

Los Angeles County
Metropolitan Transportation Authority

Metro Division 13 Quarterly Project Status Report



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METRO DIVISION 13 PROJECT

QUARTERLY PROJECT STATUS REPORT


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JUNE 2014

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PROJECT SUMMARY

LOCATION: Los Angeles		CONSTRUCTION MANAGEMENT CONSULTANT: MARRS					
DESIGN CONSULTANT: MDG		CONTRACTOR: McCarthy					
PROJECT PHOTO Install CNG 6 inch gas line Metro Drive		WORK COMPLETED PAST MONTH					
		<ul style="list-style-type: none"> Completed new shoring for roof deck #14 & ramp Continued work in weld shop area in Building 1 Continue concrete shear wall and column pours at roof deck CNG contractor started work in CNG yard Continued sack and patch of concrete at lower levels DWP inspected critical electrical switchgear and other equipment Continue masonry walls level 2 and Chassie Wash Completed Roof deck pours 21, 23 and 14 plus ramp Continued interior build-out of sprinklers, mechanical and electrical Completed design of the new CNG fueling facility Continue shoring, forming, pouring & stressing roof deck slabs 					
EXPENDITURE STATUS (\$ In Millions)		SCHEDULE ASSESSMENT					
ACTIVITIES	CURRENT BUDGET	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE (WEEKS)
DESIGN	6.59	6.57	99.7%	Environmental			
				Categorical Exemption	Dec-09 A	Dec-09 A	Complete
RIGHT-OF-WAY	0	0	n/a	Design			
				Final Design	Oct-09 A	Oct-09 A	Complete
CONSTRUCTION	77.3	45.61	59.0%	Right-of-Way			
				Not Applicable	n/a	n/a	n/a
OTHER	20.31	13.95	68.7%	Construction			
TOTAL	104.20	66.13	63.5%	Notice to Proceed	Jul-12 A	Jul-12 A	Complete
Budget as of 6/30/2014				Construction Complete	Dec-14	May-15	16
Expenses as of 5/31/2014							
AREAS OF CONCERN		CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD					
<ul style="list-style-type: none"> Commitments trending above LOP Improvements and widening of Cesar Chavez Ave 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 U/G street conduits for Cesar Bridge Street lights Demo of above ground electrical power cables and poles on Cesar Continue the construction tasks in Bld "C" on critical path Install low voltage communication cables along Cesar Chavez Ave Repair columns due to roof deck pour #14 shoring collapse 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 April 2014, Metro completed the installation of undergrounding the overhead utility on Cesar Chavez. This work delayed the project by 97 calendar days. As a result of the shoring failure, Metro required the contractor to submit a construction work plan and hazard analysis prior to any elevated deck pour. Subsequent to approval, Metro allowed the contractor to proceed with elevated deck concrete pours. Shoring failure investigation begins. Metro receives notice from the City of Los Angeles that we have complied with the Lyon Street Vacation proceedings.

In May 2014, the contractor completes surgical demolition of the collapsed deck and begins demolition of the ramp deck. Investigation of the shoring failure continues. Metro continues negotiations with City of Los Angeles' Departments of Transportation and Water and Power regarding traffic and signal plans and electrical utility yard, respectively. Metro also updates the material list for ITS as most items were obsolete due to project delays.

In June 2014, the contractor completed all demolition and repair related to the shoring failure and re-poured the collapsed deck and affected ramp without incident. The shoring failure impacted the project scheduled completion from December 2014 to May 2015. Investigation of the shoring failure continues. Metro continues to work with the contractor to mitigate schedule impacts. The utility yard equipment pads are completed. The CNG contractor locates their trailer on-site and begins work on CNG point of connection by starting trench piping activities.

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 has installed electrical cables. Demo of existing above ground electrical cable was started and completion of the removal of all cables and poles is expected by the end of August 2014.

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 various TIAs in order to determine the total time impacts incurred to the Contract Milestone as a result of Concerns 2 and 5 related to unforeseen sewer obstructions at the intersections of Vignes Street and Cesar Chavez Avenue as well as time impacts due to importing of clean soil. Metro has issued modifications extending the completion date.

Concern No. 9: Direct Cost Impacts

Status/Action McCarthy has submitted Metro reviewed and both parties settled the 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. A resolution to this issue is expected in early August.

MANAGEMENT ISSUES (Continued)

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

Status/Action Contractor submitted investigation, demolition and remediation plans as well as safety and quality control protocol to restart all elevated concrete deck pours. Contractor provided a report that evaluated damage to permanent structure. Metro accepted their remedial plans and allowed contractor to re-start roof deck concrete pours. Contractor re-sequenced the work. The shoring failure caused a project delay completion from December 2014 to May 2015.

Concern No. 13: Permanent Electrical Power

Status/Action Metro continues to work with Department of Water and Power for new permanent electrical power service and not impact the project schedule.

Concern No. 14: Compresses Natural Gas

Status/Action Metro continues to work with Southern California Gas Company (SCG) for CNG point of connection and new meter set assembly to not impact the project schedule. SCG plans to start work in early August 2014.

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.

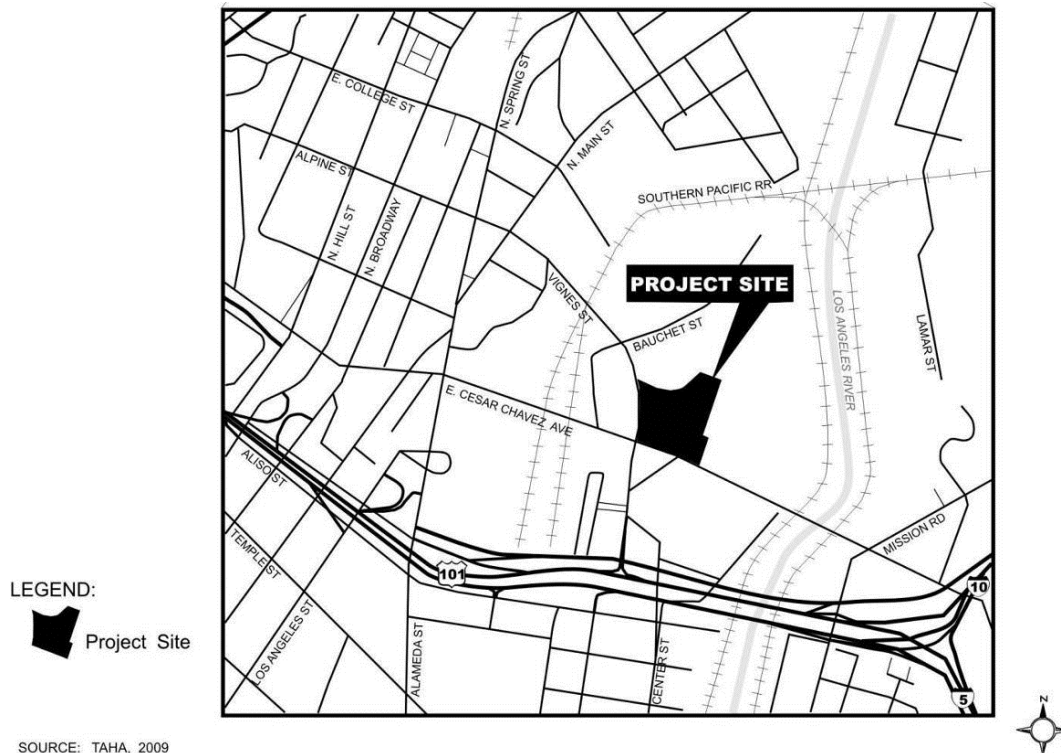


Figure 1 – Location Map

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	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14
Start Installation of South Tank Walls	7/14/2014*	○					
Start Retaining Walls at Cesar Chavez	7/14/2014*	○					
Place Concrete for Ramp Deck No. 4 at Building B	7/18/2014*	○					
Start Installation of interior Build-Out at Building C	7/29/2014*	○					
Complete installation of Deck No. 2 at Building C	7/29/2014*	○					
Complete Elevated Deck Upper Level at Building A	7/29/2014*	○					
Start Installation of Sewer Lateral	7/29/2014	○					
Complete Elevated Decks No. 18, 20, 22 and 24 at Building B	7/30/2014*	○					
Complete 6" Gas Line at Metro Driveway	7/31/2014*	○					
Start Retaining Walls at Metro Driveway	8/4/2014*		○				
Pour Slab on Grade at Building No. 1	8/11/2014		○				
Complete interior Build-Out at Building No. 1	8/28/2014		○				
Complete Punchlist for DWP Electrical Work	9/10/2014			○			
Complete Walls and Columns No. 1, 2, 3 & 4 at Building B	9/19/2014			○			
Complete Retaining Walls Section No. 1, 2 and 3 at Metro Driveway	9/23/2014*			○			
Complete Retaining Walls Sections No. 1 and 2 at Cesar Chavez	10/3/2014*				○		
Complete Elevator at Building A	10/6/2014				○		

 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

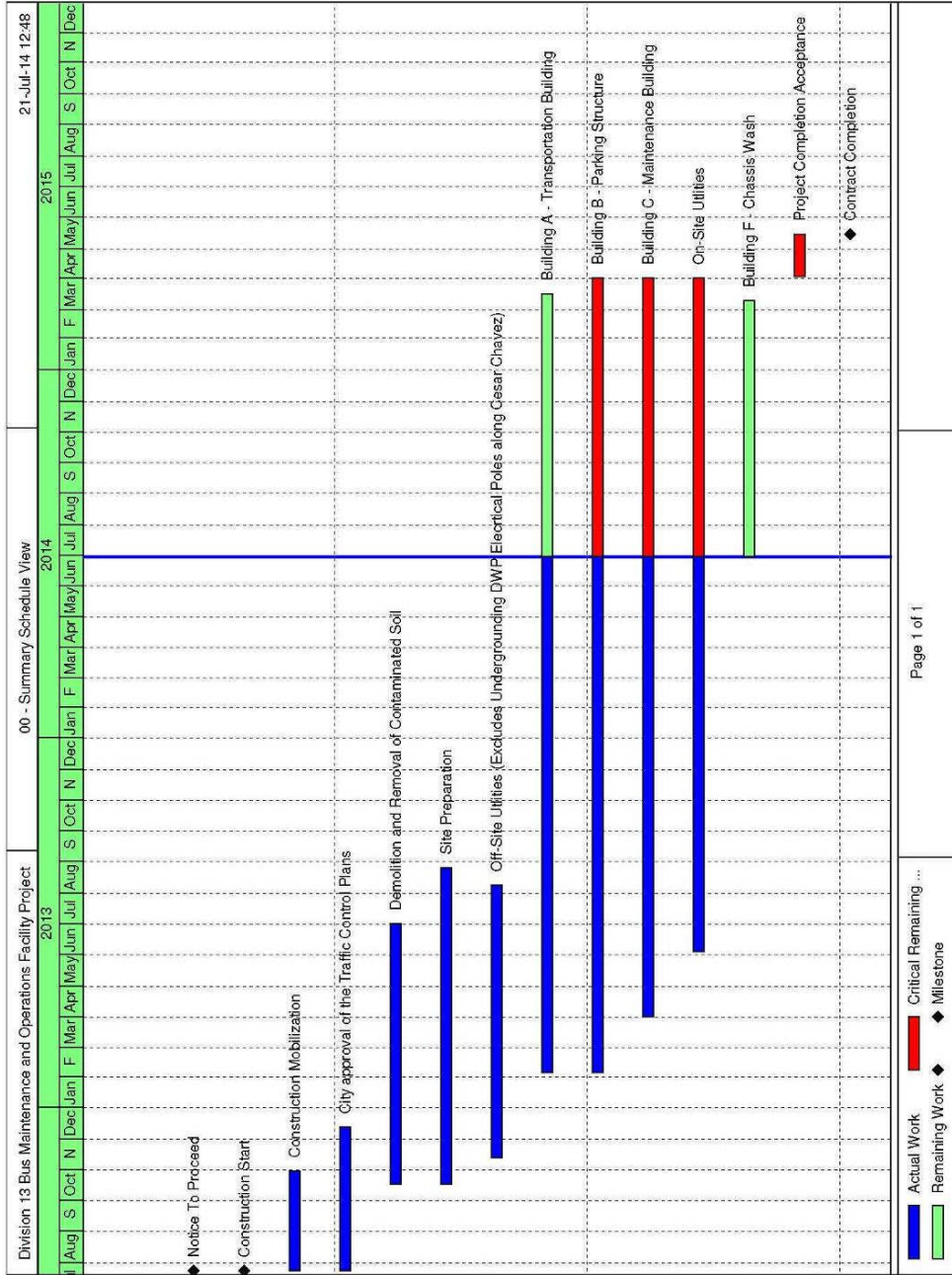
KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14
Complete interior Build-Out at Building A	10/29/2014				○		
Start-Up Equipment at Building B and C	10/20/2014				○		
Complete Installation of Doors and Hardware at Building B	10/24/2014				○		
Complete Installation of Slab on Grade at Building C	11/3//2014					○	
Complete Equipement Testing	11/12/2014					○	
Complete Plumbing System Start Up	11/13/2014					○	
Complete Canopy Structure for Building F	11/18/2014.					○	
Complete Elevator Installation at Building C	11/21//2014					○	
Complete Installation of the Equipments for CNG Facility	11/24/2014					○	
Complete Level 1 interior Build-Out at Building B	11/24/2014					○	
Complete Installation of Steel Structure at Building B	11/26/2014					○	
Complete Building F	12/1/2014						○
Start Installation of Intercom, Security and Fire Alarm	12/4/2014*						○
Complete Installation of Concrete Pavement at North Area	12/16/2014						○
Complete Installation of Architectural Concrete at Building B	12/17/2014						○
Complete Installation of Electrical Conduits for CNG Facility	12/30/2014						○

 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



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: June 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	173,000	78,079,000	11,506,000	48,025,000	2,354,000	81,369,000	4,069,000
S	SPECIAL CONDITIONS	-	-	5,455,000	2,495,000	6,255,000	1,221,000	4,090,000	(212,000)	7,835,000	2,380,000
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	13,425,000	-	19,625,000	304,000	17,936,000	1,015,000	16,914,000	3,040,000	22,706,000	3,081,000
PC	PROJECT CONTINGENCY	5,128,000	-	1,820,000	-	-	-	-	-	-	(1,820,000)
TOTAL PROJECT		95,000,000	-	104,200,000	2,972,000	102,270,000	13,742,000	69,029,000	5,182,000	111,910,000	7,710,000

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH June 30, 2014 but before year-end accruals

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 LOP by \$9,200,000 from \$95,000,000 to \$104,200,000 and the Current Budget was revised. Current budget remains \$104,200,000, but with the forecast trending higher, the project team anticipates going to the Metro Board in September 2014 to request an increase for the LOP Budget.

Current Forecast

Construction and Professional Services continued to trend higher this period and above the LOP. The Construction forecast is up \$2.35 million due to the new change notices issued this quarter and because two contract modifications were executed for more than their original cost estimates. Special conditions are trending down \$0.212 million because expenditures for contaminated soils were paid using a separate project Metro sets up for them. However, the overall forecast for Special Conditions is \$2.4 million above the budget due to differing site conditions of voids, flowing sand, and unforeseen utilities encountered along Cesar Chavez Street during work related to undergrounding the electric power lines. The forecast for Professional services increased by \$3.0 million because the services incurred as a result of the collapse of Deck 14 in March 2014 and the corresponding time extension that will be needed to complete the project. The forecast for contingency has been maintained at zero as the forecast for Construction, Special Conditions, and Professional Services all exceed their current budget.

PROJECT COST ANALYSIS (Continued)

Commitments

Commitments at the end of June were \$102.3 million. Commitments increased by \$3.0 million this quarter. Two-million-five-hundred-thousand (\$2.5 million) of it due was to the work performed by AT&T for undergrounding utilities and power lines. Although several contract modifications for McCarthy Contract C0974 were encumbered on the construction contract, they resulted in only a \$173,000 increase due to credits taken from unencumbering amounts associated with executed change orders. The remaining \$ 304,000 of commitments for Professional Services were for task orders issued for construction management activities in support of Division 13.

Expenditures

Expenditures are cumulative through June 30, 2014. Expenditures increased \$13.7 million this reporting period primarily due to work performed by the construction contractor. An additional \$1.2 million was spent this period on Special Conditions for the work AT&T performed in support of undergrounding utilities, and for expenses related to the Master Cooperative Agreements with the City of Los Angeles. The \$1.0 million 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 consultants for the bus maintenance facility and the CNG fueling facility.

FINANCIAL/GRANT STATUS

JUNE 2014

STATUS OF FUNDS BY SOURCE

\$ in millions

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to \$	FUNDING SOURCE %
STATE PROP 1B - PTMISEA*	85.0	36.6	36.6	36.6	100%	27.2	74%	26.0	71%
TDA ARTICLE 4	10.0	14.3	5.6	12.4	86%	0.0	0%	0.0	0%
FEDERAL - 5309	0.0	47.8	47.8	47.8	100%	40.5	85%	38.6	81%
FEDERAL - 5308	0.0	5.5	5.5	5.5	100%	1.2	22%	1.2	22%
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	102.3	98.1%	69.0	66.2%	65.8	63.2%

* PTMISEA: Public Transportation Modernization and Improvement Surface Enhancement Account

NOTE: Expenditures are cumulative through June 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.

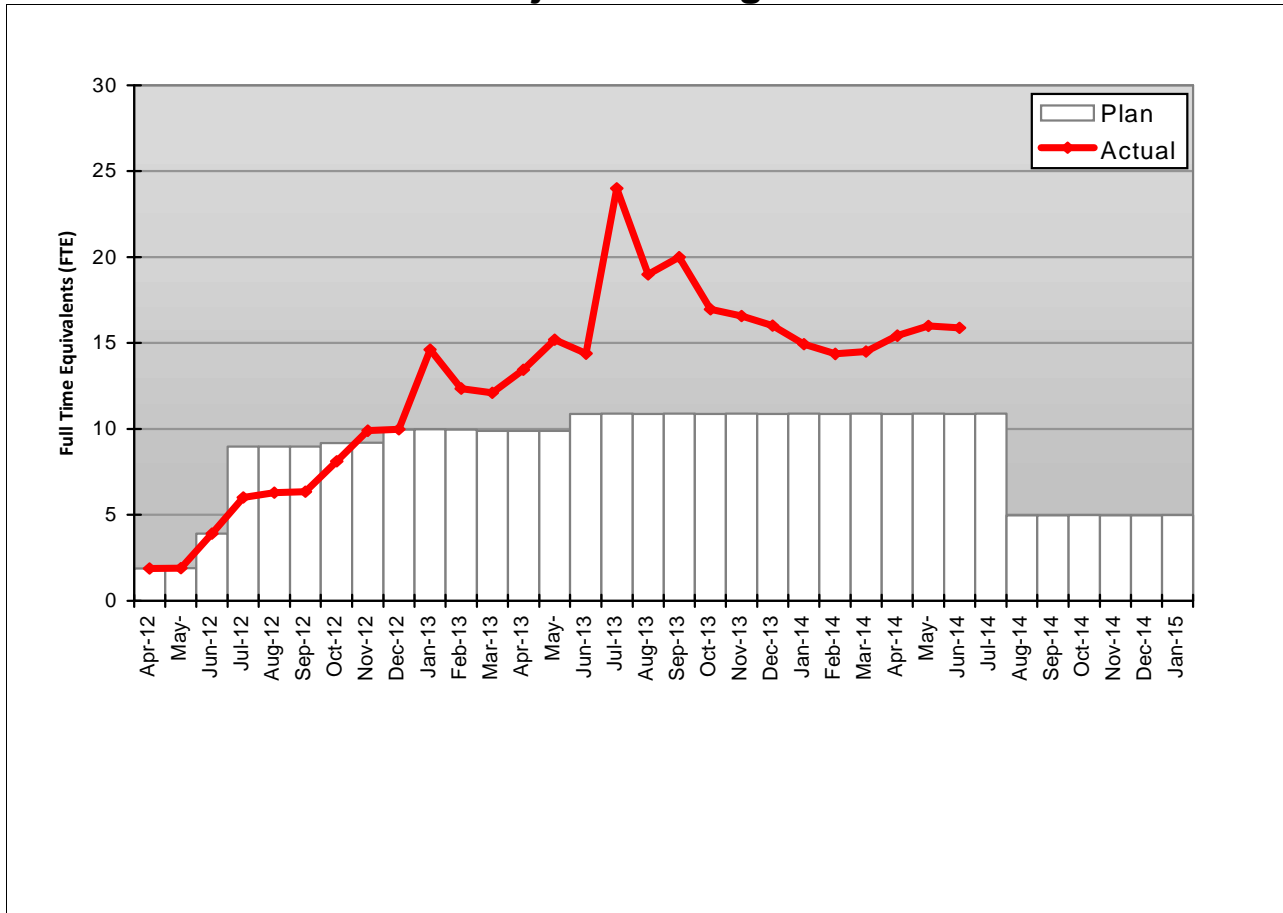
TDA ARTICLE 4: In April 2013, the Metro Board approved an increase of \$9.2M for a revised funding of \$14.3M. The April 2013 funding plan includes \$5.6M of TDA Article 4 for fiscal year 2014.

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.
- All encountered contaminated wastes have been properly characterized and disposed of at permitted facilities.
- Metro Environmental Contractor removed existing clarifier on south side of existing Building 3 (Dec 2012).

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. Continue with MLD monitoring throughout the remainder of project as necessary.

QUALITY ASSURANCE STATUS

C0974 Division 13 Maintenance & Operations Facility

- Approved the resume of an interim Project Quality Manager (PQM) for McCarthy as the incumbent PQM is out on an extended medical leave.
- Participated in coordination meetings with Wiss, Janney, Elstner Associates (WJE) on the partial collapse of Deck Pour 14. WJE is investigating the partial collapse for MTA and will create a final report in August or September 2014. This deck and associated ramp area has been re-poured and the area structure is awaiting a final load test in August 2014.
- Participated in weekly Job Walks, Project Readiness Review Meetings and Project Status Meetings.

SAFETY AND SECURITY STATUS

- There were no recordable injuries on the Project during the quarter from April to June 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.
- Attended preconstruction meeting for the shoring for Deck 13. There have been fact finding meetings for the incident on March 28, 2014 and safety reports have been collected from outside and third party agencies.
- Contractor – Project to Date Work Hours (Design & Construction): 219, 257
- Total Project to Date Work Hours (Contractor & Metro Staff): 263,567
- Project to Date Recordable Injury Rate: 0.76 (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

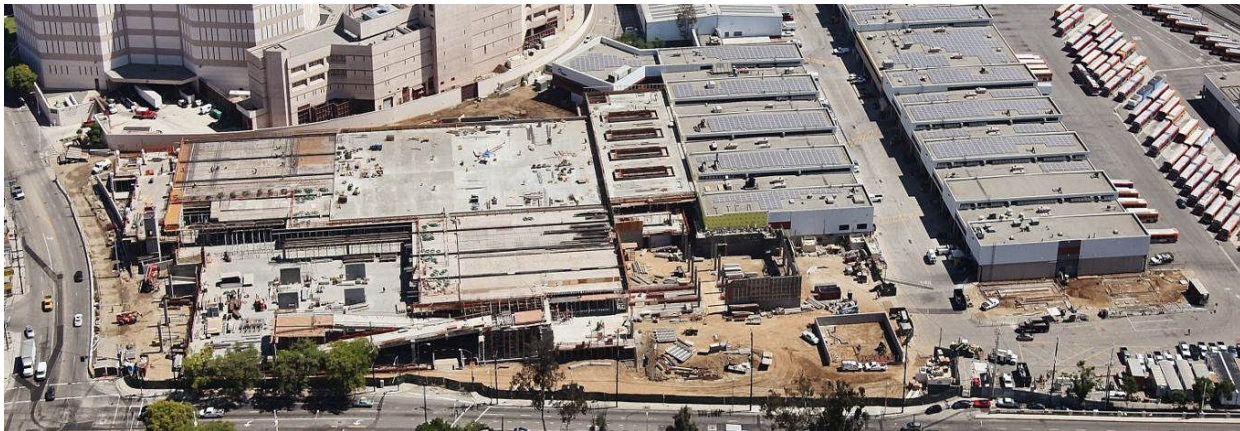
<p>Metro Division 13 Bus Maintenance and Operations Facility Project Contractor: McCarthy</p> <p>Major work started/completed this period:</p> <ul style="list-style-type: none"> • Completed concrete pours at Roof Deck # 16, 17, 19, 21, 23. • Completed post stressing of tendons on slab. • Completed removal and surgical demolition of collapsed deck debris phase 1 and 2. • Completed Ramp # 3. • Completed removal of steel rebar and placement of new steel reinforcement and repair of damaged cable tendons. • Completed concrete repour at Roof deck #14 and Ramp #3. • Completed building A roof deck No. 1 shaft roof. • Completed Building No. 1 elevated concrete slab of interior build out for mezzanine. • Completed Maintenance Building C, roof deck pours 1 / 3, stripping and post tendon stressing. • Completed high roof deck #1 and #3 stem walls and equipment pads. • Completed electrical underground conduits installation on Cesar Chavez. • Completed placement of steel reinforcement and concrete at foundation and screen walls at CNG Yard. • Completed excavation, placement of rebar and concrete pouring for footings at DWP Service Yard. • Completed retaining wall at south edge, foundation bollards and CMU block walls. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • Roof Deck #14 shoring collapse at the south east corner of Building B on March 28, 2014. Contractor mitigated and made necessary repairs and repoured Deck #14 ramp area on June 20, 2014. The present schedule impact due to this event caused a project delay completion from late December 2013 to early May 2014. The contractor continues to mitigate by working weekends and resequencing some tasks. • Import of soil needed due to contaminated soil exceeding quantity. • Bulletin No. 38r2 Communications Scope of Work, submittal review, WAP, cameras and furniture location. • DWP electrical demo of above ground electrical cables and wood poles along Cesar Chavez Avenue and Vignes Street. • DWP installation of permanent power to switchgear yard. • Export of SCG contaminated soils throughout the project site exceeding the bid quantities. • Unforeseen underground utilities and obstructions during excavation of trenches for sewer connection on East side of project site. • CNG point of connection (POC) for MSA and new meters. 	<p>Contract No.: C0974</p> <p>Status as of: June 27, 2014</p> <p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • Elevated deck 2nd level post stressing of cables at Parking Bldg. • Chassis Wash Area installation of CMU block walls. • Excavation and installation of 6 inch CNG line at Metro Drive for CNG Yard. • Installation of bus/equipment lift pits in SOG Building C. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Elevated deck upper level concrete deck pours Nos. 18, 20, 22, 24. • Continue post stressing of cables for deck beams & elevated decks. • Complete concrete foundations at Building C. • Masonry walls at roof levels. • Ramp deck #4 at Parking Garage. • CNG Yard construction. • SOG pour #1 and #2 north of Building C. • SOG pour #3 and #4 south of Building C. • Installation of CNG POC, MSA and meter on Metro Drive. • Remediation of obstruction, excavation, shoring and installation of sewer lateral L at Building No. 1. • Slab on grade for Room C116 and interior build out at Bldg. No. 1. • Layout, excavation and foundation reinforcement of retaining wall section 1 at Cesar Chavez Avenue. • Relocation of street lights, conduits and pull boxes at Cesar Chavez Avenue Bridge. • High roof structural deck Pour #2 at Maintenance Building C. • Clear story structural steel erection at North/South at Building C. • Interior build out at lower level/level 1 at Maintenance Building C. 																																				
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Original Baseline</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast Completion</th> <th>Variance Cur-Fcast</th> </tr> </thead> <tbody> <tr> <td>Commencement</td> <td style="text-align: center;">07/23/12</td> <td style="text-align: center;">0</td> <td style="text-align: center;">07/23/12</td> <td style="text-align: center;">07/23/12</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Completion</td> <td style="text-align: center;">06/23/14</td> <td style="text-align: center;">186</td> <td style="text-align: center;">12/26/14</td> <td style="text-align: center;">05/14/15</td> <td style="text-align: center;">-139</td> </tr> <tr> <td>Punchlist Complete</td> <td style="text-align: center;">06/23/14</td> <td style="text-align: center;">186</td> <td style="text-align: center;">12/26/14</td> <td style="text-align: center;">05/14/15</td> <td style="text-align: center;">-139</td> </tr> <tr> <td>Final Acceptance</td> <td style="text-align: center;">06/23/14</td> <td style="text-align: center;">186</td> <td style="text-align: center;">12/26/14</td> <td style="text-align: center;">05/14/15</td> <td style="text-align: center;">-139</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast	Commencement	07/23/12	0	07/23/12	07/23/12	0	Completion	06/23/14	186	12/26/14	05/14/15	-139	Punchlist Complete	06/23/14	186	12/26/14	05/14/15	-139	Final Acceptance	06/23/14	186	12/26/14	05/14/15	-139						
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* Calendar Days

CONSTRUCTION PHOTOGRAPHS

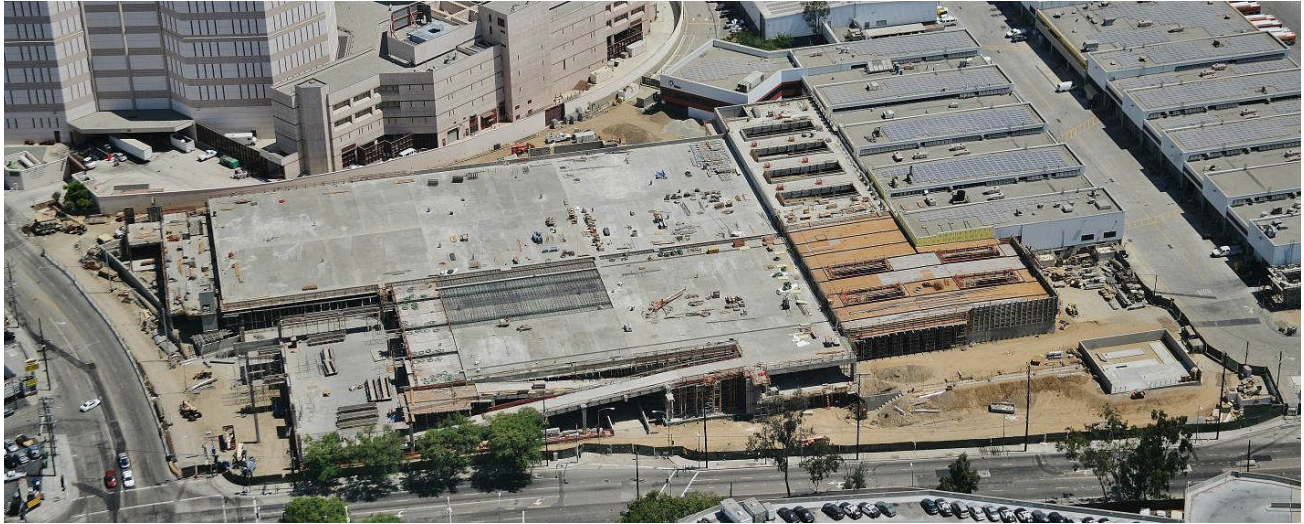


April 2014 Transportation Building, Parking Garage and Maintenance Building in construction; at the bottom side Cesar Chavez Avenue and at the left side Vignes Street.



May 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



June 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



Steel rebar placement for footings at Areas 9 & 10.



Formwork at shear walls at the Administration Building.



View of lower level Parking Garage.



Chassis wash area existing AC slab demolition.

CONSTRUCTION PHOTOGRAPHS



Shoring upper decks slabs/beams at Garage Bldg. Area.



Surgical demolition of collapsed upper Deck #14.



Steel rebar reinforcement at mezzanine level at Bldg. 1.



Shoring and beam formwork for upper level decks at Garage.

CONSTRUCTION PHOTOGRAPHS



Excavation for footing at DWP Utility Yard.



Finishing of concrete slab at mezzanine level in Bldg. 1.



Excavation of footing at CNC Yard.



1st phase surgical demo collapsed upper Deck #14 debris.

CONSTRUCTION PHOTOGRAPHS



Foundation layout at chassis wash area.



Concrete poured at footings of DWP Utility Yard.



Rebar placement for cast-in-place walls at CNG Yard.



Roof Deck #1 rebar placement at Maintenance Building.

CONSTRUCTION PHOTOGRAPHS



Rebar placement for foundation at chassis wash area.



Rebar placement at Level 1 at Transportation Bldg.



PT cables /rebar reinforcement of roof level at Bldg. 1.



Concrete placement at upper level Deck# 17 at Parking Garage.

CONSTRUCTION PHOTOGRAPHS



Concrete placement for foundation at chassis wash area.



View of completed screen walls #1 and 2 at CNG Yard.



View of finished level 1 at Transportation Building.



1st phase surgical demo of collapsed upper Deck 14.

CONSTRUCTION PHOTOGRAPHS



Surgical demolition of concrete around columns of Deck 14.



Concrete demo on ramp that was poured with Deck #14.



Placement of CMU walls at DWP Utility Yard.



2nd phase of surgical concrete demo at ramp deck.

CONSTRUCTION PHOTOGRAPHS



Concrete slab saw cutting and demo ramp Deck 2nd phase.



Concrete slab demolition at CJ ramp Deck 2nd phase.



Placement of elec. UG conduits at chassis wash area.



Concrete placement at roof level pour Deck # 17.

CONSTRUCTION PHOTOGRAPHS



Panel deck reinstatement at roof level of Deck # 14.



Steel reinforcement for footings at chassis wash area.



Placement of UG conduits to the DWP Utility Yard.



Placement of steel rebar at roof level decks Parking Garage.

CONSTRUCTION PHOTOGRAPHS



Placement of steel reinforcement at stern wall Level 1 Area 2.



Reinstallation of steel and tendons in roof level Deck #14.



Repair of cables at deck roof level at Ramp #3.



Placement of UG conduits for the DWP Utility Yard.

CONSTRUCTION PHOTOGRAPHS



Concrete finishing of roof level Deck #18 at Parking Garage.



Concrete slurry to the UG elec. conduits to the DWP Yard.



Side view of reconstructed roof level Deck #14 Building B.



Concrete pouring of roof level Deck #14 Building B.

CONSTRUCTION PHOTOGRAPHS



Concrete placement at Roof Deck No. 14, Building B.



Placement of concrete at wall foundation for the Tire Shop.



Placement of 6" gas line to the CNG Yard at Metro Drive.



Installation of steel reinforcement at the East stairs Bldg. C.

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.
April 1, 2014	Contractor Developed and provided Phase 1 demo plan of collapsed Deck #14.
April 8, 2014	SEOR and Metro returned final review and comments of Phase 1 demo plan to Contractor.
April 9, 2014	Contractor starts investigation of Deck #14 collapse.
April 17, 2014	Contractor executes Phase 1 demo plan, the removal of concrete debris of deck #14 collapse.
April 21, 2014	Metro/ WJE starts forensic analysis of deck #14 collapse.

CHRONOLOGY OF EVENTS (Continued)

April 29, 2014	Contractor/WDP developed initial plan for Phase 2 removal of deck rebar and tendons of collapsed deck #14 and ramp #3.
April 29, 2014	Contractor/DWP performs nondestructive testing of structural slab, columns and ramp elements.
May 12, 2014	Contractor completes concrete Deck Pour No. 17, Building B Elevated Deck Roof Level.
May 19, 2014	SEOR approves design for permanent structure rebuild plan.
May 19, 2014	Contractor completes concrete Deck Pour No.9, Building B Elevated Deck Roof Level.
May 23, 2014	SEOR approves design for permanent structure rebuild plan.
June 6, 2014	Contractor completes concrete Deck Pour No.21 Building B Elevated Deck Roof Level.
June 16, 2014	Contractor completes concrete Deck Pour No.23 Building B Elevated Deck Roof Level.
June 20, 2014	Contractor completes concrete Deck Pour No. 14 and Ramp Deck #3 Building B Elevated Deck Roof Level.

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