



# **EASTSIDE LRT PROJECT**

## **QUARTERLY PROJECT STATUS REPORT**

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

**JUNE 2002**

## TABLE OF CONTENTS

	Page No.
Project Overview.....	1
Management Issues.....	2-3
Project Status	
• Project Scope.....	4
• Schedule	
○ Key Milestones Six-Month Lookahead .....	5
○ Project Master Schedule Critical Path.....	6
○ Critical Path Narrative .....	7
• Project Cost Status.....	8
• Change Control Status.....	9
• Financial/Grant Status.....	10
• Staffing.....	11
• Real Estate.....	12
• Environmental.....	13
• Community Relations.....	13
• Quality Assurance.....	13
• Safety.....	14
Photographs (Project Renderings).....	15-17
Document Development Status.....	18
Appendices.....	19-22
Metro Red Line Segment 3 East Side Extension.....	23-27

## PROJECT OVERVIEW

*The Eastside Light Rail Transit (Eastside LRT) Project is a six-mile, dual track light rail system with eight new stations and one station modification. The system originates at Union Station in downtown Los Angeles, where it connects with the Pasadena 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 1.8 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.*

At present, the project is in Part III of the Preliminary Engineering Design phase which will conclude by mid-July 2002. The FTA approved the Record of Decision (ROD) in June 2002. It is anticipated that the FTA's approval to enter into final design will occur prior to completing Part III of the Preliminary Engineering Design. Final design phase for the project critical path contract (tunnel and underground station excavation) will commence at that time.

Once final design has completed, MTA receives a letter of no prejudice (LONP) from the FTA, the bid and award process has concluded, then the tunnel contractor will be issued a Notice to Proceed. Construction is anticipated to begin within the third quarter of 2003.

## MANAGEMENT ISSUES

### **Ongoing Item (Date Initiated: March 2002)**

#### **CALTRANS REVIEW OF PROJECT STUDY REPORTS/PROJECT REPORTS (PSR/PR)**

##### **Concern/Impact**

The combined PSR/PRs that are required by Caltrans for the US 101, SR 60, I-5 and the I-710 Freeways require acceptance from Caltrans prior to the issuance of the last design review submittals for the construction contract packages.

##### **Status/Action**

PSR/PRs for the 101/5 Freeway Undercrossings were submitted on April 30, 2002 and the Caltrans review comments were received on June 14, 2002. The Caltrans review comments are being incorporated into the revised PSR/PRs scheduled for resubmission on July 17, 2002. The approval of PSR/PR for the 101/5 Freeway Undercrossings is critical to the tunneling contract (C0800). MTA needs to incorporate Caltrans comments prior to publishing the final design submittal for review and comment. The combined PSR/PRs for the 60 Freeway, 3rd Street Undercrossing will be submitted on July 29, 2002. PSR/PR for the 710 Freeway Overcrossing is scheduled for August 19, 2002 and PSR/PR for the 101 Freeway Overcrossing is scheduled for August 15, 2002.

### **Ongoing Item (Date Initiated: March 2002)**

#### **FEDERAL TRANSIT ADMINISTRATION (FTA) GRANTING MTA PERMISSION TO ENTER INTO FINAL DESIGN**

##### **Concern/Impact**

The FTA granting MTA permission to enter into final design is dependent upon approval of the Rail Fleet Management Plan and Project Management Plan.

##### **Status/Action**

The Rail Fleet Management Plan was conditionally approved by the PMOC in June 2002. The revised Project Management Plan (PMP) was submitted to the PMOC in June 2002 and also has received conditional approval.

## MANAGEMENT ISSUES

### **Ongoing Item (Date Initiated: March 2002)**

#### **CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC) APPROVAL OF STREET CROSSING APPLICATIONS**

##### **Concern/Impact**

Forty-four street crossings require CPUC approval. It is the project team's anticipation that CPUC approval will be obtained prior to awarding the construction contract packages. To date, no applications have been filed with the CPUC.

##### **Status/Action**

A field diagnostic team meeting at one of the critical crossings (1<sup>st</sup> and Alameda) was conducted in May 2002. Comments received from CPUC representatives and the local jurisdiction are being incorporated into a sample at-grade crossing application. The submission of the sample application is scheduled for mid-July 2002. This sample application will set the basis for the remainder of the applications. Once an application is filed with the CPUC, a 30-day review and comment cycle occurs. The public review period also occurs at this time. If no protest is filed, then the CPUC will issue their final decision.

## PROJECT SCOPE

### Contract C0802 – 101 Freeway Bridge

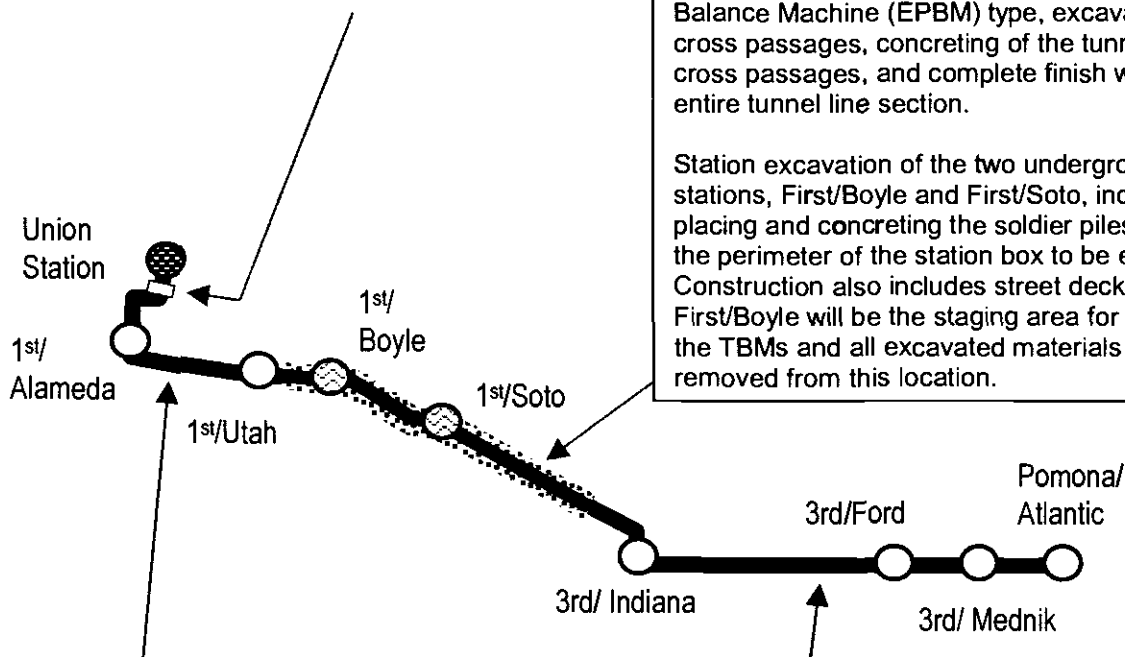
**Overcrossing:** Under a contract by Caltrans, 101 Freeway construction will occur in the same location as the 101 Freeway Bridge Overcrossing. Currently, the MTA will remain responsible for the design and construction costs of the bridge overcrossing.

### Contract C0800 - Tunnel and Station

**Excavation:** This contract will be design/bid/build. The contractor will be selected utilizing a two-step sealed bid, where the award will be based on the lowest priced technically acceptable bid.

The start of tunnel construction is based upon the completion of final design, successful construction award and acquisition of full take real estate parcels. Construction of the 1.8 mile tunnel segment includes tunnel excavation using two tunnel boring machines (TBM) of Earth Pressure Balance Machine (EPBM) type, excavation of cross passages, concreting of the tunnels and cross passages, and complete finish work for the entire tunnel line section.

Station excavation of the two underground stations, First/Boyle and First/Soto, include drilling, placing and concreting the soldier piles that line the perimeter of the station box to be excavated. Construction also includes street decking. First/Boyle will be the staging area for assembling the TBMs and all excavated materials will be removed from this location.





**Contract C0801 - Stations, Trackwork, and Systems:** This contract will be design/build. The contractor will be selected utilizing the Best Source Selection Process, following the guidelines set forth in the Federal Acquisition Regulations (FAR) Part 15 and requirements of California Public Utilities Code (CPUC) Section 130242 to select the contractor whose technical offer and price is the most advantageous to the MTA.





The construction of each underground station will occur at the successful completion of the critical tunnel boring work under contract C0800. Construction of the two underground stations includes structural walls, station platforms, mezzanines, station entrances, and plazas, architectural finishes and all related mechanical and electrical work.



All six of the at-grade stations along the six-mile alignment will be constructed under this contract. This contract includes all the trackwork installation and testing for the entire alignment.

Systems installation and testing is inclusive of power systems, automatic train control, fire and emergency management, TRACS and communications systems. The contractor will be responsible for systems integration testing for the entire line segment prior to pre-revenue operations.

### KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

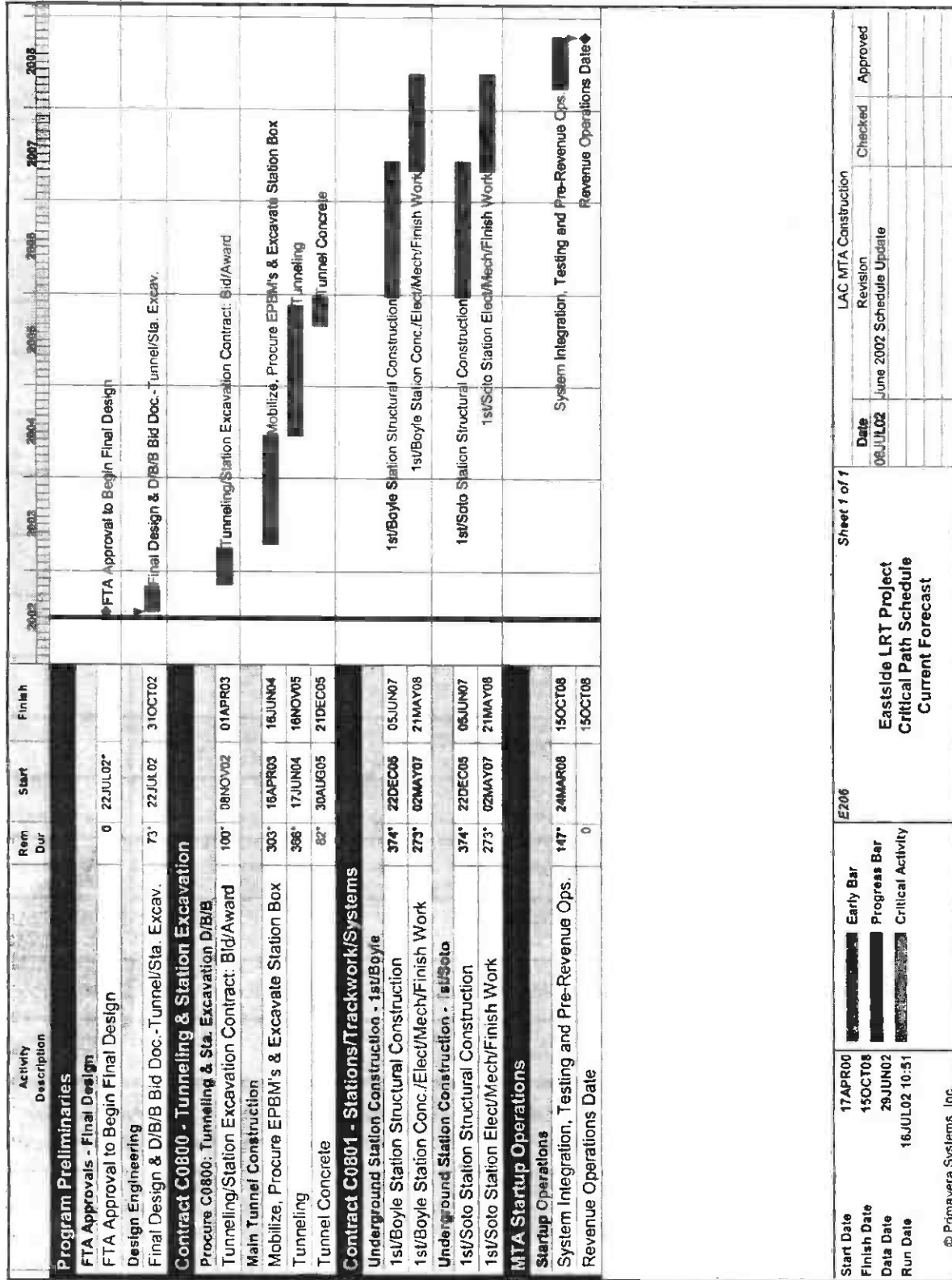
	Milestone Date	Jun-02	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02
FTA Record of Decision	6/17/02*	FTA					
MTA Board Approval of Consultant Services to Perform Independent Cost Estimate for FTA	6/27/02*						
MTA Procure Real Estate Relocation Consultant for Contract C0801	7/9/02*		◆				
Resubmit PSR/PRs to Caltrans for Tunnels Under the I5 & 101 Frwys	7/17/02*		○				
Submit Sample At-Grade Crossing Application to CPUC for Review	7/22/02*		◆				
FTA Approval to Enter Final Design	7/22/02*		FTA				
Commence Tunnel Final Design (Contract C0800)	7/22/02*		○				
Commence 101 Frwy Overcrossing Final Design (Contract C0802)	7/22/02*		○				
Submit PSR/PRs to Caltrans for 60 Frwy Undercrossing	7/29/02		○				
Submit Applications to CPUC for Approval - 1st Group of 44 At-Grade Crossings	8/12/02*			○			
Submit PSR/PR to Caltrans for 101 Frwy Overcrossing	8/15/02*			○			
Submit PSR/PR to Caltrans for 710 Frwy Overcrossing	8/19/02			○			
Submit Applications to CPUC for Approval - 2nd Group of 44 At-Grade Crossings	8/26/02*			○			
Submit Applications to CPUC for Approval - 3rd Group of 44 At-Grade Crossing	9/5/02*				○		
MTA Award Vehicle Contract	10/4/02						
Complete 101 Frwy Overcrossing Final Design (Contract C0802)	10/15/02					○	
Complete Tunnel Final Design (C0800)	10/31/02					○	
Request/Obtain DBE Goal by Dec. 1, 2002 (Contract C0801)	11/29/02						◆

 MTA Staff Milestone
  Eastside LRT Partners Deliverables
  FTA
  FTA Approval

 Other Agencies
 \* New Date
  MTA Board Approval



## PROJECT MASTER SCHEDULE CRITICAL PATH



## CRITICAL PATH NARRATIVE

After completion of the preliminary engineering design, the critical path becomes Federal Transit Administration (FTA) approval to enter into final design of the tunnel, station excavation, and 101 Freeway overcrossing (anticipated in July 2002). After the completion of final design, the critical path becomes the procurement period of the tunneling contract (Contract C0800). Upon the issuance of Notice To Proceed from MTA, there will be a 14-month lead time for the procurement of two Earth Pressure Balance Machines (EPBMs). Concurrent with the EPBM procurement period, the project will proceed with the mobilization, pile driving and the station box excavations. The station box excavations are scheduled to complete prior to the EPBM delivery. The critical path continues on a two-month period for EPBM #1 assembly and a 15-month tunneling period at both tunnels. After the completion of tunneling work, the critical path moves to the underground stations construction, followed by the installation of trackwork and systems equipment (Contract C0801) prior to entering the final test stage where systems integration testing and pre-revenue operations are conducted. Based on the updated schedule, the Revenue Operations Date (ROD) is anticipated in late 2008.

Prior to entering into the Full Funding Grant Agreement (FFGA) negotiations, MTA will be conducting ongoing schedule reviews and analysis. This will occur simultaneously with finalizing the constructibility reviews and execution of the final design phase.

## PROJECT COST STATUS

### COST SUMMARY

*In \$ Million*

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	210.9	209.4	(1.5)	0.0	0.0
Yards & Shops	6.3	6.3	0.0	0.0	0.0
Systems/Equipment	74.1	67.5	(6.6)	0.0	0.0
Stations	97.2	106.5	9.3	0.0	0.0
Vehicles	113.3	115.2	1.9	0.0	0.0
Special Conditions	68.0	89.9	21.9	3.1	0.3
Right-of-Way	37.9	42.2	4.3	28.0	0.0
Professional Services	156.3	172.9	16.6	44.9	21.2
Contingency	62.3	92.7	30.4	0.0	0.0
<b>TOTAL</b>	<b>826.3</b>	<b>902.6</b>	<b>76.3</b>	<b>76.0</b>	<b>21.5</b>

The June 2002 Estimated Project Cost reflects increases in the following categories:

#### Stations

- Additional shafts within the underground stations to be used for mucking and concrete operations
- Increased width of both underground station boxes
- Shift of reporting elevators/escalators from the Systems Equipment line element to Stations

#### Vehicles and Buses

- Vehicle procurement delay

#### OCIP

- Increases in all lines of insurance since 9/11/01 terrorist attacks

#### Real Estate

- Additional parcels and better definition and assessment of property takes

#### Professional Services

- Integrated Project Management Office (IPMO) increased staffing requirements

#### Contingency

- Remaining design issues to be finalized
- Interfaces with Caltrans, City of LA, County of LA, and California Public Utilities Commission (CPUC)
- Risks associated with Design/Build Contract

### CHANGE CONTROL STATUS

	A	B		C		D=A+B+C	E		F=D+E
	Approved					Obligated	Potential		
Description	Award Amount	Executed Changes		LNTPs (NTE)		Total Approved Amount	Pending		Total Potential Value
		#	\$	#	\$		#	\$	
Engineering Design Services	18,929,502	4	9,166,443	0	0	28,095,945	2	800,000	28,895,945
Environmental Services	448,635	2	183,517	2	4,000	636,152	0	141,000	777,152
Project Management Assistance Support	166,366	3	543,522	0	0	709,888	3	2,717,630	3,427,518
TOTAL	19,544,503	9	9,893,482	2	4,000	29,441,985	5	3,658,630	33,100,615

## FINANCIAL/GRANT STATUS

JUNE 2002

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED to FUNDING SOURCE	
			\$	%	\$	%	\$	%
FEDERAL - SECTION 5309 NEW START	547.2	5.9	5.9	1%	5.9	1%	5.9	1%
FED - SECTION 5309 FIXED GUIDEWAY	38.9							
FEDERAL - CMAQ	3.1			0%		0%		0%
STATE TCRP	236.0	19.5	64.9	28%	8.2	3%	8.2	3%
STATE STIP (STP)	4.6	4.6	4.6	100%	4.6	100%	4.6	100%
STATE STIP (SHA)	0.6	0.6	0.6	100%	0.6	95%	0.6	95%
PROPOSITION A 35% RAIL CAPITAL	72.2							
LEASE REVENUES	10.1							
UNBILLED ACCRUALS		2.2			2.2			
TOTAL	912.7	32.8	76.0	8%	21.5	2%	19.3	2%

(1) Based on March 2002 Section 5309 New Start Report.  
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 2002.

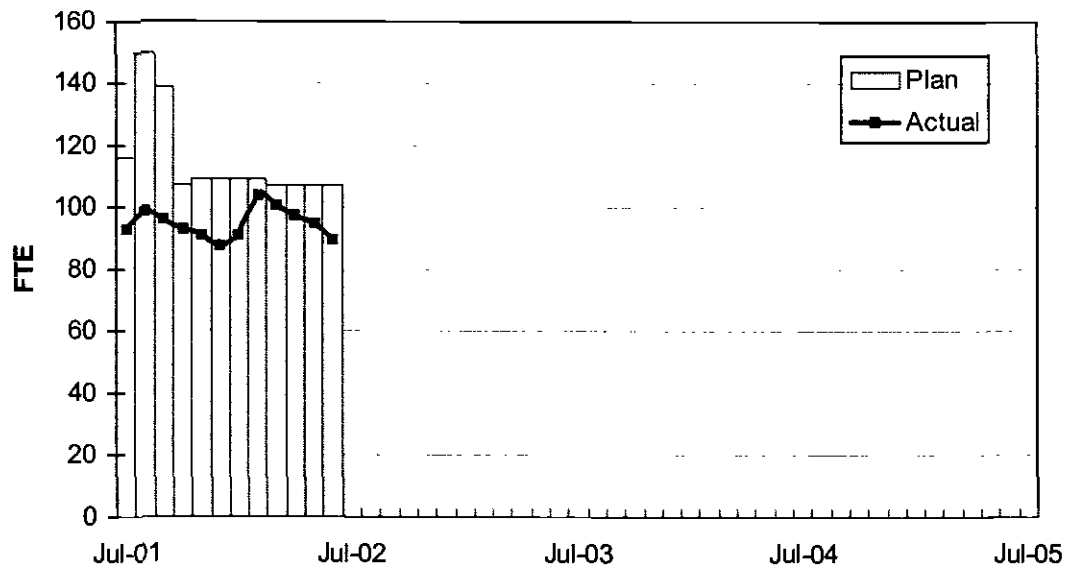
## STATUS OF FUNDS ANTICIPATED

**FEDERAL SECTION 5309:** MTA submitted a grant amendment for \$7,425,098 in March 2002. Grant amendment approval is expected August 2002.

**STATE TCRP:** In April 2002, the CTC approved an MTA application and allocation request for \$25.5M of State TCRP funds for final design, right-of-way, and construction activities. Funds are expected to be available for draw down by July 2002.

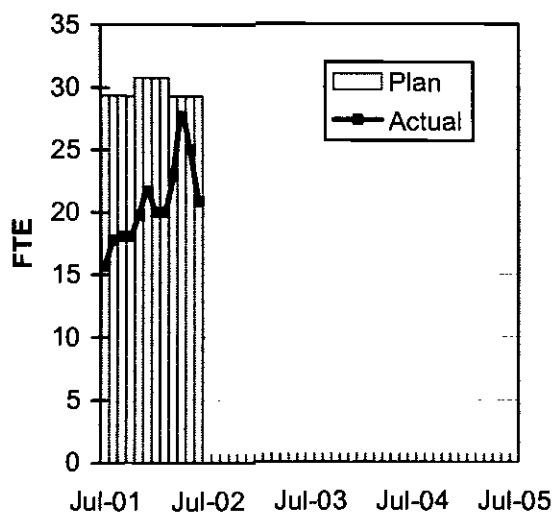
## STAFFING STATUS

### TOTAL PROJECT STAFFING



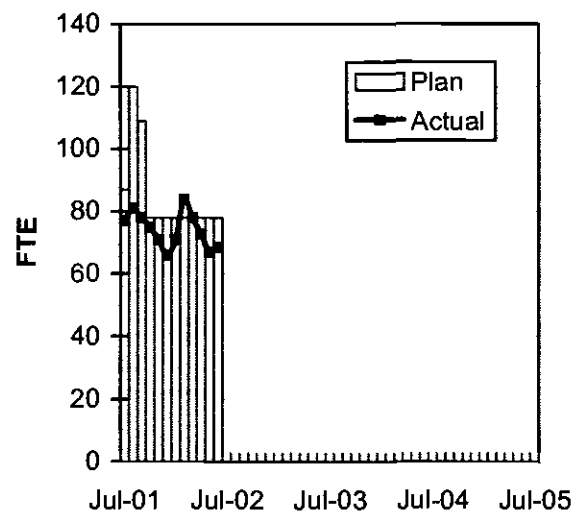
Current staffing levels are adequate. Total planned staffing levels for future years will be included upon approval of the PMP.

### AGENCY STAFFING



Actuals for June 2002 are lower than planned because of staff vacations.

### ESLRT PARTNERS



Current staffing levels are adequate.

## REAL ESTATE STATUS

### REAL ESTATE ANALYSIS

- For C0800, the tunnel portion of the alignment, 28 parcels are required for acquisition (10 full takes, 16 sub-surface easements and two permits from Caltrans which will be coordinated through the MTA Third Party Coordinator).
- For C0801, the at-grade portion of the alignment, 27 parcels are required for acquisition (18 full takes, 7 partial takes, and two permits required from Caltrans which will be coordinated through the MTA Third Party Coordinator).
- For C0802, one surface easements and one permit is required for the 101 Freeway Bridge Overcrossing.

Twenty-two parcels have been certified, ten for C0800 and twelve for C0801. Real Estate is in the process of obtaining appraisals of the certified parcels.

### REAL ESTATE ACQUISITION SCHEDULE SUMMARY

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	0	0	0	0	0
Last Period	0	0	0	0	0

### REAL ESTATE STATUS TO DATE BY CONTRACT

#### Actual Parcels

Contract	No. of Parcels	Certified	Just Comp Approved	Offers Made	Agreements Signed	Condemnation	Parcels Available	Parcels projected to be unavailable by need date
C0800	28	10	0	0	0	0	0	0
C0801	27	12	0	0	0	0	0	0
C0802	2	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>57</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Last Period Total	57	12	0	0	0	0	0	0

## **ENVIRONMENTAL STATUS**

- MTA Planning is identifying project activities that may have revised the project scope or may not have been covered by the approved SEIS/SEIR. A determination would then be made whether an addendum to the SEIS/SEIR would be needed in accordance with State and Federal Regulations.

## **COMMUNITY RELATIONS STATUS**

- Presented community relations issues to the monthly Review Advisory Committee Meeting (RAC) with local residents, business owners, elected representatives, and community organizations.
- Met with the Los Angeles County Sheriff's Department to discuss emergency vehicle access to rail stations.
- Coordinated public outreach events with community representatives to facilitate public interest in the Eastside LRT Project.

## **QUALITY ASSURANCE STATUS**

- Eastside Partners completed corrective actions required by MTA Quality Management Surveillance Report S2002-37.
- MTA Quality Management developed an electronic database of MTA and Third Party design review comments to facilitate accountability and control.



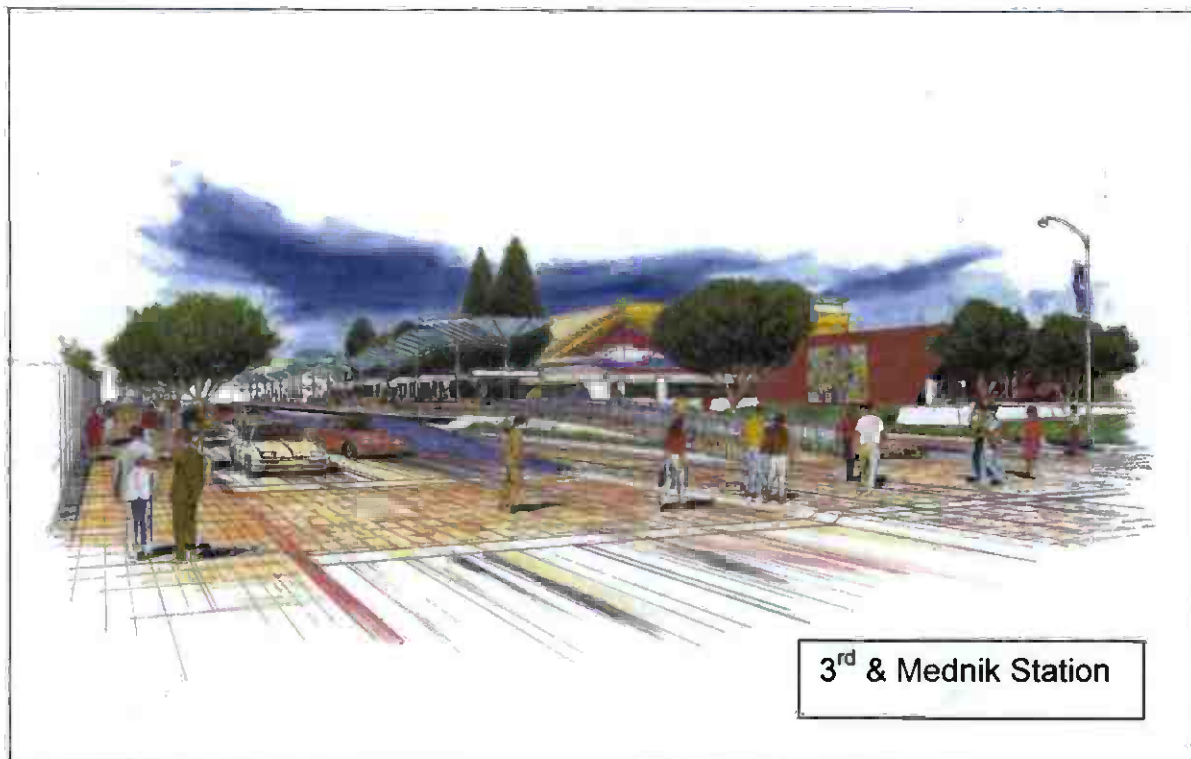
## **SAFETY STATUS**

- The Construction Safety and Health Manual (CSHM) Revision 3 was approved by management.
- Worksite Safety Requirements Section (01545) are being prepared and incorporated into the contract documents.

## CURRENT PROJECT RENDERINGS



## CURRENT PROJECT RENDERINGS



## CURRENT PROJECT RENDERINGS



Line Section at 1<sup>st</sup> Street Bridge



1<sup>st</sup> & Boyle Station Plaza

### Document Development Status To Support Entry Into Final Design

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Value Engineering Report	Report is complete. Incorporation of Value Engineering will continue throughout design development.	August 2001
Quality Assurance/Quality Control Plan	Quality Program Policies and Procedures submitted to PMOC and FTA.	September 2001
Objectivity Analysis for PE/FD Contract	Analysis is complete.	January 2002
Capital and Operating Financial Plans	Submitted proposed plans to the FTA in August 2001. Revised capital plan will be submitted to the FTA.	March 2002
NEPA Process	MTA Board approved the Final SEIS/SEIR in February 2002.	March 2002
Rail Fleet Management Plan	Conditional approval received by the PMOC.	May 2002
Project Management Plan (PMP)	Conditional approval received by the PMOC.	June 2002
Bus Fleet Management Plan	The Bus Fleet Management Plan is currently under revision.	August 2002

## **APPENDIX**

### **COST AND BUDGET TERMINOLOGY**

**ESTIMATED PROJECT COSTS:** Estimated project costs are based upon the current project cost estimates that are produced during the engineering design phase.

**COMMITMENTS:** The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions that will result in specific expenditures at a future time.

**INCURRED COST:** The total value of work performed to date of services received, and acquired materials or properties.

**EXPENDITURES:** The total dollar amount of checks written by LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in LACMTA's Financial Information System (FIS).

**CONSTRUCTION:** Includes guideways, yards and shops, systems equipment, stations, and vehicles.

**PROFESSIONAL SERVICES:** Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (MTA staff) costs.

**RIGHT-OF-WAY:** Includes real estate appraisals, purchase cost of parcels, easements, right-of-entry permits, escrow fees, and tenant relocation.

**UTILITY/AGENCY FORCE ACCOUNT:** Includes work by outside agencies and utilities in design coordination and review.

**CONTINGENCY:** A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.

**SPECIAL CONDITIONS:** Includes utilities relocation, environmental compliance and mitigation, master cooperative agreements, insurance program, artwork, systems integration testing and pre-revenue operations.

## APPENDIX

### LIST OF ACRONYMS

AFE	Authorization For Expenditure
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design/Build
DBB	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
ESP	Eastside LRT Partners
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

## APPENDIX

### LIST OF ACRONYMS (Continued)

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
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
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCRP	Traffic Congestion Relief Program
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package

# **METRO RED LINE SEGMENT 3**

## **EAST SIDE EXTENSION**

### **QUARTERLY PROJECT STATUS REPORT**

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**JUNE 2002**

**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period ending – June 28, 2002**



**ENVIRONMENTAL STATUS**

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

No further construction tasks are planned or anticipated under this Grant. Contract closeout for systems contracts are being done in conjunction with the Segment 2 and Segment 3 North Hollywood Project closeout. The final closeout report for the East Side Extension (original project) is in the preliminary stages of preparation.

**CONTRACT CLOSEOUT STATUS**

Continued outstanding contract closeout activities.

# METRO RED LINE SEGMENT 3 EAST SIDE EXTENSION

JUNE 2002

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

DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET	COMMITMENTS	EXPENDITURES	CURRENT FORECAST
CONSTRUCTION	\$624,556	\$651,074		\$32,848	
PROFESSIONAL SERVICES	219,522	255,479		97,375	
REAL ESTATE	26,570	34,840		20,240	
UTILITY/FORCE ACCOUNTS	14,092	23,897		2,433	
SPECIAL PROGRAMS	0	0		336	
CONTINGENCY	94,861	83,908			
PROJECT REVENUE	0	0		(300)	
<b>TOTAL PROJECT</b>	<b>\$979,601</b>	<b>\$1,049,198</b>		<b>\$152,932</b>	
<b>ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>					
CONSTRUCTION					
PROFESSIONAL SERVICES					
REAL ESTATE					
UTILITY/FORCE ACCOUNTS					
SPECIAL PROGRAMS					
CONTINGENCY					
PROJECT REVENUE					
<b>TOTAL OTHER LOCALLY FUNDED ACTIVITIES</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>GRAND TOTAL</b>	<b>\$979,601</b>	<b>\$1,049,198</b>	<b>\$0</b>	<b>\$152,932</b>	<b>\$0</b>

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

STATUS OF FUNDS BY SOURCE

Page #  
paste  
meter  
feeding

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 2002.

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

**STATUS OF FUNDS ANTICIPATED**

**FTA SECTION 3:**

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

**FTA SECTION 9**  
**FED ISTE/STP:**

MTA SUBMITTED A GRANT APPLICATION FOR \$16,097,000 OF SECTION 9 FUNDS ON APRIL 18, 2002 FOR THE NORTH HOLLYWOOD PROJECT PURSUANT TO A FINANCIAL CONTRIBUTION AGREEMENT WITH THE CITY OF LOS ANGELES. GRANT APPLICATION APPROVAL EXPECTED JULY 2002.

**CITY OF LA**

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