



# **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.

**AUGUST 2002**

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## 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 1<sup>st</sup> Street Bridge over the Los Angeles River. The system will travel south on Alameda Street and then east on 1<sup>st</sup> Street with two stations at Alameda and Utah Streets. East of the Los Angeles River and 1<sup>st</sup> and Utah Streets, the alignment transitions to tunnel for approximately 1.8 miles, and continues beneath 1<sup>st</sup> Street to underground stations at 1<sup>st</sup> Street and Boyle Avenue and 1<sup>st</sup> Street and Soto Street. The alignment returns to the surface near the intersection of 1<sup>st</sup> Street and Lorena Streets, then jogs to the south, transitioning to follow 3<sup>rd</sup> Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.*

The project was scheduled to conclude with Part III of the Preliminary Engineering Design phase and commence with final design by mid-July upon receipt of FTA's approval to enter into final design. FTA'S approval to begin final design is now anticipated to occur in September 2002.

Since there have been some recent design modifications, Part III of Preliminary Engineering has been extended to allow the redesign to be incorporated into the drawings and contractual documents. The redesign of the modifications to the east and west portals and the reconfiguration of the 1<sup>st</sup>/Soto Station continues for the critical path contract, C0800 Tunnel and Underground Station Excavations. Also, the work towards the Caltrans Project Study Reports/Project Reports (PSR/PR) and California Public Utility Commission (CPUC) applications continues uninterrupted. The recent design modifications to Commercial Street are also being made. The redesign of the bridge adjacent to Commercial Street affects both Contracts C0801 - Stations, Trackwork and Systems and C0802 - 101 Freeway Bridge Overcrossing. But the design for the remaining non-critical elements for Contract C0801 has ceased due to the limited design budget remaining, except for the County Traffic Analysis along Third Street Corridor.

The remaining budget for preliminary engineering is being closely monitored to allow the designer to continue work only on critical design modifications until approval to begin final design is granted by the FTA.

## MANAGEMENT ISSUES

### **Ongoing Item (Date Initiated: March 2002)**

FEDERAL TRANSIT ADMINISTRATION (FTA) GRANTING MTA PERMISSION TO ENTER INTO FINAL DESIGN

### **Concern/Impact**

It was anticipated that final design for two contracts, C0800 and C0802, would have begun by mid-July 2002 upon FTA granting permission to enter into final design. To date, the FTA has not given the approval to begin. Since Contract C0800 is on the project critical path, the projected Revenue Operations Date of October 2008 is at risk.

### **Status/Action**

Part III of Preliminary Engineering was extended so that recent design modifications can be incorporated into both Contracts C0800 and C0802. Both the MTA and the designer have identified those critical design modifications and have addressed them so to reduce any potential impacts to the projected Revenue Operations Date. The remaining budget for preliminary engineering is being closely monitored so that critical work can continue until final design can begin.

## PROJECT SCOPE

### Contract C0802 - 101 Freeway Bridge

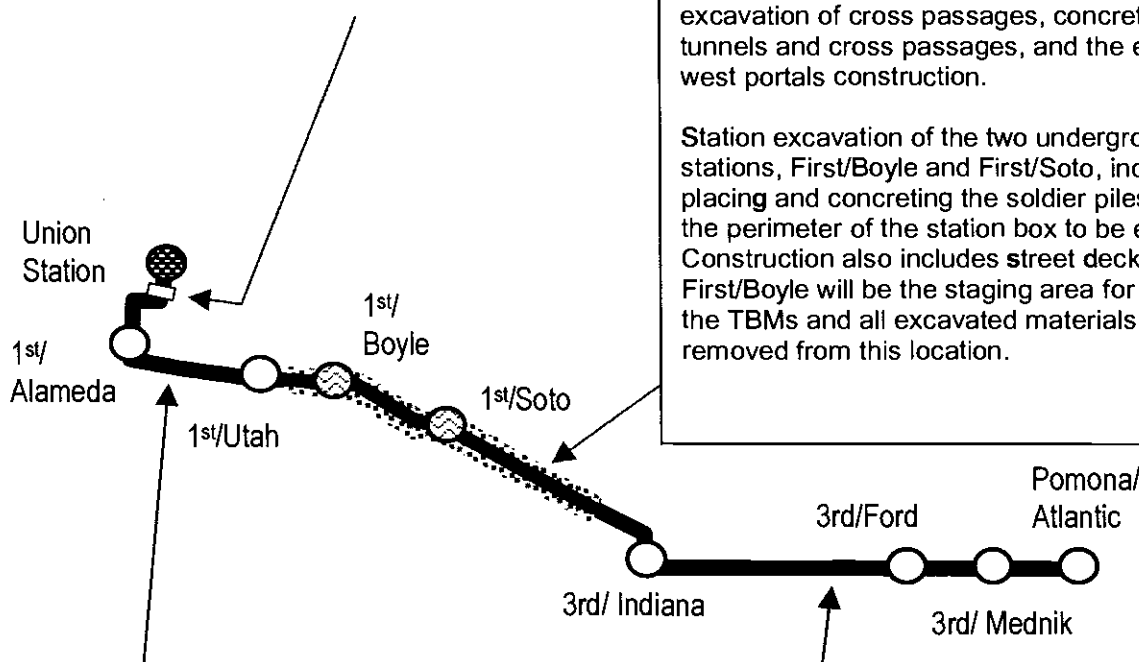
**Overcrossing:** The construction of the bridge will be combined with Caltrans freeway improvements project. While Caltrans will advertise and administer the construction, MTA will remain responsible for the design and construction costs of the bridge overcrossing.

### Contract C0800 - Tunnel and Station

**Excavation:** This contract will be design/bid/build. The contractor will be selected utilizing a sealed bid, where the award will be based on the lowest priced technically qualified 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 Earth Pressure Balance Machines (EPBM) type, excavation of cross passages, concreting of the tunnels and cross passages, and the east and west portals construction.

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 two-step low bid procurement, following the guidelines set forth in the Federal Acquisition Regulations (FAR) Part 15 and requirements of California Public Utilities Code (CPUC) Section 130242.

The construction of each underground station will occur at the successful completion of the critical tunnel boring work under contract 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	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03
Submit PSR/PR to Caltrans for 101 Frwy Overcrossing	8/2/02	○					
Resubmit PSR/PRs to Caltrans for Tunnels under 101 Freeway	8/9/02	○					
Submit PSR/PRs to Caltrans for 60 Frwy Undercrossing	8/16/02	○					
Caltrans Review/Approve PSR/PR for Tunnels under I5 Freeway	9/6/02		△				
Submit Sample At-Grade Crossing Application to CPUC for Review	9/6/02*		○				
Submit Type Selection Report to Caltrans for Tunnels under I5 Freeway	9/10/02		○				
FTA Approval to Begin Final Design	9/10/02*		FTA				
Commence Tunnel Final Design (Contract C0800)	9/10/02*		○				
Commence 101 Frwy Overcrossing Final Design (Contract C0802)	9/10/02*		○				
Submit Applications to CPUC for Approval - 1st Batch of At-Grade Crossings	9/19/02*		○				
Submit PSR/PR to Caltrans for 710 Frwy Overcrossing	9/20/02*		○				
Complete Design/Build Contract Specs and Selection Criteria (Contract C0801)	9/23/02		◆				
Complete Ramona HS Site Selection and Agreement with LAUSD to MTA Board	10/31/02*			◆			
Complete Tunnel Final Design (Contract C0800)	10/31/02			○			
Letter of No Prejudice (LONP) Approval	11/5/02*				◆		
Complete Design/Bid/Build Documents & Issue Invitation for Bid (IFB) (C0800)	11/7/02				◆		
Complete 101 Fwy Overcrossing Final Design (Contract C0802)	11/8/02				○		
Submit Applications to CPUC for Approval: At-Grade Crossings (Batches 2nd thru 9th) by 1/13/03	1/13/03*						○



MTA Staff Milestone



Other Agencies



Eastside LRT Partners Deliverables



New Date

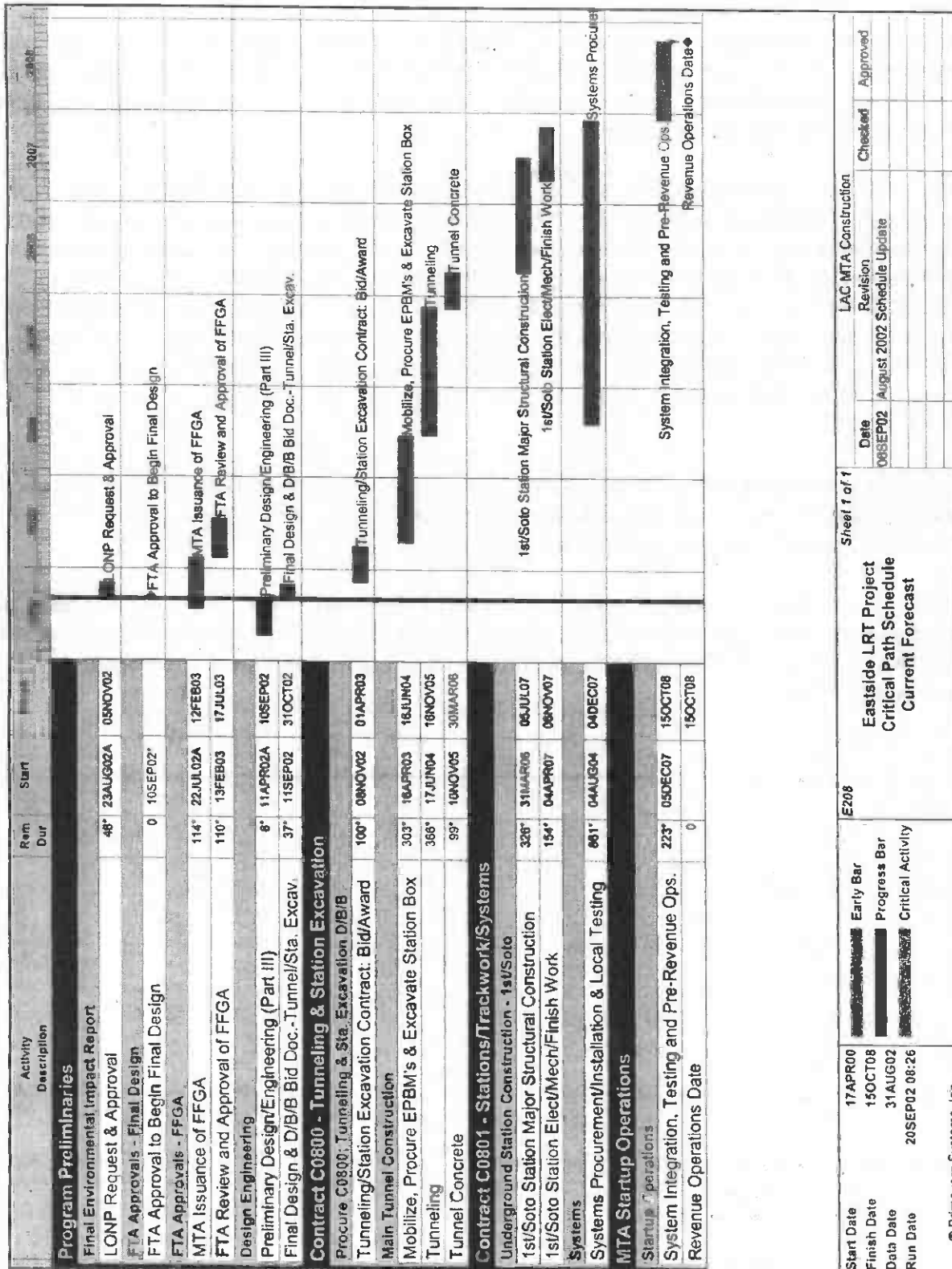
FTA

FTA Approval



MTA Board Approval

## PROJECT MASTER SCHEDULE CRITICAL PATH





## CRITICAL PATH NARRATIVE

After completion of preliminary engineering design, the critical path becomes approval to begin final design. FTA's approval to begin final design of the tunnel, station excavation, and the 101 Freeway Overcrossing, was originally anticipated to occur in July 2002 but now is expected to occur in September 2002.

After completion of final design, the critical path becomes the Bid and Award period of the tunneling contract (Contract C0800). Prior to awarding Contract C0800, it is anticipated that the FTA will accept MTA's Letter of No Prejudice to begin certain key critical procurement and construction activities prior to receiving a Full Funding Grant Agreement (FFGA). Upon the issuance of Notice To Proceed from MTA, there will be a 14-month lead time for the procurement of two Earth Pressure Balance Machines (EPBMs). Concurrent with the EPBM procurement period, the project will proceed with mobilization, pile driving, and station box excavations. The station box excavations are scheduled to complete prior to the EPBM delivery.

The critical path continues with EPBMs assemblies, excavation of both tunnels, excavation of crosspassages, and tunnel invert and walkway construction. The critical path then follows First/Soto underground station construction (Contract C0801).

The systems equipment installation and local testing is the last stage of the critical path prior to entering the final test stage where systems integration testing and pre-revenue operations are conducted. Based on the updated schedule, the Revenue Operations Date (ROD) is anticipated in late 2008.

## PROJECT COST STATUS

### COST SUMMARY

*In \$ Million*

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	209.4	209.4	0.0	0.0	0.0
Yards & Shops	6.3	6.3	0.0	0.0	0.0
Systems/Equipment	67.5	67.5	0.0	0.0	0.0
Stations	106.5	106.5	0.0	0.0	0.0
Vehicles	115.2	115.2	0.0	0.0	0.0
Special Conditions	89.9	89.9	0.0	3.8	1.0
Right-of-Way	42.2	42.2	0.0	28.0	0.1
Professional Services	172.9	172.9	0.0	46.8	28.4
Contingency	102.8	102.8	0.0	0.0	0.0
<b>TOTAL</b>	<b>912.7</b>	<b>912.7</b>	<b>0.0</b>	<b>78.6</b>	<b>29.6</b>

### CHANGE CONTROL STATUS

	A	B		C		D=A+B+C	E		F=D+E
Description	Award Amount	Approved				Total Approved Amount	Potential		
		Executed Changes		LNTPs (NTE)			Pending		Total Potential Value
		#	\$	#	\$		#	\$	
Engineering Design Services	18,929,502	7	9,166,443	0	0	28,095,945	2	1,500,000	29,595,945
Environmental Services	448,635	4	183,517	1	2,000	634,152	0	48,000	682,152
Project Management Assistance Support	166,366	7	3,256,556	0	0	3,422,922	2	0	3,422,922
TOTAL	19,544,503	18	12,606,516	1	2,000	32,153,019	4	1,548,000	33,701,019

## FINANCIAL/GRANT STATUS

AUGUST 2002

### STATUS OF FUNDS BY SOURCE

SOURCE	in \$ millions							
	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to FUNDING SOURCE \$	%
FEDERAL - SECTION 5309 NEW START	547.2	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	45.0	67.5	29%	11.7	5%	11.7	5%
STATE STIP (STP)	4.6	4.6	4.6	100%	4.6	100%	4.6	100%
STATE STIP (SHA)	0.6	0.6	0.6	100%	0.6	100%	0.6	100%
PROPOSITION A 35% RAIL CAPITAL	72.2							
LEASE REVENUES	10.1							
UNBILLED ACCRUALS		6.8			6.8			
TOTAL	912.7	62.9	78.6	9%	29.6	3%	22.8	2%

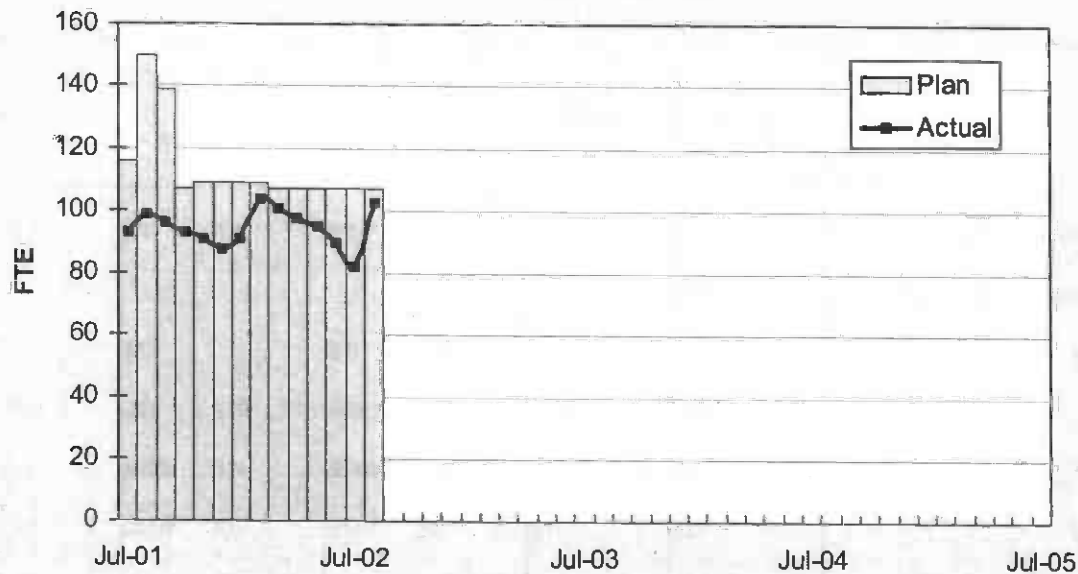
## STATUS OF FUNDS ANTICIPATED

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

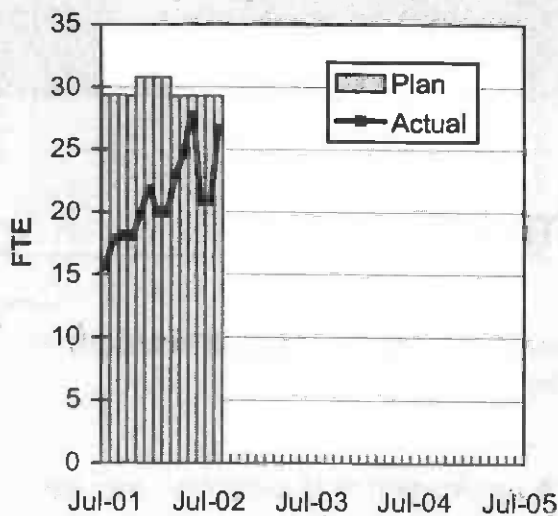
## STAFFING STATUS

### TOTAL PROJECT STAFFING

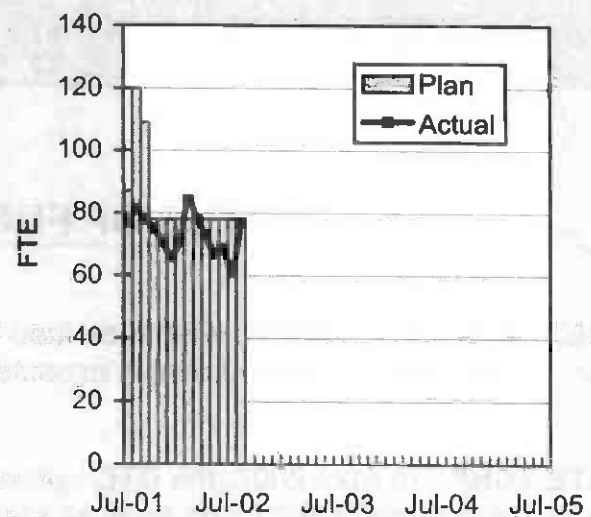


Staffing levels increased in August in anticipation of the design review submittals for issuance in September.

### AGENCY STAFFING



### ESLRT PARTNERS



## REAL ESTATE STATUS

### REAL ESTATE ANALYSIS

- For C0800, the tunnel portion of the alignment, 29 parcels are required for acquisition (10 full takes, 17 sub-surface easements, one part take, and one permit from Caltrans which will be coordinated through MTA's Third Party Coordination office). Five additional partial take parcels may be added for the widening of First Street.
- For C0801, the at-grade portion of the alignment, 30 parcels are required for acquisition (19 full takes, 9 partial takes, and two permits required from Caltrans which will be coordinated through the MTA's Third Party Coordination office). Nine parcels are required for the Ramona High School site reconfiguration.
- For C0802, there are two surface easements. Twenty-two parcels have been certified, ten for C0800 and twelve for C0801. Real Estate has completed appraisals and Phase 1 due diligence environmental work on some of the parcels required on First/Soto and First/Boyle areas. Real Estate will be making offers to respective property owners in the near future.

### REAL ESTATE ACQUISITION 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

\* To be developed after authorization to enter into final design.

### 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	29	10	0	0	0	0	0	0
C0801	30	12	0	0	0	0	0	0
C0802	2	0	0	0	0	0	0	0
<b>TOTAL</b>	61	22	0	0	0	0	0	0
Last Period Total	58	22	0	0	0	0	0	0

## **ENVIRONMENTAL STATUS**

- MTA Environmental Compliance and Services submitted a request to its environmental consultant to prepare Categorical Exclusion under NEPA and a Modified Initial Study/Addendum under CEQA for project enhancements and modifications to Eastside LRT design.

## **COMMUNITY RELATIONS STATUS**

- Presented community relations issues to the monthly Review Advisory Committee Meeting (RAC) with local residents, business owners, elected representatives, and community organizations.
- Coordinated environmental boring activities with the owner of Guadalajara Auto Sales in Boyle Heights.
- Developed the Community Awareness Program to inform residents of scheduled work and the Noise Complaint Resolution Program parameters for the Nighttime and Sunday Construction Variance Permit Request.
- Coordinated public outreach events with community representatives to facilitate public interest in the Eastside LRT Project.

## **QUALITY ASSURANCE STATUS**

- Conducted a surveillance of the Eastside Partners Intra-discipline Design Review Process for the September 9, 2002 Design Submittal, Contract C0800, Underground Work. Results of the surveillance indicated that the design review was accomplished in accordance with Eastside Partners controlling procedures.

### **SAFETY STATUS**

- Met with CAL/OSHA Mining and Tunneling regarding underground classification, ventilation, tunnel alignment, and safety personnel issues.
- Reviewed safety requirements for Contract C0800.

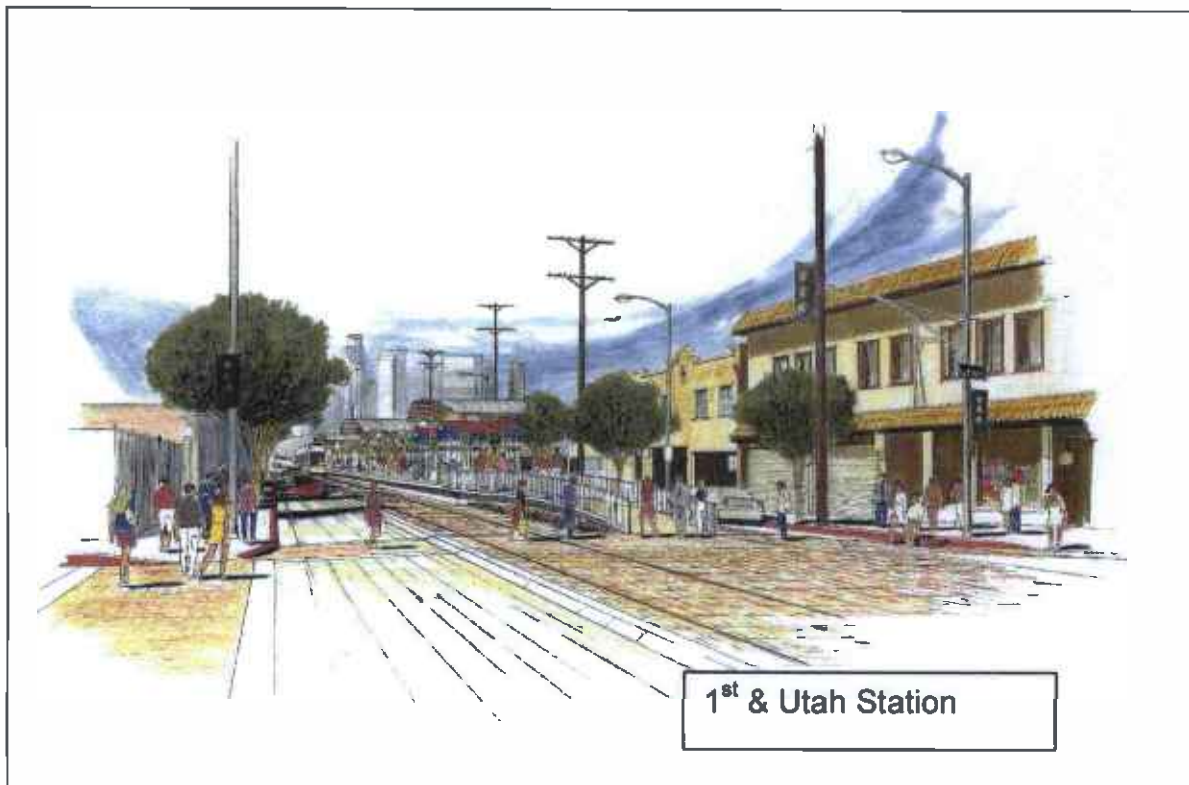


## CURRENT PROJECT RENDERINGS



Computerized Rendering of Proposed  
Eastside LRT Guideway Bridge at the  
101 Freeway

## CURRENT PROJECT RENDERINGS



## CURRENT PROJECT RENDERINGS



### Document Development Status To Support Entry Into Final Design

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
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
NEPA Process	MTA Board approved the Final SEIS/SEIR in February 2002.	March 2002
Project Management Plan (PMP)	Approval received by the PMOC.	August 2002
Rail Fleet Management Plan	A draft Rail Fleet Management Plan was submitted to the FTA and is currently under revision.	August 2002
Bus Fleet Management Plan	A draft Bus Fleet Management Plan will be submitted in September 2002.	September 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 Commission
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
LNTF	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
NPDES	National Pollution Discharge Elimination System
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
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
SCAQMD	Southern California Air Quality Management District
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