

# Phase 2 Exposition Metro Line Project

## Monthly Project Status Report

July 2011





**TABLE OF CONTENTS**

**PHASE 2 EXPO LINE PROJECT STATUS**

<b>TABLE OF CONTENTS.....</b>	<b>2</b>
<b>Phase 2 Exposition Metro Line Construction Authority Project Description.....</b>	<b>3</b>
<b>Phase 2 Exposition Metro Line Construction Authority Culver City to Santa Monica Segment .....</b>	<b>4</b>
<b>Management Issues .....</b>	<b>4</b>
<b>Key Activities Completed this Period.....</b>	<b>6</b>
<b>Key Future Activities.....</b>	<b>7</b>
<b>Critical Path Schedule .....</b>	<b>8</b>
<b>Critical Path Float Trend.....</b>	<b>9</b>
<b>Expo Phase 2 Design-Build Contract Status .....</b>	<b>10</b>
<b>Expo Phase 2 Financial Status.....</b>	<b>11</b>
<b>Baseline Activities.....</b>	<b>11</b>
<b>Non-Baseline Activities .....</b>	<b>12</b>



### 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.

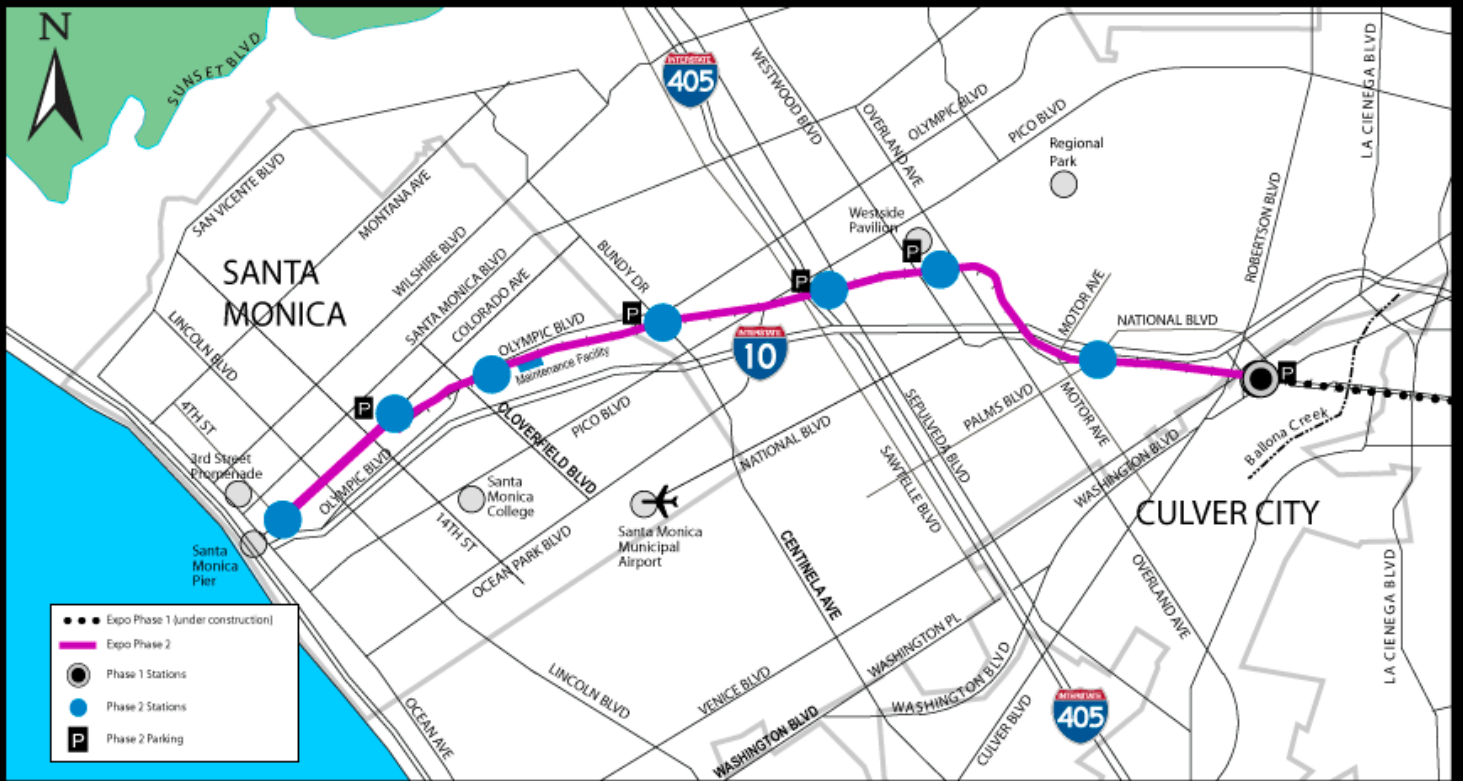


Figure 1: Exposition Metro Line Construction Authority Phase 2 Alignment



## **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**

The Authority is working with the City of Santa Monica to resolve outstanding scope issues that relate to the location of the 4<sup>th</sup> Street terminus station, lane widths along Colorado Boulevard and Betterment requests at the 17<sup>th</sup> and 26<sup>th</sup> Avenue Stations. The City of Santa Monica is expected to take these matters to the City Council in September, 2011.

#### **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. The Authority has been working closely with the County to finalize the scope of the structural analysis needed to identify any potential impacts to the storm drain.

#### **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 Authority and their Design-Build contractor are working closely with Metro to finalize the alignment. Once the alignment is finalized, the Authority will coordinate their findings with the California Public Utilities Commission (CPUC).



**Phase 2 Bike Path**

The Authority is currently awaiting Caltrans approval of environmental documents 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.



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

- Issued LNTP to the Phase 2 Design-Build contractor, Skanska/Rados.
- Executed a contract with the Phase 2 Maintenance Facility Design Consultant; Maintenance Design Group (MDG).
- Issued a LNTP to URS for Engineering and Construction Management Services.
- Submitted grade crossing Hazard Analysis as required under General Order 143D of the CPUC code to the CPUC for approval of the Projects grade crossings.
- Continued negotiating Fiscal Year 2012 (FY12) work authorizations with the City of Los Angeles, Caltrans and the City of Santa Monica.
- 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.
- Began Urban Design Committee meetings.
- Held community meetings and met with affected project stakeholders.
- Skanska/Rados began progressing design to the 60% level.
- Skanska/Rados began potholing and pre-construction survey activities.
- Skanska/Rados began Preliminary Engineering for City of Santa Monica funded Betterment at the 17<sup>th</sup> and 26<sup>th</sup> Avenue Stations.
- MDG began Preliminary Engineering of the Maintenance Facility.

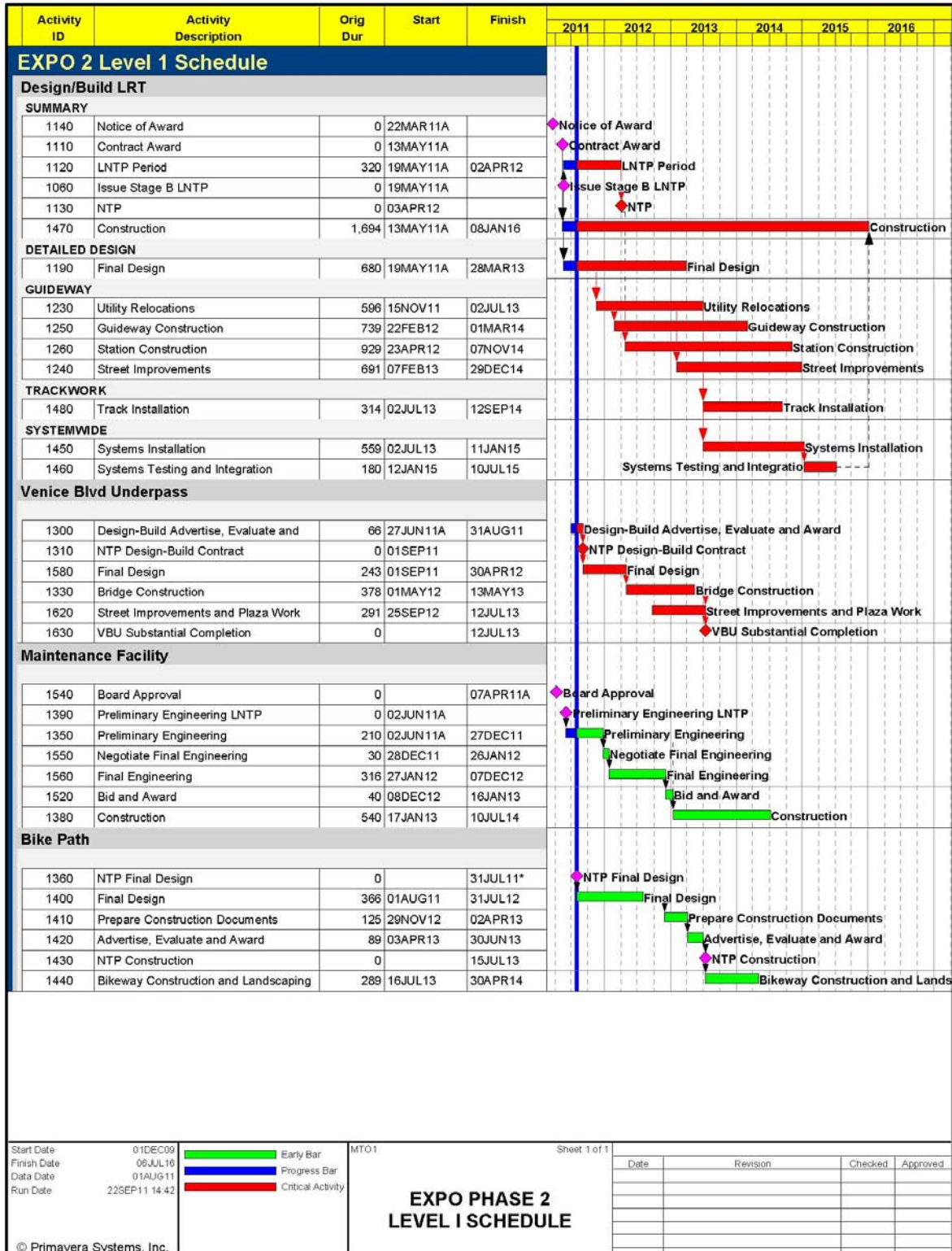


### **Key Future Activities**

- Obtain Expo Board authorization for a design-build change order to Balfour Beatty Infrastructure (BBI) to complete the design and construct the Venice Blvd. Underpass.
- BBI begin Final Design of the Venice Blvd. Underpass.
- Submit the final PSR/PR to Caltrans for the Venice Blvd. Underpass.
- Skanska/Rados complete 60% trackwork design submittal.
- Skanska/Rados continue potholing and pre-construction survey activities.
- Skanska/Rados begin 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 continue Preliminary Engineering of the Maintenance Facility.
- 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







## **Critical Path Float Trend**

### **Critical Path Analysis**

#### **Primary Critical Path (0 Calendar Days)**

Currently, the Critical Path runs through the LRT Design-Build Project and Venice Boulevard Underpass (VBU). More specifics will be provided after the development of the Baseline Schedule for both projects is completed.

#### **Secondary Critical Path / (545 Calendar Days)**

The secondary critical path runs through the design, construction contract procurement and construction of the Maintenance Facility project.

#### **Design Build Contract Float (0 Calendar Days)**

The current schedule reflects a forecast completion for Substantial Completion on July 10, 2015 and is on target with the contract completion date of January 8, 2016; therefore the contract float remains unchanged this period.




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

<p><b>Expo Phase 2 Contractor: Skanska/Rados</b></p> <p><b>Progress/Work Completed:</b></p> <p><b>Areas of Concern:</b></p>	<p><b>Contract No.: XP8902 - 002</b></p> <p><b>Status as of: July 31, 2011</b></p> <p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>- LNTP Issued 5/19/11.</li> <li>- Mobilization</li> <li>- Begin potholing</li> <li>- Begin final design</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>- Continue final design</li> <li>- Continue potholing and pre-construction survey activities</li> <li>- Begin Preliminary Engineering for City of Santa Monica Station Betterments</li> <li>- Begin field evaluation of the Kenter Canyon Storm Drain</li> </ul>																														
	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:50%;"></th> <th style="width:12.5%;">Original Contract Dates</th> <th style="width:12.5%;">Time Extension</th> <th style="width:12.5%;">Current Contract</th> <th style="width:12.5%;">Forecast</th> <th style="width:12.5%;">Variance CDs</th> </tr> </thead> <tbody> <tr> <td>Milestone 1 - Contract Completion</td> <td align="center">01/08/16</td> <td align="center">0</td> <td align="center">01/08/16</td> <td align="center">01/08/16</td> <td align="center">0</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		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																		
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<p><b><u>Schedule Summary:</u></b></p> <p>Date of Award: 05/13/11</p> <p>Limited Notice to Proceed: 05/19/11</p> <p>Original Contract Duration: 1700</p> <p>Current Contract Duration: 1700</p> <p>Elapsed Time from NTP: 19</p>	<p><b>Cost Summary:</b> <span style="float: right;"><b>\$ In 000's</b></span></p> <table style="width:100%;"> <tr> <td style="width:80%;">1. Award Value:</td> <td align="right">546,930.00</td> </tr> <tr> <td>2. Executed Modifications:</td> <td align="right">0.00</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td align="right">0.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td align="right">546,930.00</td> </tr> <tr> <td>5. Pending Changes:</td> <td align="right">0.00</td> </tr> <tr> <td>6. Incurred Cost:</td> <td align="right">0.00</td> </tr> </table>	1. Award Value:	546,930.00	2. Executed Modifications:	0.00	3. Approved Change Orders:	0.00	4. Current Contract Value (1 + 2 + 3):	546,930.00	5. Pending Changes:	0.00	6. Incurred Cost:	0.00																		
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**Expo Phase 2 Financial Status**  
 Project Operating Budget Summary in Millions of Dollars  
 July 31, 2011

Sources of Funds (millions)		Sources & Uses of Funds - Phase 2			
		Status as of July 31, 2011			
					
<b>Baseline Activities</b>					
		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	\$ 261.7	\$ 552.0		
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	\$ 292.0	\$ 1,219.2		
<b>Total Sources:</b>	<b>\$ 1,511.2</b>	<b>\$ 292.0</b>	<b>\$ 1,219.2</b>		
<b>Uses of Funds by Element (millions)</b>		A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted	
Design-Build Corridor	\$ 606.9	\$ 546.9	\$ 44.9	\$ 60.0	
Other Construction Elements	\$ 159.5	\$ -	\$ -	\$ 159.5	
Right-of-Way	\$ 265.0	\$ 63.9	\$ 63.9	\$ 201.1	
Vehicles	\$ 202.1	\$ -	\$ -	\$ 202.1	
Professional Services	\$ 148.2	\$ 38.5	\$ 31.5	\$ 109.7	
Special Conditions	\$ 63.6	\$ 4.8	\$ 0.1	\$ 58.8	
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0	
<b>Total Uses:</b>	<b>\$ 1,511.2</b>	<b>\$ 654.1</b>	<b>\$ 140.4</b>	<b>\$ 857.1</b>	
Paid-to-Date through 7/31/11					



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



**Expo**

Sources & Uses of Funds - Phase 2

Status as of July 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 (Differential)	\$ 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>\$ -</b>	<b>\$ -</b>	<b>\$ 5.7</b>

Paid-to-Date through 7/31/11