

Metro Division 13 Quarterly Project Status Report



Metro®

METRO DIVISION 13 PROJECT

QUARTERLY PROJECT STATUS REPORT


THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA).

MARCH 2014

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PROJECT SUMMARY

LOCATION: Los Angeles		CONSTRUCTION MANAGEMENT CONSULTANT: MARRS	
DESIGN CONSULTANT: MDG		CONTRACTOR: McCarthy	
PROJECT PHOTO Roof Deck Pour #14 Preparation		WORK COMPLETED PAST MONTH	
		<ul style="list-style-type: none"> Continued DWP Duct Banks installation on Cesar Chavez Continued work in weld shop area in Building 1 Continue concrete shear wall and column pours at roof deck Completed DWP work on Cesar for intercepts to existing vaults Completed level 1 shear walls and columns pours #1 thru #6 Completed backfilling on Metro Drive Continue masonry walls level 2 Continue Mezzanne concrete deck pours Building 1 Completed ramp deck pours #1 and #2 Continue design of the new CNG fueling facility Continue shoring, forming & pouring roof deck concrete slabs 	
EXPENDITURE STATUS (\$ In Millions)		SCHEDULE ASSESSMENT	
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED
DESIGN	7.73	7.56	97.8%
RIGHT-OF-WAY	0	0	n/a
CONSTRUCTION	79.12	32.31	40.8%
OTHER	19.98	11.01	55.1%
TOTAL	106.83	50.88	47.6%
As of 3/28/2014			
		MAJOR SCHEDULE ACTIVITIES	
		PRIOR PLAN	CURRENT PLAN
			VARIANCE (WEEKS)
		Environmental	
		Categorical Exemption	Dec-09 A
		Dec-09 A	Complete
		Design	
		Final Design	Oct-09 A
		Oct-09 A	Complete
		Right-of-Way	
		Not Applicable	n/a
		n/a	n/a
		Construction	
		Notice to Proceed	Jul-12 A
		Jul-12 A	Complete
		Construction Complete	Dec-14
		Jan-15	16
AREAS OF CONCERN		CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD	
<ul style="list-style-type: none"> Commitments for undergrounding utilities are trending above LOP AT&T work approaching 3.38 M Critical activities at Bld "C" and electrical switch yard Low voltage, ITS, communication, etc. submittals Schedule impact due to roof deck #14 shoring collapse on 03/28/14 DWP permanent power to electrical switch yard 		<ul style="list-style-type: none"> Complete DWP onsite service yard work for electrical switchgear Continue the Chassis Wash area construction of foundations Complete installation of CNG MSA and meter assembly Continue roof deck deck slab/ beam shoring installation Complete DWP U/G electrical cables Cesar Chavez Ave Finish DWP U/G duct banks installation on Cesar Chavez Start the construction of new CNG fueling facility Install low voltage communication cables along Cesar Chavez Ave Continue installation of Masonry Walls Continue installation of mechanical, electrical and plumbing Complete installation of new 6 inch gas line on Metro Drive 	
ROW ACQUISITION	PLAN	ACQUIRED	REMAINING
PERMANENT PARCELS	0	n/a	0
TEMPORARY PARCELS	0	n/a	0
TOTAL PARCELS	0	n/a	0

PROJECT OVERVIEW & STATUS

The Division 13 Bus Maintenance and Operations facility is a bus maintenance, operations, and service facility located in downtown Los Angeles, California. The project is to be constructed on existing LACMTA properties located at the northeast corner of East Cesar Chavez Avenue and Vignes Street. The project delivery method is Design/Bid/Build.

The facility is designed to accommodate a fleet of CNG buses and consists of a multi-level structured parking garage, a maintenance building, bus fueling, bus washing, chassis wash and non-revenue vehicle washing, non-revenue vehicle fueling, and maintenance and transportation offices and support areas.

Division 13 strives to set an example of sustainable design (LEED Gold goal) and the responsible use of natural resources. Many of the materials specified in the construction of this project are regionally sourced and/or have a high recycled content. Attention has been paid to the use of potable water with an exemplary system of storm water reclamation and reuse for bus operations and washing, and low maintenance native vegetation. Storm water run-off and the urban heat island effect are also addressed by a demonstration green roof on the Transportation Building.

Service and vehicle equipment include two and three-post in-ground lifts with modern, computer controlled automated adjustment, a bus wash system utilizing reclaimed storm water, non-revenue vehicle wash systems utilizing 100% recycled water, three-axis lift systems for accessing roof mounted equipment on buses, mobile work platforms at lower level work areas, high-density palletized stacking systems, carousel and vertical retrieval modules for parts.

In January 2014, the CNG contractor submits 60% design drawings for the Division 13 CNG yard. Metro issues Project Bulletin to evaluate and incorporate sub-metering for all electrical, plumbing and mechanical components into the project. All rough-in for the fiber optic installation on Metro Driveway completed.

In February 2014, Metro Board approved the Division 13 271-kilowatt PV System. All design related LEED items except for day lighting completed. Coordination meetings are held with: CNG contractor; furniture, fixture and equipment contractor; and, IT and communications systems contractor.

In March 2014, McCarthy experienced a shoring failure during a concrete pour of a roof level deck. The collapse of concrete shoring formwork was used to support the upper deck #14 during concrete placement. The immediate cause of the failure is unknown and is currently under investigation. There were no serious injuries. Metro issued a stop work order on all elevated concrete deck pours until safety and quality controls for restart are developed and approved by Metro.

MANAGEMENT ISSUES

Concern No. 1: Relocation of Existing Fiber Optic and Copper Cables

Status/Action Metro installed temporary Microwave IT/Communication Systems between the Metro Gateway Building and the Central Maintenance Facilities Buildings. The existing fiber optic and copper duct bank interfered with demolition and construction. To improve the speed of the system temporary fiber optic cables were installed. Metro coordinated with AT&T and Time-Warner cable to relocate permanent fiber optic and copper cables on Lyon Street, Vignes Street, Cesar Chavez Avenue and the new Metro Drive, work is completed.

Concern No. 2: Project Schedule Re-assessment

Status/Action The August 2013 Schedule update had 75 working days of negative float. The Contractor has provided written Time Impact Analysis (TIAs) illustrating the impact of the delays on the Critical Path utilizing the current CPM Schedule and a separate fragnets showing Contractor's plan to mitigate various issues. Metro issued modifications to extend the contract completion date.

Concern No. 3: Project Cost Re-assessment

Status/Action Professional Services costs are being reassessed, especially those related to design cost.

Concern No. 4: Undergrounding of Utilities on Cesar Chavez Avenue

Status/Action AT&T pothole along Cesar Chavez Avenue prior to starting the installation of underground DWP duct banks and precast concrete vaults. During the potholing large voids were found under the street surface. Voids were back filled with concrete slurry. The sewer connection issues at the intersection of Vignes Street and Cesar Chavez Avenue was resolved. Work continued with unforeseen conditions such as unknown utilities, voids and flowing sand that impact the production rate. All U/G conduits are installed and LADWP is installing electrical cables.

Concern No. 5: Soil Export and Import Issues

Status/Action Over excavation and poor soils as directed by Project Geotechnical Engineer resulted in a significant and unanticipated export of Southern California Gas contaminated soil. Project has to import additional soils to be used as structural backfill throughout the site.

MANAGEMENT ISSUES (Continued)

Concern No. 6: CNG Contractor Coordination

Status/Action With Metro Board approval, Metro recently awarded Division 13 CNG Facility's design and construction to Clean Energy. Metro continues to coordinate CNG layout and construction with the Division 13 Contractor (McCarthy).

Concern No. 7: Central Maintenance Facility Coordination

Status/Action Metro continues to coordinate work within the existing CMF Building 1, including new equipment warranties for the Radiator and Welding Shops.

Concern No. 8: Time Impact Analysis

Status/Action The contractor has submitted TIAs in order to determine the total time impacts incurred to the Contract Milestone as a result of Concerns 2, and 6 related to unforeseen sewer obstructions at the intersections of Vignes Street and Cesar Chavez Avenue. Metro has issued modifications extending the completion date.

Concern No. 9: Direct Cost Impacts

Status/Action McCarthy has submitted Direct Cost Impacts related to McCarthy's concrete operations due to installation and schedule impacts from the sewer manholes on Vignes Street.

Concern No. 10: Contractual Issues

Status/Action Metro has issued directives and unilateral change orders to the contractor and in return the contractor has issued notices of intent to claim as well as claims on design and construction related issues. In addition, design errors and omissions are above the typical industry standard.

Concern No. 11: Traffic Signal Coordination

Status/Action As part of the City's approval for the Division 13 ingress/egress traffic signal, Metro is required to fulfill a condition obtaining the concurrence from the affected businesses along Vignes Street.

MANAGEMENT ISSUES (Continued)

Concern No. 12: Shoring Failure During Elevated Roof Deck #14 Concrete Pour

Status/Action Contractor has to submit investigation, demolition and remediation plans as well as safety and quality control protocol to restart all elevated concrete deck pours. In addition, contractor is to evaluate damage to permanent structure. A time impact analysis is required to determine impact to the project critical path schedule.

PROJECT SCOPE

PROJECT SIZE:

Site Area:

8.25 Acres (Division 13 only) / 10.58 Acres (including the entire site area)

Garage and Bus Fueling/Washing:

442,655 sf (~145,000 sf on each of 3 floors; lower level: employee & visitor parking; main level: bus parking, fuel & wash facilities; upper level: bus parking)

Maintenance:

71,000 sf (~7,800 sf – lower level; ~54,000 sf – main level; ~9,200 sf mezzanine level)

Operations/Transportation Building:

21,000 sf (~5,500 sf – lower level; ~9,000 sf – main level; ~6,500 sf – level two)

Bus Parking:

200 equivalent bus parking spaces

Employee Parking:

397 Spaces

FEDERAL GRANTS AWARDED TO PROJECT:

\$47,750,000 State of Good Repair Grant

\$5,500,000 Clean Fuels Grant

PROJECT BACKGROUND:

Public and infrastructure projects represent a commitment by government to the people they represent. The LA Metro Division 13 project is an example of this commitment. Its high-quality design will convey an element of respect to both the citizens that engage public transportation during their daily routine, and to those the agency employs to operate within the facility. As an efficient and highly functional facility, Division 13 is designed to realize operational savings while being a responsible, sustainable and aesthetically pleasing addition to the community.

- First new maintenance and operation facility to be commissioned by Metro in over 27 years with the goal of providing better service for LA residents
- Designed to optimize Metro's bus transit service throughout Central Los Angeles and the surrounding area
- Division 13's prominent siting will alter the urban landscape by replacing an inefficient surface parking lot with a landmark architectural icon for the LA community

PROJECT SCOPE (Continued)

- The LA Metro Division 13 project:
 - Includes a maintenance facility with 19 service bays for the operation and maintenance of Metro's fleet
 - Can accommodate up to 200 CNG standard sized buses
 - Is designed to handle 60' long articulated buses
 - Provides a two story bus parking garage with fuel and wash facilities that can park and service 200 standard sized CNG buses daily and a Fleet Operations and Transportation Building for 329 employees
 - Will also accommodate 41 non-revenue vehicles and employee parking for 397

- Sustainable design features:
 - Site and building shade structures
 - Natural ventilation
 - Glare and heat gain reduction glazing
 - Daylighting to all major work areas
 - 275,000 gallon underground storm water retention tank
 - Green Roof garden, accessible to Metro employees
 - Cool Roof to reduce Heat Island Effect
 - Water efficient landscaping
 - Registered with the USGBC as Pursuing LEED-NC Gold

Division 13's primary architectural concept addresses the two major street facades of the facility with one palette of materials reflecting two separate conditions of movement. The Cesar Chavez elevation uses architectural panels to screen bus parking and circulation ramps, reflecting the high speed automobile activity that defines western American cities. At night the façade's focus shifts to highlight the functional movement of buses. The Vignes St. elevation addresses a slower, pedestrian scale appropriate to its urban setting and will encourage the public to utilize the urban plaza adjacent to the intersection of the two streets. The transportation building resides in front of the two story garage and is placed adjacent to the street to accommodate a need to screen operational functions while promoting a walkable, urban environment.

PARKING STRUCTURE

The parking structure will be in 3 levels as explained below.

- The Ground Level Parking will accommodate fare retrieval, bus fueling, and wash activities with enough storage area to accommodate 52 standard buses. The ground floor of the parking structure will be dedicated to bus maintenance activities including tire and repair bays, a brake shop and a materials handling area. An entry lobby, providing elevator and stairway access to each floor of the proposed parking structure, will be located at the northeast and northwest portion of the parking structure.

PROJECT SCOPE (Continued)

- The 2nd level Parking will provide parking for approximately 108 buses and 40 layover spaces. This level will also provide office spaces, break rooms, training room, rest rooms and conference room for Metro Staff.
- The 3rd level Parking will include 397 employee and visitor parking spaces.

BUS MAINTENANCE FACILITY

The proposed parking structure will be flanked by two administrative uses, on the west end immediately north of the Vignes Street/Cesar E. Chavez Avenue intersection, by the two-story administration/office building, while the maintenance building will be located on the east end of the parking structure. The ground floor of the operations building will include dispatch offices, a kitchen and employee lounges, while the second floor will be comprised primarily of office uses. The ground floor of the maintenance building will include general maintenance uses such as tire bays and repair shops as well as a welding and materials handling area. The second floor will include maintenance and transportation offices, a training room and other office-related uses.

BAUCHET PARKING STRUCTURE

A three-story parking structure has been constructed at the northern portion of the project site. This structure contains 427 parking spaces. The structure will provide approximately 50 employee parking spaces for the Bauchet Street Storage and Facilities' Maintenance Structure and replace the Central Maintenance Facility (CMF) Lot A surface parking lot that has been removed as part of the project. Access to this structure is provided via an entrance located on Macy Street, east of Bauchet Street. Additional egress only will be provided via an egress road located on CMF property that will exit on Cesar Chavez Avenue or Keller Street.

PROJECT SCOPE (Continued)

PROJECT LOCATION

The project site is situated in the industrial area northeast of Downtown Los Angeles.

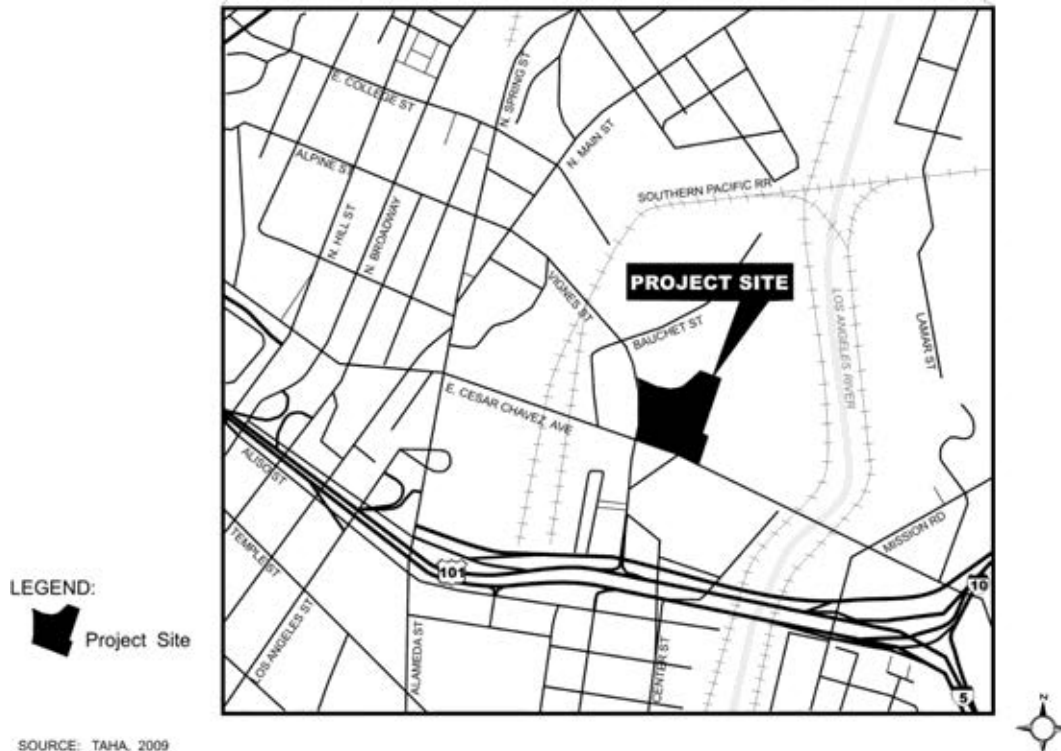


Figure 1 – Location Map

Regional access to the project site is provided by U.S. Highway 101/Interstate 5 (Hollywood Freeway/Santa Ana Freeway), which is less than 0.5 miles south of the project site, and Interstate 10 (San Bernardino Freeway), which is approximately 0.5 miles southeast of the project site.

The project site is located on the northeast corner at the intersection of Vignes St. and Cesar E. Chavez Ave. It is bound by the Twin Towers Correctional Facility and Bauchet Street to the north; Vignes St. to the west; the Metro Support Services Center (MSSC), the Burlington Northern Santa Fe Railroad (BNSF) intermodal yard, and the Los Angeles River to the east and the C. Erwin Piper Technical Center and Cesar E. Chavez Ave. to the south (Figure 1).

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Mar-14	Apr-14	May-14	Jun-14	Jul-14	Aug-14
Pour Mezzanine Deck At Building No. 1 and C	4/1/2014		○				
Start Excavation for Foundations at Building F	4/7/2014		○				
AT&T Completion of undergrounding utilities	4/14/2014		○				
Complete Rough-In and Finishes at Building A	4/25/2014		○				
Start installation of 6" Gas Line at Metro Driveway	5/16/2014			○			
Start Slab-on-grade at Building C	5/20/2014			○			
Complete First Level Stairs and Ramps at Building B Level 1	5/21/2014			○			
Complete Roof Structural Pour at Building C	5/21/2014			○			
Complete Walls and Columns at Building A, Level 2	5/27/2014			○			
Complete Deck Pours at Building B, Level 2	5/30/2014			○			
Start construction of CNG facility	6/9/2014				○		
Complete Elevated Deck at Building A	6/12/2014				○		
Complete Elevated Decks at Build B, Level 2	6/15/2014				○		
Complete installation of Vacuum Equipment and Accessories	6/16/2014				○		
Start installation of Vehicle Wash Equipments	7/2/2014					○	
Complete installation of Retainining Walls at Metro Driveway	7/15/2014					○	
Complete installation of Light Fixrues, Fire Sprinklers, Fans, Fire Alarm at Building B	8/28//2014						○



Metro Milestone



Contractor

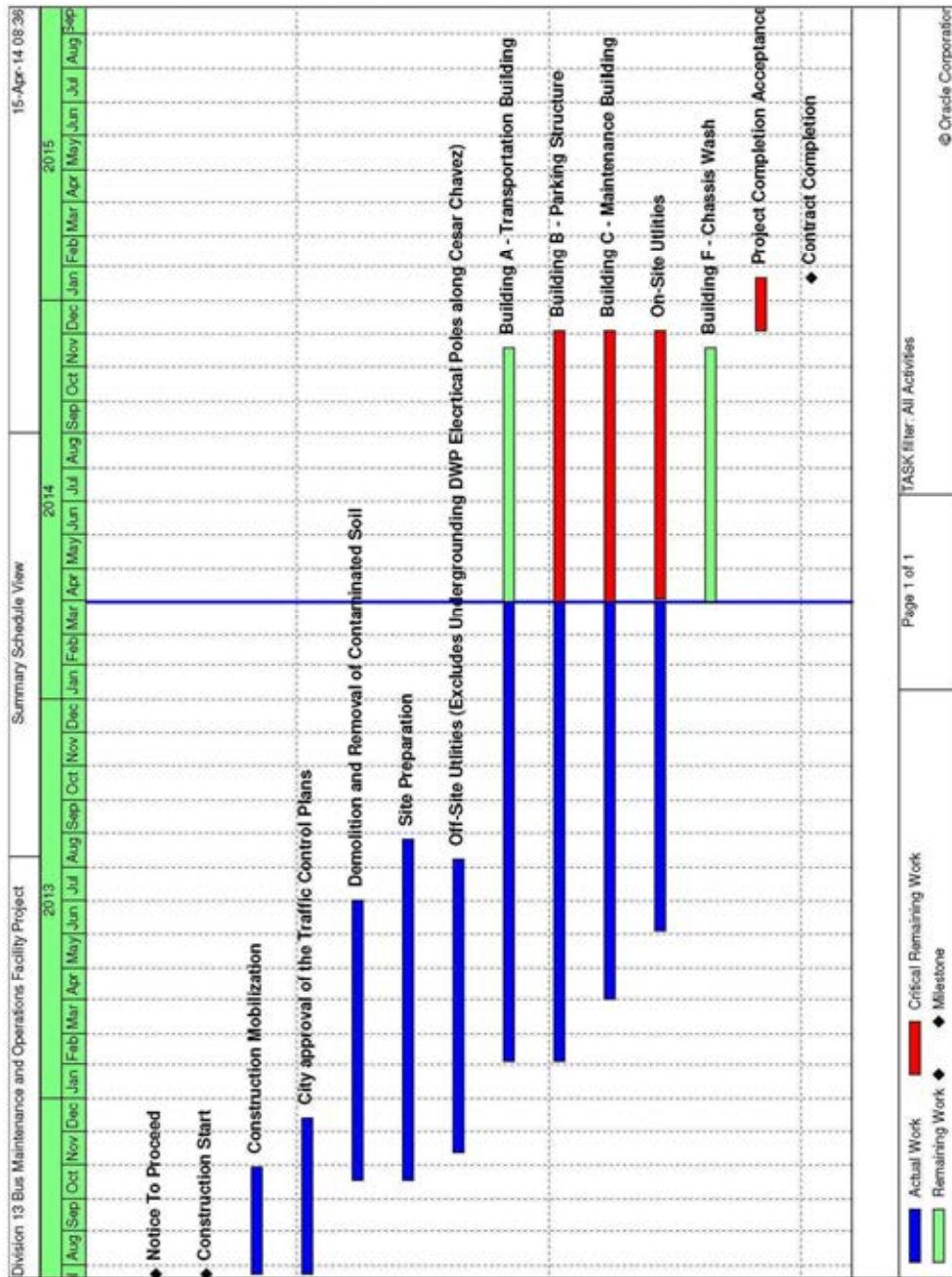


Third Parties Approval

* New Date

Note: Milestone dates will be impacted due to Roof Deck Pour #14 Shoring Partial Collapse on March 28, 2014

PROJECT SUMMARY SCHEDULE



Note: CPM Schedule will be impacted due to Roof Deck Pour #14 Shoring Partial Collapse on March 28, 2014

CRITICAL PATH NARRATIVE

Based on the current summary schedule, the primary critical path runs through On-Site Utilities, Building B – Parking Structure, Building C – Maintenance Building and Project Completion and Acceptance.

PROJECT COST STATUS

DIVISION 13

FEDERAL PROJECT # CA-04-0190-00, PROJECT 202001

ENGINEERING CAPITAL IMPROVEMENT PROJECTS DIVISION

METRO TRANSIT PROJECT DELIVERY DEPARTMENT

COMBINED COST REPORT BY ELEMENT

PERIOD ENDING: MARCH 2014

DOLLARS

ELEMENT CODE	ELEMENT DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	76,447,000	-	77,300,000	1,685,000	77,906,000	10,016,000	36,518,000	2,002,000	79,015,000	1,715,000
S	SPECIAL CONDITIONS	-	-	5,455,000	(439,000)	3,760,000	694,000	2,869,000	1,726,000	8,047,000	2,592,000
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	13,425,000	-	19,625,000	338,000	17,632,000	993,000	15,899,000	(36,000)	19,666,000	41,000
PC	PROJECT CONTINGENCY	5,128,000	-	1,820,000	-	-	-	-	1,164,000	-	(1,820,000)
TOTAL PROJECT		95,000,000	-	104,200,000	1,584,000	99,298,000	11,703,000	55,286,000	4,856,000	106,728,000	2,528,000

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH March 31, 2014

PROJECT COST ANALYSIS

Original and Current Budget

The original Life of Project (LOP) budget of \$95,000,000 was established in September 2008 when the project was in preliminary design. In April 2013, the Metro Board increased the Project 202001 Life of Project Budget (LOP) by \$9,200,000 from \$95,000,000 to \$104,200,000 and the Current Budget was revised to be in line with the overall Current Forecast. The forecast trends higher for two elements, and the project team will reallocate funds in the upcoming quarter.

Current Forecast

Two elements – Construction and Special Conditions – trended higher this period. The Construction forecast is trending up \$2.0 million due to the number of new change notices issued this quarter and the contract modifications that were executed for more than the original cost estimates. Special conditions is trending up \$1.7 million due differing site conditions of voids, flowing sand, and unforeseen utilities being encountered along Cesar Chavez Street during work related to undergrounding the electric power lines. Professional services trended lower because the negotiated value of the task orders issued for labor compliance monitoring were less than forecasted. The forecast for contingency has been reduced to zero as the current forecast for Construction, Special Conditions, and Professional Services all exceed their current budget.

PROJECT COST ANALYSIS (Continued)

Commitments

Commitments at the end of March were \$99.3 million. Commitments increased by \$1.6 million, almost all of it due to the construction contract modifications executed this reporting period. There was a reduction in Special Conditions commitments of about \$439,000 because of the unused funds in task orders that were close out for FY13 Master Cooperative Agreements with the City of Los Angeles. However, Metro anticipates encumbering about \$1.7 million next quarter as it executes the purchase orders for work related to undergrounding the power lines. The remaining \$ 338,000 of commitments for Professional Services were for task orders modifications issued for commissioning and LEED activities, and other construction management activities in support of Division 13.

Expenditures

Expenditures are cumulative through March 31, 2013. Expenditures increased \$11.7 million this reporting period primarily due to work performed by the construction contractor. Approximately \$694,000 million was spent this period on Special Conditions related to the work done by Cable Engineering Services in support of undergrounding utilities, and for expenses related to the Master Cooperative Agreements with the City of Los Angeles. The \$993,000 spent this period on professional services was for costs associated with in-house project administration, the construction management consultants, and construction support by the design consultant.

FINANCIAL/GRANT STATUS

MARCH 2014

STATUS OF FUNDS BY SOURCE

\$ in millions

SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	(D/B) %	EXPENDITURES \$	(E/B) %	BILLED to \$	(F/B) FUNDING SOURCE %
STATE PROP 1B - PTMISEA*	85.0	36.6	36.6	36.6	100%	21.7	59%	21.2	58%
TDA ARTICLE 4	10.0	14.3	5.6	9.4	66%	0.0	0%	0.0	0%
FEDERAL - 5309	0.0	47.8	47.8	47.8	100%	33.5	70%	20.3	43%
FEDERAL - 5308	0.0	5.5	5.5	5.5	100%	0.0	0%	0.0	0%
PROP C 40% RAIL CAPITAL	0.0	0.0	0.0	0.0	100%	0.0	100%	0.0	100%
TOTAL	95.0	104.2	95.5	99.3	93.8%	55.3	53.1%	41.6	40.0%

* PTMISEA: Public Transportation Modernization and Improvement Surface Enhancement Account

NOTE: Expenditures are cumulative through March 2014.

STATUS OF FUNDS ANTICIPATED

STATE PROP 1B PTMISEA: State Proposition 1B Bond sales provided \$31M to the project and the funds are available for drawdown. A grant allocation to Caltrans for the remaining \$5.6M was requested in March 2013. Allocation request was approved in January 2014.

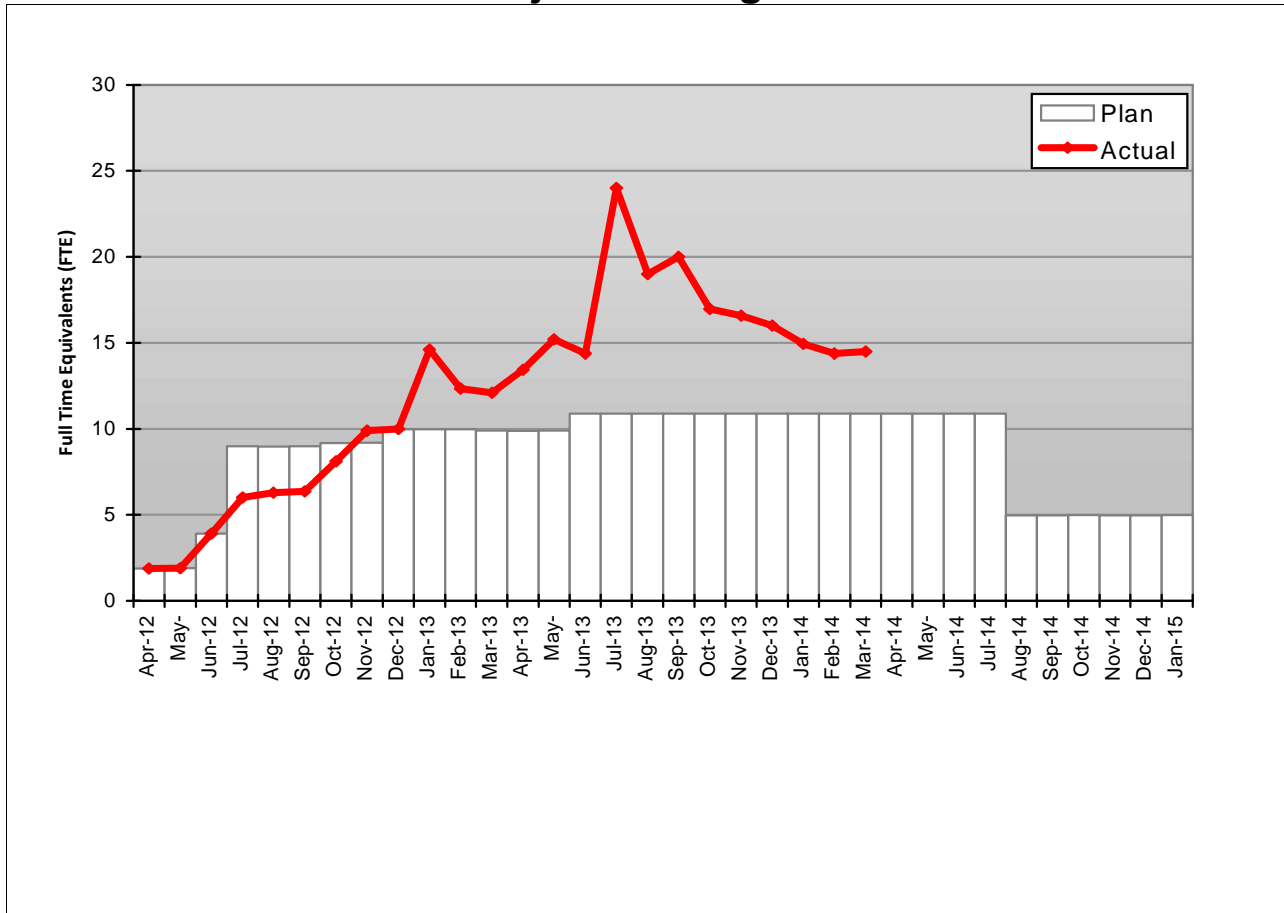
TDA ARTICLE 4: In April 2013, the Metro Board approved an increase of \$9.2M for a revised funding of \$14.3M. The April 2013 funding plan includes \$5.6M of TDA Article 4 for fiscal year 2014.

FEDERAL 5309: \$47.8M under FTA grant CA-04-0190 is available for drawdown for the construction of Division 13 Bus Operations and Maintenance Facility.

FEDERAL 5308: \$5.5M under FTA grant CA-58-0006 is available for drawdown for the construction of Division 13 CNG Fueling Facility.

STAFFING STATUS

Total Project Staffing - FTEs



Total Project Staffing

The changes to the staffing status are due to unanticipated number of Request-For-Information (RFIs), unanticipated number of Change Notices, different site condition, changes to design, and additional design need. The indicated unanticipated work and delays caused by the different site condition increased the need for additional staffing to support the construction management.

ENVIRONMENTAL STATUS

Environmental Status since issuance of the FTA NEPA Categorical Exclusion:

- A NEPA CE was granted by the FTA on December 18, 2009.
- Lyon Street was vacated on November 18, 2009.
- A street tree removal permit was granted from the City of LA on May 19, 2011.

The following IS/MND mitigation measures have been addressed and included in the Specification and/or Design drawings: AE 1, AE 2 (LEED requirements), AE3, CR4, N4, GS 1. The Aesthetics mitigation measures have been addressed as part of the LEED design process.

The following construction mitigation measures are being implemented as required: They are continually renewed and adjusted per changing site conditions: AQ1, AQ 2, AQ3, AQ4, AQ5, AQ6, AQ7, CR1, CR2, CR3, CR4, CR5, CR6, G52, HM1, HM2, HM3, N3.

- Regarding mitigation measures CR1 – CR6, Archaeological and Paleontology monitoring have been occurring since project excavation began. To date, 15 features have been uncovered and will be evaluated against Section 106 requirements. One feature, a human bone was discovered and the LA County Coroner was notified. Consultation then ensued between the Native American Most Likely Descendent (MLD), Federal Transit Administration, State Historic Preservation Officer and Metro. Consultation and the resulting process are documented in a letter to SHPO dated May 20, 2013. Native American monitoring continued through the remainder of the excavation per agreement with the MLD. Carbon dating of the human remains is completed and will be documented in the final Section 106 report. Main excavation is completed and we are researching, culling and curating artifacts. Regarding the noise mitigation measure (N1-N4), no noise complaints have been received to date.

QUALITY ASSURANCE STATUS

C0974 Division 13 Maintenance & Operations Facility

- There was a partial collapse of a Building B Roof Deck #14 during a concrete pour. This partial collapse occurred on Friday, March 28, 2014 at 8:50 am. There were no serious injuries noted. A multi-pronged investigation is currently underway to determine the cause(s) of the collapse, and to determine the path forward for future roof deck pours. A Nonconformance Report (NCR) was issued to the Contractor for this incident.
- The Contractor's Project Quality Manager has been on an extended medical leave since mid-January, 2014. His replacement, a 10 year McCarthy Project and Quality veteran, assumed the Project Quality responsibilities. Unfortunately, he left the company on March 31, 2014. The original Project Quality Manager will return and resume his Project responsibilities by mid-April, 2014. During this time, McCarthy's Corporate Director of Quality also made biweekly visits to the project site, to ensure compliance with their Company Quality Program.
- Reviewed Revision 0 and Revision 1 Quality Manual submittals from the CNG Contractor.
- Monitored Contractor issued Notice-to-Comply (NTC) documents. None had any Safety related issues noted.
- Assisted Contractor with testing of import fill from a Southern California Gas site.
- Reviewed Shop and Field Welding processes.
- Continued to monitor the testing of import fill soil.
- Monitored the close-out of six (6) Notice to Comply documents, which is similar to MTA's Nonconformance Reports (NCR's).
- Attended weekly Job Walks and Project Status meetings.

SAFETY AND SECURITY STATUS

- There were no recordable injuries on the Project during the quarter from January to March 2014.
- Safety Staff participated in pre-activity (readiness review) meetings to ensure compliance with approved Work Plans and contract specifications.
- Monitoring construction activities during day shifts to ensure contractor compliance with contract specifications.
- Safety staff attended weekly Progress Meetings, Foreman's Weekly Safety Meetings and other project meetings to evaluate Contractors Safety Program compliance with contract requirements.
- Performed project wide safety walks with the Contractor and assisted with any safety concerns.
- Roof Deck Pour #14 Shoring Partial Collapse occurred on March 28, 2014 at 8:50 am during the concrete placement that started at 6:30 am. No serious injuries occurred, four first aids were reported.
- Attended All Hands Safety Meeting after the project incident on March 28, 2014.
- The project experienced a minor earthquake on March 29, 2014. The project was checked and cleared by the Contractor prior to allowing the work to resume.
- Contractor – Project to Date Work Hours (Design & Construction): 170,559
- Total Project to Date Work Hours (Contractor & Metro Staff): 130,445
- Project to Date Recordable Injury Rate: 0.40 (each rate is per 200,000 work hours)
- Project to Date Total Time Away Injury Rate: 0.0 (Zero Time Away From Work Injuries)
- Project to Date Total Days Away Rate: 0.0 (Zero Days Away From Work)

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Master Cooperative Agreement	Completed	N/A	Executed
LADWP Power	Utility Cooperative Agreement	Completed	N/A	Executed
LADWP Water	Utility Cooperative Agreement	Completed	N/A	Executed
Verizon	Utility Cooperative Agreement	Completed	N/A	Executed
AT&T	Utility Cooperative Agreement	Completed	N/A	Executed
Southern California Gas Company	Utility Cooperative Agreement	Completed	N/A	Executed

CONTRACT STATUS

<p>Metro Division 13 Bus Maintenance and Operations Facility Project Contractor: McCarthy</p>	<p>Contract No.: C0974</p> <p>Status as of: March 28, 2014</p>																																								
<p>Major work started/completed this period:</p> <ul style="list-style-type: none"> Completed concrete pour at elevated deck level Areas 3-7. Completed placement and post stressing of tendons on slab. Completed ramp deck pours No. 1 and 2. Completed Level 1 shear walls and columns for vertical pours No. 1-6. Completed soft and hard demolition Building No. 1. Completed site work, UG trench excavation, installation of 6 inch water line, backfilling /compaction along Metro Driveway. Started deck panel and beam buildup for elevated ramp deck pours No. 3 and 4. Reshoring of deck beam for roof deck in progress. Started upper level deck panel installation, MEP inserts, steel rebar and tendon placement for deck pours No. 13 &14. Continue with onsite non-hazardous earthwork operations. Continue installation of panel deck formworks/beams Lvl 2. Install formworks in walls and columns at Maintenance Bldg. Installation of 3 hr. CMU/shaft wall Bldg. C & 1 interface. Concrete placement for footing base at Building No. 1. Placement of first course of CMU walls in Area 9 and10. <p>Areas of Concern:</p> <ul style="list-style-type: none"> Building C mitigation impacts and rain delays. Bulletin No. 34, Three Hour Wall west of Building No. 1. Roof Deck No. 14 shoring partial collapse at the south east corner of Building B. Metro directed Contractor to cease and desist all concrete deck pours until further direction from Metro. Investigation, demolition and remediation plan and safety and quality control for re-start of elevated concrete deck pours will be submitted by Contractor to Metro in early April. Metro will review and comment on plans prior to any release of cease and desist direction. Import soil due to contaminated soil exceeding quantity. Communications scope of work submittal review, WAP, cameras and furniture location. Unforeseen conditions of voids, flowing sands, utilities; during the installation of DWP concrete vaults and conduits. DWP electrical installation of underground electrical cables along Cesar Chavez and Vignes. DWP installation of permanent power to switchgear yard. Export SGC contaminated soils exceeding bid quantities. Unforeseen underground utilities and obstructions during excavation of trenches for sewer connection east side of site. Import soil, testing and screening to be used as backfill. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> Trench excavation for the undergrounding of DWP electrical vaults and conduits on Cesar Chavez Ave. and Vignes Street. Demolition of existing infrastructure at Building 1 for the remodeling of the new brake, lube, compressor and Radiator Shop. Underground fiber optic duct bank and 6 inch water line. Elevated deck 1st level concrete pours and post stressing of cables at Parking Garage. Elevated deck 2nd level concrete pours and post stressing of cables at Maintenance Building. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> Elevated deck upper level concrete Deck Pours No.17, 19, 21, 23. Continued post stressing cables for deck beams & elevated decks. Concrete walls sequence no. 1, 2 for Area 8, 9, 10. Stairs No. 1 and 7 at Parking Garage. Concrete foundations at Building "C". Complete concrete for Elevator Shaft No. 1. Masonry walls at 1st and 2nd levels. Level 1 shear walls and columns at Parking Garage. Ramp decks at Parking Garage. Trenching and installation of site electrical conduits/duct banks. Underground low voltage cables on Cesar Chavez Avenue. Installation of underground DWP electrical cables on Cesar Chavez and Vignes Street. CNG layout and construction. Installation of CNG MSA and meter on Metro Drive. 																																								
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* Calendar Days

CONSTRUCTION PHOTOGRAPHS



January 2014 Transportation Building, Parking Garage and Maintenance Building in construction; at the bottom side Cesar Chavez Avenue and at the left side Vignes Street.



February 2014 Transportation Building, Parking Garage and Maintenance Building in construction; at the bottom side Cesar Chavez Avenue and at the left side Vignes Street.

CONSTRUCTION PHOTOGRAPHS



March 2014 Transportation Building, Parking Garage and Maintenance Building in construction; at the bottom side Cesar Chavez Avenue and at the left side Vignes Street.

CONSTRUCTION PHOTOGRAPHS



Placement of concrete pour #3 at elevated deck Area 7.



Placement of concrete pour #3 at elevated deck Area 7.



Steel rebar and tendons placement 1st level deck at Area 6.



Demolition of exterior walls at old Radiator Shop.

CONSTRUCTION PHOTOGRAPHS



Stressing of post tendons cables at Area 5.



Excavation of UG fiber optic conduits at Metro Driveway.



Placement of UG conduits for fiber optic at Metro Driveway.



Lifting and setting of UG vault at Metro Driveway.

CONSTRUCTION PHOTOGRAPHS



Setting of UG vault at Metro Driveway.



Demolition of existing interior SOG at old Radiator Shop.



Placement of exterior CMU wall along Building 1.



Placement of rebar for footing and foundation at Maint. Bldg.

CONSTRUCTION PHOTOGRAPHS



Installation of electrical poles by DWP along Cesar Chavez.



Excavation of trenching for UG utilities along Cesar Chavez

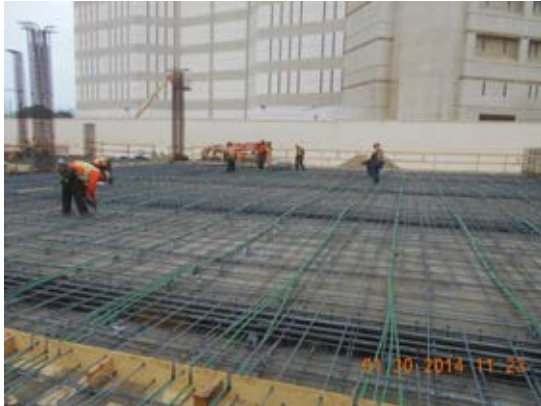


Excavation of trenching for UG utilities along Cesar Chavez.



Placement of exterior gyp board at 3hr. wall along Bldg. 1.

CONSTRUCTION PHOTOGRAPHS



Setting of steel rebar and P.T. tendons at 1st Level Area 7.



Partial view of 1st Level concrete deck at Parking Garage.



AC patch of UG trenching along Cesar Chavez.



View of underside level deck at Garage Building.

CONSTRUCTION PHOTOGRAPHS



South west view of 1st level deck at Garage Building.



Placement of upper level deck panels and formwork.



Placement of 1st lift of exterior CMU walls at Old Radiator Shop.



View of interior CMU wall at Old Radiator Shop.

CONSTRUCTION PHOTOGRAPHS



Compaction of subgrade and base at Vignes Street.



Placement of vertical steel rebar at south walls Area 8.



Placement of 1st lift exterior CMU wall at Old Radiator Shop.



Placement of steel rebar at ramp deck panel for pour #4.

CONSTRUCTION PHOTOGRAPHS



Placement of interior CMU walls at Old Radiator Shop.



Installation of PT tendons at elevated ramp deck Area 5.



Placement of steel rebar and PT cables at Ramp in Area 5.



Excavation of UG conduits for DWP stub ups.

CONSTRUCTION PHOTOGRAPHS



AC patching of UG utilities trench at Cesar Chavez.



AC patch of UG utilities trench at Cesar Chavez.



Concrete formwork for UG conduits at DWP Utility Yard.



Placement of wall formwork at Maintenance Building.

CONSTRUCTION PHOTOGRAPHS



Placement of steel reinforcement at roof level deck Area 7.



Excavation of footing at Maintenance Building.



Setting of panel deck forms for roof level at Building B.



Placement of utility vault at DWP Utility Yard.

CONSTRUCTION PHOTOGRAPHS



Installation UG conduits to DWP Utility Yrd from Cesar Chavez.



Placement of reinforcement steel at Upper Level Dk Area 7.



Concrete placement at Upper Level Building B Area 7.



Placement of vertical reinforcement on walls at Bldg. B North.

CONSTRUCTION PHOTOGRAPHS



Concrete placement at Roof Deck No. 14.



Placement of concrete at Elevated Ramp Deck #3 Bldg. B.



Roof Deck Pour No. 14 collapse Building B Roof Level.



Roof Deck Pour No. 14 collapse Building B Roof Level.

CHRONOLOGY OF EVENTS

December 2, 2011	Project put on hold by Metro Management.
April 3, 2012	Project hold released by Metro Management.
May 15, 2012	Award Notice issued to successful bidder.
May 24, 2012	Contract awarded to McCarthy Building Companies.
May 24, 2012	Limited Notice to Proceed issued to contractor for non-construction, non-craft labor work.
July 23, 2012	Notice to Proceed issued to Contractor.
December 3, 2012	The City of Los Angeles (Department of Transportation) approved temporary Traffic Control Plans.
December 18, 2012	Start of hazardous soil removal.
December 18, 2012	Start City utilities at Vignes Street.
January 8, 2013	Mass grading, over-excavation and recompaction at Transportation and Parking Structure.
January 31, 2013	Mass grading, over-excavation and recompaction at Maintenance Building.
February 6, 2013	Start layout for foundations at Transportation and Parking Garage buildings.
February 28, 2013	Start concrete placement for foundations at Transportation and Parking Structure.
March 12, 2013	Start lower level shear and retaining walls reinforcement at Transportation and Parking Structure.
March 26, 2013	Discover fossilized human bone at Vignes Street.
April 18, 2013	Start excavation and layout foundations at maintenance building.
April 24, 2013	Start footing reinforcement at Maintenance Building.
April 25, 2013	Complete installation of Shoring Piles and Shoring at Diamond Building.

CHRONOLOGY OF EVENTS (Continued)

April 25, 2013	Complete excavation of foundations at Building C.
April 30, 2013	Start footing concrete placement at Maintenance Building.
May 13, 2013	Start on-site utilities at Transportation Building.
May 15, 2013	Start installation of below grade waterproofing.
May 23, 2013	Complete slot cutting at west side of Building 1.
June 12, 2013	Approval of Cesar Chavez Traffic Plans.
June 18, 2013	Complete installation of storm drain.
July 13, 2013	Install foundation at Building C along H Line.
July 14, 2013	Complete jack and bore from MH #24 to MH #25 intersection Vignes/Cesar.
July 19, 2013	Slot cutting at the south of Building No. 1.
July 23, 2013	Complete foundation of wash pit.
July 29, 2013	Completion of 10 and 8 inch water line.
August 2, 2013	Start relocation of Radiator Shop.
August 7, 2013	Complete installation of offsite sewer line.
August 19, 2013	Complete Slab-on-Grade Phase No. 1 at Building B.
August 22, 2013	Complete wash pit walls.
August 23, 2013	Complete excavation and removal of Lyon Street.
August 30, 2013	Install telephone and data line at Radiator Shop.
Sept. 27, 2013	Install equipment and HVAC System at Radiator Shop.
Sept. 30, 2013	Complete foundations at Building B.
October 11, 2013	Start layout for foundations at Maintenance Building.
October 11, 2013	Start foundations at Building C.

CHRONOLOGY OF EVENTS (Continued)

October 16, 2013	Start excavation of foundations at Maintenance Building.
October 26, 2013	Start reinforcement for spread footings and grade beams at Maintenance Building.
November 5, 2013	Start demolition of Building No. 1.
November 6, 2013	Concrete placement for foundations at Maintenance Building.
November 7, 2013	Start slab-on grade concrete placement at Transportation Building.
November 13, 2013	Start walls and columns at Building C Level 1.
November 13, 2013	Complete slot cutting at west side of Building 1.
November 22, 2013	Complete relocation of Radiator Shop.
December 4, 2013	Concrete deck pour No.1, Building B elevated deck at Level 1.
December 9, 2013	Complete slab-on grade at Building B.
December 11, 2013	Start 1 st level deck panel and beam buildup at Parking Garage.
December 13, 2013	Contractor completed slab-on grade concrete placement at Parking Garage.
December 20, 2013	Start pouring deck at Building B Level 1.
December 23, 2013	Stress reinforcing cables pour No.1.
December 30, 2013	Concrete deck pour No. 2, Building B elevated deck at Level 1.
January 7, 2014	Complete installation of ramp deck no. 1.
January 9, 2014	Contractor completed hard demolition at Building No. 1.
January 21, 2014	Complete installation of 3 Hours Wall at Building C.
January 27, 2014	Complete reinforcement and concrete placement for the elevated decks pour 2, 2, 4, 5 and 6.

CHRONOLOGY OF EVENTS (Continued)

January 28, 2014	Layout, excavate and install reinforcement for foundations at Area 8 and 9.
February 11, 2014	Completion of elevator shaft Walls, Level 1.
February 14, 2014	Complete installation of Deck Pour No. 8, 9, 10, 11 and 12.
February 17, 2014	Contractor completed balance of concrete Deck Pours No. 7 thru 12, Building B elevated deck at Level 1.
February 17, 2014	Start layout CIP electrical trenches at the DWP Utility Service Yard.
February 21, 2014	Start roof level setting Deck Panel No. 13 at Building B.
March 12, 2014	Complete concrete Deck Pour No. 13, Building B elevated deck roof level.
March 25, 2014	Complete concrete Deck Pour No. 15, Building B elevated deck roof level.
March 28, 2014	Contractor starts concrete Deck Pour No. 14, Building B elevated deck roof level.
March 28, 2014	Roof Deck Pour No. 14 partial shoring collapse. No major injuries, four first aid cases.

APPENDICES

COST AND BUDGET TERMINOLOGY

ADOPTED BUDGET: The Approved Project Budget as established by Metro Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

CURRENT FORECAST: Evaluation of costs to go combined with actual expenditures.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other Metro actions which have been spent or result in the obligation of specific expenditures at a future time. Also includes commitments reported by other agencies.

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 and expenditures reported by other agencies.

APPENDIX LIST OF ACRONYMS

AFC	Approved For Construction
BNSF	Burlington Northern Santa Fe Railway
CADD	Computer Aided Drafting and Design
CCTV	Closed Circuit Television
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CMIA	Cash Management Improvement Act
CN	Change Notice
CNG	Certified Natural Gas
CO	Change Order
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CO	Change Order
CTC	California Transportation Commission
D-B	Design-Build
D-B-B	Design-Bid-Build
DBOM	Design, Build, Operate and Maintain
DD	Design Development
DEIR	Draft Environmental Impact Report
DWP	Department of Water and Power
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FD	Final Design
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FIS	Financial Information System
FOCT	Fiber Optics Cable Transmission System
FTE	Full Time Equivalent
IFB	Invitation for Bid
IPO	Integrated Project Office
LA	Los Angeles
LFAT	Local Field Acceptance Test
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LOP	Life of Project
MCA	Master Cooperative Agreement
METRO	Los Angeles County Metropolitan Transportation Authority

APPENDIX
LIST OF ACRONYMS (Continued)

MIS	Major Investment Study
MOT	Maintenance of Traffic
MOU	Memorandum of Understanding
MSSC	Metro Support Services Center
N/A	Not Applicable
NOA	Notice of Award
NTE	Not to Exceed
NTP	Notice To Proceed
O & M	Operations and Maintenance
PC	Project Control
PE	Preliminary Engineering
PIP	Project Implementation Plan
PLA	Project Labor Agreement
PM	Project Manager
PMA	Project Management Assistance
PMP	Project Management Plan
P&P	Policies & Procedures
PR	Project Report
PS&E	Plans, Specs & Engineering
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RFC	Request For Change or Released for Construction (based on context)
RFP	Request For Proposal
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
RSTP	Regional Surface Transportation Program
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCE	Southern California Edison
SD	Storm Drain
SIT	System Integration Testing
SOW	Statement Of Work
SP	Special Provision
TBD	To Be Determined
UPS	Uninterrupted Power Supply
USDOT	United States Department of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package