

Los Angeles County
Metropolitan Transportation Authority

Metro Division 13 Quarterly Project Status Report



Metro®

11-098378 © 2012 LACMTA

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).

DECEMBER 2012

TABLE OF CONTENTS

	Page No.
Project Overview & Status.....	1-2
Management Issues.....	2-3
Project Status	
• Project Scope.....	4-7
• Schedule	
○ Key Milestones Six-Month Lookahead	8
○ Project Summary Schedule	9
○ Critical Path Narrative.....	10
• Project Cost Status.....	11
• Financial Grant Status.....	12
• Staffing.....	13
• Environmental.....	14
• Quality Assurance.....	14
• Safety.....	15
• Third Party.....	16
Contract Status.....	17
Construction Photographs.....	18-23
Chronology of Events.....	24
Appendices.....	25-27

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.

Bids opened on September 20, 2011 with the lowest responsive bidder selected for award of a contract. Metro issued a notice of award to McCarthy Building Companies Inc. on May 15, 2012.

On May 24, 2012, McCarthy was authorized via a limited Notice to Proceed (NTP) to commence administrative services as Metro worked with McCarthy to incorporate the subsequently approved Project Labor Agreement (PLA) policy into Division 13's Special Provisions. After further consideration Metro's request for the PLA was withdrawn. On July 23, 2012, Metro issued a formal NTP to McCarthy to start constructing Division 13. On July 31, 2012, Metro held a formal project contract kick-off meeting with McCarthy and project construction meetings with McCarthy were scheduled every week thereafter.

The City of Los Angeles also issued Metro a Revocable Permit to close Lyon Street as part of the Lyon Street Vacation. As a result, Metro also constructed a new employee access road through Keller Street for the Regional Rebuild Center to alleviate traffic congestion from the closure of Lyon Street. Staff continues to work with the City's various departments for off-site street improvement approvals and permits. A critical item Metro is pursuing is the proposed traffic signal at Division 13's bus entrance/exit on Vignes Avenue and the City's Department of Transportation has approved our traffic signal and striping plans. The City's Department of

PROJECT OVERVIEW & STATUS (Continued)

Water and Power is also designing aboveground the electrical utilities on Cesar Chavez Boulevard from the Cesar Chavez bridge to Vignes Avenue.

On October 23, 2012, the City of Los Angeles approved the Traffic Control report authorizing the installation of a traffic signal at the Division 13 driveway and Vignes Street. Metro is finalizing traffic signal and striping plans with LADOT. Approval of these plans is also contingent on completing Right of Entry agreements between Metro and LADOT and the Sheriff's Department and LADOT.

On December 13, 2012, Metro deleted undergrounding the Department of Water and Power electrical utilities due to various technical issues from the scope of work. Metro is continuing coordination with the Department of Water and Power to re-design the electrical utilities aboveground.

MANAGEMENT ISSUES

Concern No. 1: McCarthy Baseline Schedule

Status/Action **Closed:** Contractor submitted their Division 13 baseline schedule on November 16, 2012.

Concern No. 2: McCarthy Third Party Coordination and Permitting

Status/Action Contractor working on temporary power for the project site; coordination with Department of Water and Power for designing overhead power along Cesar Chavez Avenue.

Concern No. 3: McCarthy Temporary Traffic and Temporary Signal Plans

Status/Action **Closed:** Contractor received approvals from the City of Los Angeles Department of Transportation (LADOT) on December 3, 2012.

Concern No. 4: Off-Site Utility Relocation required for Lyon Street Vacation and Demolition

Status/Action **Closed:** Contractor completed coordination with Metro and with Los Angeles Sheriff's Department regarding the removal of utilities. Contractor confirmed no storm drain design conflict at Cesar Chavez and Vignes to continue with installation of new utilities.

MANAGEMENT ISSUES (Continued)

Concern No. 5: Relocation of Existing Fiber Optic and Copper Cables

Status/Action Metro installed temporary IT/Communication Systems between the Metro Gateway Building and the Central Maintenance Facilities Buildings. The existing fiber optic and copper duct bank interferes with demolition and construction. Metro is coordinating with AT&T and Time-Warner cable to relocate permanent fiber optic and copper cables on Lyon Street, Vignes Street and Cesar Chavez Avenue.

Concern No. 6: Central Maintenance Facility Building #1 Roof Storm Drain Issue

Status/Action Metro is having the designer look at the Building 1 roof drain and storm drain pipe system to assess the best solution to the issue.

Concern No. 7: Unforeseen Site Conditions

Status/Action Metro continues to coordinate unforeseen site conditions impacting the drilling, setting and pouring of soldier piles and excavation of site with the contractor, the designer of record and the City of Los Angeles.

Concern No. 8: Project Schedule Re-assessment

Status/Action The December 2012 Schedule update had 70 calendar days of negative float. The schedule was rejected and the Contractor was directed to provide a written Time Impact Analysis (TIA) illustrating the impact of the delays on the Critical Path utilizing the current CPM Schedule and a separate fragnet showing Contractor's plan to mitigate.

Concern No. 9: Project Cost Re-assessment

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

Concern No. 10: Buy America for Off-Site Utilities

Status/Action Metro is preparing a mitigation plan.

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 (Contd)

- 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 (Contd)

- 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 is proposed at the northern portion of the project site. This structure will contain 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 will be removed as part of the proposed project. Access to this structure will be 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 (Contd)

PROJECT LOCATION

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

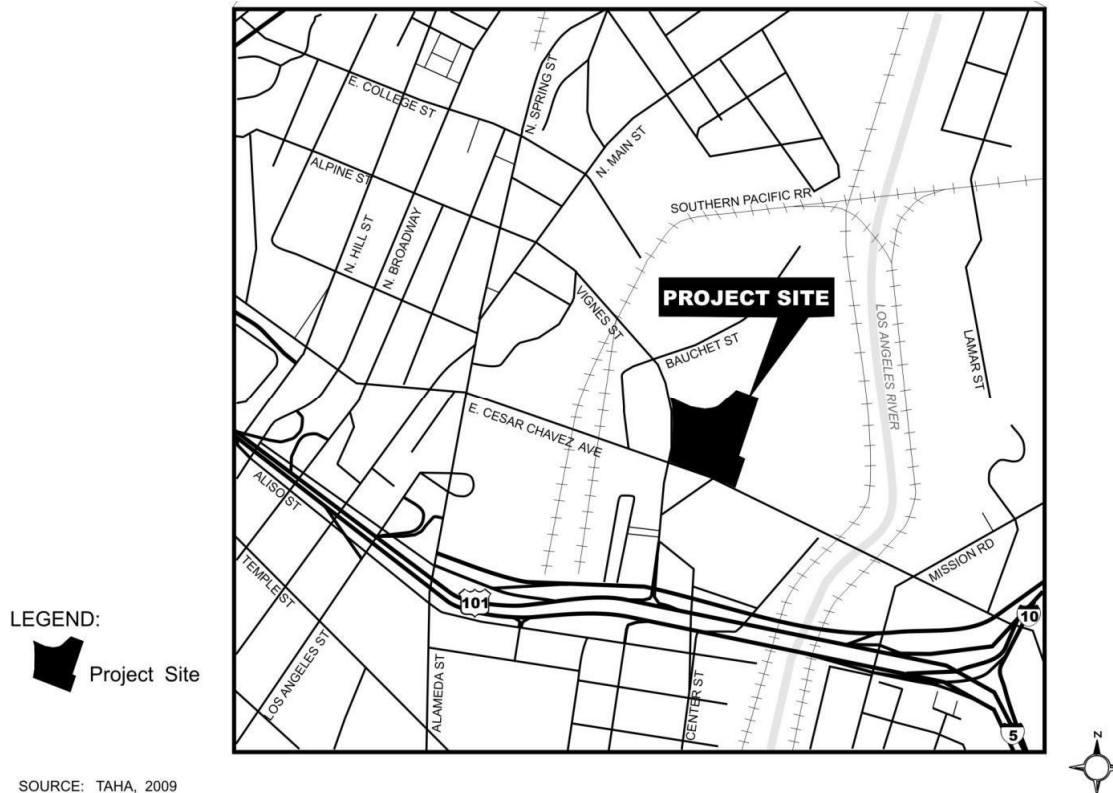


Figure 1 – Location Map

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	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
Complete City Approval of Traffic Control Plans	12/13/2012*	○					
Complete Site Preparation	2/19/13			○			
Complete Demolition and Remove contaminated Soil	3/12/2013*				○		
Complete Off-Site Utilities	04/15/13					○	



Metro Milestone



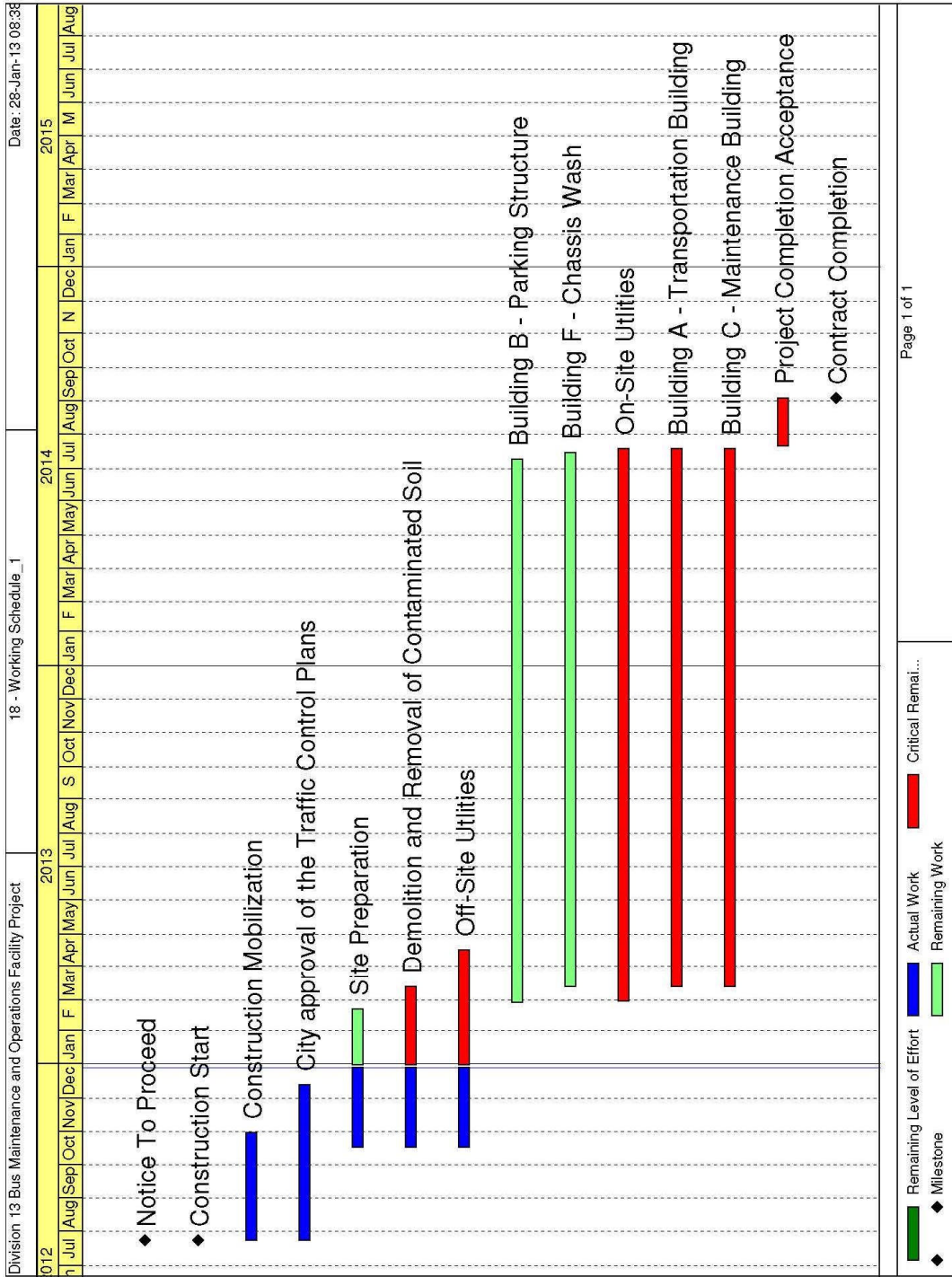
Contractor



Third Parties Approval

* New Date

PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

Based on the current summary schedule, the primary critical path runs through the Demolition and removal of Contaminated Soil, Off-Site and On-Site Utilities and Building C – Maintenance building, Building A – Transportation Building and project completion 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: DECEMBER 2012
 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	-	76,447,000	40,101	68,524,457	4,760,728	10,282,354	-	76,447,000	-
S	SPECIAL CONDITIONS	-	-	2,600,000	6,295	932,458	11,484	281,779	-	2,600,000	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	13,425,000	-	13,425,000	548,463	11,342,950	599,620	10,564,535	1,528,000	14,953,000	-
PC	PROJECT CONTINGENCY	5,128,000	-	2,528,000	-	-	-	-	(1,528,000)	1,000,000	-
TOTAL PROJECT		95,000,000	-	95,000,000	594,859	80,799,865	5,371,832	21,128,668	-	95,000,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 30, 2012

PROJECT COST ANALYSIS

Original and Current Budget

The Approved budget reflects the Metro Board adopted Life of Project Budget (LOP) Budget which was approved in September 2008 in the amount of \$95.0 million.

Current Forecast

The Current Budget and Forecast remain the same at \$95.0 million. The Current Budget has been adjusted to align with the forecast. A Project Budget Change Request will be prepared and processed through the Project to reconcile the present Forecast in conjunction with the trending program.

Commitments

Commitments at the end of December were \$80.8 million. The commitments increased this period by \$0.6 million to reflect the execution of two modifications to the construction contract, and consulting services incurred during the period.

Expenditures

Expenditures are cumulative through December 31, 2012. The \$21.1 million in Project Expenditures to date represents 22.2% of the Current Budget. Expenditures increased \$5.37 million this reporting period primarily due to work performed by the construction contractor. The \$0.6 million spent this period on professional services was for costs associated with in-house project administration, construction support by the design consultant, and the construction management consultants.

FINANCIAL/GRANT STATUS

DECEMBER 2012

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	31.0	31.0	85%	18.7	51%	14.0	38%
TDA ARTICLE 4	10.0	5.1	0.0		0%	0.0	0%		0%
FEDERAL - 5309		47.8	47.8	47.8	100%	2.4	5%	2.4	5%
FEDERAL - 5308		5.5	5.5	2.1	37%				
TOTAL	95.0	95.0	84.3	80.8	85.1%	21.1	22.2%	16.5	17%

* PTMISEA: Public Transportation Modernization and Improvement Surface Enhancement Account

NOTE: Expenditures are cumulative through December 2012.

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. The balance of \$5.6M will be requested at a later date.

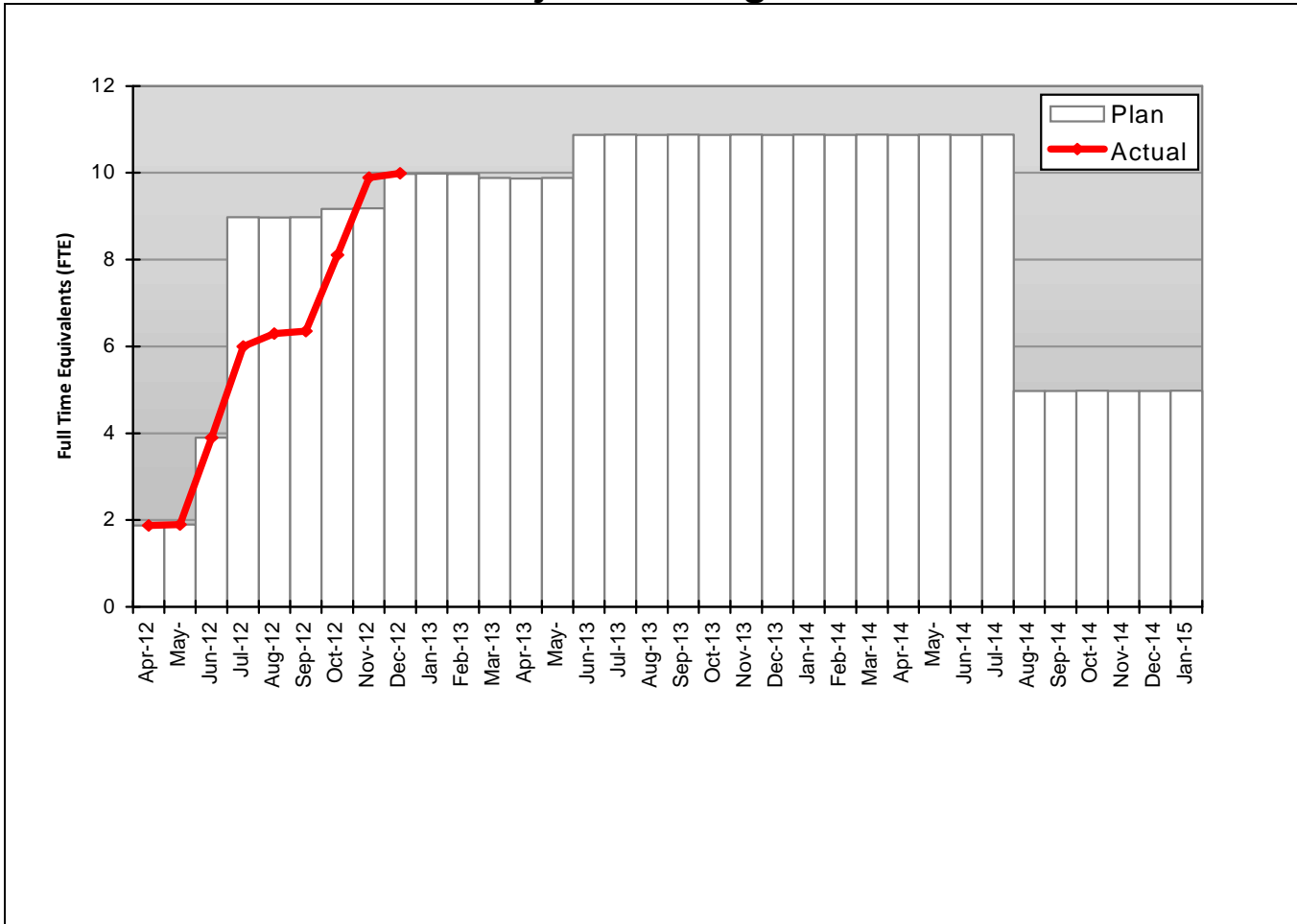
TDA ARTICLE 4: The Metro Board approved the allocation of \$5.1 million to the project. FY13 Budget does not include the allocation of TDA Article 4 Funds.

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 Project Staffing Plan is based on the overall Project Duration and is a composite of MTA Agency and Consulting staff.

ENVIRONMENTAL STATUS

Environmental Status since issuance of the FTA NEPA Categorical Exclusion:

- 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), AE 3, AQ 1, AQ 2, AQ 3, AQ 4, AQ 5, AQ 6, AQ 7, GS 1, GS 2, N1, N2, GS 1, HM 1,

- CR 1 and CR 4: A qualified archaeologist has been retained, and a pre-excavation meeting between the Contractor, Archaeologist, and all relevant parties was held on September 14, 2012.
- CR 5: A Paleontologist Mitigation Monitoring Report has been prepared for the project.
- N 3 and N 4: Construction Community Relations has been brought in to help on the project. They have established a Project Hotline. Design for the sign is underway and undergoing approvals with the appropriate parties.

QUALITY ASSURANCE STATUS

C0974 Division 13 Maintenance & Operations Facility

- Attended meeting on McCarthy subcontractors.
- Attended weekly coordination meetings.

OP83803019 Division 13 CNG Fueling Facility DBOM

- Reviewed Quality Specification Section for incorporation in the IFB package.
- Attended Procurement Package Readiness Review Meeting.

SAFETY AND SECURITY STATUS

- The contractor experienced no recordable injuries during the month of December 2012.
- 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.
- December 2012 Contractor Work Hours (Design & Construction): 2,610
- Contractor – Project to Date Work Hours (Design & Construction): 11,183
- Total Project to Date Work Hours (Contractor & Metro Staff): Unavailable
- Project to Date Recordable Injury Rate: 0.0 (Zero Recordable Injuries) (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: December 28, 2012</p>																																				
<p>Progress/Work Completed: Major work started/completed this period:</p> <ul style="list-style-type: none"> · Temporary fencing around perimeter of site. · Temporary field office completed. · Removal of underground concrete clarification tank. · Contractor has started with site demolition, removal of street trees and continued the removal of hazardous soils from site. · The Contractor McCarthy obtained approval from City Department of Transportation for temporary traffic control plan and began implementing measures along Vignes and Lyon Streets, · The contractor commenced mass excavation and grading at the western and northern areas of the project site. <p>Areas of Concern:</p> <ul style="list-style-type: none"> · Existing telecommunications fiber optics and copper cables between the existing MTA headquarters USG building and the existing Central Maintenance Facilities are obstructing the construction area and are being re-routed by Metro. · Fabrication and delivery of electronic parts is hampering the completion of the transition from p permanent to temporary telecommunications. · Completion of off-site underground utilities on Vignes Street and on-site underground utilities on Metro Drive. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> · Contractor has begun earthwork on both sides of Lyon Street in preparation for the foundations for the transportation and maintenance buildings. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> · Contractor has scheduled to start shoring operations at the property line along Cesar Chavez Avenue and Vignes Street in preparation for footing excavations. · Contractor will start trenching for utilities on Vignes Street: sanitary sewer, storm drain, water, gas and fiber optics. · Contractor has scheduled utility installation at the Metro Driveway to replace utilities serving the Metro's Central Maintenance facilities and the Los Angeles Sheriff's Department Twin Towers Correctional Facilities. · Contractor has scheduled to start the new radiator shop at Building 1 of Metro's Central Maintenance facility. 																																				
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Original Baseline</th> <th style="text-align: center;">Time Extension</th> <th style="text-align: center;">Current Contract</th> <th style="text-align: center;">Forecast Completion</th> <th style="text-align: center;">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;">06/24/14</td> <td style="text-align: center;">0</td> <td style="text-align: center;">06/24/14</td> <td style="text-align: center;">09/02/14</td> <td style="text-align: center;">-70</td> </tr> <tr> <td>Punchlist Complete</td> <td style="text-align: center;">06/24/14</td> <td style="text-align: center;">0</td> <td style="text-align: center;">06/24/14</td> <td style="text-align: center;">09/02/14</td> <td style="text-align: center;">-70</td> </tr> <tr> <td>Final Acceptance</td> <td style="text-align: center;">06/24/14</td> <td style="text-align: center;">0</td> <td style="text-align: center;">06/24/14</td> <td style="text-align: center;">09/02/14</td> <td style="text-align: center;">-70</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	06/24/14	0	06/24/14	09/02/14	-70	Punchlist Complete	06/24/14	0	06/24/14	09/02/14	-70	Final Acceptance	06/24/14	0	06/24/14	09/02/14	-70						
	Original Baseline	Time Extension	Current Contract	Forecast Completion	Variance Cur-Fcast																																
Commencement	07/23/12	0	07/23/12	07/23/12	0																																
Completion	06/24/14	0	06/24/14	09/02/14	-70																																
Punchlist Complete	06/24/14	0	06/24/14	09/02/14	-70																																
Final Acceptance	06/24/14	0	06/24/14	09/02/14	-70																																
<p>Schedule Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;">Notice of Award</td> <td style="text-align: right;">05/24/12</td> </tr> <tr> <td>Notice to Proceed</td> <td style="text-align: right;">07/21/12</td> </tr> <tr> <td>Original Contract Duration (CD*)</td> <td style="text-align: right;">700</td> </tr> <tr> <td>Approved Time Extensions (CD*)</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Current Contract Duration (CD*)</td> <td style="text-align: right;">700</td> </tr> <tr> <td>Elapsed Time from NTP (CD*)</td> <td style="text-align: right;">160</td> </tr> <tr> <td>Contract Elapsed Time Percent</td> <td style="text-align: right;">23.0%</td> </tr> </table>	Notice of Award	05/24/12	Notice to Proceed	07/21/12	Original Contract Duration (CD*)	700	Approved Time Extensions (CD*)	0	Current Contract Duration (CD*)	700	Elapsed Time from NTP (CD*)	160	Contract Elapsed Time Percent	23.0%	<p>Cost Summary: \$ In 000's</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td>1. Award Value:</td> <td style="text-align: right;">73,364</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">40</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">0</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">73,404</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">10,282</td> </tr> <tr> <td>6. Percent Incurred Cost:</td> <td style="text-align: right;">14.0%</td> </tr> </table>	1. Award Value:	73,364	2. Executed Modifications:	40	3. Approved Change Orders:	0	4. Current Contract Value (1 + 2 + 3):	73,404	5. Incurred Cost:	10,282	6. Percent Incurred Cost:	14.0%										
Notice of Award	05/24/12																																				
Notice to Proceed	07/21/12																																				
Original Contract Duration (CD*)	700																																				
Approved Time Extensions (CD*)	0																																				
Current Contract Duration (CD*)	700																																				
Elapsed Time from NTP (CD*)	160																																				
Contract Elapsed Time Percent	23.0%																																				
1. Award Value:	73,364																																				
2. Executed Modifications:	40																																				
3. Approved Change Orders:	0																																				
4. Current Contract Value (1 + 2 + 3):	73,404																																				
5. Incurred Cost:	10,282																																				
6. Percent Incurred Cost:	14.0%																																				

CONSTRUCTION PHOTOGRAPHS



Demolition of surface pavement.



Demolition of surface pavement.

CONSTRUCTION PHOTOGRAPHS



Demolition of surface pavement.



Demolition of asphalt pavement.

CONSTRUCTION PHOTOGRAPHS



Demolition of site walls.



Demolition of existing parking area.

CONSTRUCTION PHOTOGRAPHS



Removal of hazardous soils.



Removal of hazardous soils.

CONSTRUCTION PHOTOGRAPHS



Temporary power pole installation.



Placement of concrete walkway.

CONSTRUCTION PHOTOGRAPHS



Construction of concrete mock up.



Installation of temporary power poles.

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	Department of Transportation approved temporary Traffic Control Plans.

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
LNTF	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