

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Agenda - Final

Thursday, February 18, 2016

9:00 AM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Construction Committee

Don Knabe, Chair

Jacquelyn Dupont-Walker, Vice Chair

Mike Bonin

Diane DuBois

Ara Najarian

Carrie Bowen, non-voting member

Phillip A. Washington, Chief Executive Officer

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In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL****29. APPROVE Consent Calendar Items: 16 and 30.**

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

CONSENT CALENDAR

16. RECEIVE AND FILE quarterly **status report on the Airport Metro Connector (AMC) 96th Street transit station** in response to the June 2014 Board motion. [2015-1660](#)

Attachments: [Attachment A - June 26, 2014 Board Motion](#)

(ALSO ON PLANNING AND PROGRAMMING COMMITTEE)

30. RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers policy programs through the quarter ending December 2015.** [2016-0011](#)

Attachments: [Attachment A - Report thru December 2015](#)

(ALSO ON EXECUTIVE MANAGEMENT COMMITTEE)

NON-CONSENT

31. RECEIVE **Program Management Executive Director's oral report.** [2016-0044](#)

Attachments: [Attachment A - PMED Presentation - February 2016](#)

32. File ID 2016-0021, Operation Shovel Ready, has been moved to the Planning and Programming Committee. It will not be heard during the Construction Committee.

33. AUTHORIZE Contract Modification No. 103 (a.k.a. Contract Change Order, CCO 103) by Caltrans for the **Segment 3 construction contract of the I-5 North Capacity Enhancements project from SR-134 to SR-118** under the Funding Agreement No. MOU.P0008355/8501 A/A6, in the amount of \$828,720.00 without an increase in the project budget or contract value. [2015-1718](#)

Adjournment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.



Board Report

File #: 2015-1660, File Type: Informational Report

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE

FEBRUARY 17, 2016

CONSTRUCTION COMMITTEE

FEBRUARY 18, 2016

SUBJECT: AIRPORT METRO CONNECTOR STATUS UPDATE (OPERATION SHOVEL READY)

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE quarterly **status report on the Airport Metro Connector (AMC) 96th Street transit station** in response to the June 2014 Board motion.

ISSUE

At the June 26, 2014 meeting, the Board directed that quarterly status reports be provided on the AMC 96th Street transit station in coordination with Los Angeles World Airport (LAWA) staff. The report provides updates on the status of the AMC project including: (1) environmental review process; (2) architectural and engineering design services; and (3) Crenshaw/LAX Project design accommodations for the future AMC 96th Street transit station. This report responds to the Board directive which is contained in Attachment A.

DISCUSSION

Staff in coordination with LAWA continues to advance the AMC 96th Street transit station. Over this past quarter, work continued on the preparation of the Draft Environmental Impact Report (EIR), station design and on the Crenshaw/LAX Line accommodations to allow for the construction of the station. LAWA continues its environmental clearance of its Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP) including the Automated People Mover (APM).

On September 8, 2015, Metro submitted an expression of interest for the AMC 96th Street transit station for the Federal Transit Administration's Expedited Delivery Pilot Program. As was reported in the December 22, 2015 memo to the Board, the AMC 96th Street transit station project was determined to be ineligible for the program as it is a station rather than a new fixed guideway or an extension to an existing fixed guideway. Staff continues to explore other funding opportunities.

Environmental Review Process

Staff continues to work with LAWA representatives to coordinate the environmental efforts for both the AMC transit station and LAMP project, which are on parallel schedules. LAWA staff provided Metro with existing and projected traffic data to help ensure that both separate and independent

projects are fully synchronized. In addition to exchanging data with LAWA representatives, Metro staff continues to attend the bi-weekly multi-agency ground access technical coordination meeting led by LAWA with Caltrans, the Southern California Association of Governments (SCAG) and the Los Angeles Department of Transportation (LADOT) to discuss roadway concepts, freeway access, traffic modeling, and details of the LAX LAMP.

Architectural and Engineering Design Services

Work progresses on defining the station's program elements to help prepare site concepts depicting square footage and programming and building(s) footprint. Staff continues to work with LAWA representatives on coordinating proposed project elements as well as are coordinating on station design guidelines for the AMC transit station and LAWA's proposed LAMP APM station as identified in the approved June 2014 Metro Board motion.

Crenshaw/LAX Design Accommodations

Staff is negotiating the final Design and Construction contract modification with Walsh-Shea Corridor Constructors and has issued a limited notice to proceed to complete the design for the track, guideway and systems accommodations. Design for the track work is currently at 100% and is progressing to release for construction. Designs of the guideway and systems are approximately 85% and are progressing to 100%. Additional property acquisition is no longer needed on the east side of the Metro ROW for the accommodations.

NEXT STEPS

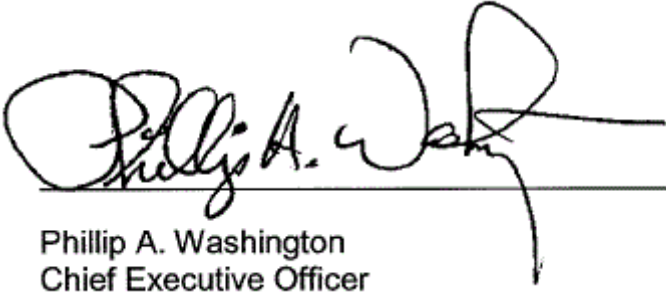
Staff in close coordination with LAWA representatives will continue to work on the environmental document, station design and the Crenshaw/LAX design accommodations. Staff anticipates the release of the Metro Draft EIR in Summer 2016.

ATTACHMENTS

Attachment A - June 26, 2014 Board Motion

Prepared by: Meghna Khanna, Deputy Project Manager (213) 922-3931
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Phillip A. Washington
Chief Executive Officer

June 26, 2014 Board Motion

MTA Board Meeting
June 26, 2014

Relating to Item 65

**MOTION BY
MAYOR ERIC GARCETTI, COUNCILMEMBER MIKE BONIN, SUPERVISOR
DON KNABE & SUPERVISOR MARK RIDLEY-THOMAS**

For decades, the biggest missing piece of the transportation puzzle in Los Angeles has been a quick, convenient, and viable option for the traveling public to connect to our airport using our mass transit system. Making that connection has been a high priority for all Angelenos, who clearly made their position known by overwhelmingly supporting the construction of a direct airport connection as part of Measure R.

Several criteria are essential in evaluating the various alternatives that have been proposed for the Airport Metro Connector including cost, travel time, and interoperability with the regional network. However, given the considerable importance that the transit riders have placed on a seamless and robust airport connection, the final project will be judged largely by its ability to deliver on one critical aspect: passenger convenience.

The desire to provide an exceptional passenger experience should guide the Metro Board in designing this project. This airport connection will only be as good as the passenger experience it delivers, and the ridership numbers will largely reflect our ability to anticipate, meet, and exceed the expectations of the traveling public.

Done right, Alternative A2 (96th Street Station) could be the airport rail connection that Angelenos have longed for. It would provide a direct rail connection that will not only help address the ground transportation challenges at LAX, but also continue to expand MTA's regional transportation network, and has the potential to provide a world-class passenger experience to the traveling public.

The 96th Street Station can be the new "front door" to LAX for transit riders, and MTA and LAWA should work together and think imaginatively to meet and exceed the needs of the traveling public, and create a robust, visionary transit facility.

WE THEREFORE MOVE THAT the MTA Board of Directors adopt and direct the Chief Executive Officer to do the following:

1. Develop the 96th Street Station, in consultation with LAWA, using the following design guidelines:
 - a. Enclosed facility
 - b. Integrated APM/Light Rail station, minimizing walk distances
 - c. Concourse areas
 - d. LAX airline check-in with flight information boards
 - e. Station restrooms
 - f. Free public WiFi & device charging areas
 - g. Private vehicle drop-off area, and taxi stand
 - h. Pedestrian plaza with landscaping and street furniture
 - i. Metro Bike Hub with parking, a bike repair stand and bike pump, showers, lockers, controlled access and 24-hour security cameras
 - j. Retail (food/beverage and convenience)
 - k. L.A. visitor info and LAX info kiosk
 - l. Connectivity to Manchester Square and surrounding areas, including walkways
 - m. At a minimum, LEED Silver certification
 - n. Public art installation
 - o. Other amenities for airport travelers, including currency exchange and bank/ATM machines
 - p. Passenger safety

2. Report back at the September 2014 MTA Board meeting, in consultation with LAWA, with a review of baggage check amenities that are available at other transportation centers that serve major airports, including an assessment of the feasibility of offering baggage check at the proposed 96th Street Station.
3. Procure a qualified architectural firm to design the station as described under no. 1 above.
4. Provide quarterly updates, in coordination with LAWA staff, including, but not limited to, on the development of the 96th Street Station, the Intermodal Transportation Facility and Automated People Mover, of the following:
 - a. Design
 - b. Schedule
 - c. Cost Estimates
5. Report back at the September 2014 MTA Board meeting with a conceptual and station design approach plan as described above, and provide quarterly updates on implementation progress thereafter; and
6. Instruct the CEO to work with LAWA and the Board of Airport Commissioners to obtain their written commitment to construct and operate an automated people mover connecting the airport's central terminal area to a planned Metro Rail Station, and to report back at next month's (July 2014) Planning and Programming and Construction Committees, and at Committees each month thereafter until this written commitment is obtained, in order to ensure that the light rail connection to LAX that was promised to the voters in Measure R becomes a reality.



Board Report

File #: 2016-0011, **File Type:** Informational Report

Agenda Number: 30.

**EXECUTIVE MANAGEMENT COMMITTEE
CONSTRUCTION COMMITTEE
FEBRUARY 18, 2016**

**SUBJECT: PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY (PLA/CCP)
REPORT (DATA THROUGH DECEMBER 2015), AND 12-MONTH PILOT LOCAL HIRE INITIATIVE**

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status update on the **Project Labor Agreement and Construction Careers policy programs through the quarter ending December 2015.**

ISSUE

In January 2012, the Board approved the Project Labor Agreement with the Los Angeles/Orange Counties Building and Construction Trades Council and the Construction Careers Policy. One benefit of the PLA is to encourage construction employment and training opportunities in economically disadvantaged geographic areas throughout the United States. Another benefit of the PLA is that work stoppages are prohibited.

Consistent with the Board approved PLA and CCP, prime contractors are required to provide Metro with monthly reports detailing progress towards meeting the targeted worker hiring goals. Additionally, consistent with Metro's Labor Compliance policy and federal Executive Order 11246, the prime contractors provide Metro with worker utilization data by ethnicity and gender.

The attached report provides the current status (through December 2015) of construction projects subject to the PLA/CCP.

DISCUSSION

There are seven active construction contracts and eight completed contracts with the PLA/CCP program requirements, as of December 2015.

Project Name:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	* Percentage of Disadvantaged Worker Participation that are in the Criminal Justice System Category
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	59.34%	17.68%	11.54%	44.24%
Regional Connector Transit Corridor	Regional Connector Constructors, JV	59.69%	17.63%	9.16%	57.86%
Westside Subway Extension Project, Section 1 – Design Build	Skanska-Traylor-Shea, JV	72.76%	15.47%	5.66%	90.02%
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	62.89%	22.53%	16.03%	87.45%
Universal City Pedestrian Bridge	Griffith Company	35.64%	30.05%	13.63%	70.36%
Metro Rail Security Kiosks	Icon-West	44.86%	27.98%	20.13%	100%
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	68.76%	20.88%	24.38%	14.40%

In summary, of the seven active construction projects for this reporting period, six Contractors are exceeding the 40% Targeted Worker goal, five contractors are exceeding the 10% Disadvantaged Worker goal, and four contractors are achieving the 20% Apprentice Worker goal.

*Percentage of Disadvantaged Worker Participation that have had involvement with the Criminal Justice System Category

Part of Metro's PLA/CCP workforce requirement is the utilization of Disadvantaged workers on the project. One of the nine criteria for a disadvantaged worker is "having a criminal record or other involvement with the criminal justice system". The data shown in the table above is the percentage

of Disadvantaged Workers (based on hours worked) that have criminal records or involvement with the criminal justice system and were given the opportunity to work in Metro's PLA/CCP projects.

Currently Active Contracts

Crenshaw/LAX Transit Corridor Project

Prime: Walsh/Shea Corridor Constructors

The Crenshaw/LAX Transit Corridor project contractor has completed 44.77% of the estimated construction work hours for this project. The contractor is currently exceeding the Targeted Worker goal at 59.34%, Disadvantaged Worker goal at 11.54% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 17.68%% and the 6.90% Female Participation goal at 2.89%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. The contractor has submitted a plan and schedule indicating that the apprentice goal for this project should be achieved in the middle of 2017. Staff will continue to work closely with the contractor towards meeting all worker goals for this project.

Regional Connector Transit Corridor

Prime: Regional Connector Constructors, Joint Venture

The Regional Connector Transit Corridor Project is underway and only 3.27% of the estimated construction work hours for this project have been performed. The contractor is currently exceeding the Targeted Worker goal at 59.69%, and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 17.63%, the 10% Disadvantaged Worker goal at 9.16% and the 6.90% Female Participation goal at 4.10%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. This project is still in the design-phase with limited construction activities and attainment is in line with the contractor's submitted Employment Hiring Plan which states that the Apprentice Worker goal will be met in mid-2016.

Westside Subway Extension Project, Section 1 Design-Build

Prime: Skanska-Traylor-Shea, a Joint Venture (STS)

The Westside Subway Extension Project, Section 1 is underway and only 0.71% of the estimated construction work hours for this project has been performed. This project is in the early stage of the design-phase with limited construction, and as such, is not representative of the typical trades and hours that will be performed on the project. The contractor is currently exceeding the Targeted Worker goal at 72.76%, the Female Participation goal at 7.06% and the minority participation percentage goals, but not meeting the 20% Apprentice Worker goal at 15.47% and the 10% Disadvantaged Worker goal at 5.66%. The attainment for the 20% Apprentice Worker is based on total apprentice-able hours. The attainments are in line with the contractor's submitted Employment Hiring Plan which states compliance with all PLA/CCP workforce goals will be met in Mid-2018.

Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance

Prime: Skanska

The Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance project contractor has completed 79.82% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 62.89%, Apprentice Worker Goal at 22.53%, Disadvantaged Worker goal at 16.03%, Female Participation goal at 9.94% and the minority participation percentage goals. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. For this reporting cycle, the Contractor has met all PLA/CCP workforce provisions.

Universal City Pedestrian Bridge

Prime: Griffith Company

The Universal City Pedestrian Bridge project contractor has completed 72.82% of the estimated construction work hours on this project. The contractor is currently exceeding the Apprentice Worker goal at 30.05%, Disadvantaged Worker goal at 13.63% and the minority participation percentage goals, but not meeting the 40% Targeted Worker goal at 35.64% and the 6.90% Female Participation goal at 2.98%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours. Metro has issued several Notices of Non-Compliance to the Contractor for low attainment on the Targeted Worker goal and will keep the Board updated on the Contractor's progress.

Metro Rail Security Kiosks

Prime: Icon-West

The Metro Rail Security Kiosks project contractor has completed 98.76% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 44.86%, Apprentice Worker goal at 27.98%, Disadvantaged Worker goal at 20.13% and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.00%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Westside Extension Project Advanced Utility Relocation (La Cienega)

Prime: Bubalo Construction

The Westside Extension Project Advanced Utility Relocation project contractor has completed 85.69% of the estimated construction work hours on this project. The contractor is currently exceeding the Targeted Worker goal at 68.76%, Apprentice Worker goal at 20.88%, Disadvantaged Worker goal at 24.38%, and the minority participation percentage goals, but not meeting the 6.90% Female Participation goal at 0.74%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Completed Contracts

Completed Projects:	Prime Contractor:	Targeted Worker Goal (40%)	Apprentice Worker Goal (20%)	Disadvantaged Worker Goal (10%)	*Percentage of Disadvantaged Workers that are in the Criminal Justice System Category
Crenshaw Advanced Utility Relocation Project	Metro Builders	61.41%	13.84%	21.08%	2.90%
Westside Subway Extension Advanced Utility Relocation	Metro Builders	67.47%	11.12%	11.08%	0.00%
Westside Subway Exploratory Shaft	Innovative Construction Solutions	50.88%	75.05%	11.23%	96.23%
Regional Connector Transit Corridor Adv. Utility Relocation	Pulice Construction	51.61%	21.37%	22.83%	28.39%
CNG Emergency Generator Division 7 & 8	Taft Electric	46.42%	25.51%	39.08%	39.48%
Division 13 CNG Fueling Facility, Design/Build/Operate	Clean Energy	67.54%	20.17%	60.72%	49.48%
Metro Blue Line Stations Refurbishments	S.J. Amoroso	56.01%	26.10%	13.62%	28.03%
Westside Extension Project Advanced Utility Relocation (Fairfax Station)	WA Rasic	63.27%	20.61%	19.90%	9.24%

Crenshaw Advanced Utility Relocation Project
Prime: Metro Builders

The Crenshaw Advanced Utility Relocation project is 100% complete as of September 2014. Final reporting shows the Targeted Worker attainment at 61.41%, Disadvantaged Worker attainment at 21.08% and the minority participation percentage goals were attained, but the contractor did not meet the 20% Apprentice Worker goal at 13.84% and the 6.90% Female Participation goal at 0.52%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. Metro staff met with the contractor in January 2015, and executed a special assessment for not meeting the

apprentice goal for this project. The contractor complied with Metro's special assessment and this issue is closed.

Westside Subway Extension Advanced Utility Relocation

Prime: Metro Builders

The Westside Subway Extension Advanced Utility Relocation project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 67.47%, Disadvantaged Worker attainment at 11.08%, Female Participation attainment at 7.48% and the minority participation percentage goals were attained, but the contractor did not meet the 20% Apprentice Worker goal at 11.12%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. Metro staff met with the contractor in January 2015, and executed a special assessment for not meeting the apprentice goal for this project. The contractor complied with Metro's special assessment and this issue is closed.

Westside Subway Exploratory Shaft

Prime: Innovative Construction Solutions (ICS)

The Westside Subway Extension Exploratory Shaft project is 100% complete as of October 2014. Final reporting shows the Targeted Worker attainment at 50.88%, Apprentice Worker attainment at 75.05%, Disadvantaged Worker attainment at 11.23% and the minority participation percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 0.42%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Regional Connector Transit Corridor Advanced Utilities Relocation

Prime: Pulice Construction

The Regional Connector Transit Corridor Advanced Utilities Relocation project was terminated for convenience in April 2015 and is now closed. Final reporting shows the Targeted Worker attainment at 51.61%, Apprentice Worker attainment at 21.37%, Disadvantaged Worker attainment at 22.83% and the minority participation percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 2.57%.

CNG Emergency Generator Division 7 and 8

Prime: Taft Electric

The CNG Emergency Generator Division 7 and 8 project is 100% complete as of May 2015. Final reporting shows the Targeted Worker attainment at 46.42%, Apprentice Worker attainment at 25.51%, Disadvantaged Worker attainment at 39.08% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 4.68%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Division 13 CNG Fueling Facility, Design/Build/Operate
Prime: Clean Energy

The Division 13 CNG Fueling Facility, Design/Build/Operate project contractor is 100% complete as of June 2015. Final reporting shows the Targeted Worker attainment at 67.54%, Apprentice Worker attainment at 20.17%, Disadvantaged Worker attainment at 60.72% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 1.69%. The attainment for the 20% Apprentice worker goal is based on total apprentice-able hours. No labor grievances occurred on this project.

Metro Blue Line Station Refurbishments
Prime: S.J. Amoroso

The Metro Blue Line Station Refurbishments project contractor is 100% complete as of August 2015. Final reporting shows the Targeted Worker attainment at 56.01%, Apprentice Worker attainment at 26.10%, Disadvantaged Worker attainment at 13.62% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 0.48%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

Westside Subway Extension Advanced Utility Relocation (Fairfax Station)
Prime: W.A. Rasic

The Westside Subway Extension Advanced Utility Relocation - Fairfax Station project is 100% complete as of December 2015. Final reporting shows the Targeted Worker attainment at 63.27%, Apprentice Worker attainment at 20.61%, Disadvantaged Worker attainment at 19.90% and the minority percentage goals were attained, but the contractor did not meet the 6.90% Female Participation goal at 2.78%. The attainment for the 20% Apprentice Worker goal is based on total apprentice-able hours.

FEMALE UTILIZATION UPDATE:

Below is a female utilization participation report on Metro's PLA/CCP projects to track progress. The chart shows the number of cumulative female workers on active PLA/CCP projects within the last three months as requested at the July 2015 Committee meeting.

Project Name:	Prime Contractor:	No. of Female Workers October 2015	No. of Female Workers November 2015	No. of Female Workers December 2015
Crenshaw/LAX Transit Corridor	Walsh/Shea Corridor Constructors	65	69	69
Regional Connector Transit Corridor	Regional Connector Constructors, JV	7	7	8
Westside Subway Extension Project, Section 1	Skanska-Traylor-Shea, JV	3	4	4
Metro Red Line/Metro Orange Line (MRL/MOL) North Hollywood Station West Entrance	Skanska	4	4	4
Universal City Pedestrian Bridge	Griffith Company	5	5	5
Metro Rail Security Kiosks	Icon-West	0	0	0
Westside Extension Project Advanced Utility Relocation (La Cienega Station)	Bubalo Construction	3	3	4

In an effort to increase female participation within Metro’s PLA/CCP projects which has averaged 3.18% for all active PLA/CCP projects, staff has coordinated or is currently coordinating the following efforts:

- Metro convened a “Women Build METRO LA” Committee to develop strategies and outreach activities to highlight the need for women in the construction industry, with emphasis on the opportunities and assistance that is available. The taskforce membership includes: LA/OC Building Construction Trade Council Executive Secretary, Ron Miller, IBEW Vice President Jane Templin, UNITEHERE President, Maria Elena Durazo, Women in Non-Traditional Employment Roles (WINTER), Deputy Director, Office of the Speaker of the Assembly, Prime Contractors, Jobs Coordinators and others. The group presented a successful, female-centric event, featuring women in the Trades and women in managerial ranks in the construction industry. Over 300 women from the target audience (women who have demonstrated an interest in construction or are actively pursuing a career), attended the event. Elmy Bermejo, Regional Representative of the Labor Secretary Perez, a Keynote speaker, posted the event in the national newsletter of Department of Labor, which is read by over 300,000 subscribers. The event Committee has begun planning the next outing which will be held in the East Los Angeles region of the County.

- Metro staff has convened a taskforce to develop an Apprenticeship Prep training program in conjunction with Los Angeles Trade Technical College. The taskforce consist of the Vice President of Academic Affairs & Workforce Development of Los Angeles Trade Technical College, Prime Contractor representatives and Metro staff.
 - Prime Contractors have committed to assist in providing employment opportunities to graduates of this Apprenticeship Prep training program.
 - The 1st Apprenticeship Prep training program is scheduled to take place during the Winter of 2016.
 - Recruitment for this training program will be focused primarily on women interested in starting a career in the construction industry.

Staff will provide updates as these programs are further developed.

PILOT LOCAL HIRE INITIATIVE

In March 2015, the U.S. Department of Transportation (DOT) announced an initiative to permit, on an experimental basis, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) recipients and sub- recipients the ability to utilize previously disallowed local/geographic-based labor hiring preferences and economic-based labor hiring preferences on Construction and Rolling Stock projects. This initiative will be carried out as a pilot program for a period of 1 year unless extended under the FHWA and FTA's existing Authorities. The Pilot initiative may be implemented immediately on federally funded Construction projects.

As of this quarterly reporting period, there is currently one construction project that is active and subject to the Pilot Local Hire Initiative;

- C0991 Division 16 - Southwestern Yard (contract amount of \$172mil)

This requirement was included in the solicitation for the Westside Purple Line Extension Section 2 design build contract. Staff is continually monitoring federally funded PLA/CCP covered projects awarded during the "Pilot Local Hire Initiative" implementation period and will report any additional projects subject to the Local Hire Initiative Program to the Board.

Metro additionally received DOT and FTA approval on September 30, 2015 to use Metro's Local Employment Program (LEP) on four (4) Rolling Stock procurements. The Local Employment Program may only be applied on an experimental basis on Metro's New Heavy Rail Car, New Bus Buy and two Rail Car Overhaul solicitations. The FTA's approval also contained specific conditions that limit the Local Employment Program to a voluntary program. This means that the program cannot be used to determine responsiveness to the solicitation or as a basis for award. Nonetheless, the Local Employment Program will provide Proposers with an opportunity to receive up to 5% additional preferential scoring points if new jobs are committed as part of their proposal.

The FTA's approval also modified the definition of how Metro may define its geographical preference

for new jobs and facility improvements for the New Heavy Rail Car and New Bus RFPs. For those two procurements the definition of local employment will include anywhere in the State of California. For the two rail vehicle overhaul projects the FTA will allow Metro to limit the geographical preference for new job creation to Los Angeles County.

Proposers that volunteer to participate in Metro's Local Employment Program and who commit to new job local job creation must also commit to hiring a minimum of 10% of their new work force as Disadvantaged Workers. The targeted hiring requirement will be a condition for obtaining any preferential scoring points.

Currently, the New Heavy Rail Car, A650 Red Line Car Overhaul and P2000 light Rail Car Overhaul RFPs are in Black-out. The A650 Red Line Overhaul is scheduled to be presented to the Board for contract award in May 2016, and the New Heavy Rail Car and P2000 Overhaul are scheduled for September 2016. The New Bus Buy RFP will be issued in the summer 2016.

Staff will continue to report on the "Pilot Local Hire Initiative" on a quarterly basis as part of the Project Labor Agreement/Construction Careers Program quarterly updates.

OUTREACH

In efforts to attain the highest percentages of Targeted, Apprentice and Disadvantaged Workers on PLA/CCP projects, and to keep the community informed of opportunities, the contractors and DEOD participated and/or coordinated the following outreach efforts during this reporting period:

- Daily/Weekly/bi-weekly meetings with outreach team, contractor, elected staffers and/or community representatives.
- Continuous collaboration with Five Keys Charter to promote Metro's PLA/CCP workforce initiatives within Los Angeles County Jail system.
- Flintridge Center Apprenticeship Preparatory Graduation Ceremony held on August 6, 2015.
- Participated in the 3rd Annual Veterans Economic Summit Job Fair held on August 7, 2015.
- Participated in the Inaugural Career and Resources Fair for Veterans held on August 21, 2015.
- Site tour and meeting with Brothers' Keeper Training Program (Carpenters Union Pre-Apprenticeship Training Program) held on September 30, 2015
- Women Build METRO LA event held on November 17, 2015.
- Participated in the Construction Careers Job Fair sponsored by Port of Los Angeles and Laborers Local 1309 held on December 9, 2015.

NEXT STEPS

Staff will continue to monitor and assist Contractors with hiring efforts, and will enforce compliance as necessary.

ATTACHMENTS

A. PLA/CCP Report, Data Through December 2015

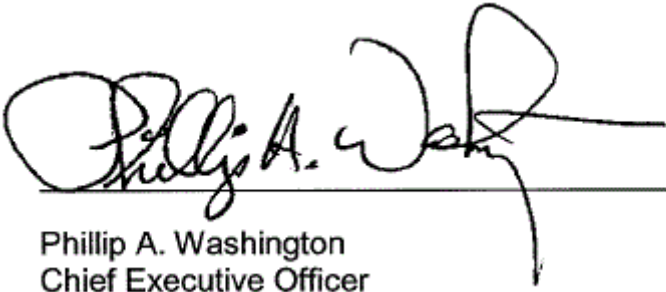
Prepared by: Miguel Cabral, Deputy Executive Officer, Strategic Business,
PLA & Construction Careers, (213) 922-2232

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Reviewed by: Ivan Page, Interim Executive Director,
Vendor/Contract Management (213) 922-6383



Phillip A. Washington
Chief Executive Officer

Project Labor Agreement (PLA) / Construction Careers Policy (CCP) Update

**Report Data Through
December 2015 Reporting Period**



Crenshaw/LAX Transit Corridor Project

PLA Targeted Worker Attainment: Prime: Walsh/Shea

Report Data Through December 26, 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
1,343,133.95	59.34%	17.68% Based on Total Apprenticable Work Hours	11.54%

Percentage Project Complete Based on Worker Hours: 44.77% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
1,343,133.95	15.63%	1.17%	23.22%	55.36%	1.14%	3.48%	73.30%	2.89%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Regional Connector Transit Corridor Project

PLA Targeted Worker Attainment: Prime: R.C.C., Joint Venture

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
107,315.55	59.69%	17.63% Based on Total Apprenticeable Work Hours	9.16%

Percentage Project Complete Based on Worker Hours: 3.27% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
107,315.55	7.57%	0.29%	24.04%	64.92%	0.97%	2.23%	73.75%	4.10%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Project, Section 1 – D/B

PLA Targeted Worker Attainment: Prime: S.T.S., Joint Venture

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
22,961.25	72.76%	15.47% Based on Total Apprenticiable Work Hours	5.66%

Percentage Project Complete Based on Worker Hours: 0.71% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
22,961.25	5.62%	0.00%	15.90%	69.47%	0.00%	9.00%	75.09%	7.06%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

MRL/MOL North Hollywood Station West Entrance

PLA Targeted Worker Attainment: Prime: Skanska

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
42,305.25	62.89%	22.53% <small>Based on Total Apprenticesable Work Hours</small>	16.03%

Percentage Project Complete Based on Worker Hours: 79.82% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
42,305.25	12.73%	0.04%	26.50%	56.26%	1.11%	3.35%	70.14%	9.94%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Universal City Pedestrian Bridge

PLA Targeted Worker Attainment: Prime: Griffith Company

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
45,147.50	35.64%	30.05% <small>Based on total Apprenticeable Work hours</small>	13.63%

Percentage Project Complete Based on Worker Hours: 72.82% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
45,147.50	10.84%	4.47%	20.59%	61.30%	0.82%	1.99%	77.43%	2.98%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Rail Security Kiosks

PLA Targeted Worker Attainment: Prime: Icon-West

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
5,925.75	44.86%	27.98% <small>Based on Total Apprenticesable Work Hours</small>	20.13%

Percentage Project Complete Based on Worker Hours: 98.76% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
5,925.75	49.63%	0.34%	15.33%	32.75%	1.07%	0.89%	83.79%	0.00%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Extension Project AUR (La Cienega Station)

PLA Targeted Worker Attainment: Prime: Bubalo Construction

Report Data Through December 2015

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
25,707.40	68.76%	20.88% <small>Based on Total Apprenticesable Work Hours</small>	24.38%

Percentage Project Complete Based on Worker Hours: 85.69% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
25,707.40	3.78%	0.00%	8.48%	87.73%	0.00%	0.00%	91.51%	0.74%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Crenshaw/LAX Advanced Utilities Relocations

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through Oct 31, 2014 **(FINAL)**

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
61,708.26*	61.41%		21.08%
43,277.52**		13.84%	

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
61,708.26	11.66%	0.01%	22.02%	66.29%	0.01%	0.00%	77.97%	0.52%



* Total Cumulative Project Hours as Reported by Prime Contractor.

** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Westside Subway Extension Advanced Utilities

PLA Targeted Worker Attainment: Prime: Metrobuilders

Report Data Through November 2014 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,731.76	67.47%	11.12%	11.08%

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,731.76	3.92%	0.00%	12.76%	76.87%	0.00%	6.45%	80.79%	7.48%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Exploratory Shaft

PLA Targeted Worker Attainment: Prime: Innovative Constructive Solutions

Report Data Through October 2014 **(FINAL)**

No. of Work Hours	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
*18,049.25	50.88%		11.23%
**238.50		75.05%	

Percentage Project Complete Based on Worker Hours: 100%

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
18,049.25	11.40%	0.00%	22.71%	33.18%	1.19%	31.52%	45.77%	0.42%



* Total Cumulative Project Hours as Reported by Prime Contractor.

** Total Apprenticeable Cumulative Hours as Reported by Prime Contractor.

Regional Connector Advanced Utility Relocations

PLA Targeted Worker Attainment: Prime: Pulice

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
58,903.00	51.61%	21.37% Contractor Reported Based on Total Work Hours	22.83%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
58,903.00	1.36%	0.41%	17.43%	80.30%	0.00%	0.50%	82.07%	2.57%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

CNG Emergency Generator Division 7 and 8

PLA Targeted Worker Attainment: Prime: Taft Electric Company

Report Data Through May 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
3,289.50	46.42%	25.51% Based on Total Apprenticesable Work Hours	39.08%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
3,289.50	14.47%	1.92%	38.21%	45.40%	0.00%	0.00%	61.79%	4.68%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Division 13 CNG Fueling Facility, Design/Build/Operate

PLA Targeted Worker Attainment: Prime: Clean Energy

Report Data Through June 2015 **(FINAL)**

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
11,496.00	67.54%	20.17% <small>Based on Total Apprenticeshipable Work Hours</small>	60.72%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
11,496.00	31.21%	3.03%	26.54%	39.23%	0.00%	0.00%	73.47%	1.69%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Metro Blue Line Station Refurbishments

PLA Targeted Worker Attainment: Prime: S.J. Amoroso

Report Data Through June 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
41,274.75	56.01%	26.10% Based on Total Apprenticesable Work Hours	13.62%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
41,274.75	16.59%	1.55%	20.72%	61.14%	0.00%	0.00%	79.28%	0.48%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.

Westside Subway Extension Project AUR (Fairfax Station)

PLA Targeted Worker Attainment: Prime: W.A. Rasic

Report Data Through December 2015 (FINAL)

No. of Work Hours*	Targeted Economically Disadvantaged Worker Utilization (%) Goal: 40%	Apprentice Utilization (%) Goal: 20%	Disadvantaged Worker Utilization (%) Goal: 10%
37,510.00	63.27%	20.61% <small>Based on Total Apprenticesable Work Hours</small>	19.90%

Percentage Project Complete Based on Worker Hours: 100.00% (rounded)

Executive Order 11246 Demographic Summary

No. of Work Hours*	African American Utilization	Asian/Pacific Islander Utilization	Caucasian Utilization	Hispanic Utilization	Native American Utilization	Other/Declined to state	Minority Utilization Goal: 28.3% (rounded)	Female Utilization Goal: 6.9%
37,510.00	9.44%	0.01%	13.39%	77.08%	0.00%	0.09%	86.53%	2.78%



*Cumulative Hours Through End of Noted Reporting Period – as Reported by Prime Contractor. Data subject to change to reflect updates or audits.



Board Report

File #: 2016-0044, **File Type:** Oral Report / Presentation

Agenda Number: 31.

**CONSTRUCTION COMMITTEE
FEBRUARY 18, 2016**

RECEIVE **Program Management Executive Director's oral report.**

DISCUSSION

RECEIVE **Program Management Executive Director's report.**

ATTACHMENTS

Attachment A - Program Management Executive Director's Report - February 2016

Prepared by:

- **Crenshaw/LAX** - Charles Beauvoir, Deputy Executive Officer, Project Mgmt., (213)299-3095
- **Regional Connector** - Girish Roy, Deputy Executive Officer, Project Mgmt., (213)893-7119
- **Westside Purple Line Ext 1 and 2-** Dennis Mori, EO Project Mgmt., (213)922-7238
- **I-405** - Nazem Moussa, Deputy Executive Officer, Project Mgmt. (213)922-7221
- **Division 13** - Timothy Lindholm, EO Project Engr., (213)922-7297
- **Patsaouras Plaza Busway Station** - Timothy Lindholm, EO Project Engr., (213)922-7297
- **MRL - MOL North Hollywood Station** - Timothy Lindholm, EO Project Engr., (213)922-7297
- **Universal Pedestrian Bridge** - Timothy Lindholm, EO Project Engr., (213)922-7297
- **Presentation** - Shannon Hanley, Senior Administrative Analyst, (213)922-1350

Reviewed by:

Richard Clarke, Executive Director, Program Management, (213) 922-7557

Program Management -- Transit Status Report

Significant Issues

Presented By

Richard Clarke

Executive Director,
Program Management

February 2016

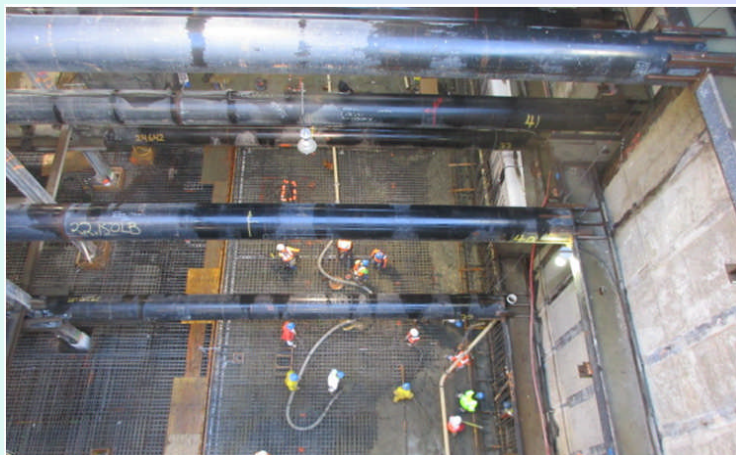
Construction Committee
Los Angeles County Metropolitan Transportation Authority



CRENSHAW/LAX TRANSIT PROJECT

SIGNIFICANT HIGHLIGHTS

- Overall construction progress is 33.5% complete (excludes contractor mobilization costs). Design-builder is behind schedule but discussions continue regarding expediting work efforts.
- Placed first invert concrete at Expo/Crenshaw Station and initiated concrete activities at UG#1 in front of LAX runways.
- Tunnel Boring Machine set up at Expo/Crenshaw Station and installation commenced on Feb 1.
- Southwestern Yard Design-Builder has submitted 60% design drawings for Metro review. Construction start scheduled for April 2016.



Placement of invert concrete at Expo/Crenshaw Station.



Placement of mud slab at UG#1 (near LAX runways).

February 2016

Construction Committee
Los Angeles County Metropolitan Transportation Authority



REGIONAL CONNECTOR TRANSIT CORRIDOR

SIGNIFICANT HIGHLIGHTS

- Overall Project Progress is 14%, Design Build (DB) Construction is 6.1% and DB Final Design is 88% complete.
- Metro/RCC developing detail plans to include remaining utility work, re-sequencing construction activities to finalize schedule recovery measures for all locations.
- Shoofly/Bus Bridge of Little Tokyo Station started on January 8, 2016.



Soldier Pile Installation at 1st/Central Station

- Street and lane restrictions are being coordinated with LABOE, LADOT and CD14 in all locations.
- Soldier Pile installation continues at 1st/Central Station and 1st/Alameda intersection.

WESTSIDE PURPLE LINE – SECTION 1

SIGNIFICANT HIGHLIGHTS

The Advanced Utility Relocations (AUR) work involving three contracts is 77% complete overall.

- The Wilshire/Fairfax Advanced Utility Relocations Contract closeout is nearing completion.
- The Wilshire/La Cienega Advanced Utility Relocations Contractor continues with the Southern California Edison (SCE) power relocation work and the City of Beverly Hills sanitary sewer, water and storm drain relocations. This is the last AUR contract and is on schedule to complete in December 2016.



Pile Installation Activities at the Wilshire/La Brea Station

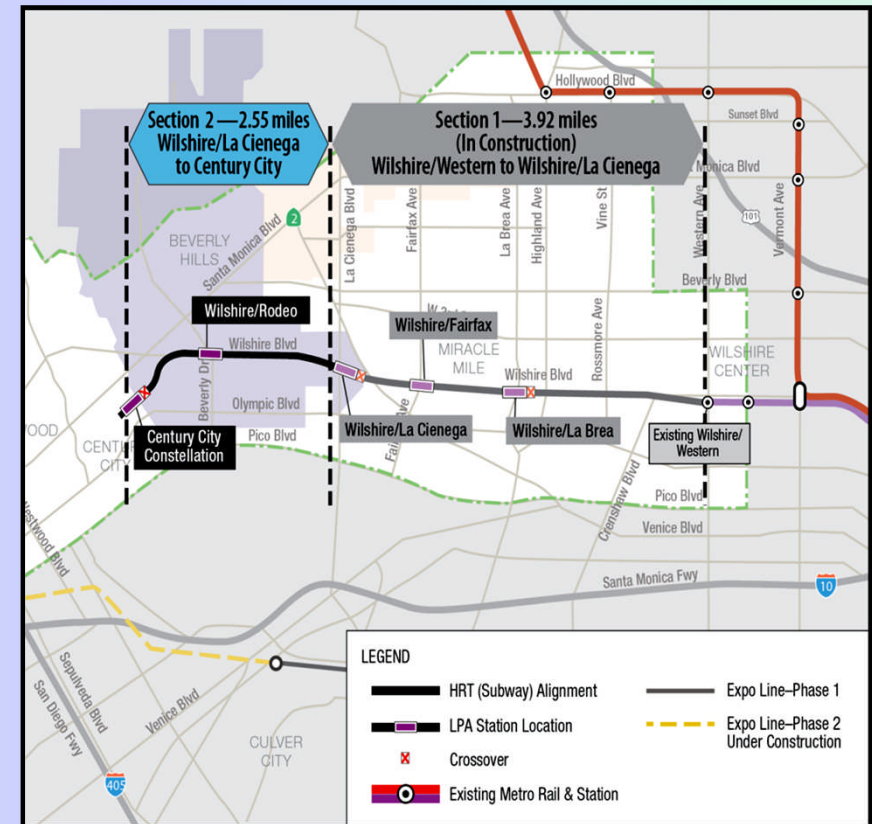
Tunnels, Stations, Trackwork and Systems Design-Build Contract is 6% complete.

- The Design/Builder for Tunnels, Stations, Trackwork, Systems and Systems Integration Testing is in the 85% to 100% phases of final design completion. Pile installation at the Wilshire/La Brea Station is underway in support of station excavation to begin tunneling operations.

WESTSIDE PURPLE LINE – SECTION 2

SIGNIFICANT HIGHLIGHTS

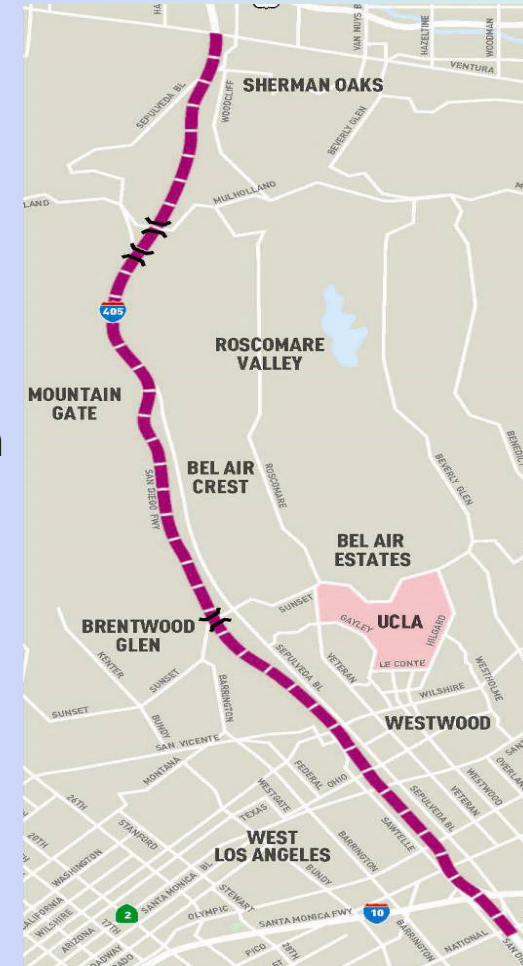
- Contract C1120 – Design/Build Request for Qualifications/Request for Proposal was released on September 14, 2015.
- The firms meeting the minimum requirements as a result of the first step were announced on December 4, 2015.
- Price Proposals are due on May 16, 2016
- FFGA anticipated approval July 2016.
- Contract award anticipated January 2017
- Additional potholing was performed in January at the future Wilshire/Rodeo station to further investigate unknown utilities discovered in Fall 2015.



I-405 SEPULVEDA PASS IMPROVEMENTS PROJECT

SIGNIFICANT HIGHLIGHTS

- Substantial completion was granted on September 18, 2015. Partial contract closeout payment & release of retention were granted
- Punch List was completed on December 17, 2015
- Contractor is Working toward the Final Completion



February 2016

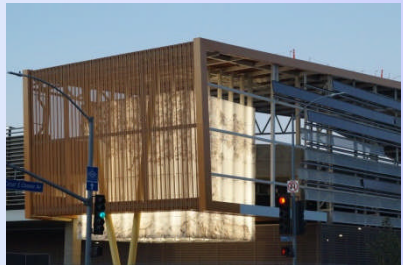
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DIVISION 13 BUS O&M FACILITY

SIGNIFICANT HIGHLIGHTS

- Project 100% complete. Substantial completion notice issued November 2, 2015. Certificate of Occupancy from LAFD issued December 3, 2015. Revenue operations commenced on February 1, 2016.
- Primary work at present includes final ITS installations, startup activities, completion of punch list, and close out activities.



February 2016

Construction Committee
Los Angeles County Metropolitan Transportation Authority



PATSAOURAS PLAZA BUSWAY STATION

SIGNIFICANT HIGHLIGHTS

- Construction start now scheduled for March 2016
- Work being progressed includes approval of 100% design package with Caltrans, receipt of Caltrans permits, ROW certifications, utility clearances, exemptions to start construction, completion of ADL studies, and resolution of associated commercial issues.
- Project completion scheduled for Summer 2017



February 2016

Construction Committee
Los Angeles County Metropolitan Transportation Authority



CIP PROJECTS

MRL-MOL N. Hollywood Station West Entrance:

Progress:

- Construction is 54% complete
- Targeted completion by June 2016
- Escalator installation ongoing
- Elevators installation to begin shortly
- Suspended slab work ongoing
- Electrical conduits installation ongoing
- Fire Protection piping installation ongoing



February 2016

Construction Committee
Los Angeles County Metropolitan Transportation Authority



CIP PROJECTS

Universal Pedestrian Bridge:

Progress:

- Construction 70% complete.
- Targeted completion by early April 2016 to coincide opening of Harry Potter attraction
- Structural steel installation for bridge and Elevators is in progress
- Escalator installation at Station # 1 and # 3 is in progress
- Elevator installations at Station # 1, # 2, and # 3 scheduled to start shortly
- Transformer installation in progress
- Cost Risk: Potential shortfall in LOP Budget, staff monitoring closely to mitigate

























February 2016

Construction Committee

Los Angeles County Metropolitan Transportation Authority



Cost & Schedule Performance Summary Chart

Project	Cost Performance	Schedule Performance	Comments
Crenshaw/LAX			The design-build contractor is currently reporting that they are behind schedule. Staff is working with contractor to attempt to mitigate delay.
Westside Purple Line Extension-Section 1			
Regional Connector			LOP budget adjustment of \$131.8 million was approved by Metro Board in December. Project team is working with the DB contractor to develop a detailed recovery schedule to maintain FFGA RSD of May 29, 2021. The interface with city departments are critical to the success of the mitigation measures.
1-405 Sepulveda Pass improvements Project			Punchlist Completion was granted on 12/16/15. Per Contract, Final Acceptance is scheduled for March 16, 2016. Phase 1 claims resolved. Claim 86 arbitration pending.
Universal City Pedestrian Bridge			Construction is 70% complete and contingency is at 1.5% due to unforeseen conditions and changes. Staff is monitoring the project budget and contingency level closely.
MOL to MRL North Hollywood Connector			Construction is 49% complete. There are no significant issues on this project at this time.
Patsaouras Plaza			Change orders have been negotiated for design error/tunnel conflict. Errors + Omissions process underway. Schedule delayed due to permitting, environmental, ROW issues with Caltrans, and resolution of associated commercial issues. Goal to start construction in March 2016.
Division 13			Substantial completion occurred November 2, 2015, Certificate of Occupancy issued by LAFD December 3, 2015. Opens for revenue service February 1, 2016.
P3010 Rail Car Vehicle Procurement			First vehicles acceptance and vehicle level qualification testing are taking longer than planned. Kinkisharyo has informed Metro of potential delay to the delivery of 78 base order vehicles in 53 months. Though the delay will not impact the opening of any of Metro's new rail lines, mitigation plans are being developed.
Gold Line Foothill Ext			Revenue operations scheduled to begin March 5, 2016
Expo Phase II			Metro evaluating Application for turnover of mainline for Pre-Revenue Operations



On target



Possible problem



Major issue