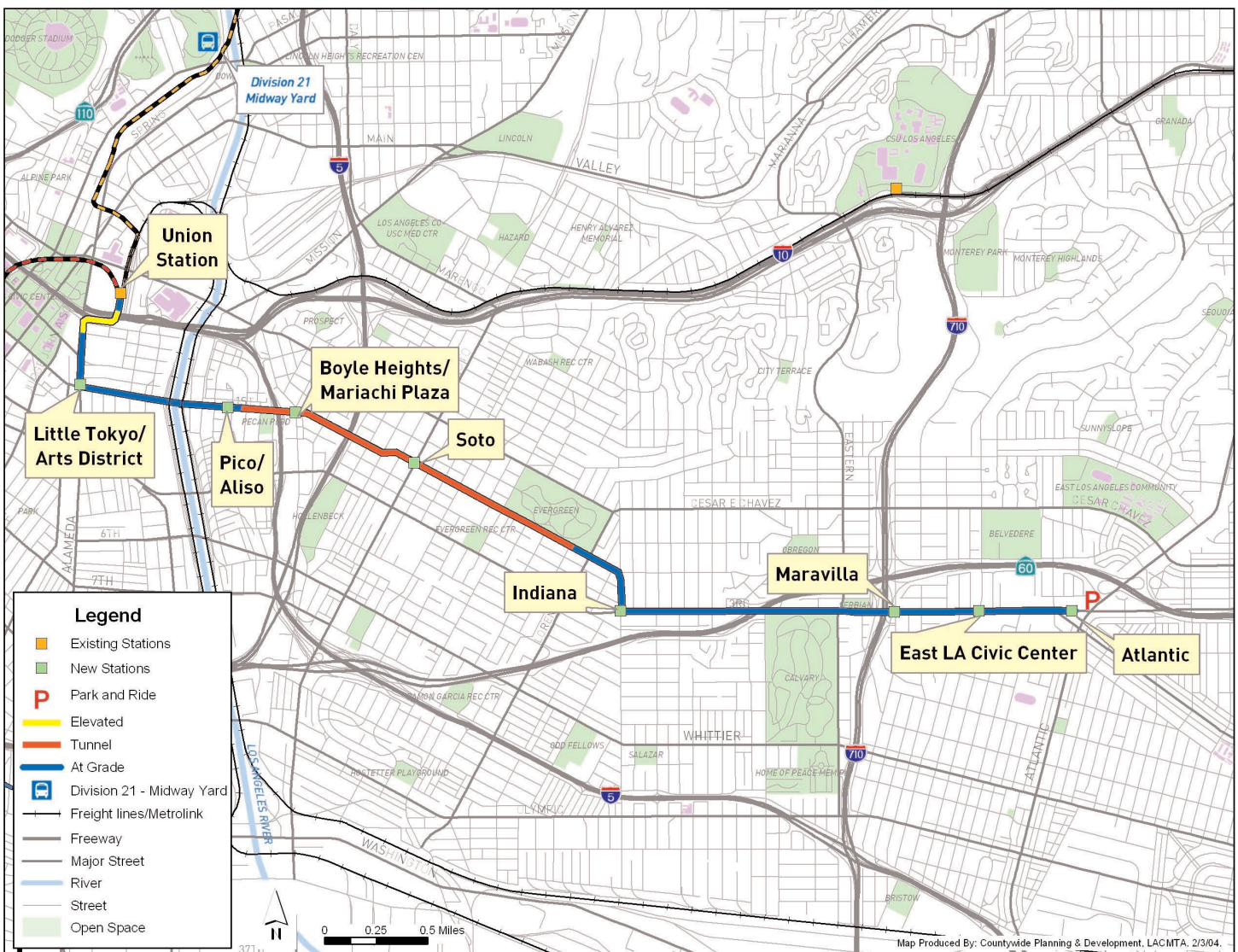


# Metro Gold Line Eastside Extension

September 2004



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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>d</sup> Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.*

The contractor for Contract C0803 – Tunnel, Stations, Trackwork and Systems has designated an office in downtown Los Angeles for housing the design team. The design team began mobilization in late September 2004. It is projected that the design team will be fully mobilized by mid-October 2004.

A purchase order has been executed between Traylor/Frontier-Kemper and Herrenknecht AG for the fabrication of two tunnel-boring machines. Fabrication is anticipated to begin in early October 2004.

The preparation work for the field construction offices commenced on July 28, 2004 and the field offices will be ready for mobilization around mid-October 2004. The contractor has been processing the necessary submittals that are critical to the start of major construction. The first planned construction activities were wet utility relocations, building abatement and demolition, which began mid-September 2004 at the Boyle Station and West Portal locations.

All grade crossing applications have been submitted to the California Public Utilities Commission (CPUC) for review. Of the 41 grade crossings, 30 have been approved.

## **MANAGEMENT ISSUES**

No Management Issues for the period ending September 2004.

## PROJECT SCOPE

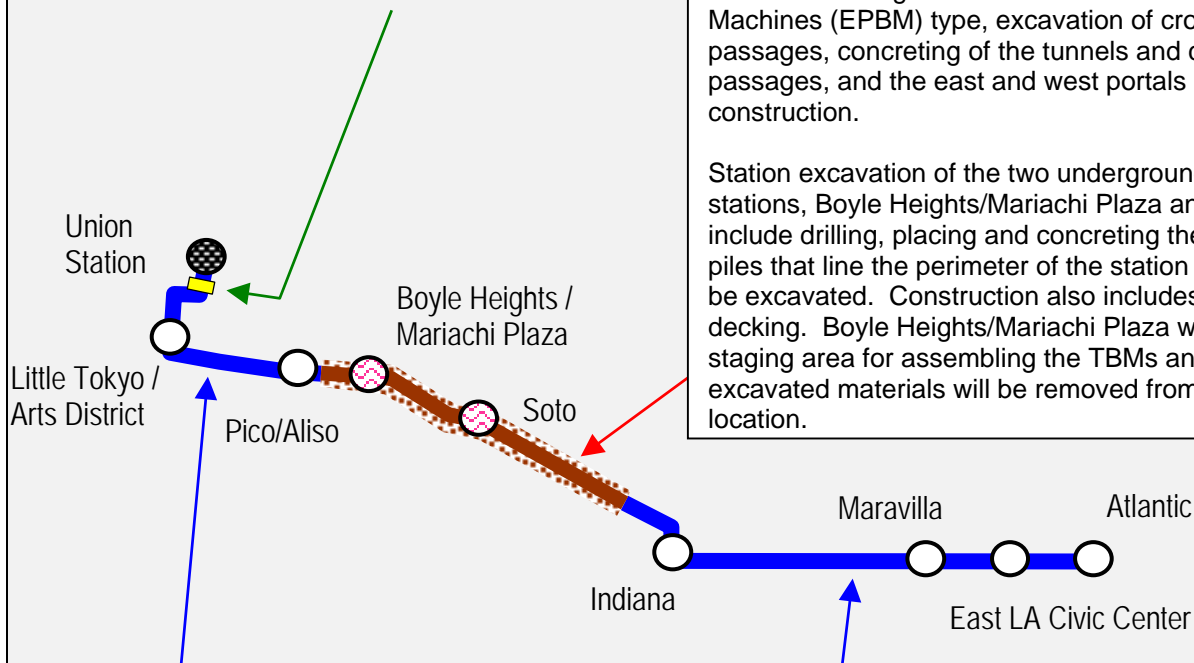
### **Contract C0802 – 101 Freeway Bridge**

**Overcrossing:** The construction of the bridge is combined with Caltrans freeway improvements project. While Caltrans will administer the construction, MTA will provide oversight and is responsible for the construction costs of the bridge overcrossing.

### **Contract C0803 - Tunnel and Station**

**Excavation (Design/Bid/Build):** 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 C0803 - Stations, Trackwork, and Systems (Design/Build):** 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.

Construction of the six-mile alignment includes six at-grade stations, 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**

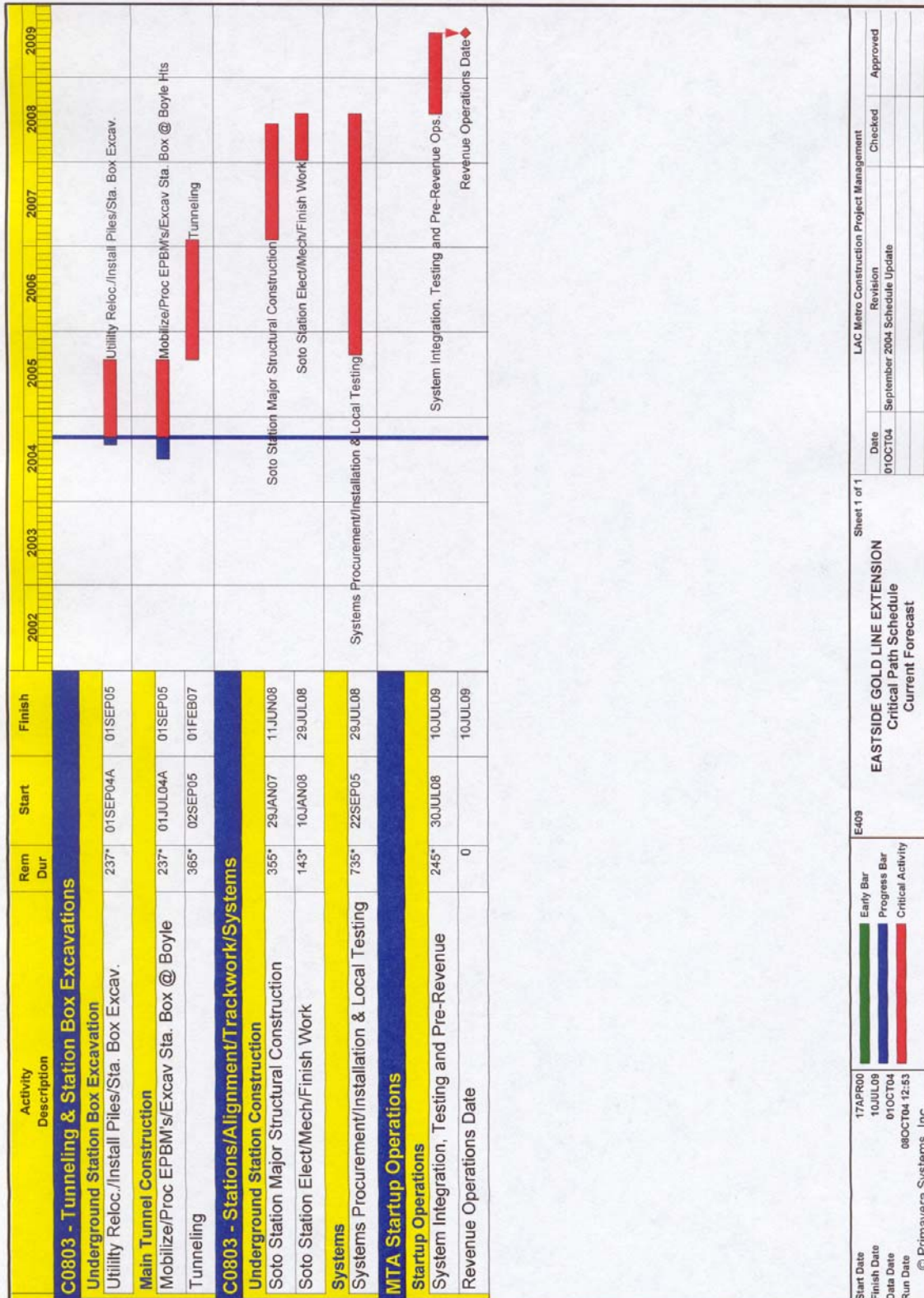
	Milestone Date	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05	Feb-05
Final Package Submittal to CPUC: Grade Crossings (Batch 13)	9/1/04	◆					
C0803 To Commence Utility Relocations at 1st/Boyle Station and West Portal	9/18/04*	○					
Commence Design Office Mobilization	9/20/04	○					
US-101 Freeway Realignment & Overcrossing (C0802): Notice To Proceed by Caltrans	9/22/04	▲					
Completion of MGL Union Station Tail Track Modifications (Contract C0803 Option-D)	9/28/04	○					
Commence Tunnel Boring Machines Fabrication in Germany	10/1/04		○				
Commence Demolitions at 1st/Boyle and 1st/Soto	10/9/04*		○				
Integrated Project Management Office (IPMO - Soto/Cesar Chavez) Ready for Mobilization	10/16/04*		○				
Commence Street Widening - 1st Street at West Portal	11/10/04*			○			
Commence Retaining Walls Under 101 Freeway Near West Portal	11/17/04*			○			
Commence Soldier Pile Installation at 1st/Boyle Station	12/3/04				○		
Install Dewatering System at 1st/Boyle Station	12/10/04*				○		
Commence Grouting along 1st Street	1/18/05					○	
Install Dewatering System at 1st/Soto Station	1/18/05*					○	
Complete Manufacturing Tunnel Liner Molds	1/29/05					○	
Place Temporary Decking at Boyle Station	2/17/05						○

◆ MTA Staff Milestone	○ Eastside LRT Constructors	FTA FTA Approval
▲ Other Agencies	* New Date	Metro MTA Board Approval

Six-month lookahead schedule for Contract C0803 reflects the contractor's preliminary baseline CPM schedule.



## PROJECT MASTER SCHEDULE CRITICAL PATH



## **CRITICAL PATH NARRATIVE**

The critical path for construction begins with contract award and contract Notice to Proceed (NTP) and ends with the Revenue Operations Date (ROD). The Notice To Proceed (NTP) letter was issued to the contractor on June 30, 2004 to authorize the contractor to commence Contract C0803 work starting on July 1, 2004.

After NTP, there will be approximately 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 design and construction mobilizations, submittals preparation and review, traffic control, utility relocations, ground treatments, pile installation, temporary decking and station box excavations. The Boyle Heights/Mariachi Plaza station box excavation is 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 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.

### **Design**

The contractor for Contract C0803 – Tunnel, Stations, Trackwork and Systems has designated an office in downtown Los Angeles for housing the design team. The design office lease agreement was signed and the design team began mobilization in late September 2004 and is projected to complete by mid-October 2004.

### **Construction**

Following a letter of intent, dated July 20, 2004, to purchase two tunnel-boring machines from Herrenknecht, a purchase order between Traylor Brothers/Frontier-Kemper and Herrenknecht was executed and the design work commenced on August 23, 2004. The fabrication of two tunnel-boring machines is anticipated to begin in early October 2004.

The Integrated Project Management Offices (IPMO) set up commenced on July 28, 2004 and will be ready for mobilization by mid-October 2004. Potholing began on August 2, 2004 at Boyle and West portal area and continues toward Soto and East Portal. Wet utility relocations at Boyle and West Portal area commenced on September 18, 2004.

The contractor is currently preparing its second revision of the Baseline CPM Contract Schedule, after MTA's second rejection. A workshop was deemed necessary and was held on September 22, 2004 to discuss outstanding issues such as lack of details in the utility relocation work, coordination between facilities and systems design, systems procurement and installation, and street closures during construction. MTA engineers and the



## **CRITICAL PATH NARRATIVE**

contractor's major subcontractors also participated in the discussion. A revised schedule is anticipated to be ready in mid-October and a coordination meeting to review the draft schedule will be held prior to its formal submission. Construction is currently proceeding based on an approved Early Work 120-Day CPM Schedule which will expire at the end of October 2004.

### **Option D: Metro Gold Line Union Station Tail Track Modifications**

The design portion of the Option-D was completed in mid-September and the subsequent construction work was substantially completed on September 28, 2004, as planned.

## I. PROJECT COST STATUS

### COST REPORT BY ELEMENT

DOLLARS IN THOUSANDS

ELEM- MENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	633,221	-	633,221	103	632,500	18,302	53,974	29,169	662,391	29,169
S	SPECIAL CONDITIONS	19,494	-	19,494	39	14,589	673	4,434	836	20,329	836
R	RIGHT-OF-WAY	40,358	-	40,358	-	40,711	(136)	31,812	1,384	41,742	1,384
P	PROFESSIONAL SERVICES	135,304	-	135,304	-	79,883	1,358	62,900	632	135,936	632
PC	PROJECT CONTINGENCY	60,254	-	60,254	-	-	-	-	(32,005)	28,249	(32,005)
PR	PROJECT REVENUE	(4,617)	-	(4,617)	-	-	(1)	(16)	(16)	(4,633)	(16)
SUBTOTAL		884,014	-	884,014	142	767,682	20,197	153,104	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	-	-	-	-	-	14,800	-
TOTAL		898,814	-	898,814	142	767,682	20,197	153,104	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2004

## II. PROJECT COST ANALYSIS

### Original Budget and Current Budget

The Original Budget and Current Budget remained the same this period. The Full Funding Grant Agreement (FFGA) was adopted June 1, 2004 in the amount of \$898.8 million. The Original and Current Budgets reflect the adopted FFGA.

### Current Forecast

The total project forecast remains the same at \$898.8 million. However, there were a number of forecast changes within the Project Major Cost Elements. The majority of the forecast changes are a result of the assignment of dollars from Project Contingency to individual contracts within the Construction Cost Element to cover an allowance for potential Contract Modifications. In addition, the amount of dollars that were previously allocated for Provisional Sums for the C0803 Construction Contract have been assigned to the Construction Cost Element based on the award of the contract.

### Commitments

The Commitments increased by \$0.1 million this period due to executed modifications. The \$767.7 million in Commitments to date represents 85.4% of the Original Budget.

### Expenditures

Expenditures are cumulative through August 2004. The Expenditures increased by \$20.2 million this period primarily due to construction costs associated to Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The \$153.1 million in Expenditures to date represents 17.0% of the Original Budget.

## FINANCIAL/GRANT STATUS

in \$ millions

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) %
FEDERAL - SECTION 5309 NEW START	490.7	490.7	17.3	417.9	85%	17.3	4%	17.3	4%
FED - SECTION 5309 FIXED GUIDEWAY	23.1	23.1			0%		0%		0%
FEDERAL - CMAQ	10.3	10.3			0%		0%		0%
REGIONAL IMPROVMT PROG-FED	179.6	179.6	4.6	179.6	100%	4.6	3%	4.6	3%
REGIONAL IMPROVM PROG-STATE	0.6	0.6	0.6	0.6	100%	0.6	100%	0.6	100%
STATE TCRP	45.0	45.0	45.0	45.0	100%	45.0	100%	45.0	100%
PROP A 35% / PROP C 40% BONDS	124.6	124.6	116.0	124.6	100%	4.1	3%	4.1	3%
LEASE REVENUES	10.1	10.1			0%		0%		0%
UNBILLED ACCRUALS						81.6			
SUB-TOTAL	884.0	884.0	183.5	767.7	87%	153.1	17%	71.5	8%
PROP A/PROP C (INTEREST COST)	14.8	14.8	0.0	0.0	0%	0.0	0%	0.0	0%
TOTAL	898.8	898.8	183.5	767.7	85%	153.1	17%	71.5	8%

(1) Based on August 03 Adopted Short Range Transportation Plan (includes interest cost)  
 NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2004.

## STATUS OF FUNDS ANTICIPATED

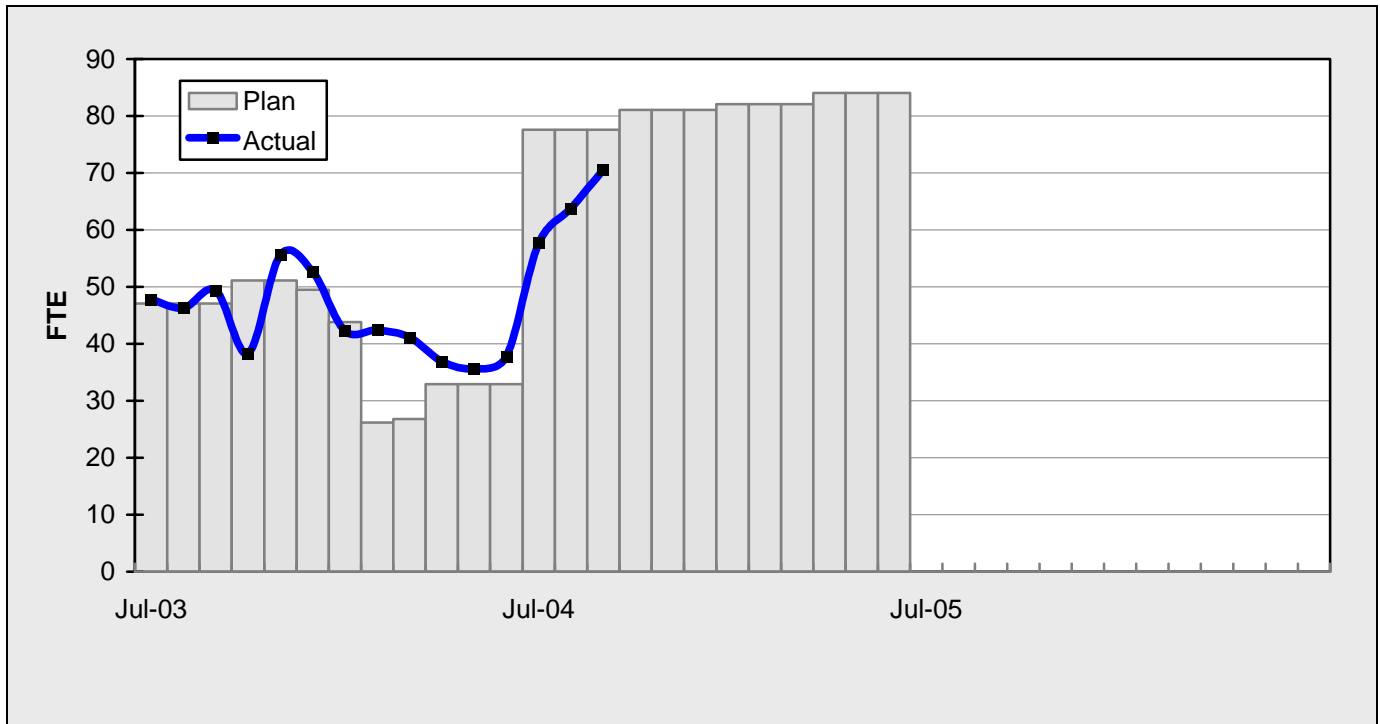
**FEDERAL SECTION 5309:** MTA submitted a grant amendment application CA-03-0508-04 for \$3,934,330 on April 18, 2003. Funds are available for draw down as of June 2003. On June 1, 2004, the FTA approved the Full Funding Grant Agreement for \$490.7 million of New Starts Funds.

**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 approval request has been deferred indefinitely by the CTC.

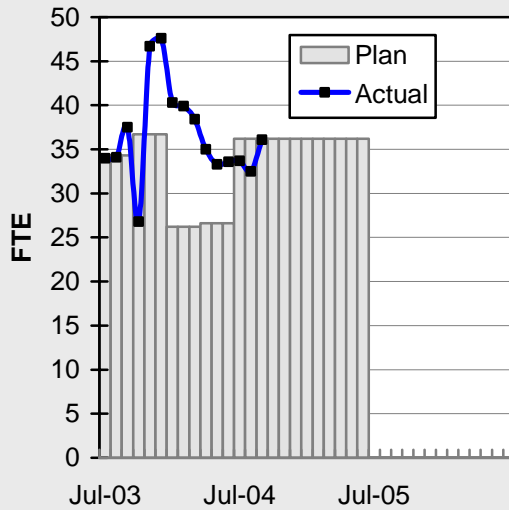
## STAFFING STATUS

### TOTAL PROJECT STAFFING

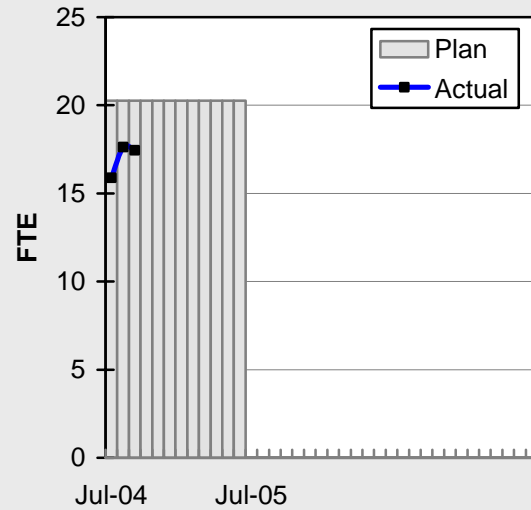


## STAFFING STATUS

**DIRECT AGENCY STAFFING**

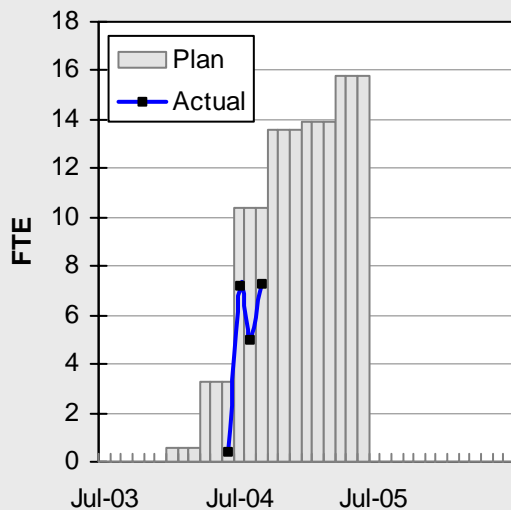


**INDIRECT AGENCY STAFFING**

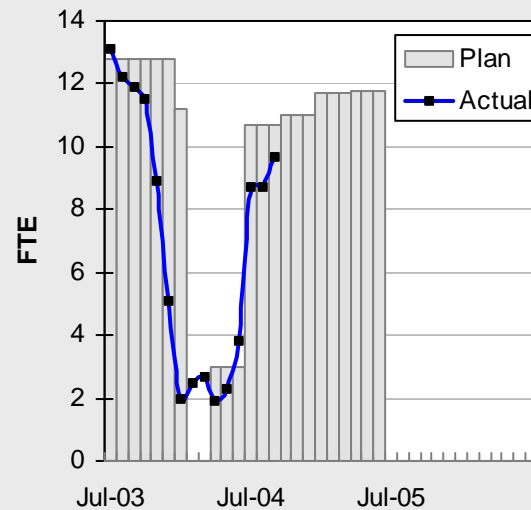


\* For fiscal year 2005, indirect staffing levels are no longer part of overhead costs.

**CONSTRUCTION MANAGEMENT**



**ELRT PARTNERS**



**REAL ESTATE STATUS**

- For C0803, the tunnel portion of the alignment, 41 parcels are required for acquisition (10 full takes, 16 sub-surface easements, 8 part takes, 5 sub-surface easements/building protection, and 2 building protections).
- For C0803, the at-grade portion of the alignment, 25 parcels are required for acquisition (18 full takes and 7 partial takes). 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).
- Sixty-seven parcels have been certified, 40 for C0803-Tunnel, 25 for C0803-At-Grade and 2 for C0802. Offers have been made to 57 property owners. A total of 45 parcels have been acquired (30 under C0803-Tunnel, 13 under C0803-At-Grade, and 2 under C0802). Real Estate is in negotiations with the other property owners.
- Third Party Administration has obtained two Encroachment Permits from Caltrans for C0803-Tunnel. All three (3) street closures have been obtained from the City of LA.

**REAL ESTATE ACQUISITION SCHEDULE SUMMARY**

<i>Number of Parcels</i>	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	45	24	0	0
Last Period	69	42	27	0	0

**REAL ESTATE STATUS TO DATE BY CONTRACT  
ACQUISITION PHASE**

CONTRACT NO.	Number of Parcels (A+B+C+D+E)	Agreements Signed (A)	Parcels in Condemnation (B)	Under Negotiation (C)	In Appraisal Process (D)	Inactive Parcels (E)	Parcels Available
C0803-Tunnel	41	26	0	15	0	0	30
C0803-At-Grade	25	14	0	1	9 *	1**	13
C0802	3	2	0	1	0	0	2
TOTAL	69	42	0	17	9	1	45
LAST PERIOD	69	41	0	18	9	1	42

\* Alma parcels for LAUSD Ramona High School; pending completion of CEQA process (need date 6/1/05)

\*\* Parcel ES-604 Ramona High School (portion to be acquired)



## **ENVIRONMENTAL STATUS**

- Issued a CWO to Ultrasystems to provide mitigation monitoring support.
- Collected background noise monitoring data at three monitoring sites.
- Traffic controls were established at 1<sup>st</sup> and Boyle and Mariachi Plaza.
- Approved dust control plans at construction areas.
- Fences and sound curtains were installed at laydown yards.

## **COMMUNITY RELATIONS STATUS**

- Provided construction update at the Executive Review Advisory Committee Meeting, Elected Official Committee Meeting, and Little Tokyo Coordinating Council.
- Coordinated community issues segment for Third Party Safety and Security Orientation.
- Distributed construction notices to the community and elected officials.

## **QUALITY ASSURANCE STATUS**

- MTA Audit and Surveillance Schedules continue to be updated based on the preliminary schedule information from the contractor.

## **SAFETY STATUS**

- Participated in weekly progress meetings with Construction Management and ELRTC personnel to discuss safety related issues and construction schedule.
- Participated in Readiness Review, Third Party Coordination, Public Affairs Coordination and Contractor Submittal Review Meetings.
- Participated in Contractor Safety Orientation and Tool Box Safety meetings.
- Conducted Pre-Construction Meeting with Cal/OSHA Compliance and ELRTC's Safety Representatives.
- Reviewed and approved Contractor Safety submittals.
- Monitored construction activities on a daily basis to ensure safety compliance.
- Met with LA Sheriff Transit Services Bureau regarding safety and security issues along the alignment.

### 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. Caltrans full execution occurred in July 2003.
Caltrans (101)	Design	Complete	N/A	MTA execution completed by 5/7/03. Caltrans full execution occurred in July 2003.
Caltrans (101)	Construction	Complete	N/A	MTA execution completed 6/16/03. Caltrans full execution occurred in September 2003.
Caltrans (101)	Maintenance	5/05	Project Completion	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. Agreement was returned to Caltrans on 4/22/03 with comments. After a negotiation meeting on 7/29/03, a draft agreement by Caltrans was received on 1/22/04. MTA sent back to Caltrans on 2/10/04 but no response has been received.
LADWP (Water)	Amendment	11/04	*6/04	Negotiation meetings were held on 3/8, 3/12, 4/8, 4/9 and 5/11/04 and completed review and necessary changes to the draft agreement but DWP could not agree to the "Deadlines and Delays" language. MTA continued seeking DWP's acceptance of "Deadlines and Delays" language and had a meeting with Charles Safer on 5/24/04. Charles Safer contacted City Attorney on 6/3/04. The attorney discussed with DWP staff and all areas are basically agreed upon. MTA will make modifications to the Deadline and Delay languages that indicates DWP is the sole cause of the delays. DWP has come back with exception to this Deadline and Delay section. MTA management was asked on 7/30/04 to review the document without deadlines and delays, but with other concession by DWP. MTA management advised staff that it is necessary. Staff to complete negotiation.

**THIRD PARTY AGREEMENT STATUS (Continued)**

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
LADWP (Power)	Amendment	11/04	*6/04	Negotiation meetings were held on 3/8, 3/12, 4/8, 4/9 and 5/11/04 and completed review and necessary changes to the draft agreement but DWP could not agree to the "Deadlines and Delays" language. MTA continued seeking DWP's acceptance of "Deadlines and Delays" language and had a meeting with Charles Safer on 5/24/04. Charles Safer contacted City Attorney on 6/3/04. The attorney discussed with DWP staff and all areas are basically agreed upon. MTA will make modifications to the Deadline and Delay languages that indicates DWP is the sole cause of the delays. DWP has come back with exception to this Deadline and Delay section. MTA management was asked on 7/30/04 to review the document without deadlines and delays, but with other concession by DWP. MTA management advised staff that it is necessary. Staff to complete negotiation.
So. Cal. Edison Co.	Amendment	11/04	*6/04	The proposed agreement was not acceptable to SCE. A sense of urgency was instilled to SCE in 3/17/04 meeting. A revised draft amendment was agreed upon in 4/12/04 meeting and was forwarded to SCE on 4/15/04 for signature. SCE was still unwilling to sign agreement. A meeting was scheduled for early July 2004 but SCE cancelled. SCE management has been contacted to arrange a meeting to be scheduled by mid-October.
The Gas Company	Amendment	11/04	*6/04	A redraft prepared by the Gas Co. was reviewed by MTA on 4/9/04 and a revised document was sent to the Gas Co. on 4/19/04 for final review and execution. Another draft, prepared by the County Counsel on 4/29/04, was sent to the Gas Co. for execution. No response since then. Voice message was left on 5/18/04 and document was e-mailed again to them on 5/21/04. MTA is seeking Gas Company acceptance of "Deadlines and Delays" language. Gas Co. has sent the final amendment to MTA for review. Upon Legal review questions arose on Conditional Design and negotiations held 9/2/04 allowed for agreement. Gas Co. will make the necessary changes by 9/9/04 and return for final review. All changes accepted and

<b>Metro Gold Line Eastside Extension</b> <b>Quarterly Project Status Report</b>	<b>September 2004</b>
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				will execute in October 2004.
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**THIRD PARTY AGREEMENT STATUS (Continued)**

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
SBC	Amendment	11/04	*6/04	A redraft was sent 2/19/04 and was agreed upon in 3/26/04 meeting with an exception of the use of D/B in the agreement. MTA reviewed and completed necessary changes on 4/9/04 and forwarded the revised document to SBC on 4/22/04 for final review and execution. SBC was on strike 5/21 – 24/04, and has caused an impact to its execution. Telephone conversation on 5/25/04 expressed that MTA is seeking SBC acceptance of “Deadlines and Delays” language. SBC insists that they should be able to stop work at any time. Alternative language to this was sent on 6/26/04, which has been agreed upon. The final draft from SBC omitted conditional design submittals and alternatives language is being submitted. Negotiations on 9/2/04 led to agreement and the final document has been revised by SBC and received by MTA. Documents will be cleaned up and sent to SBC for execution in October.
Adelphia Cable Company	Amendment	11/04	*6/04	Received a marked up draft 7/19/04, with minor changes. Legal completed review and sent to Adelphia for execution. Still under review by Adelphia.
California Water Service Company	Master	11/04	*6/04	Cal Water could not agree with the use of D/B in the agreement. MTA responded in a letter that they are responsible to MTA. A draft was sent to Cal Water on 3/15/04. Received minor comments on 4/22/04 and forwarded it to legal for review. Revisions were sent to Cal Water 6/26/04 following discussions. Changes accepted and sent to Cal Water for execution.
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.



**THIRD PARTY AGREEMENT STATUS (Continued)**

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
MCI Worldcom	Amendment	11/04	*6/04	An amendment to the previous agreement was produced, discussed and agreed upon on most items. MTA completed the review and necessary changes in response to additions and changes made by MCI and sent a revised document to MCI and sent a revised document to MCI on 4/19/04 for final review and execution. The insurance language was completed by Risk Management on 5/7/04 and reviewed by Mr. Safer on 5/24/04 and was forwarded to MCI on 5/25/04 for review. MTA is seeking MCI acceptance of "Deadlines and Delays" language. MCI would not agree to the Deadlines and Delay language but all other items were agreed upon during a conference call on 6/3/04. MCI completed the changes agreed upon and the revised document was sent to MTA 6/5/04 for final review. MCI executed on 7/20/04. MTA execution is waiting on Board action.
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	11/04	*6/04	The revised draft amendment was hand delivered to Verizon on 11/19/03 and an electronic copy was sent to them 2/19/04. Verizon responded 5/26/04. A meeting to discuss a path forward was scheduled for early July but was cancelled later due to layoffs and changes in staff. Discussions with staff resumed and partial comments were received in late September. The remainder is expected to arrive by late October.
AT&T Local Services	Amendment	11/04	*6/04	Legal has reviewed the document and has suggested some changes. They were sent the previous agreement on 9/2/04 to allow AT&T to complete comments.
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
Kinder Morgan 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>
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
Qwest-SP Telecom	N/A			Facilities are now impacted by the Yard expansion and a letter agreement is being drafted.

\* Work under the current MCA and will not delay ongoing work.

## CPUC CROSSING SUMMARY

<i>Batch</i>	<i>Application Status</i>	<i>Initial Package Submittal to MTA</i>	<i>Field Diagnostic Meeting</i>	<i>Revised Drawings Due to MTA</i>	<i>Draft Write-up to MTA</i>	<i>Draft Package Submittal to PUC Local office and Agencies</i>	<i>Final Package Submittal to PUC</i>	<i>CPUC Final Approval</i>
1	Complete	8/5/02	8/12/02	8/26/02	9/6/02	9/6/02	9/6/2002	Approved
2	Complete	10/4/02	10/11/02	10/25/02	11/6/02	11/22/02	11/22/2002	Approved
3	Complete	2/6/03	2/27/03	3/10/03	1/27/03	4/11/02	4/18/2003	Approved
4	Complete	12/14/02	1/15/03	1/29/03	11/13/02	5/5/03	6/18/2003	Approved
4A	Complete	1/24/03	1/29/03	3/14/03	2/7/03	9/5/03	1/23/2004	
6	Complete	3/19/03	3/26/03	6/20/03	2/7/03	9/5/03	9/12/2003	Approved
7	Complete	12/11/02	12/18/02	3/31/03	2/7/03	5/5/03	7/25/2003	Approved
8	Complete	11/26/02	12/18/02	3/31/03	11/15/02	6/6/03	5/21/2004	
9	Complete	1/20/03	1/29/03	3/31/03	11/22/02	8/29/03	9/12/2003	Approved
10	Complete	12/11/03	12/18/02	3/10/03	11/22/02	5/5/03	8/29/2003	Approved
11	Complete	2/13/03	2/27/03	4/18/03	12/6/02	6/6/03	8/29/2003	Approved
12	Complete	2/13/03	2/27/03	4/18/03	12/13/02	6/6/03	9/5/2003	Approved
13	Complete	2/6/03	2/20/03	4/18/03	2/21/03	6/6/03	9/1/2004	
14	Complete	1/8/03	1/15/03	3/14/03	11/12/02	8/29/03	10/30/2003	Approved
15	Complete	2/26/03	N/A	N/A	2/21/03	6/6/03	8/29/2003	Approved
16	Complete	2/26/03	N/A	N/A	2/28/03	6/6/03	8/29/2003	Approved
17	Complete	1/8/03	1/15/03	N/A	2/14/03	5/5/03	6/13/2003	Approved
18	Complete	1/8/03	1/15/03	3/20/03	2/14/03	5/5/03	6/13/2003	Approved
Agency Responsible		ELRTP	MTA	ELRP	ELRTP	MTA	MTA	

Batch No. 5 has been removed, as the Midway Yard will be utilized.

### SHADED AREAS REPRESENTS COMPLETION

30 applications approved. Final 11 applications under review of which 6 are grade separated crossing applications.

Batch Descriptions			
1	1st / Alameda	10	3rd / Ford
2	Alameda / Temple		3rd / McDonnell
	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	12	3rd / Driveways to Sherriff's Station
	Indiana/3rd		3rd / Wood / Via Corona / Pomona / Beverly
	Indiana Pedestrian Crossing	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
	1st/Gless Pedestrian Crossing	14	Union Station Service Road
7	3rd / Rowan	15	1st / Santa Fe
			1st / Myers
8	3rd / Gage	16	1st / MTA
	3rd / 60 Fwy WB Ramps		1st / BNSF
	3rd /Downey		1st / Union Pacific
9	3rd / Marianna	17	US 101 Fwy Overcrossing
	3rd / Eastern	18	Commercial Street Overcrossing

## CONTRACT C0803 STATUS

<b>Description: Metro Gold Line Eastside Extension</b> <b>Contractor: Eastside LRT Constructors</b>		<b>Contract No. C0803 Project: 800088</b> <b>Status as of: October 1, 2004</b>					
<b>Progress/Work Completed:</b>  * Completed potholing at West Portal, Boyle and Soto stations. * Option D (Metro Gold Line Tail Track Modifications at Union Station) substantial completion received. * Design office mobilization commenced on September 20, 2004. * Revised Baseline CPM Contract Schedule submitted, reviewed and rejected.		<b>Major Activities (In Progress):</b>  * Tunnel boring machines design * Utility relocations at Boyle station and West Portal * Third Party coordination for utility relocations * Construction of Integrated Project Management Office (IPMO) * Lead/asbestos abatement Boyle and Soto Stations * 30 Hour OSHA Safety Training					
<b>Areas of Concern:</b> none		<b>Major Activities Next Period:</b> * Commence fabrication of two tunnel boring machines * Commence manufacturing of tunnel liner molds * Test drill for soldier pile at Boyle station * Commence pre-grouting injection holes * Complete design office mobilization * Complete IPMO Complex set up and mobilization * Continue utility relocations at Boyle station and West Portal * Commence demolitions at Boyle and Soto station sites * Continue 30 Hour OSHA Safety Training * Submission/review of Baseline CPM Contract Schedule (Revision 2)					
<b>Schedule Summary:</b>  Date of Award: 06/01/04 Notice to Proceed: 07/01/04  Original Contract Duration: 1795 CD Current Contract Duration: 1795 CD Elapsed Time from NTP: 92 CD  Option D Contract duration 90 CD Complete			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Notice to Proceed	07/01/04	0	07/01/04	07/01/04	0
		Milestone 1 - Contract Completion. Complete all systems integration testing and ready for MTA's pre-revenue operation testing.	12/31/08	0	12/31/08	12/31/08	0
		Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	0	04/30/08	04/30/08	0
		Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	0	05/30/09	05/30/09	0
		Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0
<b>Physical Percent Complete:</b> Physical completion * as of September 2004 is: 1.55%  * Note: Physical completion assessment reflects work completed and invoice amount.		<b>Cost Summary: \$ In millions</b> 1. Award Value: 600.45 2. Executed Modifications: 0.10 3. Approved Change Orders: 0.00 4. Current Contract Value (1+2+3): 600.55 5. Incurred Cost: 72.30					

## CONTRACT P2550 STATUS

<b>Description: 2550 Rail Vehicle Program</b> <b>Contractor: AnsaldoBreda, Italy</b>		<b>Contract No. P2550 Project: 800151</b> <b>Status as of: September 30, 2004</b>					
<b>Progress/Work Completed:</b> 1. The AnsaldoBreda Vice President and the Project Engineer reaffirm AnsaldoBreda's commitment to the Contract & Delivery Schedule.  2. The IPT conducts on-going weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples Italy. The teleconferences discuss the status of Contract submittals, reviews and approvals, specific design issues and planned activities for the week.  3. The IPT drafted the four-month look-ahead schedule for upcoming First Article Inspections, and travel to support these program management efforts.  <b>Areas of Concern:</b> 1. Documentation submittals are still lagging behind actual design completion. AnsaldoBreda is making an effort to "catch up" through the efforts of their documentation consultant  2. Milestones 5A, Approval of all design dwgs and 6A, Approval of Cab Mock-up are both behind schedule.		<b>Major Activities (In Progress):</b>  Contractor continues the Milestone 5A & 6A work. AnsaldoBreda has not yet invoiced for this work yet.  <b>Major Activities Next Period:</b>  1. Activities will revolve around scheduling and conducting the remaining First Articles Inspections and previous First Article follow-up.  2. The IPT and AnsaldoBreda will be conducting the last First Article Inspections other than the assembled vehicle during the next three months of November, December, and January.  3. During this period the IPT will continue closely monitoring and expediting where necessary for all scheduled activities involved in constructing and supporting the 2550 rail vehicle.  4. Weekly teleconference meetings will reconvene to monitor technical design completion for 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: 482 CD  Option 1 & 2 Contract duration 1460 CD** ** after starting options 1 & 2  Note: MTA is in the process of completing Contract Modification #1, reducing Current Contract Value to reflect the recently granted California Exemption for State Sales Tax.			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 Eng. Production Plan	08/08/03	0	12/08/03	10/15/03A	0
		Milestone 2A - Appr. of Contr. 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 arrang. dwgs	01/02/04	0	01/31/04	3/31/04A	0
		Milestone 5A - Appr. dwgs, per Sect. 1.13.1 Tech Specs	05/07/04	0	05/07/04	10/13/04	159
		Milestone 6A - Appr. of Operator Cab Mockup	06/04/04	0	06/04/04	10/13/04	131
		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 September 2004 is 30%.  * Note: Physical completion assessment reflects work completed and invoiced plus current work in progress.		<b>Cost Summary: \$ In millions</b> 1. Award Value: 158.74 (Metro Gold Line Eastside Ext Only: 31.75) 2. Executed Modifications: 0.00 3. Approved Change Orders: 0.00 4. Current Contract Value (1 + 2 + 3): 158.74 5. Pending Changes: 0.00 6. Incurred Cost: 34.69					

## **CONSTRUCTION PHOTOGRAPHS**



Utility relocation on 1<sup>st</sup> Street.



Repainting stripes on 101 Freeway south ramp.



## **CONSTRUCTION PHOTOGRAPHS**



Trench paving on 1<sup>st</sup> Street.

## **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
LNTF	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRT	Light Rail Transit
L RTP	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

# **METRO GOLD LINE EASTSIDE EXTENSION**

## **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.

**SEPTEMBER 2004**