

# Phase 2 Exposition Metro Line Project

## Monthly Project Status Report

December 2011 /January 2012





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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 2011.

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

At the January 24, 2012 City of Santa Monica Council meeting, the Council agenda included authorization for the City Manager to negotiate and execute agreements to transfer project sponsorship of the Expo Bike Path project to the LACMTA, payment of local match, and betterments at the Downtown/4<sup>th</sup> Street Station. In addition, the Council agenda included a recommendation to support the community's preferred use of the Maintenance Facility buffer zone as open space/park. Staff will continue to work with the City of Santa Monica to incorporate funded betterments into the Project.

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

The Authority worked closely with both LADWP and SCE to identify overhead power line relocations required to accommodate the Project. Staff and the Phase 2 Design-Build contractor held Partnering sessions with SCE and with LADWP. Several of these relocations are on the critical path of the Project. The Authority is coordinating with LADWP and SCE at the staff and executive management levels to identify ways to mitigate schedule delays, such as having the design-build contractor provide assistance with drafting and base mapping investigations, pothole to identify underground conflicts, construct ductbanks and vault for the utilities and early procurement of long lead time items.

#### **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 to the Authority draft findings of the Kenter Canyon storm drain structural analysis, which showed no additional protections are required. Final findings will be presented to LACFCD in February 2012. Based on information provided to date, it appears that with concurrence from the County, the Kenter Canyon Storm Drain can be protected in place.

#### **Venice Boulevard Underpass (VBU)**

The VBU is the link between Expo 1 and Expo 2. The VBU structure will bridge a Caltrans roadway, impact multiple overhead and underground utilities, and necessitate right of way acquisition. The VBU Design-Build contractor coordinated with Caltrans, the City of Los Angeles, utilities, and Metro Real Estate to advance 95% design documents, advance PSR/PR for approval and advance permit application for utility relocation. The Authority is coordinating with Caltrans staff and executive management to expedite approval of the PSR/PR. Because this work is critical to the Phase 2 design-build contract work, first order elements of work will be advanced to the final design level to facilitate early work starts. These first order elements include relocation of a sewer line and the installation of LADWP and communications duct banks.



**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 Projects' schedules.



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

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

- SRJV continued to submit 60% design documents and Metro-Authority-third party staff advanced reviews. As 60% design review comments were resolved, SRJV advanced 85% design documents.
- SRJV advanced engineering of City of Santa Monica funded betterments to the 4<sup>th</sup>, 17<sup>th</sup>, and 26<sup>th</sup> Street Stations.
- SRJV continued pre-construction activities – continued utility and third party coordination; on January 12<sup>th</sup>, presented draft findings of the Kenter Canyon storm drain structural analysis; installed fence; set up the QC trailers; continued to abate building hazardous materials; removed old rail; demolished 1704 Colorado (partial), 1726 Colorado, and 1734 Colorado.

#### Venice Bridge Underpass contractor, Balfour Beatty (BBII)

- BBII advanced 95% design documents.
- BBII continued pre-construction activities – continued utility and third party coordination; prepared documents to support right of way efforts; sought Caltrans approval for the final project study report/project report (PSR/PR); advanced an encroachment permit with Caltrans for sewer line; and coordinated traffic control plan requirements.

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

- Metro/Authority staff reviewed the 30% design documents, and comments were returned to MDG on January 20<sup>th</sup>. The Authority and MDG completed negotiations and a LNTP for final design services was issued on January 23<sup>rd</sup>. As 30% design review comments were resolved, MDG advanced 60% design documents.

#### Bike Path

- The Phase 2 Design-Build contractor advanced a cost proposal to provide Preliminary Engineering. Metro and Authority staff coordinated with the Cities of Los Angeles and Santa Monica to advance scope definition and funding agreements. The Board approved negotiations with the Phase 2 Design-Build contractor for Preliminary Engineering contingent upon Metro obtaining funding from the CTC.

#### General

- SRJV and BBII continued to coordinate contract interface activities. SRJV and MDG continued to coordinate contract interface activities.
- 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. Conducted an initial Partnering session with SCE on January 9<sup>th</sup> and a follow-on Partnering session with LADWP on January 18<sup>th</sup>.
- Held community meetings and met with affected project stakeholders.



### **Key Future Activities**

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

- SRJV will continue to submit 60% design documents and Metro-Authority-third party staff will advance reviews. As 60% design review comments are resolved, SRJV will advance 85% design documents.
- SRJV will advance engineering of City of Santa Monica funded betterments to the 4<sup>th</sup>, 17<sup>th</sup>, and 26<sup>th</sup> Street Stations.
- SRJV will continue pre-construction activities – continue utility and third party coordination; present to LACFCD final findings of the Kenter Canyon storm drain structural analysis; install fence; continue to abate building hazardous materials; perform geotech survey of ground sensitivity; demolish 1610 Colorado, 1704 Colorado, and 2490 Sepulveda.
- SRJV will hold a Partnering meeting with the Cities of Los Angeles and Santa Monica, Metro, and the Authority.

Venice Bridge Underpass contractor, Balfour Beatty (BBII)

- BBII will advance 95% design documents.
- BBII will continue pre-construction activities – continue utility and third party coordination; prepare documents to support right of way efforts; seek Caltrans approval for the final project study report/project report (PSR/PR); advance permits for utility relocation.

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

- MDG will resolve 30% design review comments and advance 60% design documents.

Bike Path

- Metro will submit funding application to the CTC. Once funds are obtained, the Authority will begin negotiations with the Phase 2 Design Build contractor.

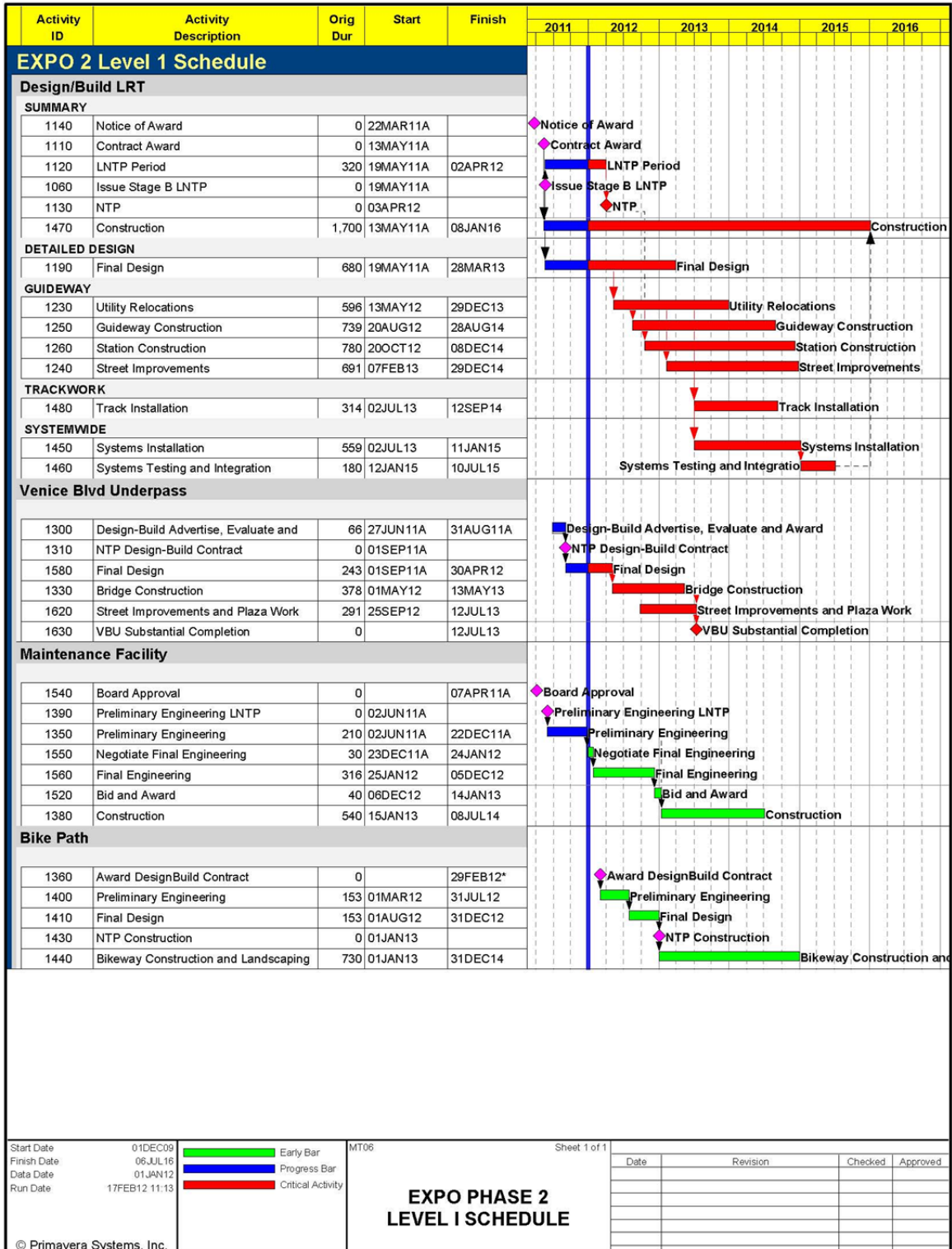
General

- SRJV and BBII will continue to coordinate contract interface activities. SRJV and MDG will continue to coordinate contract interface activities.
- Continue coordination with the Cities of Los Angeles and Santa Monica, Metro, and Caltrans.
- Continue coordination with LADWP and SCE on overhead power line relocations.
- Hold Urban Design Committee meeting.
- Hold community meetings and meet with affected project stakeholders.



## Phase 2 Exposition Metro Line Construction Authority Schedule Status

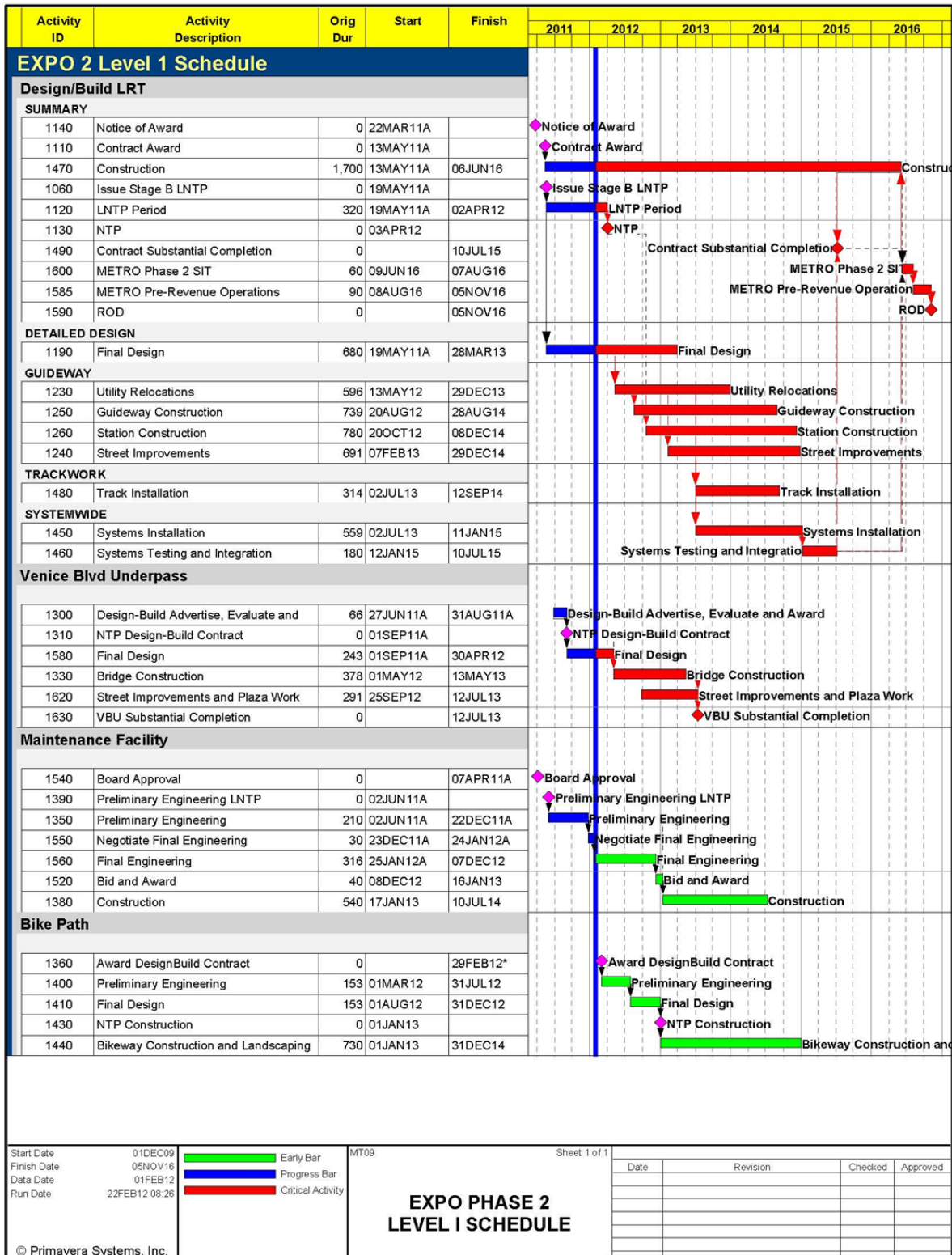
### Critical Path Schedule December







**Critical Path Schedule January**





**Schedule Narrative**

**Critical Path Analysis (0 Calendar Days)**

Currently, the Critical Path runs through the LRT Design-Build Project. Specifically, the Contractor’s longest path consists of work on Colorado Avenue in the City of Santa Monica starting with the relocation of existing utilities and installation of new utilities, followed by street improvements, guideway construction and trackwork. The path continues with the installation of the Overhead Catenary System followed by systems local and integrated testing.

**Secondary Critical Path Analysis (1 Calendar Days)**

The secondary critical path also runs through the LRT Design-Build Project starting with LADWP and SCE OH power relocation at Bundy Drive in the City of LA, followed by the construction of the Bundy Bridge. The path continues with the installation of trackwork followed by the installation and testing of the Overhead Catenary and Train Control systems.

**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. Per this adjustment, the projected Revenue Operation Date is 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	555.3	75.3	766.3	-
R	RIGHT-OF-WAY	265.0	265.0	72.0	72.0	265.0	-
V	VEHICLES	202.1	202.1	-	-	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	77.3	38.1	148.2	-
SC	SPECIAL CONDITIONS	63.6	63.6	5.0	0.8	63.6	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
<b>TOTAL</b>		<b>1,511.2</b>	<b>1,511.2</b>	<b>709.6</b>	<b>186.2</b>	<b>1,511.2</b>	<b>-</b>

NOTE: Expenditures are Paid-to-Date through 1/31/12

**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  
 Through January 31, 2012**



**Expo**

*Sources & Uses of Funds - Phase 2  
 Status as of January 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	\$ 12.5	\$ 35.3	
Local Agency Contribution	\$ 45.3	\$ -	\$ 45.3	
	<u>\$ 1,309.1</u>	<u>\$ 408.0</u>	<u>\$ 901.1</u>	
<b>Total Sources:</b>	<u>\$ 1,309.1</u>	<u>\$ 408.0</u>	<u>\$ 901.1</u>	

Uses of Funds by Element (millions)	A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.8	\$ 541.6	\$ 74.6	\$ 60.0
Other Construction Elements	\$ 159.5	\$ 13.6	\$ 0.7	\$ 145.9
Right-of-Way	\$ 265.0	\$ 72.0	\$ 72.0	\$ 193.0
Professional Services	\$ 148.2	\$ 77.3	\$ 38.1	\$ 70.9
Special Conditions	\$ 63.6	\$ 5.0	\$ 0.8	\$ 58.6
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
	<u>\$ 1,309.1</u>	<u>\$ 709.6</u>	<u>\$ 186.2</u>	<u>\$ 594.2</u>
<b>Total Uses:</b>	<u>\$ 1,309.1</u>	<u>\$ 709.6</u>	<u>\$ 186.2</u>	<u>\$ 594.2</u>

Paid-to-Date through 1/31/12



**Project Operating Budget Summary in Millions of Dollars  
 Through January 31, 2012**



**Expo**

Sources & Uses of Funds - Phase 2

Status as of January 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
	<u>\$ 202.1</u>	<u>\$ -</u>	<u>\$ 202.1</u>
<b>Total Sources:</b>	<u>\$ 202.1</u>	<u>\$ -</u>	<u>\$ 202.1</u>

Uses of Funds by Element (millions)

A                      B                      C                      D = A - B

Element	Budget	Committed	Paid	Uncommitted
Vehicles	\$ 202.1	\$ -	\$ -	\$ 202.1
<b>Total Uses:</b>	<u>\$ 202.1</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 202.1</u>

Paid-to-Date through 1/31/12



**Project Operating Budget Summary in Millions of Dollars  
Through January 31, 2012**



*Sources & Uses of Funds - Phase 2  
Status as of January 31, 2012*

**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	\$ 18.3	\$ 0.4	\$ 17.9
<b>Total Sources:</b>	<b>\$ 23.6</b>	<b>\$ 5.7</b>	<b>\$ 17.9</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	\$ 0.4	\$ -
26th Street & 17th Street Station Betterments Construction	\$ 9.1	\$ -	\$ -	\$ 9.1
4th Street Terminus Station P.E.	\$ 0.5	\$ -	\$ -	\$ 0.5
4th Street Terminus Station Construction	\$ 8.4	\$ -	\$ -	\$ 8.4
<b>Total Uses:</b>	<b>\$ 23.6</b>	<b>\$ 5.7</b>	<b>\$ 0.4</b>	<b>\$ 18.0</b>

Paid-to-Date through 1/31/12



**Phase 2 Exposition Metro Line Construction Authority Contract Status**

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

<p><b>Expo Phase 2</b> <b>Contractor: Skanska/Rados</b></p>	<p><b>Contract No.:</b> XP8902-002</p> <p><b>Status as of:</b> 31-Jan-12</p>																														
<p><b>Progress/Work Completed:</b> See Page 6</p> <p><b>Areas of Concern:</b> See Pages 4 and 5</p>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>- Complete field evaluation of the Kenter Canyon Storm Drain and presented draft findings</li> <li>- Continue 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 final design for City of Santa Monica Station Betterments</li> </ul>																														
	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:50%;"></th> <th style="width:10%;">Original Contract Dates</th> <th style="width:10%;">Time Extension</th> <th style="width:10%;">Current Contract</th> <th style="width:10%;">Forecast</th> <th style="width:10%;">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																		
	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																										
<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: 258</p>	<p><b><u>Cost Summary:</u></b> <span style="float: right;"><b>\$ In 000's</b></span></p> <p>1. Award Value: 546,930.00</p> <p>2. Executed Modifications: 364.72</p> <p>3. Approved Change Orders: 0.00</p> <p>4. Current Contract Value (1 + 2 + 3): 547,294.72</p> <p>5. Pending Changes: 0.00</p> <p>6. Incurred Cost: 74,961.80</p>																														



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

<p><b>Expo Phase 2</b> <b>Contractor: Balfour Beatty Infrastructure, Inc.</b></p>	<p><b>Contract No.: XP8901-828</b> <b>Status as of: 31-Jan-12</b></p>					
<p><b>Progress/Work Completed:</b> See Page 6</p> <p><b>Areas of Concern:</b> See Pages 4 and 5</p>	<p><b>Major Activities (In Progress):</b> - Continue Final Design - Review and comment of design by COLA and CalTrans</p> <p><b>Major Activities Next Period:</b> - Complete Final Design - Obtain COLA approval 48" sewer plans for construction - Obtain CalTrans encroachment permit for sewer construction</p>					
		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
	Milestone 1 - Substantial Completion	07/12/13	0	07/12/13	07/12/13	0
<p><b><u>Schedule Summary:</u></b></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: 680</p> <p>Elapsed Time from NTP: 153</p>	<p><b><u>Cost Summary:</u></b> <span style="float: right;"><b>\$ In 000's</b></span></p> <p>1. Award Value: 15,675.00</p> <p>2. Executed Modifications: 0.00</p> <p>3. Approved Change Orders: 0.00</p> <p>4. Current Contract Value (1 + 2 + 3): 15,675.00</p> <p>5. Pending Changes: 0.00</p> <p>6. Incurred Cost: 1,735.40</p>					