

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

July 2013

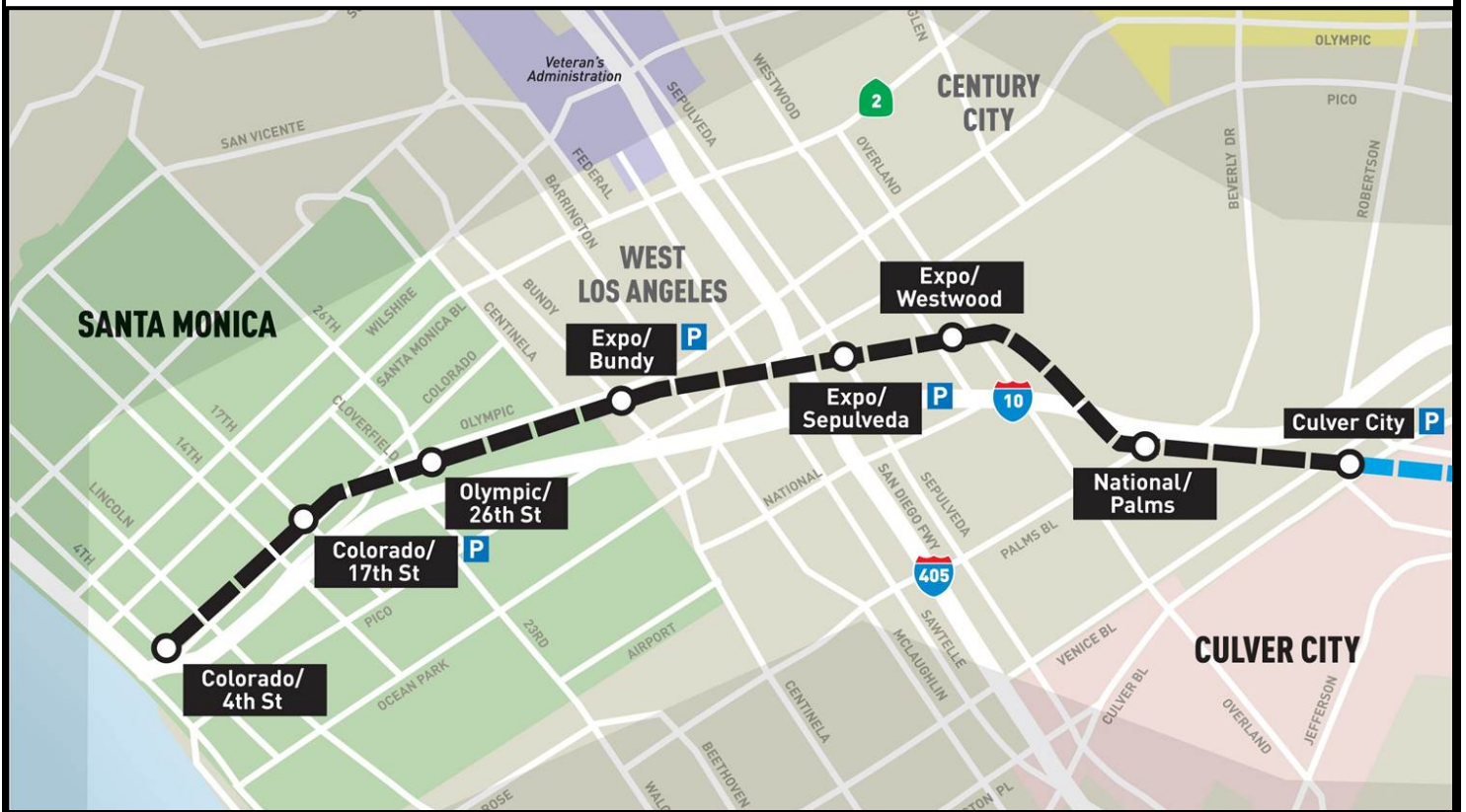




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Phase 2 Exposition Metro Line Construction Authority Project Description

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.

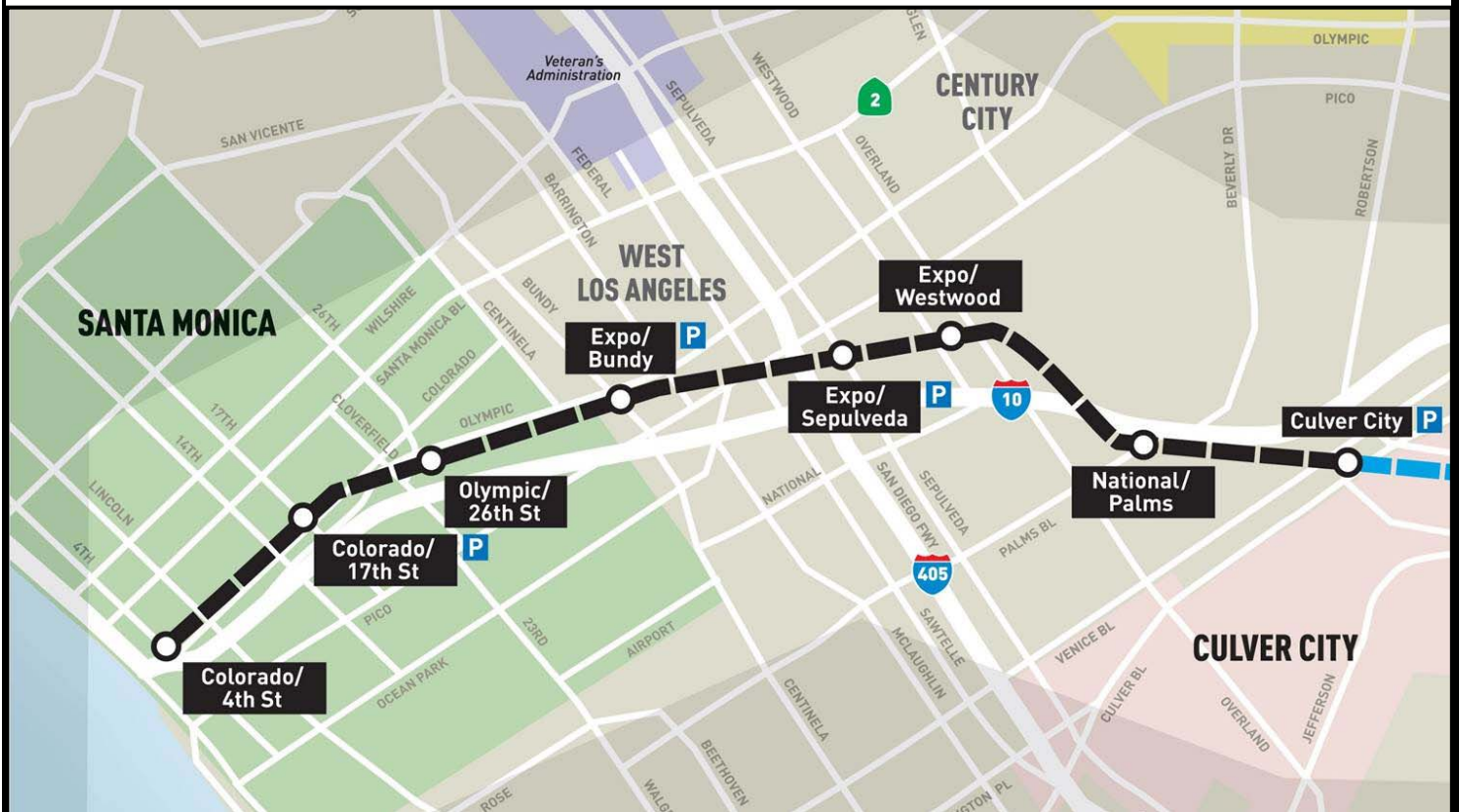


Figure 1: Exposition Metro Line Construction Authority Phase 2 Alignment



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 State Supreme Court heard the appeal on May 8, 2013, we are awaiting the judgment.

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.

The ALJ released his proposed decision on the Phase 2 crossings on July 12, 2013. The decision affirmed Resolution SX-100 (the previous resolution approved by the CPUC Commission) and grants authorization to construct 16 at-grade and 11 grade separated crossings as part of the Phase 2 Project. The decision is scheduled to be heard on August 15, 2013 by the CPUC Commission and a decision is expected at that meeting.

Utility Relocations

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

Progress update:

- LADWP construction crews removed overhead power lines that were in conflict with project structures at various locations; multiple LADWP construction crews continue to relocate the remaining overhead power lines underground.
- Various communication providers continue to relocate facilities throughout the corridor.
- Staff continued working with SCE to complete the overhead relocation designs. Ongoing work includes obtaining City approvals for large steel pole foundations, acquiring remaining easements, and installing duct banks and vaults. 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. The Authority, SCE, and the Design-Build contractor have collaborated through Partnering sessions, staff level working meetings, and executive management meetings to advance schedule recovery actions on Colorado that include: working with the City to optimize traffic control and to increase working days and hours, adding extra crews, increasing SCE inspection staff availability, working longer shifts, and coordinating with SCE and the contractor's construction activities.



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 has completed the design to modify existing manholes that tie into the KCSD and is finalizing the design to protect in place an existing sanitary sewer line that crosses the KCSD.

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, the track underdrains, and communication duct banks. Three of the five civil segments have been approved by Los Angeles Bureau of Engineering with various elements such as street lighting pending final confirmations. The Authority has agreed to a three year maintenance period for the City's street trees and is working with Metro and the Contractor on how to best implement. The Authority is collaborating with the City of Los Angeles to approve the remaining two civil segments and resolve issues such as the sidewalk gap at Sepulveda, curb and gutter gap closure on Exposition. The Authority has also received a letter from the Contractor identifying design costs and delays due to additional review and coordination with the city of Los Angeles Bureaus.

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, pedestrian lighting, Caltrans sign overlays, waterline betterments, terminus station betterments, street running operations, video detection, tree relocations, and bikeway-related details.

Venice Boulevard Underpass (VBU)

The VBU Design-Build contractor advanced construction of the superstructure. Current projections show the VBU contractual Substantial Completion will be delayed due to delays in the relocation of a sanitary sewer line and relocation of overhead power communication lines. Workarounds have been developed to avoid impacts to the overall Phase 2 Project completion date.

Operations and Maintenance Facility (OMF)

Staff continued to evaluate ways to reduce project costs; four cost saving bulletins were issued to the Contractor for pricing. Resolved right of entry concerns for property on the southwest corner of the project site.

Bikeway

Staff continues to work on bikeway related topics, which include: Exposition/Centinela intersection configuration; Pico/Gateway intersection negotiations; License agreement between City of Los Angeles and Metro; OMF driveway interface; and financing for Standard Urban Stormwater Mitigation Plan (SUSMP) in the City of Santa Monica. Final design is in progress.



Key Activities Completed this Period

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

- SRJV advanced remaining design elements. Staff worked with SRJV to resolve open issues.
- SRJV continued construction activities – performed excavation and grading to support guideway construction activities;
prepared to install the GERB floating slab east of Stewart;
installed wet utilities;
installed dry utility duct banks/vaults on behalf of SCE (Bundy, Colorado);
installed CS duct banks/manholes;
installed guideway ballast curb;
advanced TPSS site work (TPSS1, TPSS2, TPSS3, TPSS4, TPSS6);
advanced retaining walls (National to Clarington, Putney to Overland);
advanced soundwalls (I-10 to Overland);
advanced MSE walls (Pico West, Bundy East, Bundy to Centinela, Centinela to Stewart, Olympic to 20th);
advanced bridges (Palms, Motor, Sepulveda, Pico, Bundy, Centinela, Olympic);
advanced stations (Westwood/Rancho Park, 26th St/Bergamot);
widened roadway (Colorado 14th – 17th);
Sepulveda Parking structure: construct elevator tower; place slab on grade; construct decks.
- SRJV advanced construction submittals and requests for information; Authority staff reviewed.
- SCE, DWP, and communications providers continued to relocate facilities.

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

- BBII continued construction activities – constructed falsework and formwork for the bridge soffit and stems;
initiated installation of the bridge soffit and stems rebars;
installed temporary lights on Venice Blvd;
initiated installation of lighting and traffic signal conduits.
- BBII advanced construction submittals and requests for information; Authority staff reviewed.
- DWP advanced design to relocate facilities at Venice/National in support of roadway widening.

Operations and Maintenance Facility, Kiewit Building Group (KBG)

- Metro-Authority-KBG continued evaluating ways to reduce project costs.
- KBG continued construction activities – abated hazardous materials, mobilized into onsite offices, and held a community outreach event.
- KBG advanced construction submittals and requests for information; Authority staff reviewed.

Bikeway

- Advanced Bikeway license agreement between Metro and each City.
- SRJV executed contract.
- SRJV advance final Bikeway design.

General

- Held Fire Life Safety Committee meeting on July 11th; Terminus Station FLS meeting on July 18th; multiple meetings on egress calculations.



Key Future Activities

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

- SRJV advance remaining design elements. Metro, Authority, and third party staff will continue to work with SRJV to resolve comments and open issues.
- SRJV will continue the following construction activities – perform excavation and grading to support guideway construction activities;
install GERB floating slab east of Stewart;
install wet utilities and dry utility duct banks/vaults on behalf of SCE;
install CS duct banks/manholes;
install guideway ballast curb and subballast;
install track underdrain;
advance TPSS site work;
advance retaining walls, soundwalls, and MSE walls;
advance bridges;
advance stations;
widen roadway;
weld rail;
advance the Sepulveda Parking structure.
- SCE, DWP, and communications providers continue to relocate facilities.

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

- BBII continue construction activities –
- complete installation of the soffit and stems rebars, pour concrete;
construct formwork for the bridge deck;
install deck rebars.
- DWP continue to design relocation of facilities at Venice/National in support of roadway widening.

Operations and Maintenance Facility contractor, Kiewit Building Group

- KBG initiated construction activities;
- Existing utilities shut off prior to building demolition;
- Demolish site and existing buildings;
- Remove additional asbestos containing materials (unforeseen condition).

Bikeway

- Advance Bikeway license agreement between Metro and City of Los Angeles.
- SRJV advance final Bikeway design.

General

- Continue coordination with the Cities of Los Angeles and Santa Monica, Metro, and Caltrans.
- Continue coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Hold Partnering derivative sessions with COLA, systems.
- Hold Fire Life Safety Committee meetings/workshops.
- Hold Phase 2 Update meetings with the community.
- Continue FEIR mitigation measures.

**EXPOSITION METRO LINE
CONSTRUCTION AUTHORITY**
Monthly Phase 2 Project Status Report
Period Ending –July 31, 2013



Phase 2 Exposition Metro Line Construction Authority Schedule Status

Expo LRT Phase 2 - July 2013		EXPO2-Monthly Report-FTA CODES			12-Aug-13 09:34											
Activity Name	Orig. Dur.	Start	Finish	2013 2014 2015 2016												
				Q	A	Q	A	Q	A	Q	A	Q	A	Q	A	
Expo LRT Phase 2 - July 2013	1330	27-Jul-11 A	05-Nov-16	[Gantt bars for 2013-2016]												
Milestones and Key Dates	1223	01-Sep-11 A	08-Jun-16	[Gantt bars for 2013-2016]												
Overall	1743	01-Sep-11 A	08-Jun-16	[Gantt bars for 2013-2016]												
Expo2 Duration to ROD (1520 + 332)	1520	01-Sep-11 A	10-Jul-15	[Gantt bars for 2013-2016]												
Schedule Contingency	334	11-Jul-15	08-Jun-16	[Gantt bars for 2013-2016]												
Design/Build Contract SRJV	253	29-Apr-15	06-Jan-16	[Gantt bars for 2013-2016]												
Design-Build Contract- 2011 Rain Allowance	0	29-Apr-15	29-Apr-15	[Gantt bars for 2013-2016]												
Design-Build Contract- 2012 Rain Allowance	0	29-Apr-15	29-Apr-15	[Gantt bars for 2013-2016]												
Design-Build Contract- 2013 Rain Allowance	25	29-Apr-15	23-May-15	[Gantt bars for 2013-2016]												
Design-Build Contract - 2014 Rain Allowance	28	24-May-15	20-Jun-15	[Gantt bars for 2013-2016]												
Design-Build Contract- 2015 Rain Allowance	20	21-Jun-15	10-Jul-15	[Gantt bars for 2013-2016]												
Design-Build Contract- Substantial Completion [Day Zero + 1520]	0		10-Jul-15*	[Gantt bars for 2013-2016]												
Design-Build Contract - Punchlist Completion (Substantial Completion + 90)	0		08-Oct-15	[Gantt bars for 2013-2016]												
Design-Build Contract - Final Acceptance (Punchlist Completion + 90)	0		06-Jan-16*	[Gantt bars for 2013-2016]												
Venice Boulevard Bridge (BBII)	101	20-Dec-13	31-Mar-14	[Gantt bars for 2013-2016]												
VBU - Structure Completion and Completion Milestone (Track Ready)	0		20-Dec-13*	[Gantt bars for 2013-2016]												
VBU - Design-Build Contract Substantial Completion	0		31-Mar-14*	[Gantt bars for 2013-2016]												
Maintenance Facility Contract	0	23-Feb-15	23-Feb-15	[Gantt bars for 2013-2016]												
Maintenance Facility - Final Acceptance	0		23-Feb-15*	[Gantt bars for 2013-2016]												
Bike Path	486	14-Aug-13	10-Jul-15	[Gantt bars for 2013-2016]												
Bike Path- NTP Design-Build	0	14-Aug-13		[Gantt bars for 2013-2016]												
Bike Path - Substantial Completion	0		10-Jul-15	[Gantt bars for 2013-2016]												
Engineering	70	04-Jun-12 A	13-Aug-13	[Gantt bars for 2013-2016]												
Bikeway Engineering/Bid Phase	70	04-Jun-12 A	13-Aug-13	[Gantt bars for 2013-2016]												
BIKE PATH - Bid and Award	70	04-Jun-12 A	13-Aug-13	[Gantt bars for 2013-2016]												
Right of Way	421	23-Apr-12 A	02-Jan-14	[Gantt bars for 2013-2016]												
Design-Build ROW	357	23-Jul-12 A	02-Jan-14	[Gantt bars for 2013-2016]												
PARTIAL ACQUISITIONS	357	23-Jul-12 A	02-Jan-14	[Gantt bars for 2013-2016]												
VBUS	407	23-Apr-12 A	14-Oct-13	[Gantt bars for 2013-2016]												
VBUS - Property Acquisition	407	23-Apr-12 A	14-Oct-13	[Gantt bars for 2013-2016]												
Owner Furnished Equipment	427	01-Jul-13 A	31-Mar-15	[Gantt bars for 2013-2016]												
TPSS	168	03-Oct-13	02-Jun-14	[Gantt bars for 2013-2016]												
Traction Power Substation # 1	0		03-Oct-13*	[Gantt bars for 2013-2016]												
Traction Power Substation # 2	0		01-Nov-13*	[Gantt bars for 2013-2016]												
Traction Power Substation # 3	0		01-Nov-13*	[Gantt bars for 2013-2016]												
Traction Power Substation # 4	0		02-Jan-14*	[Gantt bars for 2013-2016]												
Traction Power Substation # 5	0		30-May-14*	[Gantt bars for 2013-2016]												
Traction Power Substation # 6	0		30-May-14*	[Gantt bars for 2013-2016]												
Traction Power Substation # 7	0		02-Jun-14*	[Gantt bars for 2013-2016]												
Artwork	427	01-Jul-13 A	31-Mar-15	[Gantt bars for 2013-2016]												
Owner Furnished Items - artwork	427	01-Jul-13 A	31-Mar-15	[Gantt bars for 2013-2016]												
Design/Build Construction	80	27-Jul-11 A	12-Dec-13	[Gantt bars for 2013-2016]												
Final Design	80	27-Jul-11 A	12-Dec-13	[Gantt bars for 2013-2016]												
SRJV	80	27-Jul-11 A	12-Dec-13	[Gantt bars for 2013-2016]												
Station Design Packages	5	27-Jul-11 A	17-Jul-13 A	[Gantt bars for 2013-2016]												
Wet Utilities Design Packages	5	04-Aug-11 A	23-Aug-13	[Gantt bars for 2013-2016]												
Roadway Design Packages	5	04-Aug-11 A	23-Aug-13	[Gantt bars for 2013-2016]												
Traffic Signal Design Packages	5	08-Aug-11 A	23-Aug-13	[Gantt bars for 2013-2016]												
Communication Design Packages	5	14-Feb-12 A	15-Aug-13	[Gantt bars for 2013-2016]												
Train Control Design Packages	80	23-Apr-12 A	12-Dec-13	[Gantt bars for 2013-2016]												
Construction	750	01-Dec-11 A	28-Apr-15	[Gantt bars for 2013-2016]												
Sitework and Special Conditions	677	01-Dec-11 A	15-Jan-15	[Gantt bars for 2013-2016]												
SRJV	677	01-Dec-11 A	15-Jan-15	[Gantt bars for 2013-2016]												
SEGMENT 1 - SITEWORK AND SPECIAL CONDITIONS-INITIAL SITEWORK	242	01-Dec-11 A	27-Jan-14	[Gantt bars for 2013-2016]												

█ Remaining Level of ...
█ Actual Level of Effort

**EXPO 2 CONTROL SCHEDULE
JULY 2013**

D..	Revision	C..	A..



Schedule Narrative

Critical and Near-Critical Path Analysis

Currently, the Critical Path runs through the power relocations and street improvements on Colorado in the City of Santa Monica and the Terminus Station. In the City of LA, the construction of the Motor bridge and the Sepulveda parking structure 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	562.9	226.2	766.4	-
R	RIGHT-OF-WAY	265.0	259.1	94.6	93.1	259.1	-
V	VEHICLES	202.1	202.1	202.1	27.3	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	94.5	69.9	148.2	-
SC	SPECIAL CONDITIONS	63.6	69.5	51.7	22.4	69.5	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	1,005.8	438.8	1,511.2	-

NOTE: Expenditures are Paid-to-Date through 6/30/13

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 at completion 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 July 31, 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	\$ 547.6	\$ 218.9	\$ 59.3
Other Construction Elements	\$ 159.5	\$ 15.4	\$ 7.3	\$ 144.1
Right-of-Way	\$ 259.1	\$ 94.6	\$ 93.1	\$ 164.5
Professional Services	\$ 148.2	\$ 94.5	\$ 69.9	\$ 53.7
Special Conditions	\$ 69.5	\$ 51.7	\$ 22.4	\$ 17.8
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
Total Uses:	\$ 1,309.1	\$ 803.7	\$ 411.6	\$ 505.4

Paid-to-Date through 6/30/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of July 31, 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	\$ 202.1	\$ 27.3	\$ -
Total Uses:	\$ 202.1	\$ 202.1	\$ 27.3	\$ -

Paid-to-Date through 6/30/13



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of July 31, 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	\$ 2.3	\$ -
26th Street & 17th Street Station Betterments P.E.	\$ 0.4	\$ 0.4	\$ 0.4	\$ -
26th Street & 17th Street Station Betterments Construction	\$ 9.1	\$ 5.4	\$ 0.5	\$ 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	\$ 3.6	\$ 7.3

* All 3rd Party funds have been received by the Authority, but not yet committed for expenditure.
Paid-to-Date through 6/30/13



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: 31-Jul-13					
<p>Progress/Work Completed: See Page 6</p> <p>Areas of Concern: See Pages 4 and 5</p>		<p>Major Activities (In Progress): See Page 6 and 7</p> <p>Major Activities Next Period: See Page 6 and 7</p>					
			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>		<u>Cost Summary:</u>					
		\$ 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:		31,592.98			
Original Contract Duration:	1700	3. Approved Change Orders:	2350.68				
Current Contract Duration:	1700	4. Current Contract Value (1 + 2 + 3):	544,001.94	36,871.91			
Elapsed Time from NTP:	805	5. Pending Changes:	-	-			
		6. Incurred Cost:	237,699.63	10,342.63			



Expo Phase 2 VBU Design-Build Contract Status

<p>Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.</p>	<p>Contract No.: XP8901-828 Status as of: 31-Jul-13</p>																																				
<p>Progress/Work Completed: See Page 6</p> <p>Areas of Concern: See Pages 4 and 5</p>	<p>Major Activities (In Progress): See Page 6 and 7</p> <p>Major Activities Next Period: See Page 6 and 7</p>																																				
		<p>Original Contract Dates</p>	<p>Time Extension</p>	<p>Current Contract</p>	<p>Forecast</p>	<p>Variance CDs</p>																															
	<p>Substantial Completion</p>	<p>07/12/13</p>	<p>116</p>	<p>11/05/13</p>	<p>11/05/13</p>	<p>0</p>																															
<p><u>Schedule Summary:</u></p> <p>Date of Award: 08/04/11</p> <p>Limited Notice to Proceed: 09/01/11</p> <p>Original Contract Duration: 680</p> <p>Current Contract Duration: 796</p> <p>Elapsed Time from NTP: 700</p>	<p><u>Cost Summary:</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th colspan="2" style="text-align: center;">\$ In 000's</th> </tr> <tr> <th colspan="2"></th> <th style="text-align: center;">Baseline Project</th> <th style="text-align: center;">Betterments/ Modifications</th> </tr> </thead> <tbody> <tr> <td>1. Award Value:</td> <td></td> <td style="text-align: right;">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 style="text-align: right;">138.45</td> <td style="text-align: right;">1,551.90</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td></td> <td style="text-align: right;">15,813.45</td> <td style="text-align: right;">1,551.90</td> </tr> <tr> <td>5. Pending Changes:</td> <td></td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td>6. Incurred Cost:</td> <td></td> <td style="text-align: right;">9,997.26</td> <td style="text-align: right;">1,551.90</td> </tr> </tbody> </table>							\$ In 000's				Baseline Project	Betterments/ Modifications	1. Award Value:		15,675.00		2. Executed Modifications:				3. Approved Change Orders:		138.45	1,551.90	4. Current Contract Value (1 + 2 + 3):		15,813.45	1,551.90	5. Pending Changes:		-		6. Incurred Cost:		9,997.26	1,551.90
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