

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

July 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 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.

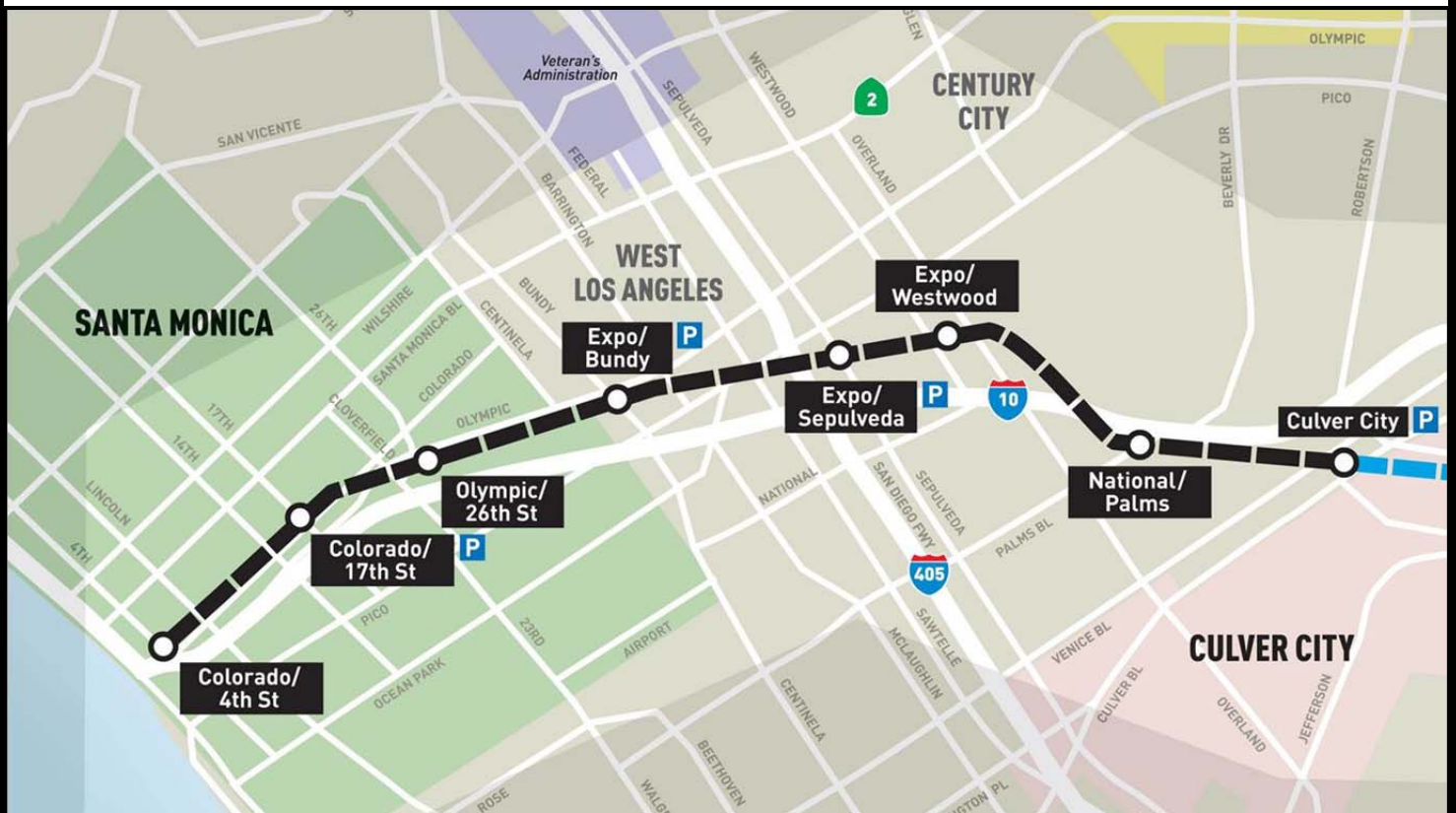


Figure 1: Exposition Metro Line Construction Authority Phase 2 Alignment



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 in April 2011. The Court of Appeal affirmed the judgment of the Superior Court. NFSR filed an appeal with the State Supreme Court.

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 four months. To mitigate potential schedule risk, the Authority is proactively:

- a. Meeting with SCE executive management on a bi-monthly basis and with DWP on a bi-weekly basis.
- b. Holding weekly coordination meetings at the staff level with DWP, SCE, and SCG.
- c. Holding independent facilitated partnering sessions with the utilities and the Design-Build contractor.
- d. Advancing procurement of long lead items with SCE and SCG.
- e. Having Design-Build contractor perform duct bank installation on behalf of DWP.
- f. Working with the Design-Build contractor to look at alternative means and methods to allow work to be done ahead of the utility relocations.
- g. 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 to the Authority draft findings of the Kenter Canyon storm drain structural analysis, which showed no additional protections are required. Final findings were presented to Los Angeles County Flood Control District (LACFCD). LACFCD reviewed the analysis and provided comments which were resolved. Based on information provided to date, it appears that with concurrence from the County, the Kenter Canyon Storm Drain can be left in place as is.



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. The VBU Design-Build contractor coordinated with Caltrans, the City of Los Angeles, utilities, and Metro Real Estate to advance 100% design documents, and started sewer line relocation. To mitigate potential schedule risk, the Authority is proactively:

- a. Working with LADWP and Caltrans to advance LADWP relocations.
- b. Working with VBU Design-Build contractor, communications utilities, and Caltrans to advance communications relocations.
- c. Independently analyzing soils to support waste management plan submittals at Caltrans.
- d. Working with Caltrans, LADWP, VBU Design-Build contractor, and communications utilities to integrate traffic control plans and waste management plans for LADWP relocations, sewer relocations, and communications relocations.

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. They are coordinating their activities in an effort to minimize any impacts to either Project's schedules. For example, the Authority has requested that the I-405 Contractor provide an opening in their bridge falsework to allow access to build our MSE Wall to avoid interference with each other's work.



Key Activities Completed this Period

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

- SRJV submitted 60%/85%/Advanced Partial Design documents and Metro-Authority-third party staff advanced reviews. SRJV prepared documents to support right of way efforts. SRJV advanced engineering of City of Santa Monica funded betterments to the 4th, 17th, and 26th Street Stations. SRJV sought LACFCD concurrence with the Kenter Canyon storm drain structural analysis.
- SRJV continued pre-construction activities – continued utility and third party coordination; performed clearing and grubbing, guideway demolition / rail removal, hazardous soil removal, guideway excavation; demolished Motor bridge, the former Centinela Studios, and the former Jean Hut; installed sanitary sewer manholes along Colorado; installed water lines on 20th and 26th streets; established replacement parking in CSM.
- LADWP - Water Services (LADWP-WS) and Pacific Coast Energy Company (PCEC) continued to relocate facilities.
- Authority coordinated with SRJV and utilities to mitigate potential schedule delays.

Venice Boulevard Underpass contractor, Balfour Beatty (BBII)

- BBII advanced resolution of 100% design review comments; provided a cost proposal for communications relocation joint trench.
- BBII continued pre-construction activities – continued utility and third party coordination; continued sewer relocation.
- LADWP submitted traffic control plan and waste management plan to Caltrans for review.
- Leighton analyzed soil to support the LADWP waste management plan, BBII waste management plan, communications relocation plans, and road widening; prepared report for Caltrans review.
- Authority submitted early copy of communications relocation joint trench design, traffic control plan, and permit application to Caltrans for review.
- 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.

Phase 2 Bikeway

- SRJV advanced the cost estimate. Metro-Authority-third party staff reviewed Preliminary Engineering design.
- Authority advanced a draft bikeway contract.

General

- SRJV and BBII continued to coordinate contract interface activities. SRJV and MDG continued to coordinate contract interface activities.
- Continued coordination with third party utilities to resolve conflicts.
- 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 and related workshops/meetings on July 3rd, 12th, 17th, 31st.
- Held Phase 2 Update meetings with the community on July 10th, 18th.
- Continued FEIR mitigation measures. Advanced plans: Cultural Resources Treatment Plan; Paleontological Resources Management Plan; Santa Monica Air Line data recovery plan.



Key Future Activities

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

- SRJV submit 85%/Advanced Partial Design/100% design documents and Metro-Authority-third party staff will advance reviews. SRJV will prepare documents to support right of way efforts. SRJV will advance engineering of City of Santa Monica funded betterments to the 4th, 17th, and 26th Street Stations. SRJV will obtain documentation of LACFCD concurrence on the Kenter Canyon storm drain structural analysis.
- SRJV continue pre-construction activities – continue utility and third party coordination; perform clearing and grubbing, guideway demolition / rail removal, hazardous soil removal, guideway excavation, structure excavation / shoring; demolish vacated facilities (sheds in CSM Colorado Yard); encase sewer at Overland; install sewer along Pico and sanitary sewer manholes along Colorado; install water lines at 19th and 26th streets; install OCS foundations; install bridge piles at Centinela.
- LADWP - Water Services (LADWP-WS) and Pacific Coast Energy Company (PCEC) continue to relocate facilities.
- Authority continue to coordinate with SRJV and utilities to mitigate potential schedule delays.

Venice Boulevard Underpass contractor, Balfour Beatty (BBII)

- BBII re-submit 100% design documents.
- LADWP work with Caltrans to advance traffic control plan and waste management plan.
- Leighton submit report on soil analysis [for the LADWP waste management plan, BBII waste management plan, communications relocation plans, and road widening] to Caltrans for review.
- Authority work with Caltrans to advance communications relocation joint trench design, traffic control plan, and permit application.
- Authority will 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 advance 100% design.

Phase 2 Bikeway

- SRJV to submit the cost estimate.
- Authority to advance a bikeway contract.
- Hold Bicycle Advisory Committee meeting.

General

- SRJV and BBII will continue to coordinate contract interface activities. SRJV and MDG will 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 meeting and workshops.
- Hold community meetings and meet with affected project stakeholders.
- Continue FEIR mitigation measures. Complete Cultural Resources Treatment Plan; Paleontological Resources Management Plan; Santa Monica Air Line data recovery plan.



Phase 2 Exposition Metro Line Construction Authority Schedule Status

Critical Path Schedule, Period Ending July 31, 2012

Expo LRT Phase 2 - JULY 2012		EXPO2-Monthly Report			17-Aug-12 10:55												
Activity Name	Orig Dur	Start	Finish	2012		2013			2014			2015			2016		
				Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q		
Expo LRT Phase 2 - JULY 2012	1330	14-Mar-11 A	05-Nov-16														
STAGE B	1330	14-Mar-11 A	05-Nov-16														
MILESTONES	1330	13-May-11 A	05-Nov-16														
OVERALL	1743	13-May-11 A	08-Jun-16														
EXPO 2 DURATION TO ROD (1520 + 332)	1520	13-May-11 A	10-Jul-15														
SCHEDULE CONTINGENCY	334	11-Jul-15	08-Jun-16														
DESIGN-BUILD CONTRACT (SRJV)	1193	01-Oct-12	06-Jan-16														
DESIGN-BUILD CONTRACT - FULL NOTICE TO PROCEED	0	01-Oct-12*															
DESIGN-BUILD CONTRACT - ACCESS EAST OF BAGLEY	0	01-May-13*															
DESIGN-BUILD CONTRACT - 2011 RAIN ALLOWANCE	0	29-Mar-15	29-Mar-15														
DESIGN-BUILD CONTRACT - 2012 RAIN ALLOWANCE	28	29-Mar-15	25-Apr-15														
DESIGN-BUILD CONTRACT - 2013 RAIN ALLOWANCE	28	26-Apr-15	23-May-15														
DESIGN-BUILD CONTRACT - 2014 RAIN ALLOWANCE	28	24-May-15	20-Jun-15														
DESIGN-BUILD CONTRACT - 2015 RAIN ALLOWANCE	20	21-Jun-15	10-Jul-15														
DESIGN-BUILD CONTRACT - SUBSTANTIAL COMPLETION [DAY ZERO + 1520]	0	10-Jul-15*															
DESIGN-BUILD CONTRACT - PUNCHLIST COMPLETION (SUBSTANTIAL COMPL)	0	08-Oct-15															
DESIGN-BUILD CONTRACT - FINAL ACCEPTANCE (PUNCHLIST COMPLETION -	0	06-Jan-16*															
VENICE BOULEVARD BRIDGE (BBI)	53	07-Oct-13	29-Nov-13														
VBU - STRUCTURE COMPLETION AND SETTLEMENT MILESTONE (TRACK REPA	0	07-Oct-13*															
VBU - DESIGN-BUILD CONTRACT SUBSTANTIAL COMPLETION	0	29-Nov-13*															
MAINTENANCE FACILITY CONTRACT	630	07-Jun-13	26-Feb-15														
MAINTENANCE FACILITY - CONSTRUCTION NOTICE TO PROCEED	0	07-Jun-13															
MAINTENANCE FACILITY - FINAL ACCEPTANCE	0	26-Feb-15*															
BIKE PATH	588	12-Sep-12	02-Jan-15														
BIKE PATH - NTP DESIGN-BUILD	0	12-Sep-12															
BIKE PATH - SUBSTANTIAL COMPLETION	0	02-Jan-15															
LA METRO	150	09-Jun-16	05-Nov-16														
LA METRO - SYSTEM INTEGRATION TESTING (60)	60	09-Jun-16	07-Aug-16														
LA METRO - PRE-REVENUE OPERATION (90)	90	08-Aug-16	05-Nov-16														
LA METRO - SERVICE OPERATION DATE (ROD)	0	05-Nov-16*															
Metro Property Acquisitions	421	14-Mar-11 A	13-Dec-13														
POST-ACQUISITION GROUND LEASE	5	14-Mar-11 A	01-Oct-12														
PURCHASE	5	30-Sep-11 A	14-Jan-13														
PARTIAL ACQUISITIONS	357	23-Jul-12	13-Dec-13														
SRJV Design Build	915	19-May-11 A	27-Mar-15														
Final Design	403	19-May-11 A	09-Aug-13														
TRACTION POWER SYSTEM (TPS) DESIGN PACKAGES	236	19-May-11 A	21-Nov-12														
BRIDGE DESIGN PACKAGES	5	20-Jun-11 A	23-Jan-13														
GUIDEWAY AND TRACKWORK DESIGN PACKAGES	5	30-Jun-11 A	05-Oct-12														
STATION DESIGN PACKAGES	5	27-Jul-11 A	08-May-13														
WALL STRUCTURE DESIGN PACKAGES	297	02-Aug-11 A	04-Oct-12														
WET UTILITIES DESIGN PACKAGES	5	04-Aug-11 A	21-Nov-12														
ROADWAY DESIGN PACKAGES	5	04-Aug-11 A	24-Jan-13														
OVERHEAD CATONARY SYSTEM (OCS) DESIGN PACKAGES	298	05-Aug-11 A	27-Nov-12														
TRAFFIC SIGNAL DESIGN PACKAGES	5	08-Aug-11 A	21-Nov-12														
PARKING STRUCTURE DESIGN PACKAGE	141	16-Aug-11 A	27-Jul-12														
TRAIN CONTROL DESIGN PACKAGES	80	27-Sep-11 A	09-Aug-13														
COMMUNICATION DESIGN PACKAGES	5	14-Feb-12 A	26-Apr-13														
CONSTRUCTION	717	19-May-11 A	12-Feb-15														
SPECIAL CONDITIONS/UTILITIES	5	19-May-11 A	27-Dec-13														
SEGMENT 1	599	01-Dec-11 A	21-Oct-14														
SEGMENT 1 - SITEWORK AND SPECIAL CONDITIONS-INITIAL SITEWORK	242	01-Dec-11 A	19-Feb-13														
SEGMENT 1 - GUIDEWAYS AND TRACKS	379	07-Sep-12	04-Mar-14														
SEGMENT 1 - STATIONS	218	29-Jul-13	04-Jun-14														
SEGMENT 1 - SITEWORK AND SPECIAL CONDITIONS-STREET IMPROVEMEN	182	05-Feb-14	21-Oct-14*														
SEGMENT 1 - SYSTEMS AND EQUIPMENT	159	07-Mar-14	21-Oct-14*														
SEGMENT 2	642	08-Feb-12 A	25-Nov-14														
SEGMENT 2 - STATIONS AND PARKING	634	08-Feb-12 A	14-Nov-14														
SEGMENT 2 - SITEWORK AND SPECIAL CONDITIONS-INITIAL SITEWORK	383	05-Mar-12 A	10-Dec-13														
SEGMENT 2 - GUIDEWAYS AND TRACKS	442	06-Sep-12	02-Jun-14														
SEGMENT 2 - SYSTEMS AND EQUIPMENT	258	19-Nov-13	25-Nov-14														
SEGMENT 3	697	29-Mar-12 A	12-Feb-15														

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

EXPO 2 CONTROL SCHEDULE - JULY 2012

D..	Revision	C..	A..



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 four 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. 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	555.6	131.6	766.3	-
R	RIGHT-OF-WAY	265.0	265.0	77.6	77.6	265.0	-
V	VEHICLES	202.1	202.1	-	-	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	87.0	47.0	148.2	-
SC	SPECIAL CONDITIONS	63.6	63.6	11.5	4.1	63.6	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	731.6	260.3	1,511.2	-

NOTE: Expenditures are Paid-to-Date through 6/30/12

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 July 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	\$ 541.9	\$ 128.2	\$ 64.9
Other Construction Elements	\$ 159.5	\$ 13.6	\$ 3.4	\$ 145.9
Right-of-Way	\$ 265.0	\$ 77.6	\$ 77.6	\$ 187.4
Professional Services	\$ 148.2	\$ 87.0	\$ 47.0	\$ 61.3
Special Conditions	\$ 63.6	\$ 11.5	\$ 4.1	\$ 52.1
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
Total Uses:	\$ 1,309.1	\$ 731.6	\$ 260.3	\$ 577.6

Paid-to-Date through 6/30/12



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2
 Status as of July 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>	
Total Sources:	<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
Total Uses:	<u>\$ 202.1</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 202.1</u>

Paid-to-Date through 6/30/12



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of July 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	\$ 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 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	\$ 1.4	\$ 0.1	\$ 7.8
4th Street Terminus Station P.E.	\$ 0.5	\$ 0.4	\$ 0.4	\$ 0.1
4th Street Terminus Station Construction	\$ 8.4	\$ -	\$ -	\$ 8.4
Total Uses:	\$ 23.6	\$ 7.4	\$ 0.9	\$ 16.2

Paid-to-Date through 6/30/12



Phase 2 Exposition Metro Line Construction Authority Contract Status

Expo Phase 2 Design-Build Contract Status

<p>Expo Phase 2 Contractor: Skanska/Rados</p>	<p>Contract No.: XP8902-002</p> <p>Status as of: 31-Jul-12</p>					
<p>Progress/Work Completed: See Page 6</p> <p>Areas of Concern: See Pages 4 and 5</p>	<p>Major Activities (In Progress): - Continue submittal of 60%, 85% and Advanced Partial Design documents - Advanced engineering of City of Santa Monica funded betterments to the 4th, 17th and 26th Street Stations - Pre-construction activities: utility and third party coordination; clearing and grubbing, guideway demolition / rail removal, hazardous soil removal, guideway excavation; demolished Motor bridge, former Centinela Sudios; installed sanitary sewer manholes along Colorado; established replacement parking in City of Santa Monica</p> <p>Major Activities Next Period: - Continue final design - Continue final design for City of Santa Monica Station Betterments - Continue pre-construction activities: utility and third party coordination, site clearing within the Metro right-of-way; demolish vacated facilities; encase sewer at Overland; install sewer along Pico; install bridge piles at Centinela</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>07/10/15</p>	<p>0</p>	<p>07/10/15</p>	<p>07/10/15</p>	<p>0</p>
	<p>Contract Completion</p>	<p>01/08/16</p>	<p>0</p>	<p>01/08/16</p>	<p>01/08/16</p>	<p>0</p>
<p>Schedule Summary:</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: 440</p>	<p>Cost Summary: \$ In 000's</p> <p>1. Award Value: 546,930.20</p> <p>2. Executed Modifications: 2,075.54</p> <p>3. Approved Change Orders: 346.52</p> <p>4. Current Contract Value (1 + 2 + 3): 549,352.26</p> <p>5. Pending Changes: 0.00</p> <p>6. Incurred Cost: 127,139.09</p>					



Expo Phase 2 VBU Design-Build Contract Status

Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.	Contract No.: XP8901-828 Status as of: 31-Jul-12					
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5	Major Activities (In Progress): - Advanced resolution of 100% design review comments - Continued sewer construction - Continued utility and third party coordination Major Activities Next Period: - Resubmit 100% design document - Continue sewer relocation - Coordinate sewer, LADWP power relocation and 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
Schedule Summary: Date of Award: 08/04/11 Limited Notice to Proceed: 09/01/11 Original Contract Duration: 680 Current Contract Duration: 680 Elapsed Time from NTP: 335	Cost Summary: \$ In 000's 1. Award Value: 15,675.00 2. Executed Modifications: 0.00 3. Approved Change Orders: 66.65 4. Current Contract Value (1 + 2 + 3): 15,741.65 5. Pending Changes: 0.00 6. Incurred Cost: 2,788.63					