

Regional Connector Transit Corridor

East Los Angeles ↔ Santa Monica

Azusa ↔ Long Beach



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).

April 2015

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PROJECT SUMMARY

As of April 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)			
C0980 Contract - Mangrove Yard set up				WORK/ACTIVITY COMPLETED PAST MONTH			
				<ul style="list-style-type: none"> Pulice excavated, shored, placed electrical conduit ductbanks, and removed shoring from the trenches for mainline power on Flower Street near 6th street intersection. Pulice completed the installation of inline valve and installed a temporary hydrant on 5th Street in front of LA Public Library. Pulice excavated and placed timber lagging on Flower Street north of 6th/Flower Streets. Pulice contract was terminated for convenience by Metro on April 14, 2015. Metro completed review of AFC design for DU1.1 Shoofly Package and 100% Specification Package. Metro completed review of 60% Design for 2nd/Hope Station and Train Control. Metro approved the Design Work Plan Revision 3. RCC completed tree removal on 1st Street in preparation for widening RCC completed sewer and water work and installed and tested electrical lines at the Mangrove Yard. DWP mobilized in Flower St. at 6th St. and completed the installation of intercept power conduit. The asphalt overlay will be completed by end of May 2015. 			
EXPENDITURE STATUS (\$ In Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PERIOD	CURRENT PLAN	VARIANCE WEEKS
DESIGN	\$119.1	\$81.0	68.0%	Environmental			
				FES / FEIR	N/A	04/26/12	Complete
RIGHT-OF-WAY	\$102.0	\$47.5	46.6%	Design			
				PE Notice to Proceed	N/A	01/04/11	Complete
CONSTRUCTION	\$969.7	\$172.5	17.8%	Final Design complete	04/07/16	04/07/16	0
OTHER	\$269.2	\$58.7	21.8%	Note: The D/B Contractor maintained the completion date for the Final Design.			
TOTAL	\$1,460.0	\$359.6	24.6%	Right-of-Way			
				All parcels available	06/01/16	06/01/16	0
Current Budget reflects Board approved Life-of-Project Budget and does not include Finance Charges. Note: Expended amount is through March 2015.				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. Construction - Design / Build Contract			
				Notice to Proceed	07/07/14	07/07/14	Complete
				Construction complete	08/22/20	08/28/20	0
				Revenue Service Date	10/22/20	10/27/20	0
AREAS OF CONCERN				CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
<ul style="list-style-type: none"> NEPA Law suits could potentially delay the construction of C0980 Contract on The NEPA trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt concluded the FES did not sufficiently discuss alternative tunneling methods. MTA is working with FTA to complete supplemental NEPA process by July 2015 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 Traffic Control Plans approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) work. C0981R contract was terminated for convenience and Metro Board approved transfer of work to C0980 on April 30, 2015. Mitigation measures and close schedule coordination efforts are being implemented and alternative plans are being evaluated by RCC and Metro. Utility relocations plans are being developed at all locations to mitigate schedule delays. 				<ul style="list-style-type: none"> Metro will complete review 60% DU10 Traction Power and DU12 Communication Design Packages. Metro will complete review of 85% Design of 1st/Central and 2nd /Broadway Stations. RCC continues to set up the Mangrove Yard including trailer/office setup, storm drain installation, excavation for utility installation for substation work and installing temporary lighting and re-striping. RCC will begin Water Bypass Tie-in on 5th/Flower. RCC will begin 1st Street westbound widening for storm drain installation. RCC will continue Pile Trenching – Wye at 1st/Alameda. RCC will begin pile installation for the TBM Launch Pit. LADWP-PS, Level 3 and Verizon Business/MCI will complete cable pulling and splicing on Flower St. and 2nd/Broadway Sts. Remaining and future work related to AJR will be negotiated and the field coordination and installation will be started. 			
ROW ACQUISITION	PLAN	ACQUIRED	REMAINING				
PERMANENT PARCELS	5	2	3				
TEMPORARY PARCELS	29	12	17				
TOTAL PARCELS	34	14	20				

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 October 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 (Cont.)

Construction

Level 3 Communications plans to install 60' of 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 June-July 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 mid-July 2015. MCI, as another lessee in the AT&T CA joint trench in Flower Street, is scheduled to complete the pulling & splicing of their cable into the new AT&T CA joint trench and the removal of their old cable during July 2015. AT&T CA removed the old cable in the 1st/Central Station in April 2015.

The C0981R contractor continued with electrical duct bank relocations in the 2nd/Broadway station area and in Flower Street south of 5th Street. The C0981R contractor was also installing a temporary water line bypass on 5th Street east of Flower Street to accommodate the installation of a new electrical vault in 5th Street. On April 14, 2015, the C0981R Contract was terminated for convenience. On April 30, 2015 Metro Board approved transfer of remaining C0981R scope of work to the C0980 contract.

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. *Manufacturer continued performing qualification and post shipment tests on prototype cars 1 and 2 at LACMTA's Green Line shop.*

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.

PROJECT OVERVIEW & STATUS (Cont.)

The project commitments through April 2015 increased by \$1.177 million to \$1.226 billion or 85.89% of the current budget. The project expenditure through March 2015 is \$337.01 million or 23.6% 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 October 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 October 2020.

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 monthly for the current phase of the project and details are being discussed with FTA/PMOC. Risk Management reporting will continue to be on a quarterly basis. Last risk assessment was conducted in February 2015 and reviewed with FTA/PMOC.*

MANAGEMENT ISSUES/OPPORTUNITIES

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

Status/Action *The NEPA trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt concluded the FEIS did not sufficiently discuss alternative tunneling methods. MTA is working with FTA to complete supplemental NEPA process by July 2015, before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor (Medium 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. *Schedule impacts are expected to be mitigated by close coordination and alternative work sequences. On April 14, 2015, the C0981R Contract was terminated for convenience. On April 30, 2015 Metro Board approved transfer of remaining C0981R scope of work to the C0980 contract. RCC will continue AUR activities and will begin their scheduled activities, particularly on Broadway. Metro is currently assessing and inventorying all equipment onsite and to be delivered related to the C0981R Contract as well as walking the project sites to determine current conditions, collecting data sheets, submittals and other information. This will assist RCC and allow RCC to determine opportunities for other planned activities under the C0980 Contract. Metro and RCC is coordinating with DWP on the design and construction issues to mitigate construction schedule and power requirement at 2nd/Broadway station (High Risk).*

Concern No. 3: *Non-availability of space to install the electrical ductbanks due to existing infrastructure at 2nd and Broadway location remains a concern.*

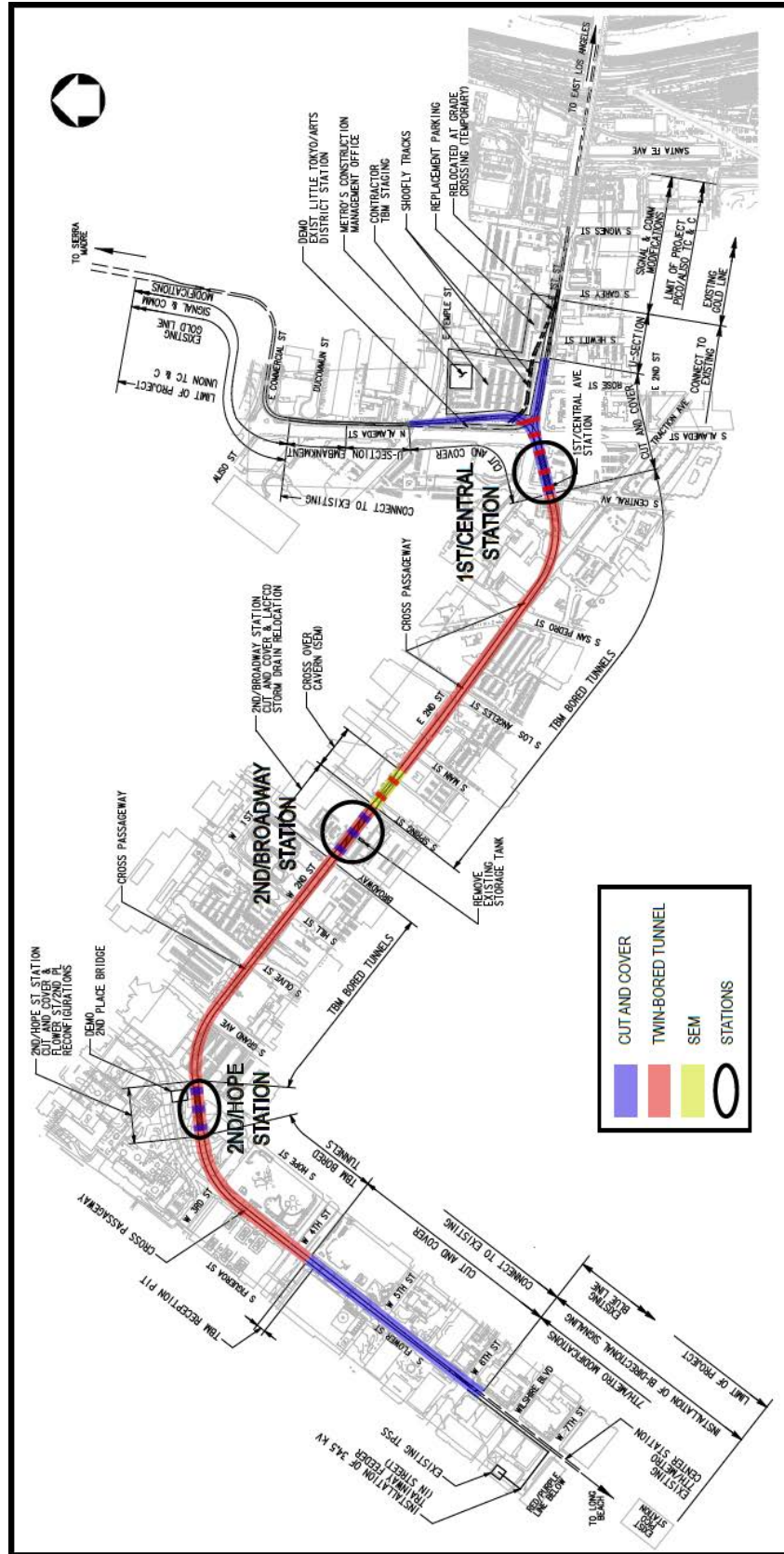
Status/Action *Metro is working with C0980 contractor to develop alternatives (High Risk).*

MANAGEMENT ISSUES/OPPORTUNITIES (Cont.)

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 (Cost Reduction).

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 is being performed by the D/B contractor as part of the C0980 Contract.

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 (Cont.)

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 splicing), 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

Remaining work by Level 3 and MCI to splice and remove of old cable is expected to be completed by mid-June, 2015.

Completion dates for cable pulling, splicing and removal of old facilities for LADWP:

- *Alameda/1st Streets and Flower north of 5th Street: Cable pulling, splicing and removal of old facilities is now complete with the exception of Lateral 3.*
- *Flower south of 5th Street: Cable pulling, splicing and removal of old facilities is expected to start once C0980 completes the infrastructure and will take about 3 months to complete.*
- *2nd and Broadway: Cable pulling, Splicing and removal of existing facilities is driven by DWP re-design of the power system route at Broadway Street.*

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.

BASE PROJECT SCOPE (Continued)

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. *Contract C0981R was terminated for convenience on April 14, 2015 and all remaining work is being transferred to C0980 Contract.*

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 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.

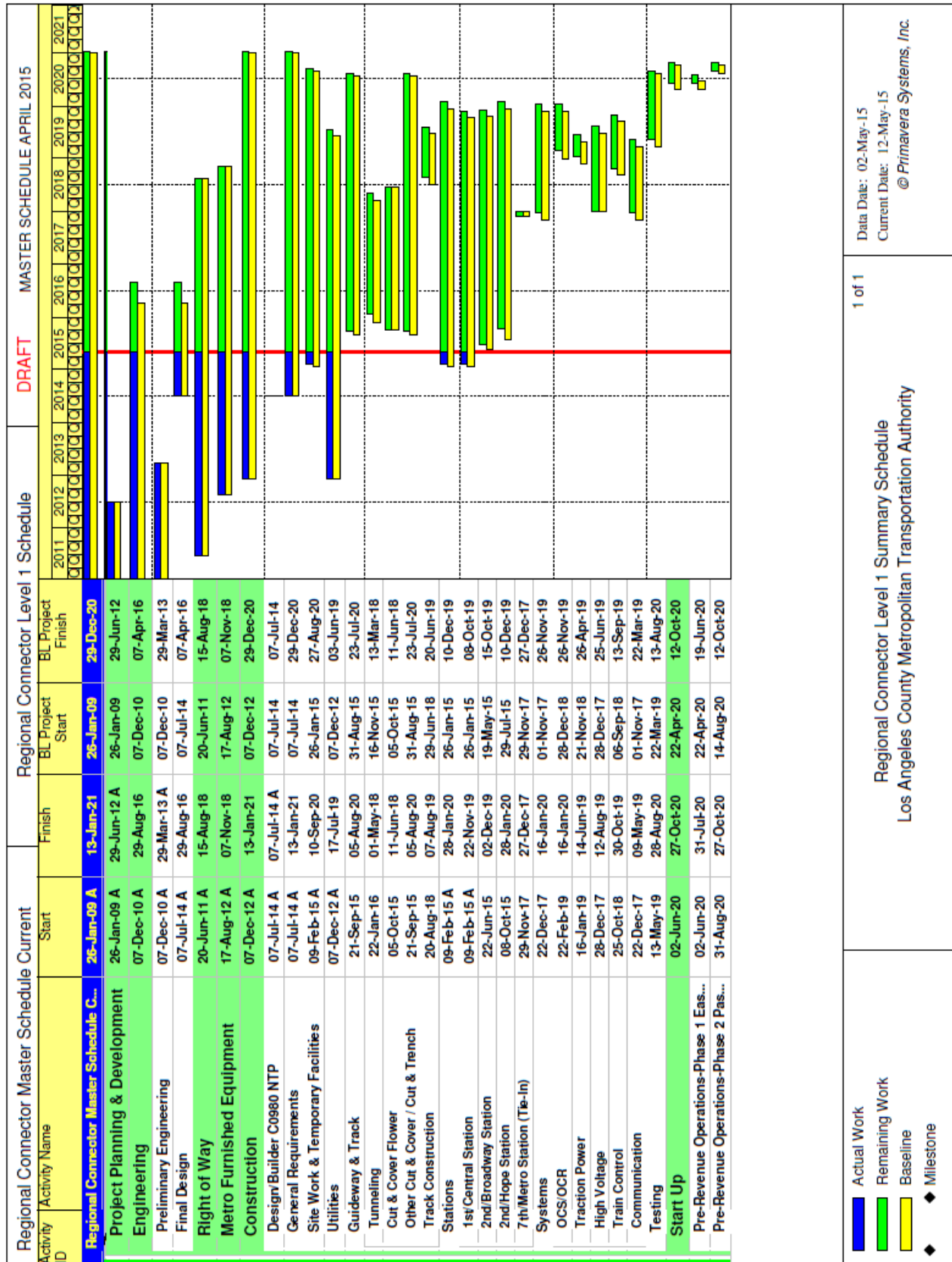
KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15
Starts pile trenching at Wye 1st/Alameda	04/06/15	◡					
C0981R Termination for Convenience	04/14/15	◆					
Starts pile trenching at 2nd/Broadway	04/20/15	◡					
Starts pile installation for TBM Pit	05/18/15		◡				
RCC Prepares Path Forward Plan for the remaining power work at 2nd/Broadway (Metro Board 04/30/15)	05/22/15	Ⓜ	◡				
1st/Central Station Package - 85% Design Submittal	06/12/15			◡			
2nd/Broadway Station Package - 85% Design Submittal	06/30/15			◡			
Start Decking for Shoofly Bridge / Rail Installation	07/06/15				◡		
Setup of 2nd/Hope Yard	07/15/15				◡		
Flower St/Alameda/WYE/Guideways - 100% Design Sub	07/15/15				◡		
2nd/Hope Station Package - 85% Design Submittal	08/05/15					◡	
Start pile trenching at Central Ave	08/10/15					◡	
Start Bus Bridge#1 Work - Shoofly Tie In	09/02/15						◡
Flower St/Alameda/WYE/Guideways - AFC Design Sub	09/21/15						◡

- ◆ 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



Data Date: 02-May-15
 Current Date: 12-May-15
 © Primavera Systems, Inc.

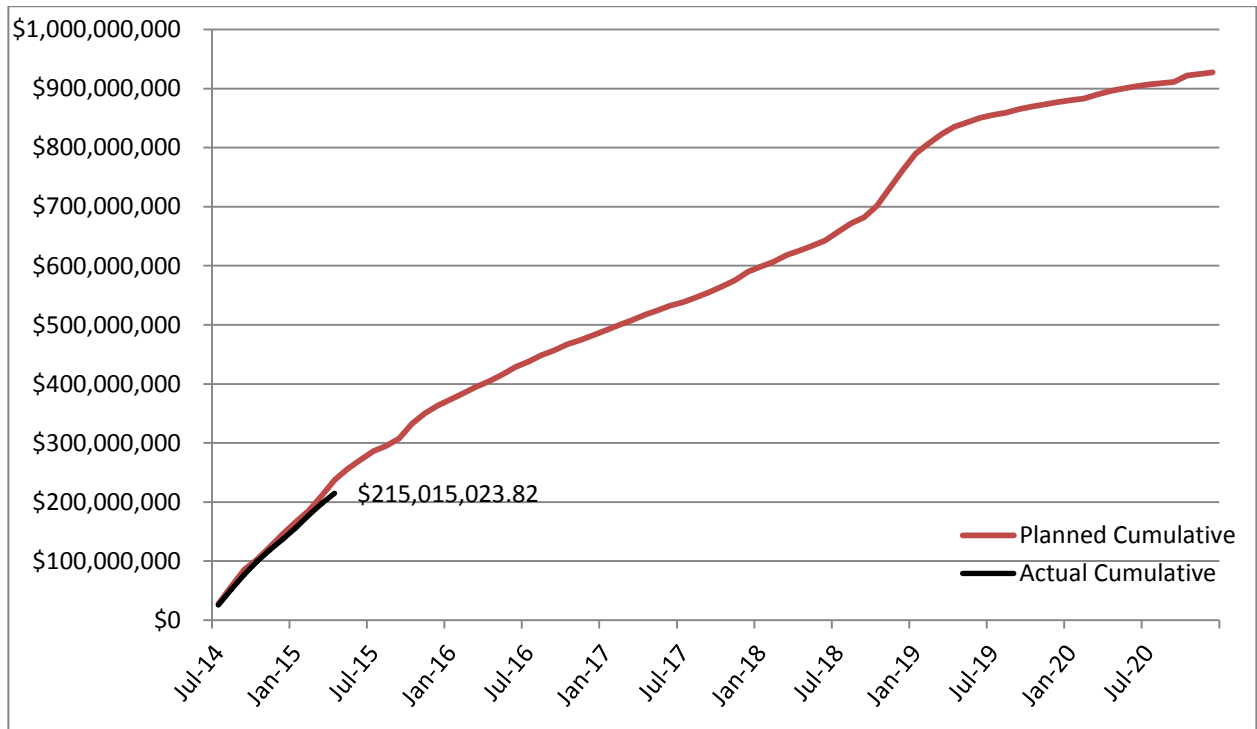
1 of 1
 Regional Connector Level 1 Summary Schedule
 Los Angeles County Metropolitan Transportation Authority

Actual Work
 Remaining Work
 Baseline
 Milestone

SCHEDULE MEASUREMENTS

	Status	Change from Last	Comment
Forecast Revenue Service	10/27/2020	15 CD	
TIFIA Revenue Service	05/29/2021	None	
FFGA Revenue Service	05/29/2021	None	
Final Design Progress :			
Contract C0980	56.6%	7.8%	On Schedule
Construction Contracts Progress :			
Contract C0981R	44.7%	5.7%	Termination for Convenience
Contract C0980	18.4%	2.1%	On Schedule
Cumulative To Date Progress for C0980 & C0981R :			
	19.1%	2.2%	

OVERALL CONSTRUCTION PROGRESS CURVE STATUS



The above progress curve is based on planned expenditures by the design-build contractor in the C0980 Baseline Schedule and actual expenditures.

The cumulative overall construction progress for C0980 & C0981R Contract is 18.9%.

Final Design for C0980 commenced upon MTA issuing NTP on July 7, 2015.

Cumulative final design progress is 56.6% and the cumulative construction progress is 18.4%.

MAJOR EQUIPMENT DELIVERY STATUS

Tunnel Boring Machine

RCC, the design-builder for C0980, will design and procure the tunnel boring machine (TBM) and equipment.

Following are key dates for TBM design and procurement:

	Early Finish	Need Date
LACTMA ACCEPTED TBM GENERAL ARRANGEMENT DRAWINGS	08/29/14 A *	9/4/2015
TBM DESIGN	02/12/15A *	7/23/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 1	4/27/2015	10/16/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 2	6/9/2015	12/1/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 3	7/22/2015	1/14/2016
EXCECUTED TBM PURCHASE ORDER - PAYMENT 4	9/2/2015	2/26/2016
TBM REBUILD	9/23/2015	2/26/2016
FAB/DELIV PRECAST TUNNEL LINER MOLDS	10/7/2015	7/8/2016
VERIFIED ASSEMBLY / TEST OF TBM AT FABRICATION SHOP	10/14/2015	3/18/2016
FAB/DELIV TBM MACHINE TO SITE	1/20/2016	4/19/2016
VERIFIED TBM SHIPPED TO SITE	1/21/2016	4/20/2016

* A: the date is actual and completed

Light Rail Vehicles

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. *Manufacturer continued performing qualification and post shipment tests on prototype cars 1 and 2 at LACMTA's Green Line shop.*

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

Procurement of UFS and TVM will commence after the design-builder completes the final design.

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

	Early Finish	Need Date
PROCURE PRECAST DECK PANEL PURCHASE ORDER	3/6/2015	10/12/2015
PROCURE PRECAST SANITARY SEWER STRUCTURE PURCHASE ORDER	3/13/2015	8/13/2015
PROCURE TIMBER LAGGING PURCHASE ORDER	3/13/2015	9/28/2015
PROCURE SHORING PURCHASE ORDER	4/24/2015	7/10/2015
PROCURE H-PILE PURCHASE ORDER	5/27/2015	7/23/2015
PROCURE PLATE PURCHASE ORDER	7/6/2015	10/12/2015
PROCURE PRECAST ELEC STRUCTURE PURCHASE ORDER	8/17/2015	12/18/2018
PROCURE PRECAST COMM STRUCTURE PURCHASE ORDER	10/5/2015	3/6/2019
PROCURE MSE PANEL PURCHASE ORDER	1/29/2016	6/18/2020
PROCURE REBAR - FLOWER ST C/C	12/2/2015	1/10/2018
PROCURE HDPE - FLOWER ST C/C	12/2/2015	12/21/2017
PROCURE PIPE (RCP) PURCHASE ORDER	3/6/2015	10/7/2015
PROCURE PIPE (WSP) PURCHASE ORDER	3/6/2015	5/5/2015
PROCURE PIPE (DIP) PURCHASE ORDER	5/22/2015	7/30/2015
PROCURE PIPE (PVC) PURCHASE ORDER	5/22/2015	8/13/2015
PROCURE PIPE (VCP) PURCHASE ORDER	5/22/2015	8/13/2015
PROCURE PIPE SPECIALTY STORM DRAIN PIPE PURCHASE ORDER	11/11/2015	2/5/2020
FAB/DELIVER DECK PANELS - 1ST/CENTRAL	4/25/2015	12/4/2015
FAB/DELIVER SHORING BEAMS - MANGROVE LAUNCH PIT	5/4/2015	7/23/2015
FAB/DELIVER SHORING BEAMS - 1ST/CENTRAL	6/13/2015	8/30/2015
FAB/DELIVER SHORING BEAMS - 2ND/BROADWAY	6/13/2015	9/14/2015
FAB/DELIVER SHORING BEAMS - FLOWER ST	6/13/2015	12/8/2015
FAB/DELIVER SHORING BEAMS - 2ND/HOPE	6/23/2015	12/21/2015
FAB/DELIVER DECK BEAMS - 1ST/CENTRAL	5/4/2015	10/12/2015
FAB/DELIVER DECK BEAMS - MANGROVE LAUNCH PIT	5/4/2015	7/23/2015
FAB/DELIVER DECK BEAMS - 2ND/BROADWAY	6/14/2015	10/12/2015
FAB/DELIVER DECK BEAMS - 2ND/HOPE	8/18/2015	2/27/2016
FAB/DELIVER DECK BEAMS - FLOWER ST	8/18/2015	2/27/2016
FAB/DELIVER PIPE STRUTS - 1ST/CENTRAL	4/11/2015	9/28/2015
FAB/DELIVER PIPE STRUTS - MANGROVE LAUNCH PIT	4/11/2015	3/16/2016
FAB/DELIVER PIPE STRUTS - 2ND/BROADWAY	5/23/2015	12/11/2015
FAB/DELIVER PIPE STRUTS - FLOWER ST	7/4/2015	2/16/2016
FAB/DELIVER PIPE STRUTS - 2ND/HOPE	8/15/2015	3/29/2016
FAB/DELIVER WALES - 1ST/CENTRAL	4/11/2015	9/28/2015
FAB/DELIVER WALES - MANGROVE LAUNCH PIT	4/11/2015	3/16/2016
FAB/DELIVER WALES - 2ND/BROADWAY	5/23/2015	12/11/2015
FAB/DELIVER WALES - FLOWER ST	7/4/2015	2/16/2016
FAB/DELIVER WALES - 2ND/HOPE	8/15/2015	3/29/2016
PROCURE TRACK - TEMP SHOOFLY	9/16/2015	2/19/2016

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

	Early Finish	Need Date
PROCURE BALLASTED TRACK - NORTH ALAMEDA LEG	9/16/2015	2/19/2016
PROCURE RAIL - JOBWIDE	5/12/2016	11/23/2018
PROCURE SPECIAL TRACK - JOBWIDE	5/12/2016	1/21/2019
PROCURE NEW 115RE RAIL - STANDARD RAIL	5/12/2016	11/23/2018
PROCURE NEW 115RE RAIL - HIGH STRENGTH RAIL	5/12/2016	11/23/2018
FAB/DELIV PRECAST TUNNEL LINER SEGMENTS	4/4/2016	8/11/2017
FAB/DELIV EMERGENCY VENTILLATION FANS - CENTRAL (4)	1/13/2017	6/7/2019
FAB/DELIV EMERGENCY BOOSTER FANS (12)	1/13/2017	7/23/2019
FAB/DELIV EMERGENCY VENTILLATION FANS - BROADWAY (4)	1/13/2017	7/16/2019
FAB/DELIV EMERGENCY VENTILLATION FANS - HOPE (4)	1/13/2017	6/7/2019
PROCURE PLUMBING SUBCONTRACTOR	9/21/2015	3/4/2016
PROCURE ARCHITECTURAL PRECAST PAVER SUBCONTRACTOR	7/18/2016	8/21/2019
PROCURE GRANITE STONWORK SUBCONTRACTOR	7/18/2016	6/10/2019
PROCURE MASONRY SUBCONTRACTOR	7/18/2016	1/23/2019
PROCURE PRECAST STRUCTURAL ELEMENTS SUBCONTRACTOR	7/18/2016	6/27/2019
PROCURE ARCHITECTURAL CONCRETE PAVING SUBCONTRACTOR	7/18/2016	5/24/2019
PROCURE DOORS & HARDWARE SUBCONTRACTOR	7/18/2016	5/14/2019
PROCURE DRYWALL & FRAMING SUBCONTRACTOR	7/18/2016	9/16/2019
PROCURE ELEVATORS SUBCONTRACTOR	7/18/2016	8/7/2017
PROCURE ESCALATORS SUBCONTRACTOR	7/18/2016	9/25/2017
PROCURE FIRE PROTECTION SUBCONTRACTOR	7/18/2016	8/20/2018
PROCURE FLOORING SUBCONTRACTOR	7/18/2016	9/30/2019
PROCURE GLAZING SUBCONTRACTOR	7/18/2016	6/7/2019
PROCURE HVAC SUBCONTRACTOR	7/18/2016	3/29/2019
PROCURE METAL CEILING SUBCONTRACTOR	7/18/2016	7/30/2019
PROCURE PAINT SUBCONTRACTOR	7/18/2016	6/18/2019
PROCURE SHEET METAL SUBCONTRACTOR	7/18/2016	8/8/2019
PROCURE SPRAY ON ACCOUSTICAL FINISH SUBCONTRACTOR	7/18/2016	7/8/2019
PROCURE STAINLESS STEEL SUBCONTRACTOR	7/18/2016	6/3/2019
PROCURE STATION SIGNS SUBCONTRACTOR	7/18/2016	9/26/2019
PROCURE STEEL (PERMANENT) SUBCONTRACTOR	7/18/2016	4/25/2019
PROCURE TERRAZZO SUBCONTRACTOR	7/18/2016	9/26/2019
PROCURE TILE SUBCONTRACTOR	7/18/2016	6/19/2019
PROCURE FLUID APPLIED WATERPROOFING SUBCONTRACTOR	7/18/2016	5/14/2019
PROCURE LANDSCAPING SUBCONTRACTOR	8/23/2016	5/14/2020
FAB/DELIV LIGHT FIXTURES - CENTRAL STA	5/5/2016	7/29/2019

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

	Early Finish	Need Date
FAB/DELIV EDGE LIGHTING - CENTRAL STA	5/5/2016	3/11/2019
FAB/DELIV LIGHT FIXTURES - BROADWAY STA	6/2/2016	7/29/2019
FAB/DELIV EDGE LIGHTING - BROADWAY STA	6/2/2016	6/11/2019
FAB/DELIV LIGHT FIXTURES - HOPE STA	7/18/2016	6/20/2019
FAB/DELIV EDGE LIGHTING - HOPE STA	7/18/2016	5/14/2019
FAB/DELIV OCS POLES / EQUIPMENT - SHOOFLY	7/14/2015	2/24/2016
FAB/DELIV TRAIN CONTROL CABLE - SHOOFLY	7/14/2015	2/16/2016
FAB/DELIV TRAIN CONTROL EQUIPMENT - SHOOFLY	7/14/2015	2/26/2016
FAB/DELIV HIGH VOLTAGE DISCONNECT - 1ST & CENTRAL	7/13/2016	4/12/2019
FAB/DELIV 2ND/HOPE UNIT SUBSTATION AND TRANSFORMER	10/13/2016	8/21/2019
FAB/DELIV 2ND/BROADWAY UNIT SUBSTATION AND TRANSFORMER	10/13/2016	11/15/2019
FAB/DELIV TRAIN CONTROL CABLE	6/8/2017	4/13/2018
FAB/DELIV 2ND/HOPE TPSS	10/31/2017	2/26/2019
FAB/DELIV OCS POLES / EQUIPMENT	2/8/2018	7/15/2019
FAB/DELIV OCR FOR TUNNEL	2/8/2018	7/24/2019
FAB/DELIV TRAIN CONTROL EQUIPMENT	6/25/2018	4/30/2019
FAB/DELIV 2ND/BROADWAY TPSS	7/26/2018	11/15/2019
ELEVATOR COORDINATION DRAWINGS - 1ST/CENTRAL	10/6/2016	10/26/2017
ELEVATOR COORDINATION DRAWINGS - 2ND/BROADWAY	12/25/2016	1/14/2018
ELEVATOR COORDINATION DRAWINGS - 2ND/HOPE	3/15/2017	4/4/2018
FAB/DELIV ELEVATORS - 1ST/CENTRAL	10/6/2017	6/12/2019
FAB/DELIV ELEVATORS - 2ND/BROADWAY	12/25/2017	4/11/2019
FAB/DELIV ELEVATORS - 2ND/HOPE	3/15/2018	4/4/2019
ESCALATOR COORDINATION DRAWINGS - 1ST/CENTRAL	10/6/2016	12/14/2017
ESCALATOR COORDINATION DRAWINGS - 2ND/BROADWAY	12/25/2016	3/4/2018
ESCALATOR COORDINATION DRAWINGS - 2ND/HOPE	3/15/2017	5/23/2018
FAB/DELIV ESCALATORS - 1ST/CENTRAL	10/6/2017	7/16/2019
FAB/DELIV ESCALATORS - 2ND/BROADWAY	12/25/2017	3/28/2019
FAB/DELIV ESCALATORS - 2ND/HOPE	3/15/2018	5/23/2019

* Note: These dates are based on the latest approved Design Build Contractor's schedule.

CRITICAL PATH NARRATIVE

Critical Path (C0980):

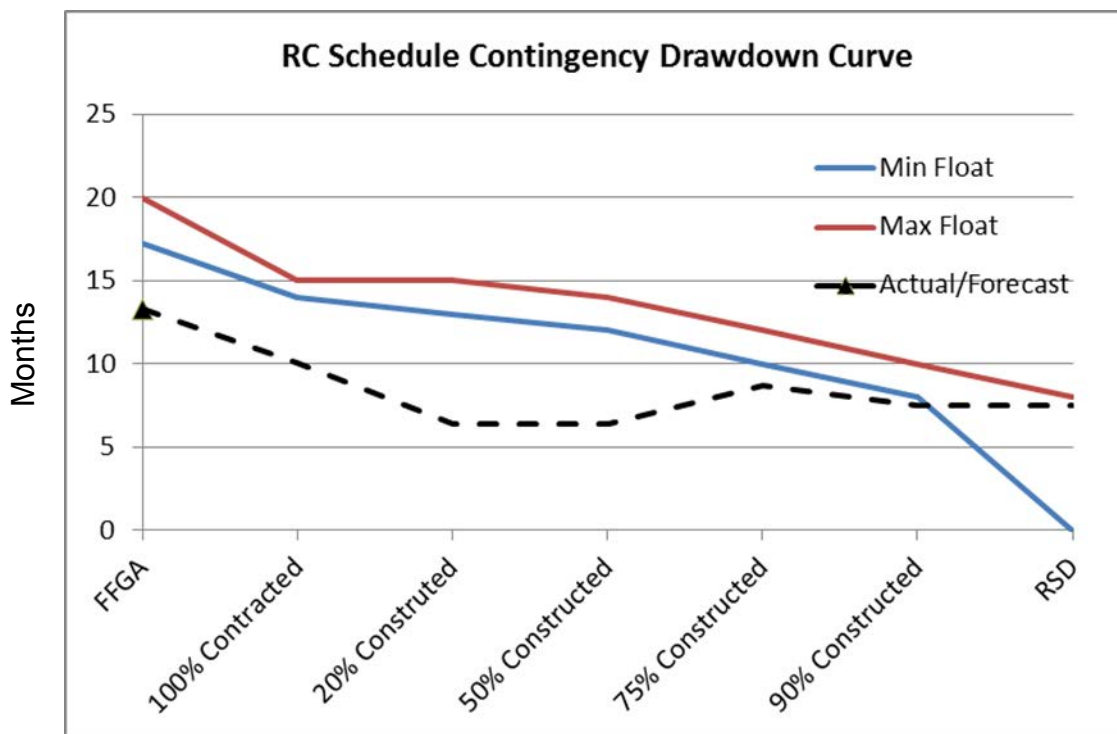
The longest path to project substantial completion runs through the final design and key submittals by C0980; excavation support system and tunnel final designs; procurement, delivery and assembly of the TBM; 1st and Alameda Wye junction excavation; 1st/Central Station excavation to track level; tunnel 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.

Note:

- 1. Several contract options were exercised by Metro as per contract, which are being incorporated into the schedule. Metro does not expect any change to contract milestones as a result of the options.*
- 2. Metro is in the process of adding all the remaining Advanced Utility Relocation (AUR) work to C0980 contract, which could significantly impact the project schedule. It is anticipated that clear path forward could be identified and implemented to minimize the schedule impact.*

SCHEDULE CONTINGENCY DRAWDOWN

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



PROJECT COST STATUS

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	GUIDEWAYS & TRACK ELEMENTS	280,622	204,691	0	226,941	0	226,941	0	900	0	226,941	0
20	STATIONS, STOPS, TERMINALS, INTERNODAL	354,268	219,477	0	229,327	0	229,327	0	0	0	229,327	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	0	0	0	0	0	0	0	0	0	0	0
40	SITWORK & SPECIAL CONDITIONS	141,785	422,453	43,767	469,316	992	438,132	35,066	171,604	39,242	469,316	0
50	SYSTEMS	69,667	73,848	0	73,848	0	63,265	0	0	0	73,848	0
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	43,767	999,431	992	957,665	35,066	172,504	39,242	999,431	0
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	0	74,208	0	73,820	12,157	24,824	0	74,208	0
70	VEHICLES	16,275	16,275	0	16,275	0	0	0	0	0	16,275	0
80	PROFESSIONAL SERVICES	261,455	257,973	151	258,347	151	170,078	10,702	115,452	151	258,347	0
	SUBTOTAL (10-80)	1,239,963	1,268,925	43,917	1,348,262	1,142	1,201,563	57,925	312,780	39,392	1,348,262	0
90	UNALLOCATED CONTINGENCY	135,399	126,892	-43,917	47,555	0	0	0	0	-39,392	47,555	0
100	FINANCE CHARGES	27,571	7,115	0	7,115	0	0	0	0	0	7,115	0
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	1,402,932	0	1,402,932	1,142	1,201,563	57,925	312,780	0	1,402,932	0
	ENVIRONMENTAL/PLANNING - 400228		6,075	0	6,075	0	6,075	0	6,075	0	6,075	0
	ENVIRONMENTAL/PLANNING - 460228		18,125	0	18,125	35	18,192	0	18,158	0	18,625	-500
	TOTAL PROJECTS 400228 & 460228 (EVN/PLAN'G)	0	24,200	0	24,200	35	24,267	0	24,233	0	24,700	-500
	400228, 460228, 860228 TOTAL	1,402,932	1,427,132	0	1,427,132	1,177	1,225,830	57,925	337,013	0	1,427,632	-500

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 03/31/2015

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:

There is no increase in Life of Project budget this period; however, there is an increased budget from SCC 40 and 80. The increase in budget is due to Board approved transfer of C0981R remaining scope of work to C0980 Contractor, Mods for Rail Car Transporter and design work at Little Tokyo Station second entrance, and private utilities works. The budget comes from Unallocated Contingency.

Commitments:

The Commitments increased by \$1.177 million to \$1.226 billion which represent 85.89% of the Current Budget. The increase is due to the C0980 Mods for Rail Car Transporter and design work at Little Tokyo Station Second Entrance. Right of Way (ROW) amount shown under Commitment are the obligated numbers; expenditures as of this period are \$24.8 million.

Expenditures:

The Expenditures are cumulative through March 2015. The Expenditures increased by \$57.93 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, ROW and Environmental Consultant Services. The \$337.01 million in expenditures to date represents 23.6% of the Current Budget.

PROJECT COST ANALYSIS (Cont.)

Current Forecast:

Forecast for this period include Board approved transfer of C0981R remaining scope of work to C0980 Contractor (approved on April 30, 2015), Rail Car transporter and modification of Design at Little Tokyo Station second entrance. Risk Assessment analysis indicates additional contingency budget would be needed to complete the project. Metro, RCC and PMOC will perform Risk assessment at the end of Final Design to determine the contingency funding needed during construction phase (Second quarter of 2016). Secondary cost mitigation measures are being considered and included in the Risk Assessment report, which is planned to be issued in May 2015.

PROJECT COST STATUS

CONCURRENT NON-FPGA ACTIVITIES (861228)

PROJECT COST STATUS BY FTA SCC
DOLLARS IN THOUSANDS

SCC CODE	Description	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS & TRACK ELEMENTS	-	0	0	0	0	0	0	0	0	0
20	STATIONS, STOPS, TERMINALS, INTERMODAL	-	0	0	0	0	0	0	0	0	0
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN, BLDGS	10,480	10,480	10,480	0	10,480	0	0	0	10,480	0
40	SITWORK & SPECIAL CONDITIONS	0	0	0	0	0	0	0	0	0	0
50	SYSTEMS	0	0	0	0	0	0	0	0	0	0
	CONSTRUCTION SUBTOTAL (10-50)	10,480	10,480	10,480	0	10,480	0	0	0	10,480	0
60	ROW, LAND, EXISTING IMPROVEMENTS	27,748	27,748	27,748	0	27,748	-7	22,561	0	27,748	0
70	VEHICLES	0	0	0	0	0	0	0	0	0	0
80	PROFESSIONAL SERVICES	650	650	650	0	650	2	37	0	650	0
	SUBTOTAL (10-80)	38,878	38,878	38,878	0	38,878	-5	22,598	0	38,878	0
90	UNALLOCATED CONTINGENCY	1,113	1,113	1,113	0	0	0	0	0	1,113	0
100	FINANCE CHARGES	0	0	0	0	0	0	0	0	0	0
	TOTAL PROJECTS 861228 (10-100)	39,991	39,991	39,991	0	38,878	-5	22,598	0	39,991	0
	861228 TOTAL	39,991	39,991	39,991	0	38,878	-5	22,598	0	39,991	0

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH 03/31/2015

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.

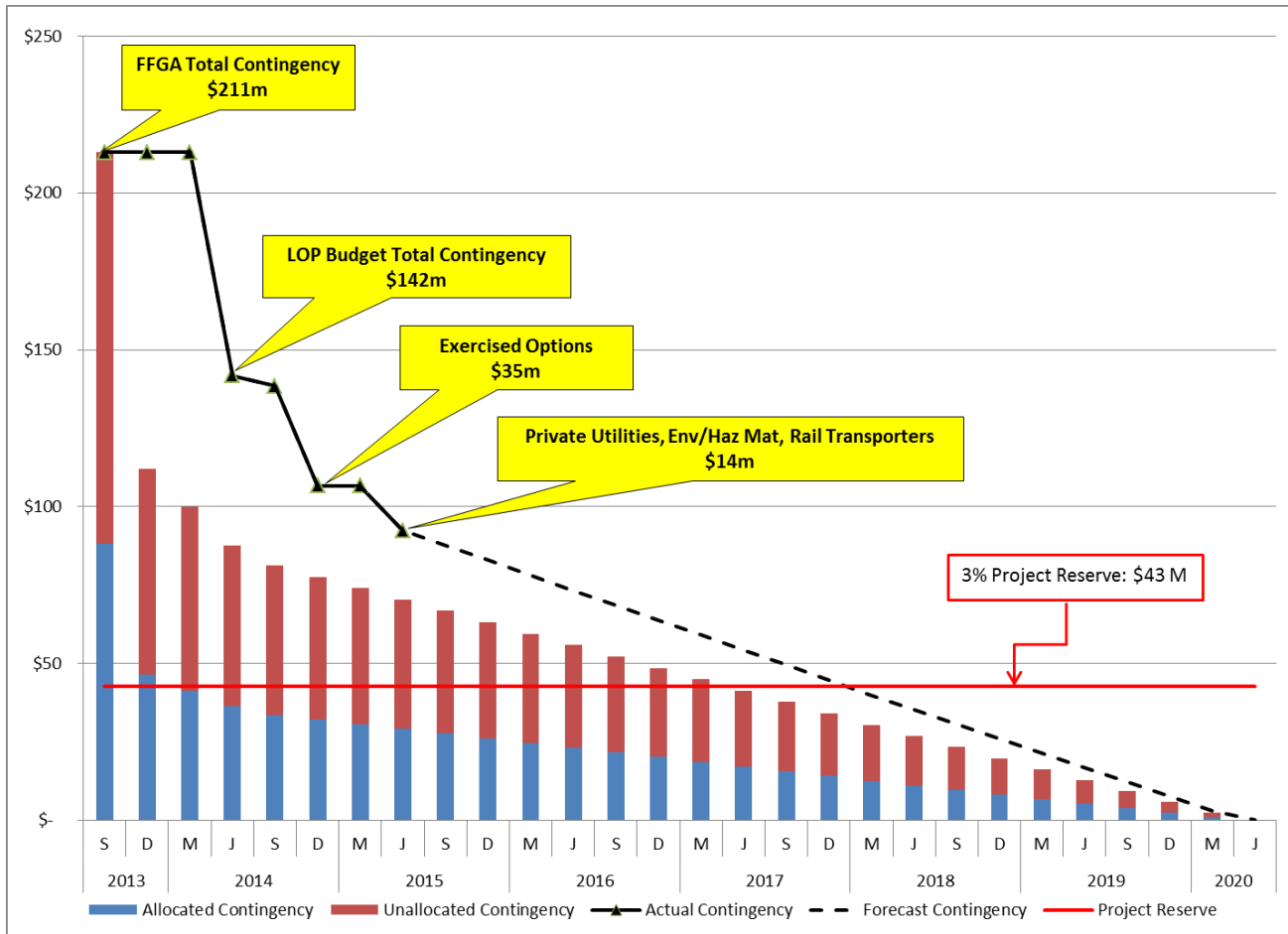
Commitments:

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 \$22.57 million.

Expenditures:

f The Expenditure were decreased by 5k this period. The \$22.60 million in expenditures to date represents 56.5% of the Current Budget.

COST CONTINGENCY DRAWDOWN



COST CONTINGENCY DRAWDOWN ANALYSIS

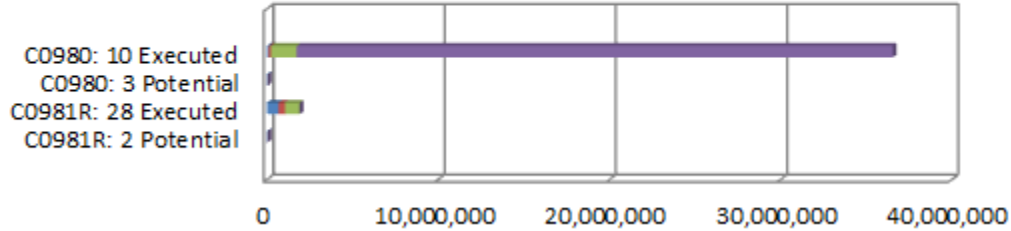
The Regional Connector Transit Corridor Project of \$1.42 billion includes an “unallocated contingency” amount of \$47.56 million, which is included as a separate Standard Cost Category (SCC) element. Also included within the current budget is an “allocated contingency” of \$14.8 million allocated to ROW, \$27.1 million for Transfer of AUR scope of work to C0980 Contractor and \$2.5 million allocated for Private Utilities, Environmental Mitigation & Hazardous Materials. 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 \$92 million or 6.44% of total project cost (8.53% 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.

SUMMARY OF CONTRACT MODIFICATIONS

Contract Modifications (MODs) by Cost Level



	C0980		C0981R		Total
	10 Executed	3 Potential	28 Executed	2 Potential	
■ Under \$100K	100,000	56,601	679,862	40,690	877,153
■ \$100K to \$250K	150,528	-	372,752	-	523,280
■ \$250K to \$1M	1,491,749	-	863,000	-	2,354,749
■ Over \$1M	34,820,000	-	-	-	34,820,000
Total Contract MODs	36,562,277	56,601	1,915,614	40,690	38,575,182
Contract Award Amount	927,226,995	927,226,995	25,643,000	25,643,000	
% of Contract MODs	3.9%	0.0%	7.5%	0.2%	

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

28 changes with a total value of \$1.92 million have been executed since execution of Contract C0981R and 2 potential changes with a total value of \$41k are pending.

10 changes with total value of \$36.56 million have been executed since execution of Contract C0980 and 3 potential changes with a total value of \$57k are pending.

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: 16.19%*
- 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: 0.14%*

PROJECT LABOR AGREEMENTS (PLA) STATUS

Contract C0980 Regional Connector Transit Corridor Design-Build

- Targeted Worker Goal - 40.0%
- *Targeted Worker Current Participation - 64.32%*

- Apprentice Worker Goal - 20.0%
- *Apprentice Worker Current Participation - 16.71%*

- Disadvantaged Worker Goal - 10.0%
- *Disadvantaged Worker Current Participation - 13.96%*

FINANCIAL/GRANT STATUS

Status of Funds Anticipated

April 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 \$65.0 M TO THE FTA. GRANT APPROVAL WAS EXECUTED ON SEPTEMBER 23, 2014. FUNDS ARE AVAILABLE FOR DRAW DOWN METRO PLANS TO SUBMIT BY MAY 2015 A GRANT AMENDMENT TO ADD \$100M TO THE EXISTING GRANT.
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

April 2015

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	\$64.000	\$64.000	\$64.000	\$64.000	100%	\$22.004	34%	\$22.004	34%
FEDERAL - SECTION 5309 NEW STARTS	\$669.900	\$669.900	\$65.000	\$669.900	100%	\$55.590	8%	\$55.590	8%
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	\$152.883	96%	\$0.000	0%	\$0.000	0%
STATE PROPOSITION 1A HSRB *	\$114.874	\$114.874	\$114.874	\$114.874	100%	\$114.874	100%	\$114.874	100%
STATE PROPOSITION 1B PTMISEA **	\$149.500	\$135.100	\$135.100	\$135.100	100%	\$78.119	58%	\$67.464	50%
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	\$72.083	47%	\$63.836	42%	\$63.836	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	\$1,225.830	85.9%	\$337.013	23.6%	\$326.358	22.9%

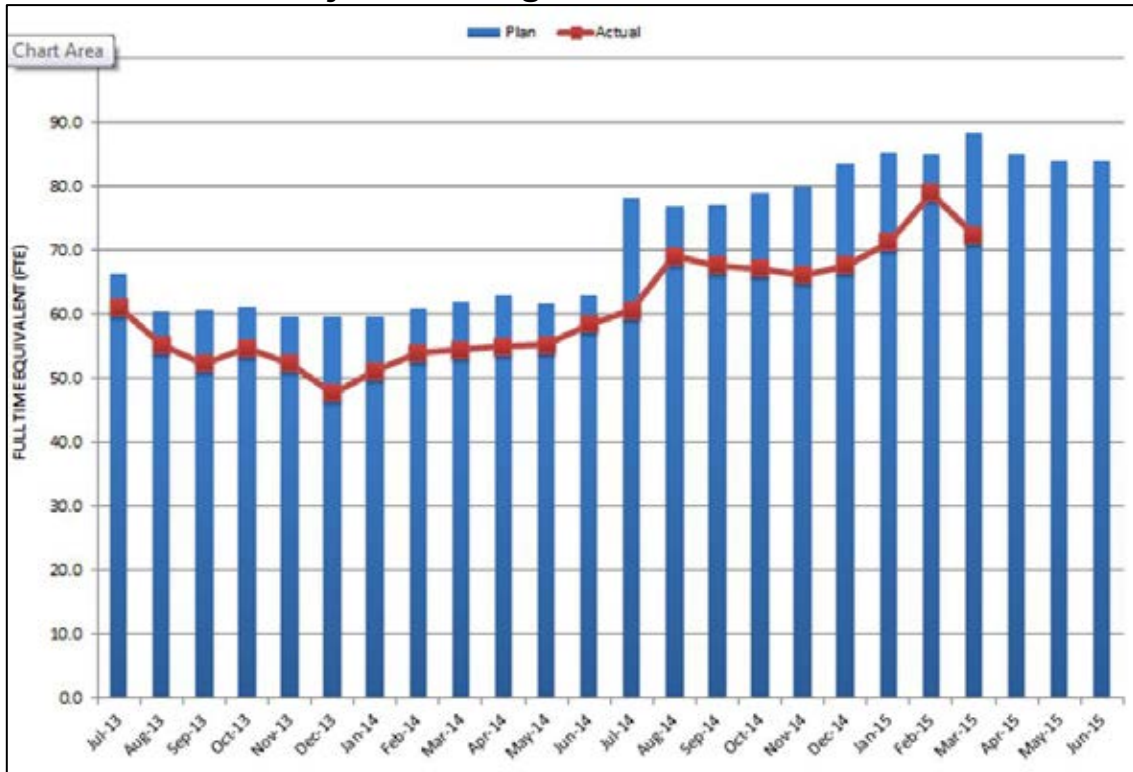
EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2015
ORIGINAL BUDGET BASED ON FUNDING PLAN INCLUDED IN THE APPROVED FULL FUNDING GRANT AGREEMENT

* 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**

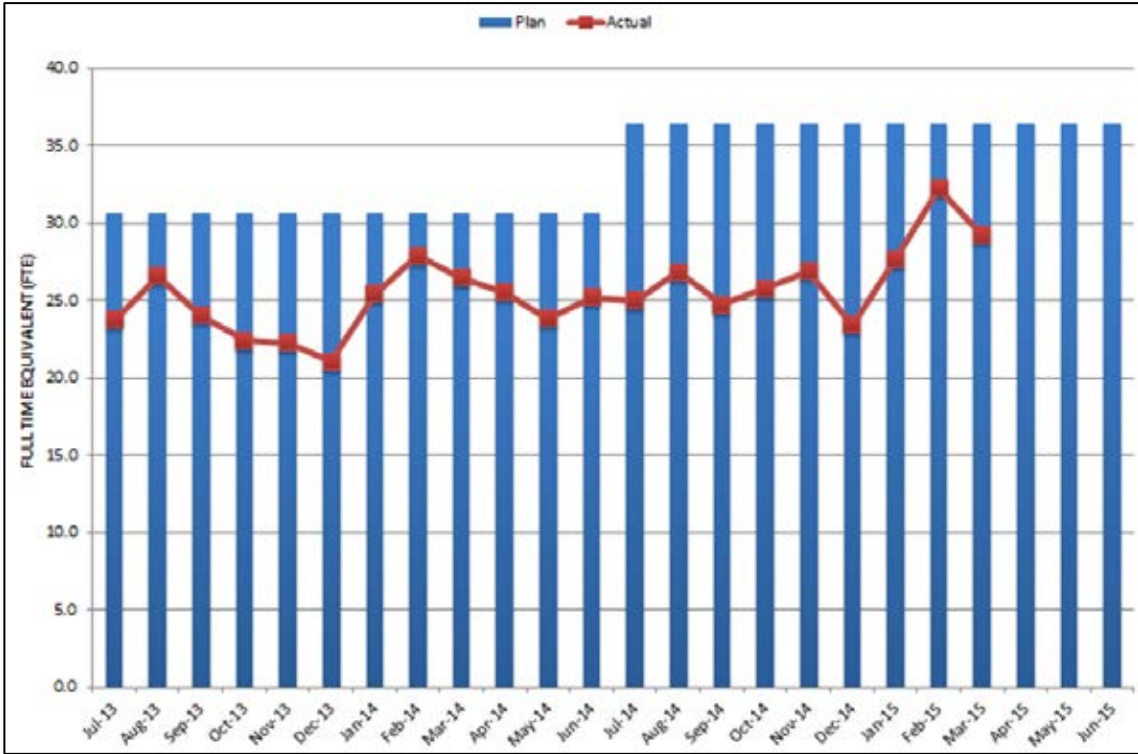


TOTAL PROJECT STAFFING

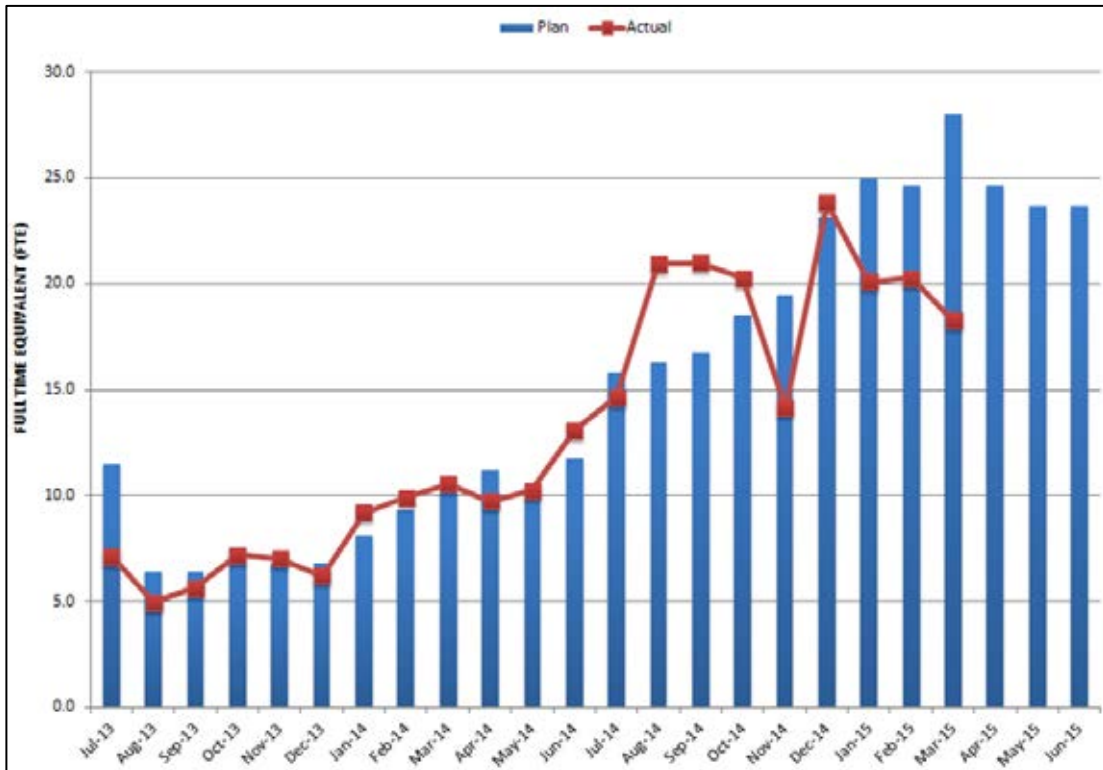
The overall FY15 Total Project Staffing plan averages 82.2FTE's per month.

For March 2015, there were a total of 29.2 FTE's for MTA's Project Administration staff and 43.3 FTE's for consulting staff. The total project staffing for March 2015 was 72.5 FTEs. The main variance of FTE's actual (72.5) versus FTE's planned (88.4) is due to lower staff needs and charges for this period, which includes, Real Estate Administration, Corporate Safety, Executive Office Communications, Executive Office Construction, Quality Assurance / Compliance and Major Capital Project Engineering.

STAFFING STATUS (Continued) Metro Staff

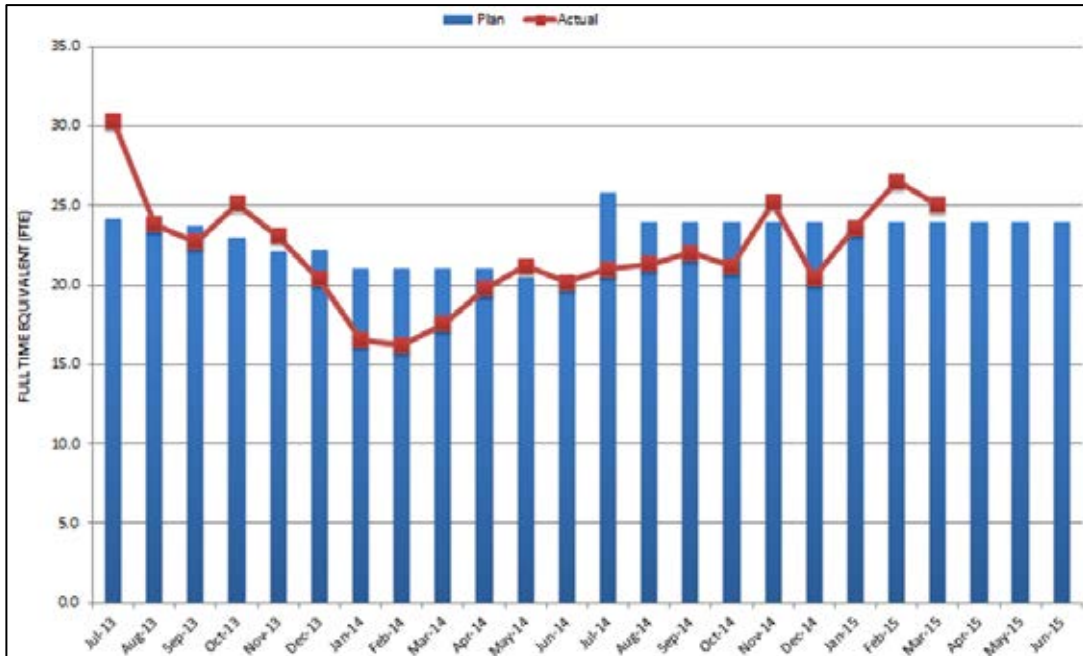


CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



Note: The variance in FTEs is due to Holiday's time off (Nov. 14), extensive weekend work (Dec. 14) and additional field support staff.

**STAFFING STATUS (Continued)
ENGINEERING SERVICES CONSULTANTS**



Note: The variance in FTEs is due to Holiday's time off (Dec. 14) and in support of C0980 submittals and C0981R beyond planned completion.

REAL ESTATE STATUS

Regional Connector- Real Estate Status Summary April 30, 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	8
Sub Total Parcels:	34	23	3	25	21	3	4	2	14
Relocation	5								
Total Parcels:	34	23	3	25	21	3	4	2	14

* 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

- The MTA Board of Directors approved the acquisition of the fee simple interest to a portion of the entire parcel.
- *FTA approved the negotiated purchase price.*
- *Negotiations are underway to complete the Purchase and Sale Agreement.*

LA Times – LA Times Square

- Agreement between LA Times and MTA has been executed.
- *Required real estate has been transferred at no cost to Project on March 2, 2015.*

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 2014. Complaint and Order for Possession filed. Currently waiting on hearing date for Order for Possession and responding to special interrogatories and request for production of documents*
- *The tenants have been named in the condemnation lawsuit by the Judge in order to acquire the right to install and monitor the monitoring devices. This action required a new resolution of necessity be adopted by the MTA Board of Directors. The Board action took place at the April 30th Board meeting and the Board adopted the Resolution of Necessity to include the tenants. Agreement has also been reached with several of the tenants which eliminate the requirement to include them in the eminent domain action.*

REAL ESTATE ACQUISITION (Continued)

Volk

- *Settlement reached with Volk on the value of the property pending approval by FTA and the MTA Board at its May Meeting.*

QUALITY ASSURANCE STATUS

C0980 Regional Connector D/B

- Reviewed and provided comments on the Contractor's quality required submittals, construction work plans and milestone submittals.
- 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

Metro continues to consult with the Colburn School regarding mitigation of ground borne noise from future Metro train operations.

- *RCC began staged installation of noise monitors on Friday, April 24th at the Los Angeles Times building, and will continue to install an additional five monitors at Metro-approved locations along the project alignment, based on the project schedule. The noise monitors will be instrumental in verifying compliance of construction-generated noise with the local ordinance and thresholds listed in the project Contract Specifications.*
- *Metro continues to monitor excavation sites for cultural resources. A cultural resources monitoring training was offered to RCC crew members on Monday, April 13, 2015.*
- *Weekly inspections of stormwater best management practices at active construction areas along the project alignment are conducted by RCC to verify compliance with the project Stormwater Pollution Prevention Plan.*
- *Metro received notification from the NPS on March 4, 2105 that the Historical American Buildings Survey (HABS) for the former Atomic Café/ Senor Fish building located at the planned 1st and Alameda station will be accepted into the Library of Congress. The HABS is being formatted in accordance with NPS guidelines for inclusion in the Library.*

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 regarding construction and pre-construction activities throughout the alignment. Distributed 31 construction notices to the public.*
- Continued weekly stakeholder briefings with the Los Angeles Times
- Continued weekly stakeholder briefings with Commonwealth Properties and Charles Dunn Company
- Continued bi-weekly meetings with L.A. City Councilmember District 14 and the Mayor's office
- *Continued community outreach for the tree removal and replacement program and the pre-construction survey*
- Implemented community outreach to the Community Leadership Council station area committees (1st/Central, 2nd/Broadway, 2nd/Hope, and Flower St)

Social Media Outreach Efforts

- *Twitter followers total 1,007.*
- *There were 1366 Facebook followers.*

Community Relations Outreach

- 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 to provide current information on construction activities and to respond to issues of concern. *Briefing items included upcoming tree removal and replacement program updates, report on upcoming landscape palettes for station locations and construction activities.*
- *Held monthly Regional Connector/Little Tokyo Marketing and Advertising Planning Task Force meeting. The Task Force includes Metro staff, area small business representatives and marketing and design experts that engage in the development a ad program consistent with Economic & Fiscal Impact (EF-1) and Environmental Justice 16 (EJ-16) Mitigation Monitoring & Reporting Program requirements. The Branding and Advertising program parameters for Little Tokyo are now in place and have broad community organizational support. Assessments for target placement of public messaging, both site specific locations and use of social media outlets are under discussion in context to upcoming cultural events and construction activities.*

CONSTRUCTION RELATIONS STATUS (Cont.)

- *Metro convened Little Tokyo business, non-profit and civic leaders with staff of the newly established Business Interruption Fund Program (BIF) managers for an introduction to this small business financial assistance program developed to aid businesses whose earnings are impacted during the term of construction. Metro also attended additional area stakeholder meetings to announce the program and introduce the BIF staff. This included the Little Tokyo Community Council April 28th meeting. Briefings with area business organizations will continue with the Little Tokyo BID and others. The establishment of the Business Interruption Fund is also consistent with the instructions of EJ-16 and EF-1.*
- *Metro's Regional Connector, Community Relations Office staff in Little Tokyo continued work with partner organization the Asian Pacific Islander Small Business Program personnel, now co-located in Little Tokyo. Small business case management is offered to stabilize businesses and promote growth during the period of construction. This program is also consistent with the MMRP sections noted above.*

Metro announced the upcoming availability for review of the 1st/Central Station landscaping palette at the monthly meeting of the Regional Connector 1st/Central Community Leadership Council in April. May community briefings are anticipated to be scheduled to present the landscape palette and provide opportunities for input, consistent with the Mitigation Monitoring & Reporting Program, Environmental Justice 31, Both Little Tokyo and Arts/District briefings will be offered.

CREATIVE SERVICES STATUS

Art Program

- *Continued to respond to RFIs and Submittals.*
- *Continued refining artwork opportunities and locations.*
- *Participated in Design Build design workshops and document reviews.*
- *Continued to support mitigation efforts.*

SAFETY & SECURITY STATUS

C0980 Regional Connector

- *Assisted RCC in the generation and submittal of acceptable contractually required safety documentation.*
- *Met daily with RCC Staff to discuss Work Plans for the day's activities.*
- *Participated in daily crew safety meetings*
- *Monitored RCC's safety orientation & pre-employment drug testing to insure compliance with contract specifications.*
- *Participated in work plan and scheduling meetings*
- *Monitored RCC field activities including saw-cutting, potholing, traffic control crews at 2nd and Broadway, 2nd and Spring, 5th and Flower, and 1st and Alameda streets. All activities safe and compliant.*
- *Monitored and inspected continued Mangrove Yard mobilization and equipment move-in. All activities compliant with contractual and regulatory requirements.*
- *Monitored and inspected excavation and trench shoring activity at the new 1st Street storm drain.*
- *No incidents or injuries observed or reported*

C0981R Advanced Utility Relocation

- *Met daily with PULICE staff to discuss Work Plans in the day's planned activities*
- *Assisted PULICE staff to transfer pertinent information to RCC staff regarding existing trenches, shoring, and road plates that RCC that will now assume as PULICE withdraws from contract work.*
- *Monitored trenching activities at 2nd & Spring streets, and 5th to 6th on Flower Street on a daily basis to insure compliance with regulatory and contract specifications.*
- *Monitored PULICE demobilization activities for safe and compliant breakdown and shipping out of supplies and equipment.*
- *No incidents or injuries observed or reported.*

Third Party Utility Relocations

- *Assisted DWP crews in minimizing impacts to pedestrians and businesses at 5th, 6th and Flower work sites.*
- *Monitored Third Party contractor's work activities to insure safety compliance.*
- *Made recommendations to Utility crews regarding contract activities and improving overall traffic control.*

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

- C0981R contract work is in the process of being transitioned to the C0980 design build contractor. The C0981R contractor is making sure that shoring installed for power duct banks in Flower Street south of 5th Street and for the temporary water line bypass in 5th Street east of Flower Street is left in a safe and secure condition for the C0980 contractor. Power work at the 2nd/Broadway station is on hold pending a redesign of the locations for new power duct banks to be installed in the 2nd Street/Broadway intersection. Installation of the water line on 5th Street east of Flower Street to accommodate the installation of a new electrical vault in 5th Street will resume by C0980 design build contractor in May 2015. MCI is continuing to place cable, splice and remove old cables in the new MCI duct bank on Flower Street between 4th and 5th Streets with completion expected by early to mid-June 2015. In early June 2015, Level 3 will begin trenching and installing 60' of conduit in Flower Street connecting their duct bank to the AT&T CA duct bank and then begin pulling & splicing their cable into the new AT&T CA joint trench and removing old cable. MCI will also be relocating some of their cable to the new AT&T CA joint trench in Flower Street with completion expected by late June 2015.*

ADVANCED UTILITY RELOCATION STATUS (Cont.)

- *DWP Power crews completed the installation of conduit on Turner Street east of Alameda Street installed underground cable and removed one power poles and overhead power to accommodate the C0980 traction power substation. Metro, DWP Power, and C0980 Contractor are working together to finalize the design solution to delete proposed power vaults in Broadway south of 2nd Street, and to manage a conflict with the 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 Exemptions. *Metro received both AM and PM peak hour exemptions for C098-0's pre-trenching at the intersection of 1st and Alameda St. Also, the AM peak exemption was extended for C0980's utility potholing work at 2nd and Spring Streets and 2nd and Broadway.*

POLICE COMMISSION 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 April 30, 2015, time extensions were granted for three (3) variances and two new variance applications were approved for: 1) C0980 installation of utilities on the north side of 1st Street between Garey Street and 500' east of Rose Street and 2) 2nd/Broadway Station construction which will include installation of deep underground shoring, relocation of utilities and placement of concrete deck panels on top of the steel beams.*

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 at 1st/Hewitt Streets. Also, the south Little Tokyo station pedestrian crossing will have to be re-opened to provide pedestrian access. 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 Pico/Aliso 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.

RCC is still waiting for CPUC's approvals of the two Form GO-88B application packages, which were submitted on February 11, 2015.

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 contractor 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 from the City of Los Angeles
July 2014	Issued Notice To Proceed for D/B contract C0980
August 2014	C0980 D/B Contractor (RCC) began Final Design
September 2014	Metro performed the ground-breaking ceremony for C0980 D/B Contract
October 2014	EN077 Contractor, Arcadis, removed the underground storage tank at LA Times Parking Lot
November 2014	C0981R AUR Contractor completed DWP power work at 1st ST. and Alameda
December 2014	Metro completed Field Vibration Testing for existing Expo and Gold Lines
January 2015	Demolish Buildings at 1st/Central Station
February 2015	Metro approved the Baseline Schedule for C0980 D/B Contract
March 2015	RCC started 2nd/Broadway Station Site Move-In
April 2015	Metro terminated C0981R Contract for convenience

CONSTRUCTION CONTRACTS

<p>Description: Advanced Utility Relocations Contractor: Pulice Construction, Inc.</p>	<p>Contract No. C0981R Status as of: April 30, 2015</p>																																																
<p>Work Completed:</p> <ul style="list-style-type: none"> • Pulice excavated, shored, placed electrical conduit ductbanks, and removed shoring from the trenches for mainline power on Flower Street near 6th street intersection. • Pulice completed the installation of inline valve and installed a temporary hydrant on 5th Street in front of LA Public Library. • Pulice excavated and placed timber lagging on Flower Street north of 6th/Flower Streets. <p>Areas of Concern and Opportunities:</p> <ul style="list-style-type: none"> • 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, contractual completion milestones. 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 Sts., water line at Hope St., etc. Schedule impacts are expected to be mitigated by close coordination and alternative work sequences (High Risk). • 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. Remaining and future work related to AUR will be negotiated with the C0980 Contractor. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • 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 AM and PM Peak Hour Exemptions to the City of Los Angeles at various locations for the Advanced Utility Relocations. • LADWP-Power continues with their intercept work south of Flower street near 6th Street intersection. • Pulice excavated, installed pipe and slurry backfilled for the Water Line Bypass on Flower Street. The Bacterial test and final tie-in piece is still to be completed. • Due to the contract termination for convenience on April 14, 2015, there are no activities that remain in progress under the C0981R Contract. • On April 14, 2015 the C0981R Contractor Pulice was issued a Stop Work Order and notified that their contract was being Terminated for Convenience. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Approval for construction of various design elements expected to occur in May 2015. • Continue with contract closeout. 																																																
<p>Schedule Summary:</p> <p>Date of Award: 1/13/2014</p> <p>Notice to Proceed: 2/18/2014</p> <p>Original Contract Duration: 300 CD</p> <p>Current Contract Duration: 404 CD</p> <p>Elapsed Time from NTP: 420 CD</p> <p>Note : Time Impact Analysis is being performed for all contract milestones.</p>	<table border="1"> <thead> <tr> <th></th> <th>Original Contract</th> <th>Time Extensio</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance CDs</th> </tr> </thead> <tbody> <tr> <td>Notice to Proceed</td> <td>02/18/14</td> <td>0</td> <td>02/18/14</td> <td>02/18/14</td> <td>0</td> </tr> <tr> <td>Milestone 1:</td> <td>12/15/14</td> <td>104</td> <td>03/29/15</td> <td>4/14/15 *</td> <td>-16</td> </tr> <tr> <td>Milestone 2:</td> <td>07/28/14</td> <td>0</td> <td>07/28/14</td> <td>4/14/15 *</td> <td>-260</td> </tr> <tr> <td>Milestone 3:</td> <td>06/18/14</td> <td>6</td> <td>06/24/14</td> <td>06/24/14</td> <td>0</td> </tr> <tr> <td>Milestone 4:</td> <td>08/12/14</td> <td>104</td> <td>11/24/14</td> <td>11/24/14</td> <td>0</td> </tr> <tr> <td>Milestone 5:</td> <td>09/16/14</td> <td>0</td> <td>09/16/14</td> <td>4/14/15 *</td> <td>-210</td> </tr> <tr> <td>Milestone 6:</td> <td>08/17/14</td> <td>30</td> <td>09/16/14</td> <td>09/16/14</td> <td>0</td> </tr> </tbody> </table> <p>* Metro terminated C0981R Contract for convenience.</p>		Original Contract	Time Extensio	Current Contract	Forecast	Variance CDs	Notice to Proceed	02/18/14	0	02/18/14	02/18/14	0	Milestone 1:	12/15/14	104	03/29/15	4/14/15 *	-16	Milestone 2:	07/28/14	0	07/28/14	4/14/15 *	-260	Milestone 3:	06/18/14	6	06/24/14	06/24/14	0	Milestone 4:	08/12/14	104	11/24/14	11/24/14	0	Milestone 5:	09/16/14	0	09/16/14	4/14/15 *	-210	Milestone 6:	08/17/14	30	09/16/14	09/16/14	0
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<p>Physical Percent Complete:</p> <p>Physical completion as of 04/14/15 44.7% (The contract terminated for Convenience on 4/14/15.)</p> <p>* Note: Physical completion assessment reflects contract work completed and work in progress.</p>	<p>Cost Summary: \$ In millions</p> <table> <tr> <td>1. Award Value:</td> <td>25.6</td> </tr> <tr> <td>2. Executed Modifications:</td> <td>1.4</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td>0.0</td> </tr> <tr> <td>4. Current Contract Value (1+2+3):</td> <td>27.1</td> </tr> <tr> <td>5. Incurred Cost:</td> <td>15.6</td> </tr> </table>						1. Award Value:	25.6	2. Executed Modifications:	1.4	3. Approved Change Orders:	0.0	4. Current Contract Value (1+2+3):	27.1	5. Incurred Cost:	15.6																																	
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CONSTRUCTION CONTRACTS (Continued)

<p>Description: Design-Build Contract Contractor: Regional Connector Constructors (RCC)</p>	<p>Contract No. C0980 Status as of: April 30, 2015</p>
<p>Work Completed:</p> <ul style="list-style-type: none"> • RCC completed tree removal on 1st Street in preparation for widening. • RCC completed sewer and water work and installed and tested electrical lines at the Mangrove Yard. • Metro completed review of AFC design for DU1.1 Shoofly Package and 100% Specification Package. • Metro completed review of 60% Design for 2nd/Hope Station. • Metro completed review of Design Work Plan Revision 3. • Metro completed review of 60% Overhead Contact System, Load Flow Analysis Report, Train Control Block Design Report packages. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • NEPA Law suits potentially delay the construction of C0980 Contract on Flower Street. The NEPA trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt concluded the FEIS did not sufficiently discuss alternative tunneling methods. MTA is working with FTA to complete supplemental NEPA process by July 2015 before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor. • Significant progress has been made in addressing the previous concerns of quality, completeness and timeliness of submittals (Baseline Schedule, CDRL, CQWPs and Environmental Compliance) by RCC. In cooperative meetings between Metro and RCC several of these issues have been satisfactorily addressed. <p>Opportunities:</p> <ul style="list-style-type: none"> • 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. • Possible re-sequencing of RCC's work to avoid critical path delays at the 1st/Alameda Wye may provide an opportunity to mitigate the potential cost and schedule delays associated with the current impacts due to advance utility work at that location. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • RCC continues to set up the Mangrove. • RCC continues Underground Investigation – Potholing Hydrovac at various locations project wide. • RCC will continue Pre-Con Survey (photograph existing conditions) at various locations. • RCC started Storm Drain installation at 1st/Cenral. • RCC will continue to conduct geotechnical boring on 2nd and Spring Streets. • RCC will continue preparation of submittals and traffic control plans, including weekly meetings with LADOT and City Council District 14. • Metro continues the initial CFD (Computational Fluid Dynamics) Simulation and Traction Power Load Flow Analysis. • Metro will continue review of 60% Traction Power, Train Control and Communication Design Package. • Metro will continue to conduct geotechnical boring on 2nd and Spring Streets. • Remaining work related to AUR will be negotiated and performed by the C0980 Contractor. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • RCC will begin MCI relocation at 2nd/Spring. • RCC will begin Water Bypass Tie-in on 5th/Flower. • RCC will begin 1st St. Westbound widening. • RCC will begin Pothole exploration trenching for soldier pile design – Wye at 1st/Alameda location and 2nd/Broadway intersections. • RCC will begin pile installation for the TBM Pit. • Metro will review Geotechnical Design Summary Report - Bored Tunnels and SEM Cavern and stations and cut-and-cover. • Metro will review of DU 1.1 100% Supplemental Design of Shoofly Package. • Metro will review DU 02 85% Design of Flower St/Alameda Wye Underground Guideways. • Metro will review DU 03 85% Design of Bored Tunnel Package.

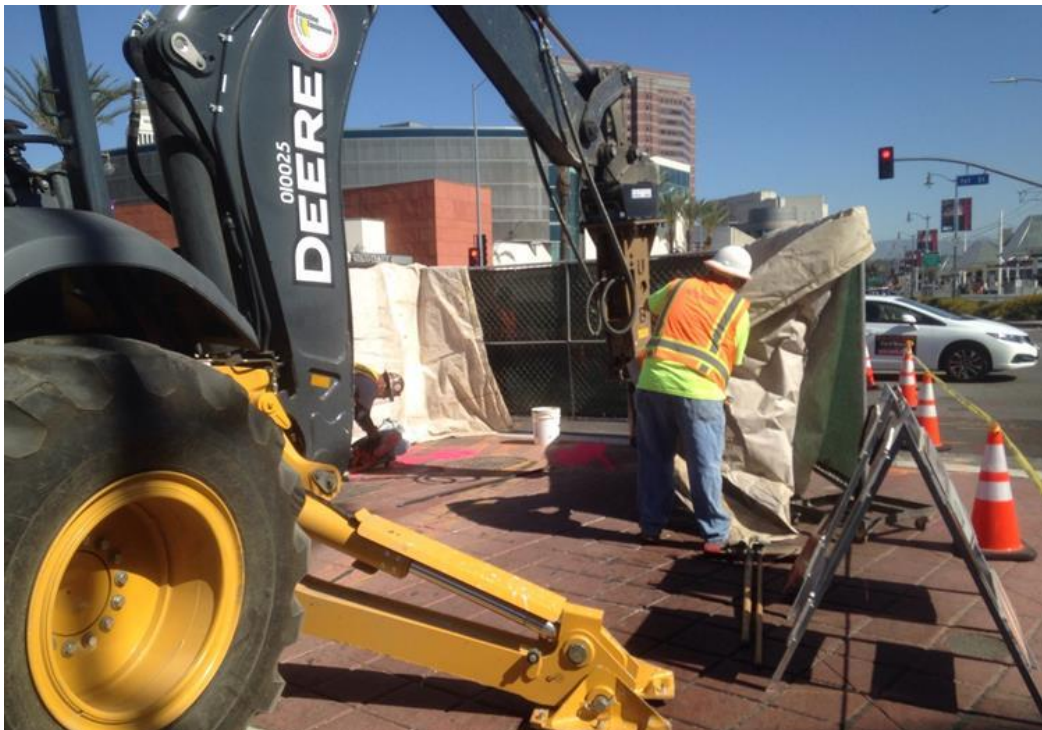
CONSTRUCTION CONTRACTS (Continued)

<p>Description: Design-Build Contract Contractor: Regional Connector Constructors (RCC)</p>	<p>Contract No. C0980 (Continued) Status as of: April 30, 2015</p>					
<p>Schedule Summary:</p> <p>Date of Award: 5/6/2014 Notice to Proceed: 7/7/2014 Original Contract Duration 2430 CD</p> <p>Current Contract Duration 2430 CD Elapsed Time from NTP: 299 CD</p>		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	08/28/20	55
	Milestone 2:	06/14/20	0	06/14/20	06/01/20	13
	Milestone 3:	05/15/16	0	05/15/16	05/15/16	0
	Milestone 4:	05/27/18	0	05/27/18	05/27/18	0
	Milestone 5:	08/19/19	0	08/19/19	05/31/19	80
	Milestone 6:	09/18/19	0	09/18/19	09/13/19	5
	Milestone 7:	10/10/15	0	10/10/15	10/28/15	-18
	Milestone 8:	04/22/18	0	04/22/18	06/10/18	-49
	Milestone 9A:	07/14/20	0	07/14/20	03/25/20	111
	Milestone 9B:	10/22/20	0	10/22/20	07/31/20	83
	Milestone 10:	10/12/20	0	10/12/20	10/27/20	-15
	Milestone 11:	10/27/20	0	10/27/20	11/11/20	-15
	Milestone 12:	03/01/21	0	03/01/21	01/13/21	47
	* These dates are based on the latest approved DB Contractor's schedule.					
<p>Physical Percent Complete:</p> <p>Physical completion as of 05/02/2015 18.4%</p> <p>* Note: Physical completion assessment reflects work completed and work in progress.</p>	<p>Cost Summary: \$ In millions</p> <p>1. Award Value: 927.2 2. Executed Modifications: 36.4 3. Approved Change Orders: 0.0 4. Current Contract Value (1+2+3): 936.6 5. Incurred Cost: 215.0</p>					

CONSTRUCTION PHOTOS



C0980 Contract – Storm Drain at Mangrove yard



C0980 Contract – Pre-trenching at 1st and Alameda STs.

CONSTRUCTION PHOTOS (Continued)



C0980 Contract - Backfilling main line at 2nd/Spring Sts.



C0980 Contact – Trench/Pothole pave 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
LNTF	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life-of-Project
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
L RTP	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