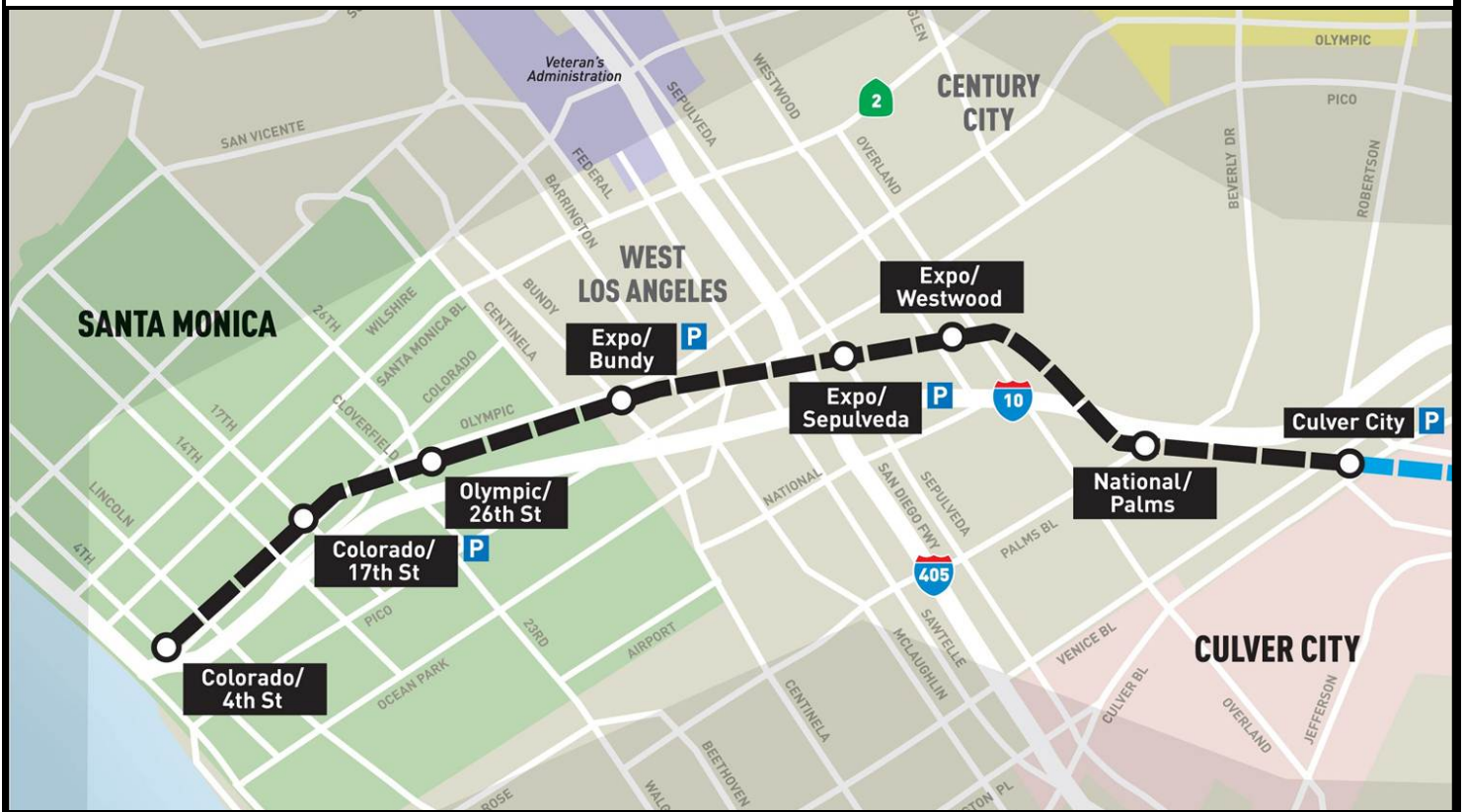


# Phase 2 Exposition Metro Line Project

## Monthly Project Status Report

August 2011





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**PHASE 2 EXPO LINE PROJECT STATUS**

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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 17<sup>th</sup> Street. The alignment follows the center of Colorado Avenue to the proposed terminus in downtown Santa Monica in the vicinity of the intersection of 4<sup>th</sup> 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**

### **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 in April of this year. The Authority has issued a Limited Notice to Proceed (LNTP) to the Phase 2 Design-Build contractor, Skanska/Rados, to begin design and limited field activities while the appeal goes through the legal process.

#### **Santa Monica Project Scope**

At the September 13, 2011 City of Santa Monica council meeting, the Council is expected to approve the City's preferred configuration of the 4<sup>th</sup> Street terminus station and the Colorado Street baseline lane widths. The Expo Authority is analyzing cost tradeoffs to determine the delta costs associated with the City's preferred configuration of the 4<sup>th</sup> Street Station.

The Authority's design-build contractor is progressing City funded Preliminary Engineering on the 17<sup>th</sup> and 26<sup>th</sup> Avenue Stations in order to prepare the costs of the Betterments for City Council consideration.

#### **Los Angeles Department of Water and Power (LADWP) and Southern California Edison (SCE) Overhead Power Relocations**

The Authority is working closely with both LADWP and SCE to identify overhead power line relocations required to accommodate the Project. Staff is working with their Design-Build contractor to prioritize relocations necessary to support the construction work in the field. The Authority CEO will be meeting with LADWP and SCE management to seek commitments on using an accelerated process to implement the necessary relocations.

#### **Kenter Canyon Storm Drain**

A 10-foot diameter Los Angeles County storm drain built in the 1930s runs along Colorado Boulevard 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 Boulevard. The current project scope contemplates protecting the system in place if required. The Authority and Contractor have finalized the scope of the structural analysis needed to identify any potential impacts to the storm drain with the County. The Contractor has begun the field analysis of the storm drain necessary to complete the storm drain analysis.

#### **I-10 Box Grade Crossing**

The Phase 2 alignment passes underneath the I-10 freeway through an existing concrete box. The concrete box previously accommodated a single track freight line and a portion of the existing box dimensions are



limited in accommodating a double track LRT alignment. The preliminary alignment has been finalized with Metro and the crossing is slated for approval by the CPUC Commission on November 10<sup>th</sup>.

### **Phase 2 Bike Path**

The Authority is currently awaiting Caltrans approval of environmental documents for City of Los Angeles as well as awaiting Metro funding agreements for the Phase 2 Bike Path. Skanska/Rados is pricing out the cost to do Preliminary Engineering, but Preliminary Engineering cannot proceed without the funding agreement.

### **I-405 Layover Area**

The Metro contract for the I-405 HOV project included a provision for a laydown area in the Exposition LRT right-of-way. The Authority's and Metro's contractors are coordinating their activities in an effort to minimize any impacts to either project's schedules.



### **Key Activities Completed this Period**

- Phase 2 Design-Build contractor, Skanska/Rados continues to advance the 60% design documents.
- Maintenance Design Group (MDG) is developing conceptual alternatives for the maintenance facility.
- URS began mobilization of the Engineering and Construction Management Services staff.
- Issued a contract modification to Balfour Beatty Infrastructure who provided the lowest responsive bid for the design and construction of the Venice Boulevard bridge.
- Continued coordination with the City of Los Angeles Department of Transportation for a shared use parking garage on City owned property.
- Continued coordination with the Cities of Los Angeles and Santa Monica, Metro and Caltrans.
- Continued coordination with LADWP and SCE on overhead power line relocations.
- Held Urban Design Committee meeting.
- Held community meetings and met with affected project stakeholders.
- Skanska/Rados continues potholing and pre-construction survey activities.
- Skanska/Rados began field activities for the structural analysis of the Kenter Canyon Storm Drain.
- Skanska/Rados continued Preliminary Engineering for City of Santa Monica funded Betterment at the 17<sup>th</sup> and 26<sup>th</sup> Avenue Stations.



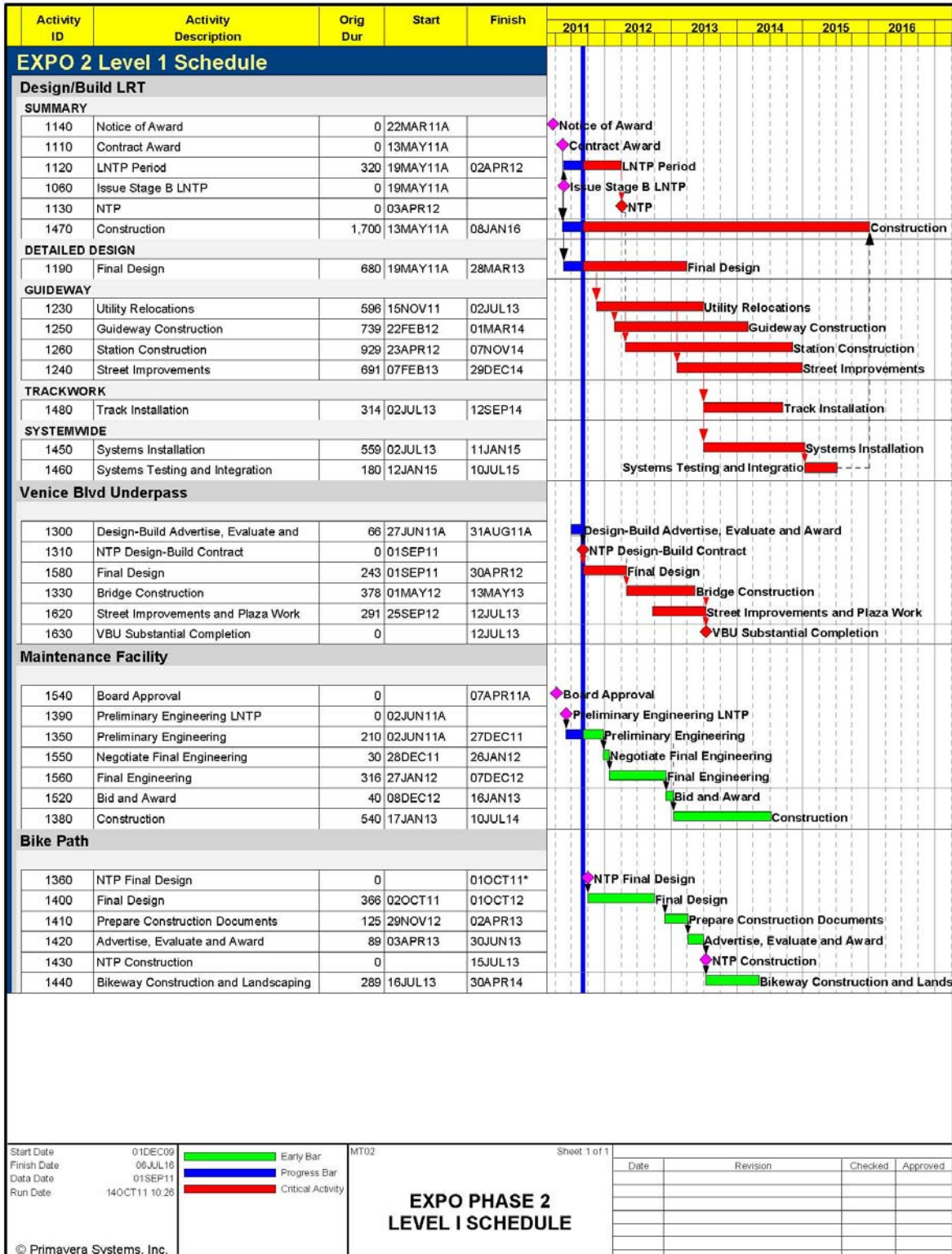
### **Key Future Activities**

- Balfour Beatty Infrastructure (BBI) to complete the Caltrans Project Report/Project Study report for the Venice Blvd. Underpass.
- BBI begin Final Design of the Venice Blvd. Underpass.
- Skanska/Rados complete 60% trackwork design submittal.
- Skanska/Rados continue potholing and pre-construction survey activities.
- Skanska/Rados continue field evaluation of the Kenter Canyon Storm Drain.
- Skanska/Rados complete Preliminary Engineering for 17<sup>th</sup> and 26<sup>th</sup> Avenue Stations and provide City of Santa Monica with Betterment construction costs.
- MDG complete alternatives of the Maintenance Facility configuration for final selection to move into Preliminary Engineering.
- Phase 2 groundbreaking event on September 12, 2011.
- Complete Master Cooperative Agreement with the City of Santa Monica.
- Hold additional community meetings and continue coordination with Project Stakeholders.





### Critical Path Schedule







**Expo Phase 2 Design-Build Contract Status**

**Major Activities Next Period:**

- Continue final design
- Continue potholing and pre-construction survey activities
- Complete Preliminary Engineering for City of Santa Monica Betterments
- Continue field evaluation of the Kenter Canyon Storm Drain

	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Milestone 1 - Contract Completion	01/08/16	0	01/08/16	01/08/16	0

**Schedule Summary:**

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: 19

**Cost Summary:**

**\$ In 000's**

1. Award Value: 546,930.20  
 2. Executed Modifications: 0.00  
 3. Approved Change Orders: 0.00  
 4. Current Contract Value (1 + 2 + 3): 546,930.20  
 5. Pending Changes: 0.00  
 6. Incurred Cost: 0.00



**Expo Phase 2 Financial Status**  
 Project Operating Budget Summary in Millions of Dollars  
 August 31, 2011



**Expo**

*Sources & Uses of Funds - Phase 2  
 Status as of August 31, 2011*

**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	\$ 12.5	\$ 35.3	
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	
Local Agency Contribution	\$ 45.3	\$ -	\$ 45.3	
	\$ 1,511.2	\$ 408.0	\$ 1,103.2	
<b>Total Sources:</b>	<b>\$ 1,511.2</b>	<b>\$ 408.0</b>	<b>\$ 1,103.2</b>	

Uses of Funds by Element (millions)	A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.9	\$ 546.9	\$ 63.1	\$ 60.1
Other Construction Elements	\$ 159.5	\$ 13.6	\$ -	\$ 145.9
Right-of-Way	\$ 265.0	\$ 67.4	\$ 67.4	\$ 197.6
Vehicles	\$ 202.1	\$ -	\$ -	\$ 202.1
Professional Services	\$ 148.2	\$ 40.4	\$ 31.7	\$ 107.8
Special Conditions	\$ 63.6	\$ 4.8	\$ 0.3	\$ 58.8
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
<b>Total Uses:</b>	<b>\$ 1,511.2</b>	<b>\$ 673.1</b>	<b>\$ 162.5</b>	<b>\$ 838.1</b>

Paid-to-Date through 8/31/11



**Expo Phase 2 Financial Status**  
 Project Operating Budget Summary in Millions of Dollars  
 August 31, 2011



**Expo**

Sources & Uses of Funds - Phase 2

Status as of August 31, 2011

**Non - Baseline Activities**

Sources of Funds (millions)

	A	B	C = A - B
Source	Budget	Funding Committed	Uncommitted
Project Revenue: City of LA Contribution	\$ 5.3	\$ -	\$ 5.3
Project Revenue: City of Santa Monica Contribution	\$ 0.4	\$ 0.4	\$ -
<b>Total Sources:</b>	<b>\$ 5.7</b>	<b>\$ 0.4</b>	<b>\$ 5.3</b>

Uses of Funds by Element (millions)

	A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ -	\$ -	\$ -	\$ -
Sepulveda Blvd Bridge & Aerial Station (Diff.)	\$ 5.3	\$ -	\$ -	\$ 5.3
26th Street & 17th Street Station Betterments P.E.	\$ 0.4	\$ 0.4	\$ -	\$ -
<b>Total Uses:</b>	<b>\$ 5.7</b>	<b>\$ 0.4</b>	<b>\$ -</b>	<b>\$ 5.3</b>

Paid-to-Date through 8/31/11