

September 2002

EASTSIDE LRT PROJECT

QUARTERLY PROJECT STATUS REPORT

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

SEPTEMBER 2002

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PROJECT OVERVIEW

The Eastside Light Rail Transit (Eastside LRT) Project is a six-mile, dual track light rail system with eight new stations and one station modification. The system originates at Union Station in downtown Los Angeles, where it connects with the Pasadena Gold Line, traveling generally east to Pomona and Atlantic Boulevards. The system will bridge State Route 101 Freeway and traverse the existing 1st Street Bridge over the Los Angeles River. The system will travel south on Alameda Street and then east on 1st Street with two stations at Alameda and Utah Streets. East of the Los Angeles River and 1st and Utah Streets, the alignment transitions to tunnel for approximately 1.8 miles, and continues beneath 1st Street to underground stations at 1st Street and Boyle Avenue and 1st Street and Soto Street. The alignment returns to the surface near the intersection of 1st Street and Lorena Streets, then jogs to the south, transitioning to follow 3rd Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.

The project was scheduled to conclude with Part III of the Preliminary Engineering Design phase and commence with final design by mid-July upon receipt of FTA's approval to begin final design. FTA'S approval to begin final design is now anticipated to occur in early October 2002.

Since there have been some recent design modifications, Part III of Preliminary Engineering has been extended to allow the redesign to be incorporated into the drawings and contractual documents. The redesign of the modifications continues for the critical path contract, C0800 Tunnel and Underground Station Excavations. Also, the work towards the Caltrans Project Study Reports/Project Reports (PSR/PR) and California Public Utility Commission (CPUC) applications continues uninterrupted. The design modifications to Commercial Street are also being made. The redesign of the bridge adjacent to Commercial Street affects both Contracts C0801 - Stations, Trackwork and Systems and C0802 - 101 Freeway Bridge Overcrossing. But the design for the remaining non-critical elements for Contract C0801 has ceased due to the limited design budget remaining, except for the County Traffic Analysis along Third Street Corridor.

The remaining budget for preliminary engineering is being closely monitored to allow the designer to continue work only on critical design modifications until approval to begin final design is granted by the FTA.

MANAGEMENT ISSUES

Ongoing Item (Date Initiated: March 2002)

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

Concern/Impact

It was anticipated that final design for two contracts, C0800 and C0802, would have begun by mid-July 2002 upon FTA granting permission to begin final design. To date, the FTA has not given the approval. Since Contract C0800 is on the project critical path, the projected Revenue Operations Date of October 2008 is at risk.

Status/Action

Part III of Preliminary Engineering was extended so that recent design modifications can be incorporated into both Contracts C0800 and C0802. Both the MTA and the designer have identified those critical design modifications and have addressed them so to reduce any potential impacts to the projected Revenue Operations Date. The remaining budget for preliminary engineering is being closely monitored so that critical work can continue until final design can begin.

PROJECT SCOPE

Contract C0802 – 101 Freeway Bridge

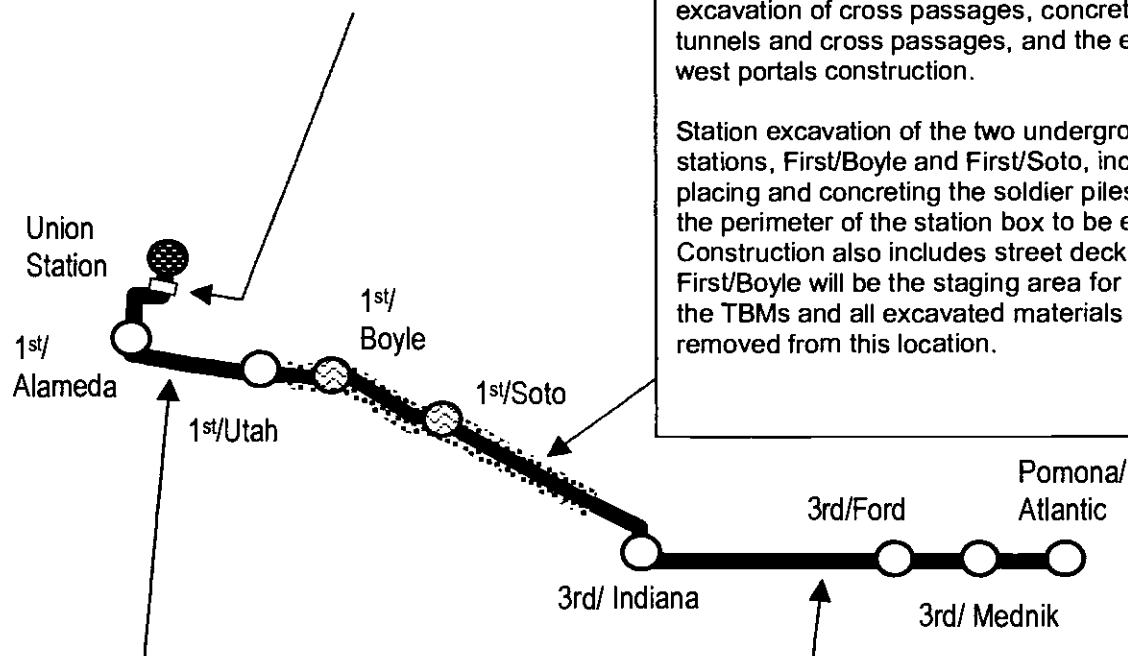
Overcrossing: The construction of the bridge will be combined with Caltrans freeway improvements project. While Caltrans will advertise and administer the construction, MTA will remain responsible for the design and construction costs of the bridge overcrossing.

Contract C0800 - Tunnel and Station

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

The start of tunnel construction is based upon the completion of final design, successful construction award and acquisition of full take real estate parcels. Construction of the 1.8 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, 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 two-step low bid procurement, following the guidelines set forth in the Federal Acquisition Regulations (FAR) Part 15 and requirements of California Public Utilities Code (CPUC) Section 130242.

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

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

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

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Sep-02	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03
Submit Applications to CPUC for Approval - 1st Batch of At-Grade Crossings	9/19/02	○					
FTA Approval to Begin Final Design	10/1/02*		FTA				
Commence Tunnel Final Design (Contract C0800)	10/1/02*		○				
Commence 101 Frwy Overcrossing Final Design (C0802)	10/1/02*		○				
Complete Design/Build Contract Specs and Selection Criteria (C0801)	10/10/02*		◆				
Submit Initial Final Design for Caltrans PS&E Review - 101 Frwy Overcrossing (C0802)	10/14/02*		○				
Caltrans Review/Approval PSR/ PR /ISA /TSR etc. - Tunnels under I-5 Frwy (C0800)	10/21/02*		△				
Caltrans Review/Approve PSR/ PR/ ISA/ TSR/ etc. - Tunnels under 101 Frwy	10/28/02*		△				
Complete Ramona HS Site Selection and Agreement with LAUSD	10/31/02		◆				
Complete Tunnel Final Design (C0800)	10/31/02		○				
Letter of No Prejudice (LONP) FTA Approval	11/5/02			FTA			
Complete Design/Bid/Build Documents & Issue Invitation for Bid (IFB) (C0800)	11/7/02			◆			
Caltrans Review/Approve PSR/ PR/ ISA/ TSR/ etc. (excl.PS&E) - 101 Frwy Overcrossing (C0802)	11/29/02*			○			
Caltrans Review/Approve PSR/ PR/ ISA/ TSR/ etc. - 60 Frwy Undercrossing (C0801)	12/10/02*				△		
Caltrans Review/Approve PSR/ PR/ ISA / TSR/ etc. - 710 Frwy Undercrossing (C0801)	1/9/03					△	
Submit Applications to CPUC for Approval: At-Grade Crossings (Batches: 2nd thru 6th)	1/13/03*					○	
MTA Issue Final FFGA Application	2/12/03						◆



MTA Staff Milestone



Eastside LRT Partners Deliverables



FTA Approval



Other Agencies



* New Date



MTA Board Approval

		2002	2003	2004	2005	2006	2007	2008	2009
Program Preliminaries									
Final Environmental Impact Report									
LOMP Request & Approval	27'	23AUG02A	05NOV02						
FTA Approvals - Final Design									
FTA Approval to Begin Final Design	0	01OCT02*							
FTA Approvals - FFGA									
MTA Submit Final FFGA Application	95'	22JUL02A	12FEB03						
FTA Review and Approval of FFGA	110'	13FEB03	17JUL03						
Design Engineering									
Preliminary Design/Engineering (Part III)	1"	11APR02A	30SEP02						
Final Design & D/B/B Bid Doc.-Tunnel/Sta. Excav.	23'	01OCT02	31OCT02						
Contract C0800 - Tunneling & Station Excavation									
Procure C0800: Tunneling & Sta. Excavation D/B/B									
Tunneling/Station Excavation Contract: Bid/Award	100'	08NOV02	01APR03						
Main Tunnel Construction									
Mobilize, Procure EPBM's & Excavate Station Box	303'	16APR03	16JUN04						
Tunneling	350'	17JUN04	25OCT05						
Tunnel Concrete	115'	18OCT05	30MAR06						
Contract C0801 - Stations/Trackwork/Systems									
Underground Station Construction - 1st/Soto									
1st/Soto Station Major Structural Construction	325'	31MAR05	05JUL07						
1st/Soto Station Elect/Mech/Finish Work	154'	04APR07	08NOV07						
Systems									
Systems Procurement/Installation & Local Testing	881'	04AUG04	04JUN07						
MTA Startup Operations									
Startup Operations									
System Integration, Testing and Pre-Revenue Ops.	223'	05DEC07	15OCT08						
Revenue Operations Date	0		15OCT08						

Sheet 1 of 1

E209

Eastside LRT Project
Critical Path Schedule
Current Forecast

Start Date 17APR00
Finish Date 15OCT08
Data Date 28SEP02
Run Date 18OCT02 10:01

Early Bar ██████████
Progress Bar ██████████
Critical Activity ██████████

Date 04OCT02 Revision September 2002 Schedule Update Checked Approved

LAC MTA Construction Revenue Operations Data

CRITICAL PATH NARRATIVE

After completion of preliminary engineering design, the critical path becomes the approval to begin final design. FTA's approval to begin final design of the tunnel, station excavation, and the 101 Freeway Overcrossing, was originally anticipated to occur in July 2002 but now is expected to occur in October 2002.

After completion of final design, the critical path becomes the Bid and Award period of the tunneling contract (Contract C0800). Prior to awarding Contract C0800, it is anticipated that the FTA will accept MTA's Letter of No Prejudice to begin certain key critical procurement and construction activities prior to receiving a Full Funding Grant Agreement (FFGA). 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 mobilization, pile driving, and station box excavations. The station box excavations are scheduled to complete prior to the EPBM delivery.

The critical path continues with EPBMs assemblies, excavation of both tunnels, excavation of crosspassages, and tunnel invert and walkway construction. The critical path then follows First/Soto underground station construction (Contract C0801).

The systems equipment installation and local testing is the last stage of the critical path prior to entering the final test stage where systems integration testing and pre-revenue operations are conducted. Based on the updated schedule, the Revenue Operations Date (ROD) is anticipated in late 2008.

PROJECT COST STATUS

COST SUMMARY

In \$ Million

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	209.4	209.4	0.0	0.0	0.0
Yards & Shops	6.3	6.3	0.0	0.0	0.0
Systems/Equipment	67.5	67.5	0.0	0.0	0.0
Stations	106.5	106.5	0.0	0.0	0.0
Vehicles	115.2	115.2	0.0	0.0	0.0
Special Conditions	89.9	89.9	0.0	3.8	0.5
Right-of-Way	42.2	42.2	0.0	28.0	0.1
Professional Services	172.9	172.9	0.0	47.0	26.3
Contingency	102.8	102.8	0.0	0.0	0.0
TOTAL	912.7	912.7	0.0	78.8	26.9

The expenditures decreased this period by \$2.7 million due to MTA Accounting Department's fiscal year end accruals adjustments.

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	8	9,642,668	0	0	28,572,170	3	12,000,000	40,572,170
Environmental Services	448,635	4	183,517	2	12,000	644,152	0	58,000	702,152
Project Management Assistance Support	166,366	7	3,256,556	0	0	3,422,922	2	0	3,422,922
TOTAL	19,544,503	19	13,082,741	2	12,000	32,639,244	5	12,058,000	44,697,244

The Potential Pending amount for Engineering Design Services increased this period by \$10.5 million. The increase is due to issuance of a Change Notice for Eastside Partners to provide Design Support During Construction.

FINANCIAL/GRANT STATUS

SEPTEMBER 2002

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to FUNDING SOURCE \$	(F/B) %
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	45.0	67.7	29%	13.0	6%	13.0	6%
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	100%	0.6	100%
PROPOSITION A 35% RAIL CAPITAL	72.2							
LEASE REVENUES	10.1							
UNBILLED ACCRUALS		6.8			2.8			
TOTAL	912.7	62.9	78.8	9%	26.9	3%	24.1	3%

(1) Based on March 2002 Section 5309 New Start Report

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2002.

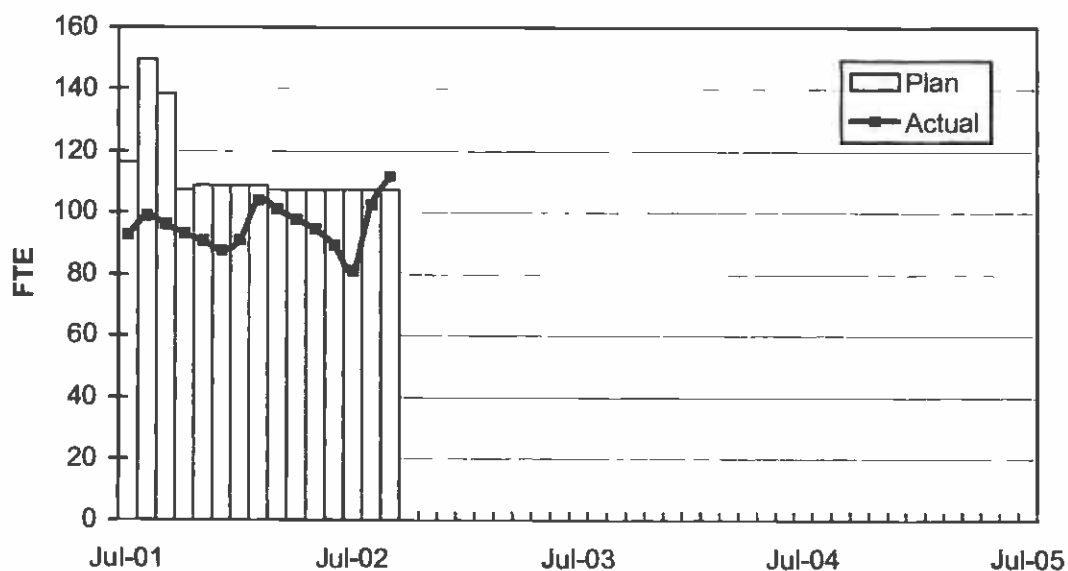
STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309: MTA submitted a grant amendment for \$7,425,098 in March 2002. Grant amendment was approved on September 19, 2002. Funds are available for draw down.

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 available for draw down.

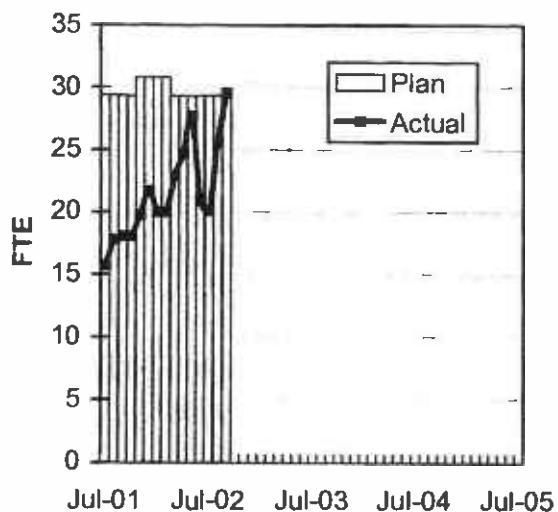
STAFFING STATUS

TOTAL PROJECT STAFFING

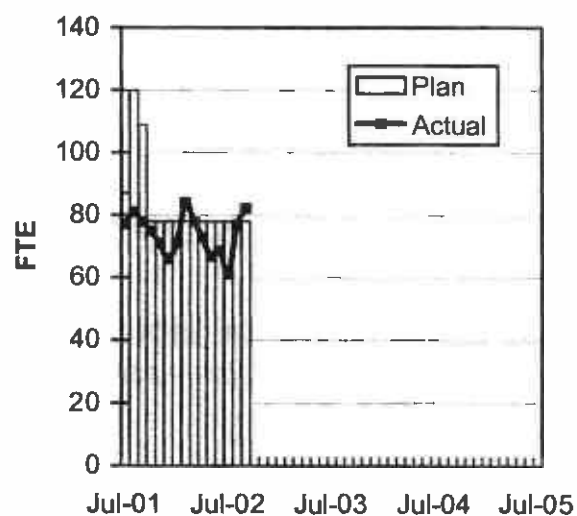


Staffing levels increased because of the design review submittals in September.

AGENCY STAFFING



ESLRT PARTNERS



REAL ESTATE STATUS

- For C0800, the tunnel portion of the alignment, 29 parcels are required for acquisition (10 full takes, 17 sub-surface easements, one part take, and one permit from Caltrans which will be coordinated through MTA's Third Party Coordination office). Five additional parcels may be added for the widening of First Street.
- For C0801, the at-grade portion of the alignment, 30 parcels are required for acquisition (20 full takes, 8 partial takes, and two permits required from Caltrans which will be coordinated through the MTA's Third Party Coordination office). Nine parcels are required for the Ramona High School site reconfiguration.
- For C0802, 3 parcels are required (two surface easements and 1 full take parcel).
- Twenty-two parcels have been certified, eleven for C0800, ten for C0801 and one for C0802. Real Estate completed the appraisal and Phase 1 due diligence environmental work on the parcels required on First/Soto areas. Offers were made to eight property owners and negotiations are underway. Offers will be made to the other property owners on First/Soto and First/Boyle in the near future.

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

* To be developed after authorization to enter into final design.

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	29	11	0	8	0	0	0	0
C0801	30	10	0	0	0	0	0	0
C0802	3	1	0	0	0	0	0	0
TOTAL	62	22	0	8	0	0	0	0
Last Period Total	61	22	0	0	0	0	0	0

ENVIRONMENTAL STATUS

- MTA Environmental Compliance and Services submitted a request to its General Environmental Consultant for a cost and schedule proposal to compete a Categorical Exclusion and a Modified Initial Study/Addendum to the Eastside LRT SEIS/SEIR.
- Held meetings with Caltrans to discuss environmental waste handling procedures.
- The draft NPDES permit was submitted by MACTEC.
- The AQMD Rule 1166 Permit application was delivered by MACTEC.

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.
- Commenced the Area Awareness Program for the pre-construction survey activity.
- Coordinated public outreach events with community representatives to facilitate public interest in the Eastside LRT Project.

QUALITY ASSURANCE STATUS

- Conducted a surveillance of the Eastside Partners Intra-discipline Design Review Activities for Contracts C0800 and C0802. Results of the surveillance indicated that the Eastside Partners design review activities were in compliance with applicable procedures.

SAFETY STATUS

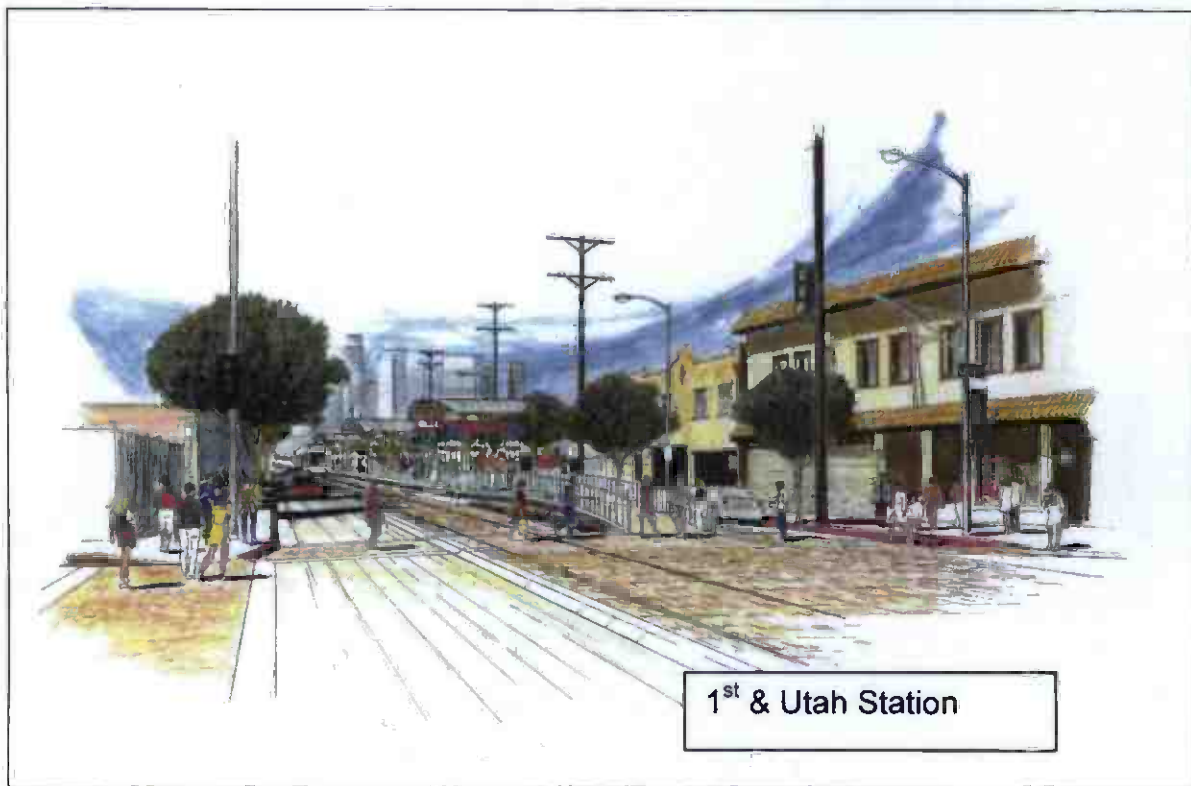
- Reviewed Worksite Safety Requirements for Contract C0801.

CURRENT PROJECT RENDERINGS

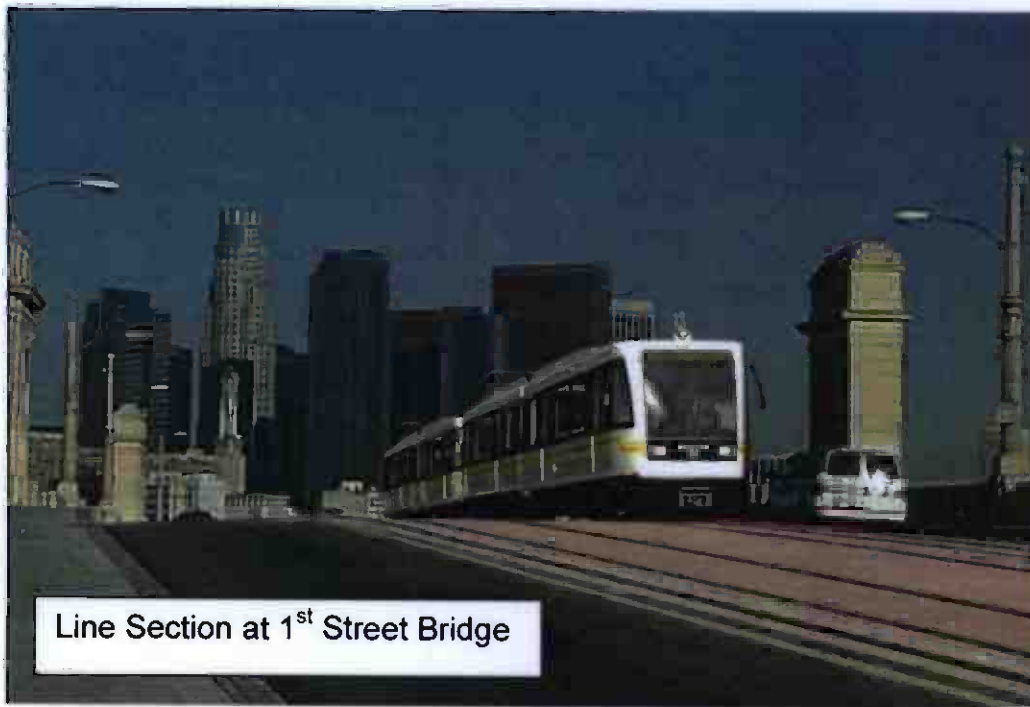


Computerized Rendering of Proposed
Eastside LRT Guideway Bridge at the
101 Freeway

CURRENT PROJECT RENDERINGS



CURRENT PROJECT RENDERINGS



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
Project Management Plan (PMP)	Approval received by the PMOC.	August 2002
Rail Fleet Management Plan	A draft Rail Fleet Management Plan was submitted to the FTA and is currently under revision.	August 2002
Bus Fleet Management Plan	A draft Bus Fleet Management Plan was submitted to the FTA and 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
ATC	Automatic Train Control
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design/Build
DBB	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
ESP	Eastside LRT Partners
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

APPENDIX

LIST OF ACRONYMS (Continued)

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PGL	Pasadena Gold Line
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude

APPENDIX
LIST OF ACRONYMS (Continued)

ROW	Right-Of-Way
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCRP	Traffic Congestion Relief Program
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package

METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

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SEPTEMBER 2002

**METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period ending – September 27, 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

SEPTEMBER 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		97,641	
REAL ESTATE	26,570	34,840		20,240	
UTILITY/FORCE ACCOUNTS	14,092	23,897		2,433	
SPECIAL PROGRAMS	0	0		336	
CONTINGENCY	94,861	83,908		(300)	
PROJECT REVENUE	0	0			
TOTAL PROJECT	\$979,601	\$1,049,198		\$153,198	
ADDITIONAL LOCALLY FUNDED ACTIVITIES					
CONSTRUCTION					
PROFESSIONAL SERVICES					
REAL ESTATE					
UTILITY/FORCE ACCOUNTS					
SPECIAL PROGRAMS					
CONTINGENCY					
PROJECT REVENUE					
TOTAL OTHER LOCALLY-FUNDED ACTIVITIES	\$0	\$0	\$0	\$0	\$0
GRAND TOTAL	\$979,601	\$1,049,198	\$0	\$153,198	\$0

FINANCIAL DETAIL

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

SEPTEMBER 2002

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$ %	(E) EXPENDITURES \$ %	(F) BILLED TO FUNDING SOURCE \$ %
ORIGINAL SCOPE:						
FTA-SECTION 3	\$394.312	\$394.312	\$57.077	\$57.077 14%	\$57.077 14%	\$57.077 14%
FTA-S 3 DEFERRED LOCAL SHARE	\$98.578	\$98.578	\$14.269	\$14.269 14%	\$14.269 14%	\$14.269 14%
FED ISTEA STP (STATE)	\$25.000	\$25.000	\$25.000	\$25.000 100%	\$25.000 100%	\$25.000 100%
FED ISTEA STP/CMAQ (REGIONAL)	\$76.217	\$45.353	\$16.576	\$16.576 37%	\$16.576 37%	\$16.576 37%
FED ISTEA RSTP DEF. LOCAL SHARE	\$9.875	\$5.876	\$2.148	\$2.148 37%	\$2.148 37%	\$2.148 37%
STATE SHA/ARTICLE XIX	\$50.000	\$0.000	\$0.000	\$0.000 0%	\$0.000 0%	\$0.000 0%
STATE PROP 116	\$15.000	\$0.000 (3)	\$0.000	\$0.000 0%	\$0.000 0%	\$0.000 0%
STATE FLEXIBLE CONGESTION RELIEF	\$0.000	\$0.000	\$0.000	\$0.000 0%	\$0.000 0%	\$0.000 0%
STATE TSM Match	\$11.142	\$3.862	\$0.000	\$0.000 0%	\$0.000 0%	\$0.000 0%
CITY OF LA	\$0.344	\$73.444 (4)	\$0.000	\$0.000 0%	\$0.000 0%	\$0.000 0%
PROP C	\$299.133	\$402.773	\$39.985	\$53.799 13%	\$38.128 9%	\$37.748 9%
TOTAL	\$979.601	\$1,049.198	\$155.055	\$168.869 16%	\$153.198 15%	\$152.818 15%

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

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

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

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

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 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 WAS APPROVED ON SEPTEMBER 19, 2002. FUNDS ARE AVAILABLE FOR DRAW DOWN.

**FTA SECTION 9
FED ISTEA/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. THE GRANT APPLICATION WAS APPROVED ON JUNE 17, 2002 AND FUNDS ARE AVAILABLE FOR DRAWDOWN.

CITY OF LA

A REVISED FINANCIAL CONTRIBUTION AGREEMENT WAS EXECUTED ON MAY 19, 2000 FOR A TOTAL AMOUNT OF \$89.5 ON JUNE 17, 2002 THE MTA RECEIVED THE LAST INCREMENT OF THE CITY'S CONTRIBUTION THROUGH SECTION 9 GRANT CA-90-X575-10 FOR \$16,097,000.