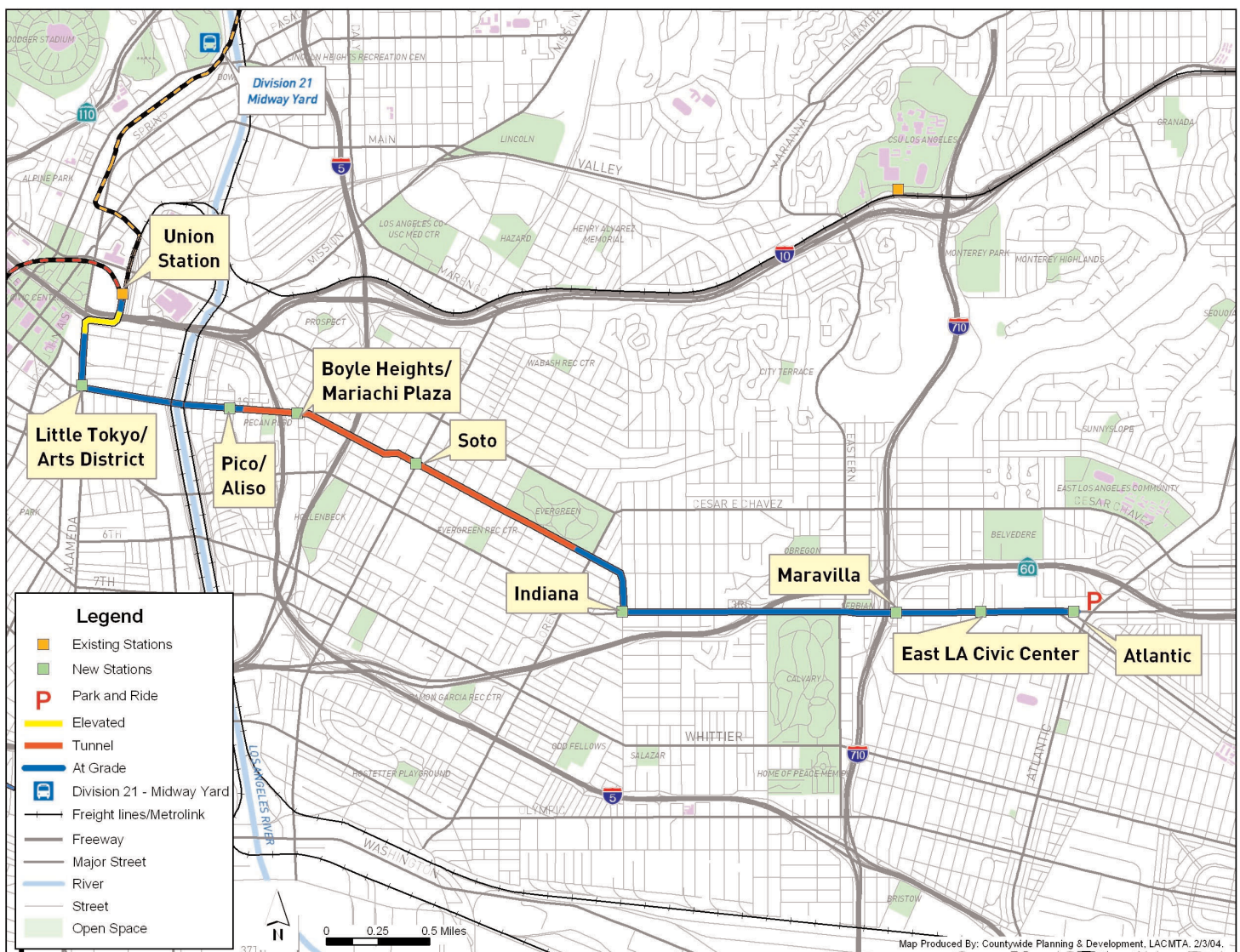


February 2005

# Metro Gold Line Eastside Extension



# **METRO GOLD LINE EASTSIDE EXTENSION**

## **MONTHLY PROJECT STATUS REPORT**

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

**FEBRUARY 2005**

## **TABLE OF CONTENTS**

	Page No.
Project Overview.....	1
Management Issues.....	2
Project Status	
• Project Scope.....	3
• Schedule	
○ Key Milestones Six-Month Lookahead .....	4
○ Project Master Schedule Critical Path.....	5-11
○ Critical Path Narrative .....	12-13
• Project Cost Status.....	14
• Financial/Grant Status.....	15
• Staffing.....	16-17
• Real Estate.....	18
• Environmental.....	19
• Community Relations.....	19
• Quality Assurance.....	19
• Safety.....	20
• Third Party.....	21-22
• CPUC Crossing.....	23
Contract C0802 Status .....	24
Contract C0803 Status .....	25
Contract P2550 Status .....	26
Construction Photographs .....	27-30
Appendices.....	31-34

## **PROJECT OVERVIEW**

*The Metro Gold Line Eastside Extension Project is a six-mile, dual track light rail system with eight new stations and one station modification. The system originates at Union Station in downtown Los Angeles, where it connects with the Pasadena Gold Line, traveling generally east to Pomona and Atlantic Boulevards. The system will bridge State Route 101 Freeway and traverse the existing 1<sup>st</sup> Street Bridge over the Los Angeles River. The system will travel south on Alameda Street and then east on 1<sup>st</sup> Street with two stations at Alameda and Utah Streets. East of the Los Angeles River and 1<sup>st</sup> and Utah Streets, the alignment transitions to tunnel for approximately 1.7 miles, and continues beneath 1<sup>st</sup> Street to underground stations at 1<sup>st</sup> Street and Boyle Avenue and 1<sup>st</sup> Street and Soto Street. The alignment returns to the surface near the intersection of 1<sup>st</sup> Street and Lorena Streets, then jogs to the south, transitioning to follow 3<sup>d</sup> Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.*

As of the end of this reporting period, the contractor has submitted the initial civil design for Segment-7 and the 100% design for the East Portal retaining wall. The Boyle Heights/Mariachi Plaza Station 85% design; schematic designs for Soto, East LA Civic Center and Atlantic Stations; and Segment -3 initial civil design are in progress. The 65% designs for traction power, overhead contact, train control and communications systems are in progress.

All grade crossing applications have been submitted to the California Public Utilities Commission (CPUC) for review. Of the 41 grade crossings, 36 have been approved. The remaining five applications are grade separated grade crossings.

Solider pile installation and permeation grouting at the Boyle site have been completed. Fabrication of the tunnel boring machines and the tunnel liner molds are underway. Utility relocations at Soto, and East and West Portals continued during the reporting period. Construction of the retaining walls at Pecan Park and US-101 Freeway, permeation grouting at I-5 Freeway underpass and deck beam fabrication at Ducommun storage yard are continuing.

Work that has commenced this month is the Boyle station box excavation, East Portal permeation grouting and soldier pile installation. Placement of temporary street decking at Boyle site is anticipated to begin in mid-March 2005.

The Caltrans contractor for Contract C0802 – 101 Freeway Bridge Overcrossing continues with traffic controls and began placement of Cast-In-Drilled Hole (CIDH) piles this month.

## **MANAGEMENT ISSUES**

No Management Issues for the period ending February 2005.

## PROJECT SCOPE

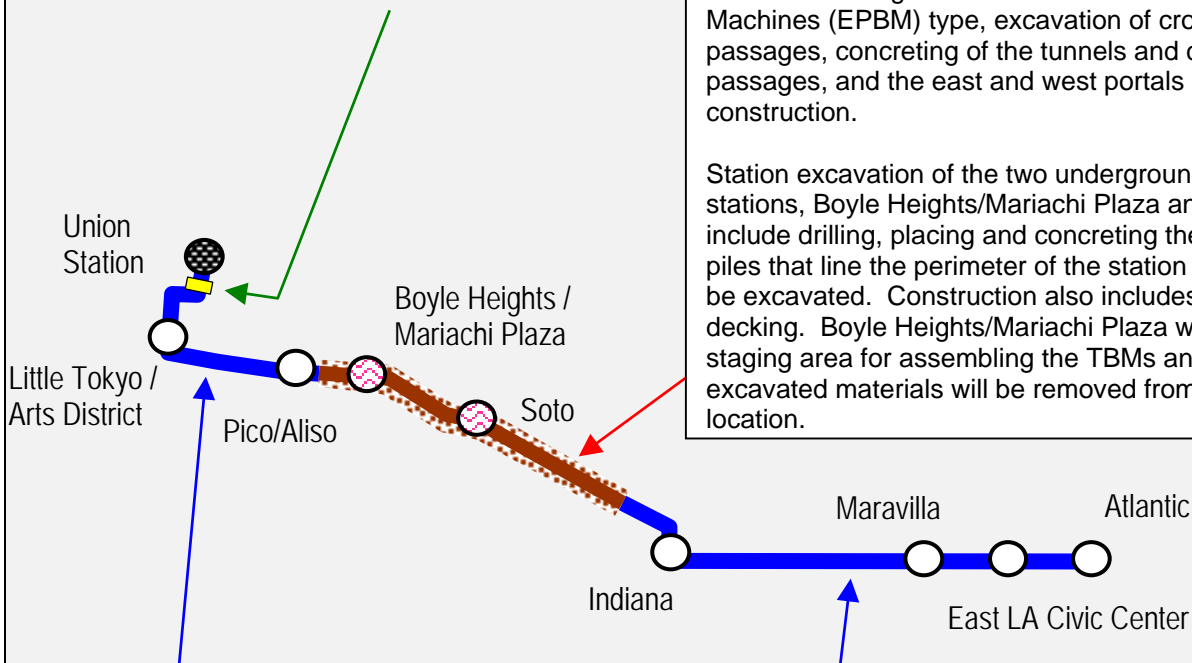
### **Contract C0802 – 101 Freeway Bridge**

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

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

**Excavation (Design/Bid/Build):** Construction of the 1.7 mile tunnel segment includes tunnel excavation using two Earth Pressure Balance Machines (EPBM) type, excavation of cross passages, concreting of the tunnels and cross passages, and the east and west portals construction.

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









**Contract C0803 - Stations, Trackwork, and Systems (Design/Build):** Construction of the two underground stations includes structural walls, station platforms, mezzanines, station entrances, and plazas, architectural finishes and all related mechanical and electrical work.

Construction of the six-mile alignment includes six at-grade stations, trackwork installation and testing for the entire alignment.

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

## KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

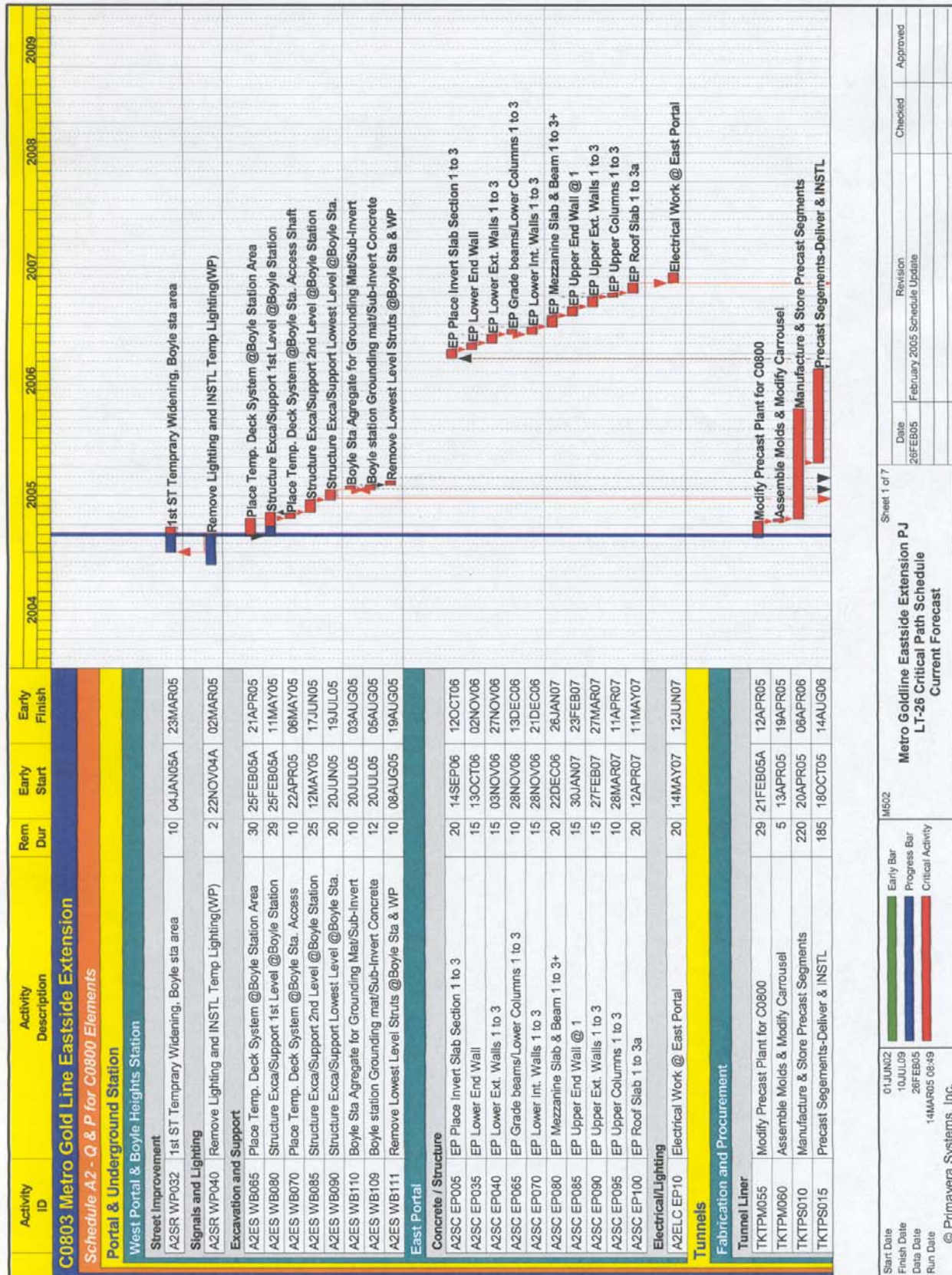
	Milestone Date	Feb-05	Mar-05	Apr-05	May-05	Jun-05	Jul-05
Commenced Deck Beam Fabrication at Ducommun Storage Yard	2/1/05	○					
Submitted East Portal 100% Retaining Wall Design	2/15/05	○					
Submitted Segment-7 Initial Civil Design	2/15/05*	○					
Approved C0801 100% Demolition Design	2/22/05	○					
Commenced East Portal Permeation Grouting	2/24/05	○					
Completed Boyle Station Solider Pile Installation	2/24/05*	○					
Commenced Boyle Station Box Excavation	2/25/05*	○					
Commenced East Portal Phase 1 Solider Pile Installation	2/26/05*	○					
Complete Manufacturing Tunnel Liner Molds	3/2/05		○				
Commence Pretrenching for Soto Station Solider Pile Installation	3/3/05		○				
Submit Soto Station Schematic Design	3/11/05		○				
Commence Boyle Station Dewatering	3/12/05*		○				
Commence Boyle Station Temporary Decking	3/12/05*		○				
Submit Boyle Station 85% Design	3/25/05*		○				
Commence Soto Station Soldier Pile Installation	4/7/05*			○			
Submit Segment-7 85% Civil Design	5/20/05				○		
Commence West Portal Soldier Pile Installation	6/8/05*					○	
Complete Boyle Station Box Excavation	7/19/05						○
Commence Boyle Station Grounding Mat/Sub-Invert	7/20/05						○

 MTA Staff Milestone
 Eastside LRT Constructors
 Other Agencies
 New Date
 FTA
FTA Approval
 Metro
MTA Board Approval

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

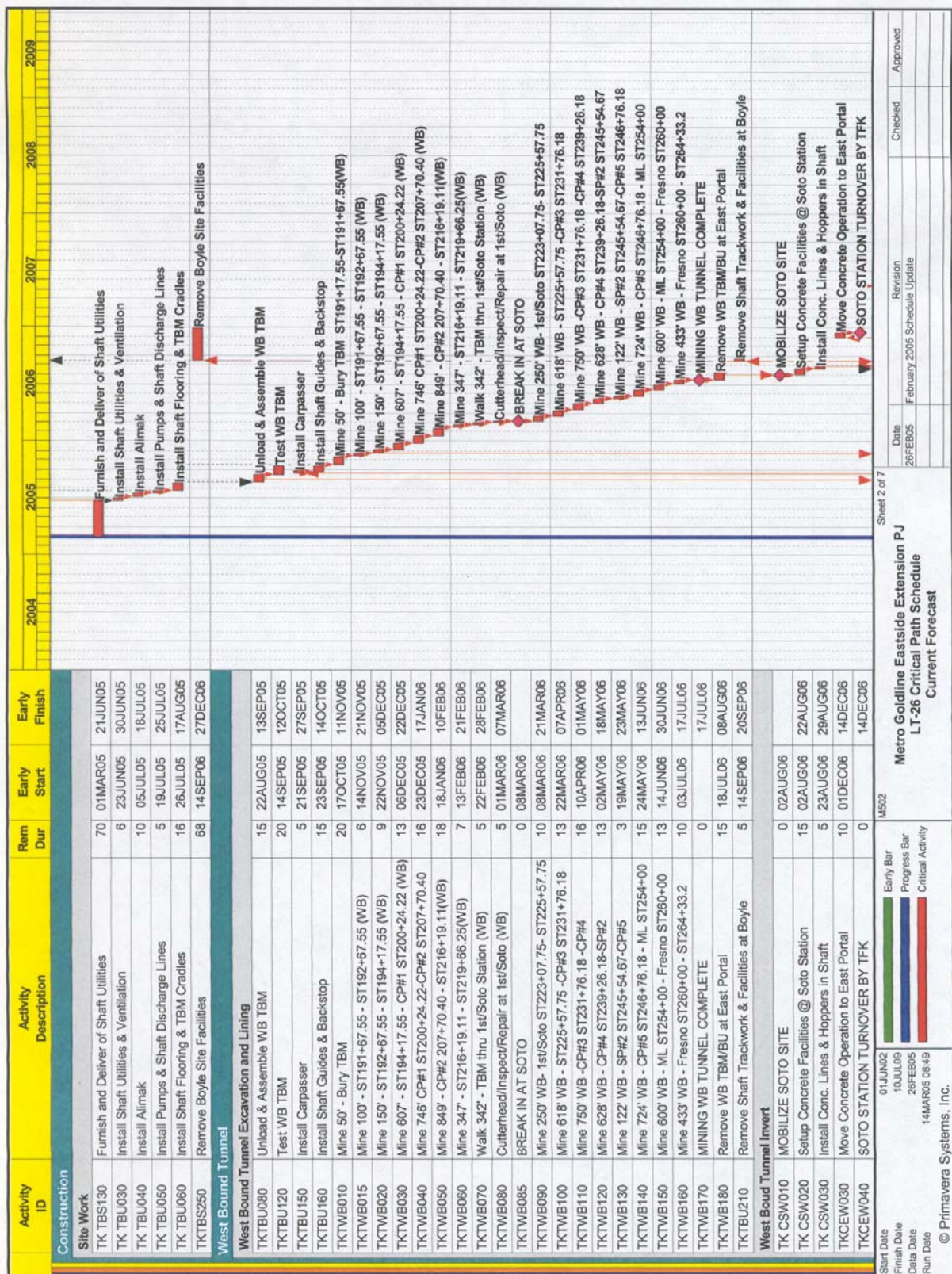


## CRITICAL PATH (1 of 7)



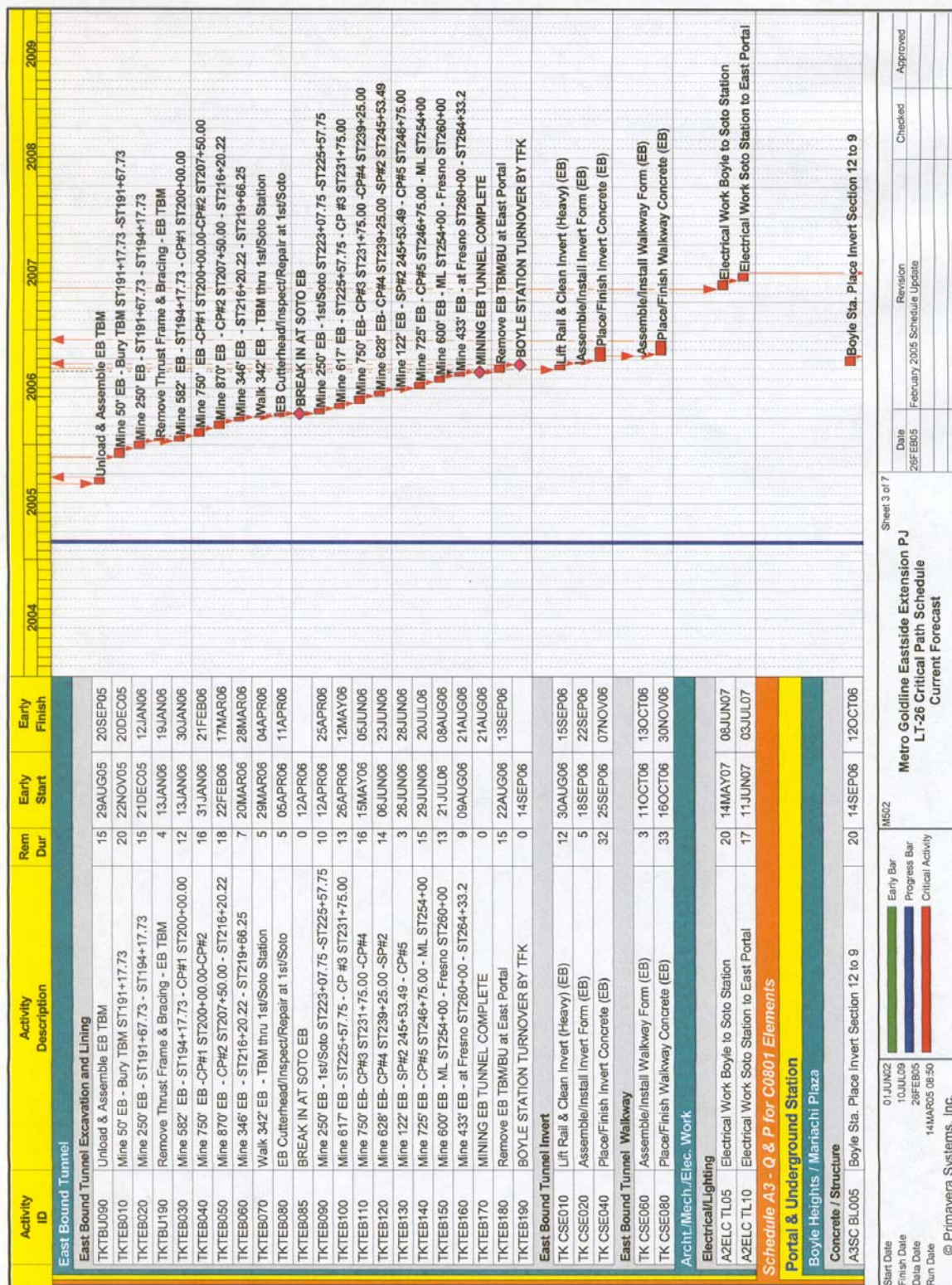


# PROJECT MASTER SCHEDULE CRITICAL PATH (2 of 7)



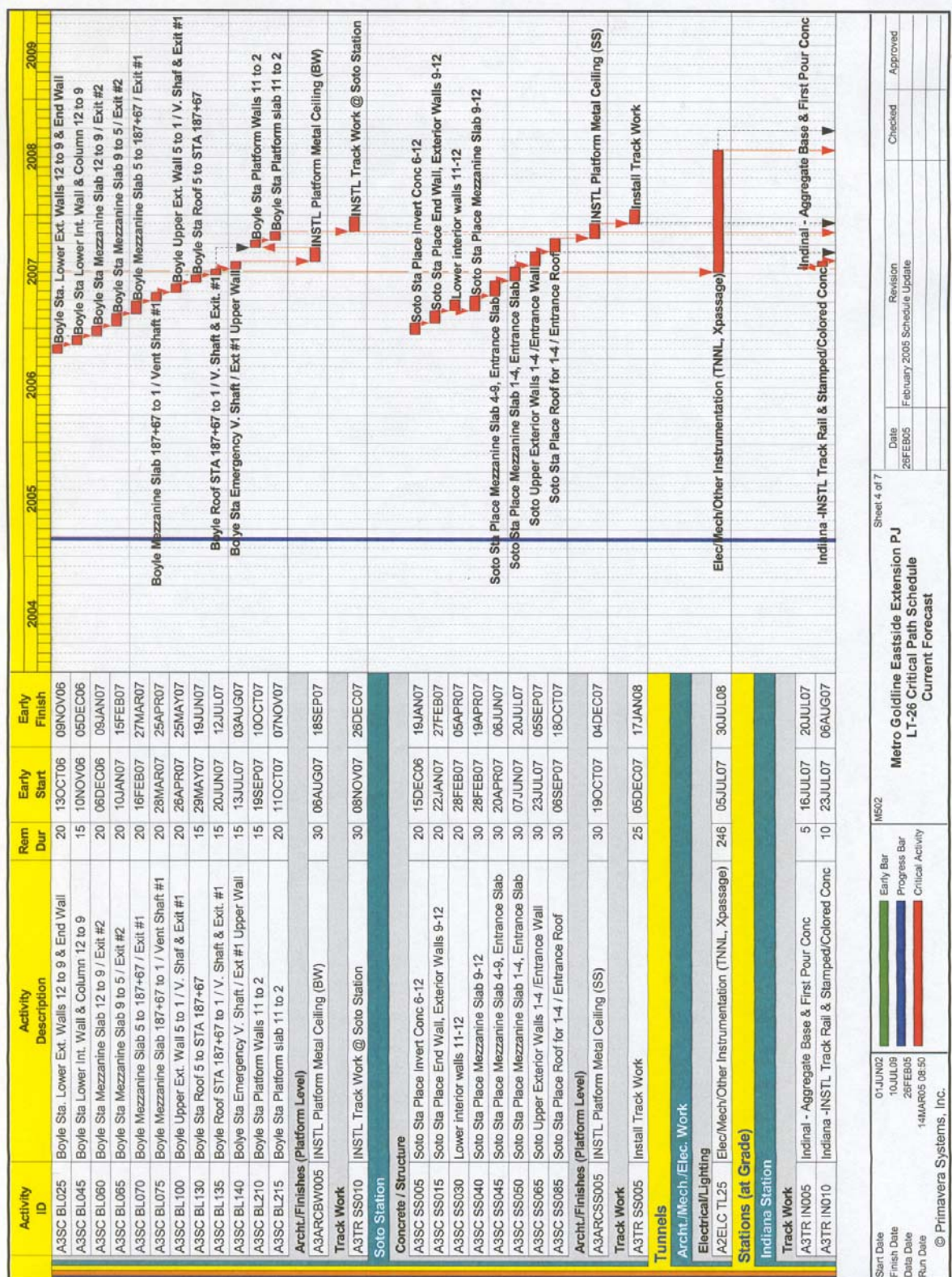


# PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 7)



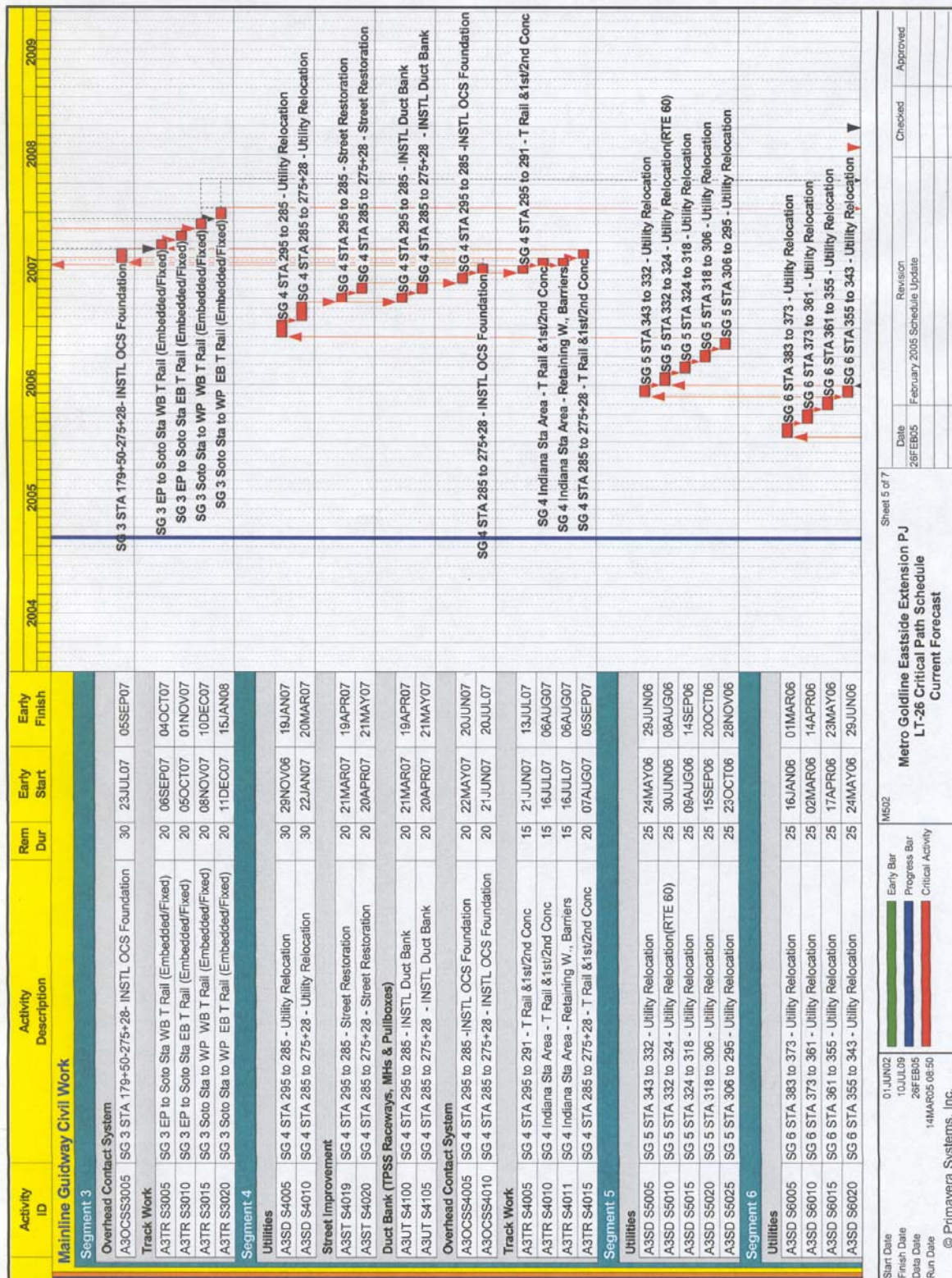


# PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 7)



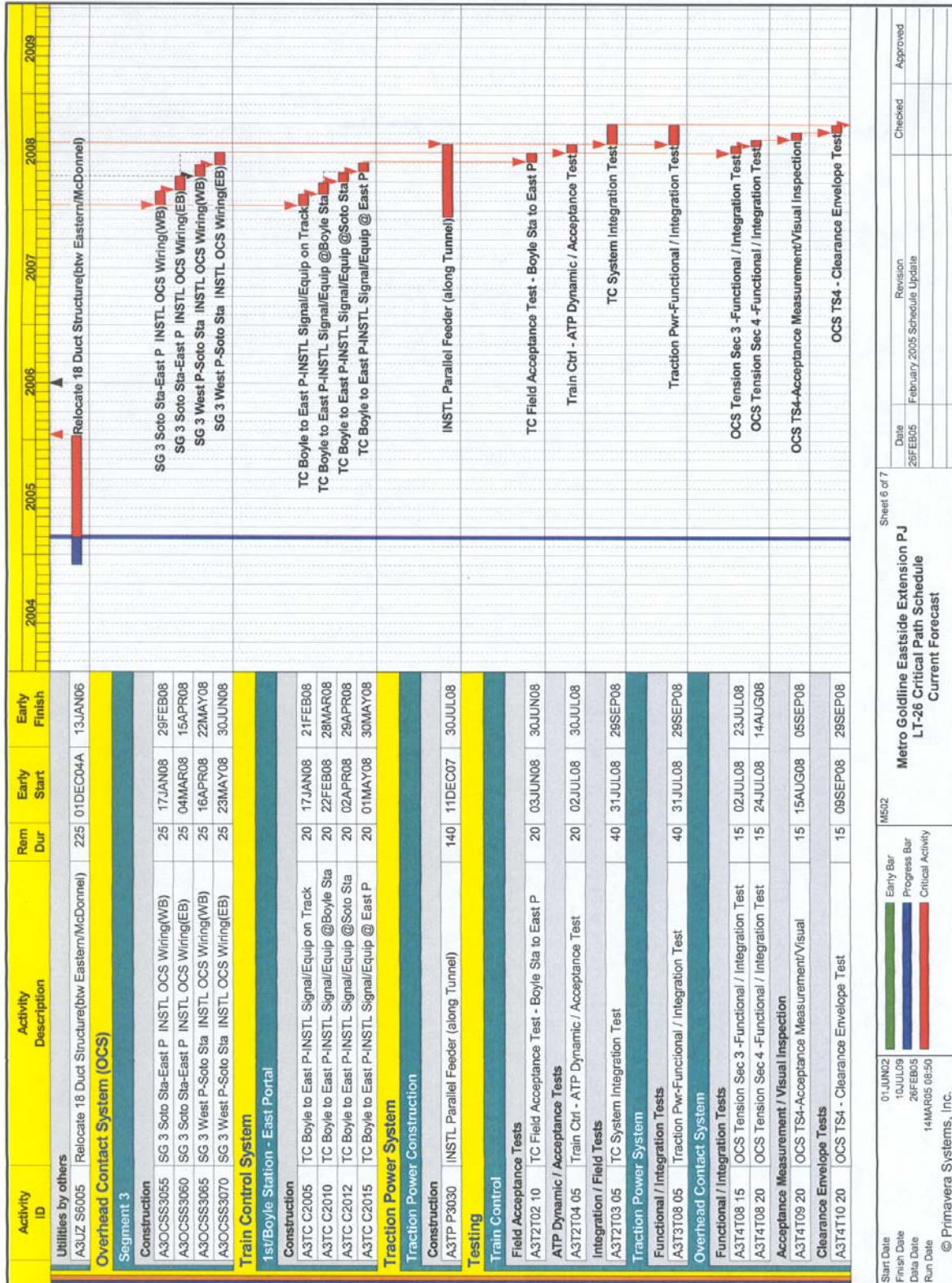


# PROJECT MASTER SCHEDULE CRITICAL PATH (5 of 7)



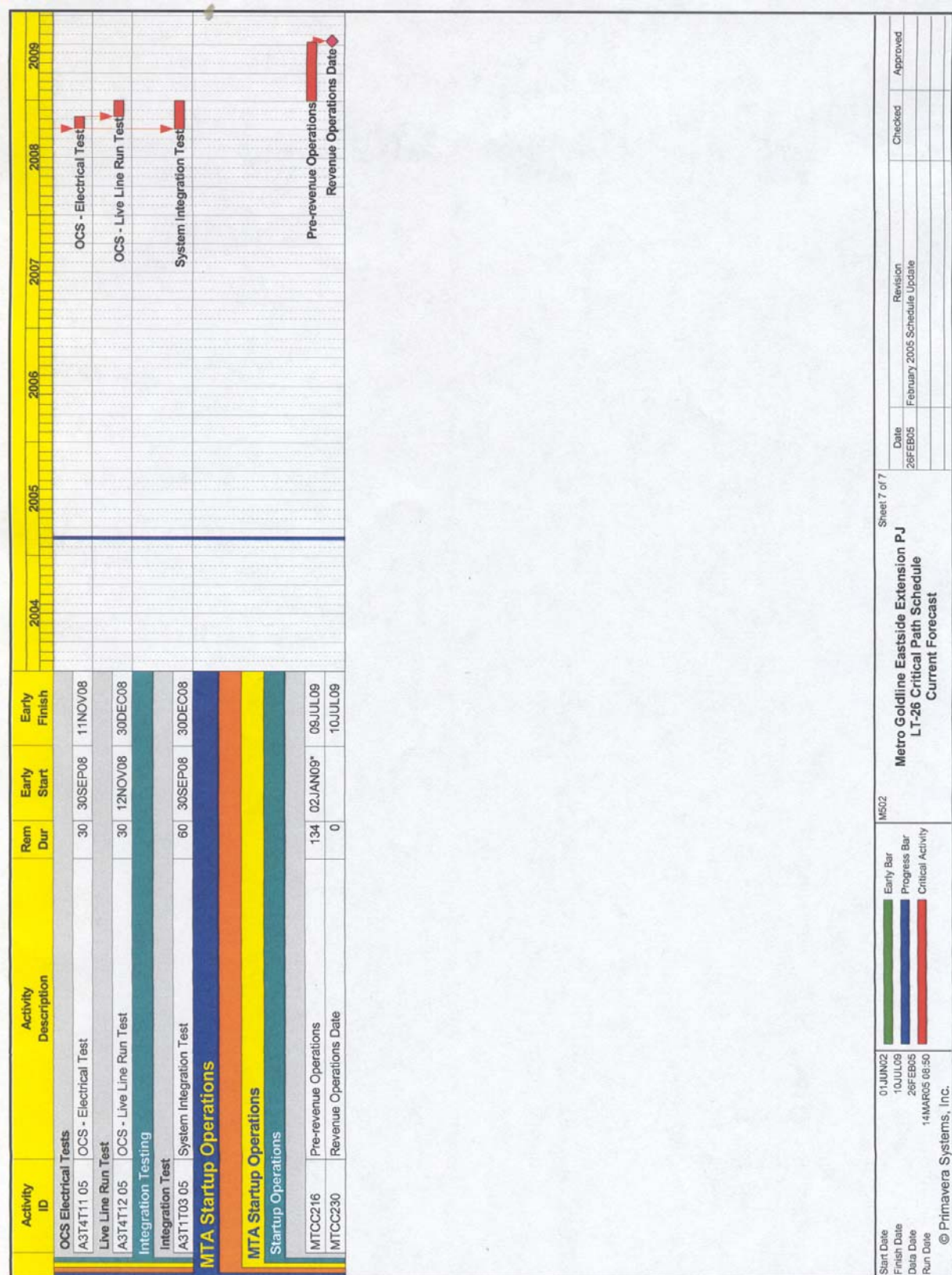


## PROJECT MASTER SCHEDULE CRITICAL PATH (6 of 7)





## PROJECT MASTER SCHEDULE CRITICAL PATH (7 of 7)



## **CRITICAL PATH NARRATIVE**

### **Current Critical Path Analysis**

The manufacturing and delivery of two Earth Pressure Balance Machines (EPBMs) and tunnel liners are on the critical path. Concurrent with these procurements, the project has proceeded with critical tasks such as submittals preparation and review, traffic control, utility relocations, ground treatments, soldier pile installation and station box excavation. Following the completion of Boyle Station soldier pile installation in late February, the project will continue the station box excavation and proceed with temporary decking system installation, dewatering, and surface and underground equipment mobilizations for tunneling work in the next few months. The Boyle Station box excavation is scheduled to complete prior to the EPBMs delivery.

The critical path continues with EPBMs assemblies, excavation of both tunnels, excavation of crosspassages and tunnel invert construction. The critical path then follows Boyle and Soto Stations construction and the installations of trackwork and overhead contact system for the underground section. The 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 contractor submitted the initial civil design for Segment-7 and 100% design for East Portal retaining wall.

Six facility design and four system design packages are also in progress:

- Facility Design Packages:
  1. Boyle Station 85% design,
  2. Soto Station schematic design,
  3. Atlantic Station schematic design,
  4. East LA Civic Center Station schematic design,
  5. Initial civil design Segment-3 and
  6. I-710 Freeway Overcrossing design.
- System Design Packages:
  1. Traction power 65% design,
  2. Overhead contact system 65% design,
  3. Train control system 65% design, and
  4. Communication system 65% design.

## **CRITICAL PATH NARRATIVE**

### **Construction**

Both soldier pile installation and permeation grouting at the Boyle Station site were completed in February 2005. Fabrication of the tunnel boring machines and the tunnel liners are underway. Retaining walls at Pecan Park and US-101 Freeway, permeation grouting at I-5 Freeway underpass, deck beam fabrication, and utility relocations at Soto Station, West and East Portals continued during the reporting period. Boyle Station box excavation, East Portal permeation grouting, and East Portal Phase-1 soldier pile installation commenced this month. The temporary decking at the Boyle Station site is anticipated to begin in mid-March 2005.

## PROJECT COST STATUS

### COST REPORT BY ELEMENT

DOLLARS IN THOUSANDS

ELEM- MENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	633,221	-	662,391	-	638,970	4,734	126,163	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	57	14,753	299	7,343	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	-	40,711	699	33,660	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,936	7	80,016	792	67,793	-	135,936	-
PC	PROJECT CONTINGENCY	60,254	-	28,249	-	-	-	-	-	28,249	-
PR	PROJECT REVENUE	(4,617)	-	(4,633)	-	-	-	(17)	-	(4,633)	-
SUBTOTAL		884,014	-	884,014	64	774,450	6,524	234,942	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	-	-	-	-	-	14,800	-
TOTAL		898,814	-	898,814	64	774,450	6,524	234,942	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 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 primarily due to executed modifications. The \$774.5 million in Commitments to date represents 86.2% of the Original Budget.

### Expenditures

Expenditures are cumulative through January 2005. The Expenditures increased by \$6.5 million this period primarily due to construction costs associated to Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The \$234.9 million in Expenditures to date represents 26.1% of the Original Budget.

## FINANCIAL/GRANT STATUS

in \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to FUNDING SOURCE \$	(F/B) %
FEDERAL - SECTION 5309 NEW START	490.7	490.7	17.3	424.6	87%	17.3	4%	17.3	4%
FED - SECTION 5309 FIXED GUIDEWAY	23.1	23.1			0%		0%		0%
FEDERAL - CMAQ	10.3	10.3			0%		0%		0%
REGIONAL IMPROVMENT PROG-FED	179.6	179.6	4.6	179.6	100%	4.6	3%	4.6	3%
REGIONAL IMPROVMENT PROG-STATE	0.6	0.6	0.6	0.6	100%	0.6	100%	0.6	100%
STATE TCRP	45.0	45.0	45.0	45.0	100%	45.0	100%	45.0	100%
PROP A 35% / PROP C 40% BONDS	124.6	124.6	116.0	124.6	100%	115.7	93%	115.7	93%
LEASE REVENUES	10.1	10.1			0%		0%		0%
UNBILLED ACCRUALS						51.7			
SUB-TOTAL	884.0	884.0	183.5	774.4	88%	234.9	27%	183.2	21%
PROP A/PROP C (INTEREST COST)	14.8	14.8	0.0	0.0	0%	0.0	0%	0.0	0%
TOTAL	898.8	898.8	183.5	774.4	86%	234.9	26%	183.2	20%

(1) Based on August 03 Adopted Short Range Transportation Plan (includes interest cost)  
 NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2005.

## STATUS OF FUNDS ANTICIPATED

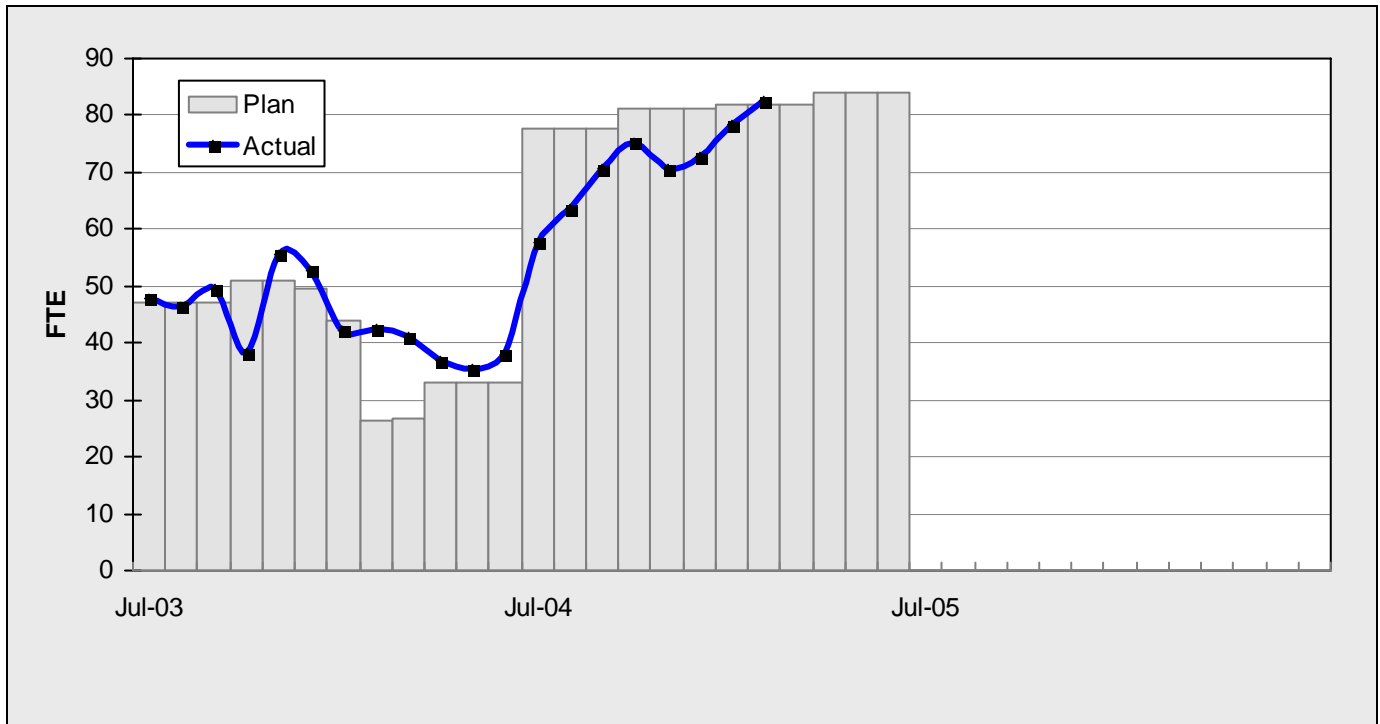
**FEDERAL SECTION 5309:** MTA submitted a grant amendment application CA-03-0508-04 for \$3,934,330 on April 18, 2003. Funds were available for draw down as of June 2003. On June 1, 2004, the FTA approved the Full Funding Grant Agreement for \$490.7 million of New Starts Funds. MTA received an appropriation of \$59.5 million for FY05. A grant application has been submitted to FTA and is awaiting approval.

**STATE TCRP:** On April 3, 2003 the California Transportation Commission approved MTA's request to amend the STIP to convert \$191 million of unallocated TCRP funds to STIP funds. On August 25, 2003, MTA submitted a request for AB1335 Letter of No Prejudice (LONP) authority for Phase 4 construction activities. The LONP approval request has been deferred indefinitely by the CTC.



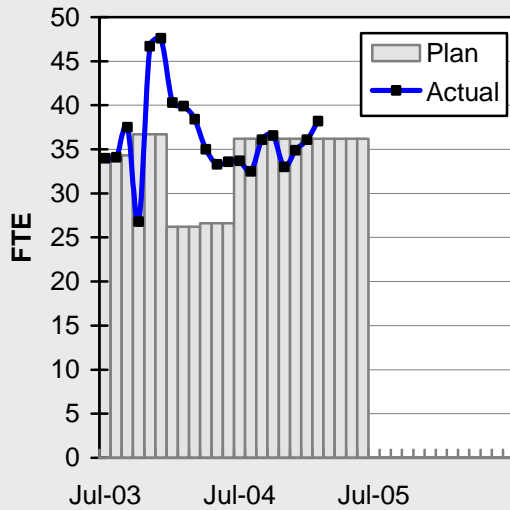
## STAFFING STATUS

### TOTAL PROJECT STAFFING

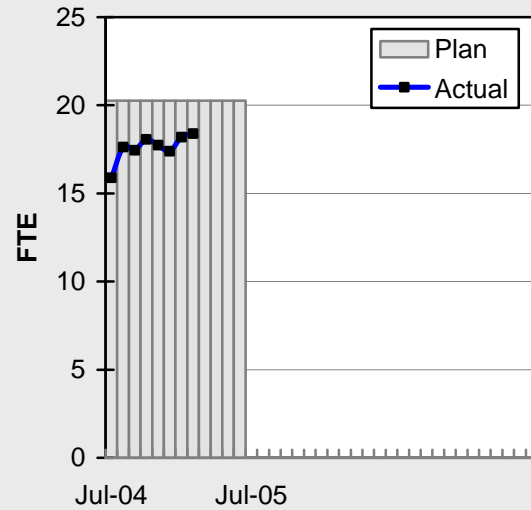


## STAFFING STATUS

### DIRECT AGENCY STAFFING

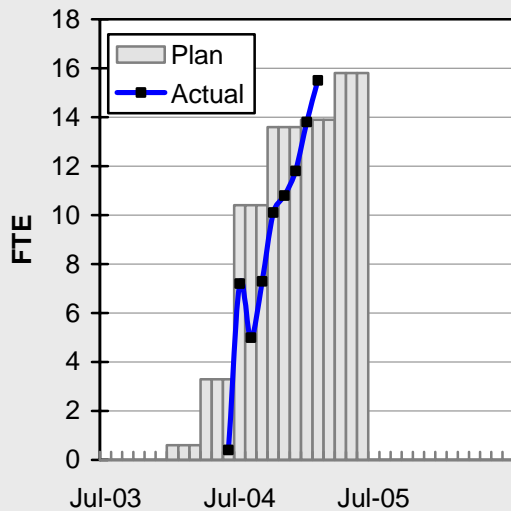


### INDIRECT AGENCY STAFFING

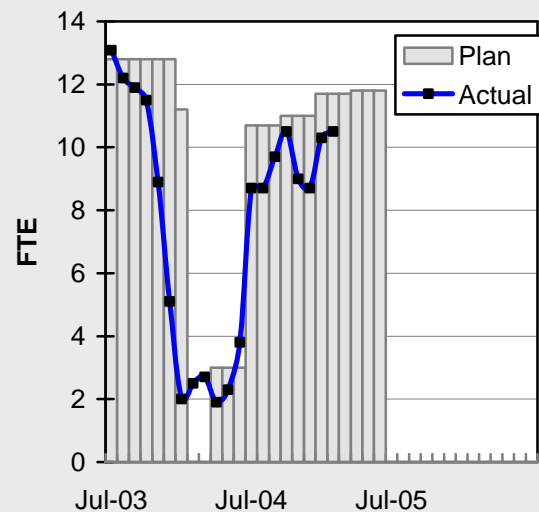


\* For fiscal year 2005, indirect staffing levels are no longer part of overhead costs.

### CONSTRUCTION MANAGEMENT



### ELRT PARTNERS



**REAL ESTATE STATUS**

- For C0803, the tunnel portion of the alignment, 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 easements 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 65 property owners. A total of 49 parcels have been acquired (32 under C0803-Tunnel, 15 under C0803-At-Grade, and 2 under C0802). Real Estate is in negotiations with the other property owners.
- Third Party Administration has obtained two Encroachment Permits from Caltrans for C0803-Tunnel. All three (3) street closures have been obtained from the City of LA.

**REAL ESTATE ACQUISITION SCHEDULE SUMMARY**

<i>Number of Parcels</i>	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	49	20	0	0
Last Period	69	49	20	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	29	0	11	0	0	32*
C0803-At-Grade	27	15	0	11	0	1**	15
C0802	2	2	0	0	0	0	2
TOTAL	69	46	0	22	0	1	17
LAST PERIOD	69	46	0	22	0	1	49

\* Includes 4 properties acquired under condemnation plus 28 escrows that were closed

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

## **ENVIRONMENTAL STATUS**

- Conducted analysis of dewatering pump tests.
- Initiated C0801 asbestos and lead paint abatement task.
- Held an outreach meeting with the Los Angeles Police Department to address anticipated noise related to decking activities scheduled on weekends.
- Developed a noise control plan to address decking construction activities scheduled at 1<sup>st</sup> and Boyle and 1<sup>st</sup> and Soto.
- Conducted noise training for Project Field Inspectors and Project Managers.

## **COMMUNITY RELATIONS STATUS**

- Provided construction update at the Executive Review Advisory Committee Meeting and Review Advisory Committee Meeting.
- Provided briefing on decking operations to the Los Angeles Police Department and elected officials.
- Participated in the Day of Service community cleanup for Council District 14.
- Conducted tour of construction activities for the media.

## **QUALITY ASSURANCE STATUS**

- The excavation support pipe strut manufacturer's welding procedures, welder qualifications, nondestructive examination procedures and personnel qualifications are under review by MTA verification test laboratory.
- The Resident Engineer and Project Quality Manager continue to coordinate the use of Metro's verification testing laboratory in support of ongoing work.
- An audit of the contractor's testing laboratory subcontractor is scheduled for March.

## **SAFETY STATUS**

- Participated in weekly progress meetings with construction management and ELRTC personnel to discuss safety related issues and construction schedule.
- Participated in readiness review, contractor submittal review and Tool Box Safety meetings.
- Conducted All Hands Safety Meeting with CM, ELRTC safety staff and Los Angeles fire representative.
- Monitored construction activities on a daily basis to ensure safety compliance.



### THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Amendment	Completed	N/A	Executed December 2002.
Los Angeles County	Master	Completed	N/A	Executed April 2003.
Caltrans (All Projects)	Master	Completed	N/A	Executed July 2003.
Caltrans (101)	Design	Completed	N/A	Executed July 2003.
Caltrans (101)	Construction	Completed	N/A	Executed September 2003.
Caltrans (101)	Maintenance	5/05	Project Completion	The initial negotiation meeting was held on 1/9/03. MTA received a draft from Caltrans on 1/22/04. MTA reviewed and submitted the agreement to Caltrans on 2/10/04. Caltrans has yet to respond.
LADWP (Water)	Amendment	3/05	*6/04	MTA Management, County Counsel, and Board members have participated in meetings with DWP to complete negotiations, since the "Deadline and Delay" clause is not acceptable to LADWP. A meeting to discuss options has been scheduled for the 2 <sup>nd</sup> week of March 2005.
LADWP (Power)	Amendment	3/05	*6/04	MTA Management, County Counsel, and Board members have participated in meetings with DWP to complete negotiations, since the "Deadline and Delay" clause is not acceptable to LADWP. A meeting to discuss options has been scheduled for the 2 <sup>nd</sup> week of March 2005.
So. Cal. Edison Co.	Amendment	3/05	*6/04	MTA is waiting for SCE to submit a re-draft of the proposed amendment. The last call placed with SCE Executive Legal Branch was on 2/25/05. SCE has yet to respond.
The Gas Company	Amendment	3/05	*6/04	MTA Management, County Counsel and the Gas Co. have accepted all revisions within the amendment. The Gas Co. executed the amendment on December 3, 2004. Requires MTA Board approval.
SBC	Amendment	3/05	*6/04	SBC executed the agreement in January 2005. Requires MTA Board approval.
Adelphia Cable Company	Amendment	3/05	*6/04	MTA received a draft from Adelphia for review. MTA Management and County Counsel reviewed the amendment and returned the document to Adelphia with comments. Adelphia's Legal Department is reviewing the document.
California Water Service Company	Master	3/05	*6/04	MTA Management, County Counsel and Cal Water reviewed and agreed on recommended revisions to the agreement. Cal Water executed the agreement on 12/6/04. Requires MTA Board approval.

**THIRD PARTY AGREEMENT STATUS (Continued)**

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
L.A. County Sanitation Districts	N/A	N/A	3/04	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 encasement of their facilities on Indiana Street.
MCI Worldcom	Amendment	3/05	*6/04	An amendment to the previous agreement with MCI was prepared. MTA Management, County Counsel and MCI agreed to the recommended revisions. MCI executed the agreement on 7/20/04. Requires MTA Board approval.
Metropolitan Water District	Amendment	N/A	3/04	MTA Management, County Counsel and MWD agreed to use the existing agreement. A letter of concurrence was signed by MTA and MWD in May 2003.
Verizon Wireless	Amendment	3/05	*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 partial comments. MTA has made efforts to resume discussions but with limited response from Verizon.
AT&T Local Services	Amendment	3/05	*6/04	MTA County Counsel reviewed the existing agreement and recommended revisions. A revised amendment was sent to AT&T. The last follow-up call to AT&T was on 2/25/05.
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
Qwest-SP Telecom	N/A			Facilities are now impacted by the Yard expansion and a letter agreement is being drafted.

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

## CPUC CROSSING SUMMARY

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

36 applications approved. The final five applications are all grade separated. MTA is providing supplemental information agreed upon with CPUC.

Batch Descriptions			
1	1st / Alameda	10	3rd / Ford
2	Alameda / Temple		3rd / McDonnel
	1st / Hewitt		3rd / Arizona
	Ped Crossings @ 1st / Alameda Station	11	3rd / Mednik
3	1st / Vignes		3rd / Civic Center Drive
4	1st / Lorena		3rd / La Verne
4A	Indiana/1st	12	3rd / Drveways to Sherriff's Station
	Indiana/3rd		3rd / Wood / Via Corona / Pomona / Beverly
	Indiana Pedestrian Crossing	13	3rd / 60 Fwy WB Connector
6	1st / Mission		3rd / 60 Fwy over ELRT
	1st / Anderson		3rd / 710 Fwy SW Connector
	1st / Clarence		3rd / Bridge over 710 Fwy
	1st / Utah		3rd / 710 Fwy SE Connector
	1st/Gless Pedestrian Crossing	14	Union Station Service Road
7	3rd / Rowan	15	1st / Santa Fe
			1st / Myers
8	3rd / Gage	16	1st / MTA
	3rd / 60 Fwy WB Ramps		1st / BNSF
	3rd /Downey		1st / Union Pacific
9	3rd / Marianna	17	US 101 Fwy Overcrossing
	3rd / Eastern	18	Commercial Street Overcrossing

## CONTRACT 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: February 25, 2005</b>					
<b>Progress/Work Completed:</b>  * Completed CIDH pile installation at Abutment No. 10. * Completed CIDH pile installation at Bent Nos. 7, 8, and 9. * Close southbound ramp. * Began rough grading to widen the freeway. * Re-striped Commercial Street.  <b>Areas of Concern:</b>  None		<b>Major Activities (In Progress):</b>  * Column rebar, form and concrete for Bent Nos. 7, 8 and 9. * Pile cap rebar, form and concrete for Abutment No. 10.  <b>Major Activities Next Period:</b>  * CIDH pile installation for Abutment No. 1. * CIDH pile installation for Bent Nos. 4, 5, and 6. * Column rebar, form and concrete for Bent No. 7, 8 and 9.					
<b>Schedule Summary:</b>  Date of Award: 09/07/04 Notice to Proceed: 09/22/04  Original Contract Duration: 700 CD Current Contract Duration: 700 CD Elapsed Time from NTP: 156 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	0	06/26/06	06/26/06	0
		Milestone 2- Complete All Work	08/23/06	0	08/23/06	08/23/06	0
<b>Physical Percent Complete:</b> Physical completion * as of this reporting period is: 5.88%  * Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report		<b>Cost Summary:</b> <span style="float: right;"><b>\$ In millions</b></span> 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: 0.15					

## 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: February 25, 2005</b>					
<b>Progress/Work Completed:</b> <ul style="list-style-type: none"> <li>* Completed Boyle Station soldier pile installation.</li> <li>* Completed Boyle Station permeation grouting.</li> <li>* Completed initial civil design for Segment-7.</li> <li>* Completed 100% design for East Portal retaining wall.</li> <li>* Commenced Boyle Station structure excavation.</li> <li>* Commenced East Portal soldier pile installation.</li> <li>* Commenced East Portal permeation grouting.</li> <li>* Commenced Boyle Station 85% design.</li> <li>* Commenced Atlantic Station schematic design.</li> <li>* Commenced East LA Civic Center Station schematic design.</li> <li>* Commenced initial civil design for Segment-3.</li> <li>* Commenced I-710 Freeway Overcrossing initial design.</li> <li>* Commenced traction power 65% design</li> <li>* Commenced overhead contact system (OCS) 65% design</li> <li>* Commenced train control 65% design</li> <li>* Commenced communication system 65% design</li> </ul> <b>Areas of Concern:</b> <p>None</p>		<b>Major Activities (In Progress):</b> <ul style="list-style-type: none"> <li>* Boyle Station structure excavation</li> <li>* Soldier piles installation at East Portal</li> <li>* Permeation grouting at East Portal and I-5 Freeway</li> <li>* Retaining walls at Pecan Park and 101 Freeway</li> <li>* Utility relocations at Soto Station, West and East Portals</li> <li>* Fabrication of two tunnel boring machines and tunnel liners</li> <li>* Deck beam fabrication at Ducommun welding yard</li> <li>* 85% design for Boyle station</li> <li>* Schematic designs for two at-grade stations</li> <li>* Systems 65% design</li> </ul> <b>Major Activities Next Period:</b> <ul style="list-style-type: none"> <li>* Fabrications of two tunnel boring machines and tunnel liners</li> <li>* Boyle station temporary decking system and dewatering</li> <li>* East Portal soldier pile installation and permeation grouting</li> <li>* Permeation grouting at I-5 Freeway</li> <li>* Utility relocations at Soto Station, West and East Portals</li> <li>* 85% Design for Boyle station</li> <li>* Schematic design for two at-grade stations</li> <li>* 85% civil design for Segment-7</li> <li>* System 65% design</li> </ul>					
<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	0	12/31/08	12/31/08	0
Original Contract Duration:	1795 CD	Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	0	04/30/08	04/30/08	0
Current Contract Duration:	1795 CD	Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	0	05/30/09	05/30/09	0
Elapsed Time from NTP:	240 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: 7.21%  * Note: Physical completion assessment reflects work completed and invoice amount.		<b>Cost Summary: \$ In millions</b> 1. Award Value: 600.45 2. Executed Modifications: 0.16 3. Approved Change Orders: 0.00 4. Current Contract Value (1+2+3): 600.61 5. Incurred Cost: 131.53					



## CONTRACT P2550 STATUS

<b>Description: 2550 Rail Vehicle Program</b> <b>Contractor: AnsaldoBreda, Italy</b>	<b>Contract No. P2550</b> <b>Status as of: February 28, 2005</b>					
<b>Progress/Work Completed:</b> 1. The IPT conducts on-going weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples Italy. The teleconferences discuss the status of Contract submittals, reviews and approvals, specific design issues and planned activities for the week.  2. The IPT drafted the four-month look-ahead schedule for up-coming First Article Inspections, and travel to support these program management efforts.  <b>Areas of Concern:</b> 1. Documentation submittals are close to complete. However, several submittals continue lagging behind the contract schedule. AnsaldoBreda continues to make an effort to "catch-up" through the efforts of their documentation consultant  2. Milestone 5A - Approval of all design dwgs, Milestone 6A - Approval of Cab Mock-up, Milestone 7A and Milestone 8A - Appr.of Traction Motors Perf. Tests, are not yet considered as complete nor officially approved.	<b>Major Activities (In Progress):</b> Contractor is in process of completing the Milestone 5A, 6A, 7A, & 8A work. 98% of this work is completed. However, these milestones are not being considered as complete.  AnsaldoBreda has invoiced for 6A work. The Invoice is currently under review.  <b>Major Activities Next Period:</b> 1. AnsaldoBreda Executive Management meeting for January was rescheduled and took place in late February and early March in Italy and discussed AnsaldoBreda's corporate commitment to a schedule mitigation path forward. 2. Activities will revolve around scheduling and conducting the reviews and approvals of the remaining due technical documentation. 3. During this period the IPT will continue closely monitoring and expediting where necessary for all scheduled activities involved in constructing and supporting the 2550 rail vehicle. 4. Weekly teleconference meetings have reconvened to monitor technical design completion for the 2550 rail vehicles.					
<b>Schedule Summary:</b>  Date of Award: 04/24/03 Notice to Proceed: 06/06/03 Original Contract Duration: 1460 CD Current Contract Duration: 1460 CD Elapsed Time from NTP: 636 CD  Option 1 & 2 Contract duration 1460 CD** ** after starting options 1 & 2  Note: MTA has issued Modification No. 1 to AnsaldoBreda. Modification No. 1 is a zero-cost, miscellaneous administrative and technical clarification modification. MTA is in process of completing the issue of 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.dwgs, per Sect.1.13.1Tech Specs	05/07/04	0	05/07/04	03/31/05	331
	Milestone 6A - Appr.of Operator Cab Mockup	06/04/04	0	06/04/04	03/31/05	303
	Milestone 7A - Appr.Carbody stress analysis & C.T. report	11/05/04	0	11/05/04	03/31/05	149
	Milestone 8A - Appr.of Traction Motors Perf. Tests	11/05/04	0	11/05/04	03/31/05	149
	Milestone 14A - Acceptance of two First Article Vehicles	12/02/05	0	12/02/05	12/02/05	0
<b>Physical Percent Complete:</b>  Physical completion * as of February 2005 is 39%.  * 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.: 800151) 126.99 Eastside Ext. (Proj. No.: 800088) 31.75 <b>Total Award Value 158.74</b> 2 Executed Modifications 0.00 3 Approved Change Orders: (None) 0.00 4 Current Contract Value (1 + 2 + 3): 158.74 5 Pending Changes: (None) 0.00 6 Incurred Cost: 34.69					

## **CONSTRUCTION PHOTOGRAPHS**



Contract C0802 – 101 Freeway Bridge Overcrossing  
cast-in-drilled-hole piling installation at Commercial and Alameda.



## **CONSTRUCTION PHOTOGRAPHS**



Demonstration test of tunnel liners in Tours, France.





## **CONSTRUCTION PHOTOGRAPHS**



Fabrication of tunnel liner molds in Tours, France.

## **CONSTRUCTION PHOTOGRAPHS**



Soldier pile installation at the East Portal.



Construction of retaining wall at Pecan Park.

## **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
L RTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PGL	Pasadena Gold Line
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude



**APPENDIX  
LIST OF ACRONYMS (Continued)**

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