Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Corridor

MONTHLY PROJECT STATUS REPORT

JANUARY 2015

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).

January 2015

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PROJECT SUMMARY

As of January 2015

LOCATION: Downtown Los Angeles

DESIGN CONSULTANT: Connector Partnership JV

CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS

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

Demolition of Senior Fish Building at 1st and Alameda Sts.

WORK/ACTIVITY COMPLETED PAST MONTH

- Pulice completed DWP Power installation of conduit, backfill and encasement, and paving on Flower Street, north of 5th Street.
- Metro completed Review of Shoofly Cutover Plan.
- Metro completed Review of 60% Civil Segment B (2nd/Hope Station to Little Tokyo)
- Metro continued discussions with DWP on Power Service.
- Metro exercised several RCC contract options in early January 2015.
- RCC submitted an Initial Draft for the Mangrove Launch Pit for Metro review.
- RCC submitted the 60% 1st/Central Station design for Metro review.
- RCC completed Pre-Con Acoustic Testing of Water Lines at Flower and 2nd Street areas.
- RCC completed abatement of Weiland Brewery property.
- RCC completed demolition of Senior Fish building.
- RCC completed pothole activities along Flower Street and 1st Street.
- DWP started intercept work at Flower St. north of 5th St. and 1st/Alameda.

EXPENDITURE STATUS
($ In Millions)

ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED
DESIGN	$119.0	$67.5	56.7%
RIGHT-OF-WAY	$102.0	$34.9	34.3%
CONSTRUCTION	$965.6	$119.3	12.4%
OTHER	$273.4	$55.4	20.3%
TOTAL	$1,460.0	$277.1	19.0%

Current Budget reflects Board approved Life-of-Project Budget and does not include Finance Charges.

Note: Expended amount is through DECEMBER 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	12/03/15	12/3/15*	0
Right-of-Way			
All parcels available	06/01/16	06/01/16	0
Construction - Main Design / Build Contract			
Notice to Proceed	07/07/14	07/07/14	Complete
Construction complete	10/22/20	08/22/20	9

* Prior dates were revised to reflect the latest D/B Contractor's Schedule Dates.

Note: ROW dates are adjusted to reflect the latest D/B Contractor's coordinated need Dates. Duco Yard is not needed until 08/15/18.

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.

- Differing site conditions such as unknown utilities, restrictions on peak hour exemptions and LADOT Traffic Plans approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R. Mitigation measures and close schedule coordination efforts between AUR, DB and DWP are being implemented to mitigate AUR delays including deletion of work scope such as sewer line at 1st/Alameda Streets and water line at Hope Street, etc. No major impact is anticipated to either D/B Contractor critical path activities or 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

- Pulice will continue excavation for Lateral on 2nd and Spring Streets.
- Pulice will continue trenching and installing conduit at 2nd/Broadway and Flower Streets south of 5th St.
- Pulice will install the Waterline Bypass on 5th Street, expected completion date 03/06/15.
- Metro will prepare the Vibration Field Measurement on Expo and Goldline report, expected completion March 14, 2015 .
- Metro will continue addressing unforeseen differing site conditions and associated redesign on C0981R.
- Metro will review 60% Design Submittal for 2nd/Broadway Station (February 2015).
- Metro will review 60% Design Submittal for 2nd/Hope Station, Train Control Design and Communications System Design (March 2015).
- RCC will continue to conduct geotechnical boring on 2nd and Spring Streets.
- RCC continues to conduct Pre-Con Video of Sewer and Strom Drain at various locations.
- RCC will continue preparation of submittals and traffic control plans, including weekly meetings with LADOT and City Council District 14.
- RCC will conduct Pre-Construction surveys at buildings along the alignment.
- Third Party Utility Contractors will complete cable pulling and splicing at night on Flower St. and 1st/Alameda by March 2015.
- RCC will resubmit Baseline Schedule Rev. 3 to Metro for review by 02/13/2015.

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 (NTP) 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 NTP on February 18, 2014.

PROJECT OVERVIEW & STATUS (Continued)

Construction

Wilcon completed its cable relocation work for the space they lease in the AT&T CA duct bank in Flower Street. Level 3 Communications plans to install conduit connecting their duct bank to the relocated AT&T CA duct bank in Flower Street, and then place new cable, splice and remove old cable during March 2015. Time Warner Communications completed their cable placement, splicing and removal of old cable on 5th Street on January 17, 2015. MCI is continuing nighttime cable pulling and splicing, and removal of old cable on Flower Street, which began on November 10, 2014, and is expected to be completed by late February 2015. AT&T CA completed cable placement and splicing in the 1st/Central station area on January 24, 2015, with removal of old cable scheduled to be complete by early February 2015.

C0981R contractor completed their DWP-Power utility relocations in Flower Street north of 5th Street during January 2015 and is continuing with electrical duct bank relocations in the 2nd/Broadway station area and in Flower Street south of 5th Street. Project Construction team is coordinating with DWP Power conduit crews to identify locations where DWP intercept work can begin before completion of the C0981R work.

Aboveground Storage Tank (AST) system is in operation and final inspection with LAFD and Building and Safety will be scheduled in March 2015.

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 January 2015 increased by $33.14 million to $1.21 billion, which to date represent 84.75% of the current budget. The project expenditure through December 2014 is $255.21 million or 17.9% 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 developed and being reviewed for the construction phase and details are being discussed with FTA/PMOC.* 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/*OPPORTUNITIES*

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).

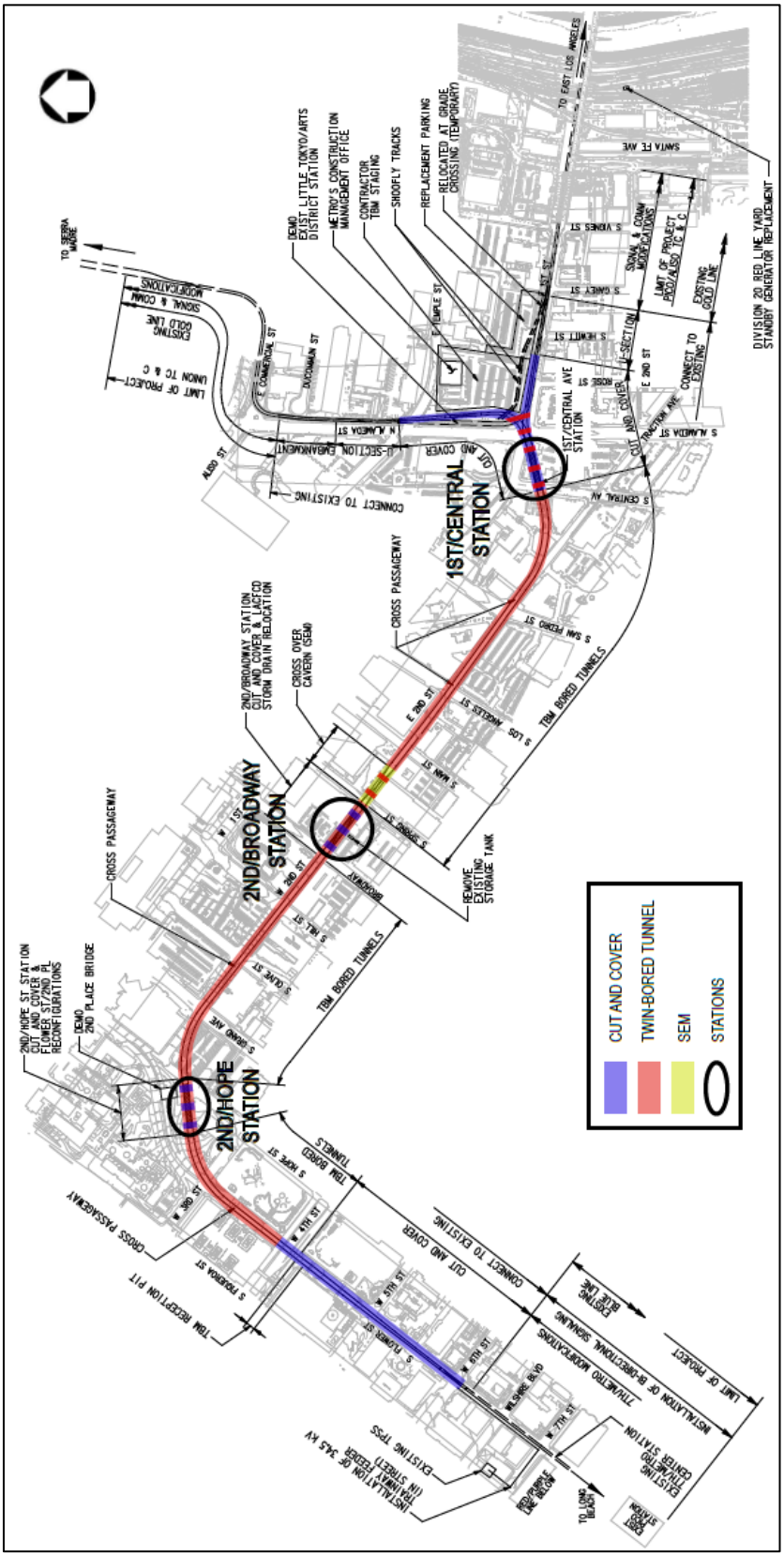
Concern No. 2: *Differing site conditions such as unknown utilities, restrictions on peak hour exemptions and LADOT Traffic Plan approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R.*

Status/Action *Mitigation measures and close schedule coordination efforts between AUR, DB and DWP are being implemented to mitigate AUR delays including deletion of work scope such as sewer line at 1st/Alameda Streets and waterline at Hope Street, etc. No impact is anticipated to either the D/B Contractor critical path activities or to the project revenue service date (Medium Risk).*

Opportunity No. 1: *Metro has exercised C0980 Project Option 12 which includes elements of design required for a Super Fast Growth Rate/Arson Fire. Metro Fire Life Safety (FLS) revised the criteria to include Medium Growth Rate Fire.*

Status/Action *RCC will identify the physical elements required for the Medium Growth Rate Fire compared to the previous Super Fast Growth Rate/Arson Fire. Metro will pursue equitable adjustment to the Contract for elements associated with Super Fast Growth Rate/Arson Fire not required in C0980 Contractor's design.*

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&T, MCI and TWC cable pulling, removal of old cable and splicing is expected to be completed by March, 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	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
DWP Power starts fieldwork on Alameda St	01/09/15	△					
DWP Power starts fieldwork on Flower Street	01/10/15	△					
Demo Buildings at 1st/Central Station	01/20/15	⬡					
Temporary Facilities - Parking Lot for 200 vehicles	02/09/15		⬡				
DU#1 - Alignment & Trackwork - 85% Design Submittal	03/25/15			⬡			
Start Soldier Pile Installation - TBM Launching Pit	04/23/15				⬡		
1st/Central Station Package - 85% Design Submittal	05/29/15					⬡	
2nd/Broadway Station Package - 85% Design Submittal	06/29/15						⬡

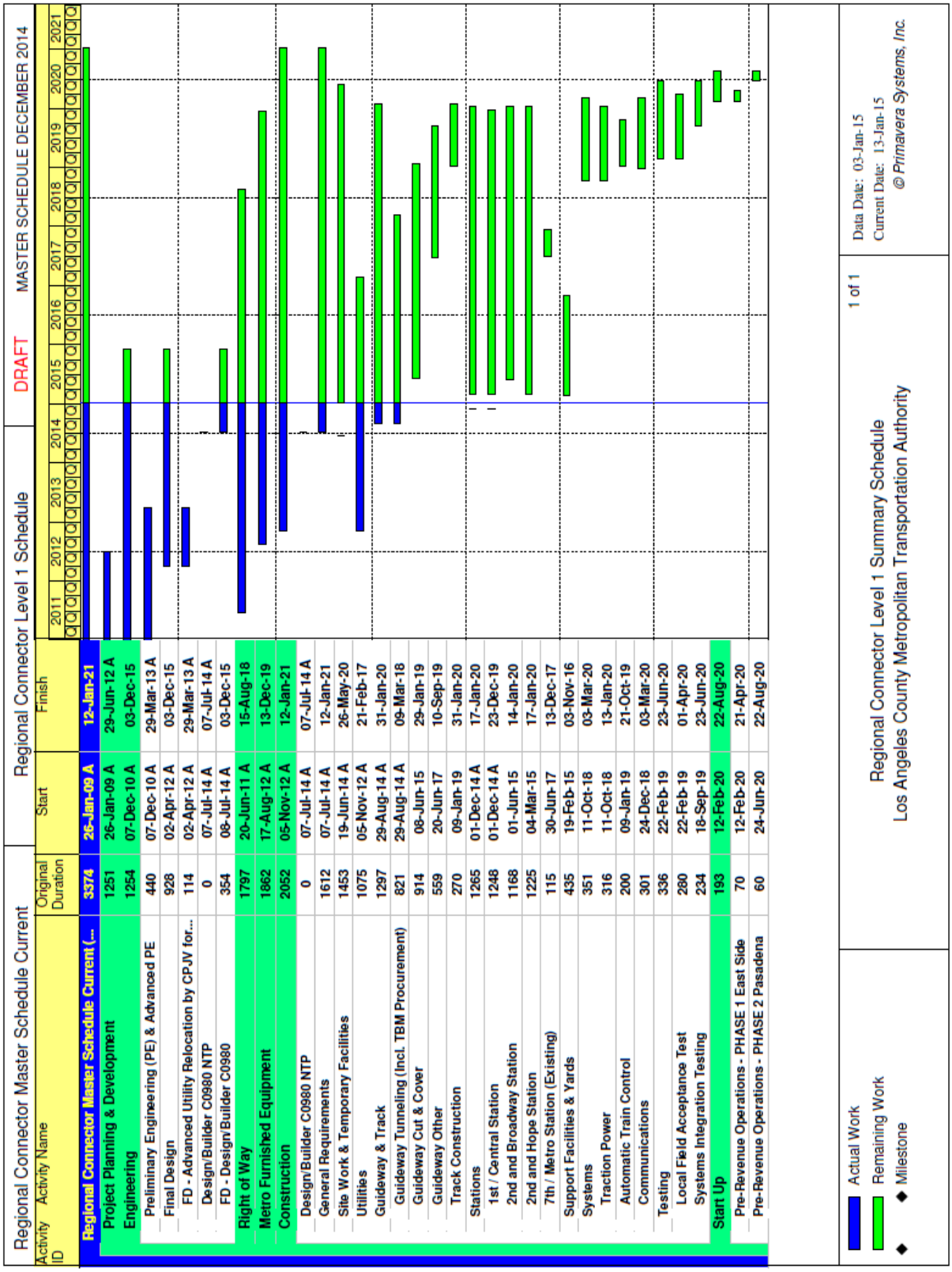
◆ MTA Staff Ⓜ MTA Board Action ⧗ **FTA** (Federal Transportation Authority)

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

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

The schedule would be adjusted once the D/B Contractor's Baseline Schedule is approved.

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	28.7%	6.5%	On Schedule
Construction Contracts Progress :			
Contract C0981R	33.7%	3.4%	Behind Schedule
Contract C0980	11.3%	2%	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 (C0980):

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 and Alameda Wye junction excavation; 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	FFGA BUDGET	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET/ FORECAST VARIANCE
				PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAY & TRACK ELEMENTS	280,622	204,691	22,750	227,441	22,750	227,441	-	900	6,750	227,441	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	9,350	228,827	9,350	228,827	-	-	9,350	228,827	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-	-
40	SITEWORK & SPECIAL CONDITIONS	141,785	422,453	-	425,549	-	424,325	21,753	120,043	-	430,074	-4,525
50	SYSTEMS	69,667	73,848	-	73,848	-	63,265	-	-	-	73,848	-
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	32,100	955,664	32,100	943,857	21,753	120,943	16,100	960,190	-4,525
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	-	74,208	-	73,820	144	12,306	-	74,208	-
70	VEHICLES	16,275	16,275	-	16,275	-	-	-	-	-	16,275	-
80	PROFESSIONAL SERVICES	261,455	257,973	-	258,197	1,014	168,054	5,214	97,731	-	258,197	-
	SUBTOTAL (10-80)	1,239,963	1,268,925	32,100	1,304,345	33,114	1,185,732	27,111	230,980	16,100	1,308,870	-4,525
90	UNALLOCATED CONTINGENCY	135,399	126,892	-32,100	91,472	-	-	-	-	-16,100	86,947	4,525
100	FINANCE CHARGES	27,571	7,115	-	7,115	-	-	-	-	-	7,115	-
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	1,402,932	0	1,402,932	33,114	1,185,732	27,111	230,980	-	1,402,932	0
	ENVIRONMENTAL/PLANNING - 400228		6,075	-	6,075	-	6,075	-	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228		18,125	-	18,125	27	18,152	28	18,152	-	18,625	-500
	TOTAL PROJECTS 400228 & 460228 (ENV/PLAN'G)	-	24,200	-	24,200	27	24,227	28	24,227	-	24,700	-500
	400228, 460228 & 860228 TOTAL	1,402,932	1,427,132	0	1,427,132	33,141	1,209,959	27,139	255,206	0	1,427,632	-500

Note: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2014

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:
Board approved Contract Options in amount of $42.97 million on Oct. 2, 2014 out of which Options in amount of $35.42 million are executed at this time. The budget comes from Unallocated Contingency.

Commitments:
The Commitments has increased by $33.14 million to $1.21 billion which represent 84.75% of the Current Budget. Right-of-Way (ROW) numbers shown under Commitment are the obligated numbers; expenditures as of this period are $12.31 million.

Expenditures:
The Expenditures are cumulative through December 2014. The Expenditures increased by $27.14 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 $255.21 million in expenditures to date represents 17.9% of the Current Budget.

Current Forecast:
Current Forecast reflects board approved Contract Options worth $35.42 million. 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	PREVIOUS	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	22,609	-	22,609	-	27,748	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	650	-	650	-	650	26	7	33	-	650	-
	SUBTOTAL (10-80)	38,878	-	38,878	-	38,878	22,635	7	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	22,635	7	22,642	-	39,991	-
	861228 TOTAL	39,991	-	39,991	-	38,878	22,635	7	22,642	-	39,991	-

Note: E EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2014

PROJECT COST ANALYSIS

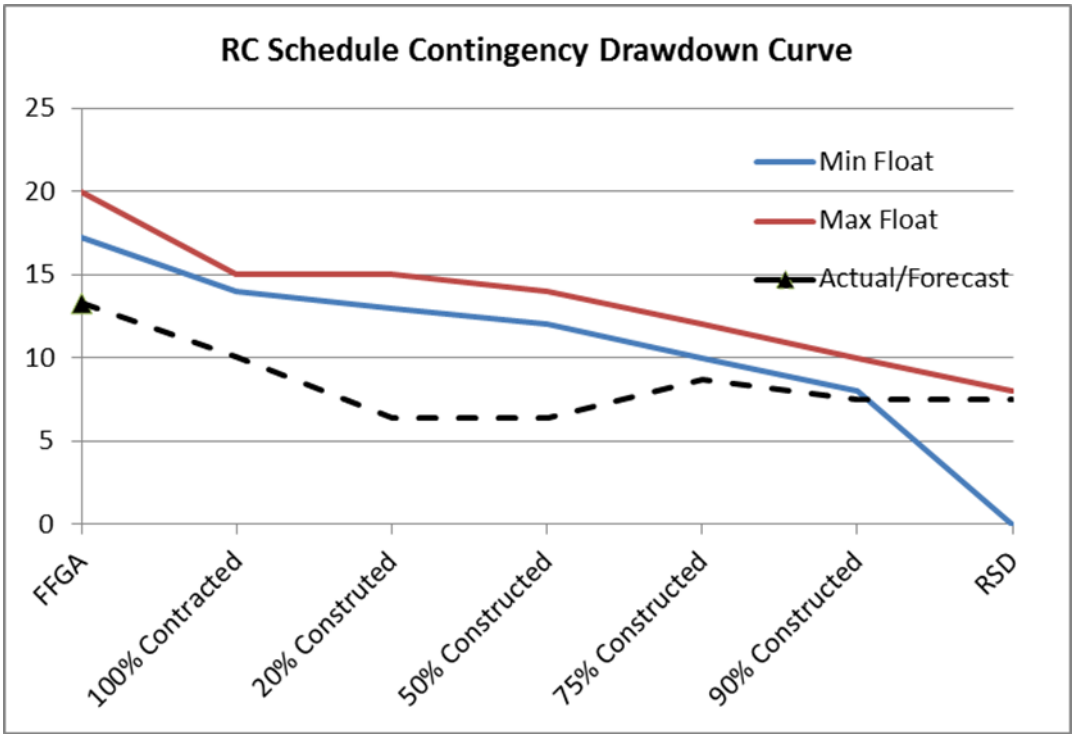
Original Budget, Current Budget, and Current Forecast:
The Original Budget, Current Budget, and Current Forecast reflect the Board approved Life-of-Project (LOP) budget on April 24, 2014.

Commitments:
The Commitments reflect the Board approved Life-of-Project (LOP) budget on April 24, 2014 less the Unallocated Contingency of $1.1 million. Right-of-Way (ROW) numbers shown under Commitment are the obligated numbers; expenditures as of this period are $22.609 million.

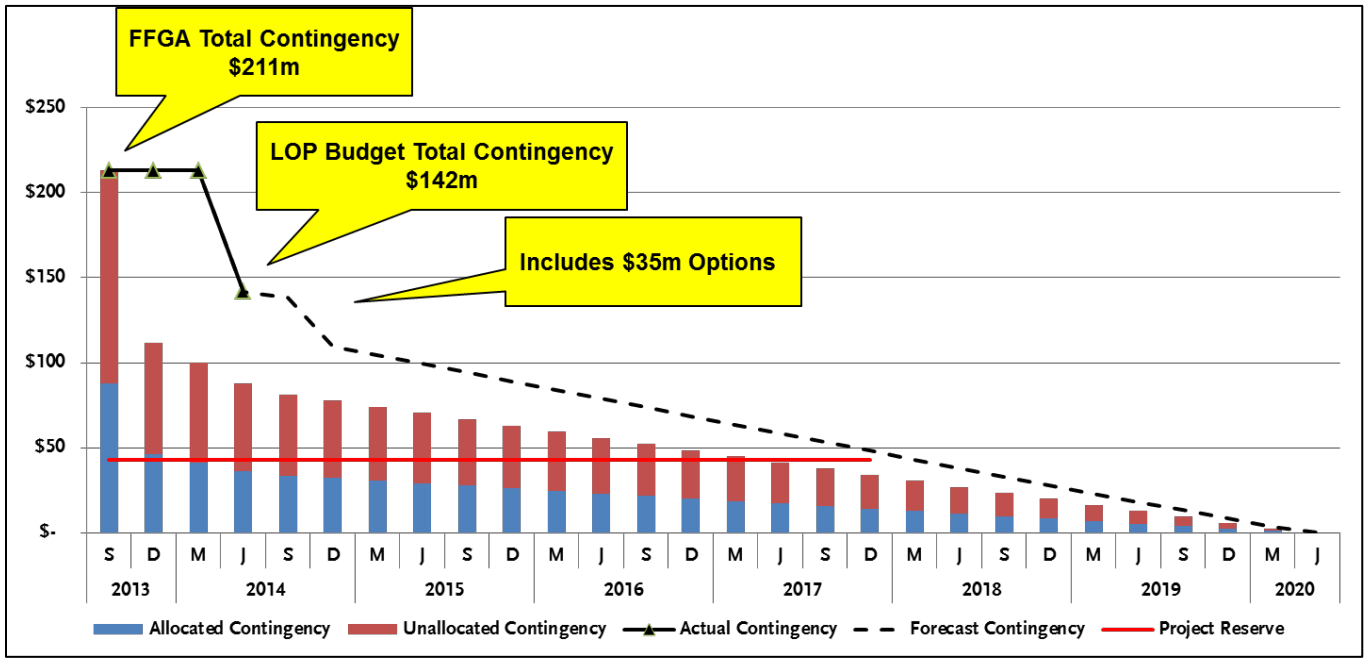
Expenditures:
The Expenditures increased by $7 thousand in this period. The $22.64 million in expenditures to date represents 56.6% of the Current Budget.

SCHEDULE CONTINGENCY DRAWDOWN

#	Milestone	Buffer Start Date	Min Float (Months)	Max Float (Months)
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



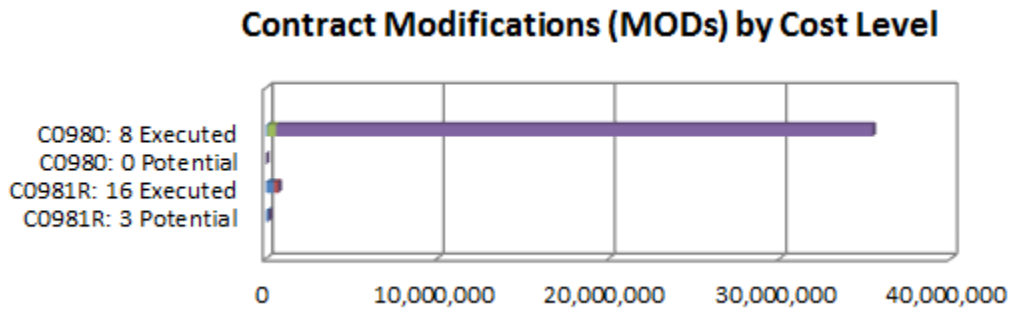
PROJECT CONTINGENCY DRAWDOWN ANALYSIS

The Regional Connector Transit Corridor Project of $1.42 billion includes an "unallocated contingency" amount of $91.47 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 $106.27 million or 7.45% of total project cost (9.07% of total remaining 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.

The project contingency drawdown curve is based on July 2020 revenue service date. *There was a $32.1 million drawdown this period from unallocated contingency to exercise options to RCC.*

SUMMARY OF CONTRACT MODIFICATIONS



	C0980		C0981R		
	8 Executed	0 Potential	16 Executed	3 Potential	Total
Under $100K	100,000	-	469,696	153,791	723,487
$100K to $250K	-	-	239,652	-	239,652
$250K to $1M	500,000	-	-	-	500,000
Over $1M	34,820,000	-	-	-	34,820,000
Total Contract MODs	**35,420,000**	-	**709,348**	**153,791**	**36,283,139**
Contract Award Amount	**927,226,995**	**927,226,995**	**25,643,000**	**25,643,000**	
% of Contract MODs	**3.8%**	**0.0%**	**2.8%**	**0.6%**	

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

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

Sixteen changes with a total value of $709.3K have been executed since execution of Contract C0981R. There are three potential changes which are under evaluation.

Eight changes with total value of $35.42 million have been executed since execution of Contract C0980.

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: 11.15%*
- *Twelve (12) Design DBE sub-consultants have been identified to date*

- DBE Goal – Construction: 18%
- Current DBE Commitment - Construction: $157,068,359 (18%)
- *Current DBE Participation: 0.12%*
- 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 - 66.63%*

- Apprentice Worker Goal - 20.0%
- *Apprentice Worker Current Participation - 5.82%*

- Disadvantaged Worker Goal - 10.0%
- Disadvantaged Worker Current Participation - 0%

FINANCIAL/GRANT STATUS

Status of Funds Anticipated — January 2015

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 — January 2015

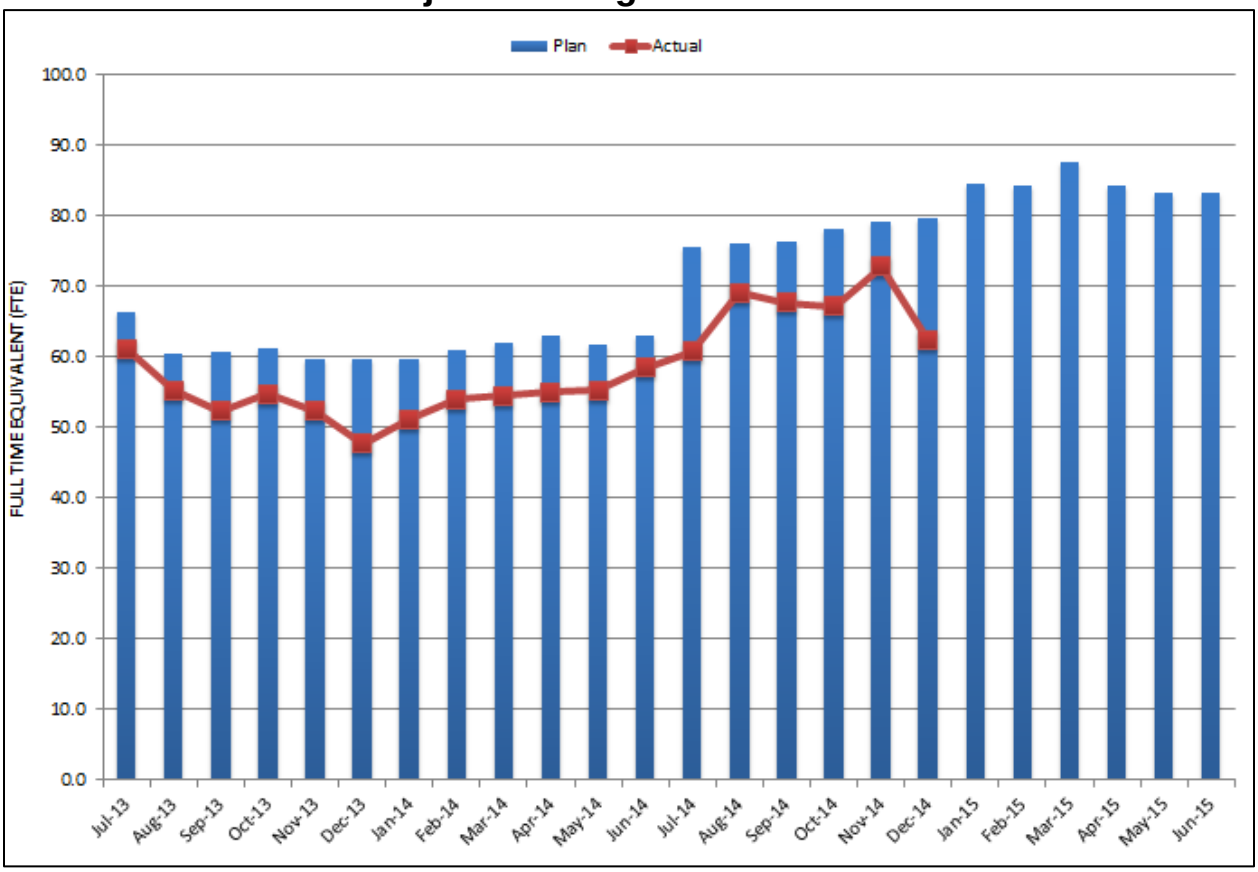
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS $	(D/B) COMMITMENTS %	(E) EXPENDITURES $	(E/B) EXPENDITURES %	(F) BILLED TO FUNDING SOURCE $	(F/B) BILLED TO FUNDING SOURCE %
FEDERAL - CMAQ	$64.000	$64.000	$64.000	$64.000	100%	$10.921	17%	$10.921	17%
FEDERAL - SECTION 5309 NEW STARTS	$669.900	$669.900	$65.000	$669.900	100%	$2.762	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	$137.921	86%	$0.000	0%	$0.000	0%
STATE PROPOSITION 1A HSRB *	$114.874	$114.874	$114.874	$114.874	100%	$112.512	98%	$112.512	98%
STATE PROPOSITION 1B PTMISEA **	$149.500	$135.100	$135.100	$135.100	100%	$62.591	46%	$55.194	41%
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	$71.174	47%	$63.830	42%	$63.830	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	$1,209.959	84.8%	$255.206	17.9%	$245.047	17.2%

EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 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



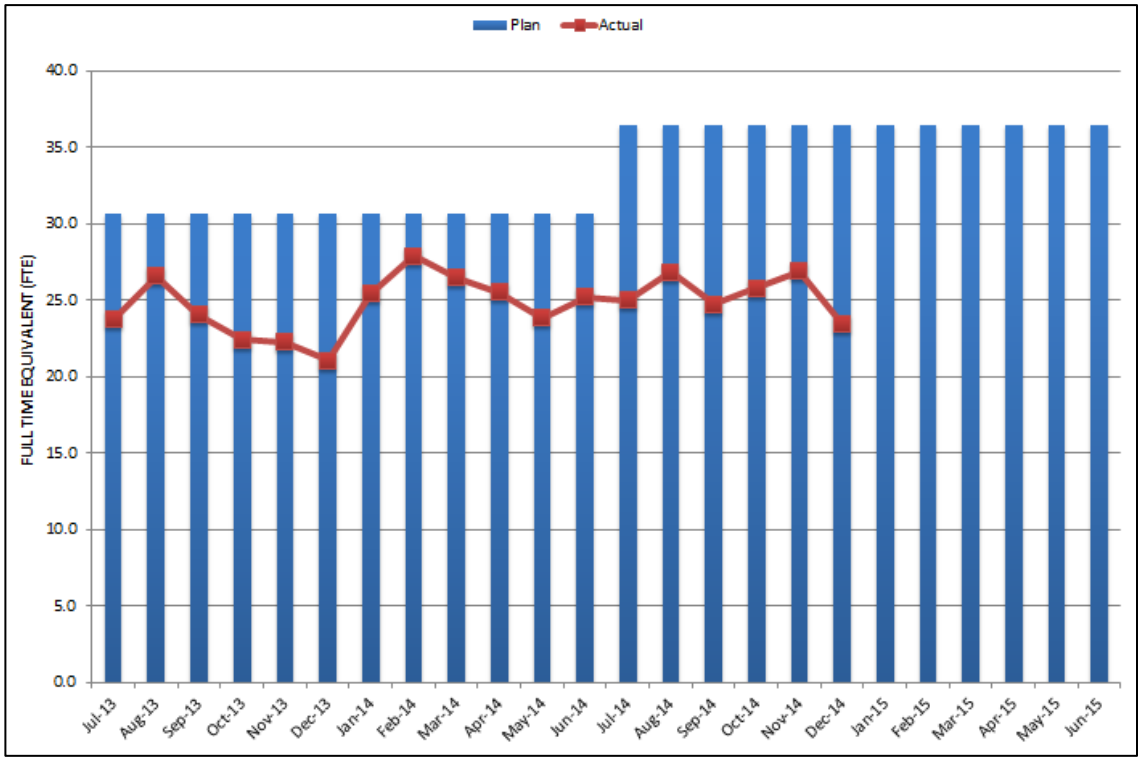
TOTAL PROJECT STAFFING

The overall FY15 Total Project Staffing plan averages 81.1FTE's per month.

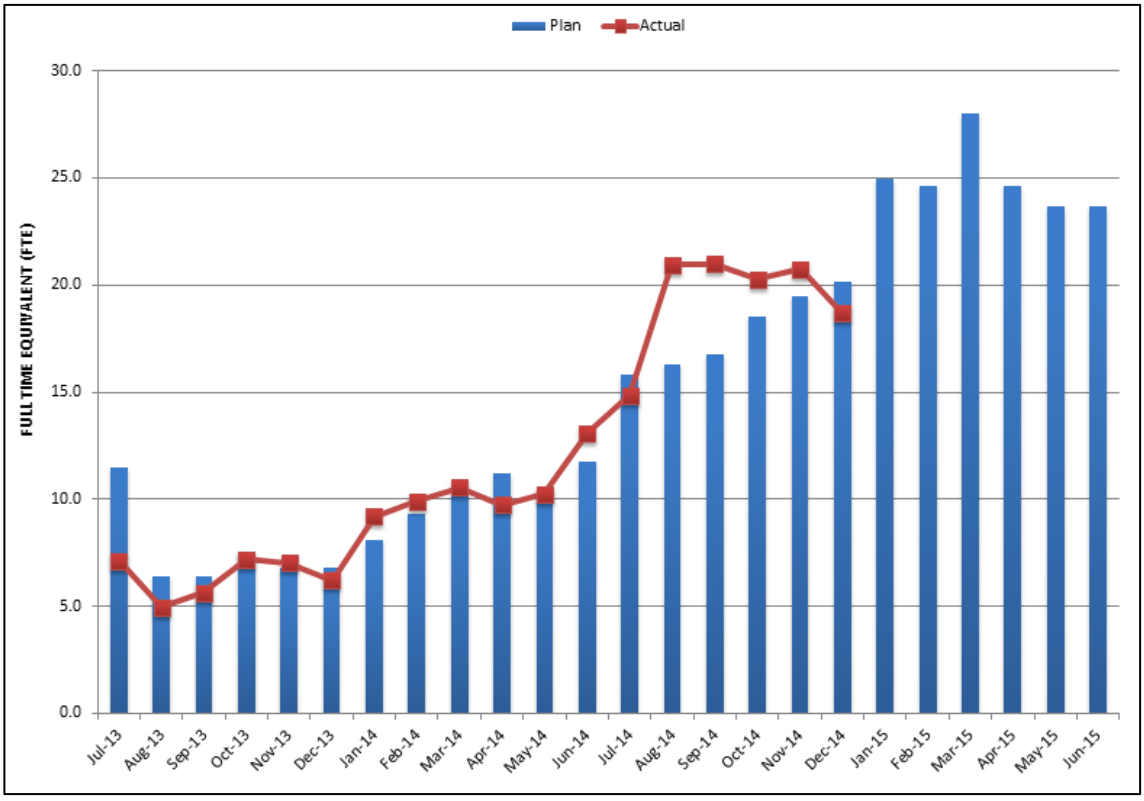
For December 2014, there were a total of 23.4 FTE's for MTA's Project Administration staff and 38.9 FTE's for consulting staff. The total project staffing for December 2014 was 62.3 FTEs. The main variance of FTE's actual (62.3) versus FTE's planned (79.8) is due to lower staff needs and charges for this period, which includes, Real Estate Administration, Corporate Safety, Contract Administration, Executive Office Communications, Executive Office Construction, Quality Assurance / Compliance, Major Capital Project Engineering and System Engineering.

STAFFING STATUS (Continued)

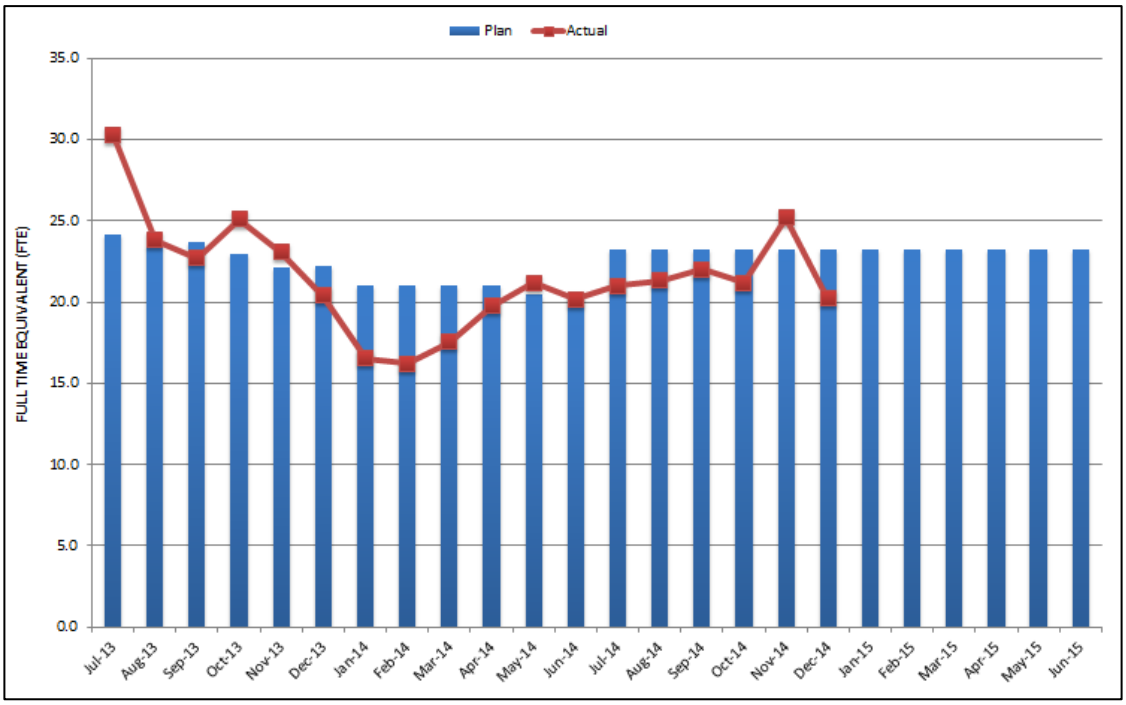
Metro Staff



CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



STAFFING STATUS (Continued)
ENGINEERING SERVICES CONSULTANTS



REAL ESTATE STATUS

Regional Connector- Real Estate Status Summary January 31, 2015

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	1	0	0	0	0
SSE	13	10	3	13	10	0	2	0	4
TCE/ROE	16	8	0	8	8	3	0	0	5
Sub Total Parcels:	**34**	**23**	**3**	**25**	**21**	**3**	**4**	**2**	**11**
Relocation	5								
Total Parcels:	**34**	**23**	**3**	**25**	**21**	**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).**

REAL ESTATE ACQUISITION

Central Plants

- Agreement was conceptually reached on the configuration of the portion of the property that MTA will seek to acquire.
- Negotiations are continuing between MTA and the owners towards reaching agreement on the terms of a Letter of Intent. Additional onsite investigation is underway to assure the ability to develop the site after construction. Recommendation regarding acquiring the fee interest in the property will be presented to the Board of Directors in February.

LA Times – LA Times Square

- Agreement between LA Times and MTA has been executed.
- Required real estate will be transferred at no cost to Project upon notice by Metro.

Japanese Village Plaza – "JVP"

- Submitted offer to Japanese Village Plaza in November 2013
- JVP rejected offer; MTA Board adopted a resolution to acquire property through condemnation process in June. Complaint and Order for Possession filed. Currently waiting on hearing date for Order for Possession.

Volk

- Metro obtained possession of the site effective March 15. All tenants have vacated the site.
- Condemnation case continuing.
- Parking lot operator vacated the site.
- C0981R Contractor using site for laydown area.

QUALITY ASSURANCE STATUS

C0980 Regional Connector D/B

- *Reviewed and provided comments on the Contractor's quality related submittals, including construction work plans.*
- *Attended "Readiness Review" meetings with Contractor.*
- 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.

- *In January 2015, the Final Historical American Buildings Survey (HABS) for the former Atomic Café/ Senor Fish building located at the planned 1st and Alameda station was submitted to public repositories including the Los Angeles Public Library and the Los Angeles Conservancy. The HABS will be also submitted to the National Park Service for consideration of acceptance into the Library of Congress in early February 2015.*

- *SHPO submitted to Metro comments regarding the Final Draft Cultural Resource Monitoring and Mitigation Plan (CRMMP) on December 31, 2014. Metro incorporated these comments into a revised CRMMP in January 2015. Metro is awaiting formal notification that the CRMMP is accepted as final by the SHPO.*

CONSTRUCTION RELATIONS STATUS

- Responded and addressed project related inquiries from the public received on the project hotline and email.
- *Continued outreach to impacted area stakeholders re: water line relocation service interruptions in the vicinity of Flower St financial district*
- *Started follow-up to the 54 area stakeholders adjacent to the alignment, and conducted initial briefings regarding the pre-construction survey process*
- Coordinated with the following stakeholders on construction activities near their facility:
  - ABeautifulLife - bakery
  - Angelus Plaza
  - Bank of America
  - Blue Cube
  - Café Pinot
  - City National Bank/CommonWealth Partners
  - California Club
  - Central Library
  - *Citigroup*
  - *Far East Lounge*
  - *FedEx Office*
  - *Green Bamboo*
  - *Hikari Apartments*
  - *Hines Group*
  - *Japanese American Cultural and Community Center*
  - Japanese American National Museum
  - *Japanese Robata Kaba*
  - *Johnny Rockets*
  - *Koban Center*
  - *L.A. Police Commission*

CONSTRUCTIONS RELATIONS STATUS (CONTINUED)

- *L.A. Fire Department*
- L.A. Times
- Little Tokyo Branch Library
- *Little Tokyo Service Center*
- *Metropolitan News*
- *Miyako Hotel*
- *Office Depot*
- *Ozero*
- *Pegasus*
- *Quizno's*
- *Savoy Condos*
- Second Street Cigar Shop
- *Shinsen Gumi*
- *Southland Credit Union*
- *Starbucks*
- *The Standard Hotel*
- Union Bank Building
- U.S Bank TowerVeolia Energy Plant
- Vibiana
- *Weller Court*
- Victor Clothing Building
- Westin Bonaventure
- WestLawn Garage
- *YogurtLand*

CONSTRUCTIONS RELATIONS STATUS (CONTINUED)

- *Performed door to door outreach to area hotels and residential buildings seeking support for the Nighttime Variance applications for the C0981 water and power line relocation activities and C0980 station potholing in the vicinity of Financial District and 1st/Central.* 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 16construction notices to the public regarding utility relocation activities at the following locations:*
  - *Alameda St, north and south of 1st St - Power Utility Work (LADWP)*
  - *2nd St from Spring St to Broadway - Power relocation efforts*
  - *2nd St between Main and Spring Sts - Power relocation efforts*
  - *Flower and 4th Sts - Power Utility Work (LADWP)*
  - *Project-wide -Preconstruction Underground Utility Inspection*
  - *1st St between Alameda and Hewitt Sts - telecommunication line relocation efforts*
  - *Flower St between 5th & 6th Sts - Potholing Activities*
  - *1st St/Central Av - Potholing Activities*
  - *1st St/Central Av - Telecommunication line relocation efforts*
  - *1st St/Central Av - Demolition of Buildings at Future 1st St/Central Av Station*
  - *1st St/Central Av - Demolition of Trailers in the Vicinity of 1st and Hewitt Sts*
  - *1st St/Central Av - Removal of Lamp Post at Future 1st St/Central Av Station*
  - *5th St and Flower St - Potholing and Electrical Work*
  - *Flower St and 6th Sts - Power Relocation Activities*
  - *5th St between Flower St and Grand Av - Installation of Waterline By-Pass*
  - *2nd St/Broadway - Power relocation efforts*

Social Media Outreach Efforts

- *Twitter followers total 910 .*
- *There were 1311 Facebook followers.*

CONSTRUCTIONS RELATIONS STATUS (CONTINUED)

Community Relations Outreach

- Meeting and strategic planning session with the Little Tokyo Business Improvement District concerning business interruption potential and outreach methodology for Limited English Proficient Stakeholders (EJ-16).
- Regional Connector Community Leadership Council monthly meetings were conducted for the 1st St/Central Av, 2nd Pl/Hope St, Flower St/Financial District and the 2nd St/Broadway Station Area.

CREATIVE SERVICES STATUS

Art Program

- Continue to support mitigation efforts.
- Participate in Design Build design workshops and 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.
- *Conduct Construction Management staff safety orientations*
- *Assist Metro Environmental and Contractor staff in switching to a more stringent Asbestos Removal Protocol to expedite the schedule upon discovery of extra asbestos at the 1st and Alameda building demolitions.*
- *Monitored RCC field activities including traffic control, survey crew, Mangrove Yard mobilization and utility identification.*
- *RCC Staff reported an estimated 12,000 work hours in the month of January*
- *RCC staff reported an estimated 50,000 total project-to-date work hours through January 2015.*
- *No incidents or injuries observed or reported*

C0981R Advanced Utility Relocation

- 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 activities at 2nd Street & Broadway Blvd, and Flower Street on a daily basis to insure compliance with contract specifications.
- *Pulice/Brutoco reported 5,401 work hours for the month of January 2015 with no incidents or injuries.*
- *Total Project-to-date work-hours are 52,046 with one recordable incident (No Lost Time incidents).*

Third Party Utility Relocations

- Assisted Third Party contractors in minimizing impacts to pedestrians and businesses at Flower, and Broadway 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, continues shoring, trenching and conduit installation for power duct banks in Flower Street south of 5th Street and in the 2nd/Broadway station area. AT&T CA will complete the final resurfacing for their vault installation on 1st Street east of Alameda Street and will remove old cable in the 1st/Central station area during February 2015. MCI is continuing to place cable, splice and remove old cables in the AT&T CA duct bank on Flower Street with completion expected in early March 2015. Level 3 will be trenching and installing conduit in Flower Street connecting to the AT&T CA duct bank and then pulling cable, splicing and removing old cable with work expected to be completed by the end of March 2015.*

- *Metro, DWP Power, City staff, and Sprint Communications representatives are waiting for the C0980 contractor to pothole across Broadway at 2nd Street during February 2015 to gather necessary information to finalize a design solution to a conflict between two proposed power vaults, a proposed streetcar line and a Sprint duct bank in Broadway.*

PEAK HOUR 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. *Metro applied and received both AM and PM peak exemptions for LADWP's power intercept work on Alameda at 1st Street for all phases and on Flower Street for one phase. AM peak exemption for LADWP's work on 5th Street was approved for another phase. Also, the AM peak exemption was granted for C0981R Contract at 2nd Street and Broadway.* Current efforts center around coordinating with the C0981R Contractor for peak hour variance to accommodate advanced utility relocations by Metro's contract C0981R, and DWP's power line intercept work.

NIGHTTIME CONSTRUCTION VARIANCES

Metro continues to actively pursue night/Sunday work hour variances to accommodate the Project needs by working closely with the Los Angeles Police Commission. *As of January 30, 2015, one new work hour variances were approved and seven were denied, but revised and resubmitted for 981 and 980 work and LADWP cable pulling operations.* The denied variance requests will be revised and resubmitted for reconsideration. In addition, in coordination with the 980 Contractor, Metro will begin gathering information in preparation for applying for night/Sunday work variances for remaining utility relocations and installation of the soldier piles and decking installation.

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 existing 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 at the intersections of 1st/Alameda and Temple/Alameda Streets. The 60% design for the shoofly has been submitted by RCC and the Field Diagnostic meeting with CPUC was held on December 16, 2014.

Extended Look-Ahead

RCC will prepare Form GO-88 with the design plans to temporarily modify the existing at-grade crossings of 1st/Alameda Streets for the shoofly during the construction. Metro, the City of Los Angeles Department of Transportation (LADOT) and Bureau of Engineering (BOE) will review the plans concurrently before the Form GO-88B package is formally submitted to CPUC for approval.

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
November 2014	C0981R AUR Contractor completed DWP power work at 1st ST. and Alameda
December 2014	Metro completed Field Vibration Testing for existing Expo and Gold Lines
January 2015	Demolish Buildings at 1st/Central Station

CONSTRUCTION CONTRACTS

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

Contract No. C0981R
Status as of: January 31,2015

Work Completed:

- Pulice complete DWP Power installation of conduit, backfill and encasement and paving was laid on Flower Street, north of 5th Street.

Major Activities (In Progress):

- Metro continues resolving unknown utilities at Flower, 2nd St and Alameda work areas.
- Metro continues resolving conflict of Sprint line and proposed vault on Broadway.
- Metro continues processing PM Peak Hour Exemptions to the City of Los Angeles at various locations for the Advanced Utility Relocation.
- Pulice continues conduit and vault work in Flower Street and in 2nd Street at Broadway/Spring.
- Pulice continues excavation of trench for lateral at 2nd/Broadway Streets and at 2nd and Spring Streets.
- DWP continues with Power Intercept work along Flower Street, north of 5th Street.
- DWP continues with Power Intercept work along Alameda Street.

Areas of Concern:

- Differing site conditions such as unknown utilities, restrictions on peak hour exemptions and LADOT Traffic Plans approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R. Mitigation measures and close schedule coordination efforts between AUR, DB and DWP are being implemented to mitigate AUR delays including deletion of work scope such as sewer line at 1st/Alameda Streets and waterline at Hope Street, etc. No impact is anticipated to either the D/B Contractor critical path activities or the project revenue service date.

- Progress significantly less than Baseline Schedule production rates for excavation and shoring (approximately 25% - 30% of baseline), LADWP inadequate or incorrect submittals, delays in Traffic Control Plan submittals and approvals, and delays in Waterline approvals and delivery schedule are areas of concern. All items have been addressed with Pulice Project Manager and Principal to implement a mitigation plan and avoid impacts on C0980 Contract related work.

Major Activities Next Period:

- Metro will continue preparation of submittals and worksite traffic control plans.
- Pulice will continue trenching and installing conduit at 2nd/Broadway and Flower Streets.
- Pulice will continue excavation for lateral at 2nd and Spring Streets.
- Pulice will install the Waterline Bypass on Flower Street.
- DWP will complete intercept work at Alameda Street and Flower Street, north of 5th Street.
- Metro will continue support of DWP for relocation of underground power lines.
- Third Party Utility Contractors will complete cable pulling and splicing at night on Flower St. and 1st/Alameds.

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:	347 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	07/31/15	-228
Milestone 2:	07/28/14	0	07/28/14	03/27/15	-242
Milestone 3:	06/18/14	6	06/24/14	06/24/14	0
Milestone 4:	08/12/14	5	08/17/14	11/26/14	-101
Milestone 5:	09/16/14	0	09/16/14	02/20/15	-157
Milestone 6:	08/17/14	30	09/16/14	09/16/14	0

Physical Percent Complete:

Physical completion as of 01/31/15: 33.7%

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

Cost Summary:

	$ In millions
1. Award Value:	25.6
2. Executed Modifications:	0.6
3. Approved Change Orders:	0.0
4. Current Contract Value (1+2+3):	26.3
5. Incurred Cost:	12.3

CONSTRUCTION CONTRACTS (Continued)

Description: Design-Build Contract

Contractor: Regional Connector Constructors

Contract No. C0980

Status as of: January 31, 2015

Work Completed:

- RCC submitted an initial draft for the Mangrove Launch Pit for Metro review.
- RCC submitted the 60% 1st/Central Station design for Metro review.
- RCC completed Pre-Con Acoustic Testing of Water Lines at Flower and 2nd Street Areas.
- RCC completed abatement of Weiland Brewery property.
- RCC completed demolition of Senior Fish building.
- RCC completed pothole activities along Flower Street and 1st Street.
- Metro exercised several RCC contract options.
- Metro completed review of 60% Civil Segment B (2nd/Hope Station to Little Tokyo).

Major Activities (In Progress):

- RCC continues to conduct Pre-Con Video of Sewer and Strom Drain at various locations.
- RCC continues to conduct geotechnical boring on 2nd and Spring Streets.

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.

- Quality, completeness and timeliness of submittals (Baseline Schedule, CDRL, CQWP's and Environmental Compliance) by RCC were slower than planned. Metro has discussed these issues in weekly update meetings and requested that RCC improve quality and adherance to dealines.

Opportunities:

- Metro has exercised C0980 Project Option 12 which includes elements of design required for a Super Fast Growth Rate/Arson Fire. Metro Fire Life Safety revised the criteria to include Medium Growth Rate Fire. RCC will identify the physical elements required for the Medium Growth Rate Fire compared to the previous Super Fast Growth Rate/Arson Fire. Metro will pursue equitable adjustment to the Contract for elements associated with Super Fast Growth Rate/Arson Fire not required in C0980 Contractor's design.

Major Activities Next Period:

- RCC will conduct pre-construction surveys at buildings along the alignment.
- RCC will continue preparation of submittals and traffic control plans, including weekly meetings with LADOT.
- RCC will resubmit Baseline Schedule Rev. 3.
- Metro will prepare the Vibration Field Measurement on Expo and Goldline report.
- Metro will review 60% Design Submittal for 2nd/Broadway Station (February 2015).

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:	208 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

Other milestones to be added when baseline schedule is approveed

Physical Percent Complete:

Physical completion as of 01/31/2015: 11.3%

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

Cost Summary:

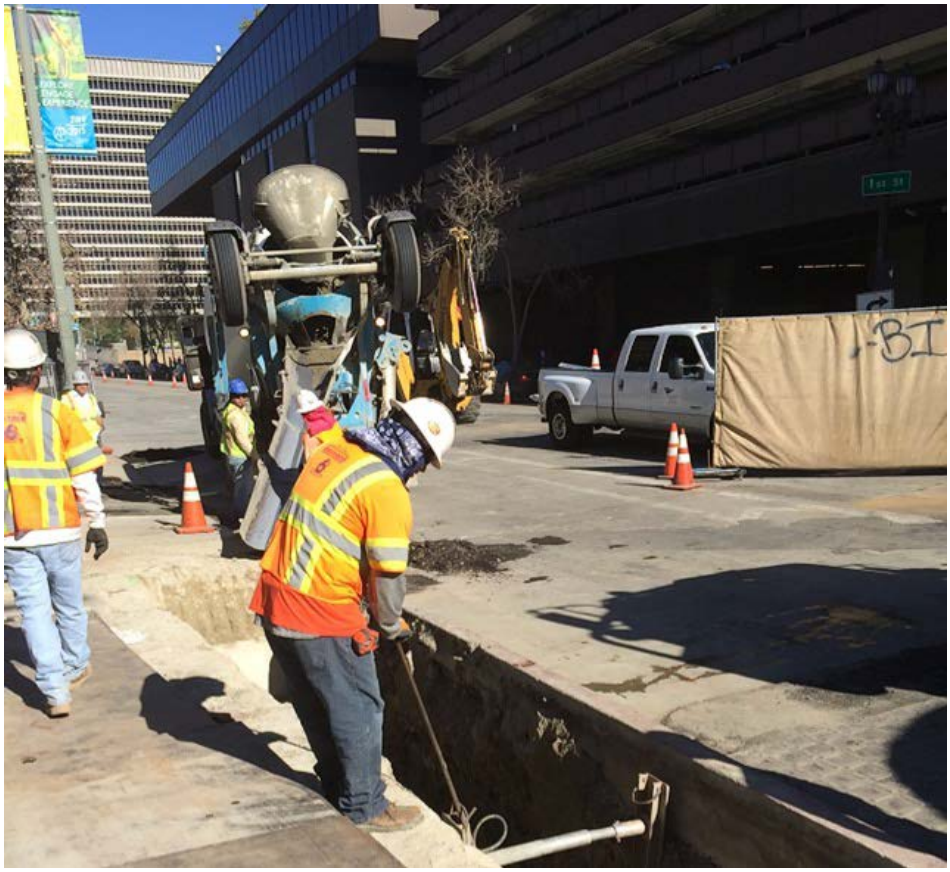
	$ In millions
1. Award Value:	927.2
2. Executed Modifications:	35.4
3. Approved Change Orders:	0.0
4. Current Contract Value (1+2+3):	962.6
5. Incurred Cost:	156.3

CONSTRUCTION PHOTOS

C0980 Contract – Demolition of Senior Fish Building at 1st and Alameda Sts.

AUR C0981R – DWP Intercept work north of Alameda Street

CONSTRUCTION PHOTOS (Continued)



AUR C0981R – Concrete encasement at 2nd and Broadway Streets

AUR C0981R – DWP Power 3rd Party Intercept work at Flower 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.
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, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time.
EXPENDITURES	The total dollar amount of funds expended by Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro's Financial Information System (FIS).
CURRENT FORECAST	The best estimate of the final cost of the project when all checks have been issued and the project is closed out. Current Forecast is composed of actual costs incurred to date, the best estimate of work remaining and a current risk assessment for each budgeted cost item.

Cost Report by Element Descriptions

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

APPENDIX

LIST OF ABBREVIATIONS AND ACRONYMS

AFC	Approved for Construction
APE	Advanced Preliminary Engineering
ATC	Automatic Train Control
ATSAC	Automated Traffic Surveillance and Control
AUR	Advanced Utility Relocation
BAFO	Best and Final Offer
BIM	Building Information Modeling
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
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 ABBREVIATIONS AND 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 ABBREVIATIONS AND 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
SOE	Support Of Excavation
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 ABBREVIATIONS AND 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