<table>
<thead>
<tr>
<th>Slide #</th>
<th>Project</th>
<th>Cost Performance</th>
<th>Schedule Performance</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Crenshaw/LAX</td>
<td>OK</td>
<td>▲</td>
<td>Design-Builder’s schedule improved due to implementation of schedule recovery plan. Still currently 50 calendar days behind schedule but anticipate improvement in schedule.</td>
</tr>
<tr>
<td>4</td>
<td>Westside Purple Line Extension</td>
<td>OK</td>
<td>OK</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Regional Connector</td>
<td>OK</td>
<td>▲</td>
<td>Unforeseen conditions have impacted scheduled completion of AUR contract. Mitigation measures underway.</td>
</tr>
<tr>
<td>6</td>
<td>I-405 Sepulveda Pass Improvements Project</td>
<td>!</td>
<td>!</td>
<td>Interim forecast reflects increases to the following items: Merited Provisional Sums, 3rd Party/MCA, Caltrans support &amp; other Professional Services. Forecast does not include non merited Claim 86 or any new claims yet to be brought forward by contractor</td>
</tr>
<tr>
<td>7</td>
<td>Universal City Pedestrian Bridge</td>
<td>OK</td>
<td>OK</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>MOL to MRL North Hollywood Connector</td>
<td>▲</td>
<td>OK</td>
<td>Requesting approximately $2 million increase in LOP budget to cover the costs for six (6) new Ticket Vending Machines (TVMs), Fare Gates, and the additional Construction Management Costs</td>
</tr>
<tr>
<td>9</td>
<td>Metro Blue Line Station Refurbishments</td>
<td>OK</td>
<td>OK</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Patsaouras Plaza</td>
<td>OK</td>
<td>!</td>
<td>Schedule impacts due to: Design impacts from contractor slow start and errors/omissions from Preliminary Engineering design drawings.</td>
</tr>
<tr>
<td>11</td>
<td>Division 13</td>
<td>OK</td>
<td>OK</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>P3010 Rail Car Vehicle Procurement</td>
<td>OK</td>
<td>OK</td>
<td>Schedule is very aggressive and any impacts to critical activities could result in delayed deliveries-no apparent schedule impact at this time.</td>
</tr>
<tr>
<td>13-14</td>
<td>Gold Line Foothill Ext.</td>
<td>OK</td>
<td>OK</td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>Expo Phase II</td>
<td>OK</td>
<td>OK</td>
<td></td>
</tr>
</tbody>
</table>
Crenshaw/LAX Transit Project

**BUDGET**

<table>
<thead>
<tr>
<th>Total Cost ($ mil.)</th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,749</td>
<td>2,058</td>
<td>2,058</td>
</tr>
</tbody>
</table>

- No issues to report.

**SCHEDULE**

<table>
<thead>
<tr>
<th>Rev. Operation</th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dec 2018</td>
<td>Oct 2019</td>
<td>Oct 2019</td>
</tr>
</tbody>
</table>

- Design-builder’s schedule improved by 65 days due to implementation of schedule recovery plan.
- Design-builder is currently 50 calendar days behind schedule but anticipate improvement in schedule due to Exposition Station decking operations and other potential mitigations under consideration by contractor.

**POTENTIAL RISKS**

- Various utility relocations to be completed by third parties which are required to be completed prior to design-builder’s construction activities. (High risk)
- Design-builder’s ability to mitigate schedule delays (High risk)
- Timely future reviews of design-builder’s final design submittals by City of Los Angeles, City of Inglewood, Caltrans, FAA and Los Angeles World Airways. (Medium risk)
- Execution of Agreement with City of Inglewood. (Medium risk)
- Potential for added scope to the project due to community demands (Low risk)
- Construction operations exceeding allowable noise levels (Low risk)
POTENTIAL RISKS

- CEQA lawsuits have concluded with the Judge’s ruling in favor of Metro’s position on the Beverly Hills Unified School District and the City of Beverly Hills lawsuits. Beverly Hills Unified School District and the City of Beverly Hills have appealed the ruling. The City of Beverly Hills and Beverly Hills Unified School District opening briefs were due on December 19, 2014 in the Court of Appeal. The petitioners did not submit their briefs and will likely seek to extend the due date. The Court of Appeal will issue a formal reminder to the petitioners to submit their briefs. The briefs will be due 15 days from the date of the reminder. (Low risk).

- NEPA lawsuits filed by Beverly Hills Unified School District and the City of Beverly Hills are still pending in U.S. District Court. The December 4, 2014 hearing on the parties’ cross-motions for summary judgment was taken off calendar and will be rescheduled by the Court. (Low risk).
Regional Connector

**BUDGET**

<table>
<thead>
<tr>
<th>Total Cost ($ mil.)</th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,460</td>
<td>1,460</td>
<td>1,460</td>
</tr>
</tbody>
</table>

- Pedestrian Bridge option for $3.32 million and Crossover Cavern at 2nd/Broadway Station option for $16.0 million exercised.

**SCHEDULE**

<table>
<thead>
<tr>
<th>Rev. Operation</th>
<th>Original*</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>May 2021</td>
<td>Oct 2020</td>
<td>Oct 2020</td>
</tr>
</tbody>
</table>

- Unforeseen conditions have impacted scheduled completion of AUR contract. Mitigation measures underway.
- Metro conducted Risk Refresh Workshop with DB Contractor and PMOC/FTA.

*FFGA scheduled completion

**POTENTIAL RISKS**

- NEPA Law suits potentially delay the construction of C0980 Contract on Flower Street. Trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Judge Kronstadt asked Metro to provide supplemental EIS to study different tunneling options from 4th/Flower to 6th/Flower. MTA fully expects to complete the required supplemental NEPA process before the D/B contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to D/B Contractor (Low Risk).
- Unforeseen conditions such as unknown and abandoned utilities, restrictions on peak hour exemptions and LADOT Traffic Plans approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract, C0981R, by the contractual completion milestones. Mitigation measures and close schedule coordination efforts between AUR, DB and DWP implemented to mitigate AUR delays. No impact is anticipated to D/B Contractor critical path activities and no impact to the project revenue service date. (High Risk).
I-405 Sepulveda Pass Improvement Project

**BUDGET**

<table>
<thead>
<tr>
<th>Total Cost ($ mil.)</th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,034</td>
<td>1,141</td>
<td>1,231</td>
</tr>
</tbody>
</table>

- Interim forecast increase of $90 million reflects increases to the following items:
  - Merited Provisional Sums
  - 3rd Party/MCA
  - Caltrans support & other Professional Services

**SCHEDULE**

<table>
<thead>
<tr>
<th>Con. Complete</th>
<th>Original</th>
<th>Current*</th>
<th>Forecast*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>May 2013</td>
<td>Dec 2014</td>
<td>Jan 2015</td>
</tr>
</tbody>
</table>

- Due to the complexity of the project, the substantial completion close-out process is taking longer than anticipated.

*Substantial Completion

**POTENTIAL RISKS**

- Fact-sheet approvals by Caltrans; non-approval could result in re-design or reconstruction (Low risk)
- Additional Caltrans and Professional Services costs (Medium risk)
- Forecast does not include non merited Claim 86 or any new claims yet to be brought forward by contractor (High risk)
Universal City Station Pedestrian Bridge

**POTENTIAL RISKS**

- Currently mitigating escalator cost claim submitted by the contractor. (High Risk)
- Currently working with the contractor to minimize the construction delays that may be caused due to the restricted construction periods and the Traffic Control requirements. (Medium risk)

**BUDGET**

<table>
<thead>
<tr>
<th></th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost ($ mil.)</td>
<td>20</td>
<td>27</td>
<td>27</td>
</tr>
</tbody>
</table>

**SCHEDULE**

<table>
<thead>
<tr>
<th></th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Con. Complete</td>
<td>Jan 2016</td>
<td>May 2016</td>
<td>May 2016</td>
</tr>
</tbody>
</table>

- No issues to report.
- Construction Activities at Station 3 started
- Construction Activities at Station 1 and 2 to follow
- Escalator shop drawings and submittals expected shortly
### POTENTIAL RISKS

- Requesting approximately $2 million increase in LOP budget to cover the costs for six (6) new Ticket Vending Machines (TVMs), Fare Gates, and the additional Construction Management Costs.
- Construction – pile drilling – has started.
- Initiated the process to modify the current design to include future provision for the second escalator without impacting the current construction progress.
- Current Project budget not adequate for Ticket Vending Machines (TVMs) and fare gates. (High risk)
- Unforeseen site conditions during underground construction (Medium risk)
- LA City - BOE approval is delayed and may impact project schedule (High risk)
Metro Blue Line Station Refurbishment

**BUDGET**

<table>
<thead>
<tr>
<th></th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost ($ mil.)</td>
<td>33</td>
<td>33</td>
<td>33</td>
</tr>
</tbody>
</table>

- On target
- OK

**SCHEDULE**

<table>
<thead>
<tr>
<th></th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
</table>

- Contractor continues to work on week nights and weekends
- Artesia Station to be substantially completed by 1/11/14
- Willow Station is scheduled to start on 1/12/14

- On target
- OK

**POTENTIAL RISKS**

- Limited construction window for each station and bus bridge cost (High risk).
- Unable to provide sufficient Contractor storage area due to Metro’s need in some of the yard space. (High risk).

- Possible problem

- Major issue
Patsaouras Plaza Busway Station

<table>
<thead>
<tr>
<th>BUDGET</th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost ($ mil.)</td>
<td>17</td>
<td>31</td>
<td>31</td>
</tr>
</tbody>
</table>

- No issues to report.

<table>
<thead>
<tr>
<th>SCHEDULE</th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Con. Complete</td>
<td>June 2014</td>
<td>Sept 2016</td>
<td>Jan 2017</td>
</tr>
</tbody>
</table>

- Schedule impacts due to: design impacts from contractor slow start and errors/omissions from Preliminary Engineering design drawings.

POTENTIAL RISKS

- Timely approval of final design drawings through Caltrans (Medium risk).
- Relocation of fiber optics communication lines prior to construction (Low risk).
- Potential unforeseen and difficult underground conditions during construction of bridge foundations (Medium risk).
- Processing encroachment permit application for proposed potholing, CCTV inspections and associated traffic control within State ROW (Medium risk).
- Potential budget impacts due to: Preliminary Engineering design errors/omissions and potential change cost exposure. (High risk)
**POTENTIAL RISKS**

- Timely installation of new Metro Drive traffic signal (Low risk)
- Design errors and changes during interior construction (Low risk)
- Finalizing public artwork “Lantern” engineering and installation (Medium risk)
- Installation of roofing system for all buildings, including “Ribbon Roof” structural steel (Medium risk)
**POTENTIAL RISKS**

- Timely execution of Contract Modification (CM). Currently good progress is being made. (Low risk).
- Timely conduct of on-site design conformance testing. Coordination meetings are being conducted to mitigate potential issues. (Low risk).
- Schedule is very aggressive and any impacts to critical activities could result in delayed deliveries. (Medium risk).

<table>
<thead>
<tr>
<th>BUDGET</th>
<th>SCHEDULE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Cost ($ mil.)</strong></td>
<td><strong>Final Acceptance</strong></td>
</tr>
<tr>
<td><em>Original</em></td>
<td><strong>Current</strong></td>
</tr>
<tr>
<td>$342</td>
<td>$739</td>
</tr>
</tbody>
</table>

- Current updated schedule from Kinkisharyo still shows contract on schedule.

- *Budget for 78 Base Order Cars
- **Budget for 97 Option 1 & 4 Cars

- On target
- Possible problem
- Major issue

**P3010 Rail Car Vehicle Procurement**
**Gold Line Foothill Extension (Phase 2A)**

**POTENTIAL RISKS**

- Metro is assessing operational scenarios related to vehicle availability for an early opening of this project (Low risk).
- Metro vendor late delivery of Sub-Stations (Low risk).

**BUDGET**

<table>
<thead>
<tr>
<th></th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost ($ mil.)</td>
<td>690</td>
<td>741</td>
<td>741</td>
</tr>
</tbody>
</table>

- No issues to report.

**SCHEDULE**

<table>
<thead>
<tr>
<th></th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
</table>

- No issues to report.
RECENT ACTIVITIES/ISSUES

- Construction is approximately 85% complete
- Conducted first powered train test week of December 15th
- Civil work substantially complete
- Architectural work ongoing at stations
- Mainline track installation complete
- Systems
  - Continue installing OCS wire
  - Continue installing train control equipment
  - Continue installing communications equipment
- Maintenance Facility
  - Exterior walls nearing completion on all buildings
  - Interior walls nearing completion in main shop building
  - Continue installation of OCS poles and wire
  - Continue installation of train control equipment
- Testing
  - Began systems integration testing (SIT)
  - Continue OCS and train control local field acceptance testing (LFAT)
Exposition Phase II

**BUDGET**

<table>
<thead>
<tr>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,511</td>
<td>1,511</td>
<td>1,511</td>
</tr>
</tbody>
</table>

- No issues to report.

**SCHEDULE**

<table>
<thead>
<tr>
<th>Rev. Operation</th>
<th>Original</th>
<th>Current</th>
<th>Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Nov 2016</td>
<td>May 2016</td>
<td>Feb 2016</td>
</tr>
</tbody>
</table>

- No issues to report.

**POTENTIAL RISKS**

- Delays (Trackwork, systems installation and testing, Maintenance Facility) (Low risk)
- Delay in Traction Power Substation commissioning (Low risk)
- Metro is assessing operational scenarios related to vehicle availability for an early opening of this project (Low risk)
- Substantial Completion of the Operations and Maintenance Facility has been modified from November 2014 to May 2015, but is not anticipated to affect acceptance of new LRT vehicles from Metro or ROD. (Low risk).
RECENT ACTIVITIES/ISSUES

- Design is 99% complete and mainline construction 80% complete
- Continue trackwork and systems installation
- Station Platforms under construction
- Continue Bikeway Contract construction
- Metro and Expo continue to work with the Traction Power Substation (TPSS) supplier to commission the TPSS so as not to affect the Project Completion date
Project Status
Sheets
# Crenshaw/LAX Transit Project

**Location:** Crenshaw Blvd at Exposition south to Green Line  
**Design/Consultant:** Hatch Mott MacDonald  
**Construction Management Consultant:** Stantec  
**Contractor:** Walsh-Shea Corridor Constructors (WSCC)

## Project Photo:
Commenced foundation pile construction for Aviation/Century aerial guideway

## Work Completed Past Month:
- WSCC continued final design.
- WSCC continued coordination with LAWA/FAA for upcoming construction next to end of airport runways.
- WSCC completed cutter soil mixing (CSM) pile installation at Exposition Station.
- WSCC continued full street closure for decking operations at Crenshaw Blvd.
- Metro continued real estate acquisitions.

## Expenditure Status ($ in Millions)

<table>
<thead>
<tr>
<th>Activities</th>
<th>Current Budget</th>
<th>Expended Amount</th>
<th>Percent Expended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$136.7</td>
<td>$91.7</td>
<td>67.1%</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>$127.4</td>
<td>$102.6</td>
<td>80.5%</td>
</tr>
<tr>
<td>Construction</td>
<td>$1,353.1</td>
<td>$250.5</td>
<td>18.5%</td>
</tr>
<tr>
<td>Other</td>
<td>$440.8</td>
<td>$91.1</td>
<td>20.7%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,058.0</strong></td>
<td><strong>$535.9</strong></td>
<td>26.0%</td>
</tr>
</tbody>
</table>

Note: Costs expended as of November 29, 2014.

## Schedule Assessment

### Environmental Activities
- FEIS/FEIR: Sep-11 - Sep-11 Complete
- Record of Decision: Dec-11 - Dec-11 Complete

### Design
- Preliminary Engineering: Nov-11 - Nov-11 Complete
- Final Design: Sep-15 - Sep-15 On Schedule

### Right-of-Way
- All full-take parcels available: Aug-14 - Jan-14 4.5 months behind

### Areas of Concern
- Timely future reviews of WSCC's designs by City of Los Angeles, City of Inglewood, Caltrans, FAA and Los Angeles World Airports.
- Third party relocations prior to design-builder's construction activities.
- Execution of Agreement with City of Inglewood.
- Mitigation of design-builder's current forecast of 1.5 month schedule delay to substantial completion milestone.

### Critical Activities / 3 Month Look Ahead

<table>
<thead>
<tr>
<th>Row Acquisition</th>
<th>Plan</th>
<th>Acquired</th>
<th>Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Takes</td>
<td>35</td>
<td>35</td>
<td>0</td>
</tr>
<tr>
<td>Partial Takes</td>
<td>27</td>
<td>6</td>
<td>21</td>
</tr>
<tr>
<td>Temporary Easements</td>
<td>12</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total Parcels</strong></td>
<td><strong>74</strong></td>
<td><strong>43</strong></td>
<td><strong>31</strong></td>
</tr>
</tbody>
</table>

- WSCC continue final design.
- WSCC continue support of excavation work at Exposition Station.
- WSCC continue support of excavation work at MLK Station.
- WSCC commence support of excavation work at Vernon Station.
- WSCC continue new Century/Aviation bridge construction.
- WSCC complete decking operations at Exposition Station.
## Pressure Test for 6" Waterline Wilshire/Orange

- C1034 Exploratory Shaft contract closeout nearing completion
- C1048 Advanced Utility Relocations (AUR) contract closeout nearing completion
- Continuing real estate acquisitions
- C1055 Fairfax AUR duct bank Segments 11, 13, 14, vault 702, 6111 complete
- C1055 Fairfax AUR Water Line relocation complete Orange & Wilshire

## Expenditure Status

<table>
<thead>
<tr>
<th>ACTIVITIES</th>
<th>CURRENT BUDGET</th>
<th>EXPENDED AMOUNT</th>
<th>PERCENT EXPENDED</th>
<th>MAJOR SCHEDULE ACTIVITIES</th>
<th>PRIOR PLAN</th>
<th>CURRENT PLAN</th>
<th>VARIANCE WEEKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN</td>
<td>$157.7</td>
<td>$63.3</td>
<td>40.1%</td>
<td>Environmental</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RIGHT-OF-WAY</td>
<td>$175.6</td>
<td>$61.9</td>
<td>35.3%</td>
<td>FBE / FBR</td>
<td>N/A</td>
<td>05/31/12</td>
<td>Complete</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>$1,737.4</td>
<td>$25.2</td>
<td>1.5%</td>
<td>Fe Notice to Proceed</td>
<td>N/A</td>
<td>01/12/11</td>
<td>Complete</td>
</tr>
<tr>
<td>OTHER</td>
<td>$1,078.7</td>
<td>$73.5</td>
<td>6.8%</td>
<td>Final Design complete</td>
<td>03/22/17</td>
<td>03/22/17</td>
<td>0</td>
</tr>
</tbody>
</table>

**Total:**

$3,149.4

$223.9

7.1%

All parcels available

12/31/15

12/31/15

0

Current Budget includes Environmental/Planning and Finance Costs.

## Schedule Assessment

**Environmental**

**Design**

**Right-of-Way**

## Areas of Concern

- Notice to Proceed
  - Prior Plan: 01/12/15
  - Current Plan: 01/12/15
  - Variance: 0

- Notice to Proceed: 01/12/15

## Row Acquisition

<table>
<thead>
<tr>
<th>PLAN</th>
<th>ACQUIRED</th>
<th>REMAINING</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>1</td>
<td>16</td>
</tr>
<tr>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

**Total Parcels:**

18

1

17

## Critical Activities / 3 Month Look Ahead

- C1045 Design/Build: Issue Notice to Proceed (NTP)
- C1055 Fairfax AUR: Construction of water & power, MS #1 to complete
- C1055 Wilshire East of Fairfax Power
- C1056 La Cienega AUR: Issue NTP
REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT
As of December 2014

LOCATION: Downtown Los Angeles
DESIGN CONSULTANT: Connector Partnership JV
CONSTRUCTION MANAGEMENT CONSULTANT: ARCADIS
CONTRACTORS: Publica Construction, Inc. (C098 R) & Regional Connector Construction, Joint Venture (C0980)

Work/Activity Completed Past Month

- Metro resolved comments on 60% utility design submitted by RCC.
- Metro resolved comments on 60% alignment design submitted by RCC.
- RCC continued environmental/geotechnical boring and testing.
- Metro completed Field Vibration Testing for existing Expo and Gold Lines.
- RCC conducted Over-the-Shoulder Reviews of Bored Tunnel and Cut and Cover Tunnel 60% Designs.
- RCC conducted Workshop #3 on Fire, Life Safety and Station Architecture.
- Metro conducted Risk Register Workshop with RCC and FTA.
- Police completed power conduit installation in Alameda Street.
- Police continues to perform power conduit installations in Flower St. and 2nd St./Broadway corridors.

Expenditure Status

<table>
<thead>
<tr>
<th>ACTIVITIES</th>
<th>CURRENT BUDGET</th>
<th>EXPENDED AMOUNT</th>
<th>PERCENT EXPENDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN</td>
<td>$118.0</td>
<td>$63.2</td>
<td>53.2%</td>
</tr>
<tr>
<td>RIGHT-OF-WAY</td>
<td>$102.0</td>
<td>$34.8</td>
<td>34.1%</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>$934.0</td>
<td>$98.3</td>
<td>10.5%</td>
</tr>
<tr>
<td>OTHER</td>
<td>$305.0</td>
<td>$54.4</td>
<td>17.8%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$1,468.0</td>
<td>$250.7</td>
<td>17.2%</td>
</tr>
</tbody>
</table>

Note: Expended amount is through NOVEMBER 2014

Schedule Assessment

- Environmental
  - FEBS/FEIR
  - N/A
  - 04/26/12
  - Complete
- Design
  - PE Notice to Proceed
  - N/A
  - 01/04/11
  - Complete
- Right-of-Way
  - Final Design complete
  - 02/03/15
  - 02/15/15
  - 0

Areas of Concern

- NEPA Lawsuits potentially delay the construction of C0980 Contractor's Flower Street.
- NEPA Cases: trial concluded on Feb. 24, 2014. In an order issued on May 29, 2014, Justice Kosinski identified one flaw in the FEIS. MTA fully expects to complete the required supplemental NEPA process before the DB contractor is scheduled to commence cut-and-cover construction on Flower St. No impact is anticipated to DB Contractor.
- Unforeseen conditions such as unknown utilities, instability and peak hour excursions and LA DOT Traffic Plans approval delay have impacted scheduled completion of the Advanced Utility Relocation (AUR) Contract. DBW by the contract completion milestones. Mitigation measures and close schedule coordination efforts between AUR, DB and DW are being implemented to mitigate AUR delays including deferral of work scope and deferral of selected items such as sewer laterals, etc. No impact is anticipated to DB Contractor to critical path activities and no impact to the project revenue service date.

Critical Activities / 3 Month Look Ahead

- Metro will continue to support contractors with their Traffic Control Plans.
- Metro will continue to address unforeseen differing site conditions and associated re-design on C0980 site plan.
- Metro will support DWP with their intercept work and cable pulling.
- Metro will prepare a report on the recent vibration testing performed on the Gold and Expo lines.
- RCC will continue land survey, potholing and geotechnical investigation.
- RCC will complete potholing along 1st at Hewitt.
- Police will continue Advanced Utility Relocations Construction (Contract C0980 R).
- Third Party Utility Contractors will continue completion of their utility relocations (cable pulling and splicing at night) on Flower St. and 1st and Alameda Station.

Row Acquisition

- Permanent Parcels: 5
- Temporary Parcels: 29
- Total Parcels: 34

- PLAN: 11
- REMAINING: 23
**I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT**

**LOCATION:** I-405 Sepulveda Pass Improvements Project  
**DESIGN/CONSULTANT:** Kiewit (DB)

**CONSTRUCTION MANAGEMENT CONSULTANT:** Stantec  
**CONTRACTOR:** Kiewit (DB)

**PROJECT PHOTO:** Slope Stabilization Behind Wall 2011

**WORK COMPLETED PAST MONTH**
- Irrigation and Landscaping installation continues
- Traffic Signals and Permanent Lighting installation continues
- Raising of Manholes & other Utility appurtenances to Pavement Elevation throughout the Project

---

**EXPENDITURE STATUS**

($ In Millions)

<table>
<thead>
<tr>
<th>ACTIVITIES</th>
<th>CURRENT BUDGET</th>
<th>EXPENDED AMOUNT</th>
<th>PERCENT EXPENDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN (Preliminary)</td>
<td>$47.0</td>
<td>$47.0</td>
<td>100.0%</td>
</tr>
<tr>
<td>(PA/ED/RS&amp;E)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RIGHT-OF-WAY</td>
<td>$108.7</td>
<td>$67.0</td>
<td>61.6%</td>
</tr>
<tr>
<td>(Capital/Support/3rd Party)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>$983.1</td>
<td>$962.1</td>
<td>97.9%</td>
</tr>
<tr>
<td>(Construction Support/Construction)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reversible Lane</td>
<td>$2.6</td>
<td>$1.5</td>
<td>57.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,141.4</strong></td>
<td><strong>$1,077.6</strong></td>
<td><strong>94.4%</strong></td>
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**SCHEDULE ASSESSMENT**

<table>
<thead>
<tr>
<th>MAJOR SCHEDULE ACTIVITIES</th>
<th>PRIOR PLAN</th>
<th>CURRENT PLAN</th>
<th>VARIANCE WEEKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental</td>
<td>End Environmental Phase (PA&amp;ED)</td>
<td>Mar-08</td>
<td>Mar-08</td>
</tr>
<tr>
<td>Design</td>
<td>End Design Support Phase (DB)</td>
<td>Dec-13</td>
<td>Jan-15</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>ROW Certification</td>
<td>Dec-13</td>
<td>Jan-15</td>
</tr>
<tr>
<td>Construction</td>
<td>Opening of SB I-405 Realignment</td>
<td>May-14</td>
<td>May-14</td>
</tr>
<tr>
<td></td>
<td>Substantial Completion</td>
<td>Aug-14</td>
<td>Jan-15</td>
</tr>
</tbody>
</table>

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**AREAS OF CONCERN**
- Verizon Vault Permanent Replacement at Ovada Place-MDU CdlA/LACMTA
- Utility Encroachment Exception Approval by Caltrans
- Fact-Sheet Approval by Caltrans
- CMS at Getty Center
- Deficiencies at Bridge 20 and Bridge 22

**ROW ACQUISITION (Caltrans)**

| PARCELS ACQUIRED | 66 |
| PARCELS NOT ACQUIRED (Salvation Army-Litigation Pending) | 1 |
| DECERTIFIED PARCELS | 12 |
| PAST DUE WITH NO APPARENT SCHEDULE IMPACT | 0 |
| ADDITIONAL IMPACTS REQUIRING APPRAISAL MAPS | 0 |
| TOTAL REQUIRED PARCELS | 79 |

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**CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD**
- Traffic Signals and Lighting work Completion
- Landscaping and Irrigation work Completion
- Project Wide Substantial Completion - End of January 2015
- Project Wide Punchlist Work Begins - End of January 2015
**METRO DIVISION 13**  
**Bus Maintenance and CNG Fueling Facility**  
As of December 2014

| LOCATION: | Los Angeles | CONSTRUCTION MANAGEMENT CONSULTANT: | MARRS |
| DESIGN CONSULTANT: | MCX | CONTRACTOR: | McCarthy |

**PROJECT PHOTO: Structural Steel Erection over Ramps**

**WORK COMPLETED PAST MONTH**
- Continue structural steel erection on south side of building
- Continued work in weld shop area in Building 1
- Demo abandoned overhead utilities in Building 1
- Continue interior build out of dry wall, sprinklers and MEP
- Continue sack and patch of concrete at upper levels
- Continue masonry walls level 2
- Continue installation of roofing systems
- Continue installation of lift equipment
- Continued work on retaining wall and tanks along side Cesar Ave
- Installed light pole foundations along Vagnes Street
- Performed load test on deck

**EXPENDITURE STATUS ($ In Millions)**

<table>
<thead>
<tr>
<th>ACTIVITIES</th>
<th>CURRENT BUDGET</th>
<th>EXPENDED AMOUNT</th>
<th>PERCENT EXPENDED</th>
<th>MAJOR SCHEDULE ACTIVITIES</th>
<th>PRIOR PLAN</th>
<th>CURRENT PLAN</th>
<th>VARIANCE (WEEKS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN</td>
<td>6.593</td>
<td>6.592</td>
<td>100.0%</td>
<td>Environmental Categorical Exemption</td>
<td>Dec-09 A</td>
<td>Dec-09 A</td>
<td>Complete</td>
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<tr>
<td>RIGHT-OF-WAY</td>
<td>0</td>
<td>0</td>
<td>n/a</td>
<td>Design Final Design</td>
<td>Oct-09 A</td>
<td>Oct-09 A</td>
<td>Complete</td>
</tr>
<tr>
<td>CONSTRUCTION</td>
<td>88.8</td>
<td>68.71</td>
<td>77.4%</td>
<td>Right-of-Way Not Applicable</td>
<td>n/a</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>OTHER</td>
<td>24.95</td>
<td>18.38</td>
<td>73.7%</td>
<td>Construction Notice to Proceed</td>
<td>Jul-12 A</td>
<td>Jul-12 A</td>
<td>Complete</td>
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<tr>
<td>TOTAL</td>
<td>120.34</td>
<td>93.68</td>
<td>77.8%</td>
<td></td>
<td>Construction Complete</td>
<td>Dec-14</td>
<td>May-15</td>
</tr>
</tbody>
</table>

Budget as of 11/30/2014  
Expenses as of 11/30/2014

**AREAS OF CONCERN**
- Improvements and widening of Cesar Chavez Ave  
- Permanent power CNG yard & equipment  
- Low voltage, ITS, communication, etc. installation by Metro  
- Art Work Lantern Prototype structural steel fabrication/delivery  
- LADWP permanent power to electrical switch yard

**CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD**
- Complete DWP onsite service yard work for electrical switchgear  
- Finalize the artwork lantern structural frame and lighting  
- Complete installation of CNG MSA and meter assembly  
- Install the balance of structural steel for building  
- Complete PCC paving between Metro Bldgs 1 & 2 to open area  
- Complete the installation of roof systems on all buildings  
- Pave all hard surface areas and roads before rainy season starts  
- Continue installation of mechanical, electrical and plumbing  
- Install frames, doors, hardware and window glazing

**ROW ACQUISITION**

<table>
<thead>
<tr>
<th>ROW ACQUISITION</th>
<th>PLAN</th>
<th>ACQUIRED</th>
<th>REMAINING</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERMANENT PARCELS</td>
<td>0</td>
<td>n/a</td>
<td>0</td>
</tr>
<tr>
<td>TEMPORARY PARCELS</td>
<td>0</td>
<td>n/a</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL PARCELS</td>
<td>0</td>
<td>n/a</td>
<td>0</td>
</tr>
</tbody>
</table>