



Metro


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NOVEMBER 17, 2005

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER 

FROM: MATT RAYMOND 
CHIEF COMMUNICATIONS OFFICER

SUBJECT: CAPITAL PROJECT TRACKING

ISSUE

The Chief Executive Officer initiated a process for tracking progress of major capital projects, i.e. those projects that have budgets of at least \$5M and/or are high profile in nature. The CEO meets with the responsible Project Managers to discuss progress and resolve any issues that may arise on a monthly basis. Attached is the table that presents each project's budget status, schedule status, challenges, key milestones over the next 90 days and interdepartmental coordination.

DISCUSSION

One of the key features of the table is a status symbol that helps the reader quickly identify whether a project has issues related to budget or schedule. The green symbol indicates that the project budget or schedule is on track. The yellow symbol indicates that the project budget or schedule is at risk, but can recover. The red symbol indicates that the project will need Board approval of additional resources to recover. Following is a summary of the projects on the attached table that were identified as having a budget and/or schedule at risk or needing further Board authority.

Exposition Corridor Project

Although the FTA approved release of the Final EIS/EIR for public review on October 4th, a significant risk to the project schedule still exists since the critical path includes receipt of the Record of Decision from FTA in time to award the Design-Build contract in February. Since such action by the FTA is not entirely within Metro's control, the project schedule is still deemed to be somewhat at risk.

Division 6 Land Exchange

The Developer has submitted a change request to Metro to cover facility enhancements and additional costs not covered in the original agreement, such as betterments to improve

facility efficiency, an increase in employee parking, and costs for incorporating Leadership in Energy and Environmental Design (LEED) features into the design of the facility. Metro has recently received the LEED cost proposal from the Developer and is reviewing the proposal. Metro will then proceed with negotiating the change request. After negotiations, staff will request Board approval of the change order and a Life of Project (LOP) budget increase. Metro has grant funds reserved for this project that will cover the anticipated cost increase related to the change.

The Developer has notified Metro that the design work for the West Los Angeles Transit Facility (WLATF) is currently behind schedule, and that the project will not be complete by the June 30, 2006 date as required by the Agreement. An extension to the schedule has been discussed with the Developer, details are being negotiated, and it will be presented to the Board for approval at the November/December Board meeting. Once approved, the red will revert back to green. Metro operations will continue at the existing Venice Division 6 until completion of the new WLATF.

Division 11 Expansion

Project budget is at risk due to unexpected contract modifications. Current information indicates project will be on budget assuming no added contract modifications are initiated.

Division 21 (PGL Midway Yard Expansion)

The project budget and schedule are at risk due to the preservation of the "Zanja Madre" archaeological site discovered during excavation for the storage tracks. The storage tracks were completed but the proposed modification to preserve the "Zanja Madre" has been changed per public request and will require additional funding. The schedule will continue to be shown at risk (yellow) until staff determines what work is required to address the "Zanja Madre" issue.

Rail Security Improvements

Project schedule is at risk due to potential contract changes that may cause schedule delay.

Universal Fare System (UFS)

The project schedule is at risk due to bus and rail pilot punch list items still requiring corrective action by the contractor. Operational impacts to Metro service require remediation before proceeding to next bus division. The contractor is still able to recover the project schedule completion forecasted for Spring 2006 depending upon their ability to resolve these key issues in several months duration.

NEXT STEPS

The CEO will continue to utilize the Project Development Review process for monitoring projects. Staff will provide the Board with updated project status tables on a quarterly basis.

Attachment: Project Development Review Table (11/17/05)

▶ - schedule/budget at risk but can recover

■ - off schedule/budget resources needed to recover

LOP BUDGET STATUS/ LOP BUDGET / % COMMITTED	SCHEDULE STATUS/ DATE DUE	PROJECT CHALLENGES	KEY MILESTONES NEXT 90 DAYS	INTERDEPARTMENTAL COORDINATION ISSUES/STATUS
● \$898.8M	● 12/09	<ul style="list-style-type: none"> • Begin tunneling in Fall 2005. • Resolve real estate and funding agreement with LAUSD at Ramona High School site for new Indiana Station. 	<ul style="list-style-type: none"> • Complete assembly of tunnel boring machines to begin tunneling in January 2006. • Pursue alternative location for Indiana Street Station to avoid impacts to Ramona High School and continue meetings with LAUSD to resolve real estate and funding agreement. 	<p>CN - Tunnel Boring Machines were shipped from German Manufacturer on August 17, 2005 and arrived at the Port of LA on September 18, 2005. Base slab construction has been completed at 1st/Boyle and assembly of Tunnel Boring Machines will occur during November and December 2005. (Contractor: Eastside LRT Constructors, Joint Venture)</p> <p>CN/PL- Metro staff received Board approval at the September Board meeting for limited funding to begin consultant services to perform preliminary engineering and environmental planning to study the possibility of relocating the Indiana Street Station to avoid impacts to the Ramona High School site. A request for additional funding to continue preliminary engineering and environmental planning will be presented at the November Construction Committee Meeting. In addition, studies are being performed to determine if the Ramona High School reconfiguration can be minimized to reduce the costs of the improvements.</p>

▶ - schedule/budget at risk but can recover

■ - off schedule/budget resources needed to recover

	LOP BUDGET STATUS/ LOP BUDGET / % COMMITTED	SCHEDULE STATUS/ DATE DUE	PROJECT CHALLENGES	KEY MILESTONES NEXT 90 DAYS	INTERDEPARTMENTAL COORDINATION ISSUES/STATUS
ri	● \$18M	● 6/06	<ul style="list-style-type: none"> Negotiate modifications to Contract C0803 & receive timely approval to execute Change Orders to avoid/minimize potential delays to Design-Build activities & overall Project schedule. 	<ul style="list-style-type: none"> No key milestones over next 90 days. 	<p>In March 2005, the Board approved \$18 million to fund enhancements for the MGLEE Project that are considered Concurrent Non-FFGA Project Activities. In May 2005, the Board authorized the CEO to execute a \$4.3 million Change Order to expand the Urban Design Limits beyond the original C0803 Contract scope limits; CN/PL- Coordination of the Urban Design limits into the Design-Build Contract and the possible Parking Structure at Atlantic/Pomona Station is on-going. There are not major issues to report this period.</p>
ri er	● \$62.1M thru FY06	◆ 2006	<ul style="list-style-type: none"> FTA has given project a "Not Rated" classification in federal New Starts Program due to concerns about ridership forecasts & modeling. This delayed FTA approval to release FEIS. In April, the Board adopted a Funding Plan without FTA News Starts funding to expedite completion & adoption of FEIS/EIR to keep the overall project on the planned 2010 schedule. The adopted plan requires funding commitments from the City of Los Angeles and USC. 	<ul style="list-style-type: none"> Receive Proposals for Negotiated Design/Build Contract (December). Scheduled adoption of the Project and certification of Final EIS/EIR by Metro Board (December). Negotiation of required Agreements between Metro and Exposition Construction Authority (December) 	<p>PL/CN - The FTA approved release of the Final EIS/EIR on 10/4 & issuance of the Notice of Availability on 10/14. The 45-day public review period extends from 10/14 - 11/28. Three community meetings were held in November (11/2, 11/3, 11/9), & attended by almost 500 persons. Metro Board approval of the FEIS is scheduled on 12/15. The Construction Authority Board of Directors held its 5th meeting on 11/3 & approved a resolution to permit the prime contractor under the Design-Build Contract to enter into subcontracts for construction work using a competitive procurement process approved by the Authority. The Board also approved addition of Robert Pearman of the firm of Robinson & Pearman to the contract with Nossaman, Guthner, Knox & Elliott for General Counsel Services & received a presentation on the Final EIS/EIR in preparation for adopting a position on that document & its Design Options at its next meeting on 12/1.</p>

▶ = schedule/budget at risk but can recover

■ = off schedule/budget resources needed to recover

R	LOP BUDGET STATUS/ LOP BUDGET / % COMMITTED	SCHEDULE STATUS/ DATE DUE	PROJECT CHALLENGES	KEY MILESTONES NEXT 90 DAYS	INTERDEPARTMENTAL COORDINATION ISSUES/STATUS
ies	● \$313M	● 10/05	<ul style="list-style-type: none"> Achieve Revenue Operations in late October 2005. 	<ul style="list-style-type: none"> Complete all landscaping by December 2, 2005. 	<p>CN/OP –Commenced Revenue Operations on October 31, 2005. Evaluating additional safety enhancements for Orange Line Intersections (31) . Some landscaping activities in the Sepulveda basin and behind soundwalls will continue past revenue operations. (Contractor: Shimmick/Obayashi)</p>
es	● \$10.6M	● 10/05	<ul style="list-style-type: none"> Achieve Revenue Operations in late October 2005. 	<ul style="list-style-type: none"> Same as Project 800112. 	<p>CN – Constructing bikeway in parallel with busway. See status remarks for 800112. (Contractor: Shimmick/Obayashi)</p>
es	● \$26M	● (TBD until after NTP is issued)	<ul style="list-style-type: none"> Opening station will be approximately 10 months after issuing notice to proceed to Contract C0739. 	<ul style="list-style-type: none"> Receive bids for Contract C0739 (mid November 2005) Award contract (December 2005/January 2006) 	<p>CN - Contract C0739 advertised August 30, 2005. Issued two addendums, which moved bid due date to November 17, 2005. Possible delay in acquiring the parcel required for satellite parking lot "B". (Contractor: TBD)</p>

▶ on schedule/budget at risk but can recover

■ off schedule/budget resources needed to recover

LOP BUDGET STATUS/ LOP BUDGET / % COMMITTED	SCHEDULE STATUS/ DATE DUE	PROJECT CHALLENGES	KEY MILESTONES NEXT 90 DAYS	INTERDEPARTMENTAL COORDINATION ISSUES/STATUS
<p>◆ \$12.5M</p>	<p>■ 6/06</p>	<ul style="list-style-type: none"> • Reviewing merit of change notice request for incorporating LEED certification, CNG station and additional employee parking costs. • Anticipate LOP increase to be brought to Board for approval at same time as change approval. Funding already acquired through BOS (Section 5307) process. 	<ul style="list-style-type: none"> • Complete merit review & change notice negotiation & bring to Board for approval, if required. • 100% construction drawings received by Metro in November. • City of Los Angeles continues to review progress drawings that were submitted by Developer for Initial Plan Check on September 30, 2005. • Schedule milestone date change going to November Operations Committee and December Full Board meeting. 	<p>OP - Final EIR approved by Board 3/05. 100% documents will be distributed for interdisciplinary review. [Developer: RAD Jefferson LLC, Prime Consultants: RNL Design (Facility design), PCR (Environmental), Maintenance Design Group (Equipment)]</p>

