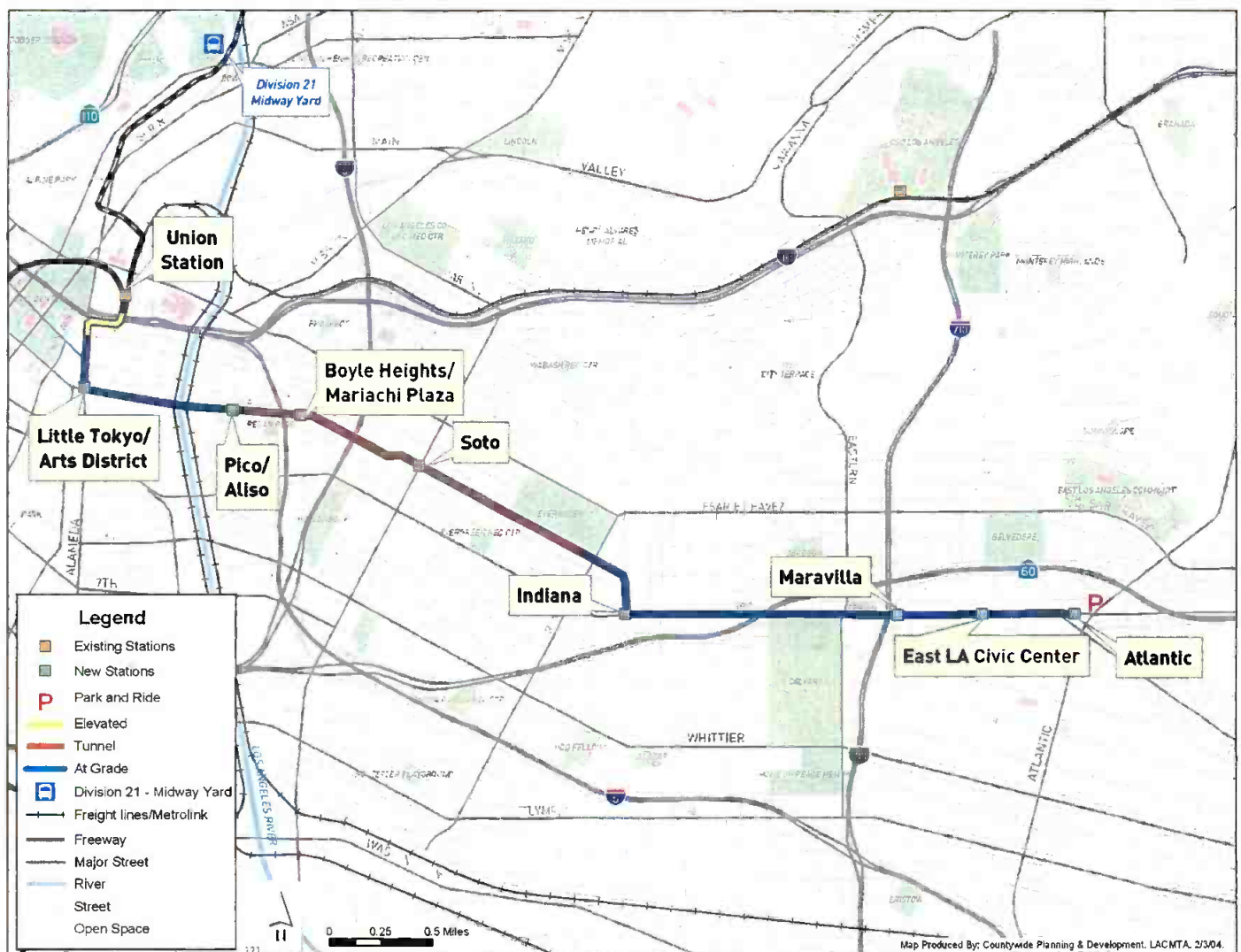


December 2005

# Metro Gold Line Eastside Extension



# **METRO GOLD LINE EASTSIDE EXTENSION**

## **QUARTERLY PROJECT STATUS REPORT**

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

**DECEMBER 2005**

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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.*

As of the end of this reporting period, Civil Segments 1 and 2A 100% final design packages, and the I710-Freeway Bridge Crossing were submitted for review. The 100% final design packages are underway for the Boyle Heights/Mariachi Plaza Station, Soto Station, Little Tokyo/Arts District Station, the Pico/Aliso Station, and for Civil Segments 6 and 7. The 85% final design packages are underway for the East L.A. Civic Station and Civil Segments 3A and 3B. The 85% final designs for overhead contact, train control and communications systems are also in progress. Trackwork is in the 100% final design phase.

At the Boyle Heights/Mariachi Plaza Station, the final assembly of the eastbound Earth Pressure Balance Machine (EPBM) is nearing completion. Tunnel mining is anticipated to begin in early February 2006.

At the Soto Station, walers and struts at level-3 were installed and the structural excavation and shoring will continue into January 2006, followed by the level-4 walers and struts installation and structural excavation.

At the West Portal, the level-2 structural excavation and shoring began and will continue into January 2006.

At the East Portal, the SBC ductbank relocation was completed in early December 2005. The soldier pile installation for a new crematorium retaining wall also finished in early December 2005 and was immediately followed by the construction start of the retaining wall. The completion of the new crematorium retaining wall will allow for the continuation of street widening on the north side of 1<sup>st</sup> Street. Installation of the temporary street decking is anticipated to start in late January 2006.

Building demolitions and utility relocations are continuing along 1<sup>st</sup> Street, Lorena Street, Indiana Street and 3<sup>rd</sup> Street.

The Caltrans contractor for Contract C0802 – 101 Freeway Bridge Overcrossing began the falsework for the bridge superstructure and once completed, the contractor will begin the placement of formwork and rebar. Freeway roadway construction is continuing.

## **MANAGEMENT ISSUES**

No Management Issues for the period ending December 2005.

## PROJECT SCOPE

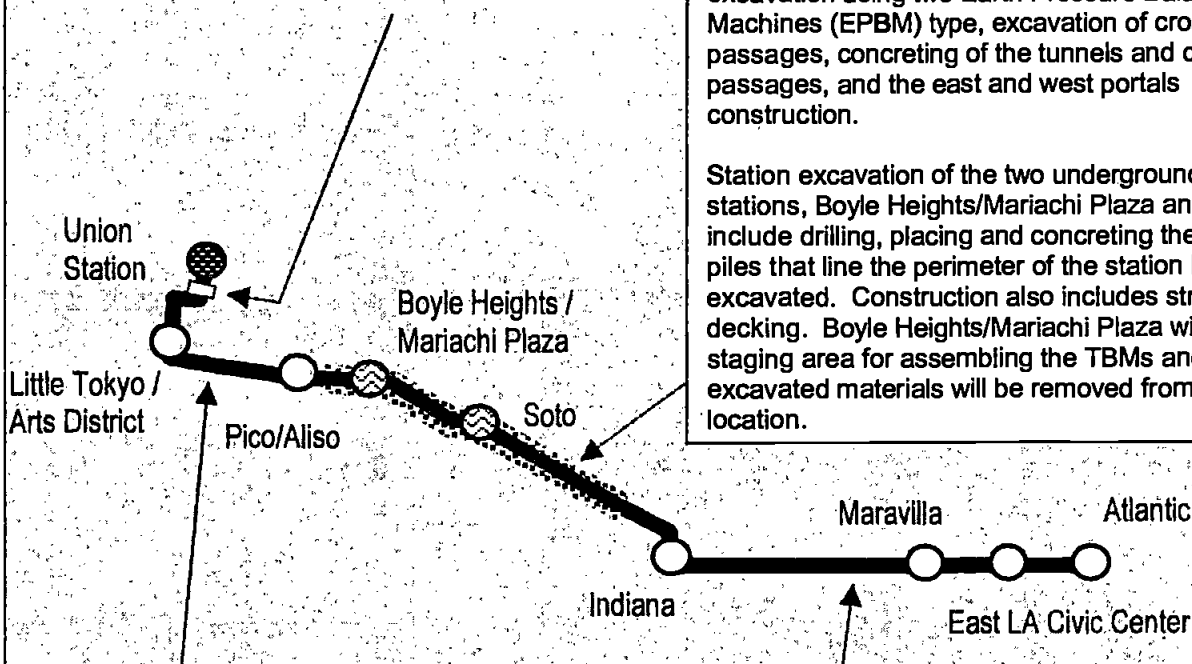
### **Contract C0802 – 101 Freeway Bridge**

**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.

## KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Dec-05	Jan-06	Feb-06	Mar-06	Apr-06	May-06
Completed East Portal SBC Ductbank Relocation	12/15/05	○					
Commence EPBM Assembly (Westbound)	12/19/05	○					
Commence EPBM Testing (Eastbound)	12/27/05 *	○					
Submitted 100% Civil Design-Segments 1& 2A	12/30/05 *	○					
Commence Car Passer, Transfer Deck, Muck Bin, Muck Guides and Backboard Installations	01/05/06		○				
Commence East Portal Temporary Street Decking	01/25/06 *		○				
Complete EPBM Testing (Eastbound)	01/31/06		○				
Submit OCS 85% Design	01/31/06 *		○				
Commence Tunnel Mining (Eastbound)	02/01/06 *			○			
Submit Boyle Heights/Mariachi Plaza Station 100% Design	02/10/06 *			○			
Submit 100% Civil Design-Segments 6 & 7	02/17/06 *			○			
Submit Trackwork 100% Design	02/19/06			○			
Complete Soto Station Structural Excavation	02/23/06 *			○			
Commence Tunnel Mining (Westbound)	03/01/06 *				○		
Complete West Portal Excavation	03/02/06 *				○		
Complete New Crematorium Retaining Wall at East Portal	03/07/06				○		
Submit Soto Station 100% Design	03/10/06 *				○		
Submit Train Control & Communications 85% Design	03/31/06				○		
Complete Soto Station Sub-Invert Concrete	04/18/06					○	
Complete East Portal Excavation	05/17/06 *						○



LACMTA Staff Milestone



Eastside LRT Constructors



Other Agencies

\*

New Date

FTA

FTA Approval

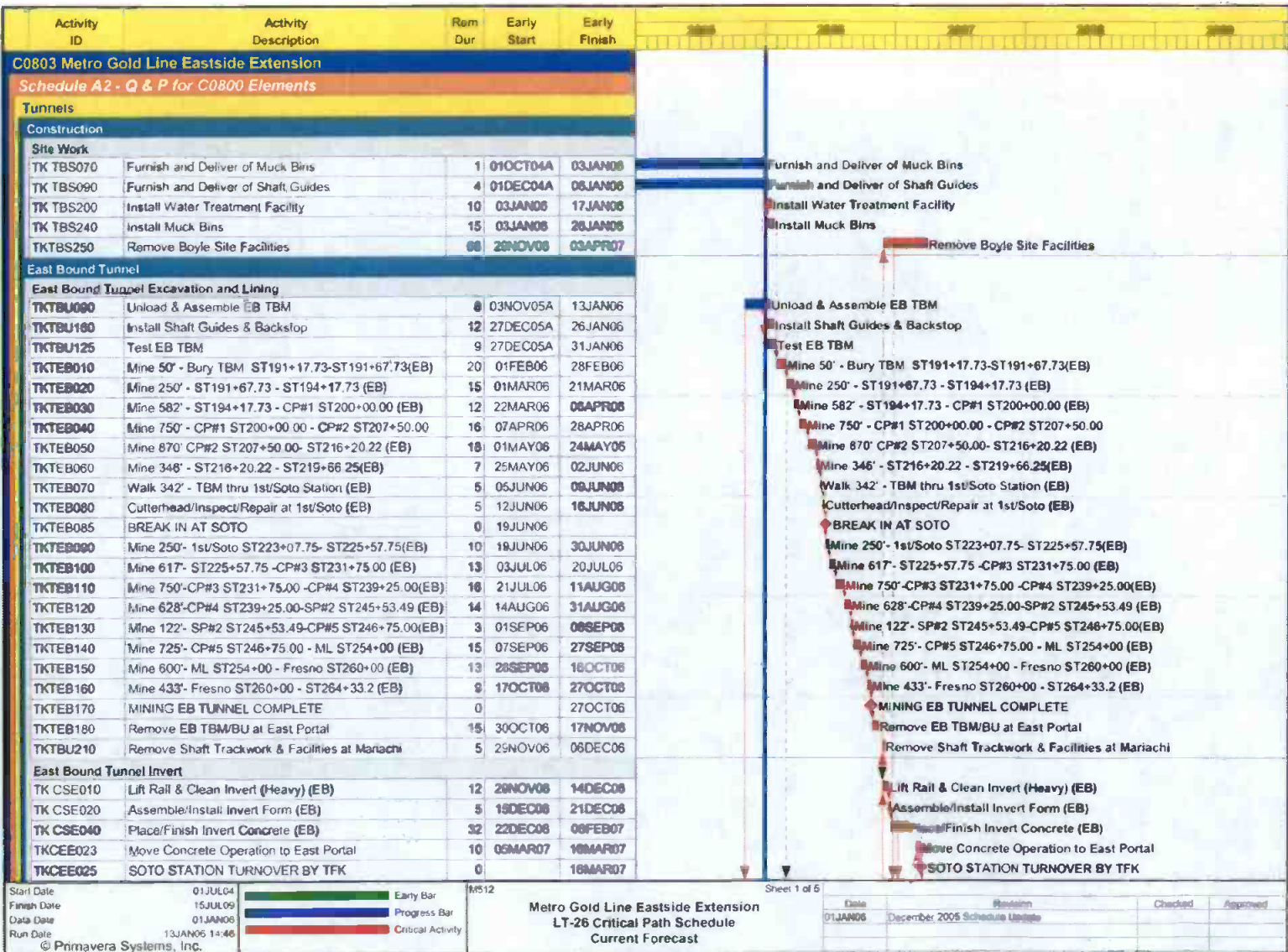


Metro

LACMTA Board Approval

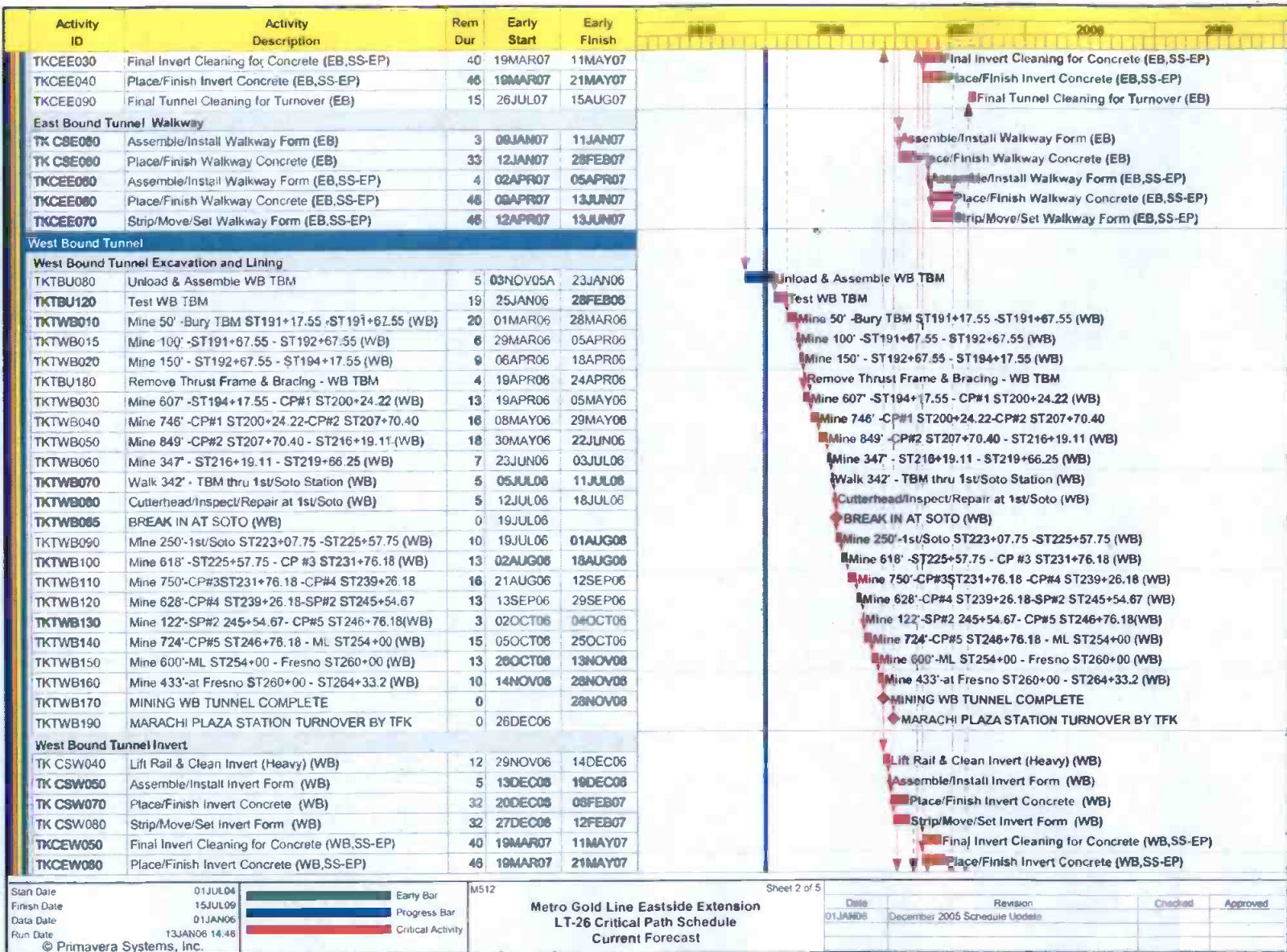
Six-month lookahead schedule for Contract C0803 reflects the contractor's current CPM schedule.

# PROJECT MASTER SCHEDULE CRITICAL PATH (1 of 5)

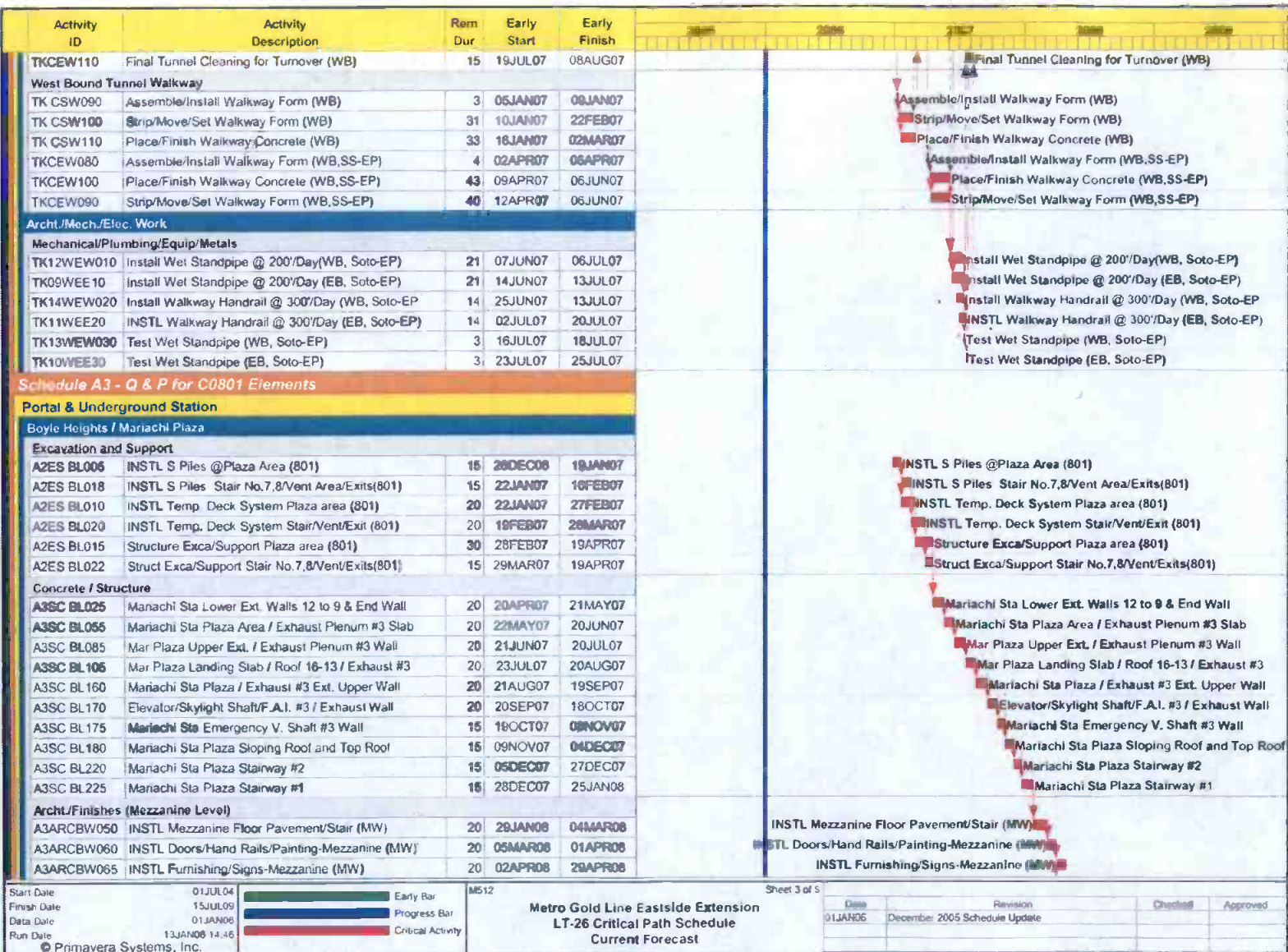




# PROJECT MASTER SCHEDULE CRITICAL PATH (2 of 5)

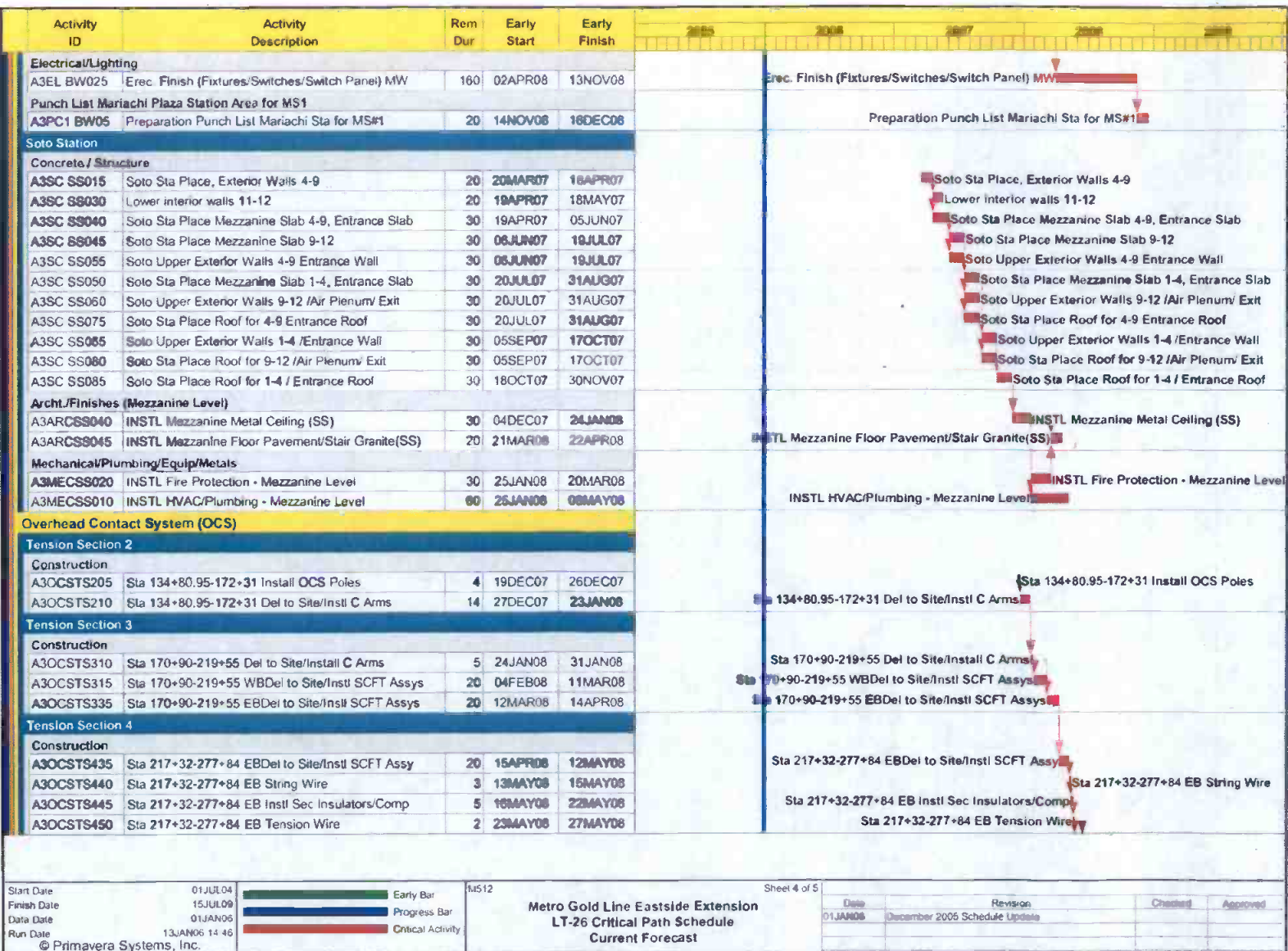


# PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 5)

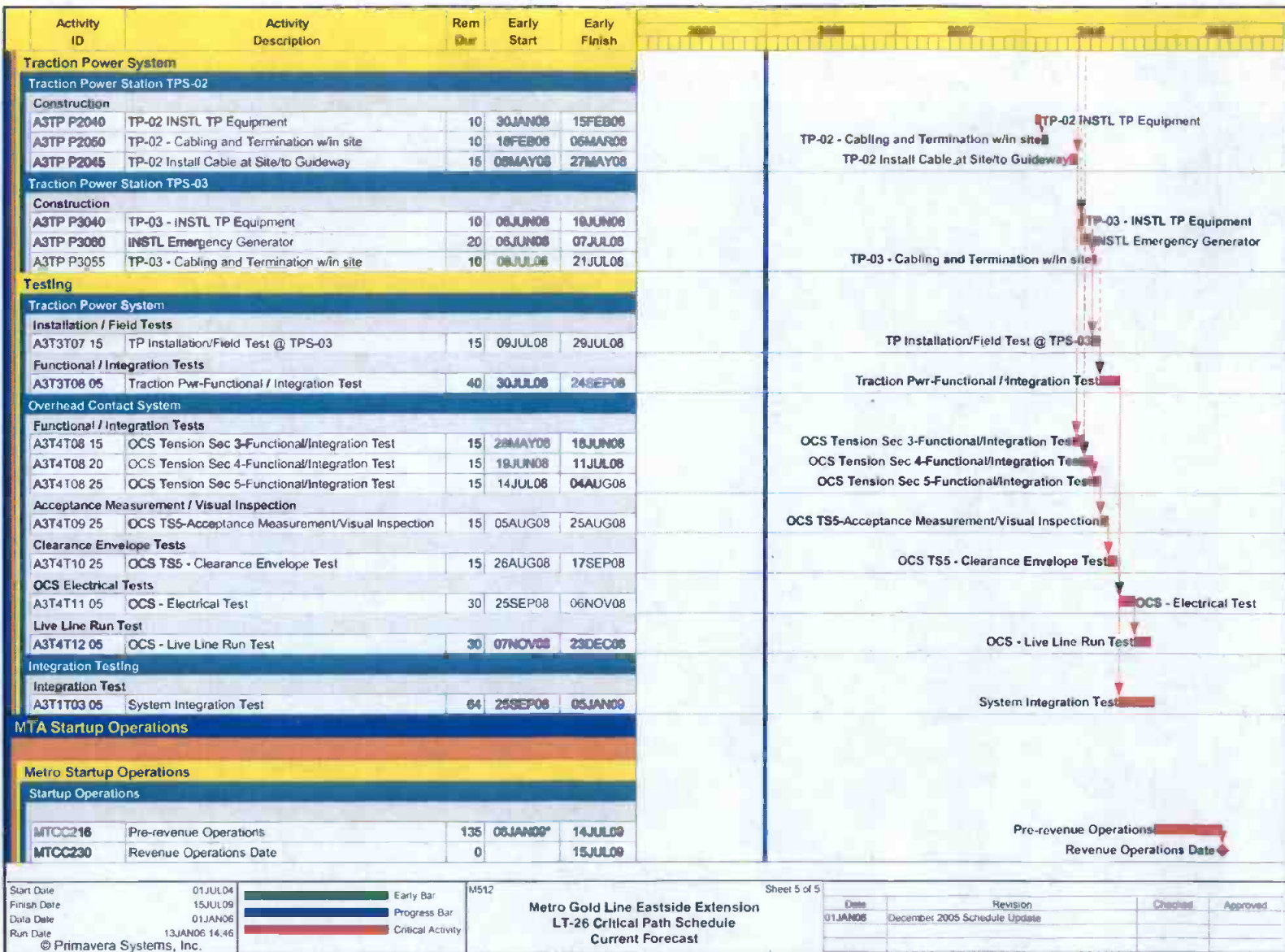




# PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 5)



# PROJECT MASTER SCHEDULE CRITICAL PATH (5 of 5)



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

### **Current Critical Path Analysis**

The assembly and testing of the two Earth Pressure Balance Machines (EPBM's) are on the critical path. The critical path continues with the excavation of both tunnels, the excavation of tunnel cross passages and the construction of the tunnel invert. The critical path then becomes the construction of Boyle Heights/Mariachi Plaza and Soto Stations, and the installation of trackwork and the overhead contact system for the underground alignment. System equipment installation such as overhead contact system, train control, 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.

### **Design**

During this reporting period, the design packages for the I-710 Bridge Crossing 100% design and Segments 1 and 2A 100% civil designs were submitted for review. The following facility design packages and the system design packages are in progress:

- **Facility Design Packages:**

1. Boyle Heights/Mariachi Plaza Station, Little Tokyo/Arts District Station, Pico/Aliso Station, and Soto Station 100% designs,
2. East L. A. Civic Center 85% station design,
3. Indiana Station remaining schematic design,
4. Segments 3A and 3B 85% civil designs, and
5. Segments 6 and 7 100% civil designs.

- **System Design Packages:**

1. Trackwork 100% design,
2. Overhead contact system 85% design,
3. Train control system 85% design, and
4. Communication system 85% design

## CRITICAL PATH NARRATIVE & PROJECT STATUS

### Construction

At the Boyle Heights/Mariachi Plaza Station, the final assembly of the eastbound EPBM is nearing completion and the testing is anticipated in mid-January 2006. Tunnel mining is anticipated to begin in early February 2006.

At the Soto Station, the walers and struts at level-3 were installed and the structural excavation and shoring will continue into January 2006 followed by the level-4 walers and struts installation and structural excavation.

At the West Portal, the level-2 structural excavation and shoring began and will continue into January 2006.

At the East Portal, the SBC ductbank relocation was completed in early December 2005. The soldier pile installation for the new crematorium retaining wall was also finished in early December 2005 and was immediately followed by the construction start of the keystone wall. The completion of the new crematorium retaining wall will allow for the continuation of street widening at the north side of 1<sup>st</sup> Street. Temporary street deck beam fabrication will continue into January 2006. Installation of the temporary street decking is anticipated to start in late January 2006.

Building demolitions and utility relocations are continuing along 1<sup>st</sup> Street, Lorena Street, Indiana Street, and 3<sup>rd</sup> Street.

For Contract C0802 – 101 Freeway Bridge Overcrossing Project, Bent No. 8 pile repair was completed in December 2005 and the column concrete is anticipated to finish in early January 2006. The pile repair for Abutment No.1 and Bent Nos. 3, 4 and 9 continued during the reporting period. The falsework for Bridge-2 (the superstructure between Hinges 5A and 7A) continued and is anticipated to finish in mid-January followed by the placement of formwork and rebar. The Freeway roadway construction continued.

## 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	-	641,729	484	208,072	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	18	15,138	124	10,729	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	-	41,563	82	36,804	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,936	-	97,440	1,220	80,836	-	135,936	-
PC	PROJECT CONTINGENCY	60,254	-	28,249	-	-	-	-	-	28,249	-
PR	PROJECT REVENUE	(4,617)	-	(4,633)	-	-	-	(16)	-	(4,633)	-
SUBTOTAL		884,014	-	884,014	18	795,870	1,910	336,425	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	122	157	122	157	-	14,800	-
TOTAL		898,814	-	898,814	140	796,027	2,032	336,582	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2005

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

### Commitments

The Commitments increased by \$0.1 million this period due to payment to-date associated with the Project Finance Cost. The \$796.0 million in Commitments to date represents 88.6% of the Original Budget.

### Expenditures

Expenditures are cumulative through November 2005. The Expenditures increased by \$2.0 million this period primarily due to costs associated with Metro's Administration, Engineering Design Support During Construction, and Construction Management Support Services. The November 2005 Pay Estimate for Contract C0803 in the amount of \$7.7 million was posted in the Metro's Financial Information System (FIS) on December 8, 2005, therefore it will be reflected in the next reporting period. The \$336.6 million in Expenditures to date represents 37.4% 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	-	6,395	-	806	-	18,000	-
S	SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	-	-	-	-	-	-	-
SUBTOTAL		18,000	-	18,000	-	6,395	-	806	-	18,000	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	18,000	-	6,395	-	806	-	18,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2005

## 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 to date are \$6.4 million and represents 35.5% of the Original Budget.

### Expenditures

The Expenditures to date are \$0.8 million and represents 4.5% of the Original Budget.



## FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

DECEMBER 2005

STATUS OF FUNDS BY SOURCE

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 - SECTION 5309 NEW START	490.7	490.7	76.8	402.6	82%	83.4	17%	83.4	17%
FED - SECTION 5309 FIXED GUIDEWAY	23.1	12.0	12.0	12.0	100%	12.0	100%	3.0	25%
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%	126.8	93%	109.2	80%
LEASE REVENUES	10.1	10.1	10.1	10.1	100%	10.1	100%	10.1	100%
ACCRUALS									
SUB-TOTAL	884.0	884.0	338.7	795.9	90%	336.4	38%	309.8	35%
PROP A/PROP C (INTEREST COST)	14.8	14.8	2.0	0.2	1%	0.2	1%	0.2	1%
TOTAL	898.8	898.8	340.7	796.0	89%	336.6	37%	309.9	34%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2005.

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

## STATUS OF FUNDS ANTICIPATED

**FEDERAL SECTION 5309 NEW STARTS:** LACMTA received an appropriation of \$59.5M for FY05. Grants have been executed and funds are available for drawdown.

**FEDERAL SECTION 5309 FIXED GUIDEWAY:** LACMTA submitted a grant application for \$9.0 M on September 2, 2005. The grant was executed on September 16, 2005 and funds are available for drawdown.

**FEDERAL CMAQ:** LACMTA submitted in June 2005 a grant application for \$10.3M. The grant was approved on July 13, 2005 and funds are now available for drawdown.

**RIP-STATE:** LACMTA submitted a request for an AB 3090 reimbursement allocation of \$43.6 M in STP funds to the CTC for consideration at their July 2005 meeting. The CTC approved the request and supplemental agreements were executed on July 26, 2005. Funds are available for drawdown.

**STATE TCRP:** On April 3, 2003 the California Transportation Commission approved LACMTA's request to amend the STIP to convert \$191M of unallocated TCRP funds to STIP funds. On August 25, 2003, LACMTA submitted a request for AB1335 Letter of No Prejudice (LONP) authority for Phase 4 construction activities. On 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.

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

in \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to FUNDING SOURCE \$	(F/B) %
FEDERAL - CMAQ	14.0	0.0							
PROP C 40%	0.0	14.0	14.0	2.4	17%	0.8	6%		0%
PROP C 10%	4.0	4.0	4.0	4.0	100%		0%		0%
ACCRUALS									
TOTAL	18.0	18.0	18.0	6.4	38%	0.8	4%	0.0	0%

(1) Based on March 2005 Board Report.

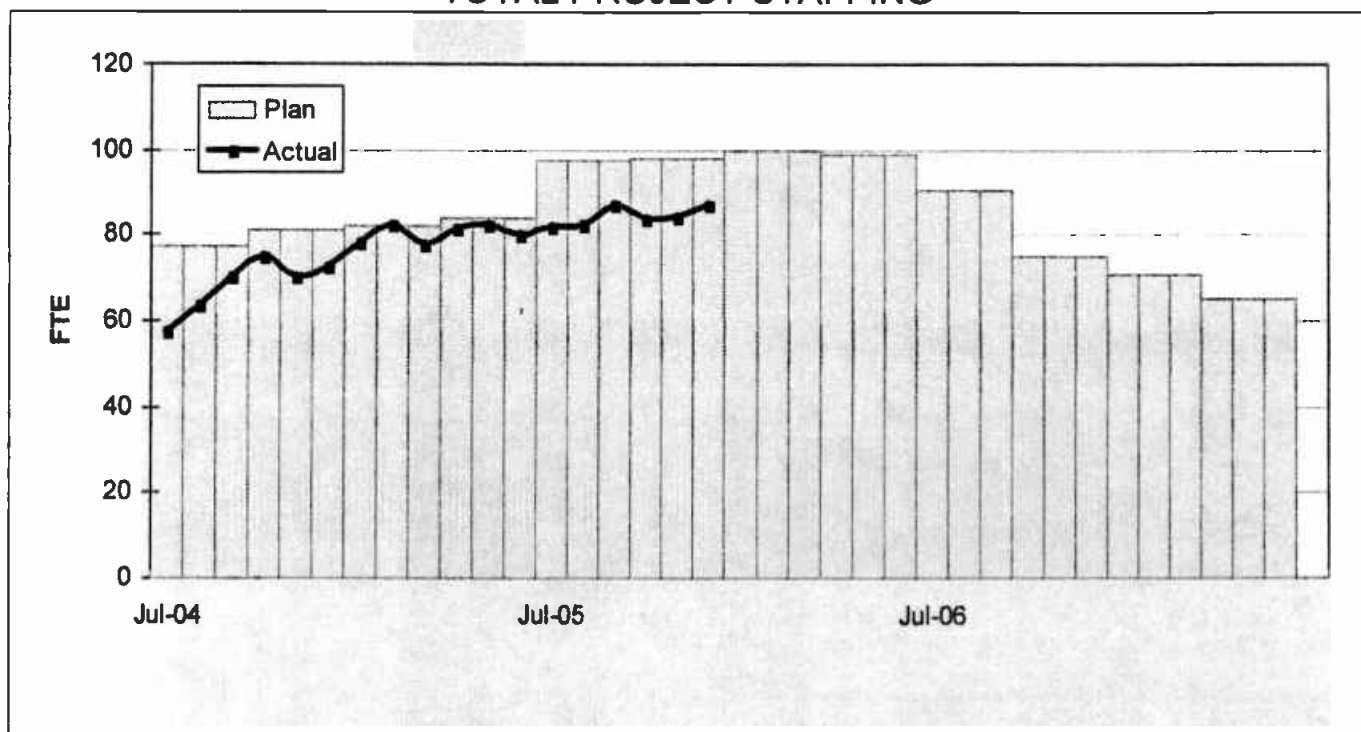
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2005.

**STATUS OF FUNDS ANTICIPATED**

**FEDERAL CMAQ:** LACMTA submitted a grant application to the FTA in June 2005 for \$9.9M. FTA is questioning the use of federal funds on this project. LACMTA will replace Federal – CMAQ with Proposition C 10% and 40% funds.

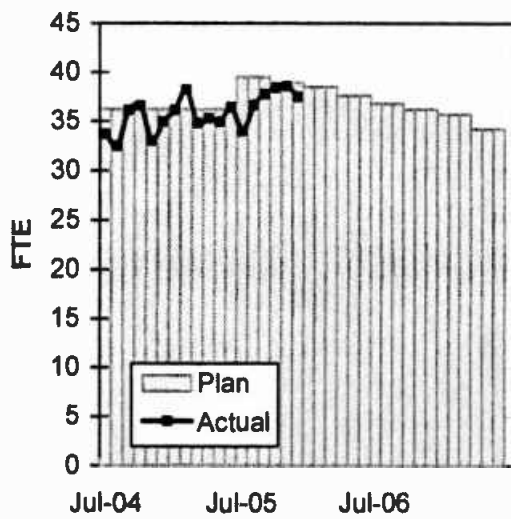
## STAFFING STATUS

### TOTAL PROJECT STAFFING

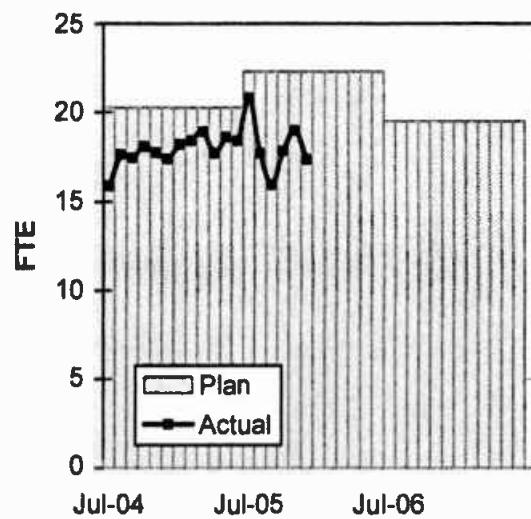


## STAFFING STATUS

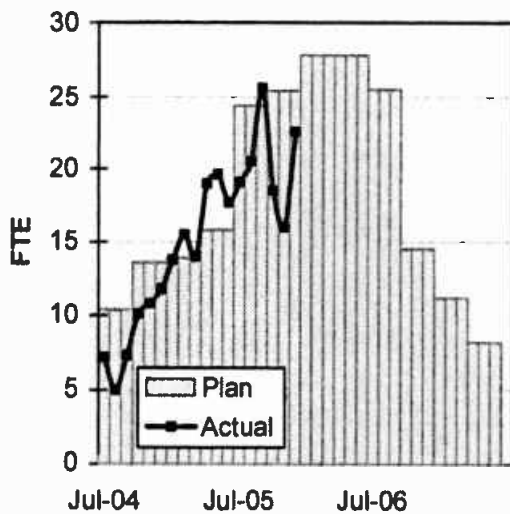
DIRECT AGENCY STAFFING



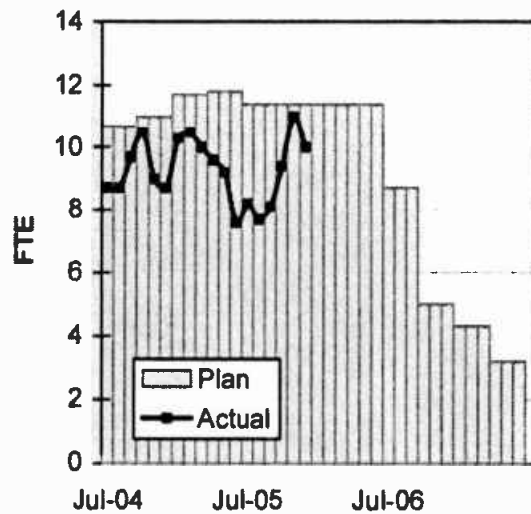
INDIRECT AGENCY STAFFING



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 67 property owners. A total of 60 parcels are available (40 under C0803-Tunnel, 18 under C0803-At-Grade, and 2 under C0802). 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

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	60	9	0	0
Last Period	69	60	9	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	36	4	0	0	0	40*
C0803-At-Grade	27	21	1	4***	0	1**	18
C0802	2	2	0	0	0	0	2
TOTAL	69	59	5	4	0	1	60
LAST PERIOD	69	59	5	4	0	1	60

\* Includes 4 properties acquired under condemnation plus 36 escrows that were closed

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

\*\*\* Alma parcels on hold pending decision regarding realignment of Indiana Station

## **ENVIRONMENTAL STATUS**

- Continued with the assessment, examination and preparation of human remains removed from the L.A. Crematorium site.
- Artifacts found at the Crematorium site are being cleaned, photographed and catalogued.
- Planning activities for the reinterment of human remains is proceeding. A plan has been submitted to the Los Angeles County for review.

## **COMMUNITY RELATIONS STATUS**

- Held project briefings for the Review Advisory Committee and the Executive Review Advisory Committee.
- Held press event for the lowering of the tunnel boring machines.
- Developed four project related fact sheets.
- Provided support at the 1<sup>st</sup> Street Bridge annual holiday lighting event.

## **QUALITY ASSURANCE STATUS**

- Coordinated with Metro Engineering and Traylor-Shea-Ghazi to resolve the issue of tunnel precast segments with deficiencies.

## **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 safety personnel, LAPD, and LA Fire representatives.
- Conducted monthly safety audit. The audit was accepted as noted.
- Monitored construction activities on a daily basis to ensure safety compliance.
- Conducted Tunnel Safety Awareness Training for LA Fire personnel.
- ELRTC reported zero recordable incidents for the month of December 2005. Project to date man-hours: 689,697. A total of (10) recordable injuries to date. Statistical rate for recordable incidents are below the National Average.

## **ART DEVELOPMENT STATUS**

### **First/Lorena Construction fence mural**

- Completed mural.

### **First/Boyle Construction fence mural**

- 50% completion.

### **Pico/Aliso**

- Design review with Artist and Metro Art

### **Soto Station**

- Conference call between Artist, Contractor and Metro Art.

### **Atlantic Station**

- Design review meeting with Artist, Contractor and Metro Art.

### **THIRD PARTY AGREEMENT STATUS**

<b>Third Party</b>	<b>Type of Agreement</b>	<b>Forecast Execution Date</b>	<b>Required Need Date</b>	<b>Status/ Comments</b>
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	1/06	*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 will be presented at the Metro Board Meeting in January 2006 for approval.
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	1/06	*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.
California Water Service Company	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 Water District	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	2/06	*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.
AT&T Local Services	Amendment	3/06	*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.
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.

## 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	11/8/02	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	1/13/02	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
6	Complete	3/19/03	3/26/03	6/20/03	2/7/03	9/5/03	9/12/2003	Approved
7	Complete	12/11/02	12/18/02	3/31/03	2/7/03	5/5/03	7/25/2003	Additional application (3rd/Ditman) to be submitted. On-hold until Indiana St. alignment resolved. Should Indiana Alternative alignment 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	6/8/03	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	12/8/02	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.

An additional application is planned to be submitted after further analysis. The location is 3rd and Ditman.

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 / Driveways to Sherriff's Station
Indiana/3rd	3rd / Wood / Via Corona / Pomona / Beverly
Indiana Pedestrian Crossing	13 3rd / 60 Fwy WB Connector
6 1st / Mission	3rd / 60 Fwy over ELRT
1st / Anderson	3rd / 710 Fwy SW Connector
1st / Clarence	3rd / Bridge over 710 Fwy
1st / Utah	3rd / 710 Fwy SE Connector
1st/Gless Pedestrian Crossing	14 Union Station Service Road
7 3rd / 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
9 3rd / Marianna	17 US 101 Fwy Overcrossing
3rd / Eastern	18 Commercial Street Overcrossing

## 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: December 30, 2005</b>					
<b>Progress/Work Completed:</b>  * Completed pile repair for Bent No. 8          <b>Areas of Concern:</b>  None		<b>Major Activities (In Progress):</b>  * Pile repair for Abut. No. 1 and Bent Nos. 3, 4 and 9 * Roadway construction * Bridge falsework * Column rebar for Bent No. 8          <b>Major Activities Next Period:</b>  * Bridge-2 falsework * Abutment No. 1 wing wall * Bent No. 8 column concrete * Pile repair for Bent Nos. 3, 4 and 9 * Roadway construction					
<b>Schedule Summary:</b>  Date of Award: 09/07/04 Notice to Proceed: 09/22/04  Original Contract Duration: 700 CD Current Contract Duration: 729 CD Elapsed Time from NTP: 464 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	31	07/27/06	07/27/06	0
		Milestone 2- Complete All Work	08/23/06	33	09/25/06	09/25/06	0
<b>Physical Percent Complete:</b>  Physical completion * as of this reporting period is: 43.39%  * Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 15.		<b>Cost Summary:</b>  <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: 3.50					

## 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: December 30, 2005</b>					
<b>Progress/Work Completed:</b>  * Completed Soto Station level-3 strut installation * Completed East Portal SBC ductbank relocation * Completed I-710 crossing design * Completed Segments 1 and 2A 100% civil design  <b>Areas of Concern:</b>  None		<b>Major Activities (In Progress):</b>  * Soto Station level-3 excavation * Tunnel boring machines assembly * Precast tunnel liner segments manufacturing * West Portal excavation * East Portal crematorium retaining wall * Boyle/Mariachi Plaza, Soto, Little Tokyo and Pico/Aliso 100% station design * East L.A. Civic Center Station 85% design * 100% civil design for Segments 2B, 4, 6 and 7 * 85% civil design for Segments 3A and 3B * 85% design for TPS/OCS/TC/Communications Systems  <b>Major Activities Next Period:</b>  * Tunnel boring machines testing * Tunnel liner segments delivery * East Portal crematorium retaining wall * East Portal temporary street decking installation * East Portal excavation * Soto Station level-4 excavation and shoring					
<b>Schedule Summary:</b>			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Date of Award:	06/01/04	Notice to Proceed	07/01/04	0	07/01/04	07/01/04	0
Notice to Proceed:	07/01/04	Milestone 1 - Contract Completion. Complete all systems integration testing and ready for MTA's pre-revenue operation testing.	12/31/08	5	01/05/09	01/05/09	0
Original Contract Duration:	1795 CD	Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	5	05/05/08	05/05/08	0
Current Contract Duration:	1795 CD	Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	5	06/04/09	06/04/09	0
Elapsed Time from NTP:	548 CD	Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0
Option D Contract duration	90 CD Complete						
<b>Physical Percent Complete:</b> Physical completion * as of this reporting period is: 20.76%  * Note: Physical completion assessment reflects work completed and invoice amount.		<b>Cost Summary:</b>  1. Award Value: 600.45 2. Executed Modifications: 0.50 3. Approved Change Orders: 0.38 4. Current Contract Value (1+2+3): 601.33 5. Incurred Cost: 210.02					

## CONTRACT P2550 STATUS

<b>Description: 2550 Rail Vehicle Program</b>		<b>Contract No. P2550</b>					
<b>Contractor: AnsaldoBreda, Italy</b>		<b>Status as of: December 30, 2005</b>					
<b>Progress/Work Completed:</b> 1. Proof of Design Testing and Preliminary Testing continued on the two 2550 LRVs on MTA's PGL, MGL & MBL. LRVs successfully operated on all Metro Lines and successfully climbed the 7% grade of the MBL/MGL connector. 2. The IPT conducted a mid-contract Buy America audit which will be complete in the first quarter of 2006 after stateside assembly commences. 3. The Contractor essentially completed the mobilization of the Pittsburg, California plant. Staffing at the Plant started and vehicle assembly should start by mid-January '06 or early February '06.		<b>Major Activities (In Progress):</b> 1. AnsaldoBreda is preparing LRV carshells and subassemblies for shipment to the Pittsburg Plant in California for final assembly. 2. The contractor continues to work towards completion of Milestone Nos. 9A, 10A, 11A, 12A, 13A, 14A, 15A and 16A. 3. AnsaldoBreda is preparing LRV 702 for shipment to Pittsburg for re-manufacture.  <b>Major Activities Next Period:</b> 1. LRV 702 to Pittsburg, CA for re-manufacture. 2. During this period the IPT will continue closely monitoring and expediting where necessary for all scheduled activities involved in constructing and supporting the P2550 rail vehicle production. 3. Weekly teleconference meetings will continue to monitor design issues. 4. Shipment from Italy to the Pittsburg Plant of carshells and subassemblies. 5. Continue the Production of LRV Carshells in Italy. 6. Complete the mid-Contract "Buy America" audit to address changes in planned activities subsequent to the award.					
<b>Areas of Concern:</b> 1. Documentation submittals are close to complete but as of yet are insufficient to gain MTA approval. 2. MTA's cashflow forecasts for this contract are behind making the scheduling of the funding difficult. 3. The latest AnsaldoBreda schedule (unapproved) indicates that further deliveries will not take place until January '06. This is a delay to the approved Contract schedule but will not affect operations.							
<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: 941 CD  Option 1 & 2 Contract duration 1460 CD** ** after starting options 1 & 2  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.			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Notice to Proceed	06/06/03	0	6/06/03A	6/06/03A	0
		Milestone 1A -	08/08/03	0	12/08/03	10/15/03A	0
		Milestone 2A -	09/05/03	0	11/20/03	12/30/03A	0
		Milestone 3A -	11/07/03	0	01/20/04	12/30/03A	0
		Milestone 4A -	01/02/04	0	01/31/04	3/31/04A	0
		Milestone 5A - Appr.dwg's, per Sect.1.13.1 Tech Specs	05/07/04	0	05/07/04	02/28/06	662
		Milestone 6A - Appr. of Operator Cab Mockup	06/04/04	0	06/04/04	02/28/06	634
		Milestone 7A - Appr.Carbody Stress Analysis & C.T. Report	11/05/04	0	11/05/04	02/28/06	480
		Milestone 8A - Appr. of Traction Motors Perf. Tests	11/05/04	0	11/05/04	02/28/06	480
		Milestone 9A - Appr. of Final Op. Hazard Analysis	02/04/05	0	02/04/05	02/28/06	389
		Milestone 10A - Deliver Draft Op.Maint.H. Repair Manuals	02/11/05	0	02/11/05	02/28/06	382
		Milestone 11A - Appr. of Op. Training Program	04/08/05	0	04/08/05	02/28/06	326
		Milestone 12A-Appr. of Oper., Maint. & Heavy Repair	09/23/05	0	09/23/05	02/28/06	159
		Milestone 13A-Compl.&Apprv. all Car-level Design Qualif Tests	11/18/05	0	11/18/05	02/28/06	102
		Milestone 14A-Compl.&Apprv. Weight Control Program Plan	11/18/05	0	11/18/05	02/28/06	102
		Milestone 15A - Acceptance of Two First Article Vehicles	11/18/05	0	11/18/05	02/28/06	102
		Milestone 16A - Completion of Operating & Maintenance Training Programs	12/30/05	0	12/30/05	03/31/06	91
<b>Physical Percent Complete:</b>  Physical completion * as of December 2005 is 63%  * Note: Physical completion assessment reflects work completed and invoiced plus current work in progress.		<b>Cost Summary: \$ In millions</b> 1. Award Value: Pasadena (Proj. No.: 600151) 126.99 Eastside Ext. (Proj. No.: 600088) 31.75 Total Award Value 158.74 2 Executed Modifications 0.00 3 Approved Change Orders: (None) 0.00 4 Current Contract Value (1 + 2 + 3): 158.74 5 Pending Changes: (None) 0.00 6 Incurred Cost: 52.68					

## CONSTRUCTION PHOTOGRAPHS



Soto Station structural excavation.



East Portal LA County Crematorium retaining wall.



## CONSTRUCTION PHOTOGRAPHS



West Portal structure excavation.

## CONSTRUCTION PHOTOGRAPHS



Placement of columns for the 101 Freeway Bridge Overcrossing.



Tunnel Boring Machine assembly.



## **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
CNFPA	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