

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

April 2013

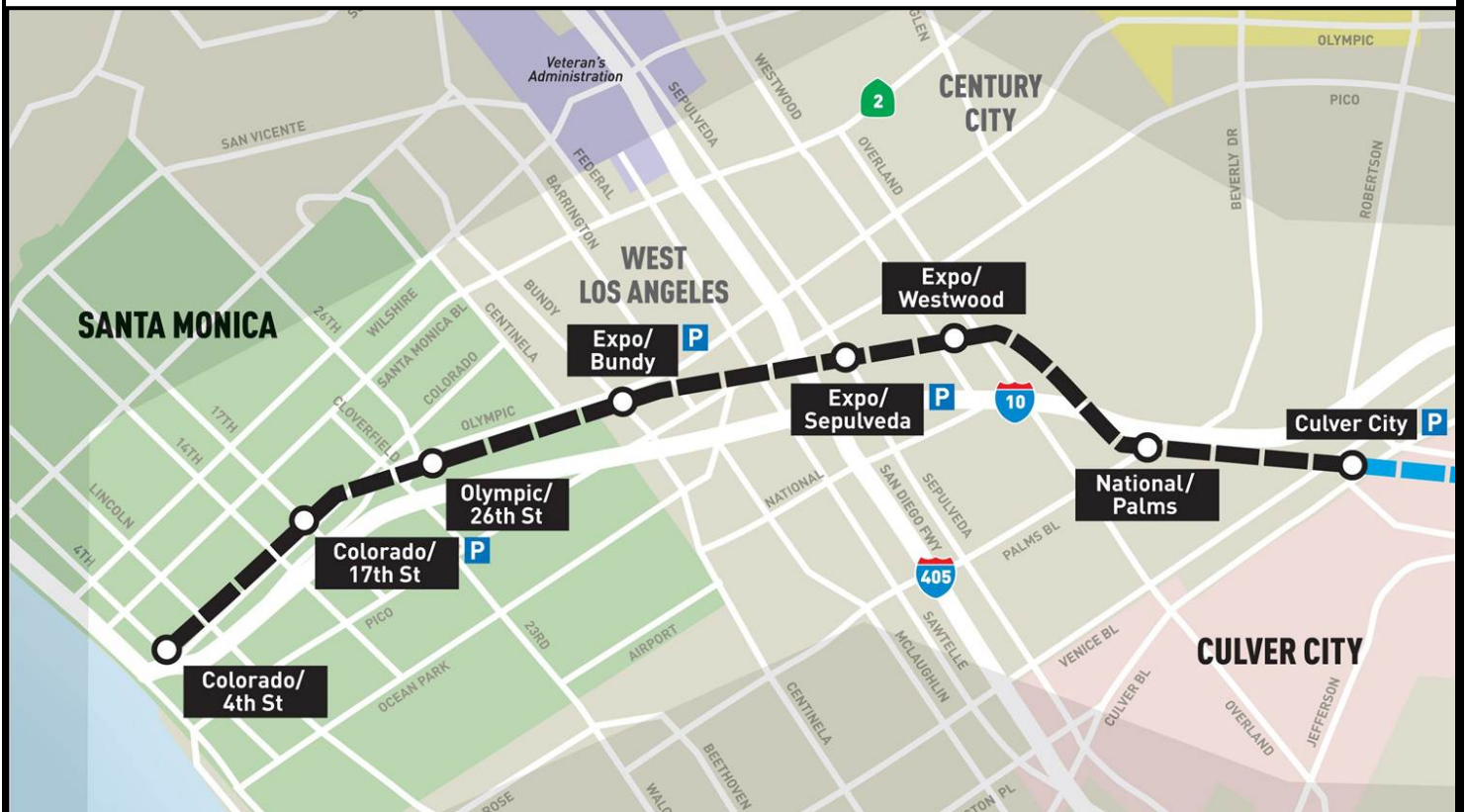




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Phase 2 Exposition Metro Line Construction Authority Project Description

The Expo Phase 2 Project is located in the Westside of Los Angeles, extending approximately seven miles from the Expo Phase 1 terminus at Culver City Station to Santa Monica. The Phase 2 alignment begins at the terminus of Expo Phase 1 and utilizes the existing Exposition Right-of-Way (ROW), then diverges from the Exposition ROW and enters onto Colorado Avenue east of 17th Street. The alignment follows the center of Colorado Avenue to the proposed terminus in downtown Santa Monica in the vicinity of the intersection of 4th Street and Colorado Avenue.



Figure 1: Exposition Metro Line Construction Authority Phase 2 Alignment



Phase 2 Exposition Metro Line Construction Authority Culver City to Santa Monica Segment

Project Management Issues

Appeal on Environmental Document Ruling

The legal challenge to the Phase 2 CEQA document by the community group, Neighbors for Smart Rail (NFSR), was denied by the California Superior Court in Los Angeles County. NFSR filed an appeal of that ruling. The Court of Appeal affirmed the judgment of the Superior Court. NFSR filed an appeal of that ruling. The State Supreme Court agreed to hear the appeal. On September 26, 2012 NFSR filed a motion with the California Supreme Court to stay the project (stop all construction); in November 2012, the motion to stay was denied. The Supreme Court hearing is scheduled for May 8, 2013.

California Public Utilities Commission (CPUC)

The CPUC issued a resolution on November 10, 2011 granting authorization to construct the project crossings. Neighbors for Smart Rail (NFSR) filed an appeal. The CPUC agreed to a rehearing. A pre-hearing was held on October 5, 2012. The briefing and testimony were submitted in November, and evidentiary hearings took place on December 17, 2012. We are awaiting the ALJ's draft decision.

Utility Relocations

The Authority worked closely with Los Angeles Department of Water and Power (DWP) and Southern California Edison (SCE) to advance overhead power line relocations required to accommodate the Project. The Authority also worked with Southern California Gas (SCG) and multiple communications providers to advance relocation of their facilities. Progress update:

- DWP construction crews relocated overhead power lines to accommodate construction of structures at Venice, National/Palms, Sawtelle, Pico, and Bundy, and Centinela. Multiple DWP construction crews are advancing the remaining overhead power line relocations.
- SCG continued relocation of a large gas line near Colorado/17th, which is the last of five required relocations. SCG continued abandonment of the last of twelve required abandonments.
- Communications providers continued to relocate facilities throughout the corridor.
- Staff continued working with SCE to advance designs, obtain City approvals, procure long lead time items, acquire easements, install duct banks and vaults, and secure funding. The Authority and SCE continued discussions regarding cost sharing for SCE betterments.

SCE power line relocations on Colorado are on the Project schedule critical path. SCE halted relocations pending resolution of multiple concerns. To advance SCE relocations, Partnering sessions were held April 8th and April 16th, along with executive management meetings. Subsequently, SCE resumed relocations between 14th and 17th. SCE relocations between 4th and 10th are pending.

Kenter Canyon Storm Drain (KCSD)

A 10-foot diameter Los Angeles County storm drain built in the 1930s runs along Colorado Avenue in Santa Monica. A significant portion of the storm drain lies beneath the light rail tracks in the street running section of the Project along Colorado Avenue. The Phase 2 Design-Build contractor presented findings of the KCSD structural analysis to Los Angeles County Flood Control District (LACFCD), showing that the KCSD can be left in place. LACFCD took no objection to the analysis, subject to post construction video inspection, video inspection after the first year of operations, and repair of damages if identified in the videos. The Phase 2 Design-Build contractor is currently advancing 100% designs to modify existing manholes that tie into the KCSD and to protect in place an existing sanitary sewer line that crosses the KCSD.



Venice Boulevard Underpass (VBU)

The VBU structure will bridge Venice Boulevard which is a Caltrans roadway and will impact multiple overhead and underground utilities. Progress update:

- DWP construction crews relocated overhead power lines to accommodate construction of the VBU structure. Communications providers continued relocation of overhead facilities to a joint underground ductbank.
- VBU and Phase 2 Design-Build contractors continued coordination of their activities at the contract interface to minimize any impacts to either Contract schedule.
- The VBU Design-Build contractor implemented traffic control plan for underpass construction, completed installation of storm drains, completed underpass abutments, and constructed cast-in-drilled hole piles to support underpass columns.

Current projections show the VBU contractual Substantial Completion will be delayed due to delays in the relocation of the sanitary sewer line and the overhead communications lines. Workarounds have been developed to avoid impacts to the overall Phase 2 Project completion date.

City of Los Angeles

In the City of Los Angeles, schedule near-critical activities include design approvals, relocation of utilities and removal of the temporary parking lot near Sepulveda structure/station; construction of the structure over Motor Avenue; and installation of underground facilities such as storm drains, underdrain, and communication duct banks. The Authority is collaborating with the City of Los Angeles to resolve issues such as the sidewalk gap at Sepulveda, Standard Urban Storm Water Mitigation Plan (SUSMP) requirements, and the City's maintenance period for landscaping. The City is holding up approval of the design documents pending resolution of these issues.

City of Santa Monica

In the City of Santa Monica, the schedule critical path includes SCE relocations on Colorado; the critical path continues with the installation of trackwork followed by the installation and testing of the overhead catenary and train control systems. The Authority is collaborating with the City of Santa Monica to resolve issues such as not to preclude future pedestrian crossings, terminus station betterments, street running operations, video detection, tree relocations, and other bikeway-related details.

Bikeway

Staff continues to work on bikeway related topics, which include: Exposition/Centinela intersection configuration; Pico/Gateway intersection configuration; potential reconfiguration of bikeway/ped path between Centinela and Barrington; OMF driveway interface; and financing for SUSMP in the City of Santa Monica. The Authority and Phase 2 Design-Build contractor advanced contract negotiations and the negotiated cost for final design and construction is within the life-of-project budget; contract award approved at the April Board meeting pending receipt of funding from Metro.

Operations and Maintenance Facility

Bids for construction of the Operations and Maintenance Facility (OMF) were opened on April 23rd. Kiewit Building Group was the apparent lowest responsible bidder at approximately \$100 million. The \$100 million is approximately \$6 million over the Authority's construction budget. Staff is recommending award of the contract and will work with the contractor and key stakeholders as part of a value engineering process in an effort to bring the project costs within budget.



Key Activities Completed this Period

Phase 2 Design-Build contractor, Skanska/Rados (SRJV)

- SRJV advanced remaining design elements. Staff reviewed design submittals as well as requests for design deviations; worked with SRJV to resolve comments. This period, two station designs were stamped Approved for Construction (AFC).
- SRJV continued construction activities –
 - performed excavation and grading to support guideway construction activities;
 - installed wet utilities;
 - installed dry utility duct banks on behalf of DWP (National, Sawtelle);
 - installed transmission vault on behalf of SCE (Bundy);
 - installed OCS foundations and CS duct banks;
 - installed guideway ballast curb;
 - advanced TPSS site work (TPSS1, TPSS2, TPSS3);
 - advanced retaining walls (Cardiff to National, National to Clarington);
 - advanced soundwalls (I-10 to Overland, Overland to Westwood, Westwood to Military);
 - advanced MSE walls (Bundy to Centinela, Centinela to Stewart);
 - advanced bridges (Palms, Sepulveda, Pico, Bundy, Olympic);
 - advanced stations (26th St/Bergamot);
 - at the Sepulveda Parking structure: construct footings; install MEP.
- SRJV advanced construction submittals and requests for information; Authority staff reviewed.
- Southern California Gas, SCE, DWP, and communications providers continued to relocate facilities.

Venice Boulevard Underpass Design-Build contractor, Balfour Beatty (BBII)

- BBII continued construction activities – implemented traffic control plan for underpass construction; installed storm drains; constructed underpass abutments; constructed three of five large diameter cast-in-drilled hole piles to support underpass columns. BBII advanced construction submittals and requests for information; Authority staff reviewed.
- DWP continued relocation of DWP dry utilities.
- Communications providers continued relocation of overhead facilities to a joint underground ductbank.

Expo Rail Operations and Maintenance Facility designer, Maintenance Design Group (MDG)

- Authority received construction bids and evaluated.

Phase 2 Bikeway

- Bikeway project is within the life-of-project budget.
- Authority and SRJV advanced bikeway contract negotiations, finalization pending receipt of funding from Metro.

General

- Continued coordination of contract interface activities with respective contractors.
- Held Partnering meeting with Cities, Metro, and utilities on April 8th.
- Held derivative Partnering session with SCE on April 16th.
- Held derivative Partnering session with City of Los Angeles departments on April 25th.
- Held Fire Life Safety Committee meetings/workshops on April 11th.
- Held Phase 2 Update meetings with the Community on April 24th, 29th.
- Continued FEIR mitigation measures.



Key Future Activities

Phase 2 Design-Build contractor, Skanska/Rados (SRJV)

- SRJV advance remaining design elements. Metro-Authority-third party staff work with SRJV to resolve comments. As 100% design comments are resolved, Authority approve plans for construction.
- SRJV will continue the following construction activities –
 - perform excavation and grading to support guideway construction activities;
 - install wet utilities;
 - install dry utility duct banks on behalf of DWP and SCE;
 - install OCS foundations and CS duct banks;
 - install guideway ballast curb;
 - advance TPSS site work;
 - advance MSE walls;
 - advance retaining walls;
 - advance soundwalls;
 - advance MSE walls;
 - advance bridges;
 - advance stations;
 - advance the Sepulveda Parking structure.
- Southern California Gas, SCE, DWP, and communications providers continue to relocate facilities.
- Authority will continue to coordinate with SRJV and utilities to mitigate potential schedule delays.

Venice Boulevard Underpass Design-Build contractor, Balfour Beatty (BBII)

- BBII continue construction activities – construct remaining large diameter cast-in-drilled hole piles to support underpass columns; initiate construction of structure falsework.
- DWP continue to relocate DWP dry utilities.
- Communications providers continue to relocate overhead facilities to a joint underground duct bank.
- Authority will continue to coordinate with BBII and utilities to mitigate potential schedule delays.

Expo Rail Operations and Maintenance Facility designer, Maintenance Design Group (MDG)

- Authority make recommend on award at the May Board Meeting.
- If Board approves, Authority issue Notice to Proceed.

Phase 2 Bikeway

- Authority and SRJV advance bikeway contract negotiations, finalization pending receipt of funding from Metro.

General

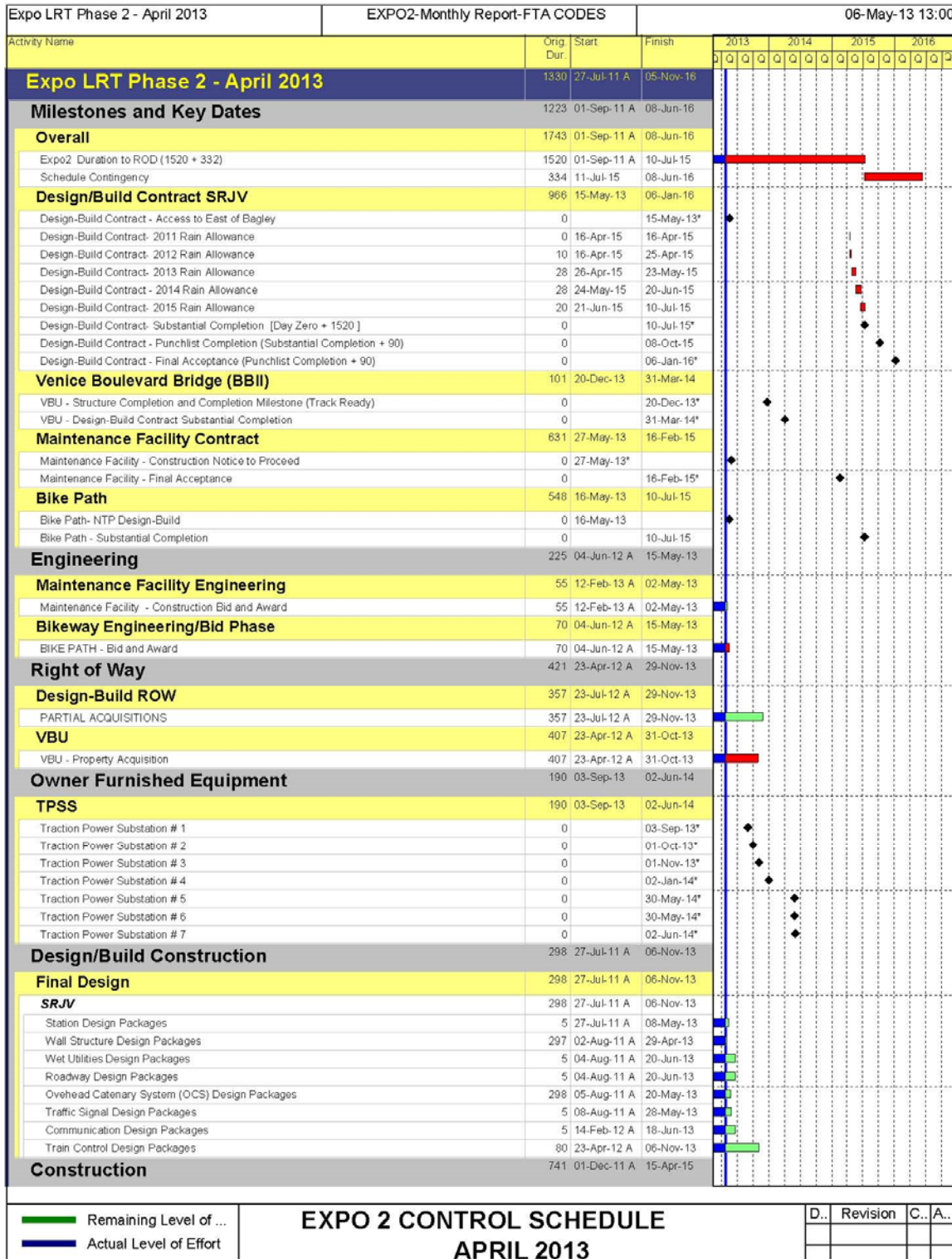
- SRJV and BBII continue to coordinate contract interface activities. SRJV and I-405 Contractor continue to coordinate contract interface activities.
- Continue coordination with third party utilities to resolve conflicts.
- Hold derivative Partnering session with SCE.
- Continue coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Hold Fire Life Safety Committee meetings/workshops.
- Continue FEIR mitigation measures.

**EXPOSITION METRO LINE
CONSTRUCTION AUTHORITY**
Monthly Phase 2 Project Status Report
Period Ending – April 30, 2013



Phase 2 Exposition Metro Line Construction Authority Schedule Status

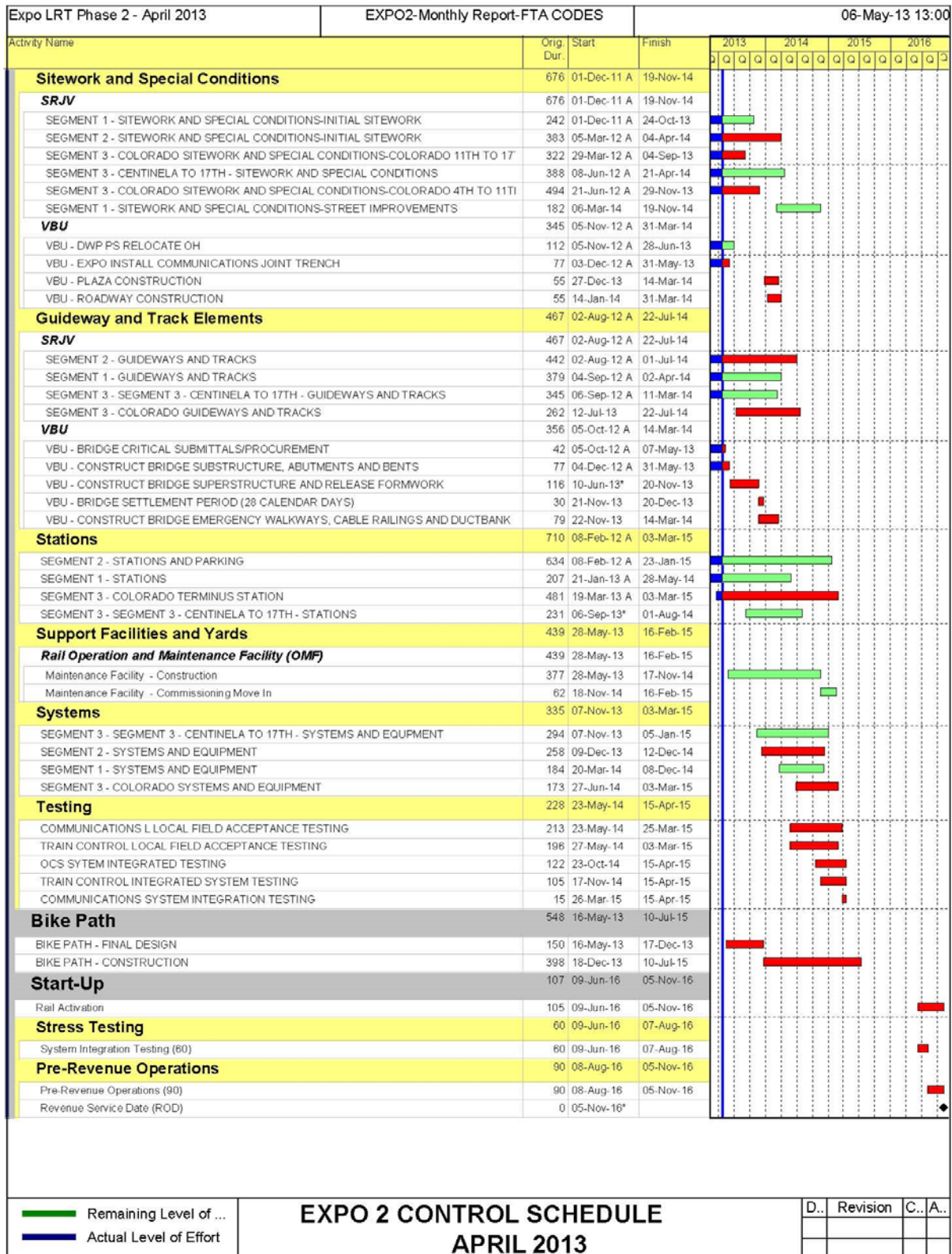
Critical Path Schedule, Period Ending April 30, 2013



**EXPOSITION METRO LINE
CONSTRUCTION AUTHORITY**
Monthly Phase 2 Project Status Report
Period Ending – April 30, 2013



Critical Path Schedule Continued





Schedule Narrative

Critical and Near-Critical Path Analysis

Currently, the Critical Path runs through the power relocations on Colorado in the City of Santa Monica. In the City of LA, the construction of the Sepulveda parking structure and the Motor Bridge is on the Critical Path. The Critical Path continues with the installation of Trackwork followed by the installation and testing of the Overhead Catenary and Train Control Systems.

With the current recovery plan and work-around options, the power relocation at most locations does not impact the construction of the substructure and in many cases the superstructure of the bridges. Therefore, the critical need dates for power relocations were improved and potential delays were minimized. At the Terminus, the potential delay is being eliminated by redesigning the retaining wall design to bridge over existing underground facilities.

Project Float/ Schedule Contingency

On January 5, 2012, the Board of Directors authorized the Authority to include schedule contingency in accordance with Metro's Project Contingency procedure. If all Schedule Contingency were needed, the projected Revenue Operation Date would be November 5, 2016.

	Original Duration (days)	Days Released	Current Duration (days)
Schedule Contingency	334	0	334



Phase 2 Exposition Metro Line Construction Authority Financial Status

Project Cost Status and Analysis Expo/Metro Baseline

COST REPORT BY ELEMENT UNITS IN MILLIONS

Element	Description	Original Budget	Current Budget	Commitments	Expenditures	Current Forecast	Forecast Variance Over/<Under>
C	CONSTRUCTION	766.4	766.4	560.8	205.5	766.4	-
R	RIGHT-OF-WAY	265.0	259.1	90.6	89.1	259.1	-
V	VEHICLES	202.1	202.1	26.6	26.6	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	97.4	64.8	148.2	-
SC	SPECIAL CONDITIONS	63.6	69.5	40.4	14.0	69.5	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	815.8	400.0	1,511.2	-

NOTE: Expenditures are Paid-to-Date through 3/31/13

Original Budget and Current Budget:

The Life of Project Budget for the Phase 2 Exposition Metro Line Project was adopted in March 2011 for a value of \$1.511 billion.

Current Forecast:

The total project forecast remains the same as the current budget of \$1.511 billion.



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of April 30, 2013

Metro / Expo Baseline Activities

Sources of Funds (millions)

A

B

C = A - B

Source	Budget	Funding Committed	Uncommitted
Prop A 35%	\$ 238.0	\$ -	\$ 238.0
Prop C 25%	\$ 115.3	\$ 2.6	\$ 112.7
Measure R	\$ 813.7	\$ 377.7	\$ 436.0
Prop 1B Bonds	\$ 48.9	\$ 15.2	\$ 33.7
Regional Improvement Program (State)	\$ 47.8	\$ 47.8	\$ 0.0
Local Agency Contribution	\$ 45.3	\$ 24.9	\$ 20.4
	\$ 1,309.1	\$ 468.2	\$ 840.9
Total Sources:	\$ 1,309.1	\$ 468.2	\$ 840.9

Uses of Funds by Element (millions)

A

B

C

D = A - B

Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.8	\$ 547.1	\$ 201.0	\$ 59.7
Other Construction Elements	\$ 159.5	\$ 13.6	\$ 4.5	\$ 146.7
Right-of-Way	\$ 259.1	\$ 90.6	\$ 89.1	\$ 168.5
Professional Services	\$ 148.2	\$ 97.4	\$ 64.8	\$ 55.8
Special Conditions	\$ 69.5	\$ 40.4	\$ 14.0	\$ 41.2
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
Total Uses:	\$ 1,309.1	\$ 789.2	\$ 373.4	\$ 537.9

Paid-to-Date through 3/31/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of April 30, 2013

Metro / Expo Baseline Activities - Vehicles

Sources of Funds (millions)

A

B

C = A - B

Source	Budget	Funding Committed	Uncommitted
RSTP (Federal) for LRVs	\$ 7.7	\$ -	\$ 7.7
CMAQ (Federal) for LRVs	\$ 41.3	\$ -	\$ 41.3
Reg. Imp. Prog. (Federal) for LRVs	\$ 153.1	\$ -	\$ 153.1
	\$ 202.1	\$ -	\$ 202.1
Total Sources:	\$ 202.1	\$ -	\$ 202.1

Uses of Funds by Element (millions)

A

B

C

D = A - B

Element	Budget	Committed	Paid	Uncommitted
Vehicles	\$ 202.1	\$ 26.6	\$ 26.6	\$ 175.5
Total Uses:	\$ 202.1	\$ 26.6	\$ 26.6	\$ 175.5

Paid-to-Date through 3/31/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of April 30, 2013

Non - Baseline Activities

Sources of Funds (millions)

A B C = A - B

Source	Budget	Funding Committed	Uncommitted
Project Revenue: City of LA Betterment	\$ 5.3	\$ 5.3	\$ -
Project Revenue: City of Santa Monica Betterment	\$ 18.3	\$ 18.3	\$ -
Total Sources:	\$ 23.6	\$ 23.6	\$ -

Uses of Funds by Element (millions)

A B C D = A - B

Element	Budget	Committed*	Paid	Uncommitted
Design-Build Betterments	\$ -	\$ -	\$ -	\$ -
Sepulveda Blvd Bridge & Aerial Station (Diff.)	\$ 5.3	\$ 5.3	\$ 2.0	\$ -
26th Street & 17th Street Station Betterments P.E.	\$ 0.4	\$ 0.4	\$ 0.4	\$ -
26th Street & 17th Street Station Betterments Construction	\$ 9.1	\$ 5.4	\$ 0.3	\$ 3.7
4th Street Terminus Station P.E.	\$ 0.5	\$ 0.4	\$ 0.4	\$ 0.1
4th Street Terminus Station Construction	\$ 8.4	\$ 4.8	\$ -	\$ 3.6
Total Uses:	\$ 23.6	\$ 16.3	\$ 3.1	\$ 7.3

* All 3rd Party funds have been received by the Authority, but not yet committed for expenditure.
Paid-to-Date through 3/31/13



Phase 2 Exposition Metro Line Construction Authority Contract Status

Expo Phase 2 Design-Build Contract Status

Expo Phase 2 Contractor: Skanska/Rados	Contract No.: XP8902-002 Status as of: 30-Apr-13						
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5	Major Activities (In Progress): See Page 6 and 7 Major Activities Next Period: See Page 6 and 7						
		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	
	Substantial Completion	07/10/15	0	07/10/15	07/10/15	0	
	Contract Completion	01/08/16	0	01/08/16	01/08/16	0	
<u>Schedule Summary:</u> Date of Award: 05/13/11 Limited Notice to Proceed: 05/19/11 Original Contract Duration: 1700 Current Contract Duration: 1700 Elapsed Time from NTP: 713	<u>Cost Summary:</u>					<u>\$ In 000's</u>	
						Baseline Project	Betterments/ Modifications
	1. Award Value:					541,651.27	5,278.94
	2. Executed Modifications:						26,524.58
	3. Approved Change Orders:					2333.71	
	4. Current Contract Value (1 + 2 + 3):					543,984.98	31,803.51
	5. Pending Changes:					-	-
6. Incurred Cost:					209,183.14	8,748.97	



Expo Phase 2 VBU Design-Build Contract Status

Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.	Contract No.: XP8901-828 Status as of: 30-Apr-13																	
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5	Major Activities (In Progress): See Page 6 and 7 Major Activities Next Period: See Page 6 and 7																	
		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs												
	Substantial Completion	07/12/13	0	07/12/13	07/12/13	0												
<u>Schedule Summary:</u> Date of Award: 08/04/11 Limited Notice to Proceed: 09/01/11 Original Contract Duration: 680 Current Contract Duration: 680 Elapsed Time from NTP: 608	<u>Cost Summary:</u> 1. Award Value: 2. Executed Modifications: 3. Approved Change Orders: 4. Current Contract Value (1 + 2 + 3): 5. Pending Changes: 6. Incurred Cost:					<u>\$ In 000's</u> <table><tr><th>Baseline Project</th><th>Betterments/ Modifications</th></tr><tr><td>15,675.00</td><td></td></tr><tr><td>80.22</td><td>1,551.90</td></tr><tr><td>15,755.22</td><td>1,551.90</td></tr><tr><td>-</td><td></td></tr><tr><td>6,200.24</td><td>1,551.90</td></tr></table>	Baseline Project	Betterments/ Modifications	15,675.00		80.22	1,551.90	15,755.22	1,551.90	-		6,200.24	1,551.90
Baseline Project	Betterments/ Modifications																	
15,675.00																		
80.22	1,551.90																	
15,755.22	1,551.90																	
-																		
6,200.24	1,551.90																	