



Los Angeles County Metropolitan Transportation Authority

Eastside Light Rail Transit Quarterly Project Status Report



March 2002

EASTSIDE LRT PROJECT

QUARTERLY 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.

MARCH 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 Part II of the Preliminary Engineering Design phase. Part II of Preliminary Engineering will conclude by mid-April 2002. Also in April, the MTA Board will be presented with a request to approve continuing Preliminary Engineering – Part III. 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.

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 FFCA 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

New 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.

New 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 PMOC has not recommended approval of the Project Management Plan (PMP) dated March 2002, until the organizational structure details are consistent with FTA requirements.

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. The submittal to the PMOC of the organizational structure and the revised PMP text is planned for May 2002.

MANAGEMENT ISSUES

New 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. This will take approximately 60 days.

PROJECT SCOPE

Contract C0802 – 101 Freeway Bridge

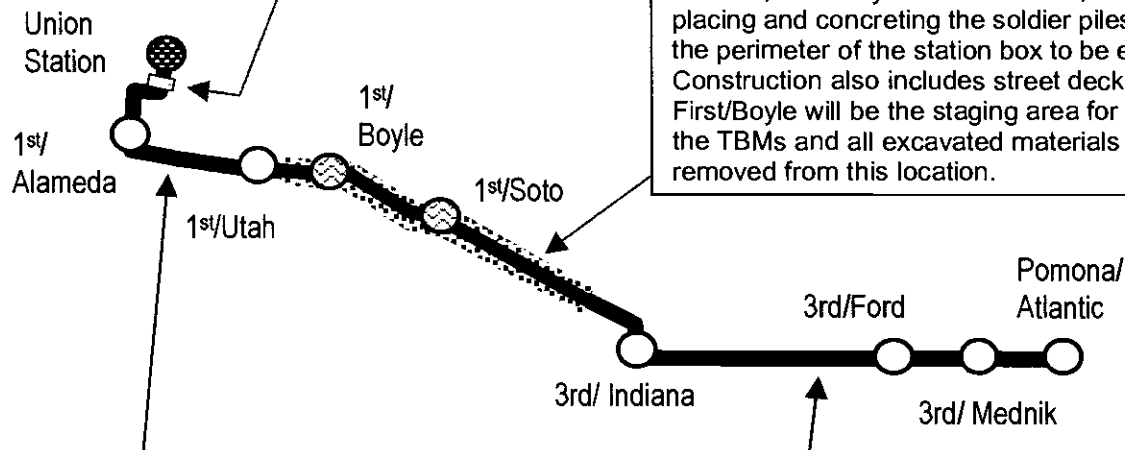
Overcrossing: Under a contract by Caltrans, significant 101 Freeway construction will occur in the same location and at the same time as the 101 Freeway Bridge Overcrossing. The MTA will remain responsible for the design and construction costs of the bridge overcrossing. This contracting approach with 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	Mar-02	Apr-02	May-02	Jun-02	Jul-02	Aug-02
Begin FFGA Document Preparation	3/4/02	◆					
MTA Retain Real Estate Relocation Consultant for Contract C0800	3/5/02	◆					
FTA Record of Decision	5/3/02*			FTA			
Submit Sample At-Grade Crossing Application to PUC for approval	4/24/02*		○				
MTA Board Approval for Additional Design Development	4/25/02						
Submit PSR/PRs to Caltrans for 101/5 Frwys Undercrossings	4/26/02		○				
FTA Approval to Enter Final Design	5/10/02*			FTA			
Submit PSR/PR to Caltrans for 710 Frwy Overcrossing	5/6/02			○			
Meeting with PUC for Clarification/Adjustments/Approval to Proceed	5/9/02*			△			
Submit PSR/PR to Caltrans for 710 Frwy Overcrossing	5/13/02			○			
MTA Board Approval for URS Project Estimate	5/23/02						
Submit 1st 12 of 36 At-Grade Crossing Applications to PUC for Approval	5/29/02*			○			
MTA Procure Real Estate Relocation Consultant for Contract C0801	6/3/02				◆		
Submit 2nd 12 of 36 At-Grade Crossing Applications to PUC for Approval	6/12/02*				○		
Submit Last 12 of 36 At-Grade Crossing Applications to PUC for Approval	6/26/02*				○		
Submit 1st Tunnel Design Submittal	7/1/02					○	
Caltrans Approval of PSRs/PRs	7/15/02					○	
Real Estate Agreement with Caltrans	8/12/02						△



MTA Staff



Eastside LRT Partners Deliverables

FTA FTA Approval



Other Agencies

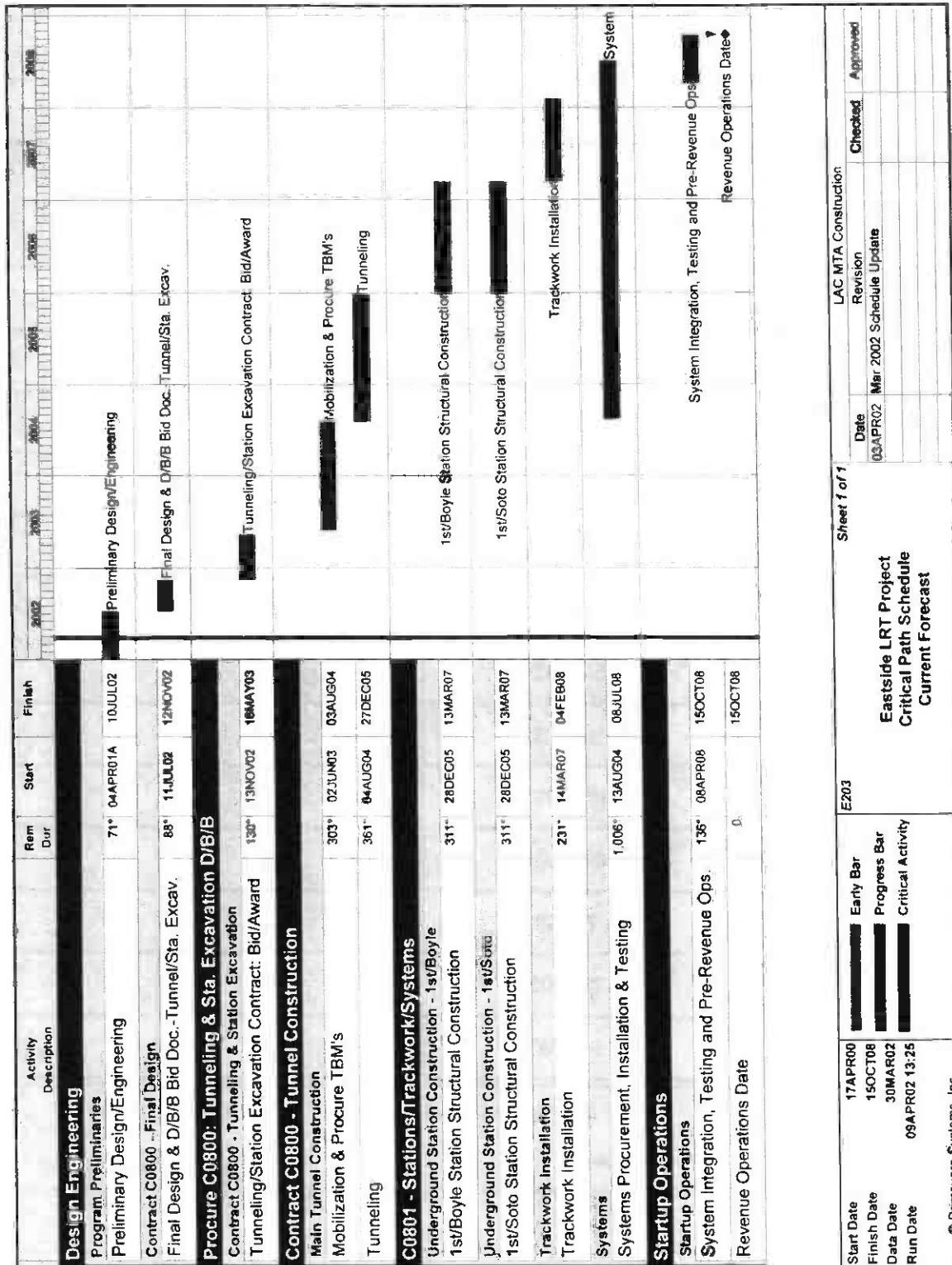
*

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 the 101 Freeway overcrossing, is anticipated by 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 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 then to the installation of trackwork 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, analysis and recommendations. This will occur concurrently with concluding final design and finalizing the constructibility reviews.

The March 2002 Eastside LRT Project Schedule Report shows a seven day schedule deviation in the Revenue Operations Date, from October 7, 2008 to October 15, 2008. This deviation is attributed to the delay in the completion of the Rail Fleet Management Plan. FTA approval of this document is required before entering final design.

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	0.7	0.3
Right-of-Way	37.9	20.5	0.0
Professional Services	156.3	26.1	14.0
Contingency	62.3	0.0	0.0
TOTAL	\$826.3	\$47.3	\$14.3

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

An iterim submittal estimate is being prepared by ESLRT Partners for publication in April 2002.

CHANGE CONTROL STATUS

	A	B		C		D=A+B+C	E		F=D+E
Description	Award Amount	Approved				Obligated	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	8,960,000	28,399,752
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	9,053,000	29,204,640

FINANCIAL/GRANT STATUS

MARCH 2002

STATUS OF FUNDS BY SOURCE

(Expenditures are cumulative through February 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	36.2	15%	2.8	1%	2.8	1%
STATE STIP (STP)	4.6	4.6	4.6	100%	2.4	52%	2.4	52%
STATE STIP (SHA)	0.6	0.6	0.6	100%	0.3	52%	0.3	52%
PROPOSITION A 35% RAIL CAPITAL	52.4							
UNBILLED ACCRUALS		2.6			2.9			
TOTAL	826.3	33.2	47.3	6%	14.3	2%	11.4	1%

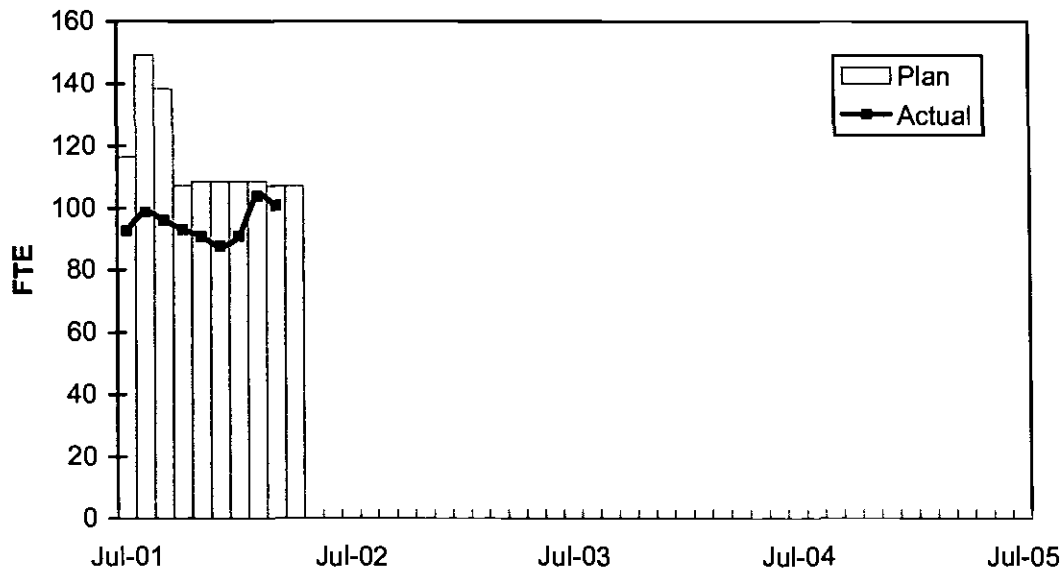
STATUS OF FUNDS ANTICIPATED

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 for \$25.5M of State TCRP fund for final design, right-of-way, and construction activities. The CTC is expected to approve MTA's request in April 2002.

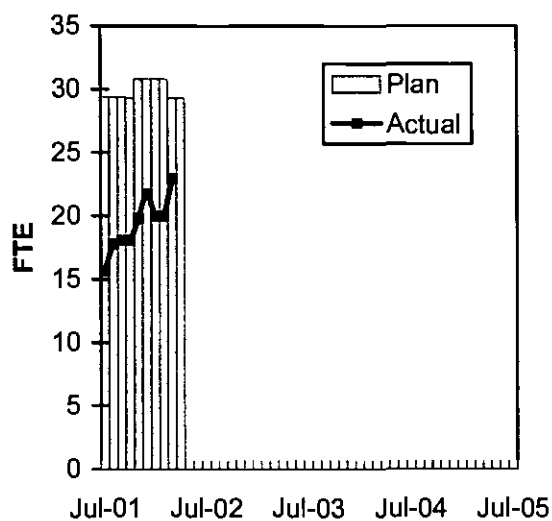
STAFFING STATUS

TOTAL PROJECT STAFFING

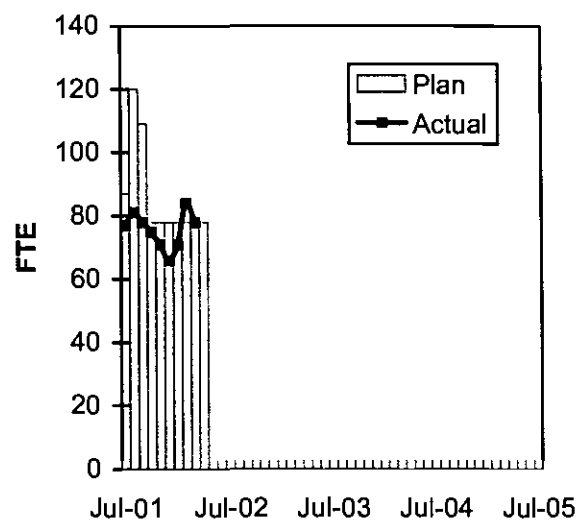


Current staffing levels are adequate. FY03 staffing requirements are being reviewed by management.

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.

Seventeen parcels have been certified, nine for C0800 and eight for C0801. Real Estate is in the process of obtaining appraisals for twelve of the seventeen certified parcels.

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

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	9	0	0	0	0	0	0	0	0	0	0	0
C0801	28	0	8	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	17	0	0	0	0	0	0	0	0	0	0	0
Last Period Total	56	0	0	0	0	0	0	0	0	0	0	0	0	0

ENVIRONMENTAL STATUS

- MTA will send a request to the FTA for a Record of Decision on the EIS/EIR.
- 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.
- 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 calculation package for design/build Contract C0801. Results indicated the calculation was prepared and processed in accordance with the Eastside Partners procedure.
- QAR S2001-090-01, compliance to MTA DSGN 1 Design Review and Acceptance was closed based on approval of Waiver Number 18, Deviation from Baseline Document.

SAFETY STATUS

Safety statistics will be developed during construction.

CURRENT PROJECT RENDERINGS



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

METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

QUARTERLY PROJECT STATUS REPORT

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MARCH 2002

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period ending – March 29, 2002



ENVIRONMENTAL STATUS

Gas and ground water monitoring wells installed during preliminary studies of the Segment 3 East Side Extension are now being used to supplement environmental data for the new Eastside LRT Project. The monitoring wells will be abandoned upon the completion of the Eastside LRT Project. The abandonment activities will be funded by the Eastside LRT Project.

No further construction tasks are planned or anticipated under this Grant. Contract closeout for systems contracts are being done in conjunction with the Segment 2 and Segment 3 North Hollywood Project closeout.

CONTRACT CLOSEOUT STATUS

Continued outstanding contract closeout activities.

METRO RED LINE SEGMENT 3 EAST SIDE EXTENSION

MARCH 2002

PROJECT COST REPORT COST BY ELEMENT (COST IN THOUSANDS OF DOLLARS)

DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST
CONSTRUCTION	\$624,556	\$651,074		\$32,448	
PROFESSIONAL SERVICES	219,522	255,479		98,277	
REAL ESTATE	26,570	34,840		20,240	
UTILITY/FORCE ACCOUNTS	14,092	23,897		2,433	
SPECIAL PROGRAMS	0	0		336	
CONTINGENCY	94,861	83,908		(300)	
PROJECT REVENUE	0	0			
TOTAL PROJECT	\$979,601	\$1,049,198		\$153,434	
ADDITIONAL LOCALLY FUNDED ACTIVITIES					
CONSTRUCTION					
PROFESSIONAL SERVICES					
REAL ESTATE					
UTILITY/FORCE ACCOUNTS					
SPECIAL PROGRAMS					
CONTINGENCY					
PROJECT REVENUE					
TOTAL OTHER LOCALLY FUNDED ACTIVITIES	\$0	\$0	\$0	\$0	\$0
GRAND TOTAL	\$979,601	\$1,049,198	\$0	\$153,434	\$0

FIN. ...ICI. ...DE...IL

METRO RAIL RED LINE EAST SIDE EXTENSION PROJECT (IN MILLIONS OF DOLLARS)

MARCH 2002

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
						(5)	(2)		
ORIGINAL SCOPE:									
FTA-SECTION 3	\$394.312	\$394.312	\$57.077	\$57.077	14%	\$57.077	14%	\$57.077	14%
FTA-S 3 DEFERRED LOCAL SHARE	\$98.578	\$98.578	\$14.269	\$14.269	14%	\$14.269	14%	\$14.269	14%
FED ISTEA STP (STATE)	\$25.000	\$25.000	\$25.000	\$25.000	100%	\$25.000	100%	\$25.000	100%
FED ISTEA STP/CMAQ (REGIONAL)	\$76.217	\$45.353	\$16.576	\$16.576	37%	\$16.576	37%	\$16.576	37%
FED ISTEA RSTP DEF. LOCAL SHARE	\$9.875	\$5.876	\$2.148	\$2.148	37%	\$2.148	37%	\$2.148	37%
STATE SHA/ARTICLE XIX	\$50.000	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE PROP 116	\$15.000	\$0.000 (3)	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE FLEXIBLE CONGESTION RELIEF	\$0.000	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE TSM Match	\$11.142	\$3.862	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$0.344	\$73.444 (4)	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
PROP C	\$299.133	\$402.773	\$38.364	\$53.799	13%	\$38.364	10%	\$37.305	9%
TOTAL	\$979.601	\$1,049.198	\$153.434	\$168.869	16%	\$153.434	15%	\$152.375	15%

(A) Original Budget based on October 1994 Amended Full Funding Grant Agreement

(1) Based on Current Budget. Allocation by funding source based on Nov 97 draft funding plan. Project has been suspended.

(2) Expenditures include actuals spent prior to FTA issuance of their Letter of no Prejudice (LONP dated 9/7/93).

(3) State Prop 116 \$15M has been transferred to the North Hollywood Project.

(4) Assumes the City of LA will contribute 7% of the total project cost.

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 2002.

FINANCIAL DETAIL
METRO RAIL RED LINE SEGMENT 3 PROJECT
FUNDS BY SOURCE ANALYSIS

STATUS OF FUNDS ANTICIPATED

FTA SECTION 3:

MTA PLANS SUBMITTED A GRANT APPLICATION FOR \$9,196,783 OF SECTION 3 FUNDS IN MARCH 02 FOR THE NORTH HOLLYWOOD PROJECT. GRANT APPLICATION APPROVAL EXPECTED JULY 2002.

FTA SECTION 9
FED ISTEA/STP:

MTA PLANS ON SUBMITTING A GRANT APPLICATION FOR \$16,097,000 OF SECTION 9 FUNDS IN APRIL 02 FOR THE NORTH HOLLYWOOD PROJECT PURSUANT TO A FINANCIAL CONTRIBUTION AGREEMENT WITH THE CITY OF LOS ANGELES. GRANT APPLICATION APPROVAL EXPECTED JULY 2002.

CITY OF LA

A REVISED FINANCIAL CONTRIBUTION AGREEMENT WAS EXECUTED ON MAY 19, 2000 FOR A TOTAL AMOUNT OF \$89.5M. ON MAY 23, 2001 THE MTA RECEIVED THE SECOND INCREMENT OF THE CITY'S CONTRIBUTION THROUGH SECTION 9 GRANT CA-90-X575-10 FOR \$12,937,429. A BALANCE OF \$16.1M REMAINS TO BE PAID THROUGH FY 2005.