Los Angeles County Metropolitan Transportation Authority

Eastside Light Rail Transit
Monthly Project Status Report

April 2002

EASTSIDE LRT PROJECT

MONTHLY PROJECT STATUS REPORT

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND FUNDS FROM THE STATE OF CALIFORNIA.

APRIL 2002

TABLE OF CONTENTS

PROJECT OVERVIEW

The Eastside Light Rail Transit (Eastside LRT) Project is a six-mile, dual track light rail system with eight new stations and one station modification. The system originates at Union Station in downtown Los Angeles, where it connects with the Pasadena Gold Line, traveling generally east to Pomona and Atlantic Boulevards. The system will bridge State Route 101 Freeway and traverse the existing 1st Street Bridge over the Los Angeles River. The system will travel south on Alameda Street and then east on 1st Street with two stations at Alameda and Utah Streets. East of the Los Angeles River and 1st and Utah Streets, the alignment transitions to tunnel for approximately 1.8 miles, and continues beneath 1st Street to underground stations at 1st Street and Boyle Avenue and 1st Street and Soto Street. The alignment returns to the surface near the intersection of 1st Street and Lorena Streets, then jogs to the south, transitioning to follow 3rd Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.

At present, the project is in Part III of the Preliminary Engineering Design phase. In April, the MTA Board approved continuing Preliminary Engineering – Part III, this modification to the contract allows for the completion of the aerial structure design for the revised alignment along Commercial and Alameda Streets in response to LADOT comments and it also allows critical design of tunnel and underground station excavation structures to continue.

Part III of the Preliminary Engineering Design phase will conclude by mid-July 2002. At that time, it is anticipated that the FTA's approval of the Record of Decision (ROD) and the approval to enter into final design will have occurred. Final design phase for the project critical path contract (tunnel and underground station excavation) will commence at that time.

Once final design has completed, the bid and award process has been concluded and the FFGA has been approved, the tunnel contractor will be issued a Notice to Proceed. Construction is anticipated to begin within the third quarter of 2003.

MANAGEMENT ISSUES

Ongoing Item (Date Initiated: March 2002)
CALTRANS DESIGN REVIEW OF PROJECT STUDY REPORTS/PROJECT REPORTS (PSR/PR)

Concern/Impact
The combined PSR/PRs that are required by Caltrans for the US 101, SR 60, I-5 and the I-710 Freeways require acceptance from Caltrans prior to the issuance of the last design review submittals for the construction contract packages.

Status/Action
Caltrans was notified formally on March 22, 2002 on when to expect the reports for their review. For the critical crossings, it was requested that MTA receive their review comments on the reports by mid-June 2002. Comments on the non-critical reports could be received within two months of receipt. Schedule acceptance by Caltrans is pending. The PSR/PR for the 60 Freeway Overcrossing was submitted to Caltrans on March 21, 2002. The PSR/PR for the 710 Freeway Overcrossing was submitted to Caltrans on April 19, 2002 and the PSR/PR for the 101/5 Freeway Undercrossings on April 26, 2002. The PSR/PR for the 101 Freeway Overcrossing is scheduled to be submitted on May 13, 2002.

Ongoing Item (Date Initiated: March 2002)
FEDERAL TRANSIT ADMINISTRATION (FTA) GRANTING MTA PERMISSION TO ENTER INTO FINAL DESIGN

Concern/Impact
The FTA Record of Decision is currently pending the submission of the Rail Fleet Management Plan by MTA. The FTA's PMOC is reviewing the Project Management Plan (PMP) dated March 2002 and from their review findings to date has asked MTA to revise the organizational structure details.

Status/Action
The submittal of the Rail Fleet Management Plan is planned for May 2002. MTA Project Management met with the PMOC to discuss organizational issues as presented within the PMP and the steps forward to ensure that it is consistent with FTA requirements. The submittal to the PMOC of the organizational structure and the revised PMP text is planned for May 2002.

MANAGEMENT ISSUES

Ongoing Item (Date Initiated: March 2002)
CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC) APPROVAL OF STREET CROSSING APPLICATIONS

Concern/Impact
Thirty-six street crossings require CPUC approval prior to advertising the construction contract packages for bid. To date, the first application has yet to be filed with the CPUC.

Status/Action
A sample application for one of the crossings will be presented to the CPUC in May 2002. If the application is acceptable by the CPUC, then the application process will begin for the remaining crossings. Once an application is filed with the CPUC, a 30-day review and comment cycle occurs. The public protest period also occurs at this time. If there isn't any protest filed, then the CPUC will issue their final decision.

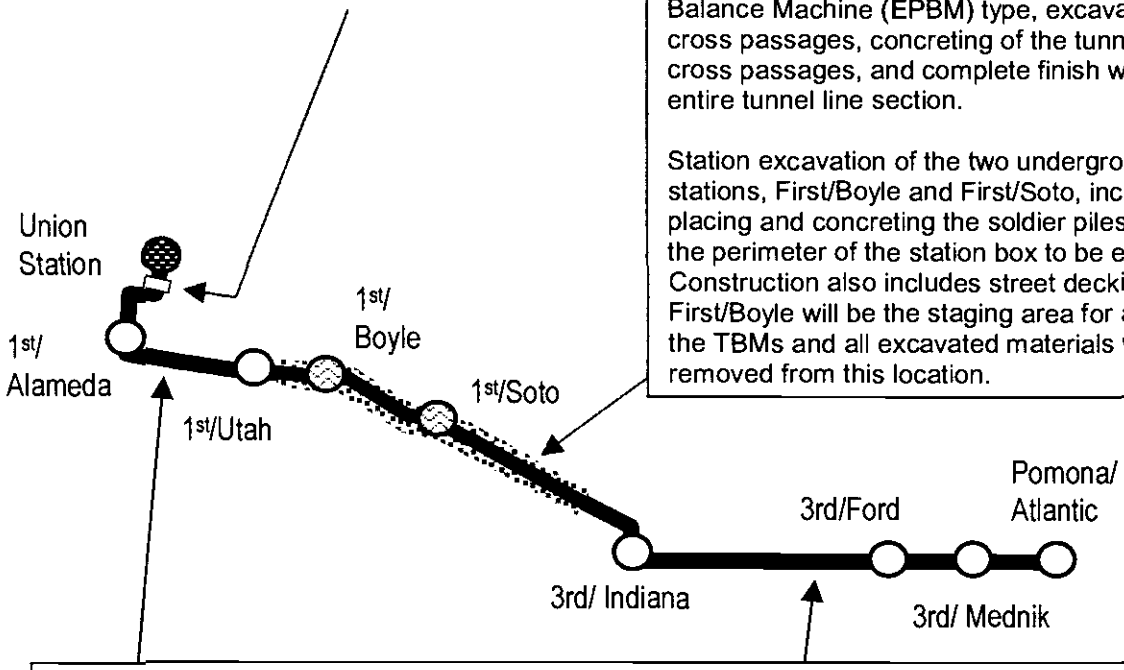
PROJECT SCOPE

Contract C0802 – 101 Freeway Bridge Overcrossing: Under a contract by Caltrans, significant 101 Freeway construction will occur in the same location as the 101 Freeway Bridge Overcrossing. Currently, the MTA will remain responsible for the design and construction costs of the bridge overcrossing.

Contract C0800 - Tunnel and Station Excavation: This contract will be design/bid/build. The contractor will be selected utilizing a two-step sealed bid, where the award will be based on the lowest priced technically acceptable bid.

The start of tunnel construction is based upon the completion of final design, successful construction award and acquisition of full take real estate parcels. Construction of the 1.8 mile tunnel segment includes tunnel excavation using two tunnel boring machines (TBM) of Earth Pressure Balance Machine (EPBM) type, excavation of cross passages, concreting of the tunnels and cross passages, and complete finish work for the entire tunnel line section.

Station excavation of the two underground stations, First/Boyle and First/Soto, include drilling, placing and concreting the soldier piles that line the perimeter of the station box to be excavated. Construction also includes street decking. First/Boyle will be the staging area for assembling the TBMs and all excavated materials will be removed from this location.



Contract C0801 - Stations, Trackwork, and Systems: This contract will be design/build. The contractor will be selected utilizing the Best Source Selection Process, following the guidelines set forth in the Federal Acquisition Regulations (FAR) Part 15 and requirements of California Public Utilities Code (CPUC) Section 130242 to select the contractor whose technical offer and price is the most advantageous to the MTA.

The construction of each underground station will occur at the successful completion of the critical tunnel boring work under contact C0800. Construction of the two underground stations includes structural walls, station platforms, mezzanines, station entrances, and plazas, architectural finishes and all related mechanical and electrical work.

All six of the at-grade stations along the six-mile alignment will be constructed under this contract. This contract includes all the trackwork installation and testing for the entire alignment.

Systems installation and testing is inclusive of power systems, automatic train control, fire and emergency management, TRACS and communications systems. The contractor will be responsible for systems integration testing for the entire line segment prior to pre-revenue operations.

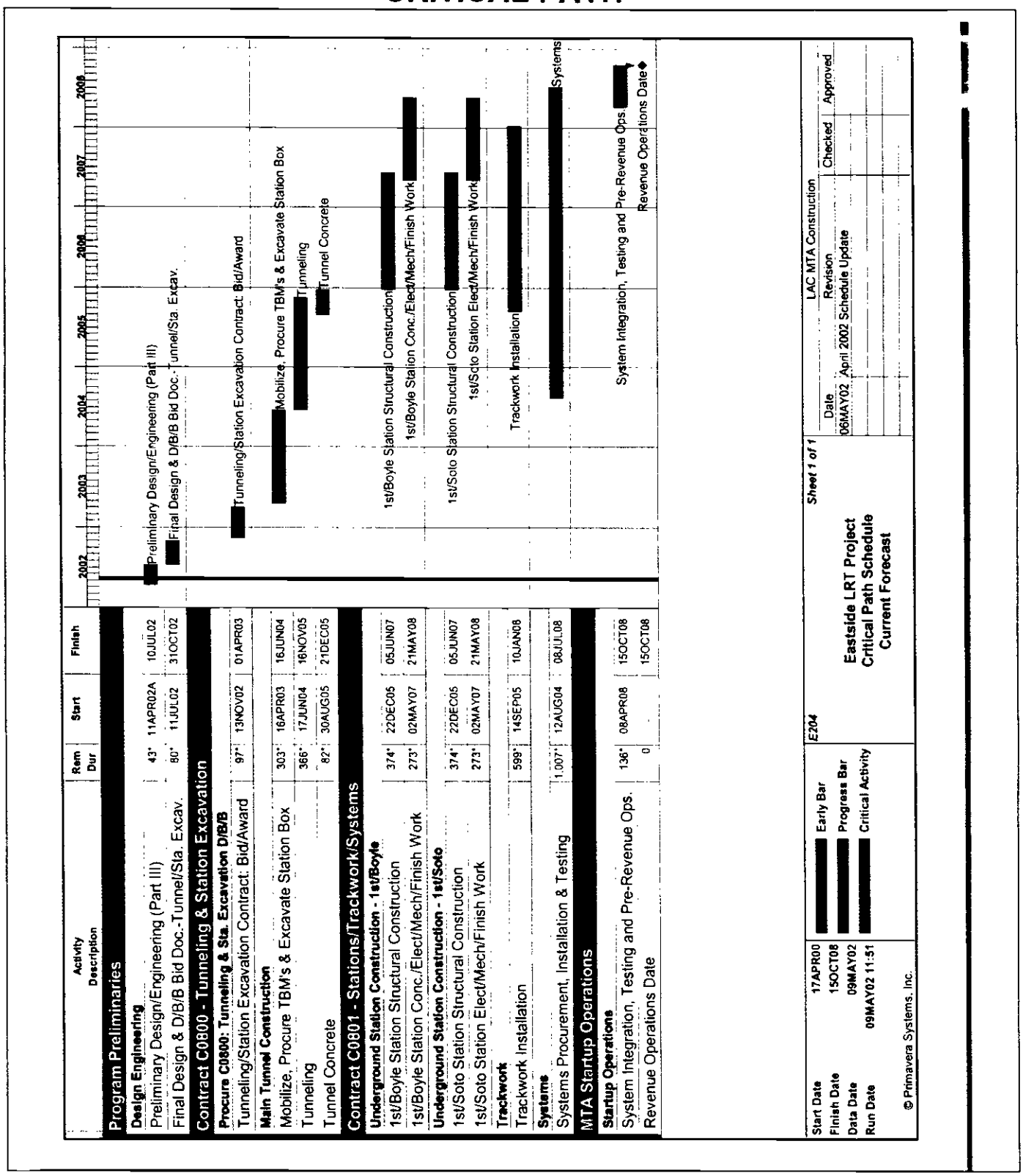
KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Apr-02	May-02	Jun-02	Jul-02	Aug-02	Sep-02
MTA Board Approval for Additional Design Development	4/18/2*	Ⓜ					
Submit PSR/PR to Caltrans for 710 Frwy Overcrossing	4/19/02*	○					
Submit PSR/PRs to Caltrans for 101/5 Frwys Undercrossings	4/26/02	○					
FTA Record of Decision	5/3/02		FTA				
FTA Approval to Enter Final Design	5/10/02		FTA				
Submit PSR/PRs to Caltrans for 101 Frwy Overcrossings	5/13/02		○				
MTA Board Approval for URS Project Estimate	5/23/02		Ⓜ				
Submit Sample At-Grade Crossing Application to PUC for Approval	5/24/02*		○				
MTA Procure Real Estate Relocation Consultant for Contract C0801	6/3/02			◆			
Meeting with PUC for Clarification/ Adjustments/Approval to Proceed	6/11/02*			△			
Submit 1st 12 of 36 At-Grade Crossing Applications to PUC for Approval	6/26/02*			○			
Submit 1st Tunnel Design Submittal	7/1/02				○		
Submit 2nd 12 of 36 At-Grade Crossing Applications to PUC for Approval	7/11/02*				○		
Caltrans Approval of PSRs/PRs	7/15/02				○		
Submit Last 12 of 36 At-Grade Crossing Applications to PUC for Approval	7/25/02*				○		
Real Estate Agreement with Caltrans	8/12/02					△	
Complete 101 FWY Overcrossing Final Design (Contract C0802)	9/10/02						○

◆ MTA Staff ○ Eastside LRT Partners Deliverables FTA FTA Approval

△ Other Agencies * New Date Ⓜ MTA Board Approval

PROJECT MASTER SCHEDULE
CRITICAL PATH



CRITICAL PATH NARRATIVE

The critical path begins with preliminary design engineering. The FTA approval to begin final design, a prerequisite to commence the final design for tunnel, station excavation, and 101 Freeway overcrossing, is anticipated in Spring 2002. After final tunnel design is completed, the critical path becomes the procurement period of the tunneling contract (Contract C0800). Upon the issuance of Notice To Proceed from MTA, there will be a 14-month procurement period for two Tunnel Boring Machines (TBMs). Concurrent to the TBM procurement period, the project will proceed with the mobilization, pile driving and the station box excavations. The station box excavations are scheduled to complete prior to the TBM delivery. The critical path continues on a two-month period for TBM #1 assembly and a 15-month tunneling period at both tunnels. After the completion of tunneling work, the critical path moves to the underground stations construction, and followed by the installation of track work and system equipment (Contract C0801) prior to entering the final test stage where system integration testing is completed and pre-revenue operations are conducted. Based on the updated schedule, the Revenue Operations Date (ROD) is anticipated in late 2008.

Prior to entering FFGA negotiation, MTA will be conducting ongoing schedule reviews and analysis. This will occur simultaneously with finalizing the constructibility reviews and execution of the final design phase.

PROJECT COST STATUS

COST SUMMARY

In $ Million

Description	Estimated Project Cost	Commitments	Expenditures
Guideways	$210.9	$0.0	$0.0
Yards & Shops	6.3	0.0	0.0
Systems/Equipment	74.1	0.0	0.0
Stations	97.2	0.0	0.0
Vehicles	113.3	0.0	0.0
Special Conditions	68.0	0.5	0.1
Right-of-Way	37.9	20.5	0.0
Professional Services	156.3	31.4	16.0
Contingency	62.3	0.0	0.0
TOTAL	**$826.3**	**$52.4**	**$16.1**

Note: Estimated Project Cost as identified in the approved SEIS/SEIR is in year of expenditure dollars.
An updated cost projection is being prepared based on the April 10, 2002 Interim Design Submittal.

CHANGE CONTROL STATUS

	A	B		C		D	E=A+B+C+D	F		G=E+F
	Approved						*Obligated*	*Potential*		
Description	Award Amount	Additional Authorization		Executed Changes		LNTPs (NTE)	Total Approved Amount	Pending		Total Potential Value
		#	$	#	$	#	$	#	$	
Engineering Design Services	18,929,502	1	4,770,131	2	470,250	0	0	24,169,883	1	0	24,169,883
Environmental Services	392,112	0	0	1	183,517	1	2,000	577,629	1	149,523	727,152
Project Management Assistance Support	166,366	3	543,522	0	0	0	0	709,888	2	2,616,068	3,325,956
TOTAL	19,487,980	4	5,313,653	3	653,767	1	2,000	25,457,400	4	2,765,591	28,222,991

FINANCIAL/GRANT STATUS

APRIL 2002 **STATUS OF FUNDS BY SOURCE**

(Expenditures are cumulative through March 2002) in $ millions

SOURCE	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS $	(D/B) COMMITMENTS %	(E) EXPENDITURES $	(E/B) EXPENDITURES %	(F) BILLED to FUNDING SOURCE $	(F/B) BILLED to FUNDING SOURCE %
FEDERAL - SECTION 5309 NEW START	490.7	5.9	5.9	1%	5.9	1%	5.9	1%
FED - SECTION 5309 FIXED GUIDEWAY	38.9							
FEDERAL - CMAQ	3.1			0%		0%		0%
STATE TCRP	236.0	19.5	41.3	18%	3.2	1%	2.8	1%
STATE STIP (STP)	4.6	4.6	4.6	100%	4.4	95%	2.4	52%
STATE STIP (SHA)	0.6	0.6	0.6	100%	0.6	95%	0.3	52%
PROPOSITION A 35% RAIL CAPITAL	52.4							
UNBILLED ACCRUALS		2.1			2.1			
TOTAL	826.3	32.7	52.4	6%	16.1	2%	11.4	1%

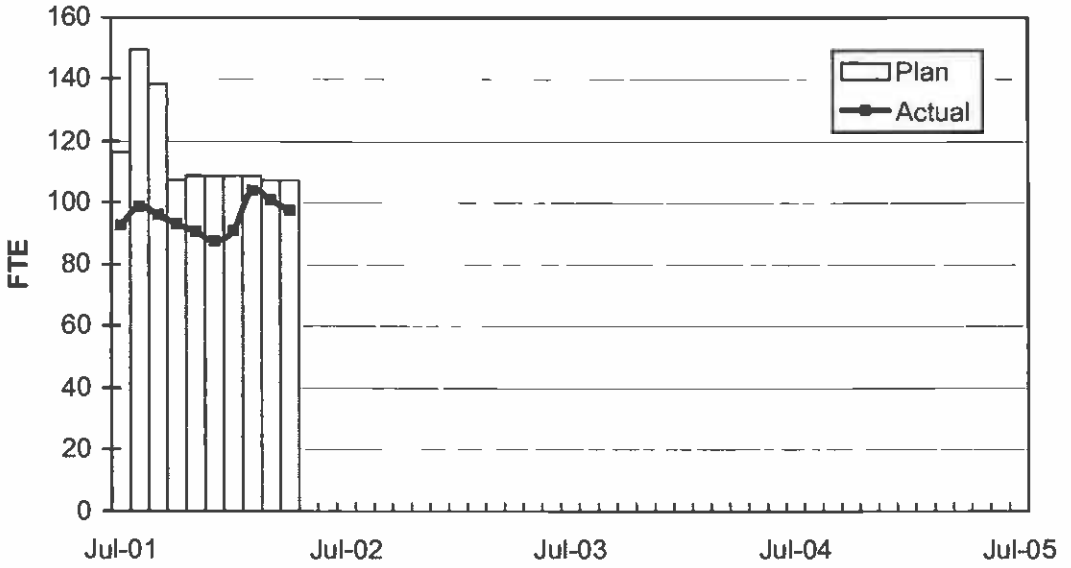
STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309: MTA submitted a grant amendment for $7,425,098 in March 2002. Grant amendment approval is expected July 2002.

STATE TCRP: In April 2002, the CTC approved an MTA application and allocation request for $25.5M of State TCRP funds for final design, right-of-way, and construction activities. Funds are expected to be available for draw down by June 2002.

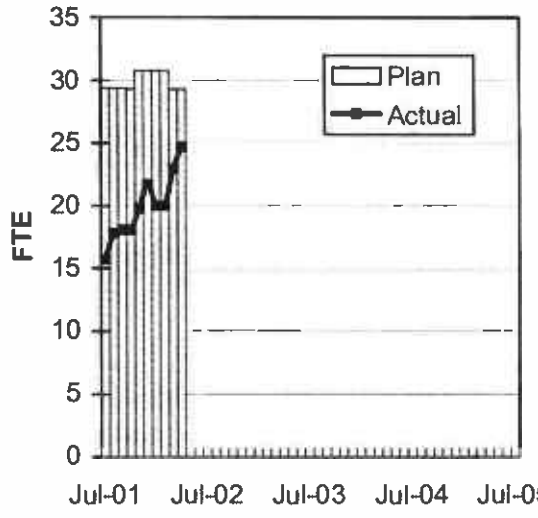
STAFFING STATUS

TOTAL PROJECT STAFFING



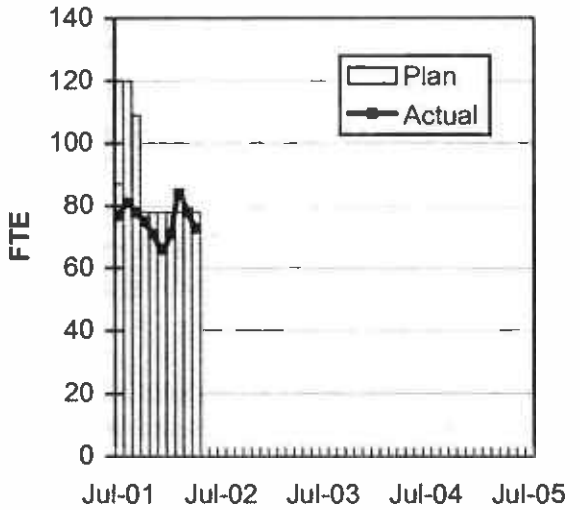
Current staffing levels are adequate. Total planned staffing levels for future years will be included upon approval of the PMP.

AGENCY STAFFING



FY03 staffing requirements are being reviewed by management and may change based upon their final review and acceptance.

ESLRT PARTNERS



REAL ESTATE STATUS

REAL ESTATE ANALYSIS

- For C0800, the tunnel portion of the alignment, 26 parcels are required for acquisition (10 full takes, 15 sub-surface easements and one permit from Caltrans which will be coordinated through the MTA Third Party Coordinator).
- For C0801, the at-grade portion of the alignment, 28 parcels are required for acquisition (18 full takes, 8 partial takes, and two permits required from Caltrans which will be coordinated through the MTA Third Party Coordinator).
- For C0802, two surface easements are required for the 101 Freeway Bridge Overcrossing.

Twenty parcels have been certified, nine for C0800 and eleven for C0801. Real Estate is in the process of obtaining appraisals for twelve of the twenty certified parcels.

REAL ESTATE ACQUISTION SCHEDULE SUMMARY

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	0	0	0	0	0
Last Period	0	0	0	0	0

REAL ESTATE STATUS TO DATE BY CONTRACT

Actual Parcels

Contract	No. of Parcels	Certified	Just Comp Approved	Offers Made	Agreements Signed	Condemnation	Parcels Available	Parcels projected to be unavailable by need date
C0800	26	9	0	0	0	0	0	0
C0801	28	11	0	0	0	0	0	0
C0802	2	0	0	0	0	0	0	0
TOTAL	56	20	0	0	0	0	0	0
Last Period Total	56	0	0	0	0	0	0	0

ENVIRONMENTAL STATUS

- MTA sent a request to the FTA for a Record of Decision on the EIS/EIR.
- MTA Environmental Compliance and Services prepared a draft Quarterly Mitigation Measures Status Report in conjunction with the design/build phase of the project to monitor, audit, and report on environmental mitigation measures.
- MTA Environmental Compliance and Services is reviewing the Eastside LRT Project Constructability Review and C0800 and C0801 contract documents.

COMMUNITY RELATIONS STATUS

- Conducted monthly Review Advisory Committee Meeting (RAC) with local residents, business owners, elected representatives, and community organizations.
- Continued survey of station areas, including photo documentation, to identify businesses and residences, which may be impacted by construction activities.
- Coordinated public outreach events with community representatives to facilitate public interest in the Eastside LRT Project.

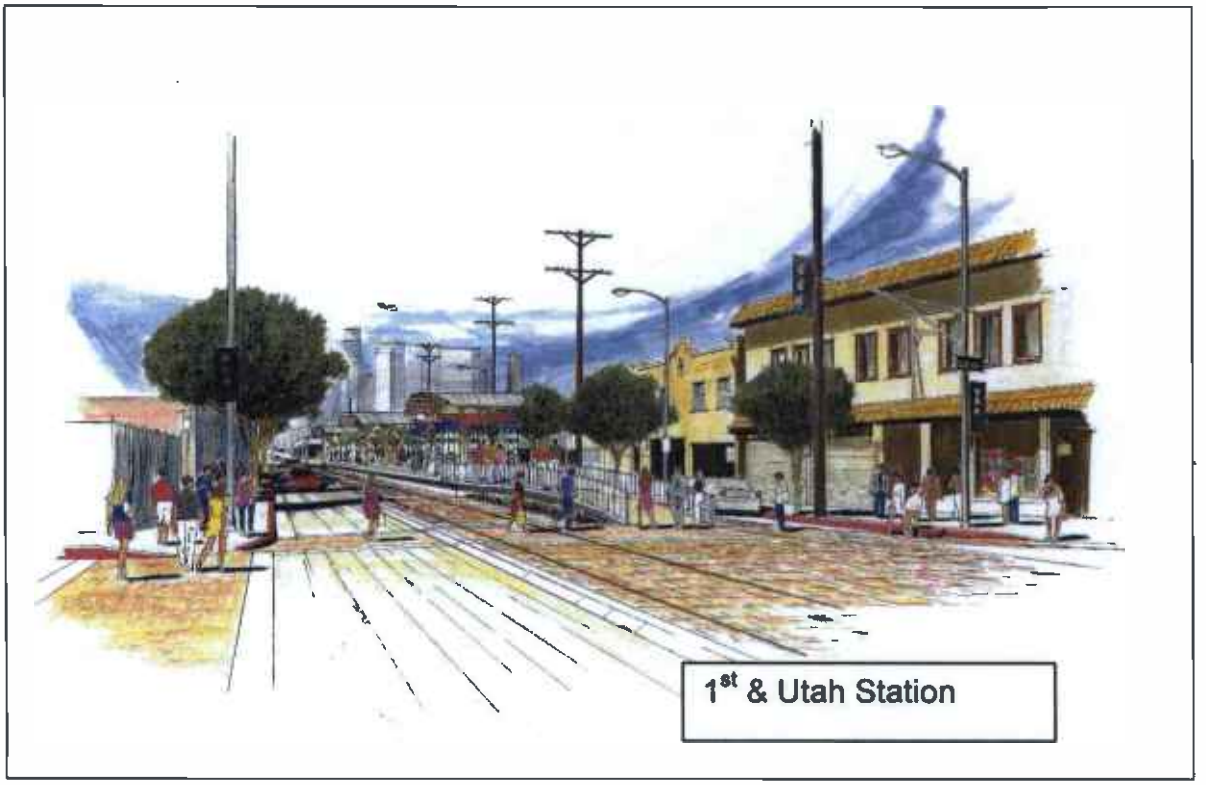
QUALITY ASSURANCE STATUS

- Performed Quality Assurance surveillance of the Eastside Partners design review activities and control of MTA Third Party comments for the April 10, 2002 design submittal. As a result of the surveillance, 54 Quality Action Requests were issued requesting corrective action.

SAFETY STATUS

Safety statistics will be developed during construction.

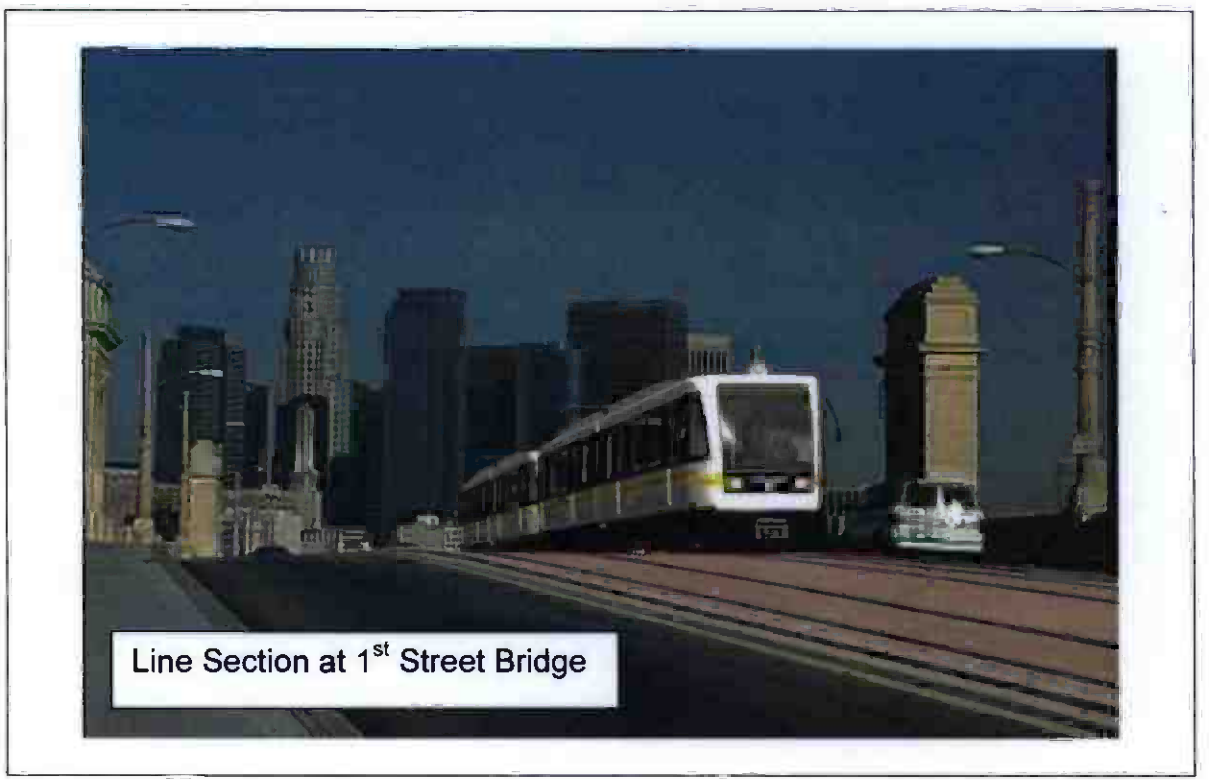
CURRENT PROJECT RENDERINGS



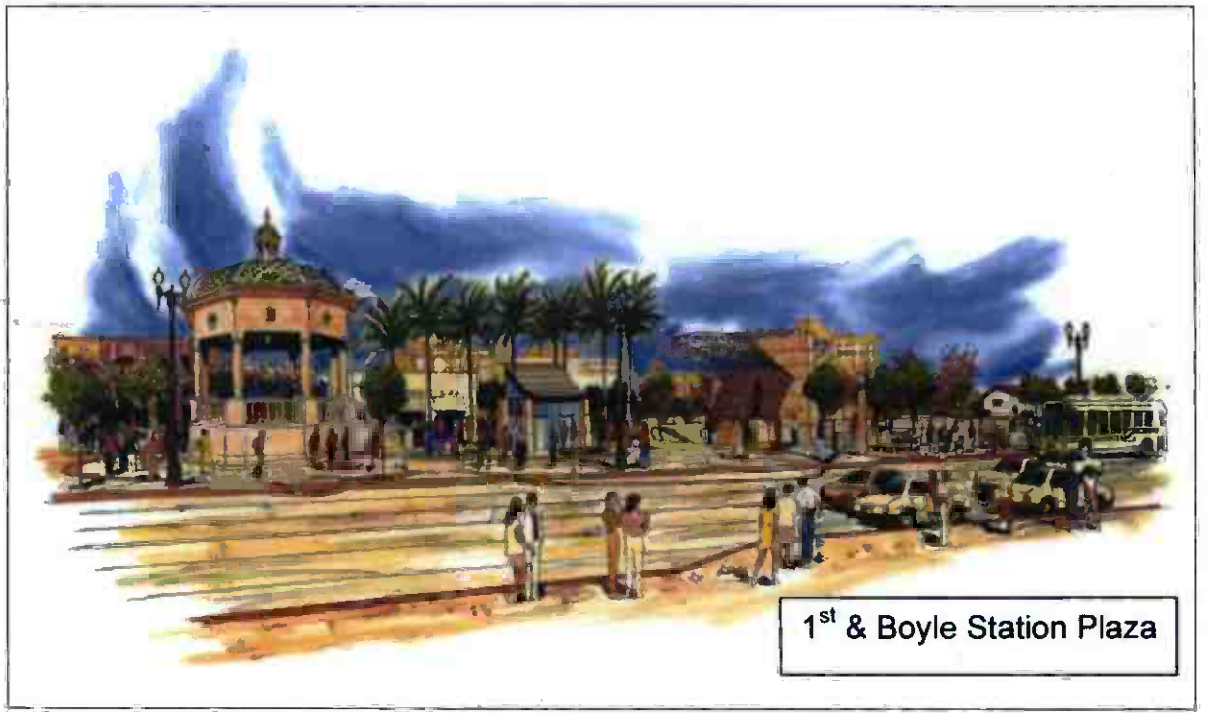
1st & Utah Station

3rd & Mednik Station

CURRENT PROJECT RENDERINGS



Line Section at 1st Street Bridge



1st & Boyle Station Plaza

Document Development Status
To Support Entry Into Final Design

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Bus Fleet Management Plan	Complete.	May 2001
Value Engineering Report	Report is complete. Incorporation of Value Engineering will continue throughout design development.	August 2001
Quality Assurance/Quality Control Plan	Quality Program Policies and Procedures submitted to PMOC and FTA.	September 2001
Objectivity Analysis for PE/FD Contract	Analysis is complete.	January 2002
Capital and Operating Financial Plans	Submitted proposed plans to the FTA in August 2001. Revised capital plan will be submitted to the FTA.	March 2002
Project Management Plan (PMP)	Initial draft submitted to FTA in April 2001. Revised draft reviewed by the PMOC in September 2001. Current draft document pending EO/CEO review and final approval.	March 2002
NEPA Process	MTA Board approved the Final SEIS/SEIR in February 2002.	March 2002
Rail Fleet Management Plan	Draft plan under development for submittal to FTA.	May 2002

APPENDIX

COST AND BUDGET TERMINOLOGY

ESTIMATED PROJECT COSTS: Estimated project costs are based upon the current project cost estimates that are produced during the engineering design phase.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions that will result in specific expenditures at a future time.

INCURRED COST: The total value of work performed to date of services received, and acquired materials or properties.

EXPENDITURES: The total dollar amount of checks written by LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in LACMTA's Financial Information System (FIS).

CONSTRUCTION: Includes guideways, yards and shops, systems equipment, stations, and vehicles.

PROFESSIONAL SERVICES: Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (MTA staff) costs.

RIGHT-OF-WAY: Includes real estate appraisals, purchase cost of parcels, easements, right-of-entry permits, escrow fees, and tenant relocation.

UTILITY/AGENCY FORCE ACCOUNT: Includes work by outside agencies and utilities in design coordination and review.

CONTINGENCY: A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.

SPECIAL CONDITIONS: Includes utilities relocation, environmental compliance and mitigation, master cooperative agreements, insurance program, artwork, systems integration testing and pre-revenue operations.

APPENDIX

LIST OF ACRONYMS

AFE	Authorization For Expenditure
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CPM	Critical Path Method
CPUC	California Public Utilities Code
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design/Build
DBB	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
ESP	Eastside LRT Partners
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

APPENDIX

LIST OF ACRONYMS (Continued)

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PGL	Pasadena Gold Line
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
PUC	Public Utilities Commission
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude

APPENDIX

LIST OF ACRONYMS (Continued)

ROW	Right-Of-Way
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCRP	Traffic Congestion Relief Program
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package