



Los Angeles County Metropolitan Transportation Authority

Eastside Light Rail Transit Monthly Project Status Report



February 2002

EASTSIDE LRT PROJECT

MONTHLY PROJECT STATUS REPORT

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FEBRUARY 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 Blue 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 the Preliminary Engineering Design phase. The initial contract with Eastside LRT Partners for design services included Phase I to perform Preliminary Engineering (April 2001 thru August 2001) and Phase II to perform continuing Preliminary Engineering (August thru December 2001). In September 2001, the contract performance period was extended from December 2001 to April 2002 in order to support the project's Final SEIS/SEIR approval process.

On February 28, 2002, the MTA Board approved the Final SEIS/SEIR. With this approval and the planned submittal of the Project Management Plan (PMP) in March 2002, the proposed project will be presented to the FTA as a step in obtaining their permission to enter into final design. This action will also provide the path forward to begin the Full Funding Grant Application (FFGA) process.

The MTA Board will be presented with a request to approve continuing Preliminary Engineering – Phase III in April 2002. This modification to the contract will allow for the completion of the aerial structure design for the revised alignment along Commercial and Alameda streets in response to LADOT comments and it will allow critical design of tunnel and underground station excavation structures to continue.

Once the MTA obtains the FTA's Record of Decision (ROD) and the approval to enter into final design, the final design phase for the project critical path contract (tunnel and underground station excavation) can begin. The tunnel contractor will be issued a Notice to Proceed when tunnel and station excavation design is completed, the bid and award process has been concluded and the FFGA has been approved. Construction is anticipated to begin within the third quarter of 2003.

MANAGEMENT ISSUES

None at this time.

PROJECT SCOPE

Contract C0802 – 101 Freeway Bridge

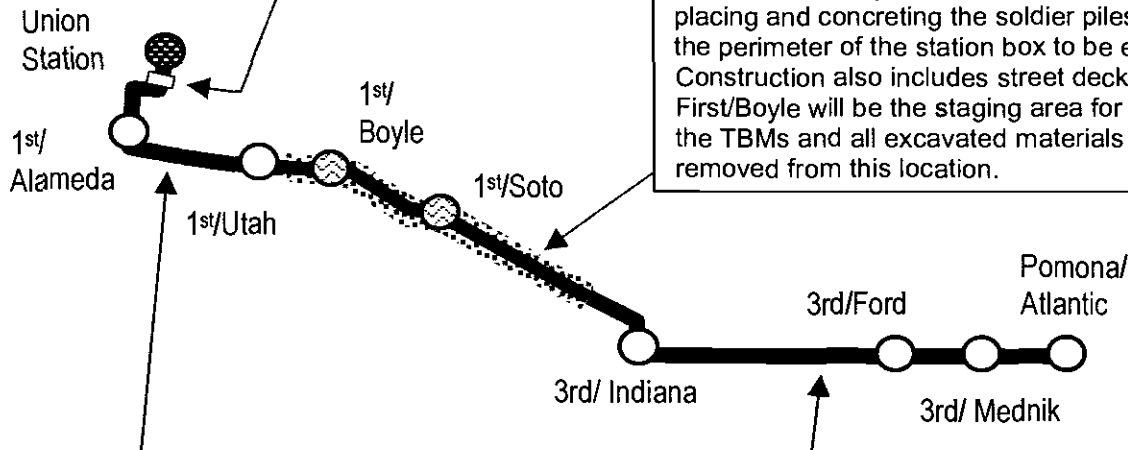
Overcrossing: Under a contract by Caltrans, significant 101 Freeway construction will occur in the same location and at the same time as the 101 Freeway Bridge Overcrossing. The MTA will remain responsible for the design and construction costs of the bridge overcrossing. This contracting approach with Caltrans minimizes the significant impacts with contract interfaces that will otherwise occur with multiple contracts.

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 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	Feb-02	Mar-02	Apr-02	May-02	Jun-02	Jul-02
Begin FFGA Document Preparation	3/4/02		◆				
MTA Retain Real Estate Relocation Consultant for Contract C0800	3/5/02		◆				
Submit Sample At-Grade Crossing Application to PUC for Approval	4/2/02			○			
Meeting with PUC for Clarification/Adjustments/Approval to Proceed	4/17/02			△			
FTA Record of Decision	4/23/02			FTA			
MTA Board Approval for Additional Design Development	4/25/02			M			
Submit PSR/PRs to Caltrans for 101/5 Frwys Undercrossings	4/26/02			○			
FTA Approval to Enter Final Design	4/30/02			FTA			
Submit 1st 12 of 36 At-Grade Crossing Applications to PUC for Approval	5/6/02				○		
Submit PSR/PR to Caltrans for 710 Frwy Overcrossing	5/6/02				○		
Submit PSR/PR to Caltrans for 101 Frwy Overcrossing	5/13/02				○		
Submit 2nd 12 of 36 At-Grade Crossing Applications to PUC for Approval	5/20/02				○		
MTA Board Approval for URS Project Estimate	5/23/02				M		
MTA Procure Real Estate Relocation Consultant for Contract C0801	6/3/02					◆	
Submit Last 12 of 36 At-Grade Crossing Applications to PUC for Approval	6/4/02					○	



MTA Staff



Eastside LRT Partners
Deliverables

FTA

FTA Approval



Other Agencies



MTA Board
Approval

Activity Description	Rem Dur	Start	Finish
Eastside Transit Corridor			
FTA Approvals - Final Design Program Preliminaries	0	04/30/02	
FTA Approval to Begin Final Design			
Design Engineering			
Program Preliminaries	110*	04/30/02	10/03/02
Final Design/Engineering			
Procurement C0800: Tunneling Contract			
Contract C0800 - Tunneling & Station Excavation	152*	10/04/02	05/08/03
Tunneling/Station Excavation Contract Bid/Award			
Contract C0800 - Tunnel Construction			
Main Tunnel Construction	303*	05/23/03	07/26/04
Mobilization & Procure TBM's			
Tunneling	361*	07/27/04	12/16/05
C0801 - Stations/Trackwork/Systems			
Underground Station Construction - 1st/Boyle	311*	12/19/05	03/05/07
First/Boyle Station Structural Construction			
Underground Station Construction - 1st/Soto	311*	12/19/05	03/05/07
First/Soto Station Structural Construction			
Trackwork Installation	276*	03/03/07	03/28/08
Trackwork Installation			
Systems			
Systems Procurement, Installation & Testing	932*	08/13/04	03/25/08
Startup Operations			
Startup Operations	136*	03/31/08	10/07/08
System Integration, Testing and Pre-Revenue Ops.			
Revenue Operations Date	0		10/07/08

Start Date 04/17/00

Finish Date 10/07/08

Data Date 03/02/02

Run Date 03/21/02 15:50

ES22

Early Bar

Progress Bar

Critical Activity

© Primavera Systems, Inc.

CRITICAL PATH NARRATIVE

The critical path begins with preliminary design engineering. The FTA approval to begin final design is anticipated by Spring 2002. The final tunnel design is planned to be completed five months after the FTA approval. The critical path continues through 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 with the TBM procurement period, the project will proceed with mobilization, pile driving and station box excavations. The station box excavations are scheduled for completion prior to the TBM delivery. The critical path continues on a two-month period for TBM #1 assembly and a 15-month period for tunneling at both tunnels. After the completion of tunneling work, the critical path moves to the underground stations construction and then to the installation of trackwork and system equipment (Contract C0801). The final critical path is system integration testing and pre-revenue operations. The Revenue Operations Date (ROD) is anticipated in late 2008.

Prior to entering FFQA negotiation, MTA will conduct ongoing schedule reviews, analysis and recommendations. This will occur concurrently with concluding final design and finalizing the constructibility reviews.

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	1.2	0.1
Right-of-Way	37.9	0.0	0.0
Professional Services	156.3	25.6	10.8
Contingency	62.3	0.0	0.0
TOTAL	826.3	26.8	10.9

Note: Estimated Project Cost is based upon the Final SEIS/SEIR document dated January 4, 2002.

CHANGE CONTROL STATUS

	A	B		C		D=A+B+C	E		F=D+E
Description	Award Amount	Approved				Obigated	Potential		
		Executed Changes		LNTPs (NTE)		Total Approved Amount	Pending		Total Potential Value
		#	\$	#	\$		#	\$	
Engineering Design Services	18,929,502	1	470,250	1	40,000	19,439,752	3	3,610,000	23,049,752
Environmental Services	0	0	0	1	2,000	2,000	0	93,000	95,000
Project Management Assistance Support	166,366	4	543,522	0	0	709,888	0	0	709,888
TOTAL	19,095,868	5	1,013,772	2	42,000	20,151,640	3	3,703,000	23,854,640

FINANCIAL/GRANT STATUS

FEBRUARY 2002

STATUS OF FUNDS BY SOURCE

(Expenditures are cumulative through January 2002)

in \$ millions

SOURCE	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to FUNDING SOURCE \$	(F/B) %
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	5.3	2%	2.4	1%	2.4	1%
STATE STIP (STP)	4.6	4.6	4.6	100%	2.2	49%	2.2	49%
STATE STIP (SHA)	0.6	0.6	0.6	100%	0.3	49%	0.3	49%
PROPOSITION A 35% RAIL CAPITAL	52.4							
UNBILLED ACCRUALS								
TOTAL	826.3	30.6	16.4	2%	10.9	1%	10.9	1%

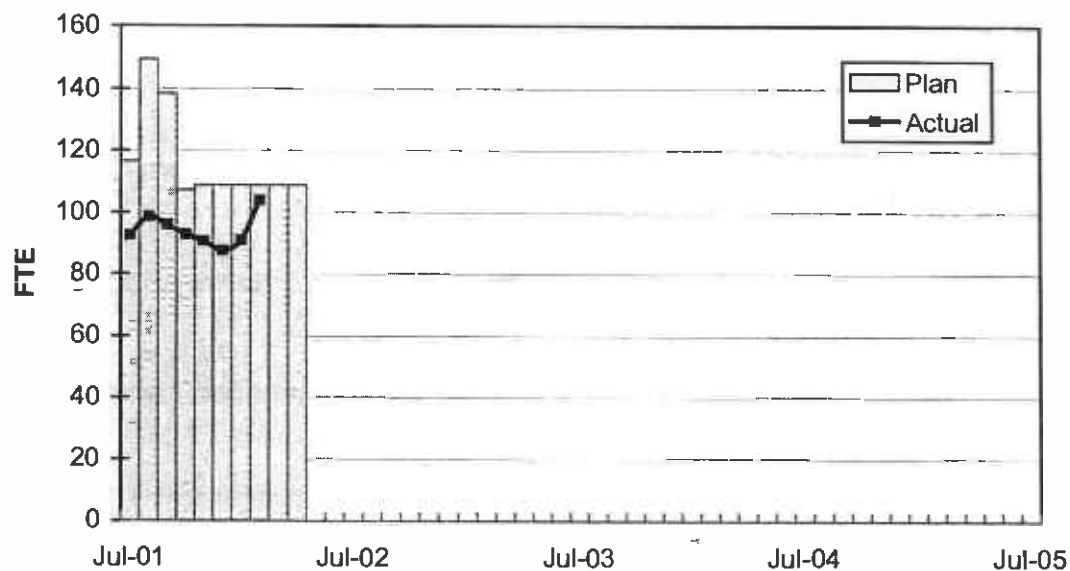
STATUS OF FUNDS ANTICIPATED

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

STATE TCRP: MTA plans to submit an application and allocation request state TCRP fund at the April 2002 CTC meeting for final design, ROW, and construction activities.

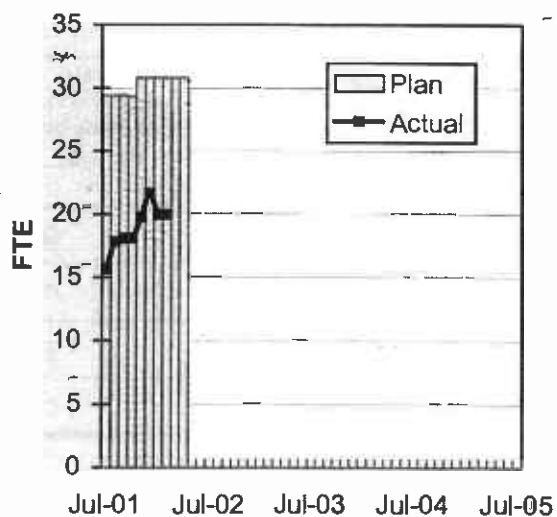
STAFFING STATUS

TOTAL PROJECT STAFFING

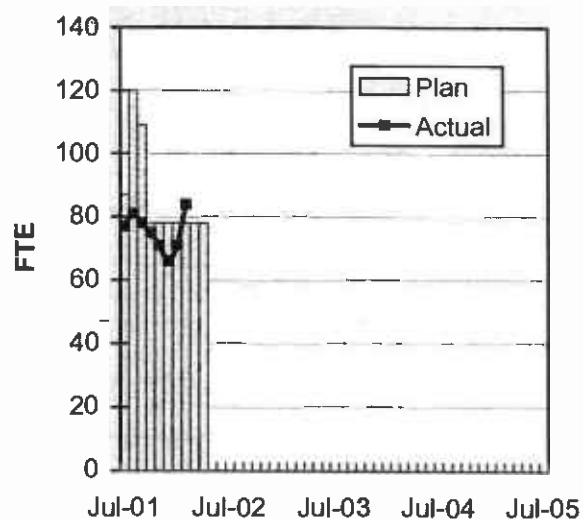


Current staffing levels are adequate. FY03 staffing requirements are being reviewed by management.

AGENCY STAFFING



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.

The certification process has begun. Real Estate relocation consultant contracts are being processed.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

<i>Number of Parcels</i>	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

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

ENVIRONMENTAL STATUS

- The FTA and the MTA Board approved the Final EIS/EIR on February 28, 2002.
- MTA Environmental Compliance will prepare a Quarterly Mitigation Measures Status Report in conjunction with the design/build phase of the project to monitor, audit, and report on environmental mitigation measures.

COMMUNITY RELATIONS STATUS

- Conducted monthly Review Advisory Committee Meeting (RAC) with local residents, business owners, elected representatives, and community organizations.
- Conducted initial survey of station areas to identify businesses and residences, which may be impacted by construction activities.
- Presented MTA's School Safety Program at the Los Angeles Unified School District H Meeting.
- Prepared photo documentation of intersections and stations sites along the Eastside alignment.
- 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/build and design/bid/build intra- and inter- discipline design review processes and submittal package for February 2002 design submittals.
- Completed draft Quality Program Requirements for design/build and design/bid/build contracts and submitted on February 28, 2002 to the MTA project office.

SAFETY STATUS

Safety statistics will be developed during construction.

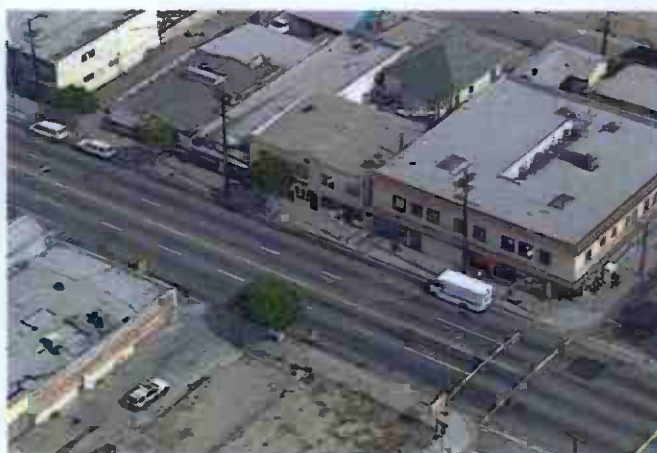
STATION RENDERINGS



1st & Alameda – Current



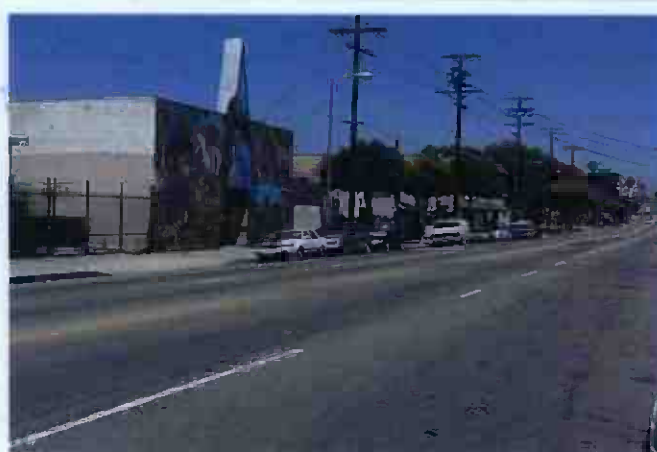
1st & Alameda – Rendering



1st & Utah – Current



1st & Utah – Rendering



1st & Utah – Current



1st & Utah – Rendering

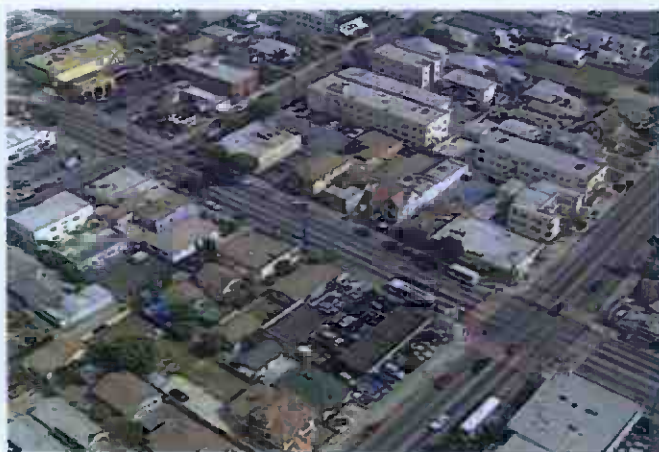
STATION RENDERINGS (Continued)



1st & Boyle – Current



1st & Boyle – Rendering



1st & Soto – Current



1st & Soto – Rendering



3rd & Indiana – Current



3rd & Indiana – Rendering

STATION RENDERINGS (Continued)



3rd & Mednik– Current



3rd & Mednik – Rendering



3rd & Mednik– Current



3rd & Mednik – Rendering

**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.	March 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