

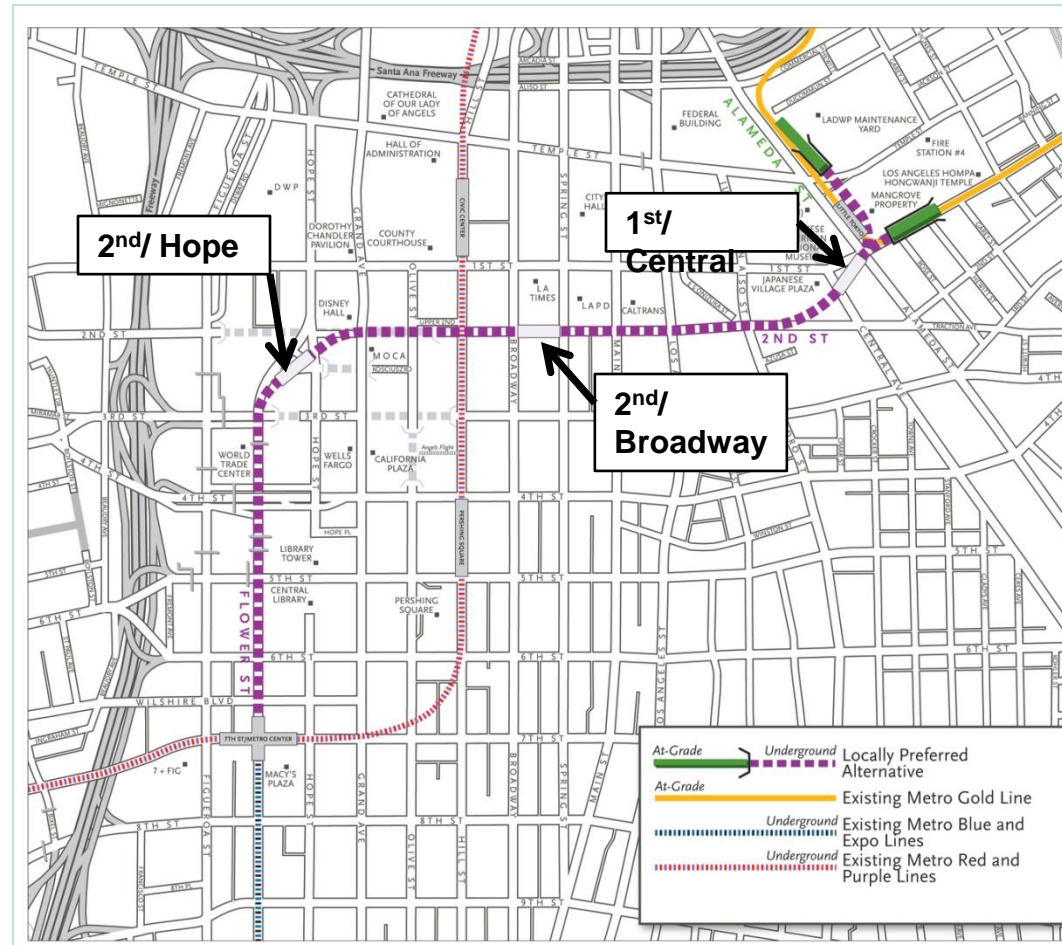
Regional Connector Transit Corridor

Project LOP BUDGET Summary and Little Tokyo/Art District
Station Bus Bridge - November 9, 2015



Regional Connector Transit Corridor Project Overview

- 1.9 mile underground light rail line from 7th Street/ Metro Center to the Metro Gold Line at 1st/ Alameda Streets
- 3 underground stations-
 - 2nd/ Hope
 - 2nd/ Broadway
 - 1st/ Central
- Connects Metro Gold Line, Metro Blue Line, and Expo Line
- One seat ride from Azusa to Long Beach and East LA to Santa Monica



LOP Budget & C0980 Modifications Authorization Summary

- Significant events increased DB contract cost due to differing site conditions and FFGA schedule mitigation
Exercise of contract options, AUR scope transfer, FFGA schedule recovery, Fire Life Safety fan plant, Including C0981R credit, and contingency replenishment for a net increase of \$78.8M.
- Project Support Services cost increase
Professional Services, 3rd Party coordination, Right-of-Way acquisition, and other support cost including environmental, art and community outreach to support the major project events and changes for a net increase of \$53.0M.
- Total LOP Budget increase request \$131.8M

LOP Budget Key Cost Increase Elements

➤ DB Contract and Project Contingency

✓ Design Build Contract C0980	\$97.6M
✓ C0980 Allocated Contingency	\$31.3M
✓ Unallocated Contingency (From \$126.9M to \$80.3M)	- \$46.6M
✓ C0981R Contract (\$5.5 Reduction -\$2.0M CMA)	<u>-\$ 3.5M</u>
Sub-total	<u>\$78.8M</u>

➤ Project Support Services cost increase

✓ 3rd Party/Utilities	\$23.9M
✓ 3 rd Party allocated Contingency	\$ 3.0M
✓ ROW	\$ 8.5M
✓ Professional Services	\$ 8.4M
✓ Environmental, Art, Community	\$ 8.9M
✓ Environmental Allocated Contingency	<u>\$ 0.3M</u>
Sub-total	<u>\$53.0M</u>

Total LOP Budget Increase **\$131.8M**

Lessons Learned and Approach Moving Forward

- Develop Final LOP Budget after FFGA with Greater Level of Project Development and Detailed Risk Assessment, including FTA
- More Extensive Early Utility Investigations Including Additional Investment (Can Result in Additional Community Interface)
- City Department and Council Support for Variances, Permits and Necessary Street Closures Essential
- As Project Moves from Current 20% Completion to 50% in FY18, a Formal Risk Assessment with FTA Will Be Conducted and Shared With the Board for Appropriate Board Action, Which Could Include a Request for Additional Funding Resources

Coordination with Foothill Gold Line Opening March 5th, 2016

- Work in the area of Little Tokyo/Arts District Station will be accelerated to provide uninterrupted service with Foothill Gold Line opening.
- Related Bus Bridge work will begin on December 5th and complete by Feb 15th 2016.
 - ✓ Bus Bridging for 72 days for Gold Line patrons to from Union Station to Pico/Aliso Station.
 - ✓ Overall schedule recovery measures for Regional Connector are being proposed to the Board to mitigate AUR impacts. This work has been incorporated into that strategy for on-time completion.
 - ✓ Permits and Approvals are critical to meeting this accelerated schedule.