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## **PROJECT OVERVIEW**

*The Metro Gold Line Eastside Extension 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 1.7 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.*

Construction price bids for Contract C0800, Contract C0801 and Contract C0803 (combined C0800 and C0801) were received on December 5, 2003, and were opened on December 10, 2003. All bids are currently under evaluation. Although significant cost variances exist between the forecast budget and the construction bids, the MTA will develop an action plan for recovering the cost difference. The action plan will satisfactorily address the cost difference in a manner that will not impact the total project budget of \$898.8 million as described in the pending FFGA and preserve the Federal Section 5309 New Starts share of \$490.7 million. This will be accomplished by identifying budget line item adjustments and reallocations that are within the MTA's control. In addition, the MTA intends to achieve a portion of the cost variances through the Best and Final Offer (BAFO) process with the bidders, under the bid solicitation. The action plan is to be submitted to the FTA in January 2004.

Contract(s) can be awarded only after the Full Funding Grant Agreement (FFGA) has been executed. The FFGA documents have been reviewed by the Office of the Secretary of Transportation (OST) and have been forwarded to the Office of Management and Budget (OMB) for review. It is anticipated that OMB will take final action after its review of the final project budget to be submitted in January 2004.

The next steps in the FFGA execution process are 60 calendar days for Congressional review and fourteen calendar days for FTA execution of the FFGA. Based upon the above dates and durations, it is anticipated that an executed FFGA will be received in April 2004. Therefore, a planned construction NTP would occur in May 2004 and the planned Revenue Operations Date (ROD) is forecasted to occur in May 2009, based upon the award of a combined bid package. Based upon the award of separate packages, ROD is forecasted to occur in November 2009.

## **PROJECT OVERVIEW**

Advanced utility relocations are underway by The Gas Company, Adelphia Cable, SBC, LABSL, Los Angeles Department of Water and Power (Power), and City of Los Angeles ITA. Advanced utility relocations completed are Adelphia Cable at the Boyle Heights/Mariachi Plaza Station site, The Gas Company at the Soto Station site, the Boyle Heights/Mariachi Plaza Station site and East Portal site, and the Los Angeles Bureau of Street Lighting (LABSL) at the intersection of Commercial Street and Alameda street.

Thirty-four of the 46 grade crossing applications have passed the 30-day public review period, including thirteen applications that have been approved by the California Public Utilities Commission (CPUC).

## **MANAGEMENT ISSUES**

**New Item (Date Initiated: October 2003)**

FEDERAL TRANSIT ADMINISTRATION (FTA) EXECUTION OF THE FULL FUNDING GRANT AGREEMENT (FFGA)

**Concern/Impact**

MTA is not able to award the construction contracts without receiving a fully executed FFGA. Each day that the FFGA review and approval process is delayed it affects the start of construction, thereby affecting the forecasted Project Revenue Operations Date.

**Status/Action**

Significant cost variances exist between the forecast budget and the construction bids. To address the cost differences, the MTA will outline an action plan that, subject to FTA acceptance, will allow the FFGA to be executed in April 2004. In addition, the MTA will proceed with the Best and Final Offer (BAFO) process with all bidders, in accordance with the Invitation for Bids. The MTA will continue to meet all the FTA requirements throughout this process.

## PROJECT SCOPE

### **Contract C0802 – 101 Freeway Bridge**

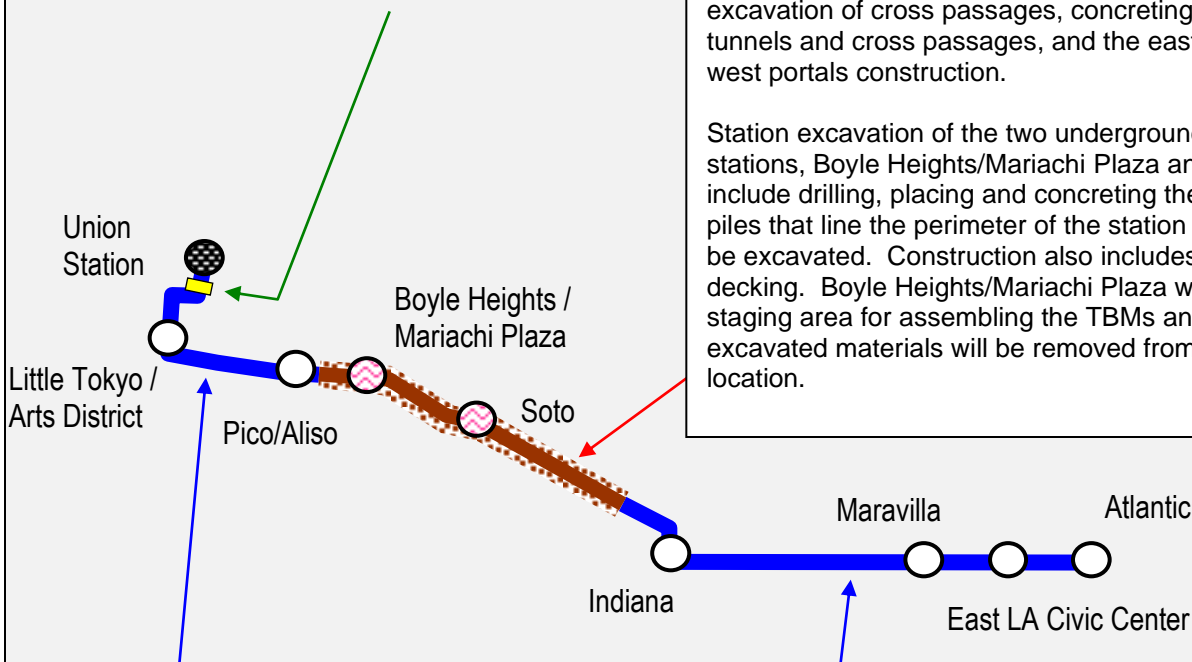
**Overcrossing:** The construction of the bridge will be combined with Caltrans freeway improvements project. While Caltrans will advertise and administer the construction, MTA will remain responsible for the design and construction costs of the bridge overcrossing.

### **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 1.7 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, Boyle Heights/Mariachi Plaza and 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. Boyle Heights/Mariachi Plaza 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.

Note: Contract C0803 encompasses work scope of both Contract C0800 and C0801.

**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04
Price Bids Due - Contracts C0800, C0801 and C0803	12/5/03	◆					
DBE Goal Forms Due - Contracts C0800, C0801 and C0803	12/10/03	◆					
Price Bid Opening - Contracts C0800, C0801 and C0803	12/10/03	◆					
Final Package Submittal to CPUC: Grade Crossings (Batches: 4A, 5, 8 & 13)	1/15/04*		◆				
Caltrans Approve PSR/PR - Cut & Cover at 101 Freeway (C0800)	1/30/04*		△				
Completion of Advanced Utility Relocations	3/1/04				◆		
Congressional Review/Approval of FFGA	3/31/04*				FTA		
FTA Execute FFGA	4/15/04*					FTA	
MTA Award Construction Contract(s)	4/19/04*					◆	
MTA Review/Approve of Bonds & Insurance	5/14/04*						◆
MTA Issue Construction Notice To Proceed(s)	5/14/04*						◆
Contractor Commence Procurement of Tunnel Boring Machines	5/14/04*						◆



MTA Staff Milestone



Other Agencies



Eastside LRT Partners Deliverables

\*

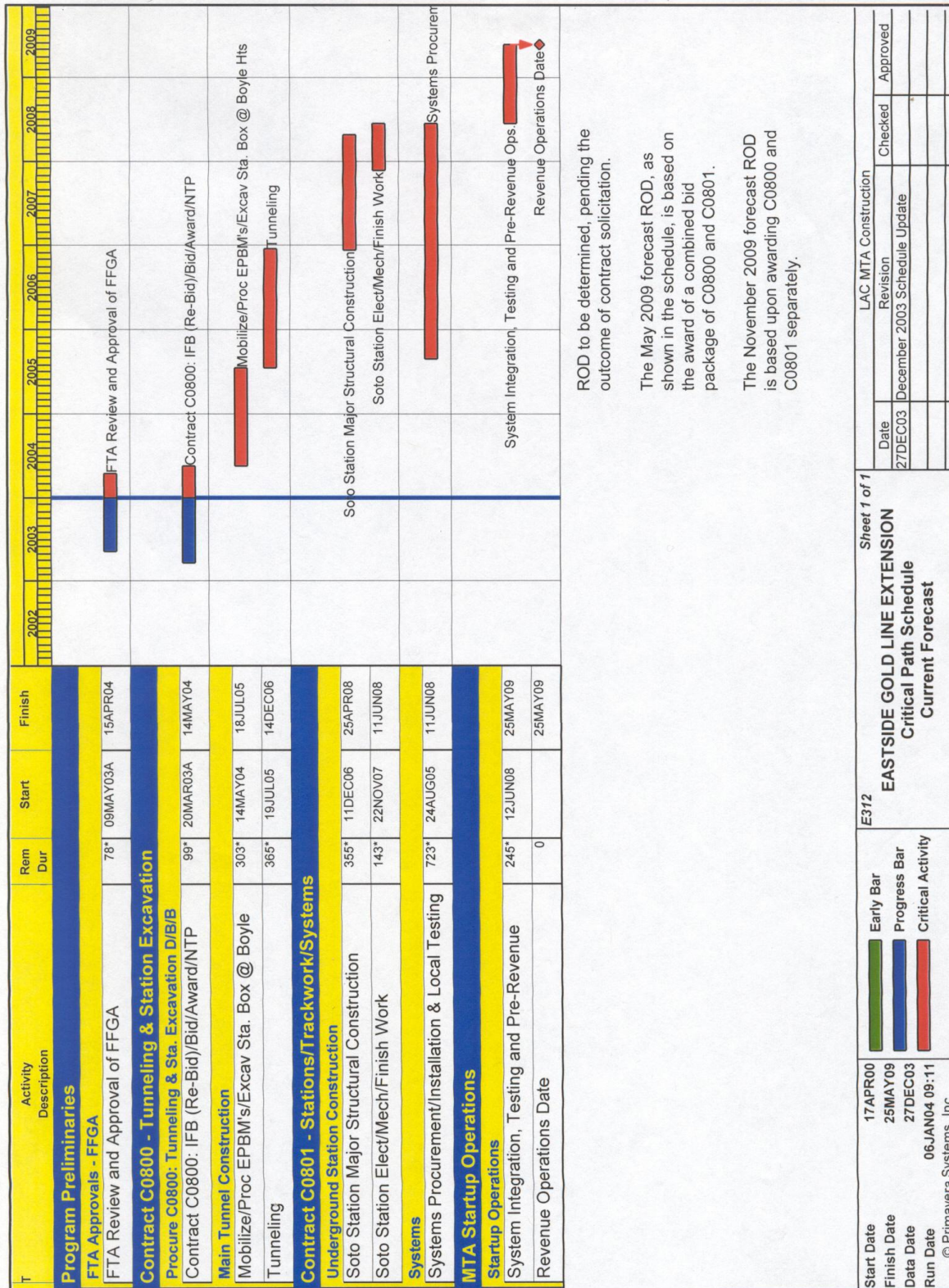
New Date



FTA FTA Approval

MTA Board Approval

## PROJECT MASTER SCHEDULE CRITICAL PATH



Sheet 1 of 1  
**EASTSIDE GOLD LINE EXTENSION**  
Critical Path Schedule  
Current Forecast

Start Date	17APR00	Early Bar
Finish Date	25MAY09	Progress Bar
Data Date	27DEC03	Critical Activity
Run Date	06JAN04 09:11	

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Date	27DEC03	Revision	December 2003 Schedule Update	Checked	Approved



## **CRITICAL PATH NARRATIVE**

Construction price bids for Contract C0800, Contract C0801 and C0803 (combined C0800 and C0801) were received on December 5, 2003 and were opened on December 10, 2003. All bids are currently under evaluation. Although significant cost variances exist between the forecast budget and the construction bids, under the terms of the bid solicitation, if the difference exceeds 10%, the MTA reserves the right to enter into a Best and final Offer (BAFO) with the bidders. The project schedule update considers the BAFO process.

The critical path for the construction contract(s) begins with the contract award and Notice to Proceed (NTP) date(s) and ending with the Revenue Operations Date (ROD). Contract(s) can be awarded only after the Full Funding Grant Agreement (FFGA) has been executed. The FFGA documents have been reviewed by the Office of the Secretary of Transportation (OST) and forwarded to the Office of Management and Budget (OMB) for review. It is anticipated that (OMB) will take final action after its review of the final project budget to be submitted by MTA in January 2004.

The next steps in the FFGA process are 60 calendar days for Congressional review and seven calendar days for FTA execution of the FFGA. Based upon the above dates and durations, it is anticipated that an executed FFGA will be received by mid-April 2004. Thereafter, a planned construction NTP would occur by mid-May 2004 and the planned ROD is forecasted to occur in May 2009, based upon the award of a combined bid package. Based upon the award of separate packages, ROD is forecasted to occur in November 2009.

Upon the issuance of Notice To Proceed(s), there will be a 13-month lead time for the procurement of two Earth Pressure Balance Machines (EPBMs). Concurrent with the EPBM procurement, the project will proceed with mobilization, pile installation, and station box excavations. The station box excavations are scheduled to complete prior to the EPBMs 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 Soto underground station construction. The systems equipment installation and local facilities 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.



## PROJECT COST STATUS

*In \$ Million*

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	287.0	287.0	0.0	0.0	0.0
Yards & Shops	35.6	35.6	0.0	0.0	0.0
Systems/Equipment	76.1	76.1	0.0	0.0	0.0
Stations	109.4	109.4	0.0	0.0	0.0
Vehicles	31.7	31.7	0.0	31.7	0.0
Special Conditions	55.0	55.0	0.0	13.0	1.8
Right-of-Way	53.0	53.0	0.0	51.0	20.9
Professional Services	145.3	145.3	0.0	65.9	50.8
Contingency	87.4	87.4	0.0	0.0	0.0
<b>TOTAL</b>	<b>880.4</b>	<b>880.4</b>	<b>0.0</b>	<b>161.6</b>	<b>73.5</b>

**CHANGE CONTROL STATUS**

Description	A	B		C		D=A+B+C	E		F=D+E
	Approved					Obligated	Potential		
	Award Amount	Executed Changes		LNTPs (NTE)		Total Approved Amount	Pending		Total Potential Value
		#	\$	#	\$		#	\$	
Engineering Design Services	18,929,502	12	15,669,538	0	0	34,599,040	0	0	34,599,040
Environmental Services	912,196	4	370,005	1	6,000	1,288,201	2	130,711	1,418,912
Design/Build Advisory Panel Services	1,059,840	0	0	0	0	1,059,840	0	0	1,059,840
Construction Management Support Services	26,598	0	0	0	0	26,598	0	0	26,598
Project Management Assistance Support	166,366	7	3,256,556	0	0	3,422,922	0	0	3,422,922
Vehicles Consultant	1,717,707	0	0	0	0	1,717,707	0	0	1,717,707
Light Rail Vehicles Acquisition	31,747,734	0	0	0	0	31,747,734	0	0	31,747,734
TOTAL	54,559,943	23	19,296,099	1	6,000	73,862,042	2	130,711	73,992,753

## FINANCIAL/GRANT STATUS

**DECEMBER 2003**

### 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	490.7	17.3	83.6	17%	13.6	3%	13.6	3%
FED - SECTION 5309 FIXED GUIDEWAY	23.1			0%		0%		0%
FEDERAL - CMAQ	10.3			0%		0%		0%
REGIONAL IMPROVMNT PROG-FED	179.6	4.6	30.6	17%	4.6	3%	4.6	3%
REGIONAL IMPROVM PROG-STATE	0.6	0.6	0.6	100%	0.6	100%	0.6	100%
STATE TCRP	45.0	45.0	45.0	100%	45.0	100%	45.0	100%
PROP A 35% / PROP C 40% BONDS	121.0	1.8	1.8	1%	1.8	1%	1.8	1%
LEASE REVENUES	10.1			0%		0%		0%
UNBILLED ACCRUALS		7.9			7.9			
SUB-TOTAL	880.4	77.1	161.6	18%	73.5	8%	65.6	7%
PROP A/PROP C (INTEREST COST)	18.4	0.0	0.0	0%	0.0	0%	0.0	0%
<b>TOTAL</b>	<b>898.8</b>	<b>77.1</b>	<b>161.6</b>	<b>18%</b>	<b>73.5</b>	<b>8%</b>	<b>65.6</b>	<b>7%</b>

(1) Based on August 03 Adopted Short Range Transportation Plan (includes interest cost)  
 NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2003.

## STATUS OF FUNDS ANTICIPATED

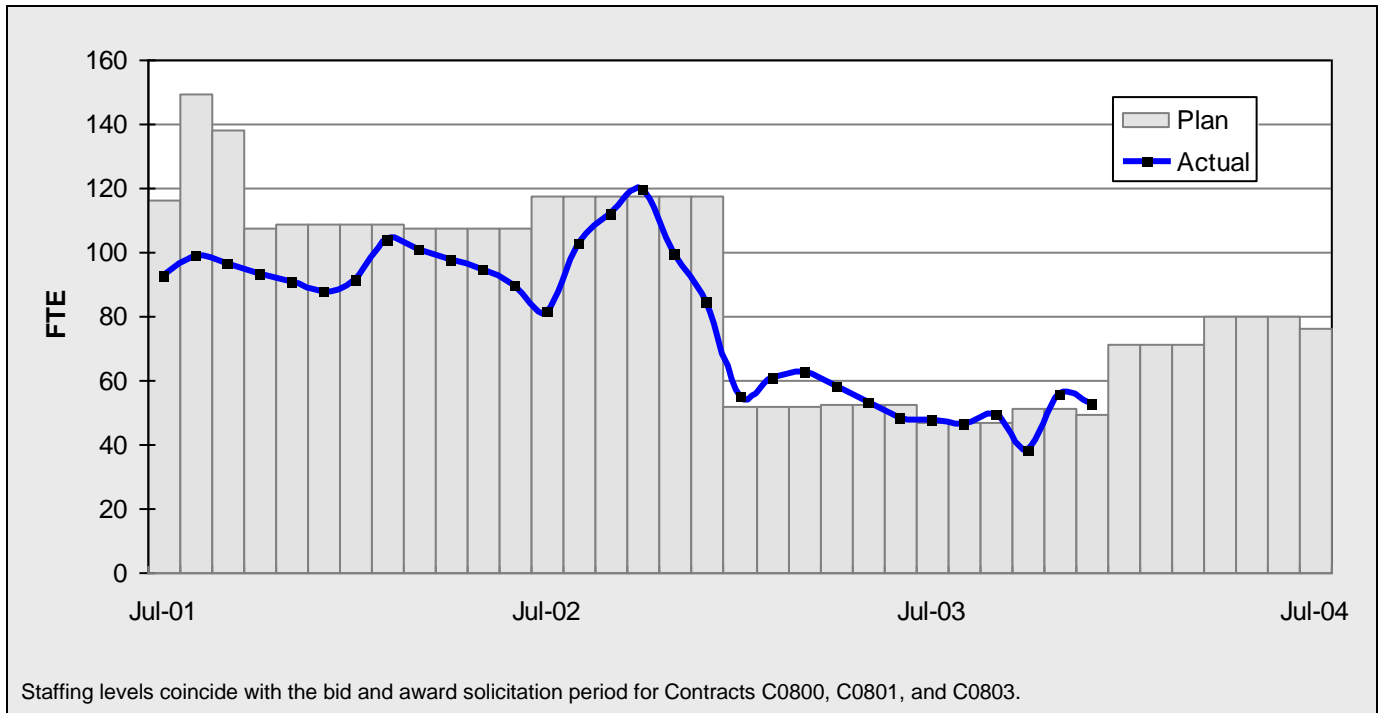
**FEDERAL SECTION 5309:** MTA submitted a grant amendment application CA-03-0508-04 for \$3,934,330 on April 18, 2003. Funds were available for draw down as of June 2003.

**STATE TCRP:** On April 3, 2003 the California Transportation Commission approved MTA's request to amend the STIP to convert \$191 million of unallocated TCRP funds to STIP funds.

On August 25, 2003, MTA submitted a request for AB1335 Letter of No Prejudice (LONP) authority for Phase 4 construction activities. The LONP is scheduled for approval at the January 2004 CTC Meeting.

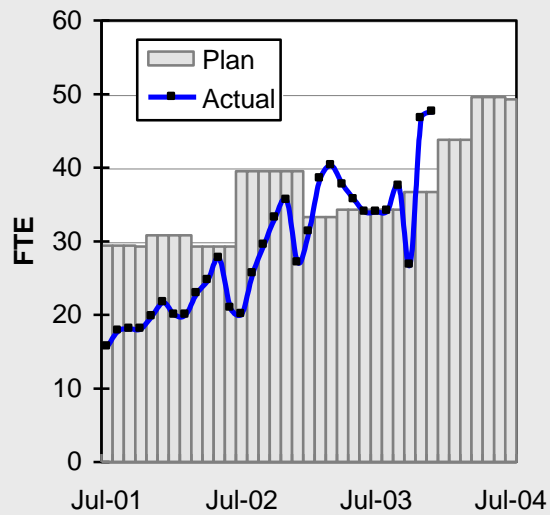
## **STAFFING STATUS**

### **TOTAL PROJECT STAFFING**

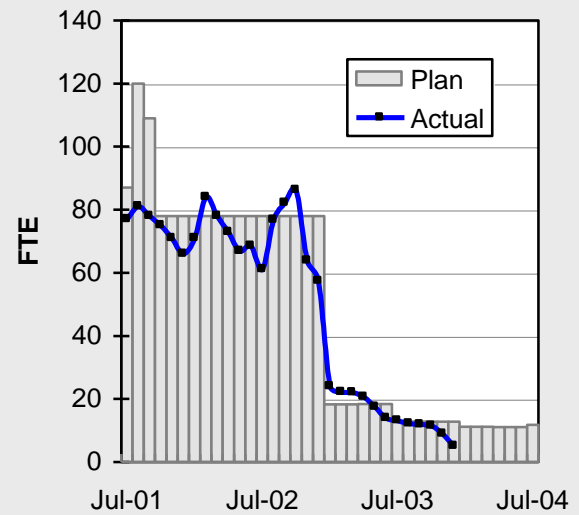


## STAFFING STATUS

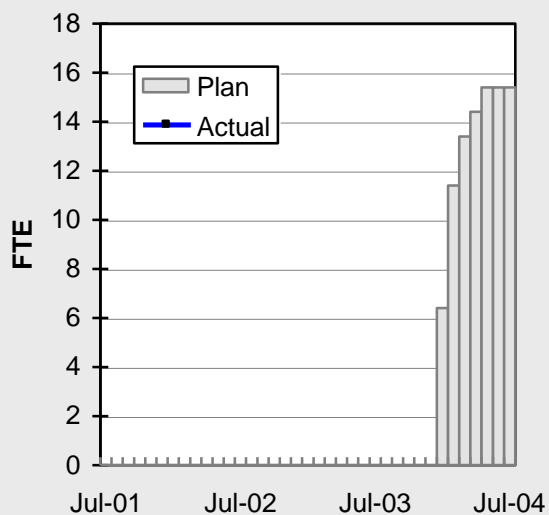
**AGENCY STAFFING**



**ELRT PARTNERS**



**CONSTRUCTION MANAGEMENT**



### REAL ESTATE STATUS

- For C0800, the tunnel portion of the alignment, 43 parcels are required for acquisition (10 full takes, 16 sub-surface easements, 8 part takes, 5 sub-surface easements/building protection, 2 building protections, 1 street vacation and 1 permit from Caltrans which will be coordinated through MTA's Third Party Coordination).
- For C0801, the at-grade portion of the alignment, 35 parcels are required for acquisition (19 full takes, 9 partial takes, 3 street vacations, 2 access closures, and 2 permits required from Caltrans which will be coordinated through the MTA's Third Party Coordination office). Nine parcels have been identified for the proposed Ramona High School site reconfiguration.
- For C0802, 3 parcels are required (2 surface easements and 1 full take parcel).
- Seventy-two parcels have been certified, 40 for C0800, 30 for C0801 and 2 for C0802. Offers have been made to 33 property owners. A total of 14 parcels have been acquired (8 under C0800, 5 under C0801, and 1 under C0802). Four parcels are in condemnation and Real Estate is in negotiations with the other property owners.

### REAL ESTATE ACQUISITION SCHEDULE SUMMARY

<i>Number of Parcels</i>	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	81	14	67	0	0
Last Period	81	14	67	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	43	40	16	15	9	4	8	0
C0801	35	30	10	16	6	0	5	0
C0802	3	2	2	2	1	0	1	0
<b>TOTAL</b>	81	72	28	33	16	4	14	0
Last Period Total	81	72	28	31	16	4	14	0

## **ENVIRONMENTAL STATUS**

- SCAQMD Rule 1166 Permit was received by MTA. Copies were distributed and will be provided to contractors by the Contract Administrator.
- The draft of the NPDES Permit was made available to the public for comment by the Regional Water Quality Control Board. MTA Environmental Specialist posted the draft copy and Public Notices at Gateway and at future station areas. RWQCB hearing for the permit is scheduled for January 29, 2004.
- MTA started final demolition of the Mobil Station at Alameda and Commercial.
- Funding request for completion of the work at the second water treatment unit was processed. Full award is expected in early January.
- Groundwater Monitoring Well Contract Work Order negotiations continued. The costs will be under former East Side Project 800084.

## **COMMUNITY RELATIONS STATUS**

- Coordinated public outreach events with community representatives to facilitate public interest in the Metro Gold Line Eastside Extension Project.
- Conducted meetings with business owners to discuss pre-construction activities impact mitigation.
- Continued education campaign on advanced utility relocation and circulated construction notices on active relocations.
- Developed station renderings and outreach materials.



## **QUALITY ASSURANCE STATUS**

- Project Quality Management (PQM) continues to support the advance Utility Relocation effort with periodic field monitoring and reporting. At the request of Project Engineering, field visits are made to note location dimensions and depths in accordance with “cut sheets” provided by Third Party. Issues of concern are reported immediately to Third Party for their coordination and resolution and the progress of work is reported in periodic Quality Surveillance Reports complete with photographs.
- PQM is working toward completion of a draft Project Quality Management Plan (PQMP). The PQMP is intended to serve as a “one stop” location addressing all quality related activities on the project.
- PQM has begun the process of making project-specific revisions to the Construction Division Inspection Instructions (CDII's), to support the MGL EE project. A small number of new CDII's may be generated addressing new-to-MTA processes such as manufacture/installation of bolted and gasketed tunnel liner segment inspection as well as several CDII's which were not previously developed in time to support past projects. Draft CDII's will be routed to project staff for comments.

## **SAFETY STATUS**

- Participated in bi-weekly progress meetings with MTA Construction Management to discuss safety related issues and construction schedule.
- Participated in weekly meetings with the Department of Water and Power (DWP) and the Gas Company regarding utility relocations.
- Monitored utility relocation activities to ensure safety compliance.

## THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Amendment	Complete	N/A	Fully executed on 12/23/02.
Los Angeles County	Master	Complete	N/A	Execution completed 4/1/03.
Caltrans (All Projects)	Master	Complete	N/A	MTA execution completed 5/7/03. Full execution by Caltrans occurred in July.
Caltrans (101)	Design	Complete	N/A	MTA execution completed by 5/7/03. Full execution by Caltrans occurred in July.
Caltrans (101)	Construction	Complete	N/A	MTA execution completed 6/16/03. Full execution by Caltrans occurred in September.
Caltrans (101)	Maintenance	4/04	6/07	Initial negotiation meeting on 1/9/03 resulted in MTA's recommendation to use the existing agreement with a similar San Diego system. The San Diego agreement was forwarded to MTA on 1/29/03. MTA received a draft from Caltrans on 4/10/03. MTA returned the agreement to Caltrans on 4/22/03 with comments. After a negotiation meeting held on 7/29/03, a draft agreement from Caltrans was anticipated to be forwarded to MTA on 8/1/03 for review. Not received as of 12/24/03.
LADWP (Water)	Amendment	2/04	3/04	The revised draft amendment was hand delivered to LADWP on 11/19/03. A meeting, with MTA management, will be held on 1/15/04.
LADWP (Power)	Amendment	2/04	3/04	The revised draft amendment was hand delivered to LADWP on 11/19/03. A meeting will be held with MTA management on 1/15/04.
So. Cal. Edison Co.	Amendment	2/04	3/04	The revised draft amendment was hand delivered to SCE on 11/19/03.
The Gas Company	Amendment	2/04	3/04	The Gas Co. will continue to work under the existing agreement until an amendment is executed. The revised draft amendment was hand delivered on 11/19/03 and was discussed with Gas Co. management in the meeting held on 12/9/03. A negotiation meeting is scheduled for January 2004.

**THIRD PARTY AGREEMENT STATUS (Continued)**

<b>Third Party</b>	<b>Type of Agreement</b>	<b>Forecast Execution Date</b>	<b>Required Need Date</b>	<b>Status/ Comments</b>
Pacific Bell	Amendment	2/04	3/04	The revised draft amendment was hand delivered to SBC on 11/19/03. A meeting was held on 12/17/03 and the objectives of the new draft were discussed. MTA will forward another revision in late December and hold a negotiation meeting in mid-January 2004.
Adelphia Cable Company	Amendment	2/04	3/04	The revised draft amendment was hand delivered to Adelphia Cable on 11/19/03.
California Water Service Company	Master	3/04	3/04	MTA sent the revised draft amendment by overnight mail on 11/19/03.
L.A.County Sanitation Districts	N/A	Complete	3/04	Sanitation District letter dated 3/26/03 stated no need for an agreement since there are no relocations necessarily related to their facilities. They will review the submittals related to encasement for their facility on Indiana Street.
MCI Worldcom	Amendment	2/04	3/04	MTA sent the revised draft amendment by overnight mail on 11/19/03. The objectives of the new draft were discussed in a conference call made on 12/11/03. Negotiations will begin in January 2004.
Metropolitan Water District	Amendment	Complete	3/04	1/7/03 meeting resulted in using the existing agreement. A letter was sent to MWD on 4/1/03 for their concurrence. Concurrence was executed by MWD on 4/21/03 and received on 5/12/03.
Verizon Wireless	Amendment	3/04	3/04	The revised draft amendment was hand delivered to Verizon on 11/19/03.
AT&T Local Services	Amendment	2/04	3/04	The revised draft amendment was hand delivered to AT&T on 11/19/03.
GST	N/A			Facilities are not impacted by Eastside Construction
Exxon Mobil Oil Company	N/A			Facilities are not impacted by Eastside Construction
Pacific Pipeline Company	N/A			Facilities are not impacted by Eastside Construction

### **THIRD PARTY AGREEMENT STATUS (Continued)**

<b>Third Party</b>	<b>Type of Agreement</b>	<b>Forecast Execution Date</b>	<b>Required Need Date</b>	<b>Status/ Comments</b>
Kinder Morgan Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Tosco Refining Company	N/A			Facilities are not impacted by Eastside Construction
Equilon Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Level 3 Communications	N/A			Facilities are not impacted by Eastside Construction
Broadwing Communications	N/A			Facilities are not impacted by Eastside Construction
Eller Media	N/A			Facilities are not impacted by Eastside Construction
Quest-SP Telecom	N/A			Facilities are not impacted by Eastside Construction

## CPUC CROSSING SUMMARY

Batch	Status	Initial Package Submittal to MTA	Field Diagnostic Meeting	Revised Drawings Due to MTA	Draft Write-up to MTA	Draft Package Submittal to PUC Local office and Agencies	Final Package Submittal to PUC	CPUC Final Approval
1	Complete	8/5/02	8/12/02	8/26/02	9/6/02	9/6/02	9/6/02	Approved
2	Complete	10/4/02	10/11/02	10/25/02	11/6/02	11/22/02	11/22/02	Approved
3	Complete	2/6/03	2/27/03	3/10/03	1/27/03	4/11/02	4/18/03	Approved
4	Completed	12/14/02	1/15/03	1/29/03	11/13/02	5/5/03	6/18/03	
4A	Completed	1/24/03	1/29/03	3/14/03	2/7/03	9/5/03	1/23/04	
5 (Ducommun)	On-Hold	3/19/03	8/29/03	9/30/03	2/28/03	On-Hold	On-Hold	On-Hold
6	Complete	3/19/03	3/26/03	6/20/03	2/7/03	9/5/03	9/12/03	
7	Complete	12/11/02	12/18/02	3/31/03	2/7/03	5/5/03	7/25/03	
8	In Progress	11/26/02	12/18/02	3/31/03	11/15/02	6/6/03	2/28/04	
9	Complete	1/20/03	1/29/03	3/31/03	11/22/02	8/29/03	9/12/03	
10	Complete	12/11/03	12/18/02	3/10/03	11/22/02	5/5/03	8/29/03	
11	Complete	2/13/03	2/27/03	4/18/03	12/6/02	6/6/03	8/29/03	Approved
12	Complete	2/13/03	2/27/03	4/18/03	12/13/02	6/6/03	9/5/03	
13	In Progress	2/6/03	2/20/03	4/18/03	2/21/03	6/6/03	2/28/04	
14	Completed	1/8/03	1/15/03	3/14/03	11/12/02	8/29/03	10/30/03	
15	Complete	2/26/03	N/A	N/A	2/21/03	6/6/03	8/29/03	
16	Complete	2/26/03	N/A	N/A	2/28/03	6/6/03	8/29/03	
17	Complete	1/8/03	1/15/03	N/A	2/14/03	5/5/03	6/13/03	Approved
18	Complete	1/8/03	1/15/03	3/20/03	2/14/03	5/5/03	6/13/03	Approved
Agency Responsible		ELRTP	MTA	ELRP	ELRTP	MTA	MTA	

Batch No. 5 is currently on-hold. It includes all crossings associated with the yard lead on Ducommun Street which is planned for deletion from the project.

CPUC has requested additional information for Batch No's 8 and 13. Additional information was submitted, and CPUC to provide opinion on initial design by 3/1/04.

Batch Descriptions			
1	1st / Alameda	10	3rd / Ford
2	Alameda / Temple		3rd / McDonnel
	1st / Hewitt		3rd / Arizona
	Ped Crossings @ 1st / Alameda Station	11	3rd / Mednik
3	1st / Vignes		3rd / Civic Center Drive
4	1st / Lorena		3rd / La Verne
4A	Indiana/1st & Indiana/3rd		
5	Ducommun / Hewitt	12	3rd / Dreways to Sherriff's Station
	Ducommun / Garey		3rd / Wood / Via Corona / Pomona / Beverly
	Ducommun / Vignes		Pomona/Atlantic
	Ducommun / Center	13	3rd / 60 Fwy WB Connector
6	1st / Mission		3rd / 60 Fwy over ELRT
	1st / Anderson		3rd / 710 Fwy SW Connector
	1st / Clarence		3rd / Bridge over 710 Fwy
	1st / Utah		3rd / 710 Fwy SE Connector
7	3rd / Ditman	14	Union Station Service Road
	3rd / Rowan	15	1st / Santa Fe
8	3rd / Gage		1st / Myers
	3rd / 60 Fwy WB Ramps	16	1st / MTA
	3rd /Downey		1st / BNSF
9	3rd / Marianna		1st / Union Pacific
	3rd / Eastern	17	US 101 Fwy Overcrossing
	3rd / 710 SB On-Ramp	18	Commercial Street Overcrossing

## FFGA APPLICATION DOCUMENT CHECKLIST SUPPORTING DOCUMENTS

DOCUMENT	AGENCY	STATUS/COMMENTS
Value Engineering	MTA	Complete.
Record of Decision/FONSI	FTA	Complete.
Quality Management Plan	MTA	FTA approved for current stage.
FSTIP Approval	SCAG	Complete. Included in 10/4/02 FSTIP.
Annual Certifications/ Assurances	MTA	Complete.
Financing Plan	MTA	Completed in February 2003.
Rail Fleet Management Plan	MTA	FTA approved for current stage.
Bus Fleet Management Plan	MTA	FTA approved for current stage.
Real Estate Acquisition Plan	MTA	FTA approved plan.
Submit System Safety Program Plan to CPUC	MTA	Revised plan was submitted to the CPUC and finalized.
Department of Labor (13c) Certification	DOL	Complete.
Civil Rights Program Review	FTA	Completed in July 2003.
Before and After Study Plan	MTA	Completed in September 2003.
Risk Assessment	MTA	Complete.
Spot Report (as needed)	FMO/PMOC	Final PMOC Spot Report issued on 9/23/03 and Final FMO Spot Report issued on 9/24/03.
Project Management Plan	MTA	FTA approved plan for inclusion in FFGA.

## FFGA APPLICATION DOCUMENTS

DOCUMENT	AGENCY	STATUS/COMMENTS
Part I – Full Funding Grant Agreement	FTA	Final Part 1 sent to Region IX.
Attachment 1 – Scope of Project	MTA	Final attachment submitted to Region IX.
Attachment 1A – Project Map	MTA	Final attachment submitted to Region IX.
Attachment 2 – Project Description	MTA	Final attachment submitted to Region IX.
Attachment 3 – Baseline Cost Estimate	MTA	Final attachment submitted to Region IX.
Attachment 3A – Project Budget	MTA	Final attachment submitted to Region IX.
Attachment 4 – Baseline Schedule	MTA	Final attachment submitted to Region IX.
Attachment 5 – Schedule of Prior Grants and Related Documents	MTA	Final attachment submitted to Region IX.
Attachment 6 – Schedule of Capital New Starts Funds	MTA	Final attachment submitted to Region IX.
Attachment 7 – Measures to Mitigate Environmental Impacts	MTA	Final attachment submitted to Region IX.
Attachment 8 – Before and After Study	MTA	FTA approved plan. Final attachment submitted to Region IX.
Region IX to HQ FFGA Recommendation Memo	FTA	Complete.
Submittal of paper grant application (5309) and TEAM application (Part II – FFGA included)	MTA	TEAM applications CA-90-Y056-01 and CA-03-0508-05 submitted for FTA approval. CA-03-0661 pending TEAM submission.



## **FFGA EXECUTION PROCESS**

<b>DOCUMENT</b>	<b>AGENCY</b>	<b>TARGET DATE</b>	<b>STATUS/COMMENTS</b>
FTA letter to Congress	FTA	1/04	
Congressional Review	Congress	1/04-3/04	
Environmental Permits & Biological Determination	TBD	TBD	TBD if needed
FTA Approval Letter to Grantee	FTA	4/04	
Review/Execution of FFGA	FTA	4/04	

## CONTRACT P2550 STATUS

<b>Description: 2550 Rail Vehicle Program</b>	<b>Contract No.: P2550</b>					
<b>Contractor: AnsaldoBreda, Italy</b>	<b>MTA Project: 800151</b>					
	<b>Status as of: December 31, 2003</b>					
<b>Progress/Work Completed:</b> Completed Milestone 2A and 3A.  In December the MTA Integrated Project Team (IPT) continued to review Contractor submittals and completed the following:  1. Door Operator Design and Layout.  2. Signaling Design and Review.  3. Gearbox Subcontractor on-board with Completed Design.  4. Field Visit On-site in New York with AnsaldoBreda.  5. Finalizing Operator Cab Mock-up for Design Review.  6. MTA Safety Certification Plan is in Final Draft.  <b>Areas of Concern:</b> Finalizing wheel design and vendor.	<b>Major Activities (In Progress):</b>  Contractor has continued the Milestone 4A & 5A work.  <b>Major Activities Next Period:</b>  On-site Signal-Testing at the Metro Blue Line, Metro Green Line, and Pasadena Gold Line.  Final Operator Cab Design Review.  High Voltage Reviews.  Control Voltage Reviews.  Carborne Equipment Integration Reviews.  Technical and commerical data continue to be delivered and weekly teleconference meetings continue to monitor technical design and production development of the 2550 rail vehicles.					
<b>Schedule Summary:</b>  Date of Award: 04/24/03 Notice to Proceed: 06/06/03  Original Contract Duration: 1460 CD Current Contract Duration: 1460 CD Elapsed Time from NTP: 208 CD  Option 1 & 2 Contract duration 1460 CD** ** after starting options 1 & 2		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
	Notice to Proceed	06/06/03	0	6/06/03A	6/06/03A	0
	Milestone 1A - Approval of Engineering Production Plan	08/08/03	0	12/08/03	10/15/03A	0
	Milestone 2A - Approval of Contractor's Prelim. 13 weeks schedule	09/05/03	0	11/20/03	12/30/03A	0
	Milestone 3A - Approval of vehicle cross-section dwgs	11/07/03	0	01/20/04	12/30/03A	0
	Milestone 4A - Approval of general vehicle arrangement dwgs	01/02/04	0	01/31/04	01/31/04	0
	Milestone 14A - Acceptance of two First Article Vehicles	12/02/05	0	12/02/05	12/02/05	0
<b>Physical Percent Complete:</b> Physical completion as of December 2003 is 19%.	<b>Cost Summary:</b> <div></div> <div>\$ In millions</div> <div>1. Award Value: 158.74</div> <div>(Metro Gold Line Eastside Ext Only: 31.75)</div> <div>2. Executed Modifications: 0.00</div> <div>3. Approved Change Orders: 0.00</div> <div>4. Current Contract Value (1 + 2 + 3): 158.74</div> <div>5. Pending Changes: 0.00</div> <div>6. Incurred Cost: 29.93</div>					

## **ADVANCED UTILITY RELOCATIONS**





## **ADVANCED UTILITY RELOCATIONS**



## **CURRENT PROJECT RENDERINGS**



Computerized Rendering of Proposed  
Metro Gold Line Eastside Extension  
Guideway Bridge at the 101 Freeway



Little Tokyo/Arts District Station



## **CURRENT PROJECT RENDERINGS**

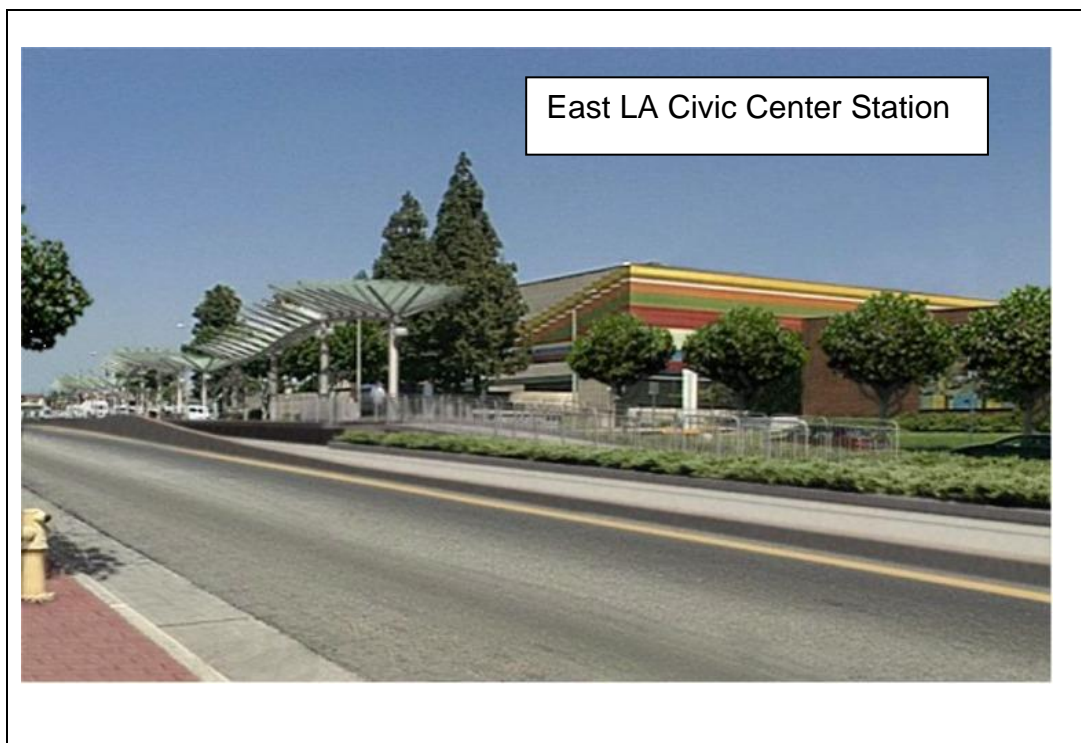


## **CURRENT PROJECT RENDERINGS**





## **CURRENT PROJECT RENDERINGS**



## **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
ATC	Automatic Train Control
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
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
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
TPSS	Traction Power Substation
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