

Phase 2 Exposition Metro Line Project

Monthly Project Status Report

January 2013

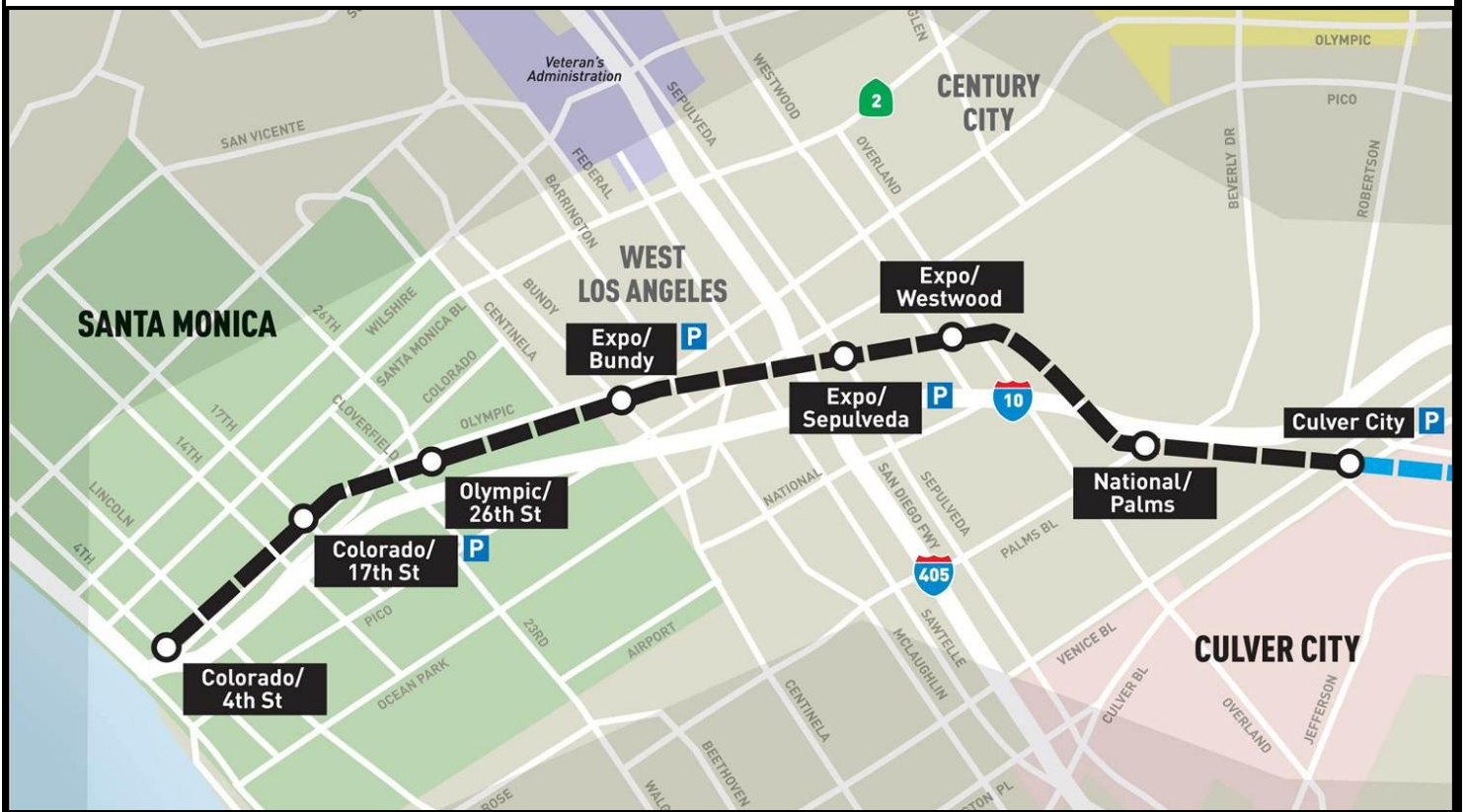




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Phase 2 Exposition Metro Line Construction Authority Project Description

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, the motion to stay was denied.

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. We are awaiting the ALJ's draft decision.

Utility Relocations

The Authority worked closely with Los Angeles Department of Water and Power (DWP) 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. The Current Contract Schedule shows full recovery. 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. While currently not delaying the Contract Substantial Completion date, some utility relocations are still critical based on the current projections. To mitigate future potential schedule risk, the Authority is proactively:

- Meeting with SCE executive management on a monthly basis and with DWP on a bi-weekly basis.
- Coordinating weekly at the staff level with DWP, SCE, SCG, and communications providers.
- Holding independent facilitated partnering sessions with the utilities and the Design-Build contractor.
- Advancing procurement of long lead items with SCE.
- Having Design-Build contractor perform duct bank installation on behalf of DWP and SCE.
- Working with the Design-Build contractor to identify alternative means and methods ahead of utility relocations.
- Working at the executive management level with utilities to identify creative, potential measures:
 1. Utilities commit additional resources to keep the relocation 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 work hour variances to enable night work, Sunday work, and peak hour exemptions.



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 findings of the Kenter Canyon storm drain structural analysis to Los Angeles County Flood Control District (LACFCD), showing that the Kenter Canyon storm drain 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. Where existing manholes tie into the Kenter Canyon storm drain and where an existing sanitary sewer line crosses the Kenter Canyon storm drain, the Phase 2 Design-Build contractor is designing to protect in place where feasible.

Venice Boulevard Underpass (VBU)

The VBU structure will bridge Venice Boulevard which is a Caltrans roadway and will impact multiple overhead and underground utilities. Current projections show a potential schedule risk related to VBU utility relocations. To mitigate potential schedule risk, the Authority is proactively:

- Working with Caltrans, DWP, seven communications providers, and the VBU Design-Build contractor to coordinate utility relocation plans.
- Working with VBU and Phase 2 Design-Build contractors to coordinate their activities at the contract interface to minimize any impacts to either Contract schedule.
- The VBU Design-Build contractor continued construction of bridge foundations and installation of duct banks on behalf of communications providers. DWP continued relocation of DWP dry utilities.

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. The I-405 HOV contractor designed falsework without an opening for Expo construction. If the I-405 HOV schedule slips, the Authority contractor may be impacted. The I-405 HOV contractor and the Authority's contractor are coordinating their activities in an effort to minimize any impacts to either Project's schedules. Currently, the I-405 HOV contractor's schedule calls for the removal of their falsework prior to SRJV's need date.



Key Activities Completed this Period

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

- SRJV advanced Approved for Construction (AFC) design packages for guideway, civil, structures, and stations; advanced 100% designs for systems and landscaping. Authority staff reviewed guideway, civil, structures, stations, and systems design submittals as well as requests for design deviations; worked with SRJV to resolve comments. This period, one structure design was stamped AFC.
- SRJV continued construction activities – demolished a building at Bergamot; performed guideway excavation, contaminated soil removal; installed wet utilities (Colorado); installed dry utility duct banks on behalf of DWP (National, Sepulveda, Pico, Bundy); installed CCTV infrastructure; installed OCS foundations; installed CS ductbank; advanced construction of retaining walls (Cardiff to National, Clarington to Motor) and at bridge sites (Palms, Sepulveda, Pico, Bundy, Olympic); at the Sepulveda Parking structure site, performed rough grading. SRJV advanced construction submittals and requests for information; Authority staff reviewed.
- Southern California Gas, communications providers, and Shell continued to relocate facilities. SCE and DWP initiated relocation of facilities.
- Authority coordinated with SRJV and utilities to mitigate potential schedule delays.

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

- BBII continued construction activities – installed duct banks on behalf of communications providers; advanced construction of bridge foundations. BBII advanced construction submittals and requests for information; Authority staff reviewed.
- DWP continued relocation of DWP dry utilities.
- Authority worked with communications providers to advance agreements and cable pulling plans.
- Authority coordinated with BBII, Caltrans, DWP, and utilities to mitigate potential schedule delays.

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

- MDG continued to resolve comments on the 100% design documents.
- Authority received Statements of Qualifications from interested parties and evaluated.
- Authority and MDG advanced construction procurement documents.

Phase 2 Bikeway

- Bikeway budget currently exceeds the existing budget; worked with cities on reducing costs.
- Authority and SRJV advanced bikeway contract negotiations.
- Bicycle Advisory Committee met on January 31st.

General

- Continued coordination with third party utilities to resolve conflicts.
- Held partnering meeting with SCE on January 17th.
- Held partnering meeting with BBII on January 23rd.
- Continued coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Held Fire Life Safety Committee meetings/workshops on January 3rd, 10th, 30th.
- Held Urban Design Committee meeting on January 8th.
- Held Phase 2 Update meetings with the Community on January 23rd, 30th.
- Continued FEIR mitigation measures.



Key Future Activities

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

- SRJV Approved for Construction (AFC) design packages for guideway, civil, structures, stations, and systems; advance 100% designs for landscaping. Metro-Authority-third party staff review guideway, civil, structures, stations, systems, and landscape design submittals and work with SRJV to resolve comments. As 100% design comments are resolved, Authority approve plans for construction.
- SRJV continue construction activities – abate/demolish building at 430 Colorado; perform clearing and grubbing, guideway excavation, hazardous soil removal; install wet utilities; install dry utility duct banks on behalf of DWP and SCE; auger holes for poles on behalf of DWP; install OCS foundations; install CS ductbank; advance construction of retaining walls, sound walls, and at bridge sites; advance construction at the Sepulveda Parking Structure site.
- Southern California Gas, SCE, DWP, communications providers, and Shell continue to relocate facilities.
- Authority continue to coordinate with SRJV and utilities to mitigate potential schedule delays.

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

- BBII continue construction activities – install duct banks on behalf of communications providers; construct bridge foundations.
- DWP continue to relocate DWP dry utilities.
- Authority continue to work with communications providers to advance agreements and cable pulling plans.
- Authority continue to coordinate with BBII, Caltrans, DWP, and communications providers to mitigate potential schedule delays.

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

- Authority recommend issuance of Invitation for Bids at the February Board Meeting.
- If Board approves, Authority issue Invitation for Bids.

Phase 2 Bikeway

- Bikeway budget currently exceeds the existing budget; work with cities on reducing costs.
- Authority and SRJV finalize contract negotiations.
- Hold monthly Bicycle Advisory Committee meeting.

General

- SRJV and BBII continue to coordinate contract interface activities. SRJV and I-405 Contractor continue to coordinate contract interface activities.
- Continue coordination with third party utilities to resolve conflicts.
- Hold Partnering meeting with DWP.
- Hold Partnering meeting re: Systems.
- Continue coordination with Department of Toxic Substances Control (DTSC) to advance soil management plan.
- Hold Fire Life Safety Committee meetings/workshops.
- Hold Urban Design Committee meeting.
- Continue FEIR mitigation measures.



Phase 2 Exposition Metro Line Construction Authority Schedule Status

Critical Path Schedule, Period Ending January 31, 2013

Expo LRT Phase 2 - JANUARY 2013		EXPO2-Monthly Report			08-Feb-13 09:46																		
Activity Name	Orig Dur.	Start	Finish	2013 2014 2015 2016																			
				Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q								
Expo LRT Phase 2 - JANUARY 2013	1330	14-Mar-11 A	05-Nov-16																				
STAGE B	1330	14-Mar-11 A	05-Nov-16																				
MILESTONES	1330	01-Sep-11 A	05-Nov-16																				
OVERALL	1743	01-Sep-11 A	08-Jun-16																				
EXPO 2 DURATION TO ROD (1520 + 332)	1520	01-Sep-11 A	10-Jul-15																				
SCHEDULE CONTINGENCY	334	11-Jul-15	08-Jun-16																				
DESIGN-BUILD CONTRACT (SRJV)	1011	01-Apr-13*	08-Jan-16																				
DESIGN-BUILD CONTRACT - FULL NOTICE TO PROCEED	0	01-Apr-13*																					
DESIGN-BUILD CONTRACT - ACCESS TO EAST OF BAGLEY	0		01-May-13*																				
DESIGN-BUILD CONTRACT - 2011 RAIN ALLOWANCE	0	16-Apr-15	16-Apr-15																				
DESIGN-BUILD CONTRACT - 2012 RAIN ALLOWANCE	10	16-Apr-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 COMPLETION + 90)	0		08-Oct-15																				
DESIGN-BUILD CONTRACT - FINAL ACCEPTANCE (PUNCHLIST COMPLETION + 90)	0		08-Jan-16*																				
VENICE BOULEVARD BRIDGE (BBII)	80	22-Dec-13	12-Mar-14																				
VBV - STRUCTURE COMPLETION AND SETTLEMENT MILESTONE (TRACK READY)	0		22-Dec-13*																				
VBV - DESIGN-BUILD CONTRACT SUBSTANTIAL COMPLETION	0		12-Mar-14*																				
MAINTENANCE FACILITY CONTRACT	633	27-Apr-13	19-Jan-15																				
MAINTENANCE FACILITY - CONSTRUCTION NOTICE TO PROCEED	0	27-Apr-13																					
MAINTENANCE FACILITY - FINAL ACCEPTANCE	0		19-Jan-15*																				
BIKE PATH	590	19-Mar-13	10-Jul-15																				
BIKE PATH - NTP DESIGN-BUILD	0	19-Mar-13																					
BIKE PATH - SUBSTANTIAL COMPLETION	0		10-Jul-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-Jan-14																				
POST-ACQUISITION GROUND LEASE	5	14-Mar-11 A	28-Feb-13																				
PURCHASE	5	30-Sep-11 A	28-Apr-13																				
PARTIAL ACQUISITIONS	357	23-Jul-12 A	13-Jan-14																				
VBV	407	23-Apr-12 A	24-Jul-13																				
VBV - METRO CRITICAL PROPERTY ACQUISITIONS (DEL TACO ROE)	192	23-Apr-12 A	25-Jun-13																				
VBV - METRO PROPERTY ACQUISITIONS	407	23-Apr-12 A	24-Jul-13																				
METRO PROCUREMENT	900	03-Jan-12 A	06-Aug-15																				
Owner Furnished Items - light rail vehicles	900	03-Jan-12 A	06-Aug-15																				
Owner Furnished Items - new running rail	0	21-Jan-13*	21-Jan-13																				
Owner Furnished Items - ticket vending machines & validators	159	21-Jan-13*	03-Sep-13																				
Owner Furnished Items - fare gates & network servers for fare collection	159	21-Jan-13*	03-Sep-13																				
Owner Furnished Items - artwork	159	21-Jan-13*	03-Sep-13																				
METRO FURNISHED ITEMS - TRACTION POWER SUBSTATION # 1	0		03-Jun-13*																				
METRO FURNISHED ITEMS - TRACTION POWER SUBSTATION # 2	0		01-Jul-13*																				
METRO FURNISHED ITEMS - TRACTION POWER SUBSTATION # 3	0		01-Nov-13*																				
METRO FURNISHED ITEMS - TRACTION POWER SUBSTATION # 4	0		03-Jan-14*																				
METRO FURNISHED ITEMS - TRACTION POWER SUBSTATION # 5	0		30-Apr-14*																				
METRO FURNISHED ITEMS - TRACTION POWER SUBSTATION # 6	0		15-May-14*																				
METRO FURNISHED ITEMS - TRACTION POWER SUBSTATION # 7	0		30-May-14*																				
FINAL DESIGN	403	20-Jun-11 A	08-Sep-13																				
BRIDGE DESIGN PACKAGES	5	20-Jun-11 A	08-Mar-13																				
GUIDEWAY AND TRACKWORK DESIGN PACKAGES	5	30-Jun-11 A	12-Feb-13																				
STATION DESIGN PACKAGES	5	27-Jul-11 A	19-Jun-13																				
WALL STRUCTURE DESIGN PACKAGES	297	02-Aug-11 A	19-Feb-13																				
ROADWAY DESIGN PACKAGES	5	04-Aug-11 A	22-Feb-13																				
WET UTILITIES DESIGN PACKAGES	5	04-Aug-11 A	16-Apr-13																				
OVERHEAD CATONARY SYSTEM (OCS) DESIGN PACKAGES	298	05-Aug-11 A	18-Feb-13																				
TRAFFIC SIGNAL DESIGN PACKAGES	5	08-Aug-11 A	22-Feb-13																				
PARKING STRUCTURE DESIGN PACKAGE	141	16-Aug-11 A	12-Aug-13																				
COMMUNICATION DESIGN PACKAGES	5	14-Feb-12 A	16-Apr-13																				
TRACTION POWER SYSTEM (TPS) DESIGN PACKAGES	238	23-Apr-12 A	18-Feb-13																				

Remaining Level of ...
Actual Level of Effort

**EXPO 2 CONTROL SCHEDULE
JANUARY 2013**

D..	Revision	C..	A..



Schedule Narrative

Critical and Near-Critical Path Analysis

Currently, the Critical Path runs through the construction of the Pico and Bundy bridges as well as the Sepulveda parking structure in the City of LA. The power relocation activities at Pico and National Palms are near-critical. In the City of Santa Monica, the power relocations and wet utility installation on Colorado are 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	558.8	170.9	766.4	-
R	RIGHT-OF-WAY	265.0	259.1	91.0	90.5	259.1	-
V	VEHICLES	202.1	202.1	15.9	15.9	202.1	-
P	PROFESSIONAL SERVICES	148.2	148.2	90.0	58.1	148.2	-
SC	SPECIAL CONDITIONS	63.6	69.5	34.8	7.3	69.5	-
PR	PROJECT RESERVE	66.0	66.0	-	-	66.0	-
TOTAL		1,511.2	1,511.2	790.5	342.6	1,511.2	-

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

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



Expo

Sources & Uses of Funds - Phase 2
 Status as of January 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	\$ 16.5	\$ 28.8	
	\$ 1,309.0	\$ 459.8	\$ 849.2	
Total Sources:	\$ 1,309.0	\$ 459.8	\$ 849.2	

Uses of Funds by Element (millions)				
	A	B	C	D = A - B
Element	Budget	Committed	Paid	Uncommitted
Design-Build Corridor	\$ 606.8	\$ 545.2	\$ 167.3	\$ 61.6
Other Construction Elements	\$ 159.5	\$ 13.6	\$ 3.6	\$ 146.7
Right-of-Way	\$ 259.1	\$ 91.0	\$ 90.5	\$ 168.1
Professional Services	\$ 148.2	\$ 90.0	\$ 58.1	\$ 58.7
Special Conditions	\$ 69.5	\$ 34.8	\$ 7.3	\$ 36.7
Project Reserve	\$ 66.0	\$ -	\$ -	\$ 66.0
Total Uses:	\$ 1,309.1	\$ 774.6	\$ 326.7	\$ 537.8

Paid-to-Date through 12/31/12



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of January 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	\$ 15.9	\$ 15.9	\$ 186.2
Total Uses:	\$ 202.1	\$ 15.9	\$ 15.9	\$ 186.2

Paid-to-Date through 12/31/12



Project Operating Budget Summary in Millions of Dollars



Expo

Sources & Uses of Funds - Phase 2

Status as of January 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	\$ -	\$ -
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	\$ 1.3	\$ 7.3

* All 3rd Party funds have been received by the Authority, but not yet committed for expenditure.
Paid-to-Date through 12/31/12



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-Jan-13				
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5		Major Activities (In Progress): See Page 6 and 7 Major Activities Next Period: See Page 6 and 7				
		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:			25,432.12	
Original Contract Duration:	1700	3. Approved Change Orders:		901.95		
Current Contract Duration:	1700	4. Current Contract Value (1 + 2 + 3):		542,553.21	30,711.05	
Elapsed Time from NTP:	624	5. Pending Changes:		139.74	1,017.46	
		6. Incurred Cost:		176,751.96	2,160.20	



Expo Phase 2 VBU Design-Build Contract Status

Expo Phase 2 Contractor: Balfour Beatty Infrastructure, Inc.	Contract No.: XP8901-828 Status as of: 31-Jan-13																																				
Progress/Work Completed: See Page 6 Areas of Concern: See Pages 4 and 5	Major Activities (In Progress): See Page 6 and 7 Major Activities Next Period: See Page 6 and 7																																				
		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: 519	Cost Summary: <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;">76.68</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;">15,751.68</td> <td style="text-align: right;">1,551.90</td> </tr> <tr> <td>5. Pending Changes:</td> <td></td> <td></td> <td></td> </tr> <tr> <td>6. Incurred Cost:</td> <td></td> <td style="text-align: right;">5,313.97</td> <td style="text-align: right;">640.47</td> </tr> </tbody> </table>							\$ In 000's				Baseline Project	Betterments/ Modifications	1. Award Value:		15,675.00		2. Executed Modifications:				3. Approved Change Orders:		76.68	1,551.90	4. Current Contract Value (1 + 2 + 3):		15,751.68	1,551.90	5. Pending Changes:				6. Incurred Cost:		5,313.97	640.47
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