



Metro

Los Angeles County
Metropolitan Transportation Authority

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Dear Community Leader,

During this challenging time for our nation, state, and city, Metro's priority is the safety and wellbeing of our customers, operators, employees, and community. It is my hope that you and your loved ones remain safe and healthy as we weather the current storm. Even as we navigate the current health crisis, Metro continues to look toward the future. Today I write to provide an update on one of the most anticipated transportation projects in Los Angeles County – the Crenshaw/LAX Transit Project.

Before construction began, we knew that this project was ambitious, complex and challenging. The Crenshaw Line touches three cities and the unincorporated county. It includes three underground stations, one aerial station and four at-grade stations over 8.5 miles. The Crenshaw Line incorporates every form of light rail that Metro operates – underground, at-grade and aerial – in one light rail line. I'm pleased to report that the project is now 94 percent complete. However, the contractor, Walsh Shea Corridor Constructors (WSCC), has cited the complexity of underground, at-grade and aerial work and extended the anticipated completion date.

Until recently, we believed that there was still enough time to mitigate some of these construction delays without significantly impacting the planned opening schedule. Regrettably, Walsh Shea Corridor Constructors now anticipates turning over the project to Metro in Winter 2020-21. Once the project is turned over to Metro, we will need several months to test the line and train our operators before officially opening the new light rail line to the public.

Much of Walsh Shea Corridor Constructor's remaining work involves completing the three underground stations and installing and successfully testing the communications systems that monitor the line and connect to Metro's Rail Operations Center. Many of these systems are vital for safe and reliable train operations and include the electricity that powers the trains, elevators and escalators, passenger information systems and auxiliary power for lighting, among others. Metro does not want to rush this work and will continue to dedicate agency resources to meticulously check to ensure the safe functioning of all the train systems. I want to assure you that our top priority is to get it right and delivery the top-quality, safe transit project the community deserves. Plainly stated, I am insisting and demanding that this contractor hand over to me a quality project for this community. We will not accept anything less.

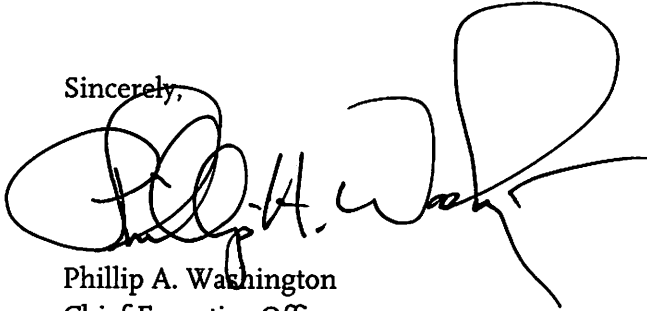
This month the Metro Board of Directors will be asked to approve approximately \$90 million of funding to cover the cost of Metro staff and consultants working on the project. Metro's additional funding request represents about five percent of the project's current overall budget of \$2.058 billion.

The good news is that the extended time to complete work will have minimal construction impacts to local communities. While riding or driving down Crenshaw Boulevard, Florence Avenue or Aviation Boulevard, you'll notice that much of the street restoration is complete. New sidewalks, traffic

signals, ADA ramps and countless other streetscape improvements have already been completed. Much of the remaining work is on the actual rail alignment or underground — and that will mean less direct impacts for businesses and residents.

As we move forward, I will continue to provide you with important updates and milestones. We look forward to bringing this important infrastructure improvement with its tremendous mobility benefits to the community. Thank you for your continued patience and support.

Sincerely,

A handwritten signature in black ink, appearing to read "Phillip A. Washington". The signature is stylized with large loops and a long horizontal stroke at the end.

Phillip A. Washington
Chief Executive Officer