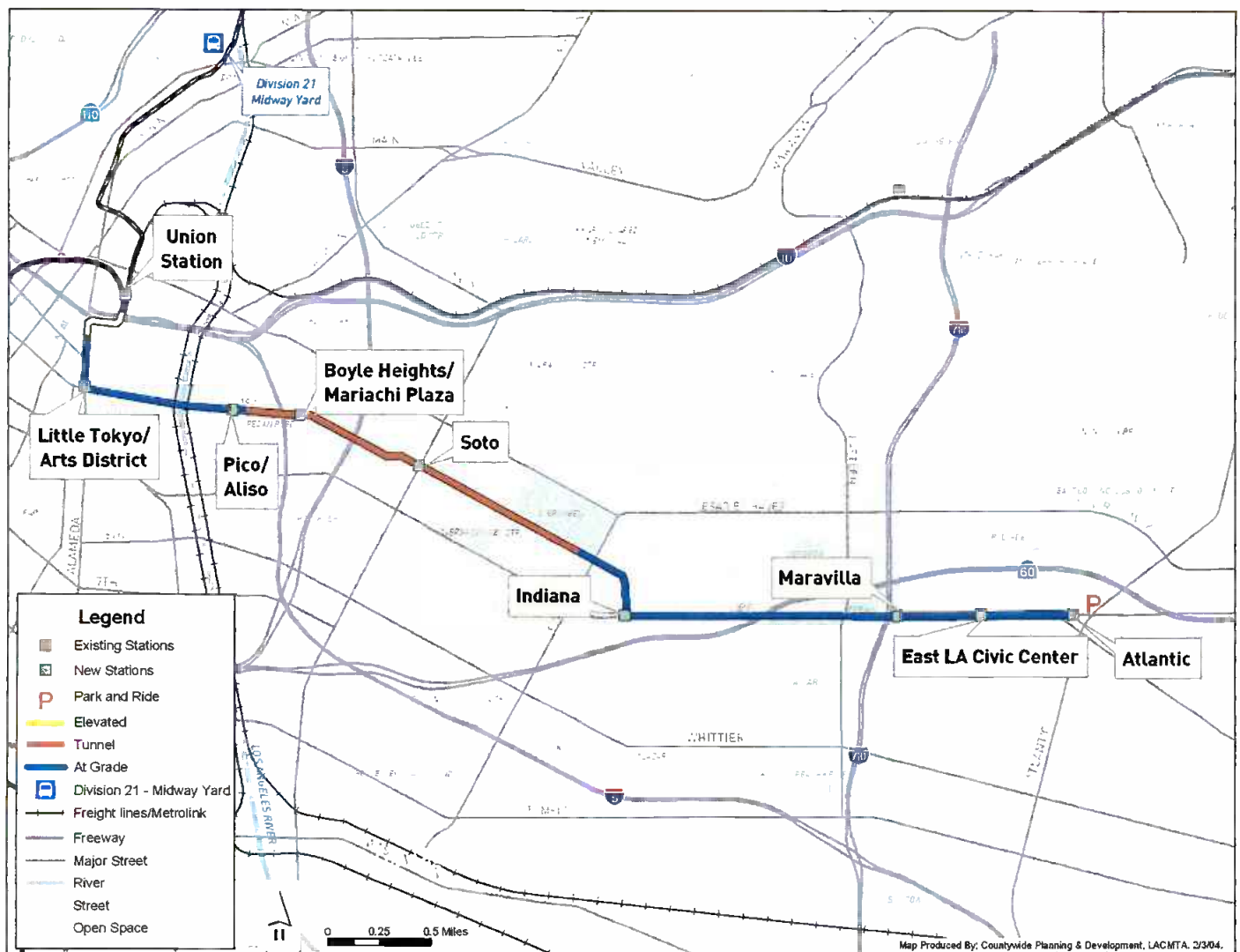


# Metro Gold Line Eastside Extension

July 2006



**Metro**

# **METRO GOLD LINE EASTSIDE EXTENSION**

## **MONTHLY PROJECT STATUS REPORT**

THE PREPARATION OF THIS DOCUMENT HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION (FTA), UNDER THE FEDERAL TRANSIT ACT OF 1964, AS AMENDED, AND FUNDS FROM THE STATE OF CALIFORNIA.

**JULY 2006**

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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.*

To date, design drawings for six of the eight stations have been Approved for Construction. The two remaining stations are in the 85% and 100% design phase. During this reporting period, the 100% design packages for Traction Power and the Overhead Contact System were submitted for review. The 100% final design packages are underway for Civil Segments 3A, 3B, and 5. The 85% design packages for Segment 3C electrical and Civil Segment 4B are also underway. Trackway/Guideway, Communications and the Train Control System are in the 100% final design phase.

The Los Angeles Unified School District (LAUSD) and Metro have finalized the Land Exchange and Funding Agreement for the construction of Indiana Station and the re-build of Ramona Opportunity High School. Construction bids for the Ramona Opportunity High School Re-build Project are expected by early October 2006. Upon receipt of the construction bids, LAUSD and Metro will finalize the funding arrangement, provided bids are favorable and within the terms under the Funding Agreement.

The City of Los Angeles 1<sup>st</sup> Street Bridge Widening Project is in the final design and construction stage. There are three phases to the project: Phase I – Street Restoration, Phase II – Bridge Girder Strengthening, and Phase III – Bridge Widening. The C0803 contractor is progressing with Phase I construction according to plan. The remaining two phases are the responsibility of the City of Los Angeles. The Phase II construction bid documents are being assembled for issuance for bids by mid-August 2006. Although the City of Los Angeles has slipped the date to issue the bid documents to bidders, there still remains three months of schedule float. Phase III design is 95% complete and the process of securing all necessary permits continues per schedule.

The eastbound Earth Pressure Balance Machine (EPBM) reached Soto Station on July 21, 2006 and although this was a major milestone in of itself, this first segment of the tunnel was mined without any measurable earth subsidence. As of the end of the reporting period, the eastbound tunnel excavation has progressed to 2,858 feet and the westbound to 1,835 feet. The automated rail switch that was installed at the Boyle Heights/Mariachi Plaza Station last period has expedited muck removal from both tunnels and increased mining production rates.

The mining production rates have reached the levels projected in the C0803 contractor's schedule mitigation plan. However, delays arising from lower production rates early in the tunnel drive need to be mitigated. Once the contractor is in the final tunnel drive east of Soto

## **PROJECT OVERVIEW**

Station, opportunities will be available to make up the lost time. Metro and the C0803 contractor will continue to reevaluate the overall schedule, including extended tunneling shift work hours, as proposed by the tunneling subcontractor. Metro remains confident that the lost time can be mitigated without impacting the Revenue Operations Date.

At the Soto Station, tunnel mining crews are currently moving the EPBM through the station box towards the east hammerhead section, where preparation for the launch of the final drive begins.

At the West Portal, except for work between grid lines 10 and 12, placement of the mud mat and concrete invert slab were completed this period. The remaining work between grid lines 10 and 12 will not be completed until tunnel mining is completed, per OSHA's safety requirements. The removal of struts and walers continues per schedule and the placement of HDPE at the exterior walls started this period.

At the East Portal, the structural excavation and mud mat placement were completed this period. Likewise, the installation of the grounding grid was also completed. The C0803 contractor started invert slab rebar placement at the middle sections.

Along Alameda Street (Segment 1), the installation and relocation of utilities continues. Preparation for construction of the Mechanically Stabilized Earth (MSE) and the Cast In Place (CIP) walls is planned to start next period.

Along 1<sup>st</sup> Street between Alameda and Vignes Streets (Segment 2A), the widening of the south side of the street is nearly complete. On the north side of the street, the installation of a 36" Reinforced Concrete Pipe (RCP) storm drain started this period. Along 1<sup>st</sup> Street east of Los Angeles River (Segment 2B), Los Angeles Department of Water and Power started installation of an 8" water line on the south side of the street. Also, existing buildings on the LAUSD property near 1<sup>st</sup> Street and Mission began to be demolished to make room for street widening.

At the west end of the alignment along 3<sup>rd</sup> Street between Mednik and La Verne Streets (Segment 7), the widening on the north side of the street is proceeding per schedule. The installation of 24" RCP storm drain is also proceeding per plan. The widening portion on the north side of the street between Woods Avenue and Atlantic Boulevard will start next period. Also, west of Mednik Avenue (Segment 6), widening of the north side of 3<sup>rd</sup> Street started this period.

For Contract C0802 – US 101 Freeway Bridge Overcrossing Project, the Caltrans contractor is continuing repair of the Bent No. 9 footing before placement of 2 additional piles can start. The repair has taken longer than anticipated, resulting in a reduction of schedule float. The forecast completion date for the turnover to the C0803 contractor is still within the contractual window.

## **PROJECT OVERVIEW**

The LRT bridge structure section towards Union Station started this period. The forms for bridge soffit were installed and a significant portion of the rebar for the bridge stems and interior diaphragms was placed for the bridge section towards Union Station. Concrete placement for stems and diaphragms is scheduled for next period.

Metro Operations started preparations to add new fiber optics cable from the Rail Operations Control Center to the 7<sup>th</sup>/Metro Station. These are necessary links required by the Project. Installation and testing is forecast to complete by October 2006. At the same time, the C0803 contractor is coordinating with Metro staff for the testing of existing fiber optic connections and determining Project assignments at Union Station, for inclusion in the final systems design documents.

## **MANAGEMENT ISSUES**

### **Issue No. 1: City of Los Angeles 1<sup>st</sup> Street Bridge and Street Widening Project**

**Status** Due to the lack of available funds and the lack of progress on their project, The City of Los Angeles has re-sequenced the construction work into four phases to eliminate schedule impacts to the Metro Gold Line Eastside Extension Project. The first phase will be street restoration, followed by girder strengthening, and then track installation and bridge widening.

**Action** The street restoration began in April 2006 per the schedule. The City of Los Angeles is forecasting an early bridge turnover date to Metro for track installation by Metro's C0803 Contractor. Although the City has slipped the release of the girder strengthening bid documents to early August 2006, the early turnover date remains achievable.

### **Issue No. 2: Ramona Opportunity High School and Indiana Station**

**Status** In September and December 2005, the Metro Board of Directors authorized funding to perform preliminary engineering and an environmental analysis to study the possible relocation of the Indiana Station to avoid or minimize impacts to the Ramona Opportunity High School site. While the studies are ongoing, Metro and the Los Angeles Unified School District (LAUSD) are continuing negotiations on the Land Exchange Agreement that will allow the construction of the Indiana Station on a portion of the school site. The earliest that the land exchange will occur is November 2006, six months beyond the access date for Metro's C0803 Contractor. The late access to the school property will not impact the Revenue Operations Date.

**Action** On May 3, 2006, the Metro Board of Directors approved a funding plan between Metro and LAUSD that will allow for the re-building of Ramona Opportunity High School and keep the Indiana Station at the location on Indiana Street, as approved in the FEIS/FSEIR Locally Preferred Alignment. On June 13, 2006, the LAUSD Board of Education approved funds to demolish and rebuild Ramona Opportunity High School. However, the funding plan is based on a cost sharing arrangement that differs from the Metro Board of Directors May 3, 2006 action. Subsequent to both Board actions, the Metro Board of Directors on June 22, 2006 authorized language that will allow both parties to proceed with the property acquisitions and to allow LAUSD to obtain construction bids for the school re-build. The Land Exchange and Funding Agreement was approved by Metro and LAUSD this period, which includes the terms and conditions of the funding plan and cost sharing arrangements, that is contingent on the receipt of construction bids. If the construction bids are favorable, then the total project cost estimate will be updated and presented to the Metro Board of Directors for approval.

## PROJECT SCOPE

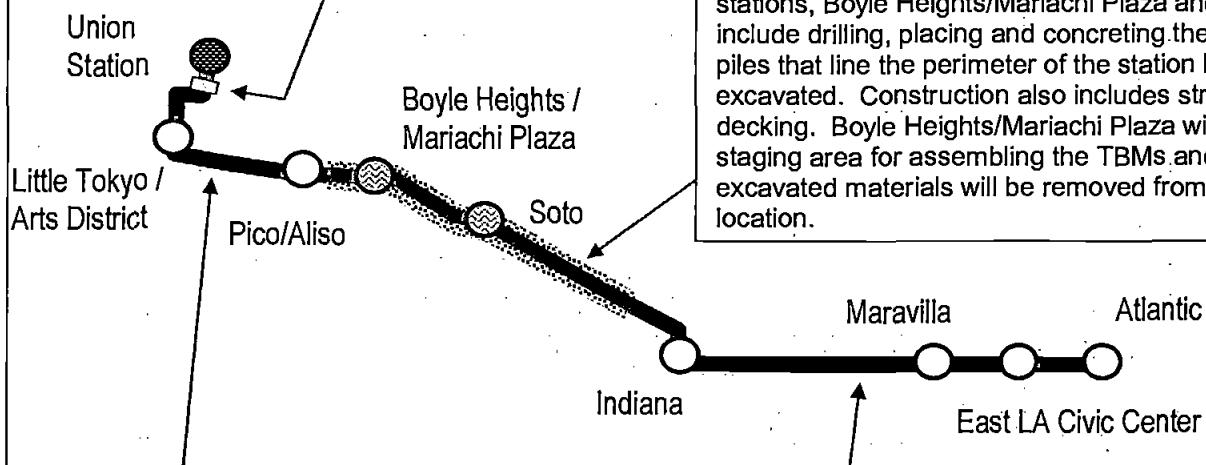
### **Contract C0802 – 101 Freeway Bridge**

**Overcrossing:** The construction of the bridge is combined with Caltrans freeway improvements project. While Caltrans will administer the construction, the LACMTA 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.

**Metro Gold Line Eastside Extension  
Monthly Project Status Report**

**July 2006**

**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06
Eastbound EPBM Broke Through Soto Station	07/21/06 *	○					
Completed East Portal Excavation	07/26/06 *	○					
Submitted Traction Power 100% Design for Review	07/28/06 *	○					
Submitted Overhead Contact System 100% Design for Review	07/31/06 *	○					
City of Los Angeles Issue for Bid First Street Bridge Phase II Strengthening Contract	08/04/06		△				
Submit Segment 3A & 3B Civil 100% Design for Review	08/07/06 *		○				
Complete Seg. 2A 1st Street widening (south side) between Alameda and Vignes Streets	08/08/06		○				
Submit Communications 100% Design for Review	08/10/06		○				
Submit Trackway/Guideway 100% Design for Review	08/18/06 *		○				
Submit Segment 5 Civil 100% Design for Review	08/18/06 *		○				
Install Cross-over Switch at Soto Station	08/22/06		○				
Westbound EPBM Break Through at Soto Station	08/24/06 *		○				
Start Above Ground Station Construction - Little/Tokyo/Arts District	08/28/06		○				
Complete 3rd Street Widening (North) between Mednik and La Verne Avenues	09/02/06 *			○			
Start Delivery of Track Rail to the Welding Yard	09/22/06			○			
Start Tunnel Cross-Passage Work	10/16/06				○		
Caltrans Contractor to Complete Abutments and Bents 101 Freeway Bridge Overcrossing	10/27/06 *				△		
Land Exchange at the Indiana Station between Metro and LAUSD	11/01/06					△	
Complete East Bound Tunnel Mining	11/10/06					○	
Complete All Design Approved for Construction (AFC)	11/21/06					○	
City of Los Angeles Issue for Bid First Street Bridge Phase III Widening Contract	12/01/06						△



LACMTA Staff Milestone

Other Agencies



Eastside LRT Constructors

\*

New Date

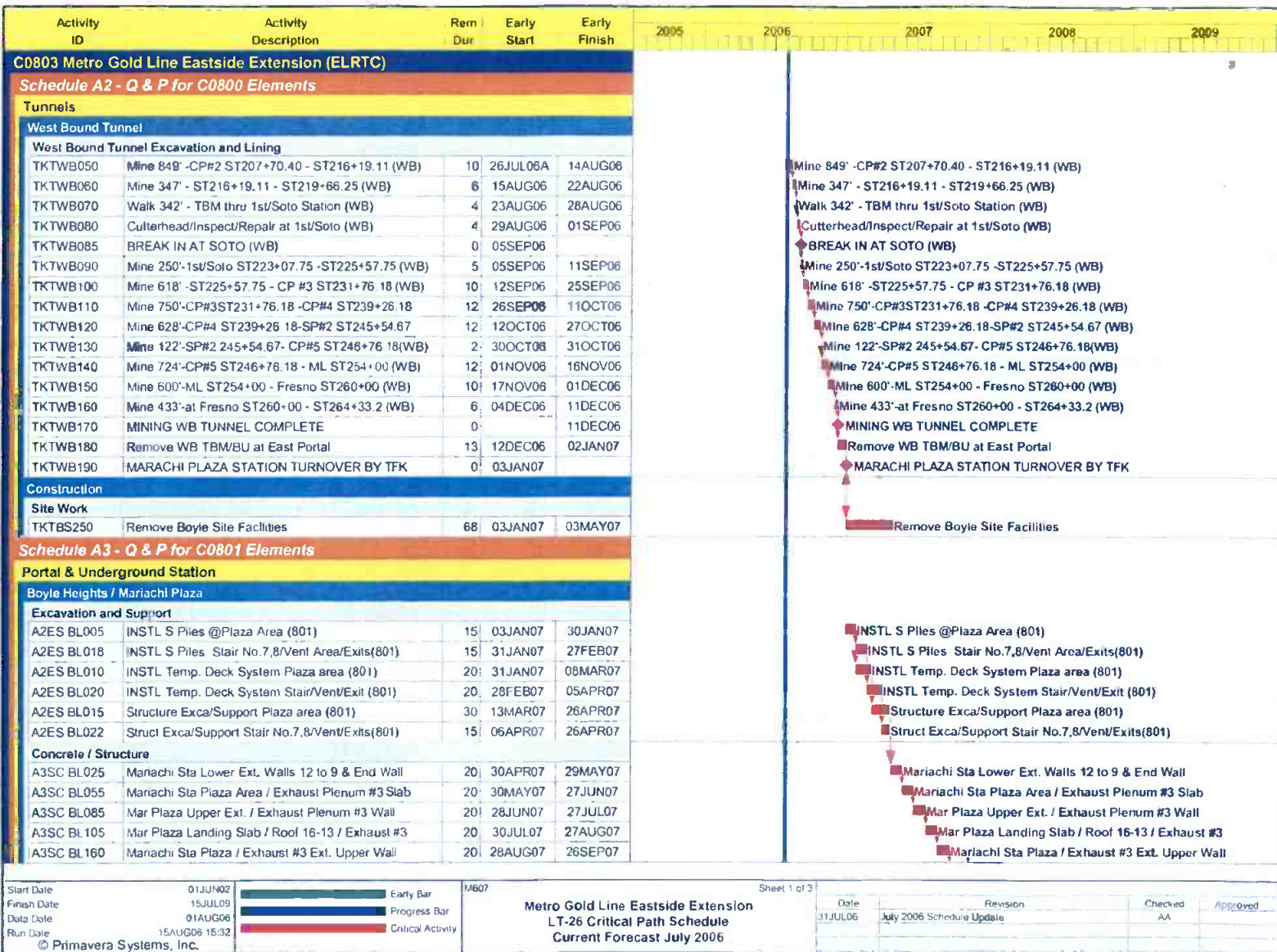
**FTA**



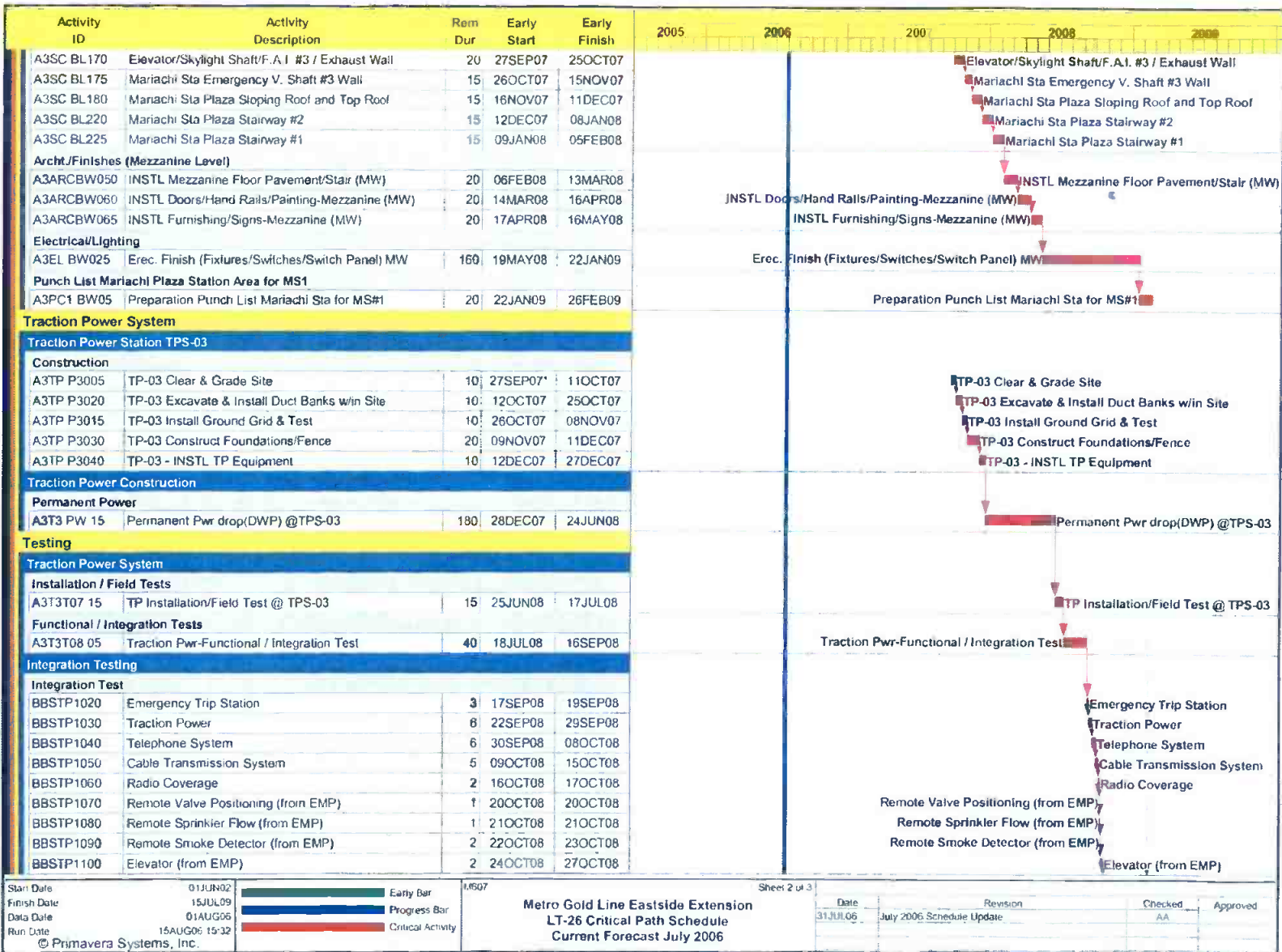
FTA Approval

LACMTA Board Approval

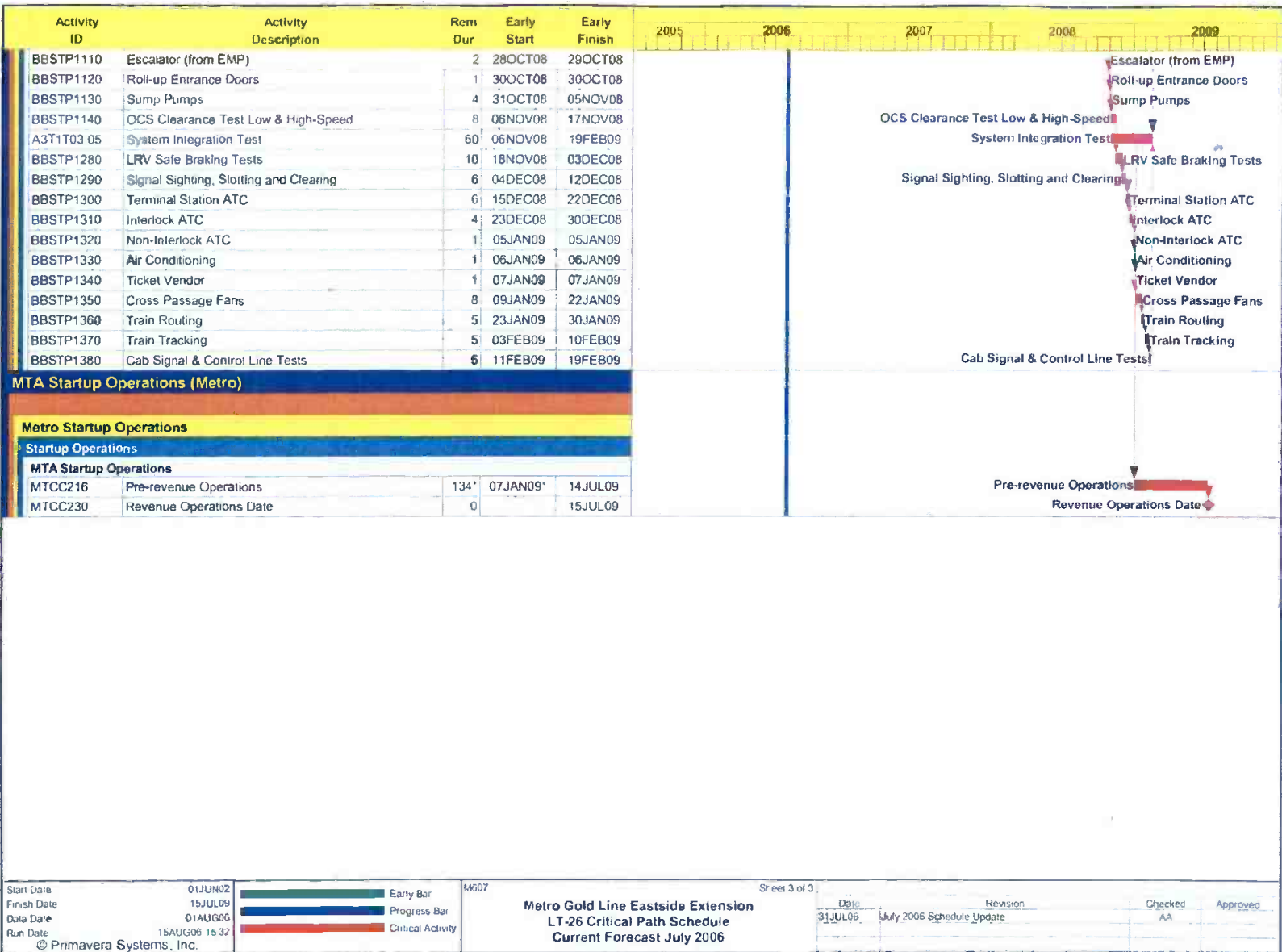
PROJECT MASTER SCHEDULE  
CRITICAL PATH (1 of 3)



PROJECT MASTER SCHEDULE  
CRITICAL PATH (2 of 3)



# PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 3)



## **CRITICAL PATH NARRATIVE & PROJECT STATUS**

The eastbound tunnel mining between the Boyle Heights/Mariachi Plaza Station and the Soto Station has been completed and the westbound Earth Pressure Boring Machine (EPBM) is expected to arrive at the Soto Station in late August 2006. During the month, tunnel mining production rates have reached the levels projected in the C0803 contractor's schedule mitigation plan. However, delays arising from lower production rates early in the tunnel drive need to be mitigated. Metro feels that once both EPBMs start the final drive east of Soto Station, opportunities will be available to make up for the lost time. Metro and the C0803 contractor will continue to reevaluate the overall schedule, including an additional shift, as proposed by the tunneling subcontractor. Metro remains confident that the time lost in the schedule can be mitigated without impacting the Revenue Operations Date.

The excavation of the westbound tunnel and the removal of the tunneling ancillary equipment from Boyle Heights/Mariachi Plaza Station are on the critical path. After tunnel excavation completes, the critical path becomes the construction of the Boyle Heights/Mariachi Plaza Station. System equipment installation such as traction power and local facilities testing are the last stage of the critical path prior to entering the final test stage, where systems integration testing and pre-revenue operations are conducted.

### **Current Critical Path Analysis**

#### **Design**

To date, six of the eight stations drawing packages have been Approved for Construction (AFC). The two remaining stations are the East Los Angeles Civic Center and Indiana. During this period, the 100% design packages for Traction Power and for Overhead Contact System were submitted for review. The following facility design packages and the system design packages are in progress:

- Facility Design Packages:
  1. Segments 3A, 3B and 5 100% civil designs,
  2. East Los Angeles Civic Center Station 100% design,
  3. Indiana Station 85% design,
  4. Segment 3C (tunnels) 85% electrical design, and
  5. Segment 4B 85% civil design.
- System Design Packages:
  1. Trackway/Guideway 100% design,
  2. Communication Systems 100% design, and
  3. Train Control System 100% design.

## **CRITICAL PATH NARRATIVE & PROJECT STATUS**

The Los Angeles Unified School District (LAUSD) and Metro have finalized the Land Exchange and Funding Agreement for the construction of Indiana Station and the re-build of Ramona Opportunity High School. Construction bids for the Ramona Opportunity High School Re-build Project are expected by early October 2006. Upon receipt of the construction bids, LAUSD and Metro will finalize the funding arrangement, provided bids are favorable and within the terms under the Funding Agreement.

The City of Los Angeles 1<sup>st</sup> Street Bridge Widening Project is in the final design and construction stage. There are three phases to the project: Phase I – Street Restoration, Phase II – Bridge Girder Strengthening, and Phase III – Bridge Widening. The C0803 contractor is progressing with Phase I construction according to plan. The remaining two phases are the responsibility of the City of Los Angeles. The Phase II construction bid documents are being assembled for issuance for bids by mid-August 2006. Although the City of Los Angeles has slipped the date to issue the bid documents to bidders, there still remains three months of schedule float. Phase III design is 95% complete and the process of securing all necessary permits continues per schedule.

### **Construction**

As of the end of the reporting period, the eastbound tunnel excavation had progressed to 2,858 feet and the westbound tunnel excavation progressed to 1,835 feet. The automated rail switch installed by the tunnel subcontractor last period has expedited the removal of muck from the tunnels. The latest tunnel mining data indicates a sustained average production rate of 65 feet per day per tunnel, which is slightly higher than the tunneling contractor's planned mitigation rate. Permeation grouting of the tunnel cross-passages is proceeding per schedule.

At the Soto Station, preparation work for the eastbound EPBM arrival at the station was completed in advance of the EPBM arrival at the station on July 21, 2006. Tunnel mining crews are currently moving the EPBM through the Soto Station towards the east hammerhead section, where preparation for the launch of the final drive begins.

At the West Portal, except for work between grid lines 10 and 12, placement of the mud mat and concrete invert were completed this period. The remaining work between grid lines 10 and 12 will not be completed until tunnel mining is completed, per OSHA's safety requirements. The removal of struts and walers continues per schedule and the placement of HDPE at the exterior walls started this period.

At the East Portal, the structural excavation and mud mat placement were completed this period. Likewise, the installation of the grounding grid was also completed. The C0803 contractor started invert slab rebar placement at the middle sections.

## **CRITICAL PATH NARRATIVE & PROJECT STATUS**

Along Alameda Street (Segment 1), the installation and relocation of utilities continues. Preparation for construction of the Mechanically Stabilized Earth (MSE) and the Cast In Place (CIP) walls is planned to start next period.

Along 1<sup>st</sup> Street between Alameda and Vignes Streets (Segment 2A), the widening of the south side of the street is nearly complete. On the north side of the street, the installation of a 36" Reinforced Concrete Pipe (RCP) storm drain started this period. In a separate segment, along 1<sup>st</sup> Street east of Los Angeles River (Segment 2B), Los Angeles Department of Water and Power started installation of an 8" water line on the south side of the street. Also, existing buildings on the LAUSD property near 1<sup>st</sup> Street and Mission began to be demolished to make room for street widening.

At the west end of the alignment along 3<sup>rd</sup> Street between Mednik and La Verne Streets (Segment 7), the widening on the north side of the street is proceeding per schedule. The installation of 24" RCP storm drain is proceeding per plan. The widening portion on the north side of the street between Woods Avenue and Atlantic Boulevard will start next period. Also, west of Mednik Avenue (Segment 6), widening of the north side of 3<sup>rd</sup> Street started this period.

For Contract C0802 – US 101 Freeway Bridge Overcrossing Project, the Caltrans contractor is continuing repair of the Bent No. 9 footing before placement of 2 additional piles can start. The repair has taken longer than anticipated, resulting in a reduction of schedule float. The forecast completion date for the turnover to the C0803 contractor is still within the contractual window. The LRT bridge structure section towards Union Station started this period. The forms for bridge soffit were installed and a significant portion of the rebar for the bridge stems and interior diaphragms was placed for the bridge section towards Union Station. Concrete placement for stems and diaphragms is scheduled for next period.

Metro Operations started preparations to add new fiber optics cable from the Rail Operations Control Center to the 7<sup>th</sup>/Metro Station. These are necessary links required by the Project. Installation and testing is forecast to complete by October 2006. At the same time, the C0803 contractor is coordinating with Metro staff for the testing of existing fiber optic connections and determining Project assignments at Union Station, for inclusion in the final systems design documents.

## PROJECT COST STATUS

### COST REPORT BY ELEMENT

#### ORIGINAL SCOPE ACTIVITIES

DOLLARS IN THOUSANDS

ELEMENT	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	-	662,391	261	643,181	20,517	278,301	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	2,033	22,153	1,993	19,792	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	4,619	46,182	56	37,599	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,936	10,107	118,086	2,603	92,142	-	135,936	-
PC	PROJECT CONTINGENCY	60,254	-	28,249	-	-	-	-	-	28,249	-
PR	PROJECT REVENUE	(4,617)	-	(4,633)	-	-	-	(44)	-	(4,633)	-
SUBTOTAL		884,014	-	884,014	17,020	829,602	25,169	427,789	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	(614)	(1,202)	(614)	(1,202)	-	14,800	-
TOTAL		898,814	-	898,814	16,405	828,400	24,555	426,587	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUNE 2006

## PROJECT COST ANALYSIS

### Original Budget

The Full Funding Grant Agreement (FFGA) was adopted June 1, 2004 in the amount of \$898.8 million. The Original Budget reflects the adopted FFGA.

### Current Budget and Current Forecast

The Current Budget and Forecast remains the same at \$898.8 million.

### Commitments

The Commitments increased by \$16.4 million this period due to the addition of the FY-07 Metro Board approved budgets. The Project Finance Cost reflects a credit amount due to the timing difference on actual interest received and interest paid. Interest earned is received monthly and interest payments are made semi-annually. Interest earnings are not projected to be more than the interest costs. The \$828.4 million in Commitments to date represents 92.2% of the Original Budget.

### Expenditures

Expenditures are cumulative through June 2006. The Expenditures increased by \$24.6 million this period primarily due to construction costs associated with Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The expenditures for this period are higher than usual due to the posting of both May 2006 and June 2006 invoices for Contract C0803 in the Metro's Financial Information System (FIS). The \$426.6 million in Expenditures to date represents 47.5% of the Original Budget.

## PROJECT COST STATUS

### COST REPORT BY ELEMENT

#### CONCURRENT NON-FFGA PROJECT ACTIVITIES DOLLARS IN THOUSANDS

ELEM- ENT	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	18,000	-	18,000	125	8,867	434	1,774	-	18,020	20
S	SPECIAL CONDITIONS	-	-	-	-	633	-	-	-	-	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	-	642	642	3	3	-	-	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	(125)	(1,754)	-	-	-	(20)	(20)
SUBTOTAL		18,000	-	18,000	642	8,388	437	1,777	-	18,000	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	18,000	642	8,388	437	1,777	-	18,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUNE 2006

## PROJECT COST ANALYSIS

### Original Budget

The Original Budget of \$18.0 million was adopted by the Metro Board on March 24, 2005.

### Current Budget and Current Forecast

The Current Budget and Forecast remains the same at \$18.0 million.

### Commitments

The Commitments increased by \$0.6 million this period due to the addition of the FY-07 Metro Board approved budgets. Project Revenues collected from the City and/or the County of Los Angeles will fund the betterments. The \$8.4 million in Commitments to date represent 46.6% of the Original Budget.

### Expenditures

Expenditures are cumulative through June 2006. The Expenditures increased by \$0.4 million this period primarily due to the work performed on urban design elements and on the City of Los Angeles viaduct widening-Phase 1. The \$1.8 million in Expenditures to date represents 9.9% of the Original Budget.

**Metro Gold Line Eastside Extension**  
**Monthly Project Status Report**

**July 2006**

**FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES**

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED to FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - SECTION 5309 NEW START (1)	490.7	490.7	155.2	436.3	89%	186.2	38%	186.2	38%
FED - SECTION 5309 FIXED GUIDEWAY	23.1	12.0	12.0	12.0	100%	12.0	100%	12.0	100%
FEDERAL - CMAQ	10.3	10.3	10.3	10.3	100%	10.3	100%	10.3	100%
REGIONAL IMPROVMNT PROG-FED	179.6	4.6	4.6	4.6	100%	4.6	100%	4.6	100%
REGIONAL IMPROVM PROG-STATE	0.6	175.6	44.2	175.6	100%	44.2	25%	44.2	25%
STATE TCRP	45.0	45.0	45.0	45.0	100%	45.0	100%	45.0	100%
PROP A 35% / PROP C 40%	124.6	135.7	135.7	135.7	100%	115.4	85%	77.3	57%
LEASE REVENUES	10.1	10.1	10.1	10.1	100%	10.1	100%	10.1	100%
ACCRUALS									
SUB-TOTAL	884.0	884.0	417.1	829.6	94%	427.8	48%	389.6	44%
PROP A/PROP C (INTEREST COST)	14.8	14.8	2.0	-1.2	-8%	-1.2	-8%	0.6	4%
TOTAL	898.8	898.8	419.1	828.4	92%	426.6	47%	390.2	43%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUNE 2006.

(1) BILLED EXPENDITURES IN EXCESS OF FUNDS AVAILABILITY ARE TEMPORARILY FUNDED THROUGH BRIDGE FINANCING.

**STATUS OF FUNDS ANTICIPATED**

**FEDERAL SECTION 5309 NEW STARTS:** FTA revised the FY06 apportionments showing the FY06 allocation for the Eastside Extension will be \$78,408,000. LACMTA submitted the FTA grant application in the Transportation Electronic Award and Management (TEAM) System on March 7, 2006. The Grant was approved by FTA on April 17, 2006 and funds are available for drawdown.

**RIP-STATE:** LACMTA submitted a request for an AB 3090 reimbursement allocation of \$43.8 M in STIP funds to the CTC for consideration at their September 2006 meeting.

**STATE TCRP:** In March 2005, LACMTA resubmitted a request for approval of a LONP for \$189.2M for Phase 4 (Construction) to the CTC for consideration at the May 2005 CTC Meeting. The CTC approved the LONP for \$166.9M and recently revised their guidelines to allow for partial LONP reimbursements prior to phase completion. LACMTA is requesting to liquidate the LONP with an allocation request of \$166.9M to be considered by the CTC at their September 2006 meeting.

**FINANCIAL/GRANT STATUS  
CONCURRENT NON-FFGA PROJECT ACTIVITIES**

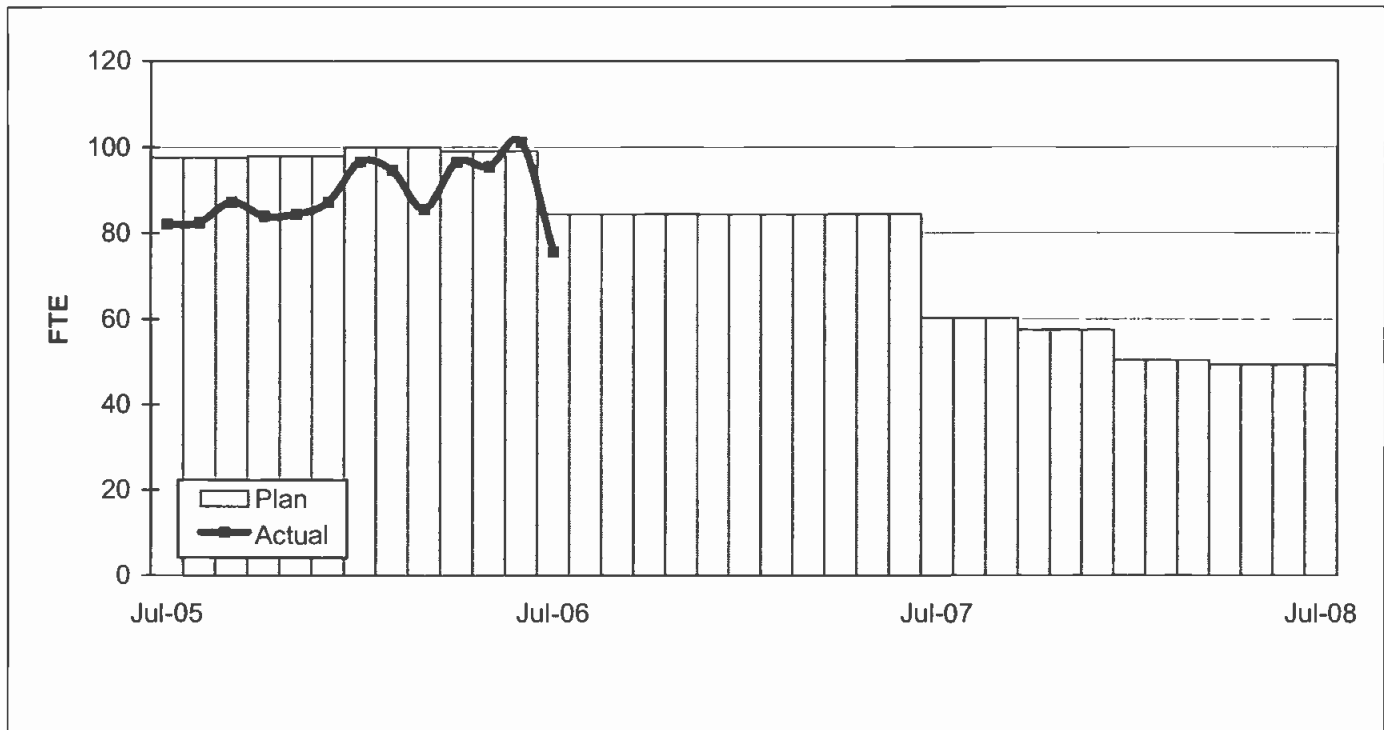
in \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to FUNDING SOURCE \$	(F/B) %
FEDERAL - CMAQ	14.0	0.0							
PROP C 40%	0.0	14.0	14.0	8.4	60%	1.8	13%	1.2	8%
PROP C 10%	4.0	4.0	4.0		0%		0%		0%
ACCRUALS									
TOTAL	18.0	18.0	18.0	8.4	47%	1.8	10%	1.2	7%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JUNE 2006.

## STAFFING STATUS

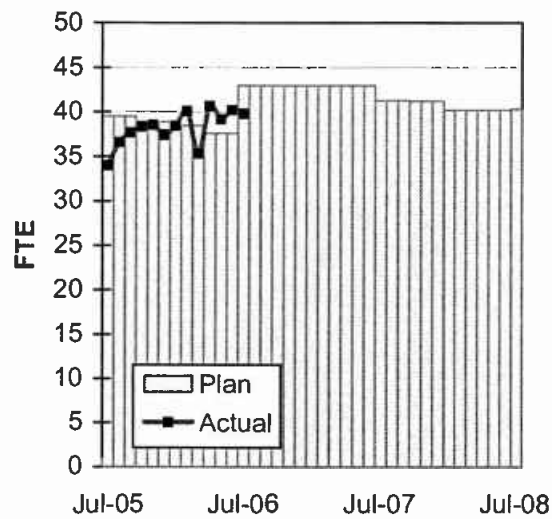
### TOTAL PROJECT STAFFING



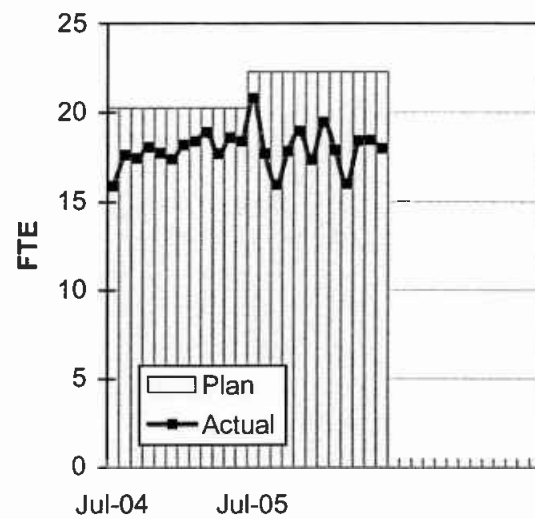
The Indirect Agency Staffing has been changed to reflect the Federally Approved A-87 Cost Allocation Plan. The staffing charts will no longer include indirect FTE's; therefore, indirect labor will be reflected only in the overall Agency costs. This change begins in fiscal year 2007.

## STAFFING STATUS

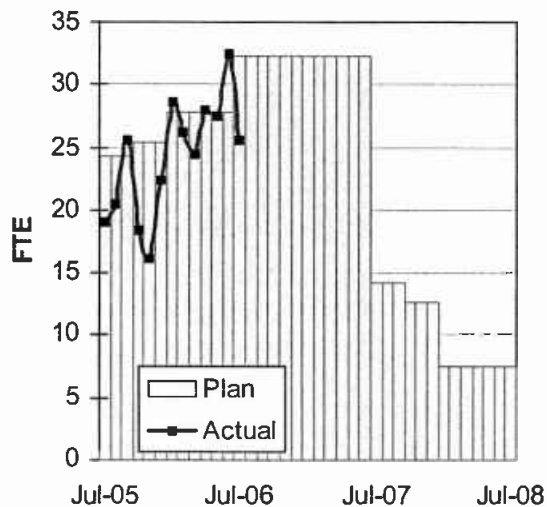
**DIRECT AGENCY STAFFING**



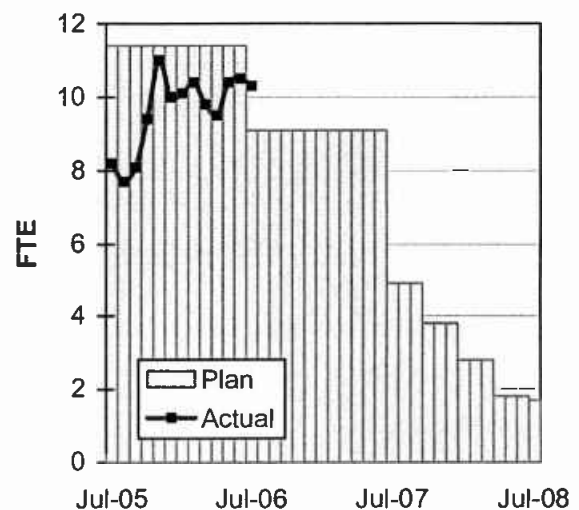
**INDIRECT AGENCY STAFFING**



**CONSTRUCTION MANAGEMENT**



**ELRT PARTNERS**



**REAL ESTATE STATUS**

- For C0803, the tunnel portion of the alignment, 40 parcels are required for acquisition (11 full takes, 4 partial takes, 20 sub-surface easements/temporary construction easements, 3 sub-surface easements/building protection, and 2 building protections).
- For C0803, the at-grade portion of the alignment, 27 parcels are required for acquisition (17 full takes, 9 partial takes and 1 surface easement). Nine parcels have been identified for the proposed Ramona High School site reconfiguration.
- For C0802, 2 parcels are required (1 surface easement and 1 full take parcel).
- Sixty-nine parcels have been certified, 40 for C0803-Tunnel, 27 for C0803-At-Grade and 2 for C0802. Offers have been made to 69 property owners. A total of 65 parcels are available (40 under C0803-Tunnel, 23 under C0803-At-Grade, and 2 under C0802). Three of the remaining properties are needed for the Ramona High School reconfiguration.
- 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	65	4	0	0
Last Period	69	64	5	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	40	40	0	0	0	0	40
C0803-At-Grade	27	23	1	3*	0	0	23
C0802	2	2	0	0	0	0	2
TOTAL	69	65	1	3	0	0	65
LAST PERIOD	69	64	1	3	0	1	64

\* Remaining Alma parcels in escrow

## **ENVIRONMENTAL STATUS**

- The RAC and Ad Hoc Subcommittee visited the Cogstone office to view the inventory of artifacts recovered from the Crematorium site.
- Continued discussions with Evergreen Cemetery to determine the availability of plots for the reinterment of the remains.
- Continued preparation of a final Crematorium Report.
- Worked with ELRTC and Caltrans to expedite approval for an I-710 Encroachment Permit.

## **COMMUNITY RELATIONS STATUS**

- Held project briefing for the Executive Review Advisory Executive Committee, the Review Advisory Committee and the Ad-Hoc Sub Committee.
- Coordinated a community workshop related to construction activities in the Little Tokyo/Arts District.
- Provided a construction update to Elected Officials staff.
- Arranged a tour of Cogstone's lab for members of the Ad-Hoc Sub Committee.
- Authorized and distributed construction notices.

## **QUALITY ASSURANCE STATUS**

- Resolved the single outstanding Quality Action Request resulting from the Tunneling Audit in late April. The audit has been formally closed.
- Continued to review contractor's monthly Asphalt, Concrete Compressive Strength and Soils Compaction Reports. No areas of concern were identified.

## **SAFETY STATUS**

- Participated in weekly progress meetings with construction management and ELRTC personnel to discuss safety related issues and construction schedule.
- Conducted Safety Orientation training for Third Party personnel.
- Conducted All Hands Safety Meeting with ELRTC's Safety personnel, LAFD and LAPD representatives.
- Monitored construction activities on a daily basis to ensure safety compliance with contract specifications.
- Conducted Tunnel Safety Awareness self-rescuer training for Construction Management.
- ELRTC reported zero recordable incidents and 59,101 work hours for the month of July 2006. Project to date work hours are 1,101,051, with a total of 14 recordable incidents to date. Statistical rate for recordable incidents is 2.5 below the National Average of 5.6.

## **ART DEVELOPMENT STATUS**

### **Pico Aliso Station**

- Conducted community outreach participation workshop.

### **Indiana Station**

- Participated in Contractor's community meeting.
- Completed review and comments to station schematic design.

### **Maravilla Station**

- Completed 100% construction document comments review.

### **Atlantic Station**

- Completed 100% construction document comments review.

**THIRD PARTY AGREEMENT STATUS**

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Amendment	Completed	N/A	Executed December 2002.
Los Angeles County	Master	Completed	N/A	Executed April 2003.
Caltrans (All Projects)	Master	Completed	N/A	Executed July 2003.
Caltrans (101)	Design	Completed	N/A	Executed July 2003.
Caltrans (101)	Construction	Completed	N/A	Executed September 2003.
Caltrans (101)	Maintenance	12/08	Project Completion	The initial negotiation meeting was held on 1/9/03. LACMTA received a draft from Caltrans on 1/22/04. LACMTA reviewed and submitted the agreement to Caltrans on 2/10/04. A follow up call was made on 10/20/05 but no response to date.
LADWP (Water/Power)	Amendment	8/06	*6/04	LACMTA Management, County Counsel, and LACMTA Board staff have participated in meetings with DWP to complete negotiations, since the "Deadline and Delay" clause is not acceptable to LADWP. Alternative language was forwarded to LACMTA Management and County Counsel for review on 10/7/05. LACMTA Management has approved final language and agreement was presented at the Metro Board Meeting in January 2006 for approval. The Board approved the agreement with a letter transmittal regarding meeting Metro's schedule. DWP Board will be presented with the new agreement in September 2006.
So. Cal. Edison Co.	Amendment	N/A	N/A	SCE Executive Legal Branch stated on 2/25/05 they have no intention of signing agreement.
The Gas Company	Amendment	Completed	N/A	Executed May 2005.
SBC	Amendment	Completed	N/A	Executed May 2005.
Adelphia Cable Company	Amendment	8/06	*6/04	LACMTA received a draft from Adelphia for review. LACMTA Management and County Counsel reviewed the amendment and returned the document to Adelphia with comments. Adelphia's Legal Department is reviewing the document. A follow up calls were made on 10/20/05 and 11/16/05.
Calif Wtr Service Co	Master	Completed	N/A	Executed May 2005.
L.A. County Sanitation Districts	N/A	N/A	N/A	In a letter dated 3/26/03, the Sanitation District stated that there is not a need for an agreement since there are no relocations related to their facilities. The Sanitation District will review submittals related to encasements of their facilities on Indiana Street.
MCI Worldcom	Amendment	Completed	N/A	Executed May 2005.
Metropolitan Wtr Dist	Amendment	Completed	N/A	Executed May 2003.

**THIRD PARTY AGREEMENT STATUS (Continued)**

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
Verizon Wireless	Amendment	8/06	*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 did respond with comments, which were reflected in a revised agreement sent 4/05. Verizon legal is completing final review. Follow up calls were made on 10/20/05 and 11/16/05. Verizon has now joined MCI and once the legal work is complete in late February 2006, LACMTA may be able to use the MCI Agreement for Verizon work. E-mailed MCI Agreement to Verizon Representative for consideration as overall agreement covering Verizon and MCI as the new Verizon.
AT&T Local Services	Amendment	8/06	*6/04	LACMTA County Counsel reviewed the existing agreement and recommended revisions. A revised amendment was sent to AT&T. AT&T Legal is completing final review for execution. Follow up calls were made on 10/20/05 and 11/16/05. Since AT&T and SBC have joined AT&T was asked if they could adopt SBC Agreement on 11/16/05. No response to date. AT&T has now joined SBC and when all legal transactions are complete in March 2006, LACMTA may be able to use SBC Agreement for AT&T work. E-mailed the SBC Agreement to the AT&T legal council for consideration as the overall agreement covering the new AT&T.
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
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

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

# Metro Gold Line Eastside Extension Monthly Project Status Report

July 2006

## CPUC CROSSING SUMMARY

Batch	Application 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	9/6/2002	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	Approved
5	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	On-hold pending Land Exchange Agreement between LAUSD and Metro. Should the agreement fail, and Indiana Alternative alignment will be implemented, Metro will need to resubmit 4 new crossing applications.
8	Complete	11/26/02	12/18/02	3/31/03	11/15/02	6/6/03	5/21/2004	Approved
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	Approved
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

41 applications approved.

Extensions are being submitted as approvals surpass their 3 year life span.

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 / Drveways 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 / Ditman	15 1st / Santa Fe
3rd / Rowan	1st / Myers
8 3rd / Gage	16 1st / MTA
3rd / 60 Fwy WB Ramps	1st / BNSF
3rd /Downey	1st / Union Pacific

## CONTRACT C0802 STATUS

<b>Description: 101 Freeway Bridge Overcrossing</b> <b>Contractor: Brutoco Engineering &amp; Construction</b>		<b>Contract No. C0802</b> <b>Status as of: July 28, 2006</b>																	
<b>Progress/Work Completed:</b>  * Completed coating of OCS pole foundation anchor bolts. * Substantially completed installation of Bridge 1 (closest to Union Station) pre-stressing duct work. * Completed installation of Bridge 1 soffit outside form work. * Made area adjacent to Abutment No. 10 available to the C0803 Contractor.  <b>Areas of Concern:</b>  Bent No. 9 remedial footing work is taking longer than anticipated. The available schedule float to turn the bridge over to the C0803 Contractor has significantly been reduced. The current forecast turn over date is March 2, 2007, which falls inside the C0803 contractual window of February 13, 2007 and March 31, 2007. Caltrans staff is working with the C0802 Contractor to stay on schedule and avoid the loss of remaining schedule float.		<b>Major Activities (In Progress):</b>  * Continued rebar and form work installation of Bridge 1 (closest to Union Station) soffit and stems. * Continued permeation grouting @ Bent No. 9 footing. * Started fabrication of steel cages for 2 supplemental piles at Bent No. 9.  <b>Major Activities Next Period:</b>  * Install Bridge 2 (middle section) OCS pole foundation anchor bolts. * Concrete pour of Bridge 2 deck. * Complete Bridge 1 soffit and stems installation. * Complete permeation grouting @ Bent No. 9 footing. * Start installation of 2 supplemental piles @ Bent No. 9. * Commercial Street grade base and asphalt placement.																	
<b>Schedule Summary:</b>  Date of Award: 09/07/04 Notice to Proceed: 09/22/04  Original Contract Duration: 700 CD Current Contract Duration: 754 CD Elapsed Time from NTP: 675 CD			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs												
		Notice to Proceed	09/22/04	0	09/22/04	09/22/04	0												
		Milestone 1 - Complete Abutment No. 10	06/26/06	49	08/14/06	03/02/07	-200												
		Milestone 2- Complete All Work Without Plant Establishment	08/23/06	54	10/16/06	05/01/07	-197												
<b>Physical Percent Complete:</b>  Physical completion * as of this reporting period is: 63.82%  * Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 22.		<b>Cost Summary:</b>  <table><tr><td></td><td><b>\$ In millions</b></td></tr><tr><td>1. Award Value:</td><td>6.42</td></tr><tr><td>2. Executed Modifications:</td><td>0.00</td></tr><tr><td>3. Approved Change Orders:</td><td>0.00</td></tr><tr><td>4. Current Contract Value (1+2+3):</td><td>6.42</td></tr><tr><td>5. Incurred Cost:</td><td>4.49</td></tr></table>							<b>\$ In millions</b>	1. Award Value:	6.42	2. Executed Modifications:	0.00	3. Approved Change Orders:	0.00	4. Current Contract Value (1+2+3):	6.42	5. Incurred Cost:	4.49
	<b>\$ In millions</b>																		
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3. Approved Change Orders:	0.00																		
4. Current Contract Value (1+2+3):	6.42																		
5. Incurred Cost:	4.49																		

**Metro Gold Line Eastside Extension**  
**Monthly Project Status Report**

**July 2006**

**CONTRACT C0803 STATUS**

<b>Description: Tunnel, Stations, Trackwork &amp; Systems</b> <b>Contractor: Eastside LRT Constructors</b>	<b>Contract No. C0803</b> <b>Status as of: July 28, 2006</b>																																									
<b>Progress/Work Completed:</b> <ul style="list-style-type: none"><li>* Completed mining 747 feet in the east bound tunnel for a total to date of 2,858 feet</li><li>* Completed mining 1021 feet in the west bound tunnel for a total to date of 1835 feet</li><li>* Completed east bound tunnel mining between Boyle Heights/Mariachi Plaza and Soto Stations</li><li>* Completed excavation and placed mud mat at the East Portal</li><li>* Completed grounding grid at the East Portal</li><li>* Installed 36" storm drain at 1st &amp; Alameda Streets</li><li>* Completed review and Approved for Construction design packages for Little Tokyo/Arts District, Pico/Aliso, Boyle Heights/Mariachi Plaza, Soto, Maravilla and Atlantic Stations</li><li>* Submitted for review 100% design packages for Traction Power and Overhead Contact System</li><li>* Completed review 85% design package for East Los Angeles Civic Center Station</li><li>* Submitted for review and approved Indiana Station Schematic</li></ul> <b>Areas of Concern:</b>  None	<b>Major Activities (In Progress):</b> <ul style="list-style-type: none"><li>* Tunnel mining between Mariachi Plaza and Soto Stations</li><li>* Continued moving the east bound EPBM through Soto Station</li><li>* Continue West Portal placement of HDPE at exterior walls</li><li>* Started invert rebar installation at the East Portal</li><li>* Install storm drain at Alameda/Ducommun &amp; Alameda/Temple</li><li>* Install water line 1st Street between Mission Rd. and Gless St.</li><li>* Started 3rd Street &amp; 710 Freeway overcrossing deck retrofit</li><li>* Continue 3rd Street north side widening - Segments 6 &amp; 7</li><li>* 100% civil design for Segments 3A and 3B and 100% design packages for Trackway/Guideway, Train Control and Communications</li><li>* 85% design packages for Segment 3C electrical and Segment 4B civil/arch</li></ul> <b>Major Activities Next Period:</b> <ul style="list-style-type: none"><li>* Eastbound and westbound tunnel mining</li><li>* Continue 3rd Street &amp; 710 Freeway overcrossing deck retrofit</li><li>* Place invert concrete slab at the East Portal</li><li>* Start placement of exterior walls at the West Portal</li><li>* Segment 1-continue utility work &amp; start preparation for MSE wall</li><li>* Segment 2A-install utility lines and DWP vault at 1st &amp; Vignes and start street widening &amp; sewer work on north side of 1st Str</li><li>* Segment 2B - start 1st Street south side widening</li><li>* Segments 6 &amp; 7 - continue 3rd Street widening-north side only</li><li>* Start construction of Little Tokyo/Arts District Station</li></ul>																																									
<b>Schedule Summary:</b>  Date of Award: 06/01/04 Notice to Proceed: 07/01/04  Original Contract Duration: 1795 CD Current Contract Duration: 1800 CD Elapsed Time from NTP: 759 CD  Option D Contract duration 90 CD Complete	<table><tr><td></td><td>Original Contract Dates</td><td>Time Extension</td><td>Current Contract</td><td>Forecast</td><td>Variance CDs</td></tr><tr><td>Notice to Proceed</td><td>07/01/04</td><td>0</td><td>07/01/04</td><td>07/01/04</td><td>0</td></tr><tr><td>Milestone 1 - Contract Completion. Complete all systems integration testing and ready for MTA's pre-revenue operation testing.</td><td>12/31/08</td><td>7</td><td>01/07/09</td><td>01/07/09</td><td>0</td></tr><tr><td>Milestone 3 - Complete Universal Fare System Equipment area.</td><td>04/30/08</td><td>5</td><td>05/05/08</td><td>05/05/08</td><td>0</td></tr><tr><td>Milestone 5 - Vacate all staging areas and turn over to MTA.</td><td>05/30/09</td><td>5</td><td>06/04/09</td><td>06/04/09</td><td>0</td></tr><tr><td>Milestone 6 - Complete design and construction of Option D work.</td><td>09/28/04</td><td>0</td><td>09/28/04</td><td>09/28/04</td><td>0</td></tr></table>							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	7	01/07/09	01/07/09	0	Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	5	05/05/08	05/05/08	0	Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	5	06/04/09	06/04/09	0	Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0
	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs																																					
Notice to Proceed	07/01/04	0	07/01/04	07/01/04	0																																					
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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 this reporting period is: 32.74%  * Note: Physical completion assessment reflects work completed and work in progress.	<b>Cost Summary:</b>  <table><tr><td colspan="2"><b>\$ In millions</b></td></tr><tr><td>1. Award Value:</td><td>600.45</td></tr><tr><td>2. Executed Modifications:</td><td>1.88</td></tr><tr><td>3. Approved Change Orders:</td><td>0.19</td></tr><tr><td>4. Current Contract Value (1+2+3):</td><td>602.52</td></tr><tr><td>5. Incurred Cost:</td><td>274.21</td></tr></table>						<b>\$ In millions</b>		1. Award Value:	600.45	2. Executed Modifications:	1.88	3. Approved Change Orders:	0.19	4. Current Contract Value (1+2+3):	602.52	5. Incurred Cost:	274.21																								
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5. Incurred Cost:	274.21																																									

## CONTRACT P2550 STATUS

<b>Description: 2550 Rail Vehicle Program</b> <b>Contractor: AnsaldoBreda, Italy</b>		<b>Contract No. P2550</b> <b>Status as of: June 30, 2006</b>																																																																	
<b>Progress/Work Completed:</b> 1. Proof of Design Testing and Preliminary Testing continued for the two (early delivery) 2550 LRV's. The two LRV's successfully operated on all Metro Lines and successfully climbed the 7% grade of the MBL/MGL connector. 2. The Contractor's Pittsburg, California plant has begun to receive carshells shipped from Pistoia, Italy. Staffing at the Plant has begun and vehicle assembly have started. 3. A container, with 28 pallets of LRV components arrived in Pittsburg, CA May 17, 2006. Subsequent shipments scheduled to follow as defined in the Contract Documents.		<b>Major Activities (In Progress):</b> 1. AnsaldoBreda is preparing LRV carshells and subassemblies for shipment to Pittsburgh final assembly plant. 2. The contractor continues to work towards completion of Milestones 9A, 11A, 12A, and 13A. 3. AnsaldoBreda is preparing LRV 702 for shipment to Pittsburgh for re-manufacture. Car 701 continues in final testing of signal systems. 4. June 30th, two car shells were delivered to Pittsburgh. Two more car shells are arriving in Port of Houston on July 17th, with delivery to Pittsburgh by the end of July. <b>Major Activities Next Period:</b> 1. LRV Prototype Car 702 will be sent to Pittsburgh, CA for re-manufacture. 2. During this period the IPT will continue to closely monitor all scheduled activities involved in production. 3. Weekly teleconference meetings will continue to monitor design issues. 4. Shipments of car shells and system components from Italy to the Pittsburgh plant continue to arrive. 5. LRV car shell production continues in Italy. 6. Metro initiated a Mid-Contract "Buy America" due diligence audit. Findings would allow Contractor to make corrections to contractual obligations should they be necessary. 7. Assembly process audit scheduled for mid-August time frame.																																																																	
<b>Areas of Concern:</b> 1. The lack of documentation submittals is starting to improve. Metro approvals are pending for the submittals that have been received. 2. Metro's contract cashflow consumption is less than anticipated. Steps are in process to bring consumption up to date through escrow remedies. 3. In accordance with the latest AnsaldoBreda schedule (currently unapproved) car shell deliveries to Pittsburgh began May 23 and shells are arriving monthly.																																																																			
<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: 1122 CD Option 1 & 2 Contract duration ** after starting options 1 & 2 1460 CD**  Note: MTA issued Modification No. 1 to AnsaldoBreda. Modification No. 1 is a zero-cost, miscellaneous administrative and technical clarification modification. MTA completed Modification No. 2 that reflects the recently granted California Board Of Equalization exemption for State Sales Tax on the Light Rail Vehicles. MTA and AnsaldoBreda agreed to Mod No. 3 which extended the Option One ordering period from April 2006 to April 2007, effective March 14, 2006.		<table><tr><th></th><th>Original Contract Dates</th><th>Time Extension</th><th>Current Contract</th><th>Forecast</th><th>Variance CDs</th></tr><tr><td>Notice to Proceed</td><td>06/06/03</td><td>0</td><td>06/06/03A</td><td>06/06/03A</td><td>0</td></tr><tr><td>Milestone 5A - Appr.dwgs, per Sect.1.13.1(Tech Specs</td><td>05/07/04</td><td>0</td><td>05/07/04</td><td>07/23/06</td><td>812</td></tr><tr><td>Milestone 6A - Appr.of Operator Cab Mockup</td><td>06/04/04</td><td>0</td><td>06/04/04</td><td>07/28/06</td><td>784</td></tr><tr><td>Milestone 7A - Traction Motors Perf. Tests</td><td>11/05/04</td><td>0</td><td>11/05/04</td><td>5/31/06A</td><td>572</td></tr><tr><td>Milestone 8A - Appr.of Stress Analysis &amp; C.T. Report</td><td>11/05/04</td><td>0</td><td>11/05/04</td><td>07/28/06</td><td>630</td></tr><tr><td>Milestone 9A - Appr.of 1st Artcl &amp; Final Op. Hazard Analysis</td><td>02/04/05</td><td>0</td><td>02/04/05</td><td>07/28/06</td><td>539</td></tr><tr><td>Milestone 10A - Deliver Draft Op.Maint.H. Repair Manuals</td><td>02/11/05</td><td>0</td><td>02/11/05</td><td>6/23/06A</td><td>497</td></tr><tr><td>Milestone 11A - Appr.of Ops., Maint. &amp; Training Program Lesson Plans</td><td>04/08/05</td><td>0</td><td>04/08/05</td><td>07/28/06</td><td>476</td></tr><tr><td>Milestone 12A -Appr.of Oper., Maint. &amp; Heavy Repair Manual</td><td>09/23/05</td><td>0</td><td>09/23/05</td><td>07/28/06</td><td>308</td></tr></table>							Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Notice to Proceed	06/06/03	0	06/06/03A	06/06/03A	0	Milestone 5A - Appr.dwgs, per Sect.1.13.1(Tech Specs	05/07/04	0	05/07/04	07/23/06	812	Milestone 6A - Appr.of Operator Cab Mockup	06/04/04	0	06/04/04	07/28/06	784	Milestone 7A - Traction Motors Perf. Tests	11/05/04	0	11/05/04	5/31/06A	572	Milestone 8A - Appr.of Stress Analysis & C.T. Report	11/05/04	0	11/05/04	07/28/06	630	Milestone 9A - Appr.of 1st Artcl & Final Op. Hazard Analysis	02/04/05	0	02/04/05	07/28/06	539	Milestone 10A - Deliver Draft Op.Maint.H. Repair Manuals	02/11/05	0	02/11/05	6/23/06A	497	Milestone 11A - Appr.of Ops., Maint. & Training Program Lesson Plans	04/08/05	0	04/08/05	07/28/06	476	Milestone 12A -Appr.of Oper., Maint. & Heavy Repair Manual	09/23/05	0	09/23/05	07/28/06	308
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<b>Physical Percent Complete:</b>  Physical Work completion* as of June 2006 is 72.68%  Percent Work Product Invoiced** through June 2006 is 30.38%  * Note: Physical Work completion assessment reflects work completed and work in progress.  **Reflects percent of Contract price invoiced and paid to date.		<b>Cost Summary: \$ In millions</b> 1. Award Value: Pasadena (Proj. No.: 800151) 126.99 Eastside Ext. (Proj. No.: 800088) 31.75 <b>Total Award Value 158.74</b> 2 Executed Modifications 0.00 3 Approved Change Orders: (None) 0.00 4 Current Contract Value (1 + 2 + 3): 158.74 5 Incurred Cost: 56.83																																																																	

This page was not updated for the period ending July 2006.

## **CONSTRUCTION PHOTOGRAPHS**



Eastbound Tunnel Boring Machine arrival at Soto Station.



Eastbound Tunnel Boring Machine at Soto Station.

## **CONSTRUCTION PHOTOGRAPHS**



HDPE placement at the West Portal.



Utility work being performed at 1<sup>st</sup> and Vignes Streets (Segment 2A).

## **CONSTRUCTION PHOTOGRAPHS**



Preparation for the mud mat slab at the East Portal.



US 101 Freeway LRT Bridge.

## **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 the LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in the 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 (LACMTA 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
CNPPA	Concurrent Non-FFGA Project Activities
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
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