

Los Angeles County
Metropolitan Transportation Authority

Regional Connector Transit Corridor



REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT

MONTHLY PROJECT STATUS REPORT

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July 2015

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PROJECT SUMMARY

As of July 2015

LOCATION: Downtown Los Angeles				CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS			
DESIGN CONSULTANT: Connector Partnership JV				CONTRACTORS: Regional Connector Constructors, Joint Venture			
C0980 – Mangrove decking for shoofly				WORK/ACTIVITY COMPLETED PAST MONTH			
				- DB overall contract is 21.20 % complete as of the end of July 2015. - The overall final design is 76.03% complete as of the end of July 2015. - Metro Completed review of submittals for Quarterly Updates to RCC Design Work plan Revision 3, Noise and Vibration Control Plan, and Shoofly Supplemental AFC. - RCC completed electrical duct bank installation at 5th/Flower, in preparation for vault installation. - RCC completed excavation for the installation of valves for DWP-Water 36" waterline at 1st/Alameda, North and South. - DWP-Water completed the installation of the 36" valves at 1st/Alameda, North and South. - RCC completed installation of sound barriers to mitigate any possible noise affecting the Savoy Apartments and Japanese American National Museum.			
EXPENDITURE STATUS (\$ In Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PERIOD	CURRENT PLAN	VARIANCE WEEKS
DESIGN	\$124.7	\$99.0	79.4%	Environmental			
				FES / FEIR	N/A	04/26/12	Complete
				SEIS Flower St.	N/A	09/15/15	In Progress
RIGHT-OF-WAY	\$102.0	\$48.7	47.7%	Design			
				PE Notice to Proceed	N/A	01/04/11	Complete
CONSTRUCTION	\$1,012.9	\$219.0	21.6%	Final Design complete	05/23/16	06/13/16	3
OTHER	\$220.4	\$66.4	30.1%	Note: Based on the latest approved D/B Contractor's schedule, The Systems Design Package was delayed by seven weeks.			
TOTAL	\$1,460.0	\$433.1	29.7%	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 June 2015.				Note: ROW dates are adjusted to reflect the latest D/B Contractor's coordinated need Dates.			
AREAS OF CONCERN				Construction - Design / Build Contract			
- NEPA Law suits could potentially delay the construction of Design-Build Contract on Flower Street. MTA and FTA completed SEIS (Supplemental Environmental Impact Statement) and issued it for public comments on June 12, 2015. Finalization of SEIS is expected by August 2015, after addressing public comments. - Advanced Utility Relocation (AUR) work has been delayed. Metro Board approved transfer of remaining AUR 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, DWP and Metro. Utility relocations plans are being developed for all locations to minimize schedule delays.				Notice to Proceed	07/07/14	07/07/14	Complete
				Construction complete	09/23/20	12/23/20*	13
				Revenue Service Date	11/22/20	02/21/21*	13
				Note: * Based on the Board Meeting in April 2015, the project is reflecting six months potential delay due to AUR work transferred to C0980 Contract.			
				CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
				- Metro continues to work with RCC and FLS committee to establish emergency ventilation design parameters. - RCC continues decking for the Shoofly Bridge and TBM pit. - RCC continues 6", 8", 12" and 16" water line excavation at 1st/Central & 1st/Alameda. - RCC continues with the installation of electrical duct banks at 2nd/Spring and 2nd/Broadway; working with Metro on redesign. - RCC will begin preparation for AT&T and MCI communication lowering at 2nd/Spring. - Level 3 and Verizon Business/MCI are planning to complete remaining work, cable pulling and splicing on Flower St. - RCC will complete installation of electrical vault on 5th/Flower. - RCC will install the remaining 7 piles for the TBM Pit, pending traffic approval for the 1st Street widening.			
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 forecasted for February 2021 (FFGA planned RSD is May 2021).

The alignment will extend underground from the 7th Street/Metro Center Station under Flower Street to 2nd Street. It will then proceed east underneath the 2nd Street tunnel to just west of Central Avenue where the alignment 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. 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. *Contract C0981R was terminated for convenience on April 14, 2015 and remaining AUR work is being transferred to C0980, D/B contractor.*

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 late August/early September 2015. MCI is continuing nighttime cable pulling and splicing, and removal of old cable on Flower Street, which began on November 10, 2014, and was completed on July 9, 2015. MCI, as 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 by late August 2015.

C0981R Contract work was transitioned to the C0980 design build contractor. In June 2015 the C0980 contractor began potholing on 5th Street across Flower Street and at 6th Street and Flower Street to identify any utilities that would conflict with the proposed paths of the AUR electrical duct bank that the C0980 contractor would be installing at these locations. The C0980 contractor restriped Alameda Street and installed k-rail on June 27, 2015 to resume work on water valve installation and relocation of a 36" water line in Alameda Street at 1st Street.

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 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. The current project cost has been revised to \$1.46 billion dollars and includes \$24.2 million in environmental and planning costs and does not include \$7.1M finance cost.

PROJECT OVERVIEW & STATUS (Cont.)

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 July 2015 increased by \$31.22 million to \$1.264 billion or 88.56% of the Current Budget. The increase is due mainly on one RCC modification, one Environmental modification regarding Archeological and Paleontological monitoring, and Professional Services. The project expenditure through June 2015 is \$410.52 million or 28.8% 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 February 2021 for Revenue Service, which will be executed in two phases. Phase 1 Revenue Service Date to Eastside is in October 2020 and phase II Revenue Service Date to Pasadena is in February 2021.

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 and updated between Metro, CPJV, CMSS, RCC and FTA/PMOC monthly for the current phase of the project.* Risk Management reporting will continue to be on a quarterly basis. *Last risk assessment was conducted in February 2015 and reviewed with FTA/PMOC. Metro is planning to perform and coordinate a Risk Assessment in September 2015 and review the current schedule and cost status of the project.*

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 end of August 2015, before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. MTA and FTA completed SEIS and issued it for public comments on June 12, 2015. No impact is anticipated to D/B Contractor.

Concern No. 2: *AUR contract work has been delayed.*

Status/Action *Mitigation measures, alternative work sequences and schedule coordination efforts between Metro, RCC and DWP are being implemented to minimize AUR delays.*

On April 14, 2015, the C0981R Contract was terminated for convenience. *On April 30, 2015 Metro Board approved transfer of remaining AUR scope of work to the C0980 contract.*

Metro/RCC have completed assessing and inventorying all equipment onsite and remaining material 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. *Metro and RCC are coordinating with DWP on the re-design and construction issues to mitigate construction schedule at 2nd/Broadway station.*

Alternative path forward solutions have been identified and field work started at several locations.

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 and DWP to develop alternatives and reduce scope to minimize schedule impact.* Plan is being developed with staff from DWP-Power to implement and preform the DWP-Power system relocation work in two phase to reduce the project critical path work, to include only the DWP ductbank relocation that needs to be completed to support the station SOE construction (High Risk).

Concern No. 4: Late Shoring submittals by RCC to LABOE and delays in LADOT traffic control plan approvals are affecting electrical utility relocation work at the Spring, Broadway, and Flower area.

Status/Action Metro and RCC are working with the City (BOE) to address and resolve all open issues and approve the needed shoring plan, to allow deep excavations at several locations. Metro is also working with RCC and DOT to obtain traffic control plans approved in a timely manner.

MANAGEMENT ISSUES / OPPORTUNITIES (Cont.)

Concern No. 5: The 15 mph alignment design at the Alameda Wye has potential impact on the Project's Cost and Schedule.

Status/Action RCC provided 15 mph alignment at the Alameda Wye with two options. Option 2 with minimum ROW impact on the DWP Duco Yard is considered viable for future consideration. A meeting was held with Metro operations to discuss the design and travel time/heading impacts. Preliminary cost and schedule impacts were provided by RCC and Metro Real Estate. *This issue is elevated to Metro management for resolution and expected a decision in August 2015.*

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 (Potential Cost Reduction).

Opportunity No. 2: METRO/RCC is working with City Council District 14 and LADOT to secure approval for the closure/partial closure of the 2nd/Broadway intersection to facilitate construction of DWP utilities through that intersection. *This full closure will last up to 7 months.*

Status/Action: The anticipated closure will allow the Contractor to work multiple crews and multiple shifts, to facilitate a quicker resolution of the utility relocation work at the site. This relocation of the utilities will allow RCC to begin excavation activities associated with the 2nd and Broadway Station, which is on critical path of construction (Schedule Recovery). *RCC and Metro are planning to begin partial closure at 2nd/Broadway station on 9/1/15 to 12/1/15 and full closure on 12/1/15 to 6/1/16 for utility and pile installation work.*

Opportunity No. 3: METRO/RCC is working to modify the phasing of the waterline installation at 1st/Alameda to eliminate the necessity of having all the water line relocation work completed prior to start of the TBM operations.

Status/Action: Phasing modification will reduce the amount of Water line relocation work associated with the Critical TBM operation activities (Schedule Recovery). RCC is currently collaborating on the phasing plan with LADWP. Metro is redesigning the 36" waterline to be replaced in-place.

MANAGEMENT ISSUES / OPPORTUNITIES (Cont.)

Opportunity No. 4: METRO/RCC is working to re-route the sewer on the West side of Alameda Street.

Status/Action: This re-routing will allow for starting the 36 inch Water line relocation without completion of the Sewer line work.

BASE PROJECT SCOPE

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.

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

BASE PROJECT SCOPE (Cont.)

Remaining work by Level 3 and MCI to splice and remove of old cable is expected to be completed by late August or early September , 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 pulling cable for Lateral 3, which will eventually provide permanent power to the 1st/Central Avenue Station
- Flower south of 5th Street: LADWP intercept conduit installation and cable pulling, splicing and removal of old facilities is expected to start once C0980 completes the remainder of the C0981R infrastructure and will take about 3 months to complete.
- 2nd and Broadway: Cable pulling, Splicing and removal of existing facilities is driven by LADWP re-design of the power system route at Broadway Street. *A two phase relocation solution has been agreed to. 85% design of Phase 1 is expected to be completed and submitted to LABOE for review on August 14, 2015 with a September 1, 2015 target date for LADWP to begin intercept work.*

Contract C0981R Regional Connector Advanced Utility Relocations

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

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.

Contract C0980 Regional Connector Design Builder

This is the largest construction contract of the project that 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.

BASE PROJECT SCOPE (Cont.)

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. *Metro has exercised several contract options and is in the process of transferring remaining Advanced Utility Relocation work to C0980 Contract.*

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 an integrated project management office located at the Mangrove site. At 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. *CMSS's (Arcadis) FY16 contract modification is included in July 2015 Board Report.*

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. CPJV's FY16 contract modifications are included in July 2015 Board Report.

KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15
Resume Electrical Work at 2nd/Spring Street	07/13/15	⬡					
DWP Water install 36" Valve at Alameda	07/20/15	⬡					
1st/Central Station Package - 85% Design Submittal	07/24/15	⬡					
Install Vault on 5th St./Flower	08/16/15		⬡				
Start 1st St EB/WB Widening	09/12/15			⬡			
Flower St/Alameda/WYE/Guideways - 100% Design Sub	08/14/15		⬡				
2nd/Broadway Station Package - 85% Design Submittal	08/28/15		⬡				
2nd/Hope Station Package - 85% Design Submittal	09/18/15			⬡			
Setup of 2nd/Hope Yard	09/28/15			⬡			
Civil Segment A (Flower to Hope) - 85% Design Submittal	10/07/15				⬡		
Flower St/Alameda/WYE/Guideways - AFC Design Sub	10/29/15				⬡		
Pile Trenching & Soldier Beam Shoring at Flower Street	11/03/15					⬡	
Traction Power - 100% Design Submittal	11/20/15					⬡	
Civil Segment B (Broadway to WYE) - 100% Submittal	12/16/15						⬡
2nd/Hope Station Package - 100% Design Submittal	12/16/15						⬡



MTA Staff



MTA Board Action



FTA (Federal Transit Administration)



Other Agencies



Contractors



Design Consultant



C0980 D/B Contractor



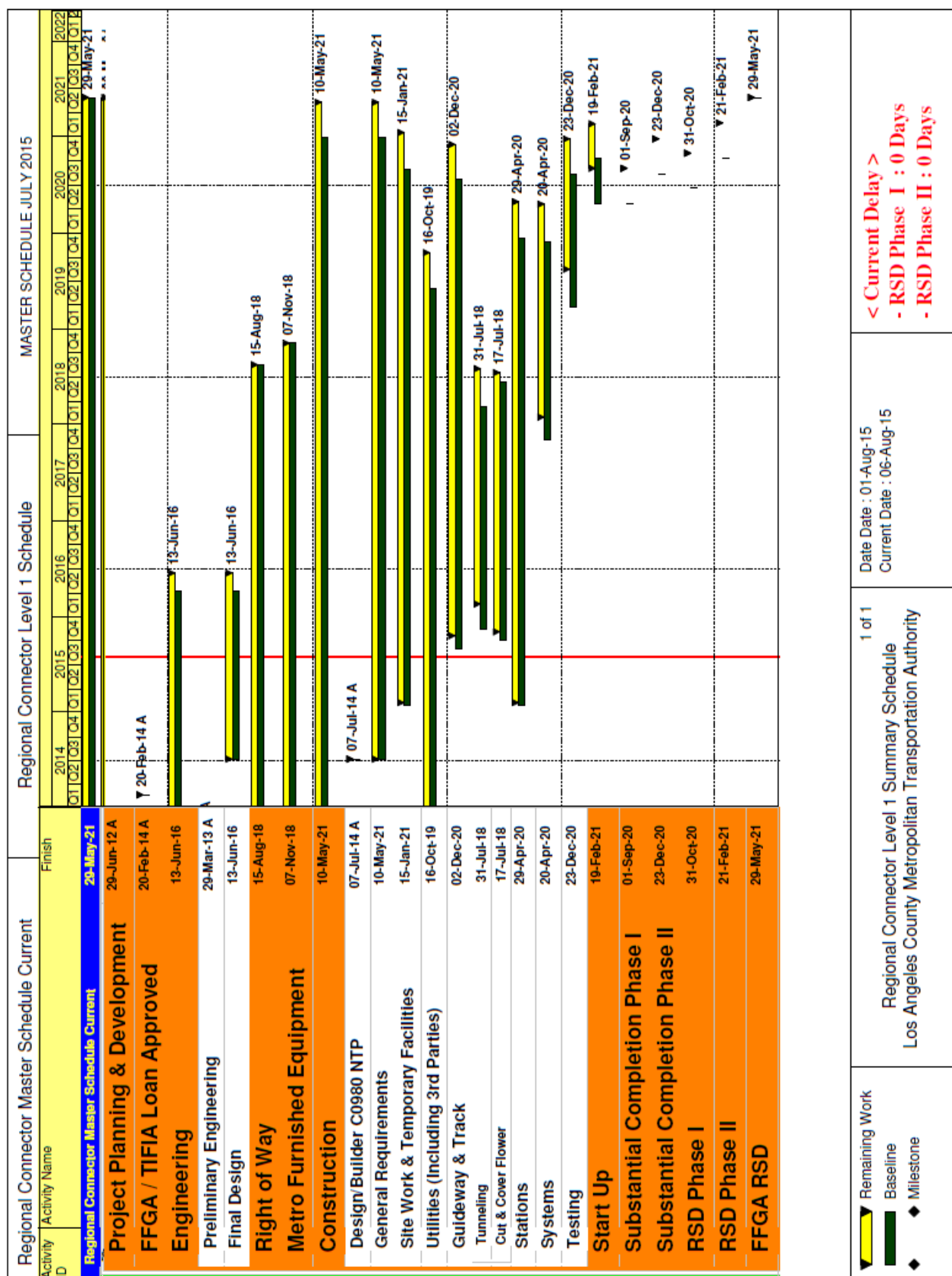
Utility Company

"A" following date is actual and completed



New Date

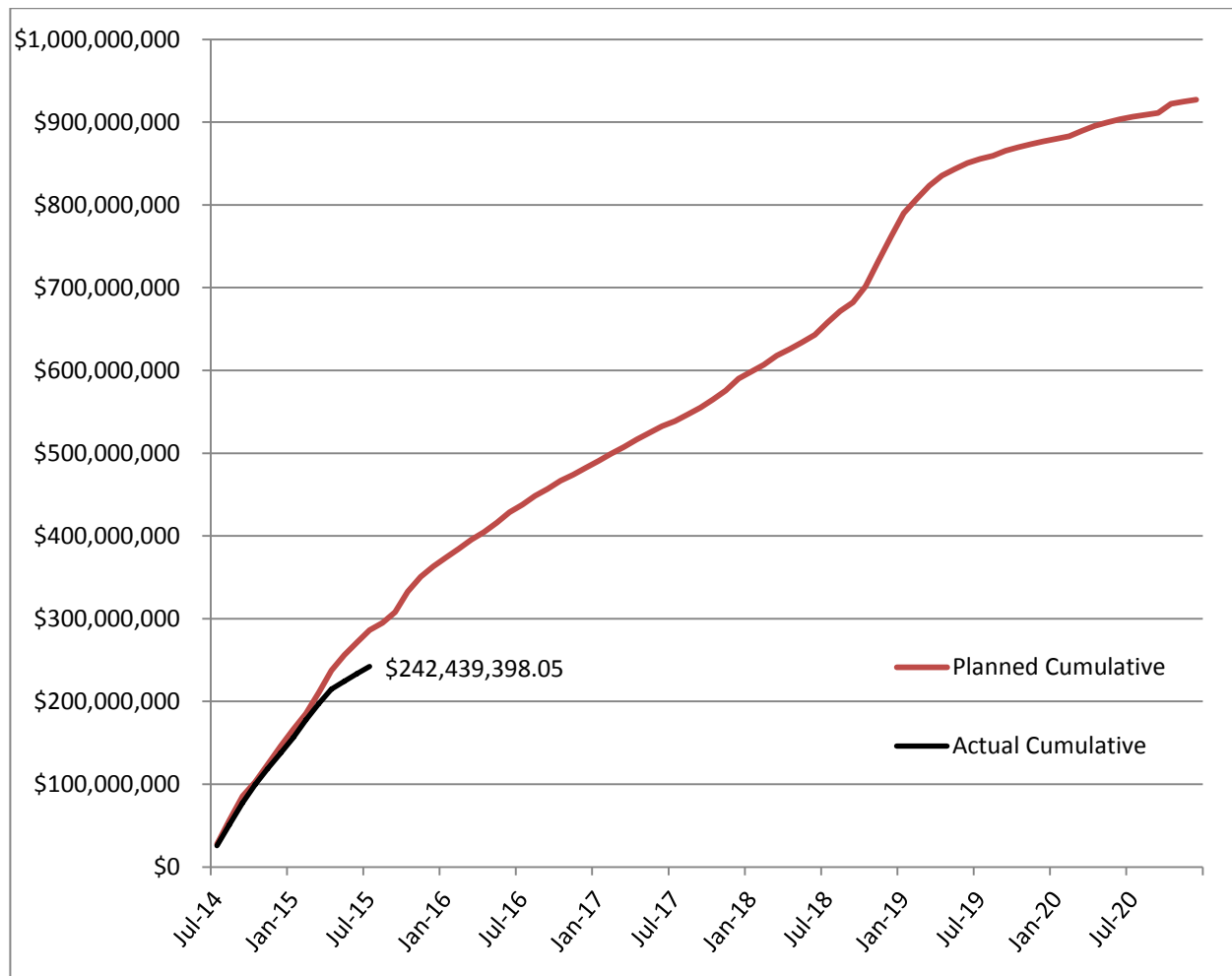
PROJECT SUMMARY SCHEDULE



SCHEDULE MEASUREMENTS

	Status	Change from Last	Comment
Forecast Revenue Service	2/21/2021	90CD	Incorporating partial impact resulting from additional AUR work transferred to RCC
TIFIA Revenue Service	5/29/2021	None	
FFGA Revenue Service	5/29/2021	None	
Final Design Progress :			
Contract C0980	76.03%	3.99%	2 months Behind
Construction Contracts Progress :			
Contract C0981R	44.70%		Termination for Convenience (4/14/2015)
Contract C0980	21.20%	0.90%	2 months behind (Compare to the Contract Substantial Completion)
Cumulative To Date Progress (C0981R & C0980) :	21.80%	0.80%	

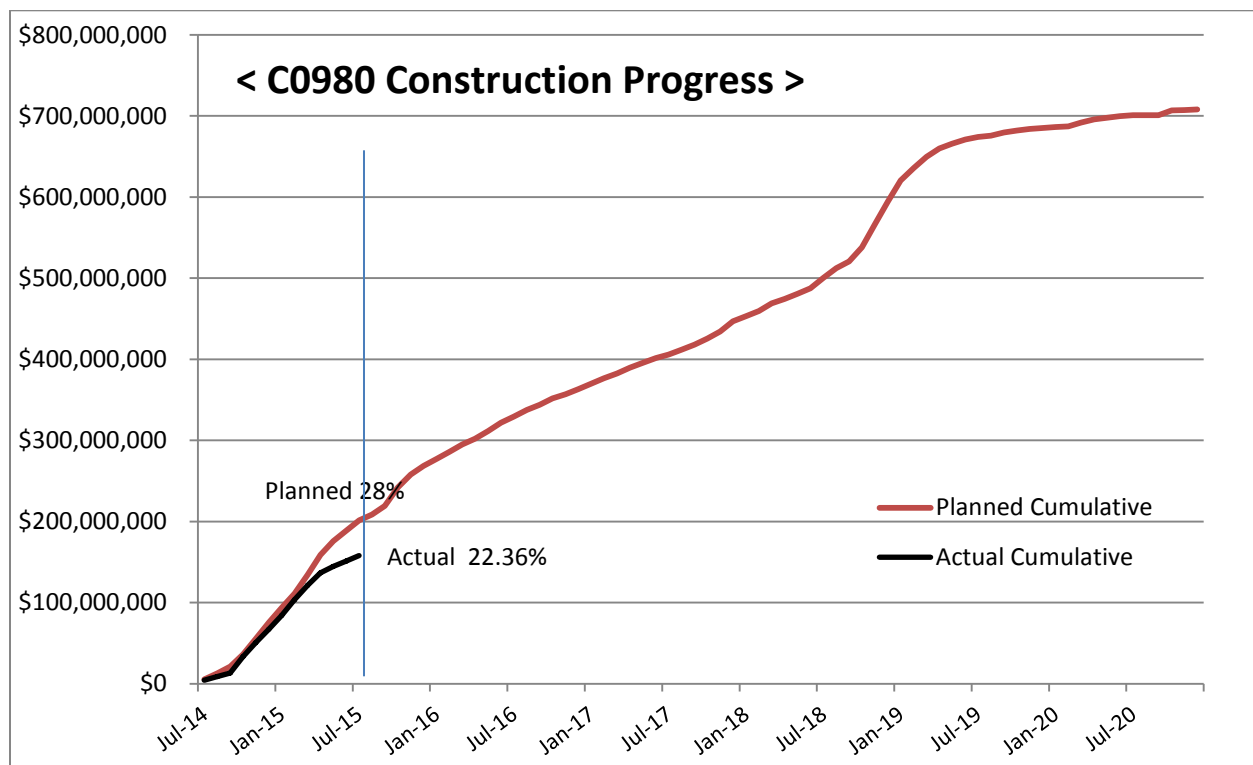
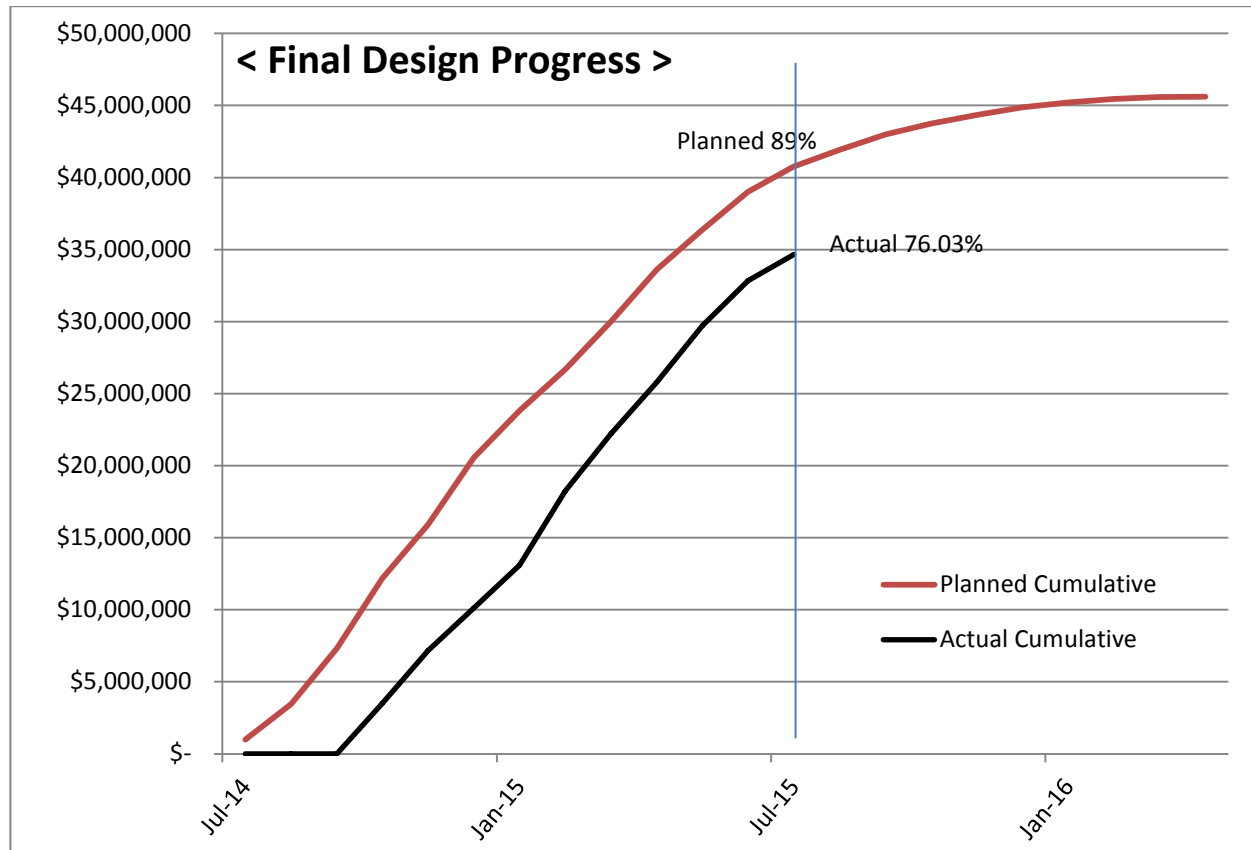
OVERALL CONSTRUCTION PROGRESS CURVE STATUS



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 21.80%. Contract C0981R was terminated for convenience on April 14th, 2015, and is going through final payment and closeout.

Final Design for C0980 commenced upon MTA issuing NTP on July 7, 2014. Cumulative final design progress is 76.03% and the cumulative construction progress is 21.20%.



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 *	9/3/2015
TBM DESIGN	02/12/15A *	7/23/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 1	04/27/15A *	10/16/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 2	05/29/15A *	12/1/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 3	06/29/15A *	1/14/2016
EXCECUTED TBM PURCHASE ORDER - PAYMENT 4	9/18/2015	2/26/2016
TBM REBUILD	10/23/2015	2/26/2016
FAB/DELIV PRECAST TUNNEL LINER MOLDS	10/7/2015	7/8/2016
VERIFIED ASSEMBLY / TEST OF TBM AT FABRICATION SHOP	11/13/2015	3/18/2016
FAB/DELIV TBM MACHINE TO SITE	2/17/2016	4/19/2016
VERIFIED TBM SHIPPED TO SITE	2/18/2016	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. *Metro (TAP) is coordinating with RCC for installation and testing schedule.*

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

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

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

	Early Finish	Need Date
PROCURE NEW 115RE RAIL - STANDARD RAIL	6/9/2016	11/23/2018
PROCURE NEW 115RE RAIL - HIGH STRENGTH RAIL	6/9/2016	11/23/2018
LACTMA ACCEPTED TBM GENERAL ARRANGEMENT DRAWINGS	4/1/2015	9/3/2015
TBM DESIGN	4/1/2015	7/23/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 1	5/12/2015	10/16/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 2	6/24/2015	12/1/2015
EXCECUTED TBM PURCHASE ORDER - PAYMENT 3	8/6/2015	1/14/2016
EXCECUTED TBM PURCHASE ORDER - PAYMENT 4	9/18/2015	2/26/2016
FAB/DELIV PRECAST TUNNEL LINER MOLDS	10/7/2015	7/8/2016
TBM REBUILD	10/23/2015	2/26/2016
VERIFIED ASSEMBLY / TEST OF TBM AT FABRICATION SHOP	11/13/2015	3/18/2016
FAB/DELIV TBM MACHINE TO SITE	2/17/2016	4/19/2016
VERIFIED TBM SHIPPED TO SITE	2/18/2016	4/20/2016
FAB/DELIV PRECAST TUNNEL LINER SEGMENTS	4/4/2016	8/11/2017
FAB/DELIV EMERGENCY VENTILLATION FANS - CENTRAL (4)	1/3/2017	6/7/2019
FAB/DELIV EMERGENCY BOOSTER FANS (12)	1/3/2017	7/23/2019
FAB/DELIV EMERGENCY VENTILLATION FANS - BROADWAY (4)	1/3/2017	7/16/2019
FAB/DELIV EMERGENCY VENTILLATION FANS - HOPE (4)	1/3/2017	6/7/2019
PROCURE PLUMBING SUBCONTRACTOR	9/3/2015	3/4/2016
PROCURE ARCHITECTURAL PRECAST PAVER SUBCONTRACTOR	8/15/2016	8/21/2019
PROCURE GRANITE STONWORK SUBCONTRACTOR	8/15/2016	6/10/2019
PROCURE MASONRY SUBCONTRACTOR	8/15/2016	1/23/2019
PROCURE PRECAST STRUCTURAL ELEMENTS SUBCONTRACTOR	8/15/2016	6/27/2019
PROCURE ARCHITECTURAL CONCRETE PAVING SUBCONTRACTOR	8/15/2016	5/24/2019
PROCURE DOORS & HARDWARE SUBCONTRACTOR	8/15/2016	5/14/2019
PROCURE DRYWALL & FRAMING SUBCONTRACTOR	8/15/2016	9/16/2019
PROCURE ELEVATORS SUBCONTRACTOR	8/15/2016	8/7/2017
PROCURE ESCALATORS SUBCONTRACTOR	8/15/2016	9/25/2017
PROCURE FIRE PROTECTION SUBCONTRACTOR	8/15/2016	8/20/2018
PROCURE FLOORING SUBCONTRACTOR	8/15/2016	9/30/2019
PROCURE GLAZING SUBCONTRACTOR	8/15/2016	6/7/2019
PROCURE HVAC SUBCONTRACTOR	8/15/2016	3/29/2019
PROCURE METAL CEILING SUBCONTRACTOR	8/15/2016	7/30/2019
PROCURE PAINT SUBCONTRACTOR	8/15/2016	6/18/2019
PROCURE SHEET METAL SUBCONTRACTOR	8/15/2016	8/8/2019
PROCURE SPRAY ON ACCOUSTICAL FINISH SUBCONTRACTOR	8/15/2016	7/8/2019
PROCURE STAINLESS STEEL SUBCONTRACTOR	8/15/2016	6/3/2019
PROCURE STATION SIGNS SUBCONTRACTOR	8/15/2016	9/26/2019
PROCURE STEEL (PERMANENT) SUBCONTRACTOR	8/15/2016	4/25/2019

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

	Early Finish	Need Date
PROCURE TERRAZZO SUBCONTRACTOR	8/15/2016	9/26/2019
PROCURE TILE SUBCONTRACTOR	8/15/2016	6/19/2019
PROCURE FLUID APPLIED WATERPROOFING SUBCONTRACTOR	8/15/2016	5/14/2019
PROCURE LANDSCAPING SUBCONTRACTOR	9/2/2016	5/14/2020
FAB/DELIV GLAZING SPIDERS - ALL STATIONS	6/3/2016	
FAB/DELIV LIGHT FIXTURES - CENTRAL STA	8/8/2016	7/29/2019
FAB/DELIV EDGE LIGHTING - CENTRAL STA	8/8/2016	3/11/2019
FAB/DELIV LIGHT FIXTURES - BROADWAY STA	8/8/2016	7/29/2019
FAB/DELIV EDGE LIGHTING - BROADWAY STA	8/8/2016	6/11/2019
FAB/DELIV LIGHT FIXTURES - HOPE STA	8/15/2016	6/20/2019
FAB/DELIV EDGE LIGHTING - HOPE STA	8/15/2016	5/14/2019
FAB/DELIV OCS POLES / EQUIPMENT - SHOOFLY	7/10/2015	2/24/2016
FAB/DELIV TRAIN CONTROL CABLE - SHOOFLY	7/10/2015	2/16/2016
FAB/DELIV TRAIN CONTROL EQUIPMENT - SHOOFLY	7/10/2015	2/26/2016
FAB/DELIV HIGH VOLTAGE DISCONNECT - 1ST & CENTRAL	7/18/2016	4/12/2019
FAB/DELIV 2ND/HOPE UNIT SUBSTATION AND TRANSFORMER	10/19/2016	8/21/2019
FAB/DELIV 2ND/BROADWAY UNIT SUBSTATION AND TRANSFORMER	10/19/2016	11/15/2019
FAB/DELIV TRAIN CONTROL CABLE	6/14/2017	4/13/2018
FAB/DELIV OCS POLES / EQUIPMENT	9/8/2017	7/15/2019
FAB/DELIV OCR FOR TUNNEL	9/8/2017	7/24/2019
FAB/DELIV 2ND/HOPE TPSS	11/6/2017	2/26/2019
FAB/DELIV TRAIN CONTROL EQUIPMENT	6/29/2018	4/30/2019
FAB/DELIV 2ND/BROADWAY TPSS	8/1/2018	11/15/2019
ELEVATOR COORDINATION DRAWINGS - 1ST/CENTRAL	11/3/2016	10/26/2017
ELEVATOR COORDINATION DRAWINGS - 2ND/BROADWAY	1/22/2017	1/14/2018
ELEVATOR COORDINATION DRAWINGS - 2ND/HOPE	4/12/2017	4/4/2018
FAB/DELIV ELEVATORS - 1ST/CENTRAL	11/3/2017	6/12/2019
FAB/DELIV ELEVATORS - 2ND/BROADWAY	1/22/2018	4/11/2019
FAB/DELIV ELEVATORS - 2ND/HOPE	4/12/2018	4/4/2019
ESCALATOR COORDINATION DRAWINGS - 1ST/CENTRAL	11/3/2016	12/14/2017
ESCALATOR COORDINATION DRAWINGS - 2ND/BROADWAY	1/22/2017	3/4/2018
ESCALATOR COORDINATION DRAWINGS - 2ND/HOPE	4/12/2017	5/23/2018
FAB/DELIV ESCALATORS - 1ST/CENTRAL	11/3/2017	7/16/2019
FAB/DELIV ESCALATORS - 2ND/BROADWAY	1/22/2018	3/28/2019
FAB/DELIV ESCALATORS - 2ND/HOPE	4/12/2018	5/23/2019
EXECUTE PURCHASE ORDER - RAIL CAR TRANSPORTER - MOD #00011.1	4/1/2015	
FAB/DELIVER - RAIL CAR TRANSPORTER - MOD #00011.1	8/6/2015	
TRAINING - RAIL CAR TRANSPORTER - MOD #00011.1	8/13/2015	

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

CRITICAL PATH NARRATIVE

Critical Path (C0980):

Master Schedule shows the following critical path:

The longest path to project substantial completion runs through the final design and key submittals by C0980; excavation support system and tunnel final designs; procurement, delivery and assembly of the TBM; 1st 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 incorporated into the schedule. Design Builder's current schedule including exercised options does not show 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. As a result of the utility work issues at 2nd/Broadway critical path could be changed. *Metro current plan is to complete AUR remaining work transfer schedule integration and final schedule analysis/negotiations soon as possible.*

SCHEDULE CONTINGENCY DRAWDOWN

Due to AUR work delays and transfer of work scope to C0980 contract, the schedule milestones and contingency are being re-evaluated and will be reflected in the October 2015 report.

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	340	227,876	340	227,876	5,614	8,539	340	227,876	-
20	STATIONS, STOPS, TERMINALS, INTERMODAL	354,268	219,477	-	229,327	-	229,327	194	194	-	229,327	-
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	-	-	-	-	-	-	-	-	-	-	-
40	SITWORK & SPECIAL CONDITIONS	141,785	422,453	1,470	471,325	1,470	444,225	8,266	210,269	1,470	471,325	-
50	SYSTEMS	69,667	73,848	-27	73,848	-	63,265	-	-	-27	73,848	-
	CONSTRUCTION SUBTOTAL (10-50)	846,343	920,468	1,783	1,002,376	1,810	964,693	14,074	219,002	1,783	1,002,376	-
60	ROW, LAND, EXISTING IMPROVEMENTS	115,889	74,208	-	74,208	-	73,820	1,278	26,114	-	74,208	-
70	VEHICLES	16,275	16,275	-	16,275	2,000	2,000	-	-	0.00	16,275	-
80	PROFESSIONAL SERVICES	261,455	257,973	5,595	263,954	29,413	201,169	11,077	141,055	5,595	263,954	-
	SUBTOTAL (10-80)	1,239,963	1,268,925	7,378	1,356,813	33,223	1,241,682	26,428	386,170	7,378	1,356,813	-
90	UNALLOCATED CONTINGENCY	135,399	126,892	-7,378	39,004	-	-	-	-	-7,378	39,004	-
100	FINANCE CHARGES	27,571	7,115	-	7,115	-	-	-	-	-	7,115	-
	TOTAL PROJECTS 460228 & 860228 (10-100)	1,402,932	1,402,932	-	1,402,932	33,223	1,241,682	26,428	386,170	-	1,402,932	-
	ENVIRONMENTAL/PLANNING - 400228	0	6,075	-	6,075	-	6,075	-	6,075	-	6,075	-
	ENVIRONMENTAL/PLANNING - 460228	0	18,125	-	18,125	-	18,125	49	18,272	-	18,625	-500
	TOTAL PROJECTS 400228 & 460228 (ENV/PLAN'G)	1,402,932	1,427,132	-	1,427,132	33,223	1,265,881	26,478	410,518	-	1,427,632	-500
	400228, 460228, & 860228 TOTAL	1,402,932	1,427,132	-	1,427,132	33,223	1,265,881	26,478	410,518	-	1,427,632	-500

FFGA: Full Funding Grant Agreement

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 budget changes from SCC 10, 40, 50 and 80. The changes are due to the exercise C0980 Option RCC-8 Revert to Tunnel Lighting Spacing of 25', additional budget for Archeological and Paleontological monitoring, and increase in Final Design budget for CPJV. The budget comes from Unallocated Contingency.

Commitments:

The Commitments increased by \$33.2 million this period at \$1.266 billion which represent 88.70% of the Current Budget. Right of Way (ROW) amount shown under Commitments are the obligated numbers; expenditures as of this period are \$26.11 million.

Expenditures:

The Expenditures are cumulative through June2015. The Expenditures increased by \$26.48 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 \$410.52 million in expenditures to date represents 28.8% of the Current Budget.

Current Forecast:

There is no change to Forecast for this period.

PROJE CT COST STATUS (Cont.)

CONCURRENT NON-FFGA ACTIVITIES (861228)

PROJECT COST STATUS BY FTA SCC

DOLLARS IN THOUSANDS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	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	-89	22,551	-	27,748	-
70	VEHICLES	-	-	-	-	-	-	-	-	-	-
80	PROFESSIONAL SERVICES	650	-	650	-	650	12	49	-	650	-
	SUBTOTAL (10-80)	38,878	-	38,878	-	38,878	-77	22,600	-	38,878	-
90	UNALLOCATED CONTINGENCY	1,113	-	1,113	-	-	78	-	-	1,113	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
	TOTAL PROJECTS 861228 (10-100)	39,991	-	39,991	-	38,878	1	22,600	-	39,991	-
	861228 TOTAL	39,991	-	39,991	-	38,878	1	22,600	-	39,991	-

Note: Expenditures are cumulative through July 2015 but June 2015 month-end has not been closed.

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.

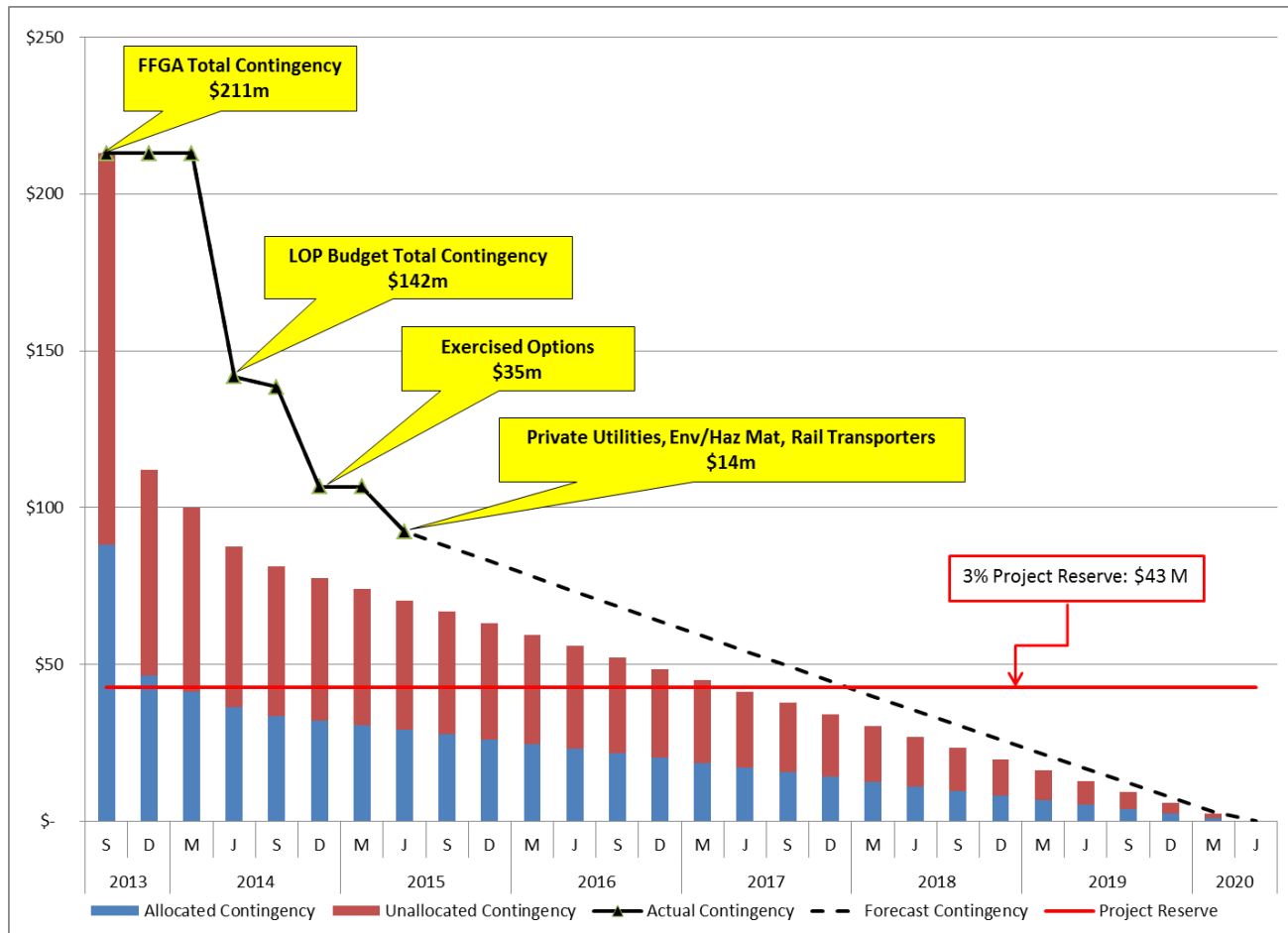
Commitments:

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 \$22.55 million.*

Expenditures:

There was a \$10k negative Expenditures incurred in this period for the parking space Metro lease to Advanced Parking System as part of the Mitigation Plan. The \$22.60 million in expenditures to date represents 56.5% of the Current Budget.

COST CONTINGENCY DRAWDOWN



Note: this chart would be re-evaluated and adjusted based on the project contingency and LOP analysis.

COST CONTINGENCY DRAWDOWN ANALYSIS

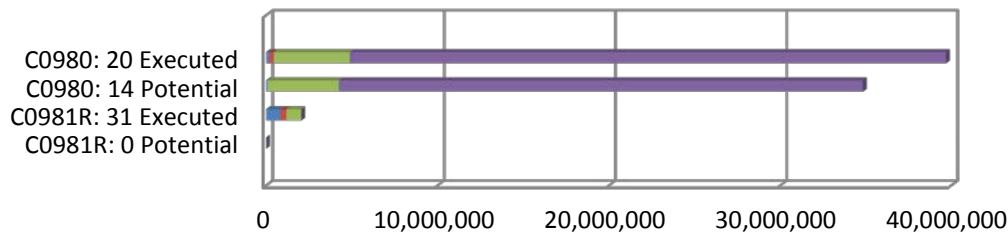
The Regional Connector Transit Corridor Project of \$1.42 billion includes an “unallocated contingency” amount of \$39.00 million, which is included as a separate Standard Cost Category (SCC) element. Also included within the current budget is an “allocated contingency” of \$14.8 million allocated to ROW, \$27.1 million for Transfer of AUR scope of work to C0980 Contractor and \$0.57 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 \$81.48 million or 5.81% of total project cost.

Included in the project contingency drawdown is a 3% project reserve line. Metro’s Board is to be notified when it becomes necessary to drawdown contingency below the project reserve line to cover project costs. This was adopted by the Metro Board of Directors in September 2012. Metro is performing a detail project cost analysis to evaluate adequacy of project contingency.

The project contingency drawdown curve is being re-evaluated based on the project contingency and LOP analysis.

SUMMARY OF CONTRACT MODIFICATIONS

Contract Modifications (MODs) by Cost Level



	\$0 to \$100,000	\$100,001 to \$250,000	\$250,001 to \$1,000,000	Over \$1,000,000	Total
Desc.	Under \$100K	\$100K to \$250K	\$250K to \$1M	Over \$1M	Total
					-
C0980: 20 Executed	167,724	282,350	4,430,804	34,820,000	39,700,878
C0980: 14 Potential	90,000	-	4,156,400	30,600,000	34,846,400
C0981R: 31 Executed	815,552	372,752	863,000	-	2,051,304
C0981R: 0 Potential	-	-	-	-	-
					-
Total Contract MODs	1,073,276	655,102	9,450,204	65,420,000	76,598,582

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

31 changes with a total value of \$2.051 million have been executed since execution of Contract C0981R.

20 changes with total value of \$39.70 million have been executed since execution of Contract C0980 and 14 potential changes with a total value of \$34.85 million is 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: 20.89%*
- 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: 0.48%*

PROJECT LABOR AGREEMENTS (PLA) STATUS

Contract C0980 Regional Connector Transit Corridor Design-Build

- Targeted Worker Goal - 40.0%
- *Targeted Worker Current Participation - 60.73%*

- Apprentice Worker Goal - 20.0%
- *Apprentice Worker Current Participation - 14.77%*

- Disadvantaged Worker Goal - 10.0%
- *Disadvantaged Worker Current Participation - 10.88%*

FINANCIAL/GRANT STATUS

Status of Funds Anticipated

July 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. METRO SUBMITTED ON JUNE 11, 2015 A GRANT AMENDMENT OF \$100M. GRANT AWARDED AUGUST 2015. 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 PRIOR TO 2ND QUARTER OF FY 16.
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 HAVE BEEN 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

July 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%	\$22.010	34%	\$23.146	36%
FEDERAL - SECTION 5309 NEW STARTS	\$669.900	\$669.900	\$165.000	\$669.900	100%	\$64.997	10%	\$64.998	10%
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	\$159.711	100%	\$19.411	12%	\$19.411	12%
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%	\$122.744	91%	\$89.791	66%
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	\$103.306	68%	\$63.892	42%	\$63.706	42%
MEASURE R	\$27.571	\$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	\$1,427.132	\$1,427.132	\$634.470	\$1,263.881	88.6%	\$410.518	28.8%	\$378.516	26.5%

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

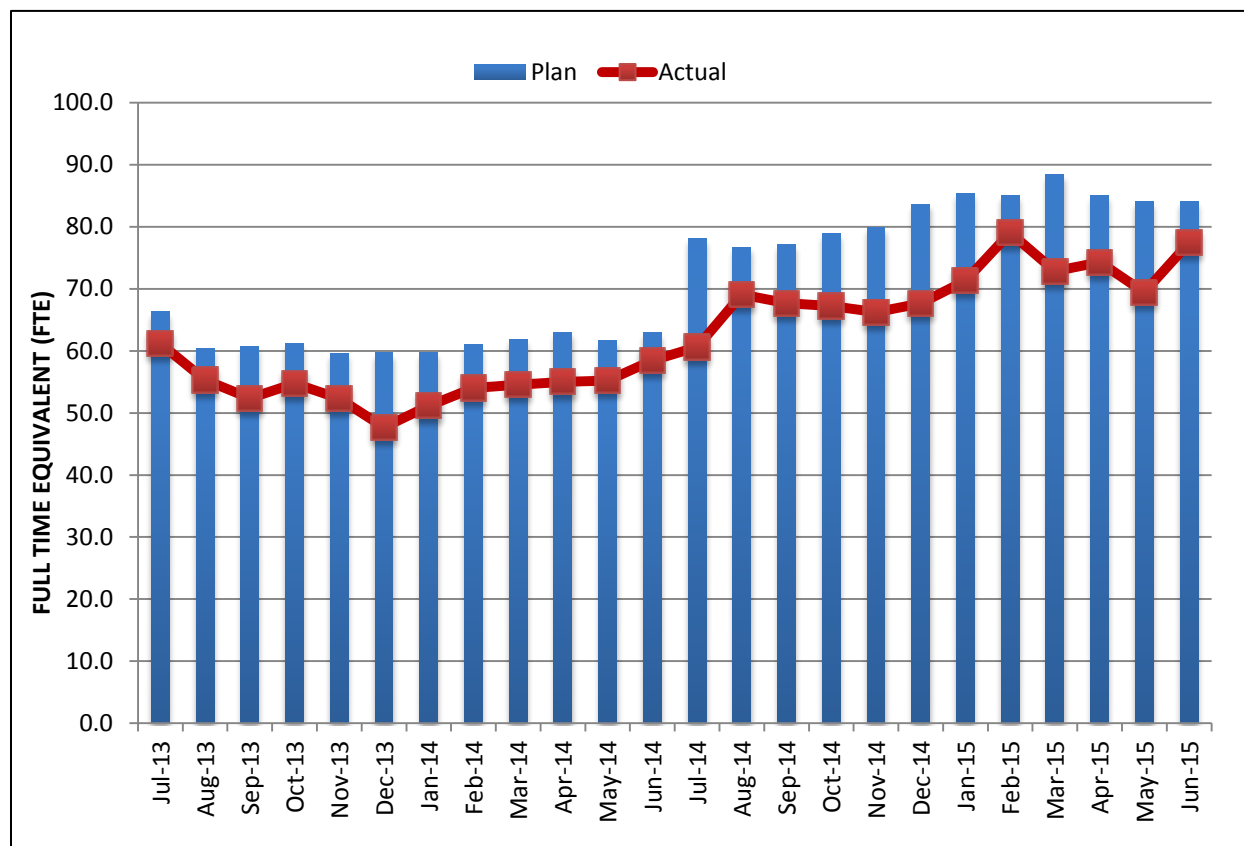
* STATE PROPOSITION 1A HIGH SPEED RAIL BONDS

** 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

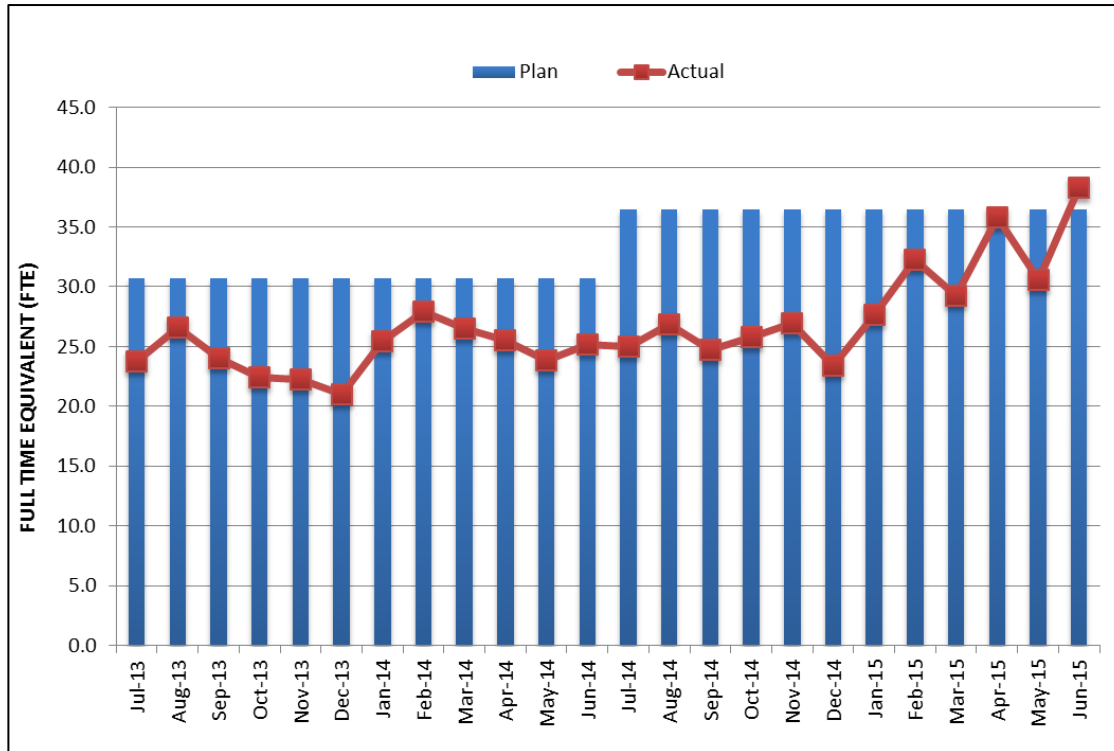


TOTAL PROJECT STAFFING

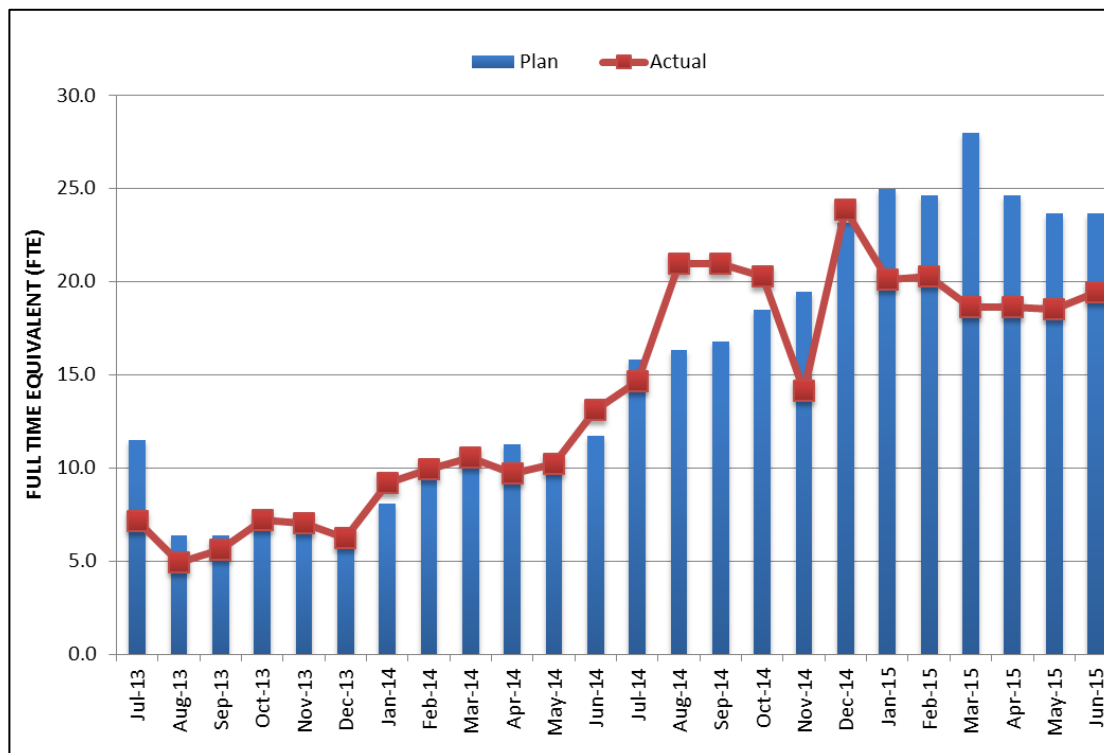
The overall FY15 Total Project Staffing plan averages 82.2 FTE's per month.

For June 2015, there were a total of 38.3 FTE's for MTA's Project Administration staff and 39.1 FTE's for consulting staff. The total project staffing for June 2015 was 77.4 FTEs. The main variance of FTE's actual (77.4) versus FTE's planned (84.1) is due to lower staff needs and charges at this stage of the project including engineering and construction management support, which also includes Metro Staff for Real Estate Administration, Corporate Safety, Contract Administration, Executive Office Communications, Executive Office Construction, Quality Assurance / Compliance, Major Capital Project Engineering and System Engineering. Project Staff for FY16 is expected to increase as the project gets into major construction stage. Staffing plan and consultant support plan for FY16 was approved in July Metro Board.

Metro Staff

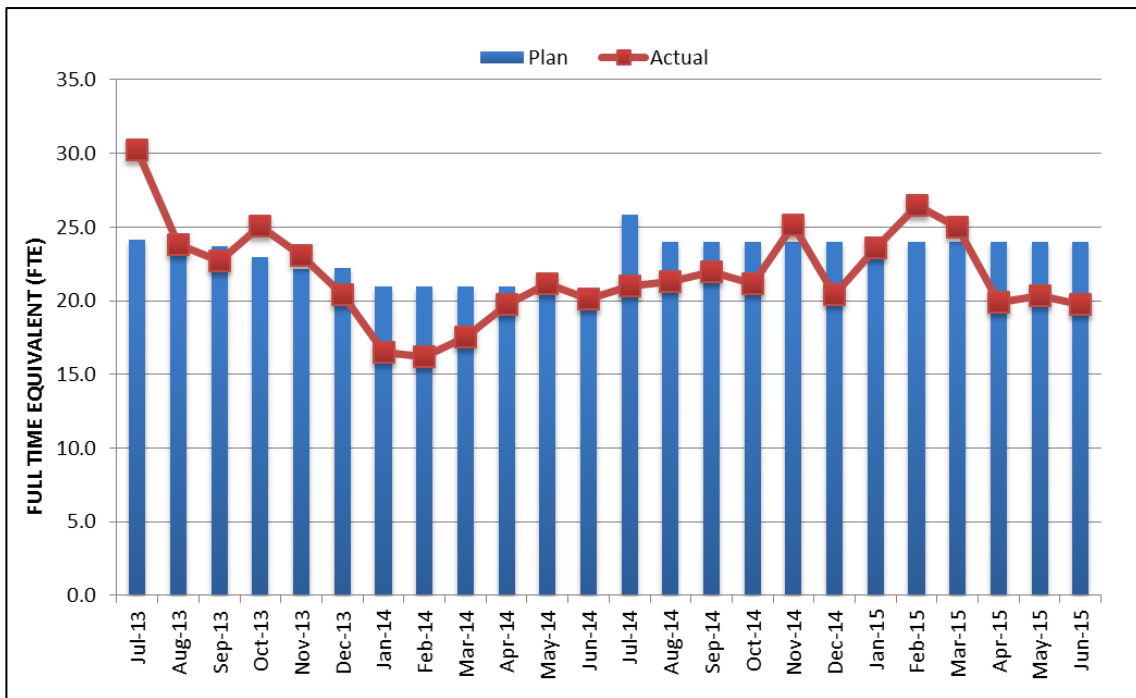


CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



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

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 July 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	3	1	2	4	3
Part Takes	2	2	0	2	1	0	1	0	1
SSE	13	9	4	13	10	0	3	0	7
TCE/ROE	16	7	1	8	8	3	2	0	8
Sub Total Parcels:	34	21	5	26	22	4	8	4	19
Relocation	5								
Total Parcels:	34	21	5	26	22	4	8	4	19
* 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 Project obtained legal possession of the portion of the parcel required for the Project via a Stipulation for Possession effective July 1, 2015. The remaining property interests will be acquired through a pending escrow which is anticipated to close by August 14th.

LA Times – LA Times Square

- Required real estate was 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. Tenants have also been named in the condemnation lawsuit by the Judge in order to acquire the rights to survey the property, monitor grout pipe installation, and install and monitor deformation monitoring devices in tenant's spaces. 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.
- Court approved Motion on Order of Possession for tunnel and grouting pipe easements against JVP on 6/30/15. *Order for Possession effective 7/31/15.*

REAL ESTATE ACQUISITION (Cont.)

- Court granted motion to acquire the right to conduct pre-construction surveys and grout pipe installation monitoring effective 5/11/15. *Currently working through Court referee to schedule surveys and grout pipe monitoring in tenant spaces - ongoing.*
- Motion filed to obtain Order for Possession allowing the right to install and monitor the deformation monitoring devices in 19 tenant spaces. *Scheduled hearing date for OP is 8/20/15 and expected OP effective 9/20/15.* Real Estate has obtained rights on 9 of the 19 tenant spaces via right of entry.

Volk

- FTA and MTA approved the proposed settlement with Volk on the value of the property. Agreement has now been reached with the remaining tenants with regard to their Loss of Good Will claims. *Final payments processing.*
- C0980 Contractor using site for laydown area.

Broad Collection

- *Broad's appraisal review competed. Metro Real Estate negotiating value.*

ANAIBIV

- Offer accepted. Owner's attorney reworked Purchase Agreement and deed language. Real Estate working with County Counsel to finalize contract and open escrow. *Additional language changes being negotiated as of 7/30.*

Hull's Hope

- RON approved in February but condemnation on hold pending potential decertification of parcel by Project. Received formal decertification of parcel from Project on 6/19/15. Revocation of Offer and RON in process.

401 E Second St (Office Depot)

- Property owner has not accepted offer for reduced property requirements, but Project has confirmed it will decertify parcel, so RON has been on hold. Received formal decertification of parcel from Project on 6/19/15. Revocation of Offer in process.

City of Los Angeles (Mangrove Parcels) – No Change

- Project is still considering potential change to the tunnel easement. Once decision is made, will advise City of Los Angeles and negotiate for the revised easement area.

(Former) CRA Parcels - Decertified 6/10/14

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.
- Performed oversight verification of Contractor design and field activities.

ENVIRONMENTAL STATUS

- Metro continues to consult with the Colburn School regarding mitigation of ground borne noise from future Metro train operations.
- *Architectural Historic Property Pre-Construction Surveys for the Los Angeles Library and the Standard Hotel are complete. The Pre-Construction Surveys for the California Club and Pegasus are scheduled to be performed in August 2015. These surveys will be prepared for all historic properties within 21 feet of vibration producing construction activities to assess the building category and the potential for ground borne vibration to cause damage to the buildings.*
- RCC has continued with staged installation of noise 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. *All monitor installations are complete except the monitor to be installed at REDCAT/ Walt Disney Concert Hall (WDCH). However, the placement of the monitor has been agreed upon and installation is expected to occur the week of August 13, 2015. .*
- *Right-of-Entry negotiations to allow the installation of vibration monitors along the project alignment have started for seven locations. This is based on the Vibration Monitoring Plan to conducted daily measurements of vibration during peak vibration generating construction activities.*
- The Zanja segment No. 3 at 1st/Central is being treated in accordance with procedures outlined in the project Mitigation Monitoring and Reporting Plan as well as the Memorandum of Agreement between Metro and the State Historic Preservation Office (SHPO) and the FTA. *A Level II Historic American Engineering Record (HAER) document was prepared as defined by the National Parks Service (NPS) and as requirement by the Cultural Resources Monitoring and Mitigation Plan (CRMMP) and will be finalized and submitted to NPS by the end of August. Based on the recommendations and oversight of Dr. Christian de Brer, Conservator for UCLA, and AECOM archeologists, the cut and removal of two intact segments of the Zanja No.3 was completed on July 9, 2015. Two large segments were provided to Los Angeles Department of Water and Power (LADWP) for interpretive and educational purposes. LADWP plans to place one of the segments on display in their museum.*
- Weekly inspections of stormwater best management practices at active construction areas continue to be conducted by RCC along the project alignment 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 has been reformatted in accordance with NPS guidelines for inclusion in the Library and was submitted to NPS at the end of July 2015. Additional copies will be provided to the Los Angeles Library and the Los Angeles Conservancy.*

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 utility relocation and pre-construction activities throughout the alignment. Distributed 8 construction notices to the public.*
- Continued weekly stakeholder briefings with: The Los Angeles Times, Commonwealth Properties and Charles Dunn Company
- Continued bi-weekly meetings with: L.A. City Councilmember District 14, the Mayor's office and the Westin Bonaventure.
- *Implemented community outreach to the 2nd/Hope Community Leadership Council station area*
- *Successfully kicked-off of collaboration and coordination effort with Japanese Village Plaza owner to start pre-construction survey of tenant and common areas in Japanese Village Plaza.*

Social Media Outreach Efforts

- *Twitter followers total 1,081.*
- *There were 1473 Facebook followers.*

Community Relations Outreach

- *Continued the development of marketing and advertising mitigation program for businesses in Little Tokyo through the "soft" launch of golittletokyo.com. The website's first page acts as an introduction to the public of the Little Tokyo visitor experience. The full website to be launched during Nisei Week's Cultural Festival in August.*
- *Continued work with the Little Tokyo Marketing & Business Task Force on a temporary fencing and sound-wall signage program for the Mangrove lot. The first installation of directional signage to public parking and pedestrian way-finding is slated for August.*
- *Metro presented the 1st/Central Station Landscape Design to Los Angeles River Arts and Business Association's (LARABA) Land-Use Committee as a follow-up to the June 15, joint LARABA/Historic Cultural Neighborhood Council meeting. Comments from Little Tokyo's Beautification Committee on the palette have been received.*
- *Initiated discussion with the Small Business Administration's area representative regarding potential workshops to inform the public on available funding and small business strategies. Workshops are being planned by the Metro Business Assistance Center team working with partner organization, Asian Pacific Islander-Small Business Program. Potential to include the SBA is being discussed.*

CREATIVE SERVICES STATUS

Art Program

- *Participated in Community Leadership Council meetings.*
- *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.
- Monitored RCC's safety orientation & pre-employment drug testing to insure compliance with contract specifications.
- *Participated in Safety and Security meeting with RCC and Metro Management discussing security issues including a presentation on treating job site trauma.*
- *Staff completed first onsite 'OSHA 30 Hour Construction Safety' course.*
- *Participated in work plan, scheduled and daily Contractor crew safety meetings.*
- *Monitored RCC field activities including saw-cutting, potholing, traffic control crews at 2nd and Broadway, 2nd and Spring, 5th and Flower, 1st and Rose and 1st and Alameda Streets. All activities safe and compliant.*
- *Monitored and inspected continued excavation, trench shoring activity along 1st Street, Alameda, and 2nd Street.*
- *RCC reported 36,315 work-hours and no recordable incidents for the month of June 2015. Total Project-to-Date work-hours are 355,248 and two recordable injuries. The Project Injury Rate (2 recordable injuries) per 200,000, through June, is 1.1. The Bureau of Labor Statistics (BLS) for Heavy Civil construction per 200,000 is 3.2 and the Project incident rate is 1.1.*

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 being transitioned to the C0980 design build contractor. A solution has been reached for relocation of electrical facilities at the 2nd/Broadway Station. The work essentially has been broken out into two phases; the first phase is minimum needed to allow installation of piles; the second phase will install the remainder of necessary electrical facilities. On July 29/30, 2015, the C0980 contractor received City approval of their shoring plans and has started work on the remaining C0981R electrical conduit and vault installation at 5th Street and Flower Street and at 2nd Street and Spring Street the first week of August 2015 with completion at both locations expected by late August 2015. The C0980 contractor is continuing work - which they began June 27, 2015 - on the relocation of a 36" water line in Alameda Street at 1st Street. On 7/9/15, MCI completed placing cable, splicing and removal of old cables in the new MCI duct bank on Flower Street between 4th and 5th Streets. In August 2015, it is anticipated that 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 at the end of August 2015.*

C0980 UTILITY WORK STATUS

Metro, DWP Power, and C0980 Contractor have finalized a two part design solution for relocation of electrical facilities in Broadway south of 2nd Street, which includes management of 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 obtained AM & PM Peak exemptions for the 36" Waterline Utility Work on Alameda St at 1st and 2nd Sts. Additionally, Metro extended both AM and PM peak hour exemptions for C0980's pre-trenching, and waterline relocation (potholing) activities at the 1st St & Alameda intersection. Also, the AM and PM peak exemption was extended for C0980's utility potholing work at 2nd and Spring Streets and 2nd and Broadway. Furthermore, Metro is in the process of extending the AM peak exemption for utility potholing, and power line trench installation at the intersection of Flower & 5th Street.*

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 June 30, 2015 three new extensions were applied for and received.

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.

On May 13, 2015, RCC received 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 Street. Additionally, on May 26, 2015, RCC received CPUC approval of the South Little Tokyo station pedestrian crossing Form GO-88B application package.

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
February 2014	FTA issued Full Funding Grant Agreement to Metro

CHRONOLOGY OF EVENTS (Cont.)

March 2014	Issued Amendment # 11 for D/B Contract C0980
March 2014	Started Survey for AUR Contract C0981R
April 2014	Metro Board approved the award of D/B Contract C0980 and established a LOP Budget
May 2014	Awarded D/B Contract C0980 to Regional Connector Constructors, Joint Venture
June 2014	Obtained possession of the Mangrove property 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
May 2015	RC started pile installation at Mangrove Launch Pit
June 2015	RCC started decking for shoofly bridge (Pile Cap & Grade Beam)
July 2015	DWP Water started installing 36" Water Valve at Alameda St.

CONSTRUCTION CONTRACTS

Description: Design-Build Contract Contractor: Regional Connector Constructors (RCC)	Contract No. C0980 Status as of: July 31, 2015
Work Completed: • Metro completed review of submittals for Quarterly Updates to RCC Design Work Plan Revision 3, Tieback Removal Pit Feasibility Study, Noise Control Plan and Vibration Control Plan, Qualifications submittal for Contractor geotechnical sub-contractor, DU5 Segment B 30% Tiger Grant, Shoofly Supplemental AFC, 30% Design for new 1st/Alameda Alignment Geometry, DU04 Civil approval of Hope St Storm drain. • RCC removed a portion of 24" Zanja encountered at 5th/Flower. • RCC completed potholing of 24" water line on at 4th/Flower. • RCC completed electrical duct bank installation at 5th/Flower, in preparation for vault installation. • RCC completed excavation for the installation of valves for DWP-Water 36" waterline at 1st/Alameda, North and South. • DWP-Water completed the installation of the 36" valves at 1st/Alameda, North and South. • RCC completed installation of sound barriers to mitigate any possible noise affecting the Savoy Apartments and Japanese American National Museum. • RCC completed installation of inclinometer at the Mangrove Yard. Areas of Concern: • NEPA Law suits could potentially delay the construction of Design-Build Contract on Flower Street. MTA and FTA completed SEIS (Supplemental Environmental Impact Statement) and issued it for public comments on June 12, 2015. Finalization of SEIS is expected by August 2015, after addressing public comments. • Advanced Utility Relocation (AUR) work have been delayed. Metro Board approved transfer of remaining AUR 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, DWP and Metro. Utility relocations plans are being developed at all locations to mitigate schedule delays. Please see the "Management Issues/Opportunities" section for Concerns and Opportunities details.	Major Activities (In Progress): • Metro continues to work with RCC and FLS committee to establish emergency ventilation design parameters. • Metro continues review of Fire Life Safety (FLS) Report Rev 02, FLS supplemental Materials Report, DU1.1 100% Alignment, and 85% 2nd/Broadway, Final Traction Power Load Analysis and SOE Final Designs for Flower Street, 2nd/Hope Station and 1st/Central Station. • RCC continues demolition and earthwork for Shoofly. • RCC continues decking for the Shoofly Bridge and TBM pit. • RCC continues 6", 8", 12" and 16" water line excavation at 1st/Central & 1st/Alameda. • RCC continues pile trenching for the Wye at 1st/Alameda in various work areas. • RCC continues with the installation of electrical duct banks at 2nd/Spring and 2nd/Broadway, working with Metro on redesign. • RCC continues Underground Investigation – Potholing Hydrovac and Exploratory Trenching at various locations project wide. • RCC continues Pre-Con Survey (photograph existing conditions) at various locations. • RCC continues preparation of submittals and traffic control plans, including weekly meetings with LADOT and City Council District 14. • RCC continues Fire Hydrant Relocation on 2nd/Broadway. • RCC continues sewer work at Rose St. Major Activities Next Period: • Metro will review Building Protection AFC Design, 85% 2nd/Hope Station Design, Geotechnical Design Summary Report-for C&C Tunnels and Stations, Tunnels and SEM Cavern, 85% OCS, 85% Traction Power Design, Train Control BOP Detail Design at 1st/Central, 85% Civil Design, AFC Shoofly Train Control Design, AFC Hope Street Storm Drain and Sewer, Floating Slab Mock-up Test Plan, and SOE Initial Design for 1st Street leg. • RCC will begin preparation for AT&T and MCI communication lowering at Spring. • RCC will begin decking for the Shoofly Bridge. • RCC will install vault at 5th/Flower. • RCC will install the remaining 7 piles for the TBM Pit, pending traffic approval for the 1st Street widening. • RCC will begin 6" water line (AUR) and Fire Hydrant construction activities near 4th/Flower. • RCC will begin 6", 8", 12", and 16" water line work (AUR) construction activities at 1st/Alameda. • RCC will install OCS Foundations.

CONSTRUCTION CONTRACTS (Cont.)

Description: Design-Build Contract Contractor: Regional Connector Constructors (RCC)		Contract No. C0980 (Cont.) Status as of: July 31, 2015				
			Original Contract Dates	Time Extension	Current Contract	Forecast Variance CDs
Date of Award: 5/6/2014		Notice to Proceed	07/07/14	0	07/07/14	07/07/14 0
Notice to Proceed: 7/7/2014		Milestone 1:	10/22/20	0	10/22/20	12/23/20 -62
Original Contract Duration 2430 CD		Milestone 2:	06/14/20	0	06/14/20	09/01/20 -79
		Milestone 3:	05/15/16	0	05/15/16	06/19/16 -35
		Milestone 4:	05/27/18	0	05/27/18	07/08/18 -42
		Milestone 5:	08/19/19	0	08/19/19	09/03/19 -15
Current Contract Duration 2430 CD		Milestone 6:	09/18/19	0	09/18/19	12/18/19 -91
Elapsed Time from NTP: 390 CD		Milestone 7:	10/10/15	0	10/10/15	11/28/15 -49
		Milestone 8:	04/22/18	0	04/22/18	09/09/18 -140
		Milestone 9A:	07/14/20	0	07/14/20	07/20/20 -6
		Milestone 9B:	10/22/20	0	10/22/20	10/31/20 -9
		Milestone 10:	10/12/20	0	10/12/20	02/21/21 -132
		Milestone 11:	10/27/20	0	10/27/20	03/08/21 -132
		Milestone 12:	03/01/21	0	03/01/21	03/10/21 -9
Physical Percent Complete:		Cost Summary: \$ In millions				
Physical completion as of 08/01/2015: 21.2%		1. Award Value: 927.2				
		2. Executed Modifications: 37.7				
		3. Approved Change Orders: 0.0				
		4. Current Contract Value (1+2+3): 965.0				
* Note: Physical completion assessment reflects work completed and work in progress.		5. Incurred Cost: 242.4				

CONSTRUCTION PHOTOS



2nd/Broadway trenching and shoring



C0980 – 36" water valve installation at 1st and Alameda

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 (Cont.)

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
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 (Cont.)

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
SEIS	Supplemental Environmental Impact Statement
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 (Cont.)

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