report
- Continue review of RCC Shoofly proposals
- Participate in RCC Track Alignment Workshop

Areas of Concern:

- NEPA Law suits potentially delay the construction of C0980 Contract on Flower Street.
  NEPA Cases trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt identified one flaw in the FEIS. MTA fully expects to complete the required supplemental NEPA process before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor.

Major Activities Next Period:

- RCC continues land survey, potholing and geotechnical investigation
- Continue Final Design (Shoofly, Guidway, Stations, Excavation Support)
- Coordination and Implementation of Noise and Vibration testing along existing Goldline
- Complet review 60% Shoofly Package, 60% Alignment and Trackwork Package, Design Deviations for Support of Excavation and Geologic Borings
- Participate in Station Architectural Workshop # 3
- Submit single tracking run time simulation to support evaluation of option RCC-1, 2nd/Broadway Crossover Cavern.

Schedule Summary:

Date of Award:	5/6/2014
Notice to Proceed:	7/7/2014
Original Contract Duration:	2300 CD
Current Contract Duration:	2300 CD
Elapsed Time from NTP:	116 CD

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Notice to Proceed	07/07/14	0	07/07/14	07/07/14	0
Milestone 1:	10/22/20	0	10/22/20	08/22/20	61
Milestone 2:	06/14/20	0	06/14/20	04/21/20	54
Milestone 5:	08/20/19	0	08/20/19	08/20/19	0
Milestone 6:	09/19/19	0	09/19/19	09/19/19	0
Milestone 12:	03/02/21	0	03/02/21	03/02/21	0

Physical Percent Complete:

Physical completion as of 10/31/14: 4.7%

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

Cost Summary:

	$ In millions
1. Award Value:	927.2
2. Executed Modifications:	3.3
3. Approved Change Orders:	0.0
4. Current Contract Value (1+2+3):	930.5
5. Incurred Cost:	99.5

CONSTRUCTION PHOTOS

AUR C0981R – Vault excavation on Flower St.

AUR C0981R – Removing metal sheets on Flower St.

CONSTRUCTION PHOTOS (Continued)

AUR C0981R - Compacting coldmix with a vibra plate at Broadway St.

AUR C0981R – Steel Plate and cold mix at edges on Alameda St.

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
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
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

APPENDIX

LIST OF ACRONYMS (Continued)

PMOC	Project Management Oversight Consultant
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
RCC	Regional Connector Contractors
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
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCC	Train Control Center
TCE	Temporary Construction Easement

APPENDIX

LIST OF ACRONYMS (Continued)

TCRP	Traffic Congestion Relief Program
TCTMC	Major Transit and Transportation Construction Traffic Management Committee
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
UST	Underground Storage Tank
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