

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

October 2012

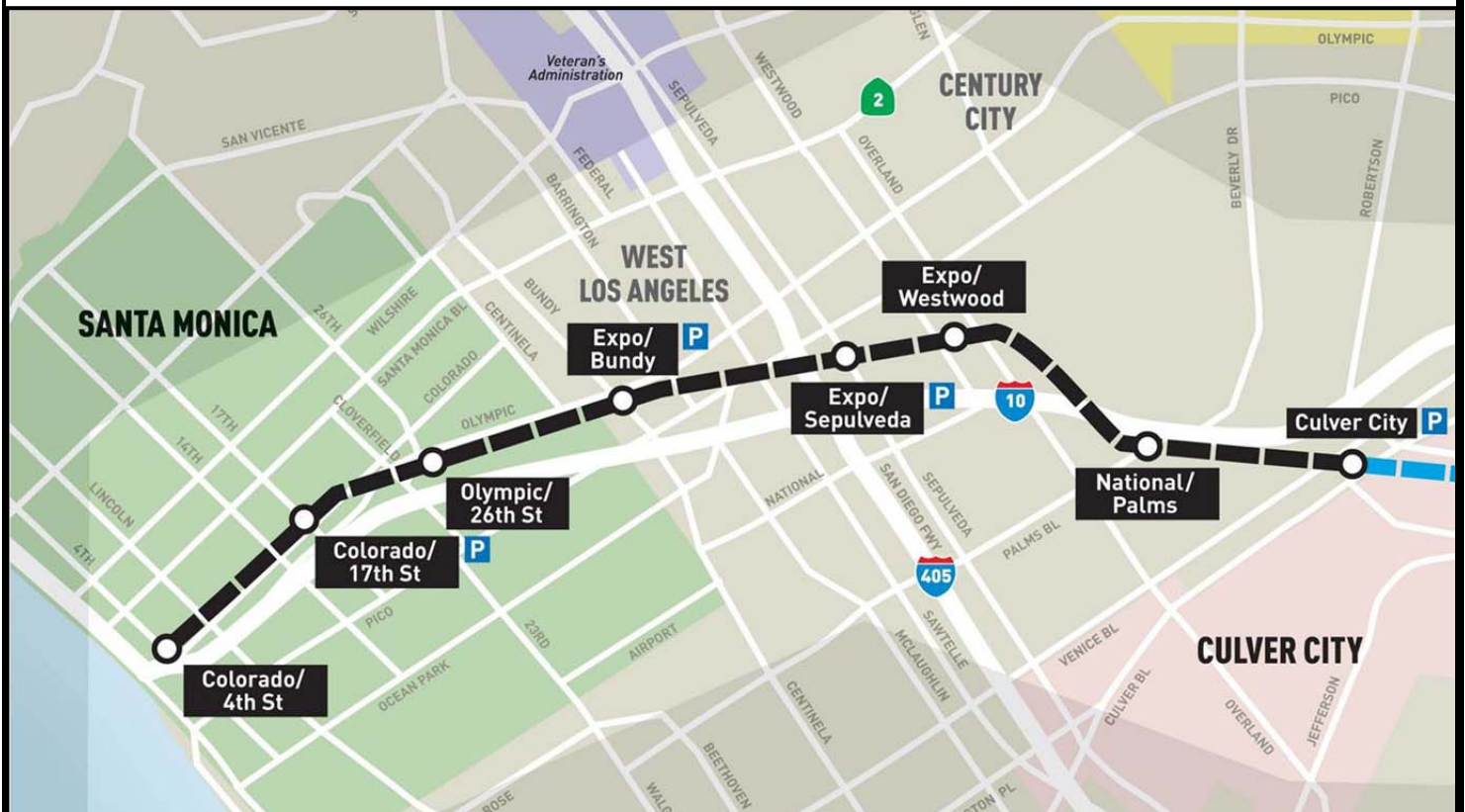




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Phase 2 Exposition Metro Line Construction Authority Project Description

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.

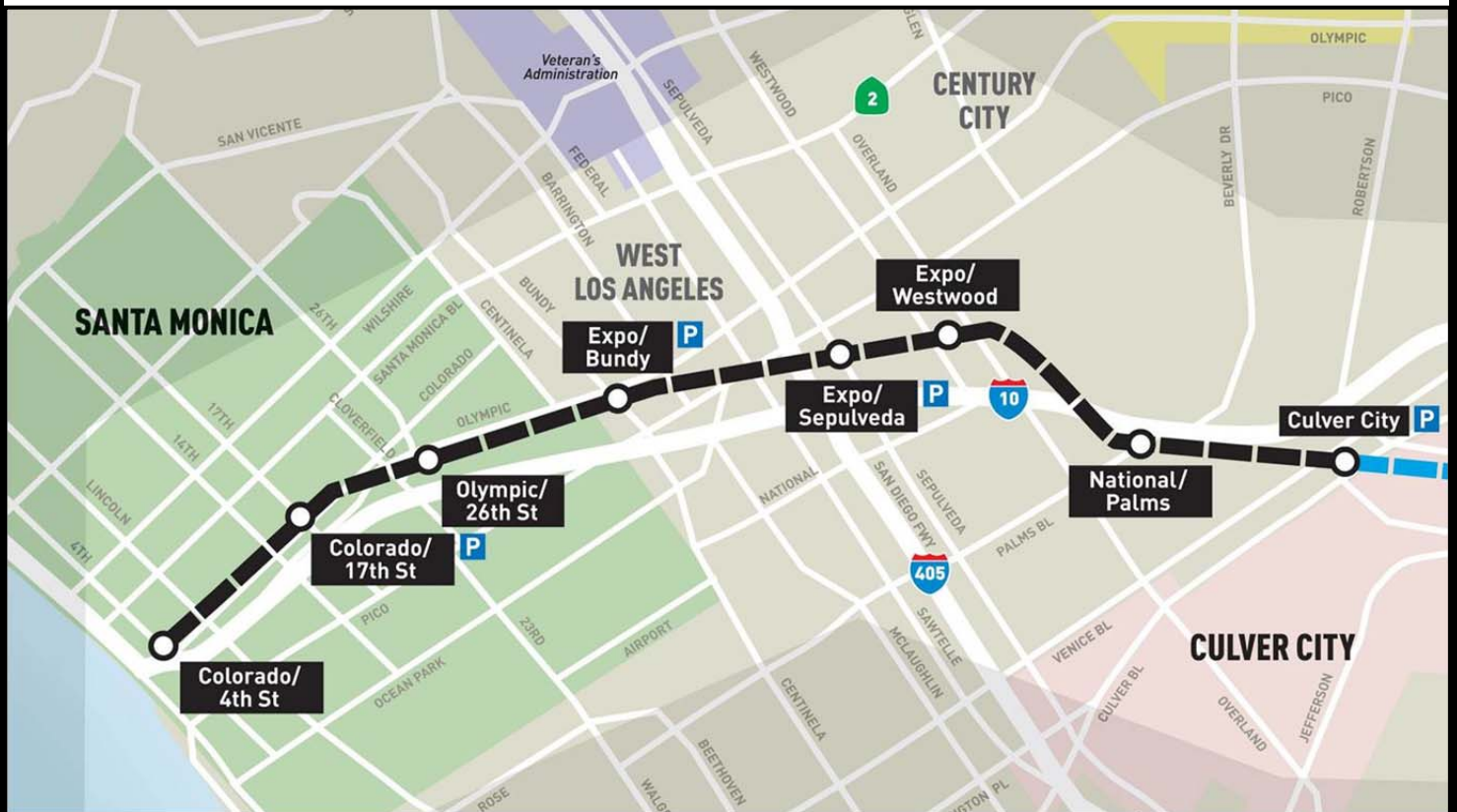


Figure 1: Exposition Metro Line Construction Authority Phase 2 Alignment



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). The Authority filed an opposition to this motion in October.

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 and evidentiary hearings are scheduled for December 17, 2012 and December 18, 2012.

Utility Relocations

The Authority worked closely with Los Angeles Department of Water and Power (LADWP) 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. Utility relocations are on the critical path of the Project. Current projections show a potential schedule risk of five months. To mitigate potential schedule risk, the Authority is proactively:

- Meeting with SCE executive management on a monthly basis and with DWP on a bi-weekly basis.
- Coordinating weekly at the staff level with DWP, SCE, and SCG.
- Holding independent facilitated partnering sessions with the utilities and the Design-Build contractor.
- Advancing procurement of long lead items with SCE.
- Having Design-Build contractor perform duct bank installation on behalf of DWP and SCE.
- Working with the Design-Build contractor to identify alternative means and methods ahead of utility relocations.
- Working at the executive management level with utilities to identify creative, potential measures:
 1. Utilities commit additional resources to keep the design process moving forward.
 2. Utilities schedule construction early ahead of 100% completion of final design.
 3. Utilities accelerate construction (extra crews, OT, weekends, etc).
 4. Utilities and Design-Build contractor coordinate field activities to allow parallel construction.
 5. Design-Build contractor prepare traffic control plans on behalf of utilities and apply for noise variance permits for night work.



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. The Phase 2 Design-Build contractor is analyzing existing manholes that tie into the Kenter Canyon storm drain with the intention of protecting 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, necessitating right-of-way acquisition. Current projections show a potential schedule risk related to VBU utility relocations. To mitigate potential schedule risk, the Authority is proactively working with Caltrans, LADWP, seven communications providers, and the VBU Design-Build contractor to coordinate utility relocation plans and permits. The VBU Design-Build contractor advanced sewer line relocation. LADWP will relocate LADWP dry utilities starting next month.

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.



Key Activities Completed this Period

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

- SRJV advanced 85% design for the terminus as well as 100% designs for guideway, civil, structures, stations, systems, and landscaping. Metro-Authority-third party staff reviewed guideway, civil, structures, stations, and systems design submittals and worked with SRJV to resolve comments.
- SRJV continued construction activities – performed clearing and grubbing, guideway excavation, hazardous soil removal; installed wet utilities (Bagley, Overland, Westwood, Pico, Colorado); installed dry utility duct banks on behalf of LADWP (Pico, Bundy, Centinela) and SCE (Colorado); installed OCS foundations; advanced construction of retaining walls (Hughes to National, Clarington to Motor) and at bridge sites (National, Sepulveda, Bundy, Centinela, Olympic); performed clearing and grubbing at the Sepulveda Parking Structure site.
- Pacific Coast Energy Company, Southern California Gas, and communications providers 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 worked with LADOT to resolve comments on traffic signaling and traffic control designs.
- BBII continued construction activities – continued sewer relocation.
- Authority worked with Caltrans, LADWP, seven communications providers, and BBII to coordinate utility relocation plans and advance permits.
- Authority coordinated with BBII, Caltrans, and LADWP to mitigate potential schedule delays.

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

- MDG advanced 100% design documents.
- Authority advanced construction procurement documents.

Phase 2 Bikeway

- The SRJV cost estimate - based on Preliminary Engineering - exceeds the existing budget.
- Authority advanced scope and cost reviews with Metro and the Cities.
- Authority advanced draft bikeway contract.

General

- SRJV and MDG continued to coordinate contract interface activities.
- Continued coordination with third party utilities to resolve conflicts.
- Held partnering meeting with SCE on October 4th.
- Held partnering meeting with LADWP on October 16th.
- Continued coordination with Department of Toxic Substances Control (DTSC) and SRJV to advance the Expo 2 soil management plan and air monitoring scope.
- Held Fire Life Safety Committee meetings/workshops on October 2nd, 4th, 16th.
- Held Urban Design Committee meeting on October 16th.
- Held Phase 2 Update meetings with the Community on October 15th, 24th.
- Continued FEIR mitigation measures.



Key Future Activities

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

- SRJV advance 85% and 100% designs packages. Metro-Authority-third party staff review guideway, civil, structures, stations, systems, and landscape design submittals and work with SRJV to resolve comments
- SRJV continue construction activities – perform clearing and grubbing, guideway excavation, hazardous soil removal; install wet utilities; install dry utility duct banks on behalf of LADWP and SCE; install OCS foundations; advance construction of retaining walls and at bridge sites; perform early site work at the Sepulveda Parking Structure site.
- Pacific Coast Energy Company, Southern California Gas, and communications providers continue to relocate facilities.
- Authority 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 – complete sewer relocation.
- LADWP relocate LADWP dry utilities.
- Authority work with Caltrans, seven communications providers, and BBII to coordinate communication relocation plans and advance permits.
- Authority continue to coordinate with BBII, Caltrans, and LADWP to mitigate potential schedule delays.

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

- MDG submit 100% design documents.
- Authority advance construction procurement documents.

Phase 2 Bikeway

- The SRJV cost estimate - based on Preliminary Engineering - exceeds the existing budget.
- Authority advance scope and cost reviews with Metro and the Cities.
- Authority advance draft bikeway contract.
- Hold monthly Bicycle Advisory Committee meeting.

General

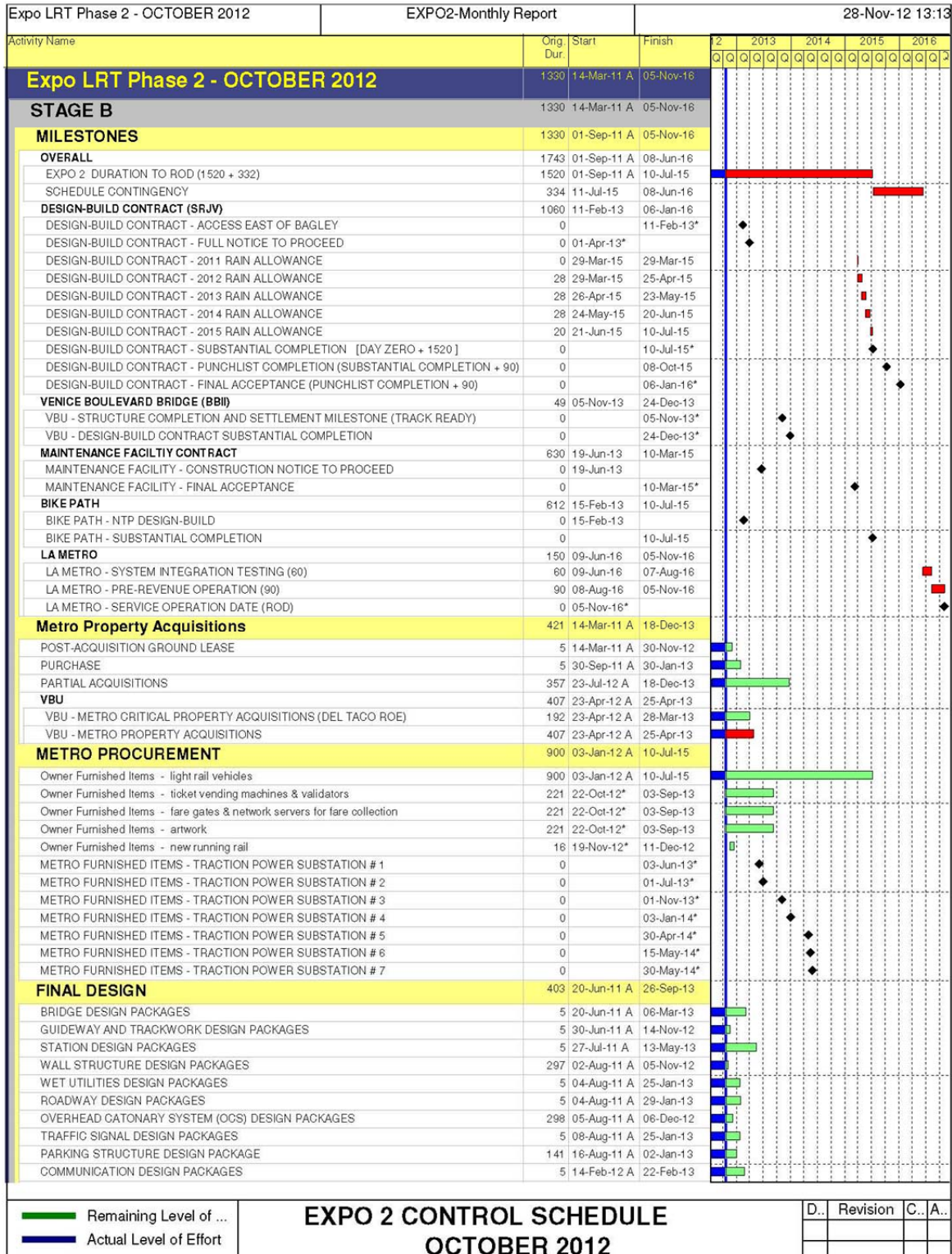
- SRJV and BBII continue to coordinate contract interface activities. SRJV and MDG continue to coordinate contract interface activities. SRJV and I-405 Contractor continue to coordinate contract interface activities.
- Continue coordination with third party utilities to resolve conflicts.
- Continue coordination with Department of Toxic Substances Control (DTSC) and SRJV to advance the Expo 2 soil management plan and air monitoring scope.
- 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 –October 31, 2012



Phase 2 Exposition Metro Line Construction Authority Schedule Status

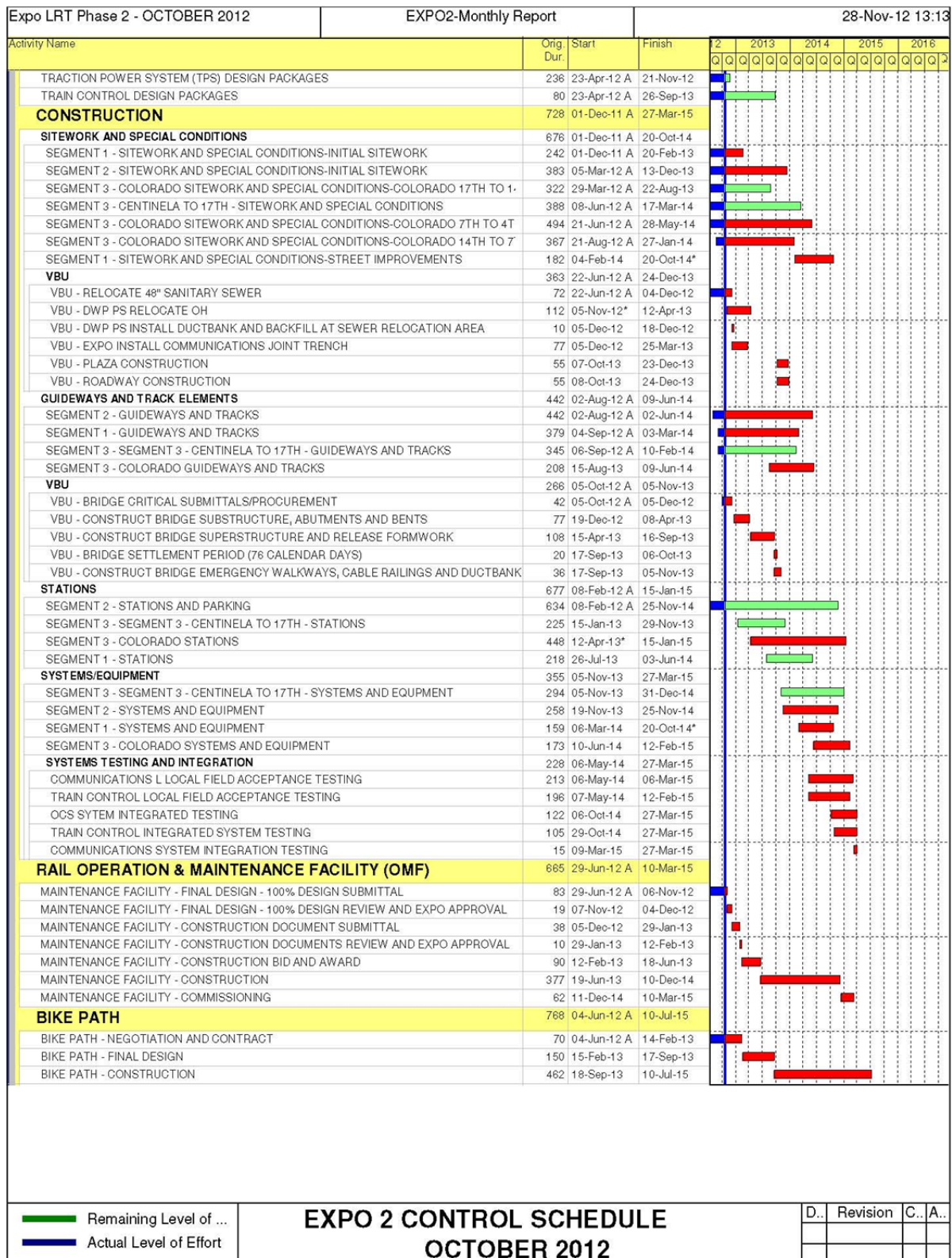
Critical Path Schedule, Period Ending October 31, 2012



**EXPOSITION METRO LINE
CONSTRUCTION AUTHORITY**
Monthly Phase 2 Project Status Report
Period Ending –October 31, 2012



Critical Path Schedule October Continued





Schedule Narrative

Critical and Near-Critical Path Analysis

Currently, the Critical Path runs through the LRT Design-Build Project starting with LADWP and SCE overhead power relocations at multiple locations. In the City of LA, the relocations are followed by the construction of the Bridges. In the City of Santa Monica, the power relocations are followed by the relocation and installation of other wet utilities followed by street improvements. The path continues with the installation of Trackwork followed by the installation and testing of the Overhead Catenary and Train Control Systems.

The current Design-Build Contractor's schedule shows a potential for about five months of delay due to the power relocation schedule. Re-sequencing and other work-around options have been submitted and the Design-Build Contractor is in the process of preparing a Recovery Schedule.

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	766.3	560.0	134.4	766.3	-
R	RIGHT-OF-WAY	265.0	265.0	87.2	86.9	265.0	-
V	VEHICLES	202.1	202.1	-	-	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	88.5	51.9	148.2	-
SC	SPECIAL CONDITIONS	63.6	63.6	33.8	5.0	63.6	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	769.5	278.1	1,511.2	-

NOTE: Expenditures are Paid-to-Date through 9/30/12

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 October 31, 2012

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
	\$ 1,309.1	\$ 459.8	\$ 849.3
Total Sources:	\$ 1,309.1	\$ 459.8	\$ 849.3

Uses of Funds by Element (millions)

A

B

C

D = A - B

Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.8	\$ 542.2	\$ 132.8	\$ 64.6
Other Construction Elements	\$ 159.5	\$ 13.9	\$ 1.6	\$ 145.6
Right-of-Way	\$ 265.0	\$ 87.2	\$ 86.9	\$ 175.8
Professional Services	\$ 148.2	\$ 88.5	\$ 51.9	\$ 59.8
Special Conditions	\$ 63.6	\$ 33.8	\$ 5.0	\$ 31.8
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
Total Uses:	\$ 1,309.1	\$ 765.6	\$ 278.1	\$ 543.5

Paid-to-Date through 9/30/12



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of October 31, 2012

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	\$ -	\$ -	\$ 202.1
Total Uses:	\$ 202.1	\$ -	\$ -	\$ 202.1

Paid-to-Date through 9/30/12



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of October 31, 2012

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	\$ -	\$ -
26th Street & 17th Street Station Betterments P.E.	\$ 0.4	\$ 0.4	\$ 0.4	\$ -
26th Street & 17th Street Station Betterments Construction	\$ 9.1	\$ 5.3	\$ 0.1	\$ 3.8
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	\$ 16.1	\$ 0.9	\$ 7.5

Paid-to-Date through 9/30/12



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: 31-Oct-12						
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5		Major Activities (In Progress): - Continue submittal of 100% design documents - Advanced 85% design of City of Santa Monica funded betterments to the 4th Street Station - Construction activities: performed clearing and grubbing, guideway excavation, hazardous soil removal; installed wet utilities (Bagley, Overland, Westwood, Pico, Colorado); installed dry utilities on behalf of SCE (Colorado) and LADWP (Pico, Bundy, Centinela); installed OCS foundations; advanced construction at bridge sites (National, Sepulveda, Centinela, Olympic). Major Activities Next Period: - Continue final design - Continue final design for City of Santa Monica Station Betterments - Continue construction activities: perform clearing and grubbing, guideway excavation; install wet utilities; install dry utilities on behalf of LADWP (National, Sepulveda, Pico, Bundy, Centinela) and SCE (Colorado); install OCS foundations; advance construction of retaining walls and at bridge sites; perform early site work at the Sepulveda Parking Structure site.						
			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	
Schedule Summary:		Cost Summary:						
							\$ In 000's	
							Baseline Project	Betterments/ Modifications
Date of Award:	05/13/11	1. Award Value:					541,651.27	5,278.94
Limited Notice to Proceed:	05/19/11	2. Executed Modifications:						18,741.32
Original Contract Duration:	1700	3. Approved Change Orders:					629.31	
Current Contract Duration:	1700	4. Current Contract Value (1 + 2 + 3):					542,280.57	24,020.25
Elapsed Time from NTP:	532	5. Pending Changes:					281.03	4,808.25
		6. Incurred Cost:					143,504.38	856.99



Expo Phase 2 VBU Design-Build Contract Status

Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.	Contract No.: XP8901-828					
	Status as of: 31-Oct-12					
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5	Major Activities (In Progress): - Work with LADOT to resolve comments on traffic signaling and traffic control design - Continued sewer construction - Continued utility and third party coordination - Advance encroachment permit applications for communications joint trench work Major Activities Next Period: - Continue sewer relocation - Coordinate sewer, LADWP power relocation and communications joint trench work - Begin communications joint trench work					
		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>	<u>Cost Summary:</u>					
					\$ In 000's	
					Baseline Project	Betterments/ Modifications
Date of Award:	08/04/11				15,675.00	
Limited Notice to Proceed:	09/01/11					
Original Contract Duration:	680				66.65	
Current Contract Duration:	680				15,741.65	0.00
Elapsed Time from NTP:	427				10.00	
					4,040.11	