

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

February 2013

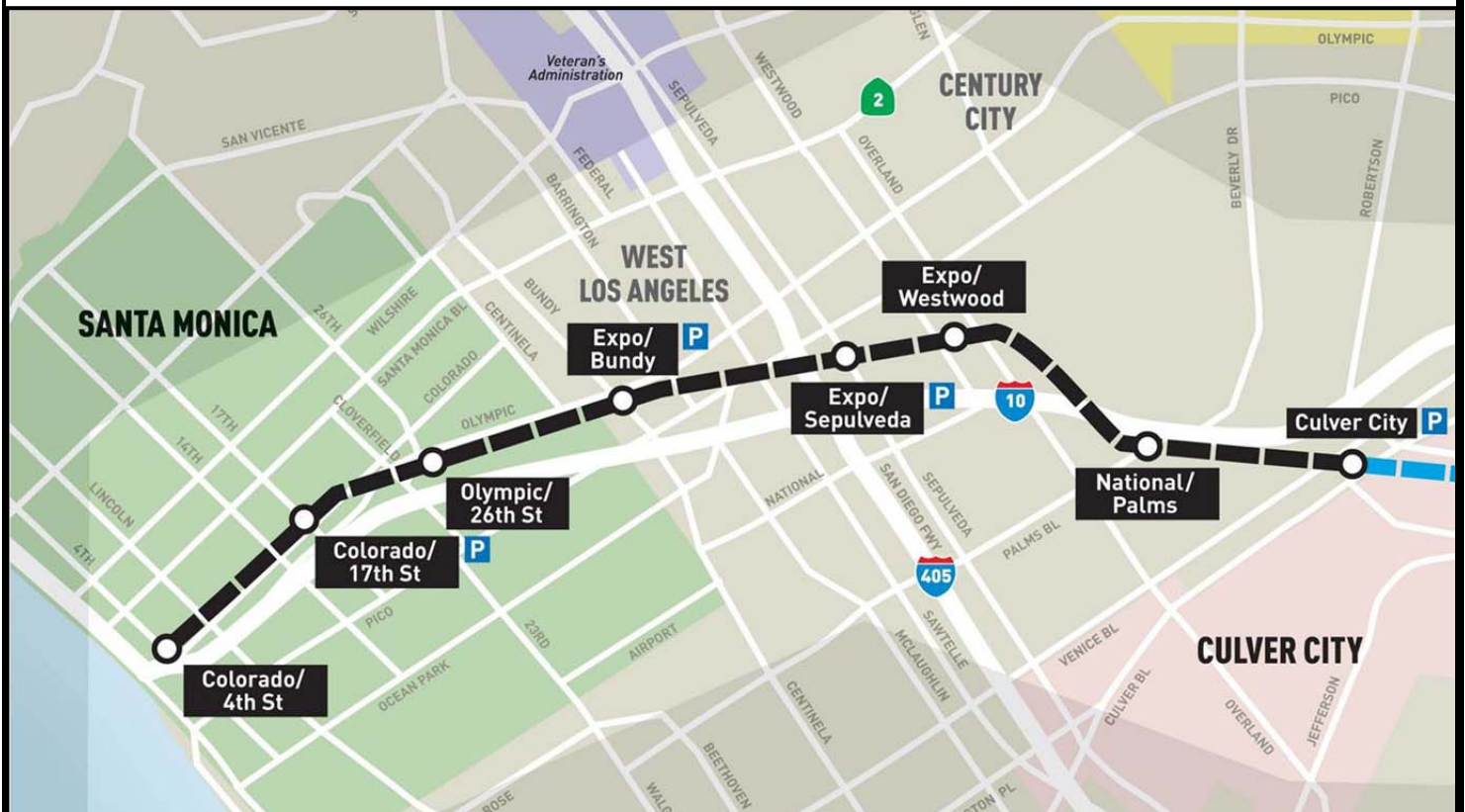




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Phase 2 Exposition Metro Line Construction Authority Project Description

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.

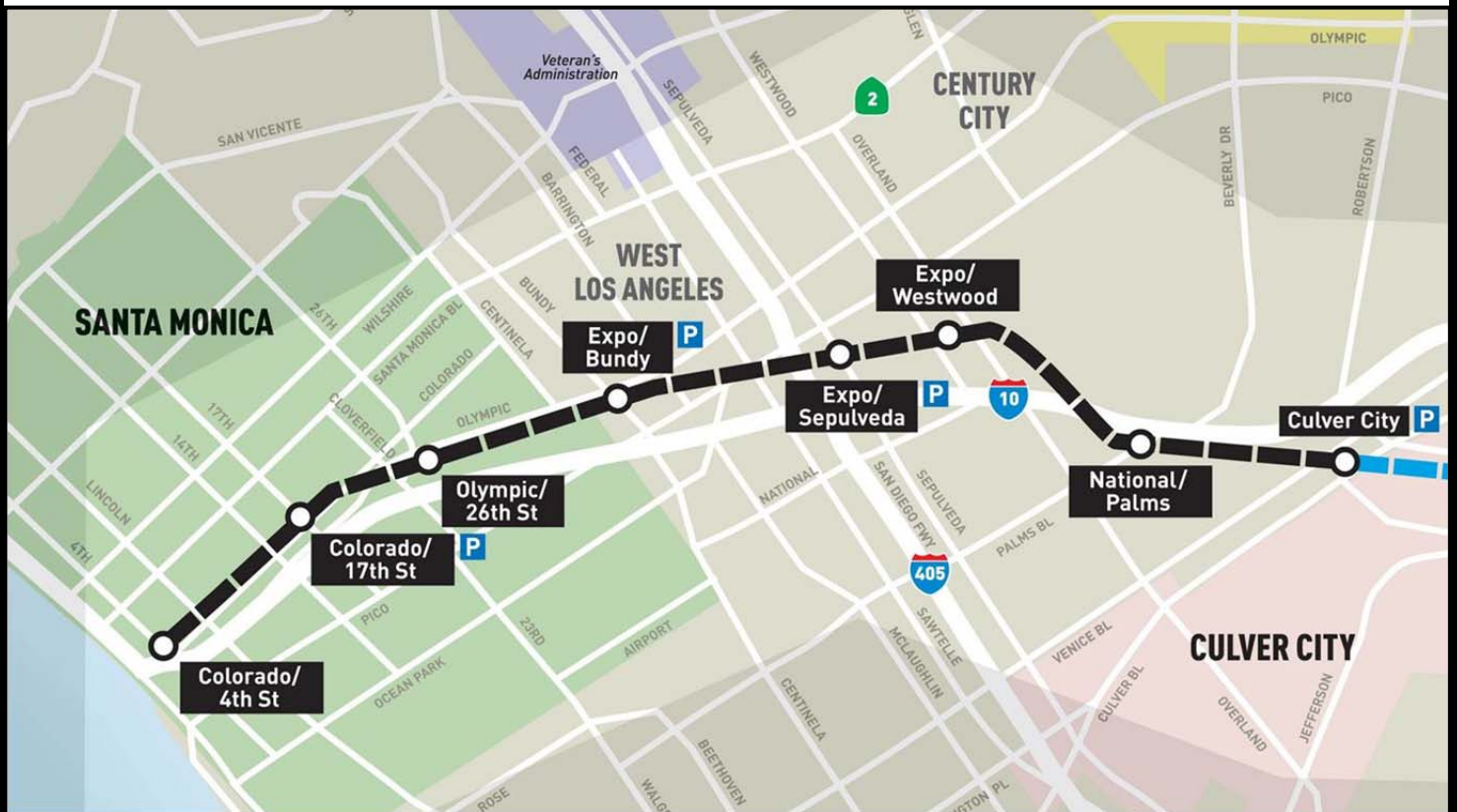


Figure 1: Exposition Metro Line Construction Authority Phase 2 Alignment



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, the motion to stay was denied.

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. The Current Contract Schedule shows full recovery. While currently not delaying the Contract Substantial Completion date, some utility relocations are still critical based on the current projections. To mitigate future potential schedule risk, the Authority is proactively:

- Working with DWP to identify and implement alternative relocation strategies ahead of Contractor schedule critical site specific activities (e.g., de-energize overhead lines for falsework installation).
- Working with SCG and communication providers to relocate facilities in schedule priority locations.
- 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 is identifying upgrades and/or betterments to the proposed SCE relocated system for cost sharing.
- Regularly meeting with utility providers at staff and executive levels to coordinate relocation activities.

Kenter Canyon Storm Drain

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 Kenter Canyon storm drain structural analysis to Los Angeles County Flood Control District (LACFCD), showing that the Kenter Canyon storm drain 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. Where existing manholes tie into the Kenter Canyon storm drain and where an existing sanitary sewer line crosses the Kenter Canyon storm drain, the Phase 2 Design-Build contractor is designing to protect in place where feasible.



Venice Boulevard Underpass (VBU)

The VBU structure will bridge Venice Boulevard which is a Caltrans roadway and will impact multiple overhead and underground utilities. Current projections show a potential schedule risk related to VBU utility relocations. To mitigate potential schedule risk, the Authority is proactively:

- Working with Caltrans, DWP, seven communications providers, and the VBU Design-Build contractor to coordinate utility relocation plans.
- Working with VBU and Phase 2 Design-Build contractors to coordinate their activities at the contract interface to minimize any impacts to either Contract schedule.
- The VBU Design-Build contractor continued installation of duct banks on behalf of communications providers, installation of storm drains, and construction of bridge abutments. DWP continued relocation of DWP dry utilities.

I-405 HOV Project Interface

The Metro contractor for the I-405 HOV and the Authority's contractor have work in the same location in the same timeframe. The I-405 HOV contractor designed falsework without an opening for Expo construction. If the I-405 HOV schedule slips, the Authority contractor may be impacted. The I-405 HOV contractor and the Authority's contractor are coordinating their activities in an effort to minimize any impacts to either Project's schedules. Currently, the I-405 HOV contractor's schedule calls for the removal of their falsework prior to SRJV's need date.

City of Los Angeles

In the City of Los Angeles, the schedule critical path includes construction of the Sepulveda parking structure and the associated removal of the temporary parking lot east of Sepulveda. The LADOT western parking enforcement staff using the temporary lot must be moved back to the new parking structure location in order for construction of retaining walls/ structure/ Sepulveda station in this area. 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, the City's maintenance period for landscaping, and limits of curb and gutter on Exposition between Palms and Durango.

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 fire hydrants, curb extensions, not to preclude future pedestrian crossings, terminus station betterments, emergency vehicle pre-emption, 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 and possibly throughout the corridor to accommodate maintenance requests; 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 scheduled to be awarded at the April Board meeting pending receipt of funding from Metro.



Key Activities Completed this Period

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

- SRJV advanced Approved for Construction (AFC) design packages for guideway, civil, structures, stations, and systems; advanced 100% design for the terminus station. Authority staff reviewed design submittals as well as requests for design deviations; worked with SRJV to resolve comments. This period, ten designs were stamped AFC (guideway – 2, structures – 3, stations – 2, systems - 2, parking structure - 1).
- SRJV continued construction activities – permanently closed the EB lane of Colorado between 4th and 5th streets; demolished buildings at Bergamot and 10100 National; removed underground tanks at 10100 National; performed guideway rough grading and prepared subgrade for MSE walls; installed wet utilities (Centinela, Colorado); installed dry utility duct banks on behalf of DWP (National, Sepulveda, Sawtelle, Pico, Bundy) and SCE (Colorado); installed CS ductbank; advanced construction of retaining walls (Cardiff to National, Clarington to Motor), soundwalls (Westwood to Military, Pico to Bundy, Centinela to Stewart), and at bridge sites (Palms, Sepulveda, Pico, Bundy, Olympic); at the Sepulveda Parking structure site, continued rough grading and obtained Conditional Use Permit. SRJV advanced construction submittals and requests for information; Authority staff reviewed.
- Southern California Gas, SCE, DWP, communications providers, and Shell continued to relocate facilities.
- Authority coordinated with SRJV and utilities to mitigate potential schedule delays.

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

- BBII continued construction activities – installed duct banks on behalf of communications providers; installed storm drains; advanced construction of bridge abutments. BBII advanced construction submittals and requests for information; Authority staff reviewed.
- DWP continued relocation of DWP dry utilities.
- Authority worked with communications providers to advance agreements and cable pulling plans.
- Authority coordinated with BBII, Caltrans, DWP, and utilities to mitigate potential schedule delays.

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

- Authority issued invitation for bids.
- Authority and MDG responded to bidder inquiries and advanced addendum(s) to construction procurement documents.

Phase 2 Bikeway

- Bikeway budget currently exceeds the existing budget; worked with cities on reducing costs.
- Authority and SRJV advanced bikeway contract negotiations.

General

- Continued coordination of contract interface activities with SRJV/BBII, SRJV/MDG, and SRJV/I-405 Contractor.
- Continued coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Briefed SMMUSD Board to advance SCE easement on February 21st.
- Held Fire Life Safety Committee meetings/workshops on February 14th, 19th.
- Held Urban Design Committee meeting on February 19th.
- Continued FEIR mitigation measures.



Key Future Activities

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

- SRJV advance Approved for Construction (AFC) designs packages for civil, stations, and systems; advance designs for landscaping and the Colorado/4th Street terminus station. Metro-Authority-third party staff work with SRJV to resolve comments. As 100% design comments are resolved, Authority approve plans for construction.
- SRJV continue construction activities – demolish building at 430 Colorado; perform guideway rough grading; install wet utilities; install dry utility duct banks on behalf of DWP and SCE; install CS ductbank; advance construction of retaining walls, sound walls, MSE walls, and at bridge sites; advance construction at the Sepulveda Parking Structure site.
- 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 – install duct banks on behalf of communications providers; install storm drains; construct bridge abutments.
- DWP continue to relocate DWP dry utilities.
- Authority will continue to work with communications providers to advance agreements and cable pulling plans.
- Authority will continue to coordinate with BBII, Caltrans, DWP, and communications providers to mitigate potential schedule delays.

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

- Authority and MDG responded to bidder inquiries and advanced addendum(s) to construction procurement documents.

Phase 2 Bikeway

- Bikeway budget currently exceeds the existing budget; work with cities on reducing costs.
- Authority and SRJV finalize contract negotiations.
- Hold monthly Bicycle Advisory Committee meeting.

General

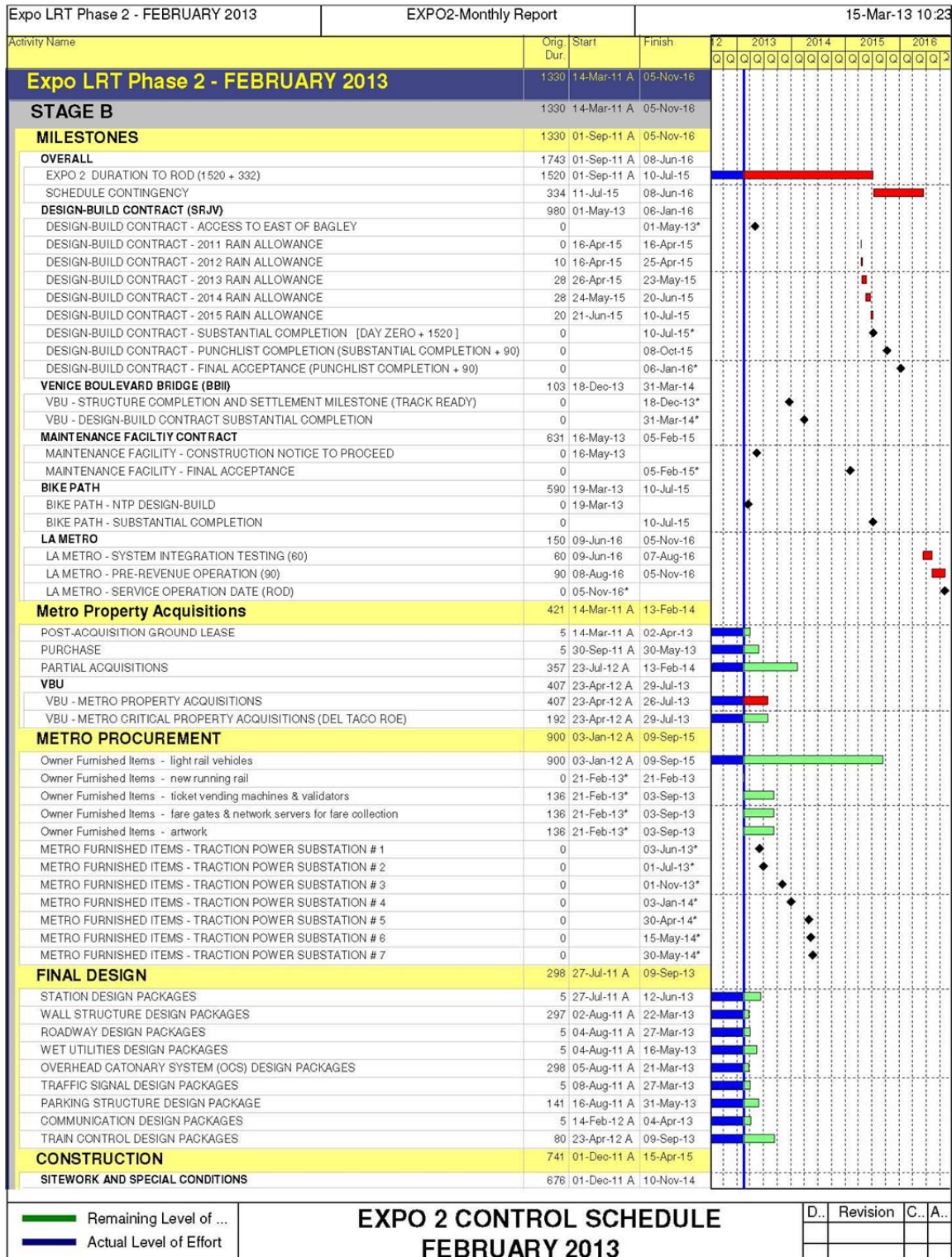
- SRJV and BBII continue to coordinate contract interface activities. SRJV and I-405 Contractor continue to coordinate contract interface activities.
- Continue coordination with third party utilities to resolve conflicts.
- Hold Partnering meetings.
- Continue coordination with Department of Toxic Substances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

**EXPOSITION METRO LINE
CONSTRUCTION AUTHORITY**
Monthly Phase 2 Project Status Report
Period Ending –February 28, 2013



Phase 2 Exposition Metro Line Construction Authority Schedule Status

Critical Path Schedule, Period Ending February 28, 2013



**EXPOSITION METRO LINE
CONSTRUCTION AUTHORITY
Monthly Phase 2 Project Status Report
Period Ending –February 28, 2013**



Critical Path Schedule Continued

Expo LRT Phase 2 - FEBRUARY 2013		EXPO2-Monthly Report			15-Mar-13 10:23											
Activity Name		Orig. Dur.	Start	Finish	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
SEGMENT 1 - SITEWORK AND SPECIAL CONDITIONS-INITIAL SITEWORK		242	01-Dec-11 A	18-Sep-13												
SEGMENT 2 - SITEWORK AND SPECIAL CONDITIONS-INITIAL SITEWORK		383	05-Mar-12 A	31-Dec-13												
SEGMENT 3 - COLORADO SITEWORK AND SPECIAL CONDITIONS-COLORADO 11TH TO 17TH		322	29-Mar-12 A	09-Sep-13												
SEGMENT 3 - CENTINELA TO 17TH - SITEWORK AND SPECIAL CONDITIONS		388	08-Jun-12 A	15-Jan-14												
SEGMENT 3 - COLORADO SITEWORK AND SPECIAL CONDITIONS-COLORADO 4TH TO 11TH		494	21-Jun-12 A	25-Nov-13												
SEGMENT 1 - SITEWORK AND SPECIAL CONDITIONS-STREET IMPROVEMENTS		182	25-Feb-14	10-Nov-14												
VBU		345	05-Nov-12 A	31-Mar-14												
VBU - DWP PS RELOCATE OH		112	05-Nov-12 A	28-Jun-13												
VBU - EXPO INSTALL COMMUNICATIONS JOINT TRENCH		77	03-Dec-12 A	01-May-13												
VBU - DWP PS INSTALL DUCTBANK AND BACKFILL AT SEWER RELOCATION AREA		10	04-Feb-13 A	04-Mar-13												
VBU - PLAZA CONSTRUCTION		55	27-Dec-13	14-Mar-14												
VBU - ROADWAY CONSTRUCTION		55	14-Jan-14	31-Mar-14												
GUIDEWAYS AND TRACK ELEMENTS		461	02-Aug-12 A	14-Jul-14												
SEGMENT 2 - GUIDEWAYS AND TRACKS		442	02-Aug-12 A	25-Jun-14												
SEGMENT 1 - GUIDEWAYS AND TRACKS		379	04-Sep-12 A	24-Mar-14												
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - GUIDEWAYS AND TRACKS		345	06-Sep-12 A	13-Mar-14												
SEGMENT 3 - COLORADO GUIDEWAYS AND TRACKS		161	26-Nov-13	14-Jul-14												
VBU		356	05-Oct-12 A	14-Mar-14												
VBU - BRIDGE CRITICAL SUBMITTALS/PROCUREMENT		42	05-Oct-12 A	05-Apr-13												
VBU - CONSTRUCT BRIDGE SUBSTRUCTURE, ABUTMENTS AND BENTS		77	04-Dec-12 A	04-Jun-13												
VBU - CONSTRUCT BRIDGE SUPERSTRUCTURE AND RELEASE FORMWORK		116	10-Jun-13*	20-Nov-13												
VBU - BRIDGE SETTLEMENT PERIOD (28 CALENDAR DAYS)		28	21-Nov-13	18-Dec-13												
VBU - CONSTRUCT BRIDGE EMERGENCY WALKWAYS, CABLE RAILINGS AND DUCTBANK		79	22-Nov-13	14-Mar-14												
STATIONS		710	08-Feb-12 A	03-Mar-15												
SEGMENT 2 - STATIONS AND PARKING		634	08-Feb-12 A	24-Sep-14												
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - STATIONS		366	25-Mar-13*	28-Aug-14												
SEGMENT 3 - COLORADO TERMINUS STATION		481	12-Apr-13*	03-Mar-15												
SEGMENT 1 - STATIONS		207	03-Sep-13	24-Jun-14												
SYSTEMS/EQUIPMENT		348	03-Dec-13	15-Apr-15												
SEGMENT 2 - SYSTEMS AND EQUIPMENT		258	03-Dec-13	08-Dec-14												
SEGMENT 3 - SEGMENT 3 - CENTINELA TO 17TH - SYSTEMS AND EQUIPMENT		294	09-Dec-13	03-Feb-15												
SEGMENT 1 - SYSTEMS AND EQUIPMENT		159	11-Mar-14	22-Oct-14*												
SEGMENT 3 - COLORADO SYSTEMS AND EQUIPMENT		173	27-Jun-14	03-Mar-15												
SYSTEMS TESTING AND INTEGRATION		228	23-May-14	15-Apr-15												
COMMUNICATIONS LOCAL FIELD ACCEPTANCE TESTING		213	23-May-14	25-Mar-15												
TRAIN CONTROL LOCAL FIELD ACCEPTANCE TESTING		196	27-May-14	03-Mar-15												
OCS SYSTEM INTEGRATED TESTING		122	23-Oct-14	15-Apr-15												
TRAIN CONTROL INTEGRATED SYSTEM TESTING		105	17-Nov-14	15-Apr-15												
COMMUNICATIONS SYSTEM INTEGRATION TESTING		15	26-Mar-15	15-Apr-15												
RAIL OPERATION & MAINTENANCE FACILITY (OMF)		489	08-Feb-13 A	05-Feb-15												
MAINTENANCE FACILITY - CONSTRUCTION BID AND AWARD		55	08-Feb-13 A	15-May-13												
MAINTENANCE FACILITY - CONSTRUCTION		377	16-May-13	06-Nov-14												
MAINTENANCE FACILITY - COMMISSIONING/MOVE IN EXPOMETRO		62	07-Nov-14	05-Feb-15												
BIKE PATH		768	04-Jun-12 A	10-Jul-15												
BIKE PATH - NEGOTIATION AND CONTRACT		70	04-Jun-12 A	18-Mar-13												
BIKE PATH - FINAL DESIGN		150	19-Mar-13	17-Oct-13												
BIKE PATH - CONSTRUCTION		440	18-Oct-13	10-Jul-15												

Remaining Level of ...
 Actual Level of Effort

**EXPO 2 CONTROL SCHEDULE
FEBRUARY 2013**

D..	Revision	C..	A..



Schedule Narrative

Critical and Near-Critical Path Analysis

Currently, the Critical Path runs through the construction of the Pico and Bundy bridges as well as the Sepulveda parking structure in the City of LA. The power relocation activities at Pico and National Palms are near-critical. In the City of Santa Monica, the power relocations and wet utility installation on Colorado are 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	560.0	180.7	766.4	-
R	RIGHT-OF-WAY	265.0	259.1	92.4	91.1	259.1	-
V	VEHICLES	202.1	202.1	26.3	26.3	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	91.0	59.2	148.2	-
SC	SPECIAL CONDITIONS	63.6	69.5	34.9	10.0	69.5	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	804.6	367.3	1,511.2	-

NOTE: Expenditures are Paid-to-Date through 1/31/13

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 February 28, 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	\$ 16.5	\$ 28.8
	\$ 1,309.0	\$ 459.8	\$ 849.2
Total Sources:	\$ 1,309.0	\$ 459.8	\$ 849.2

Uses of Funds by Element (millions)

A

B

C

D = A - B

Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.8	\$ 546.4	\$ 177.0	\$ 60.4
Other Construction Elements	\$ 159.5	\$ 13.6	\$ 3.7	\$ 146.7
Right-of-Way	\$ 259.1	\$ 92.4	\$ 91.1	\$ 166.7
Professional Services	\$ 148.2	\$ 91.0	\$ 59.2	\$ 57.8
Special Conditions	\$ 69.5	\$ 34.9	\$ 10.0	\$ 36.5
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
Total Uses:	\$ 1,309.1	\$ 778.3	\$ 341.0	\$ 534.3

Paid-to-Date through 1/31/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of February 28, 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	\$ 26.3	\$ 26.3	\$ 175.8
Total Uses:	\$ 202.1	\$ 26.3	\$ 26.3	\$ 175.8

Paid-to-Date through 1/31/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of February 28, 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	\$ 0.7	\$ -
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	\$ 1.8	\$ 7.3

* All 3rd Party funds have been received by the Authority, but not yet committed for expenditure.

Paid-to-Date through 1/31/13



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: 28-Feb-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: 652	<u>Cost Summary:</u> <table><tr><td></td><td></td><td colspan="2">\$ In 000's</td></tr><tr><td></td><td></td><td>Baseline Project</td><td>Betterments/ Modifications</td></tr><tr><td>1. Award Value:</td><td></td><td>541,651.27</td><td>5,278.94</td></tr><tr><td>2. Executed Modifications:</td><td></td><td></td><td>26,449.58</td></tr><tr><td>3. Approved Change Orders:</td><td></td><td>967.67</td><td></td></tr><tr><td>4. Current Contract Value (1 + 2 + 3):</td><td></td><td>542,618.94</td><td>31,728.51</td></tr><tr><td>5. Pending Changes:</td><td></td><td>280.52</td><td>-</td></tr><tr><td>6. Incurred Cost:</td><td></td><td>183,121.60</td><td>4,678.72</td></tr></table>								\$ In 000's				Baseline Project	Betterments/ Modifications	1. Award Value:		541,651.27	5,278.94	2. Executed Modifications:			26,449.58	3. Approved Change Orders:		967.67		4. Current Contract Value (1 + 2 + 3):		542,618.94	31,728.51	5. Pending Changes:		280.52	-	6. Incurred Cost:		183,121.60	4,678.72
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6. Incurred Cost:		183,121.60	4,678.72																																			



Expo Phase 2 VBU Design-Build Contract Status

Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.	Contract No.: XP8901-828 Status as of: 28-Feb-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: 547	<u>Cost Summary:</u> <table><tr><th colspan="2"></th><th colspan="2">\$ In 000's</th></tr><tr><th colspan="2"></th><th>Baseline Project</th><th>Betterments/ Modifications</th></tr><tr><td>1. Award Value:</td><td></td><td>15,675.00</td><td></td></tr><tr><td>2. Executed Modifications:</td><td></td><td></td><td></td></tr><tr><td>3. Approved Change Orders:</td><td></td><td>76.68</td><td>1,551.90</td></tr><tr><td>4. Current Contract Value (1 + 2 + 3):</td><td></td><td>15,751.68</td><td>1,551.90</td></tr><tr><td>5. Pending Changes:</td><td></td><td>3.55</td><td></td></tr><tr><td>6. Incurred Cost:</td><td></td><td>5,620.97</td><td>1,274.83</td></tr></table>								\$ In 000's				Baseline Project	Betterments/ Modifications	1. Award Value:		15,675.00		2. Executed Modifications:				3. Approved Change Orders:		76.68	1,551.90	4. Current Contract Value (1 + 2 + 3):		15,751.68	1,551.90	5. Pending Changes:		3.55		6. Incurred Cost:		5,620.97	1,274.83
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