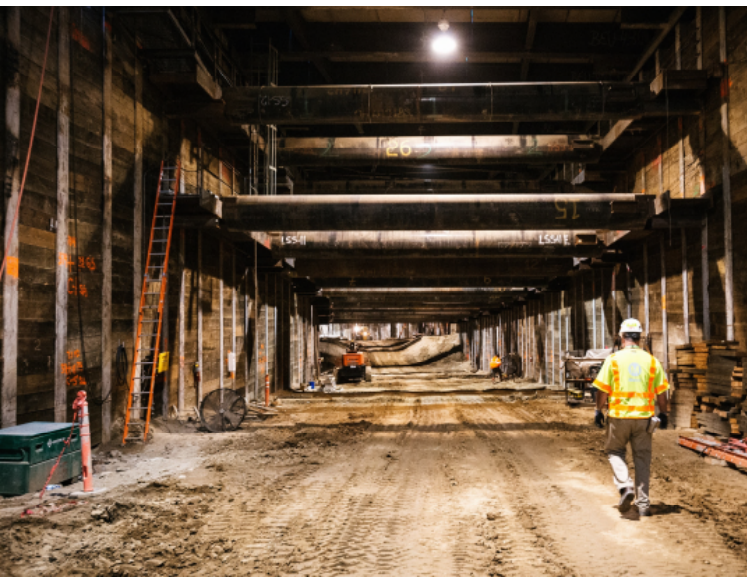


Program Management Major Project Status Report

Presented By

Bryan Pennington

Chief Program Management Officer



CONSTRUCTION
MARKET TRENDS
2021 - 2022

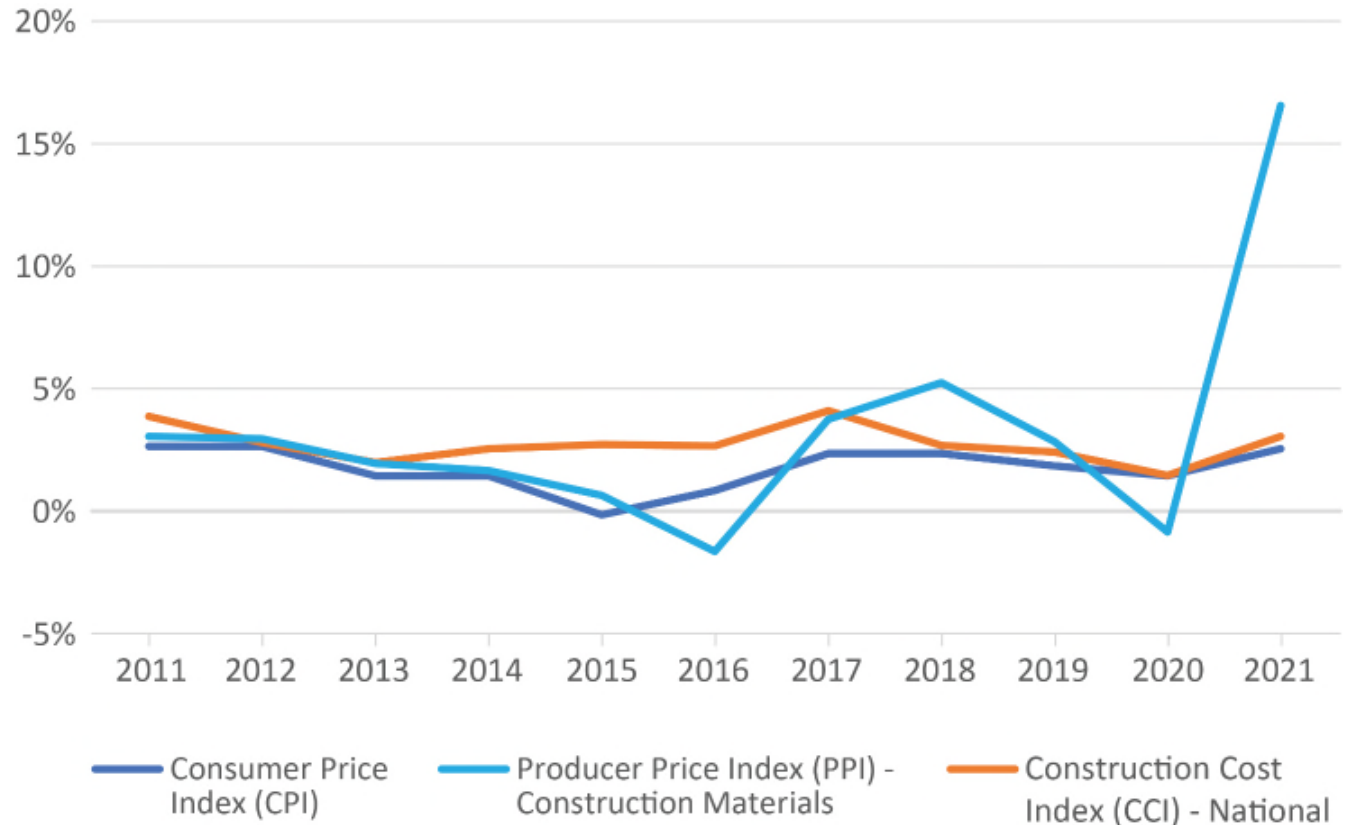


Metro™

2021

SOARING CONSTRUCTION MATERIAL PRICES - MAY 2021

- Construction materials are seeing rapid cost escalation
- Largely due to:
 - Impediments to importation
 - Uptick in demand
 - COVID-19 impacts to domestic production, and transport/delivery

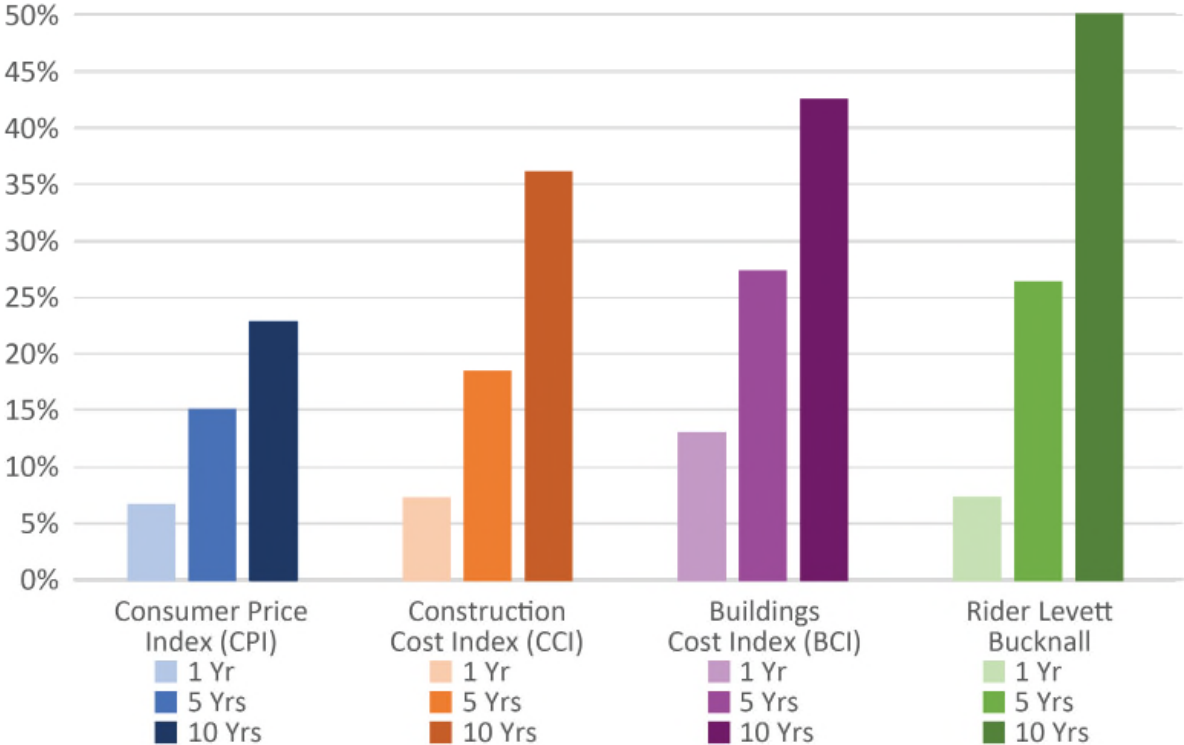


Source: Bureau of Labor Statistics

CONSTRUCTION COSTS OUTPACING MARKET – MAY 2021

- November’s consumer market inflation rate of 6.8% (the highest since 1982) is lower than the construction inflation rate of 7.4%
- Since the passage of Measure M, construction costs have outpaced consumer market inflation
- Over the past ten years, increase in construction prices are near double the consumer market inflation rate

Percent Change in 1-Year, 5-Year, and 10-Years by Index

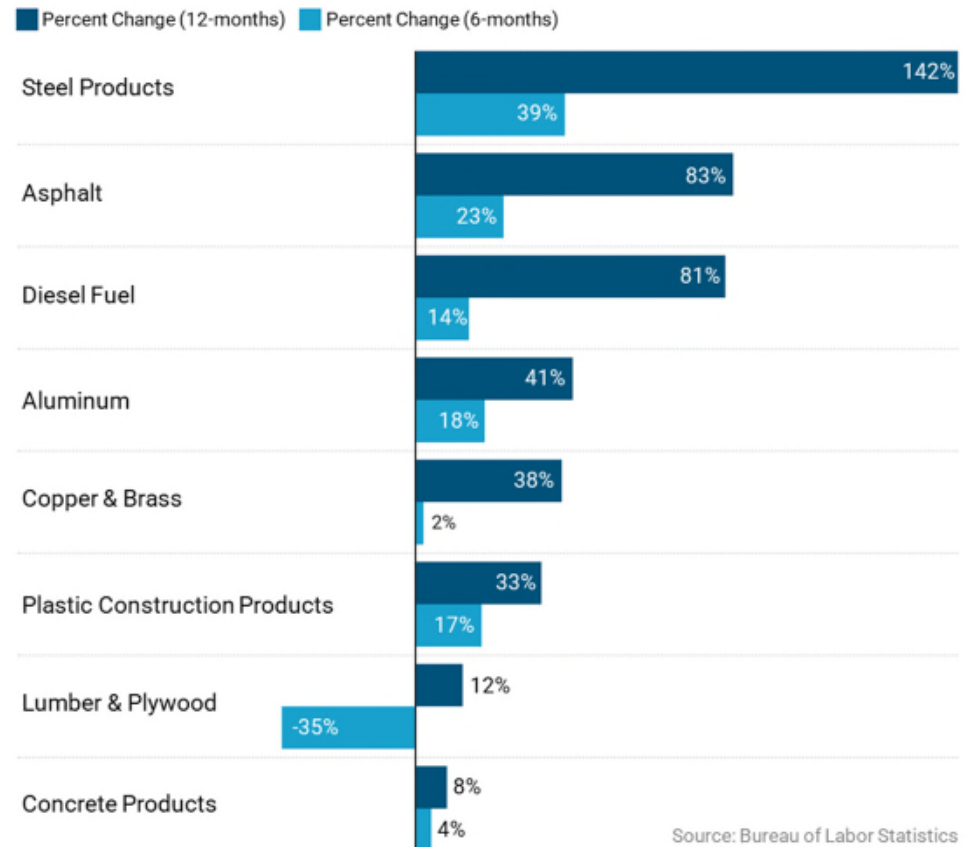


Sources: Bureau of Labor Statistics, Engineering News Record, Rider Levett Bucknall

CONTINUED INCREASE IN MATERIALS PRICES – DEC 2021

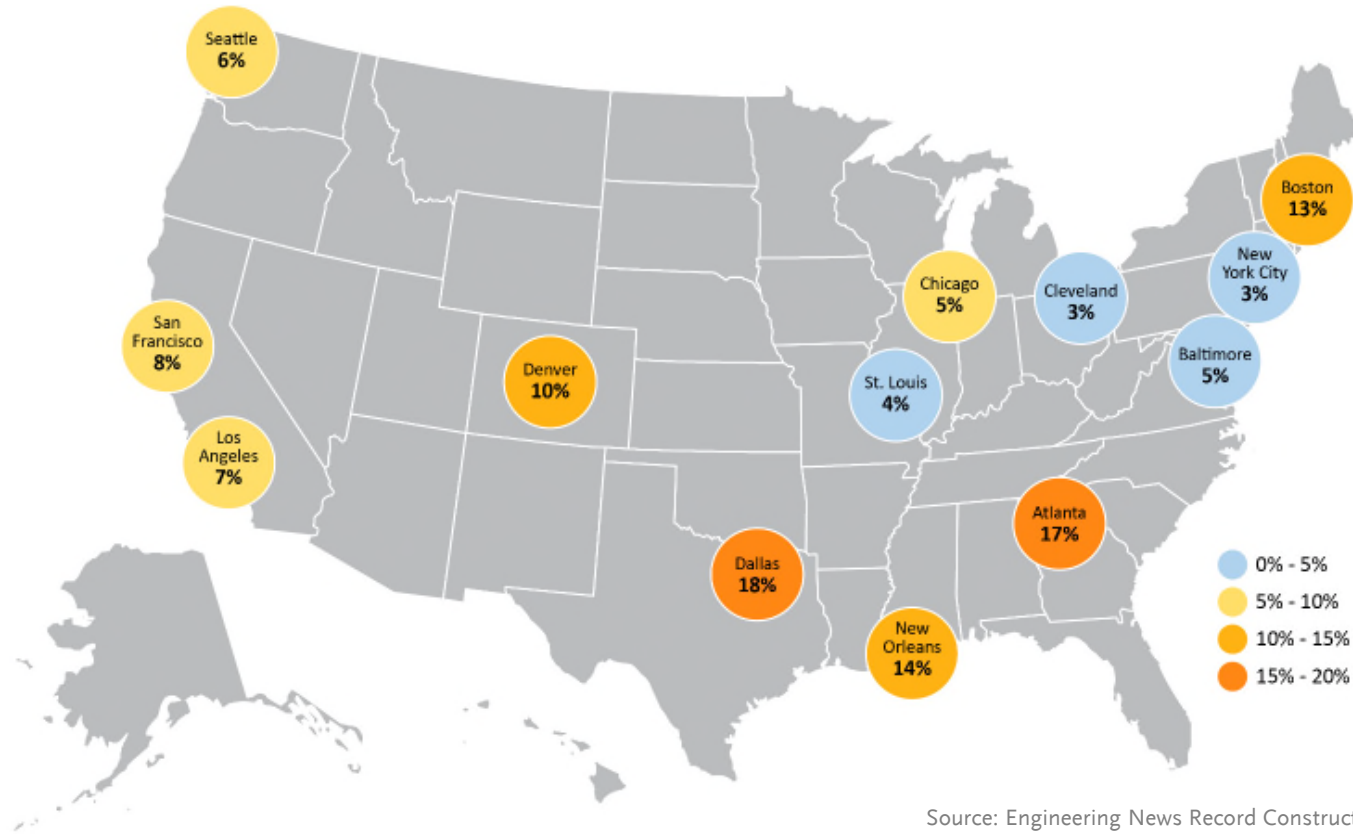
- Majority of materials prices have jumped in the past year
- Lumber prices are normalizing
- Key drivers increasing the price of steel products:
 - High demand
 - Tariffs
 - Supply chain issues
 - Consolidation in the industry
 - Pandemic related shutdowns of steel mills

Construction Materials Cost: Percent Change



COVID IMPACT ON CONSTRUCTION INFLATION – DEC 2021

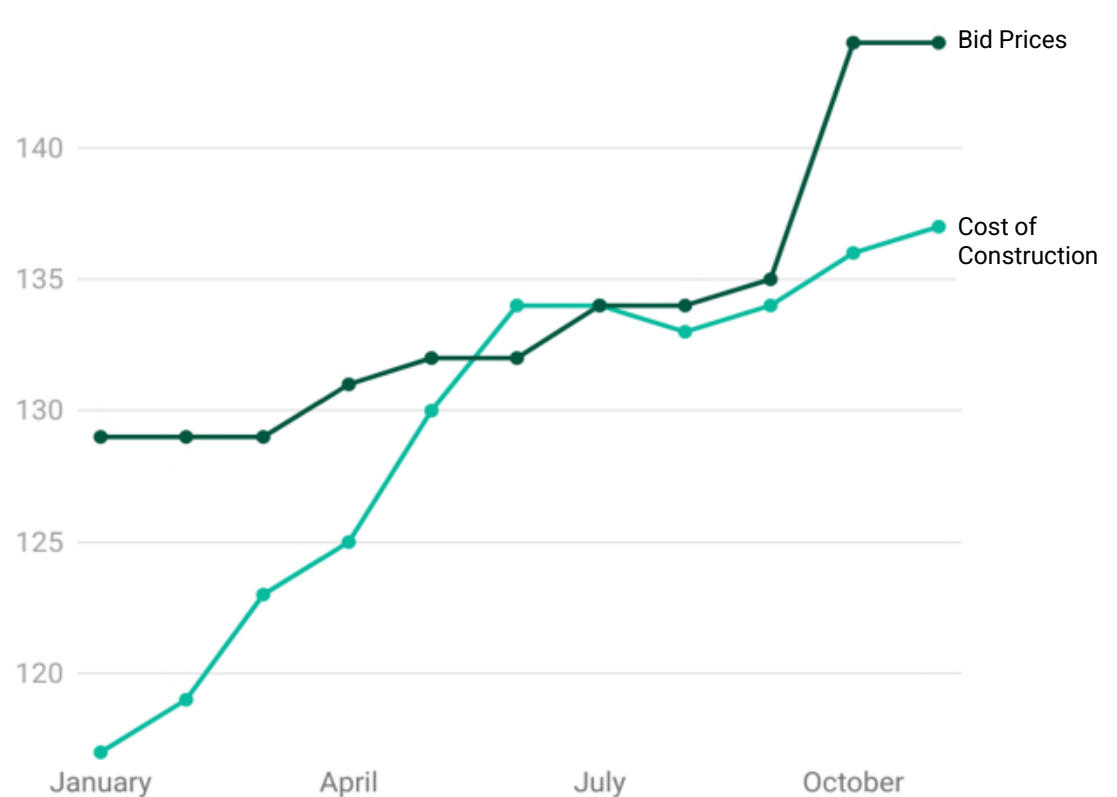
- Los Angeles and national average peaked in the summer at 11% and 9% respectively
- Los Angeles experienced similar increases to the national average over the past year
- Current construction inflation rates for Los Angeles and national average are at 7%



BID PRICES VS CONSTRUCTION COST – DEC 2021

- Cost of construction has increased by 19% this year
- Bid prices have increased by 12% this year
- Within the last 3 months, bid prices have jumped by 7%
- Contractors are passing along higher costs to owners
- High bid prices are anticipated to continue through the first half of 2022

Bid Prices vs Cost of Construction



Source: Engineering News Record Construction Cost Index

2022 CONSTRUCTION MARKET OUTLOOK – DEC 2021

- Transportation construction activity to increase by 5% compared to last year
- Inflation likely to remain high with a drop in the later half of the year
- Challenges likely to continue in 2022:
 - Supply chain disruptions
 - High construction materials and services costs
 - Labor shortages
 - COVID-19 variants

AGC Workforce Survey Results

86% of contractors are having a hard time filling positions

72% of contractors have difficulty finding quality workers

61% of contractors say shortage of workers resulting in delays

Labor-Related Construction Costs Increase in the Past Year



CONCLUSION

- Market factors arising from the ongoing recovery from the Covid pandemic continue to escalate project related costs. Updated economic projections indicate that this will continue into 2022 and supply chain issues and labor impacts will continue to be potential cost and schedule drivers.
- Staff will address the implication for Metro projects in our upcoming fiscal year Annual Program Evaluation. Staff will continue to monitor the market condition, develop and initiate mitigation strategies and continue Federal and State funding advocacy.

PROJECT BUDGET & SCHEDULE STATUS SUMMARY CHART

Project	Cost Performance		Schedule Performance		Comments
	Variance Approved LOP	Variance Revised Budget	Variance Original	Variance Revised Schedule	
Crenshaw/LAX					Project is 99.54% complete. Contractor is not applying sufficient work force to complete their remaining scope of work. Remaining work is primarily underground station finishing, completion of system integration testing, and punch-list repair for substantial completion. Metro continues to work with contractor to mitigate the delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems. Equity - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.
Regional Connector					Project is 88% complete. Comprehensive testing underway for 7th/Metro Center and adjacent facility interfaces; Site work and restoration throughout alignment continues; as well as MEP and systems work in stations and guideway. Equity - 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 1					Project is 74% complete. The current forecast Revenue Service Date is Fall 2024. Efforts to minimize schedule risk continue. Equity - This Project is not located within or adjacent to Equity Focus Communities.
Westside Purple Line Extension-Section 2					Project is 48% complete and proceeding on schedule and within budget. Equity - This project is not located within or adjacent to Equity Focus Communities
Westside Purple Line Extension-Section 3					Project is 31% complete and proceeding on schedule and within budget. Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.
Airport Metro Connector					Early Works Phase is 43% complete. Site work is complete with underground storm system in preparations to begin. Main communications line ductbank within SWY in progress. Primary station contract NTP issued in October. Equity - 100% of the project is within or adjacent to Equity Focus Communities.
G Line BRT Improvements					Progressive Design Build Contract being finalized for Industry review anticipated Oct 2021. Contract award anticipated Summer 2022. Pilot Gate construction and testing complete. Test results to be delivered in December 2021. AURs and property acquisitions underway. Equity: 8 of 18 stations (45%) are within or adjacent to Equity Focus Communities
1-5 North County Enhancements					Contractor started field work in October 2021 with temporary signage/stripping and pre-construction site survey. Equity - This project is not located within or adjacent to Equity Focus Communities.
Division 20 Portal Widening Turnback					Project is approximately 30% complete. Construction continues with the excavation and grading for duct banks and vaults, Portal excavation, utility installation, the 1st Bridge, duct banks and manholes for the Traction Power Substation cutover is ongoing. Microlok II cutover successfully complete, providing Division 20 yard a new train control software & hardware system. Unallocated contingency remaining is approximately 2% and is below the Contingency Project Reserve of 3%. An increase in Life of Project (LOP) is in need and anticipated to be presented on the February 2022 Board meeting. In addition, the project schedule continues to be developed as the project team is working with the contractor to finalize an updated schedule. Equity - 100% of the project is within or adjacent to Equity Focus Communities.

January 2022

Construction Committee

On target

Possible problem (5-10% variance)

Significant Impact (over 10% variance)

SMALL BUSINESS PROJECT STATUS SUMMARY CHART

Project	Phase	Goal Type	Contractor Commitment	Current Participation	Variance	Comments
Crenshaw/LAX	Design	DBE	20.00%	20.79%	Exceeding	Walsh/Shea Corridor Constructors, JV is exceeding the DBE commitment by 0.79% on Design and 8.59% on Construction.
	Construction	DBE	20.00%	28.59%	Exceeding	
Regional Connector	Design	DBE	22.63%	24.49%	Exceeding	Regional Connector Constructors is exceeding the DBE commitment by 1.86% on Design and 1.58% on Construction.
	Construction	DBE	18.00%	19.58%	Exceeding	
Westside Purple Line Extension-Section 1	Design	DBE	20.25%	20.14%	Shortfall	Skanska-Traylor-Shea Joint Venture (STS) has a DBE shortfall of 0.11% on Design and 2.65% on Construction. STS has provided a updated DBE utilization forecast. STS contends the reason for the shortfall is the Tunneling issue set them back and that many of the DBEs have not started due to this set back. STS indicated they still have 2 years of work to completed.
	Construction	DBE	17.00%	14.35%	Shortfall	
Westside Purple Line Extension-Section 2	Design	DBE	25.31%	35.32%	Exceeding	Tutor Perini/O&G, A Joint Venture (TPOG) is exceeding the DBE commitment on Design by 10.01% and has a shortfall of 3.06% on Construction. TPOG has a shortfall mitigation plan on file. TPOG contends the shortfall is due to a timing issue/work scheduling of when DBEs will start work; expect DBE utilization to increase in the 1 st quarter of 2022 and the 4 th quarter of 2022. Further, a reporting error in B2GNow is expected to be updated by 9/2021.
	Construction	DBE	17.00%	13.94%	Shortfall	
Westside Purple Line Extension-Section 3 – Tunnels	Design	DBE	11.19%	19.37%	Exceeding	Frontier-Kemper/Tutor Perini JV (FKTP) is exceeding the DBE commitment on Design by 8.18% and has a shortfall on Construction by 2.79%. FKTP contends the shortfall is due timing/work scheduling. FKTP expects shortfall to mitigate when the excavation work ramps up.
	Construction	DBE	17.10%	14.31%	Shortfall	
Westside Purple Line Extension-Section 3 – Stations, Trackwork, Systems and Testing	Design	DBE	19.25%	17.86%	Shortfall	Tutor Perini/O&G, A Joint Venture (TPOG) has a shortfall of the DBE commitment on Design by 1.39% and 16.56% on Construction. TPOG contends the shortfall is due to change orders/modifications that have not been distributed yet unreported DBE participation.
	Construction	DBE	21.00%	4.44%	Shortfall	
Airport Metro Connector (Station)	Construction	SBE	20.79%	0.00%	TBD	Contractor received their first payment in November 2021 but no participation has been reported to-date.
		DVBE	4.96%	0.00%	TBD	
G Line BRT Improvements	PDB	TBD	TBD	TBD	TBD	Contract Award anticipated Summer 2022.
1-5 North County Enhancements	Construction	DBE	13.01%	0.00%	TBD	Contractor received their first payment in September 2021 but no participation has been reported to-date.
Division 20 Portal Widening Turnback	Construction	SBE	19.34%	5.37%	Shortfall	Tutor Perini Corporation (TPC) has a shortfall of the SBE/DVBE commitments by 13.97% SBE and 0.75% DVBE. TPC has a shortfall mitigation plan. TPC contends the shortfall is due to project delayed for over a year and much of the small business utilization is scheduled to take place later in the project.
		DVBE	3.31%	2.56%	Shortfall	

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority

CRENSHAW/LAX TRANSIT PROJECT

BUDGET	Approved	Previous	Current
TIFIA	LOP*	Period**	Forecast**
\$2,148M	\$2,058M	\$2,148M	\$2,148M
Variance from Approved LOP:		\$90M (4%)	\$90M (4%) OK
Variance from Revised Budget:			\$0 OK

*At time of the award of contract - Board Approval June 2013
 **Excludes finance costs and includes \$10M Non-TIFIA activities

SCHEDULE	Approved	(REVENUE OPERATION) Previous	Current
Original	Rebaseline	Period	Forecast*
Oct.2019	May 2020	Winter 2021	Summer 2022
Variance from Original:		+905d (29%)	+ 943d (30%) !
Variance from Revised Schedule:		+682d (28%)	+ 736d (30%) !

*Current Forecast is Contractor's October Schedule update

- **Safety:** Project Hours: 11,241,515 Recordable Injury Rate: 1.81 vs The National Average: 2.4 (as of October 2021)
- Overall Project Progress is 99.54% complete.
- Contractor is not applying sufficient specialty work force to complete remaining work, testing/test reports on time.
- Remaining work is primarily underground station finishing, the completion of system integration testing, and punch-list repair for substantial completion.
- Metro continues to work with contractor to minimize delays and impacts to the project schedule; emphasizing safety and reliability in final acceptance of project elements and systems.
- **Equity** - 8 of 8 stations (100%) are within or adjacent to Equity Focus Communities.



MLK Station – Art glass panel installation around the perimeter of the main entrance canopy at the plaza.



Expo Station – Smoke Test on October 21, 2021

January 2022

OK On target
 ◆ Possible problem (5-10% variance)
 ! Significant Impact (over 10% variance)



Construction Committee

Los Angeles County Metropolitan Transportation Authority





REGIONAL CONNECTOR TRANSIT PROJECT

BUDGET

<u>FFGA</u>	<u>Approved LOP*</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$1,402M	\$1,420M	\$1,755M	\$1,755M
Variance from Approved LOP:		\$335M (24%)	\$335M (24%) 
Variance from Revised Budget:		\$0	

*At time of the award of contract – Board Approval April 2014
 **Excludes finance costs

SCHEDULE

<u>Original</u>	<u>Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
May 2021	Fall 2022	Fall 2022	Fall 2022
Variance from Original:		+480d (19%)	+480d (19%) 
Variance from Revised Schedule:		0d	

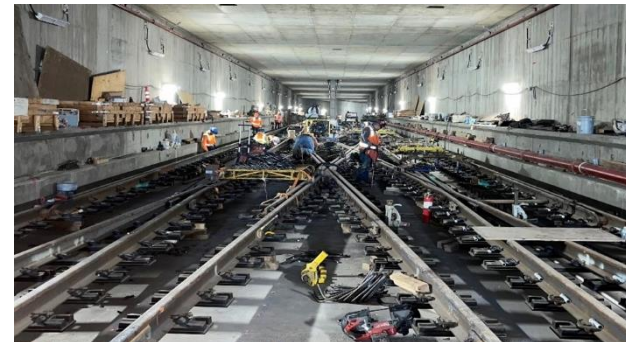
*Current Forecast is Metro's October 2021 update
 **Approval in process

(REVENUE OPERATION)

- Safety: Project Hours: 6,651,066 Recordable Injury Rate: 0.72 vs The National Average: 2.4 (as of October 2021)
- Overall Project Progress is 88% complete.
- **Little Tokyo/Arts District Station & Surrounding Area:** Station operations continue to be active at all levels and include MEP, finishes and systems installations. Backfill and street restoration complete.
- **Historic Broadway Station:** Structural backfill, MEP, finishes, and systems installations are all underway. At street-level, backfill and street restoration continue.
- **Grand Av Arts/Bunker Hill Station:** Finishes, systems operations, backfill and street restoration continue. Elevators are the focus and pacing element for the station.
- **Flower Street:** MEP and systems installations continue along the completed guideway. Utility tie-ins are also progressing and backfill complete.
- **Trackwork:** Alameda No. 10 crossover completed. Remedial work along alignment continues on various installations to prepare for acceptance inspections. Grinding and profiling of rail expected to complete early 2022.
- **Systems:** Installations of traction power, train control and communications continuing; entire alignment now on permanent power; comprehensive systems testing continues.
- **Equity:** 3 of 3 stations (100%) are within or adjacent to Equity Focus Communities.





Concrete curb & gutter at 2nd Place/Flower




Alameda No. 10 crossover

January 2022

 On target

 Possible problem (5-10% variance)

 Significant Impact (over 10% variance)



Construction Committee

Los Angeles County Metropolitan Transportation Authority



WESTSIDE PURPLE LINE EXTENSION – SECTION 1



BUDGET

	Approved	Previous	Current
FFGA	LOP* **	Period**	Forecast**
\$2,822M	\$2,774M	\$3,129M	\$3,129M
Variance from Approved LOP:		\$355M (13%)	\$355M (13%) 
Variance from Revised Budget:		\$0	\$0 

*At time of the award of contract – Board Approval July 2014

**Excludes finance costs

SCHEDULE

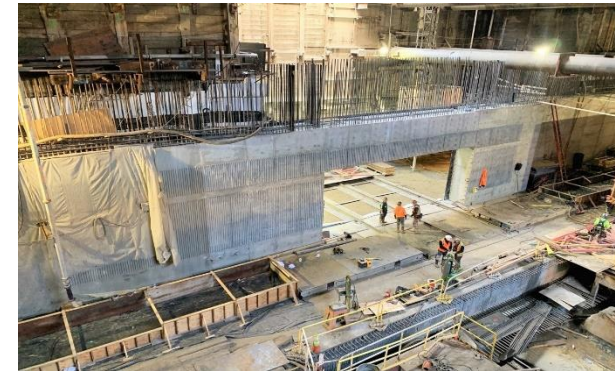
	Approved	Previous	Current
Original	Rebaseline	Period	Forecast*
Nov.2023	Fall 2024	Fall 2024	Fall 2024
Variance from Original:		+365d (11%)	+365d (11%) 
Variance from Revised Schedule:		0d	0d 

*Current Forecast is Contractor's October Schedule update

- Safety: Project Hours: 6,306,023 Recordable Injury Rate: 1.24 vs. The National Average: 2.4 (as of October 2021)
- Overall Project progress is 74% complete.
- **Wilshire/La Brea Station:** West hammerhead and the entrance structure work move forward, along with interior MEP installation and appendage construction.
- **Wilshire/Fairfax Station:** Structural work at both the east and west hammerheads is progressing. Entrance plaza and appendage work are ongoing. Electrical conduit installation at the roof plenum level is underway.
- **Wilshire/La Cienega Station:** East/west hammerhead structure work and appendage construction is ongoing.
- **Reach 1 Tunnel:** On the south tunnel, invert concrete placement is complete, while walkway concrete activities continue. Track installation on the north tunnel moves forward.
- **Reach 2 Tunnel:** Four out of six cross passages (CPs) have been excavated. Concrete placement has commenced (CP 20).
- **Budget/Schedule:** An FTA/PMOC risk assessment has been performed. Results will be shared once findings are analyzed.
- **Equity:** This Project is not located within or adjacent to Equity Focus Communities.



Reach 1 North Tunnel Trackwork Installation



Track Level View (SW) of Wilshire/La Brea Station

WESTSIDE PURPLE LINE EXTENSION – SECTION 2

BUDGET

<u>FFGA</u>	<u>Approved LOP*</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$2,499M	\$2,441M	\$2,441M	\$2,441M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%) OK
Variance from Revised Budget:			\$0 OK

*At time of the award of contract – Board Approval January 2017

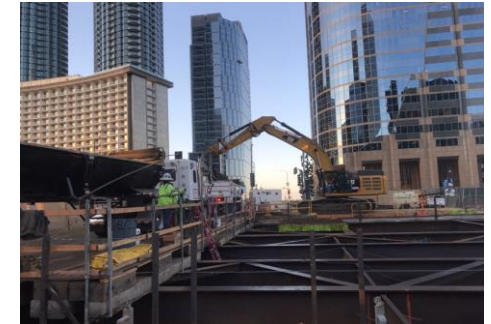
**Excludes finance costs

SCHEDULE

		(REVENUE OPERATION)	
<u>Original</u>	<u>Approved Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
Aug. 2025	N/A	Summer 2025	Summer 2025
Variance from Original:		+0d (0%)	+0d (0%) OK
Variance from Revised Schedule:			0d OK

*Current Forecast is Contractor's October Schedule update

- Safety: Project Hours: 2,354,779 Recordable Injury Rate: 3.14 vs The National Average: 2.4 (as of October 2021)
- Overall Project progress is 48% complete as of period ending November 2021.
- **Century City Constellation Station**
 - Excavation of the station box was 25% complete as of December 6, 2021.
 - Excavation of the station entrance box was 13% complete as of December 6, 2021.
- **Wilshire/Rodeo Station**
 - Concrete placement for the first level Station walls is 72% complete. The remaining station walls will be completed after the TBMs are walked across the station.
- **Tunneling**
 - Both tunnel boring machines (TBMs) “Ruth” and “Harriet” are operating within the City of Beverly Hills. Progress as of December 7, 2021, is as follows:
 - Ruth “BL TBM” (eastbound subway tunnel) – 5360ft (47%)
 - Harriet “BR TBM” (westbound subway tunnel) – 5,176ft (45%)
- **Equity** - This project is not located within or adjacent to Equity Focus Communities



Constellation Station Box Excavation



First Level Walls at Wilshire/Rodeo Station

January 2022



On target



Possible problem
(5-10% variance)



Significant Impact
(over 10% variance)



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Los Angeles County Metropolitan Transportation Authority

WESTSIDE PURPLE LINE EXTENSION – SECTION 3

BUDGET

<u>FFGA</u>	<u>Approved LOP*</u>	<u>Previous Period**</u>	<u>Current Forecast**</u>
\$3,599M	\$3,224M	\$3,224M	\$3,224M
<i>Variance from Approved LOP:</i>		\$0M (0%)	\$0M (0%) OK
<i>Variance from Revised Budget:</i>			\$0 OK

*At time of the award of contract – Board Approval February 2019

**Excludes finance costs

SCHEDULE

		(REVENUE OPERATION)	
<u>Original</u>	<u>Approved Rebaseline</u>	<u>Previous Period</u>	<u>Current Forecast*</u>
Mar. 2027	N/A	Spring 2027	Spring 2027
<i>Variance from Original:</i>		+0d (0%)	+0d (0%) OK
<i>Variance from Revised Schedule:</i>			0d OK

*Current Forecast is Contractor's March Schedule update

**Approval in process

- Safety: Project Hours: 1,438,368 Recordable Injury Rate: 1.67 vs The National Average: 2.4 (as of October 2021)
 - C1151: Project Hours: 647,792; Recordable Injury Rate: 3.70
 - C1152: Project Hours: 790,576; Recordable Injury Rate: 0.0
- Overall Project Progress is 31% complete.
- Final design progress is 91% complete.
- Tunneling
 - TBM Iris (BR) – TBM has mined over 2631 feet; crossed the I-405 and Metropolitan Water District 96" water line in Sepulveda Blvd.
 - TBM Aura (BL) – Resumed mining on 11/14/21; mined over 803 feet.
- Stations
 - Westwood/VA: Utility relocations continue. Contractor in process to procure the VA steam line carrier pipe and other materials for the utility relocation.
 - Westwood/UCLA: Utility relocations continue; Support of Excavation pile installation continues along Wilshire Blvd.
- Equity - 1 of 2 stations (50%) are within or adjacent to Equity Focus Communities.



Westwood/UCLA Station Overview



Westwood/UCLA Station Overview

January 2022

OK On target

⚠ Possible problem
(5-10% variance)

⚠ Significant Impact
(over 10% variance)

Construction Committee

Los Angeles County Metropolitan Transportation Authority

AIRPORT METRO CONNECTOR (AMC) PROJECT

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$898.6M	\$898.6M	\$898.6M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)
Variance from Revised Budget:			\$0

*Approved May 2021 Board

SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	Fall 2024	Fall 2024
Variance from Original:		+0d (0%)	+0 d (0%)
Variance from Revised Schedule:			0d

*Current Forecast is Metro's May Schedule update

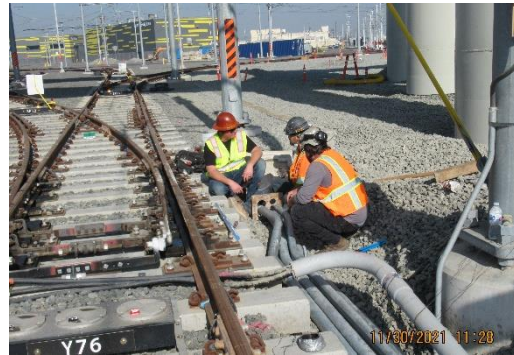
- Early Works Phase construction (43% complete) continues with installation of temp systems ductbank within Southwestern Yard and preparation for underground stormwater capture system.
- Primary Station Construction Contract Notice To Proceed issued on October 25, 2021. Preliminary project administrative work and mobilization in progress.
- Automated People Mover (APM) Station structural concrete completed. Structural Steel installation in progress.
- Equity - 100% of the project is located within or adjacent to Equity Focus Communities.



Potholing for Stormwater Capture System



LAWA APM Steel Work in Progress



Installation of Temporary Systems Ductbank



Mobilization for Main Station Construction

January 2022

On target

Possible problem (5-10% variance)

Significant Impact (over 10% variance)

Construction Committee

Los Angeles County Metropolitan Transportation Authority



G LINE BRT IMPROVEMENTS PROJECT

BUDGET	Approved LOP	Previous Period	Current Forecast
TOTAL COST	N/A	N/A	\$361M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)
Variance from Revised Budget:			\$0

**Project will work within the annual budget constraints until LOP is established*



SCHEDULE	Approved Rebaseline	(Revenue Operation) Previous Period	Current Forecast*
Original	N/A	N/A	Dec 2026
Variance from Original:		+0d (0%)	+0 d (0%)
Variance from Revised Schedule:			0d

**Current Forecast is Metro's Internal Schedule, Baseline schedule not yet approved at time of update*



- Progressive Design Build Contract in final draft.
 - Contract issued for Industry Review week of November 15th
 - RFP anticipated for a January 2022 advertisement
 - PDB Contract Award anticipated Summer 2022
- Pilot Gate construction and testing completed November 2021. Test results will be available mid December 2021
- Utility owner-performed AURs underway at Sepulveda, Vesper and Sylmar
- Nine Property Acquisitions underway:
 - Preparing two acquisitions for condemnation after 7 months of unsuccessful negotiations
 - Seven acquisitions in appraisal stage
- Equity: 8 of 17 stations (47%) are within or adjacent to Equity Focus Communities



Pilot Gate - Testing

January 2022

Construction Committee

Los Angeles County Metropolitan Transportation Authority



I-5 NORTH COUNTY ENHANCEMENTS

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$679.3M	\$679.3M	\$679.3M
Variance from Approved LOP:		\$0M (0%)	\$0M (0%)
Variance from Revised Budget:			\$0

*At time of the award of contract – Board Approval (March 2021)

SCHEDULE	Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
Original July 2026	N/A	Summer 2026	Summer 2026
Variance from Original:		+0d (0%)	0d (0%)
Variance from Revised Schedule:			N/A

*Current Forecast is Metro's Internal Schedule, Baseline schedule not yet approved at time of update

- Groundbreaking event following necessary Covid-19 protocols held on December 1st
- Contractor started field work by placing temporary signs and performing pre-construction preparations in October 2021.
- Equity - This project is not located within or adjacent to Equity Focus Communities



Contractor is taking survey of pre-construction existing conditions along project corridor

January 2022



On target



Possible problem (5-10% variance)



Significant Impact (over 10% variance)

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Metro 11

DIVISION 20 PORTAL WIDENING TURNBACK

BUDGET	Approved LOP*	Previous Period	Current Forecast
TOTAL COST	\$801.7M	\$801.7M	\$801.7M
Variance from Approved LOP:		\$TBDM (0%)	\$TBD ▲
Variance from Revised Budget:			\$TBD ▲

*At time of the award of contract – Board Approval (February 2020)

SCHEDULE	Approved Rebaseline	(Substantial Completion) Previous Period	Current Forecast*
Original June 2024	N/A	June 2024	TBD
Variance from Original:		+0d (0%)	TBD ◆
Variance from Revised Schedule:			TBD ◆

*Current Forecast is Contractor's Schedule update

- Overall Project progress is 30% complete.

Includes Real Estate Acquisitions, Environmental, Design, Contract Mobilization, Early Demolition, Power, Utility contracts and contract change orders. Microlok II cutover successfully complete, providing D20 yard a new train control software & hardware system.

- C1136 TPC Portal Widening Turnback Contract

PWT C1136 Contract progress is 36%.

Microlok II cutover successfully complete.

Phase 1 Track, utilities, and civil work continues

1st Street Bridge Rehabilitation and Portal excavation

- Major Change Orders to Date:

Hazardous Material Removal

1st Street Bridge Rehabilitation

Completion of Utility Contracts

3rd Party Unforeseen Interfaces

Design Revisions (*in progress*)

- C1184 C3M Traction Power Substation Contract at 64%

- Coordination with Adjacent Projects

Purple Line Extension (PLE1)

Regional Connector; Metro Center Project

6th Street Bridge (City of L.A. Project)

- Continued Regular risk assessments to determine budget/schedule

- Equity - 100% of the project is located within or adjacent to Equity Focus Communities



January 2022

OK On target

◆ Possible problem (5-10% variance)

▲ Significant Impact (over 10% variance)



Construction Committee

Los Angeles County Metropolitan Transportation Authority