

# 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.

**JANUARY 2009**

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## **PROJECT OVERVIEW & STATUS**

*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.*

Metro's consultant, ARINC, continued the software design phase for the expansion of the existing SCADA system per the approved baseline schedule. Procurement of the hardware continued this period, as well as development of the new software. Phase II is Metro's responsibility.

Notice to Proceed was issued to W. M. Klorman Corporation to design and construct the Pomona/Atlantic Parking Structure at the eastern end of the project alignment. The contractor mobilized the design team and submitted a baseline schedule.

Eastside LRT Partners has submitted the 30% design review package for the Division 21 Body Shop. Design review comments are due early next period. The 70% design review package submittal is forecast for mid-March 2009.

Underground construction is proceeding per plan. The C0803 contractor continued tensioning of OCS contact wire throughout the tunnels and continued connecting the 34.5 KV feeders. Fiber optic cable continued to be pulled through the duct bank conduits and installation of radio racks, lighting wire and power cable to the cross passages completed this period. Radio equipment was delivered and placed in racks at the cross passages.

At the Boyle Heights/Mariachi Plaza Station (MPS), installation of elevators and escalators continued per schedule. Field crews completed installation of elevators frames and guides, installed escalators # 1A and 1B and began assembly of escalators # 2A and 2B. Erection of ceiling grid and panels is near completion at the platform and mezzanine levels, as well as placement of lighting fixtures. Installation of radiax cable and supports throughout the station continued, as well as tile installation at the mezzanine and entrance-landing levels. Installation of all emergency fan duct pieces and sound traps were completed, and assembly of track dampers began. In the auxiliary power rooms, cable and wire for the transformers and Motor Control Centers (MCC) were pulled and fastened to the cable trays above the equipment. Local testing of the transformers began this period. In the Train Control and Communication (TC&C) room field crews continued wire connections and terminations. At the station plaza area, installation of rebar and forms for the canopy concrete support system completed, and fine backfilling and fine grading continued.

## **PROJECT OVERVIEW & STATUS**

At the Soto Station (SS), field crews poured stair # 1A and 1B steps and removed the support system to restore access to the TC&C room. Placement of platform and mezzanine level ceiling grids and panels is near completion and at the mezzanine level, installation of the steel frames for drywall completed, and placement of wall tile continued this period. Exposed conduit and lighting installation in the TC&C, emergency fans and auxiliary power rooms was also completed. The escalator/elevator supplier crews installed escalator # 3 and took delivery of the last pieces for escalators # 1A and 1B. The mechanical subcontractor crews began assembly of track dampers and local testing of fans in the mechanical room. Communication cabinets and exposed conduit were installed in the TC&C room. Also, at the Traction Power Substation 2 (TPS-02) site, 34.5 KV cable was connected to the equipment.

At the East Portal (EP) rooms, field crews installed jet fans, communication cabinets and MCC equipment. Installation of fire suppression equipment is near completion.

At-grade construction is proceeding according to plan. At Union Station (US) and the 101 Freeway Bridge Overcrossing, field crews began implementation of the cutover plan and also began tensioning the OCS contact wire. The last of the light poles were erected.

Street restoration began this period along Alameda Street (Segment 1). The east side walkway and curb of Alameda Street was demolished and new curbs and gutters were poured. Along 1<sup>st</sup> Street between Vignes Street and the West Portal (Segment 2B), field crews poured remaining sidewalk portions, pulled street lighting wire and continued work on intersections traffic signals. Also, missing track drains were installed this period. At the TPS-01 site under the 1<sup>st</sup> Street Bridge, the extension to the substation concrete slab was poured and 34.5 KV cable was pulled. The 1<sup>st</sup> Street Bridge continues to be open only for eastbound circulation.

Guideway construction along 1<sup>st</sup> Street between Lorena and Indiana Streets in Segment 4A is nearing completion. Field crews continued with curb, gutter, sidewalk and driveway pours and began preparations for street grind and overlay paving. At the TPS-03 site, at the intersection of 1<sup>st</sup> and Lorena Streets, the systems subcontractor completed pulling wire and began terminations at the substation compartments.

Construction along 3<sup>rd</sup> Street in Segment 5, between Ditman and Eastern Avenues, is also near completion. The systems subcontractor continued installing traffic controllers at street intersections and final punch list work began this period. At the TPS-04 site, at the intersection of 3<sup>rd</sup> Street and Sunol Road, equipment pre-testing completed and now the substation is ready for commissioning.

Between Mednik and Eastern Avenues (Segment 6), construction is also nearing completion. Construction crews continued with final punch list work. At the east end of the alignment along 3<sup>rd</sup> Street, between Atlantic Boulevard and Mednik Street (Segment 7), the final punch list work has been completed and a final walk through is scheduled for next period before handing over control to Los Angeles County. At the TPS-06 site, on the northwest corner of Atlantic and Pomona Boulevards, the substation was energized and commissioned this

## **PROJECT OVERVIEW & STATUS**

period.

In other areas of the alignment, at-grade station construction continues according to plan. At the Little Tokyo/Arts District (LT/AD) Station field crews completed installing the canopy tensile fabric and set the Metro artist benches. At the Pico/Aliso Station, painting of the canopy steel frame completed and in the TC&C room, communication cabinets were erected. Also, the pedestrian access walkway was poured. Irrigation lines were installed at the Indiana Station and backfill began this period. At the Maravilla Station, painting of the canopy steel frame completed and the light poles were erected. The architectural platform paving at the East Los Angeles Civic Center Station was poured and platform tile installation began at the Atlantic Station.

The testing phase of the project began this period. The contractor completed Mockup Test I-001 and a Breda LRV was delivered to Union Station to perform Clearance Test I-002. This test was successfully performed throughout the alignment.

The Universal Fare System (UFS) equipment is in storage at the vendor's facility until the equipment is required for installation. Metro staff has determined that in order to minimize the risk of equipment damage and vandalism, equipment installation will be deferred to the period of Pre-Revenue Operations. The vendor has requested a six to eight week notice prior to equipment delivery. This period the (UFS) infrastructure work began with the installation of communication pre-wire and equipment anchor supports.

The Metro Art Department continued providing technical support and coordination between the C0803 contractor and the artists responsible to provide art pieces for the eight stations. The artists continue working with multiple fabricators to meet the C0803 contractor installation schedule. The artists continued providing art mounting details and material sampling to the C0803 contractor. Artwork templates also continue to be delivered to the site for clearance verification and anchor support locations. Fabrication of art pieces is well underway and shipments to the site of completed pieces continued per schedule. Metro and ELRTC are continuing with coordination meetings, where fabrication and installation issues are discussed.

The Metro Rail Activation Group continued identifying all the requirements necessary to obtain the Certificate of Occupancy. The group continued updating the M3 inventory system and began the training program for operators. The group also participated in rail activation coordination meetings with the contractor.

## **MANAGEMENT ISSUES**

No Management Issues for the period ending January 2009.

## PROJECT SCOPE

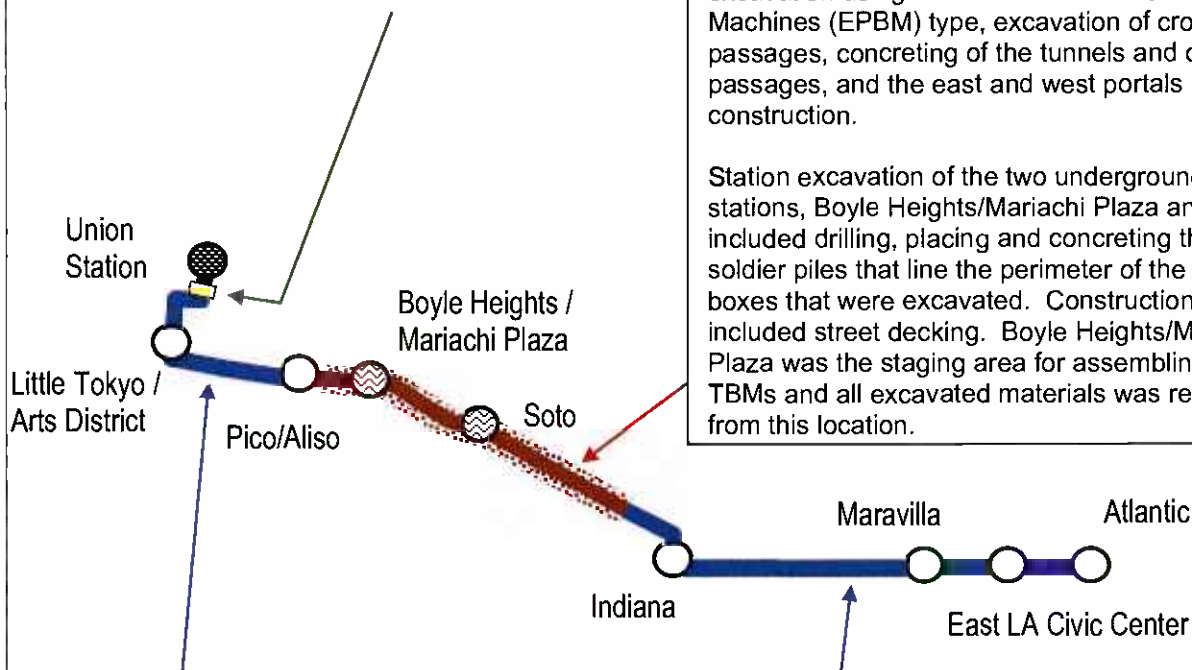
### **Contract C0802 – 101 Freeway Bridge**

**Overcrossing:** The construction of the bridge was combined with Caltrans freeway improvements project. Caltrans administered the construction and the LACMTA provided oversight and was 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 included 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, included drilling, placing and concreting the soldier piles that line the perimeter of the station boxes that were excavated. Construction also included street decking. Boyle Heights/Mariachi Plaza was the staging area for assembling the TBMs and all excavated materials was 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.

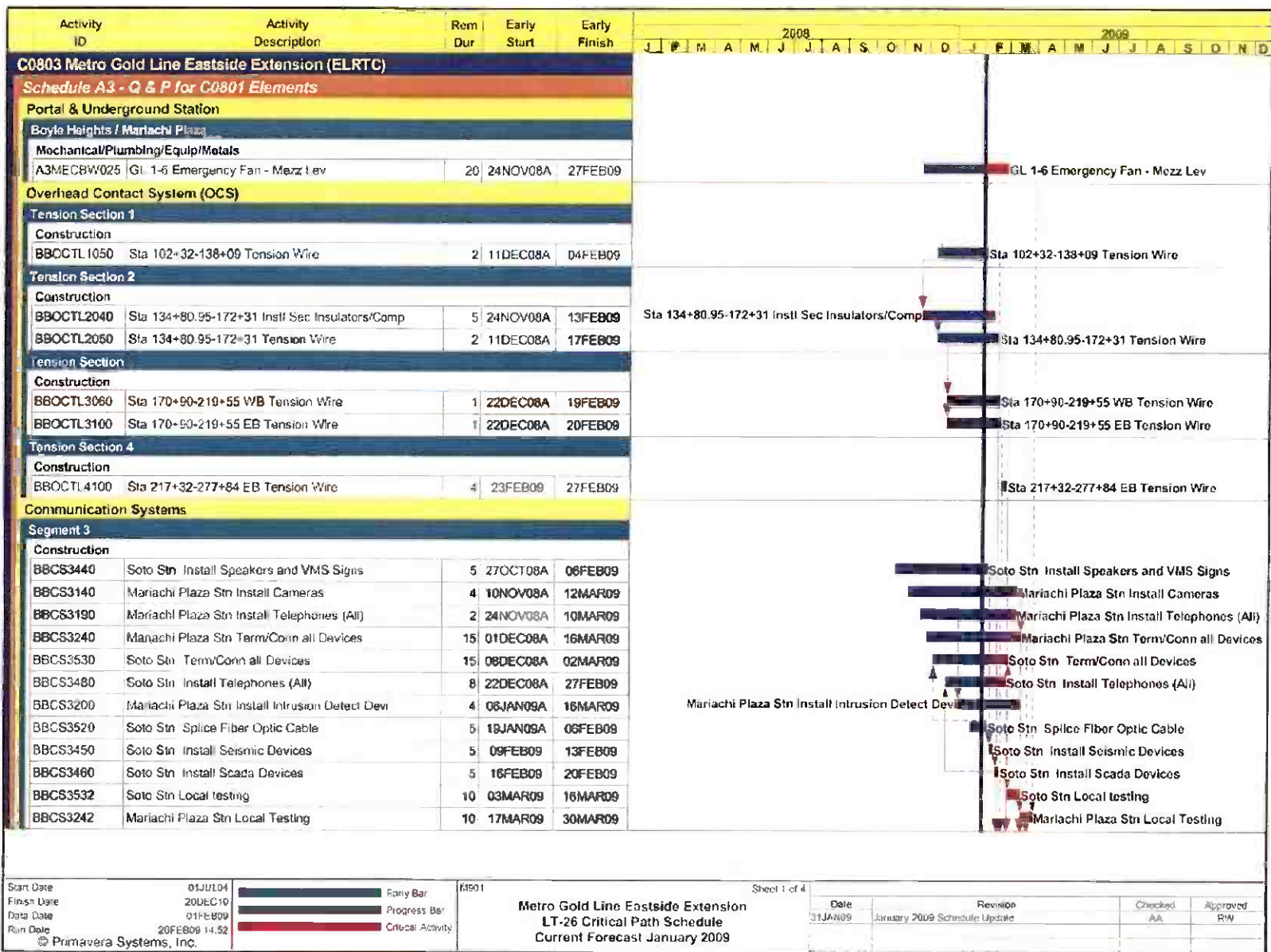
Construction of the six-mile alignment includes six at-grade stations, trackwork installation and testing for the entire alignment.

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.

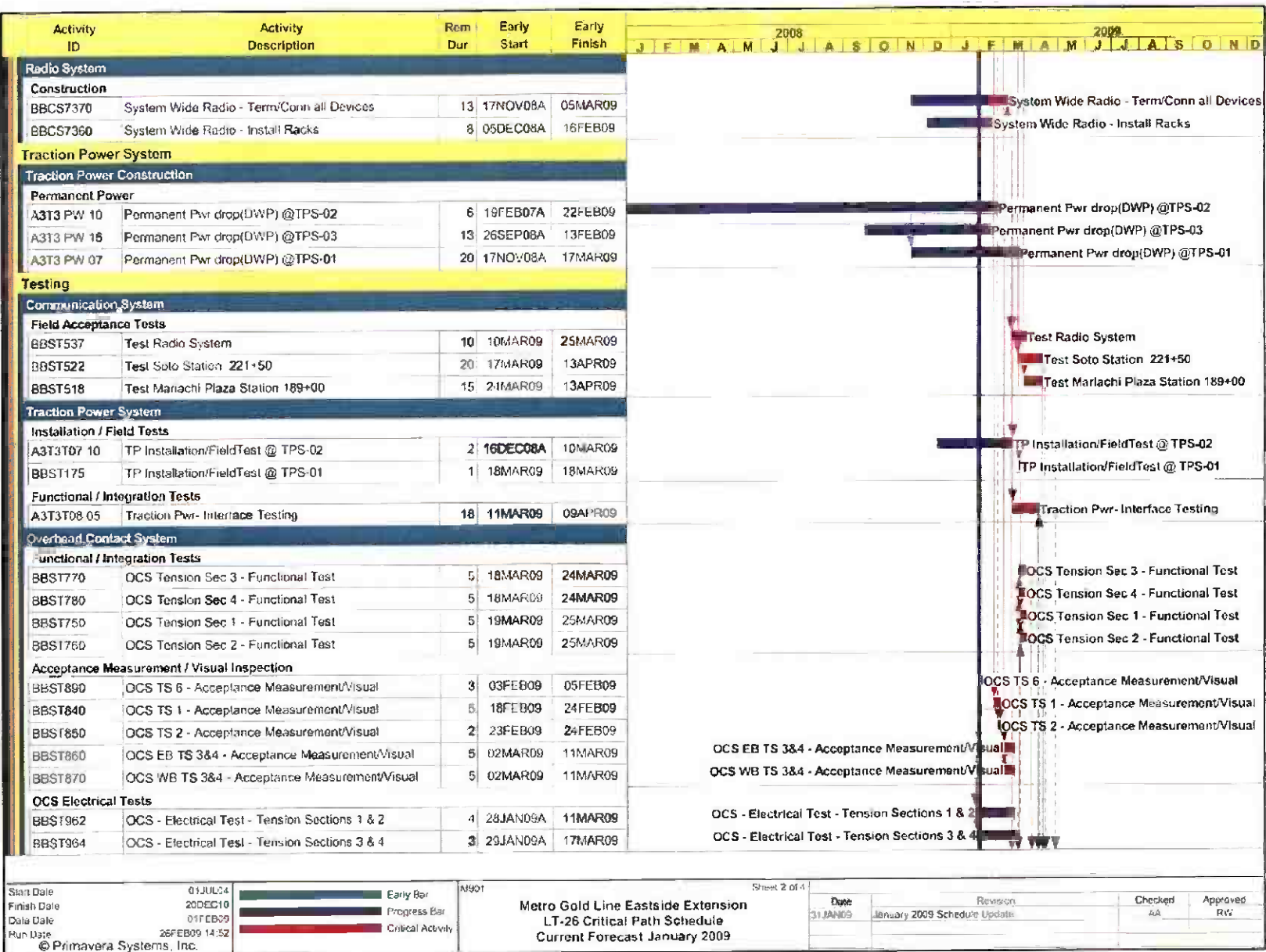
**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Jan-09	Feb-09	Mar-09	Apr-09	May-09	Jun-09
Completed Installation of Cable Transmission System	01/27/09 *	○					
Metro Provided First Light Rail Vehicle for Testing	01/27/09	◆					
Achieved Milestone #3 Areas for UPS Equipment Ready	01/30/09	○					
Complete 34.5KV Feeder Cable Installation	02/03/09 *		○				
Complete Train Control Installation Throughout the Alignment	02/04/09 *		○				
Install Tunnel Portal Surveillance System	02/09/09 *		○				
Start Systems Integration Testing Phase I (ELRTC)	02/20/09 *		○				
Complete CCS Installation Throughout the Alignment	02/27/09 *		○				
Complete Canopy Structure at Boyle Heights/Mariachi Plaza Station	02/27/09 *		○				
Complete Street Improvements Throughout the Alignment	02/27/09 *		○				
Submit All Testing Procedures	03/02/09 *			○			
Overhead Catenary Energized	03/05/09 *			○			
Complete Radio System Installation	03/05/09 *			○			
Complete At-Grade Stations Canopy Installation	03/25/09 *			○			
Complete Landscape at Both Portals	03/27/09			○			
Complete First Station Construction - Indiana	04/02/09 *				○		
C0803 Contractor Achieve Substantial Completion	04/10/09				○		
Complete Systems Installation at the ROCC	04/14/09 *				○		
Start Systems Integration Testing Phase II (Metro)	04/15/09 *				◆		
Begin Pre-Revenue Operations	05/16/09					◆	
Install Universal Fare System Throughout the Alignment	06/05/09 *						◆
<div> <div>◆ LACMTA Staff</div> <div>○ Eastside LRT Constructors</div> <div>FTA</div> <div>FTA Approval</div> <div>△ Other Agencies</div> <div>* New Date</div> <div>M Metro</div> <div>LACMTA Board Approval</div> </div>							

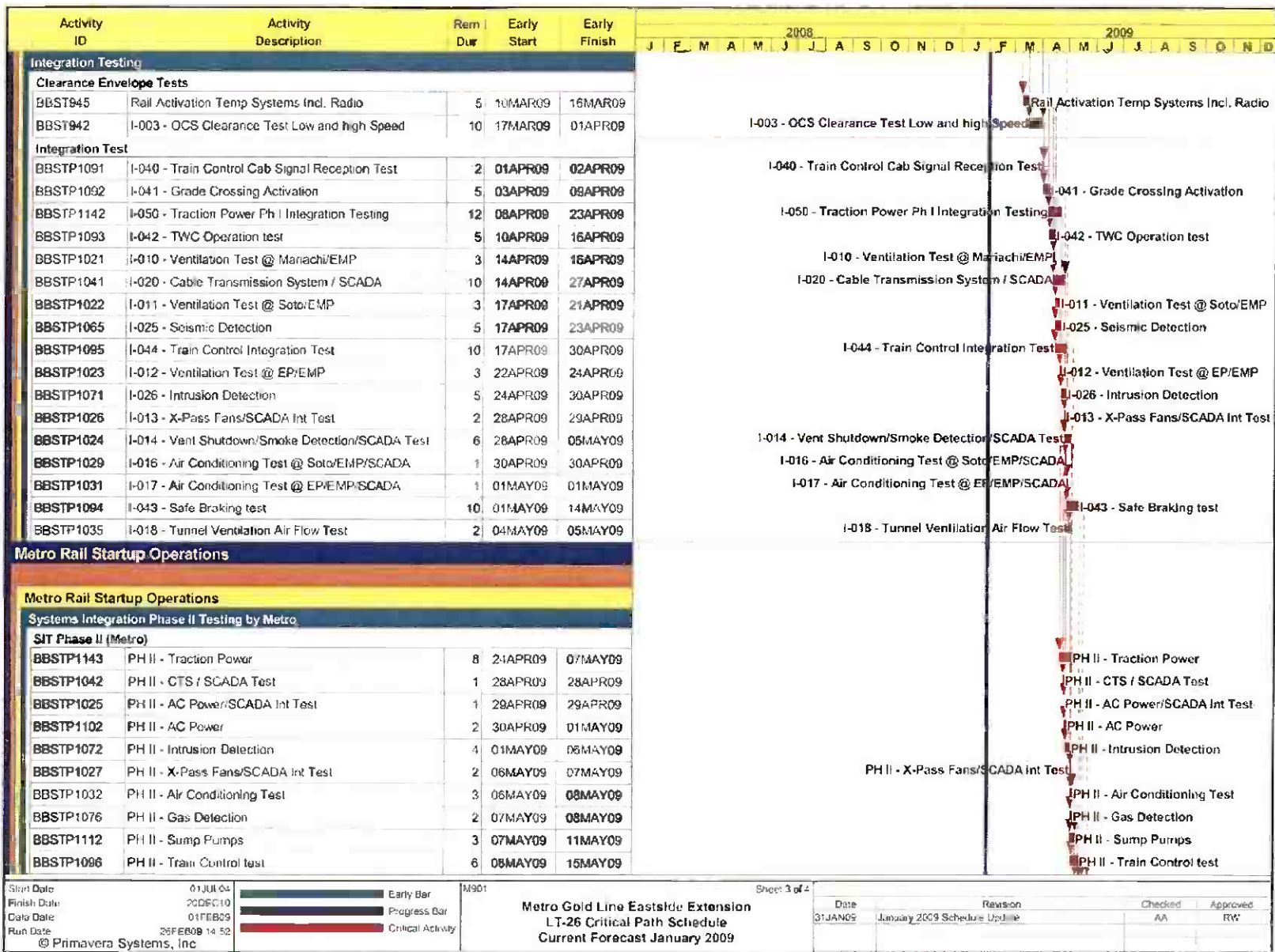
PROJECT MASTER SCHEDULE  
CRITICAL PATH (1 of 4)



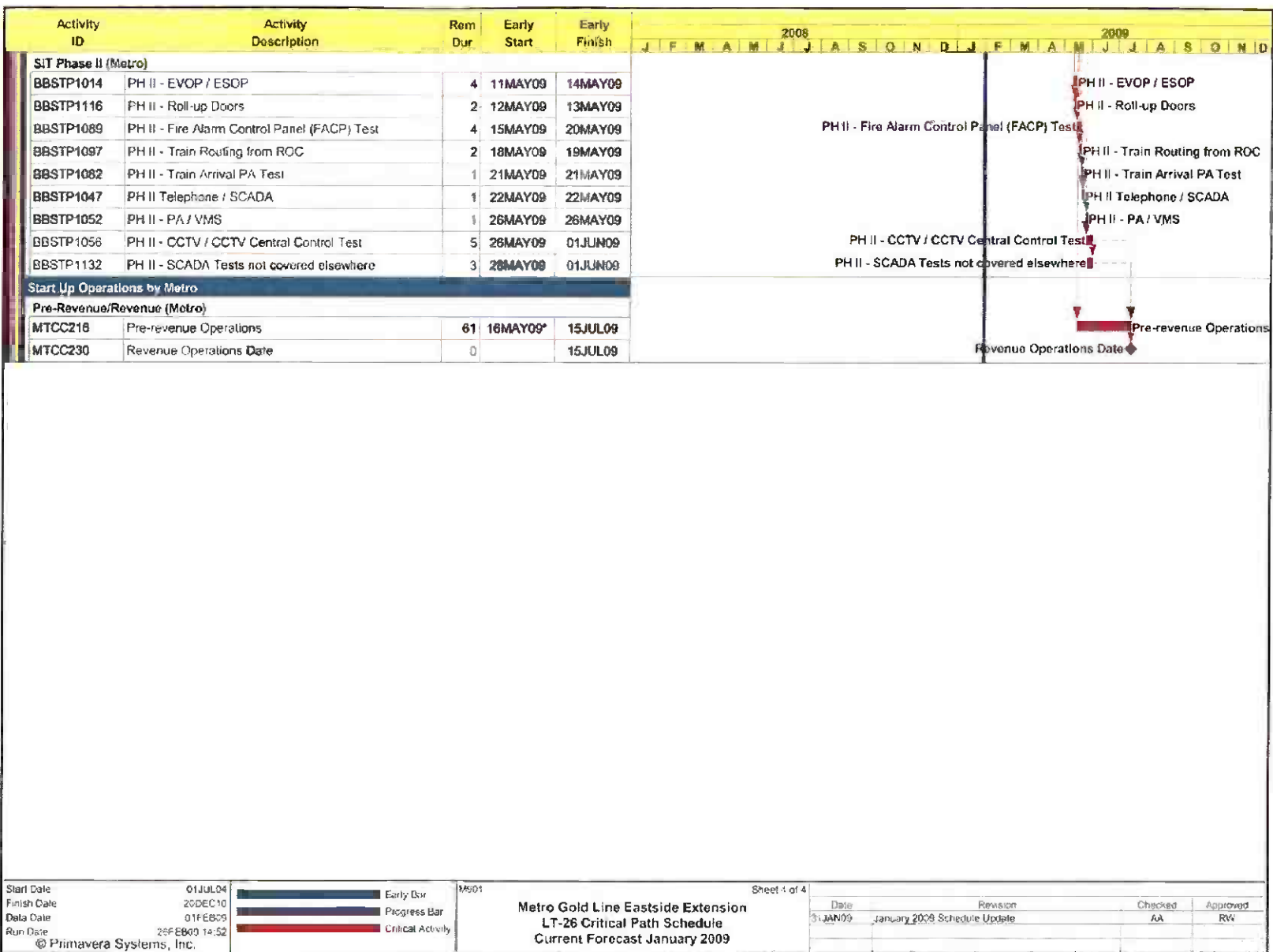
PROJECT MASTER SCHEDULE  
CRITICAL PATH (2 of 4)



# PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 4)



# PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 4)



## **CRITICAL PATH NARRATIVE**

### **Current Critical Path Analysis**

The C0803 contractor (ELRTC) has completed the installation of escalators # 1A and 1B and began assembly of escalators # 2A and 2B at the Boyle Heights/Mariachi Plaza Station. Installation of elevators # 1 and 2 continue per plan at the Boyle Heights/Mariachi Plaza and Soto Stations, and are no longer on the critical path. Construction crews continue installing sound traps, track dampers, communication cabinets and Motor Control Centers (MCC) at both underground stations as well as pulling Traction Power (TP), Train Control (TC) and communications cable. Providing permanent power to the TP substations in the City of Los Angeles portion of the alignment has been delayed and is now on the critical path. This delay is not impacting the Revenue Operations Date (ROD).

ELRTC is reporting their overall progress to be nine days behind schedule with several systems integration tests (SIT) scheduled to be complete in April 2009. The contractor is continuing mitigation measures with subcontractors to maintain longer shift hours and is revising the testing schedule, which will support Metro's SIT Phase II and Pre-Revenue Operations. Metro remains confident that the time lost in the schedule can be mitigated without impacting ROD.

There are several parallel critical paths in the current schedule. One is through commissioning and testing of TPS # 1, 2 and 3. Another is through installation and testing of the Overhead Contact System (OCS). One more is the communications installation at both underground stations, and installation of communications throughout the alignment. 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.

## 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	-	650,702	41	657,102	11,564	584,213	-	650,702	-
S	SPECIAL CONDITIONS	19,494	-	57,032	110	50,766	343	38,662	-	57,032	-
R	RIGHT-OF-WAY	40,358	-	37,681	-	37,779	141	37,040	-	37,681	-
P	PROFESSIONAL SERVICES	135,304	-	135,860	14	134,675	932	122,314	-	135,860	-
PC	PROJECT CONTINGENCY	60,254	-	7,401	-	-	-	-	-	7,401	-
PR	PROJECT REVENUE	(4,617)	-	(4,662)	-	-	-	(44)	-	(4,662)	-
SUBTOTAL		884,014	-	884,014	165	880,321	12,980	782,185	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	338	6,190	338	6,190	-	14,800	-
TOTAL		898,814	-	898,814	503	886,511	13,318	788,375	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2008

## PROJECT COST ANALYSIS

### Original Budget

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

### Current Budget and Current Forecast

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

### Commitments

The Commitments increased by a total of \$0.5 million this period primarily due to Metro Art Program and Project Finance Cost that reflect an interest payment. Interest earnings are not projected to be more than the interest costs. The \$886.5 million in Commitments to date represents 98.6% of the Original Budget.

### Expenditures

Expenditures are cumulative through December 2008. The Expenditures increased by a total of \$13.3 million this period. In the Construction element there was an increase of \$11.6 million due to costs associated with Contract C0803 -Tunnel, Stations, Trackwork and Systems and Rail Vehicle Procurement. In the Special Conditions element there was an increase of \$0.3 million primarily for costs associated with Caltrans and 3<sup>rd</sup> Party Master Cooperative Agreements with the City of LA. In the Right-of-Way element there was an increase of \$0.1 million for a Right of Entry permit. In the Professional Services element there was an increase of \$0.9 million primarily for costs associated with Metro Project Administration, Design Support During Construction and Construction Management Services. In the Project Finance Cost element there was an increase of \$0.3 million that reflects an interest payment. The December 2008 invoice for Contract C0803 in the amount of \$7.8 million was posted in the Metro's Financial Information System (FIS) on January 28, 2009 and will be reflected in the next reporting period. The \$788.4 million in Expenditures to date represents 87.7% of the Original Budget.

## PROJECT COST STATUS

### COST REPORT BY ELEMENT CONCURRENT NON-FPGA PROJECT 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	18,000	-	46,034	131	44,204	252	27,118	-	46,034	-
S	SPECIAL CONDITIONS	-	-	3,244	-	2,683	(13)	2,323	-	3,244	-
R	RIGHT-OF-WAY	-	-	648	-	-	-	-	-	648	-
P	PROFESSIONAL SERVICES	-	-	3,914	-	3,423	80	1,496	-	3,914	-
PC	PROJECT CONTINGENCY	-	-	1,650	-	-	-	-	-	1,650	-
PR	PROJECT REVENUE	-	-	(4,087)	(81)	(5,079)	-	(279)	-	(4,087)	-
SUBTOTAL		18,000	-	51,403	50	45,231	319	30,659	-	51,403	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	51,403	50	45,231	319	30,659	-	51,403	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2008

## PROJECT COST ANALYSIS

### Original Budget

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

### Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$51.4 million.

### Commitments

The Commitments increased by \$0.1 million this period primarily due to a change order for relocation of relay case and an executed modification for betterments requested by the City of Los Angeles for the installation of street and pedestrian lighting at the East Portal. Project Revenues collected from the City of Los Angeles will fund for the installation of street and pedestrian lighting at the East Portal. The \$45.2 million in Commitments to date represents 88.0% of the Current Budget.

### Expenditures

Expenditures are cumulative through December 2008. The Expenditures increased by \$0.3 million this period primarily for urban design elements, historic street lighting, construction of a reduced profile overhead contact system, traction power sectionalization, Metro Project Administration, Design Support During Construction, Construction Management, and Community Relations. The December 2008 invoice for Contract C0803 in the amount of \$0.3 million was posted in the Metro's Financial Information System (FIS) on January 28, 2009 and will be reflected in the next reporting period. The \$30.7 million in Expenditures to date represents 59.6% of the Current Budget.

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

JANUARY 2009		STATUS OF FUNDS BY SOURCE									
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	\$490,700	\$490,700	\$333,593	\$489,449	100%	\$391,313	80% (1)	\$389,806	79%		
FED - SECTION 5309 FIXED GUIDEWAY	\$23,100	\$12,000	\$12,000	\$12,000	100%	\$12,000	100%	\$12,000	100%		
FEDERAL - CMAQ	\$10,300	\$10,300	\$10,276	\$10,276	100%	\$10,276	100%	\$10,276	100%		
REGIONAL IMPROVEMENT PROG - FED	\$179,600	\$4,600	\$4,600	\$4,600	100%	\$4,600	100%	\$4,600	100%		
REGIONAL IMP PROG STATE	\$0,600	\$175,600	\$175,600	\$175,600	100%	\$175,600	100%	\$175,600	100%		
STATE TCRP	\$45,000	\$45,000	\$45,000	\$45,000	100%	\$45,000	100%	\$45,000	100%		
PROP A 35% / PROP C 40%/PROP 25%	\$124,614	\$135,714	\$133,296	\$133,296	98%	\$133,296	98%	\$133,296	98%		
LEASE REVENUES	\$10,100	\$10,100	\$10,100	\$10,100	100%	\$10,100	100%	\$10,100	100%		
ACCRUALS											
SUB-TOTAL	\$884,014	\$884,014	\$724,465	\$880,321	100%	\$782,185	88%	\$780,678	88%		
PROP A / PROP C (INTEREST COST)	\$14,800	\$14,800	\$6,190	\$6,190	42%	\$6,190	42%	\$4,857	33%		
TOTAL	\$898,814	\$898,814	\$730,655	\$886,511	99%	\$788,375	88%	\$785,535	87%		

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2008.  
(1) BILLED EXPENDITURES IN EXCESS OF FUNDS AVAILABILITY ARE TEMPORARILY FUNDED THROUGH BRIDGE FINANCING.

**STATUS OF FUNDS ANTICIPATED**

**FEDERAL SECTION 5309 NEW STARTS:** LACMTA has received an appropriation of \$333.6M through FY08. LACMTA submitted a grant application for \$33.4M in January 2009. Grant approval is expected in March 2009.

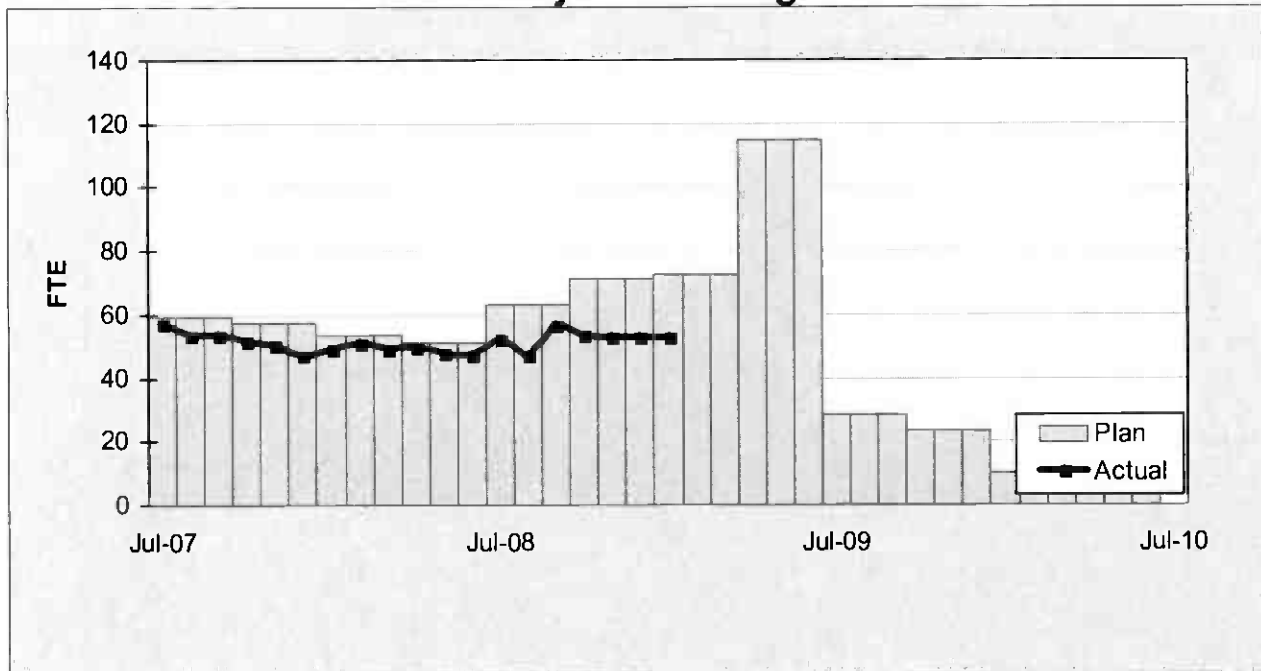
**FINANCIAL/GRANT STATUS**  
**CONCURRENT NON-FFGA PROJECT ACTIVITIES**

JANUARY 2009		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) APPROVED 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) %
PROP C 40%	\$14.000	\$22.400	\$20.243	\$20.243	90%	\$8.642	39%	\$3.801	17%
PROP C 10%	\$4.000	\$4.300	\$4.300	\$0.902					
STATE TCR	\$0.000	\$24.086	\$24.086	\$24.086	100%	\$22.017	91%	\$22.017	91%
STATE TSA	\$0.000	\$0.617	\$0.617	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$18.000	\$51.403	\$49.246	\$45.231	88%	\$30.659	60%	\$25.818	50%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2008.

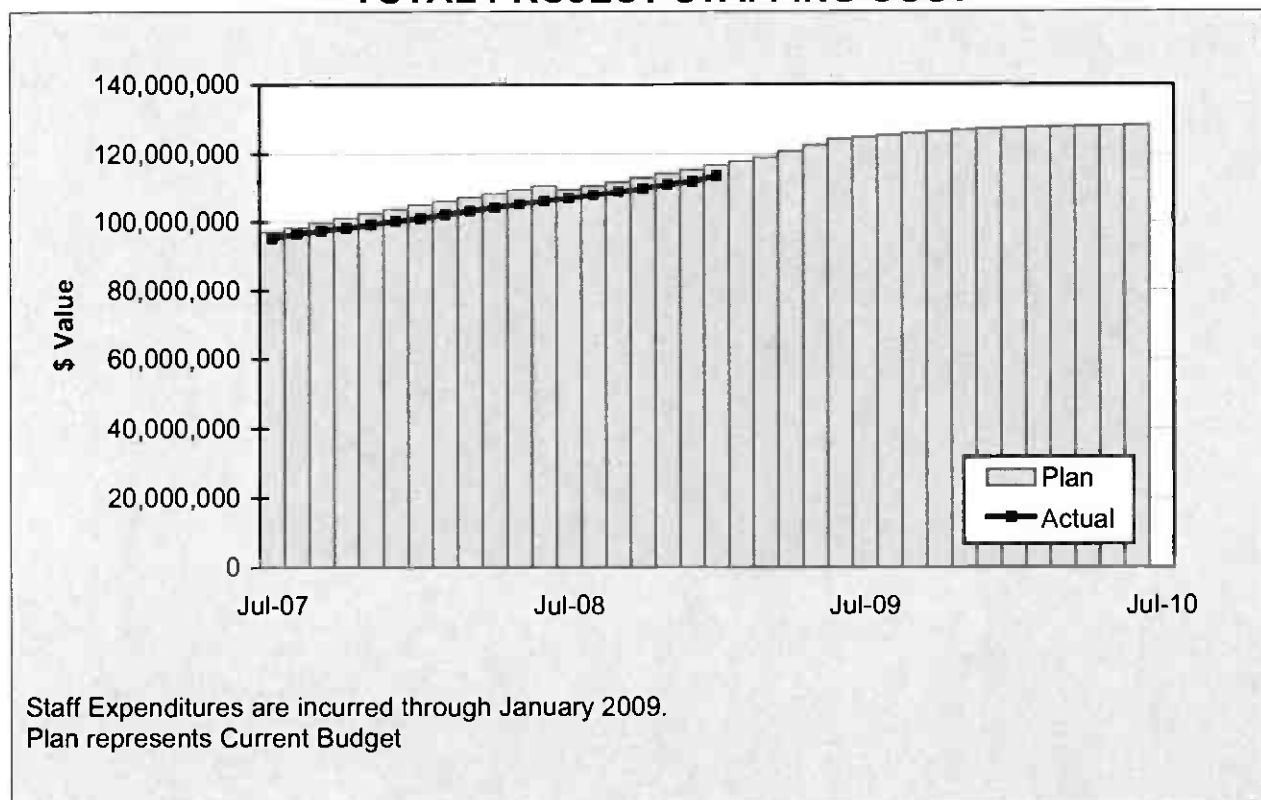
## STAFFING STATUS

### Total Project Staffing - FTES



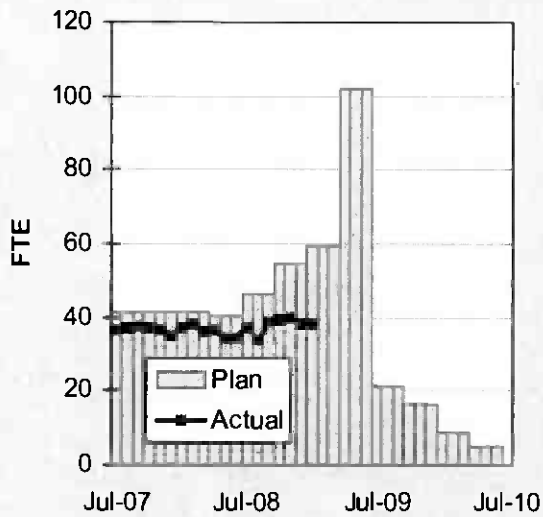
## STAFFING STATUS

### TOTAL PROJECT STAFFING COST

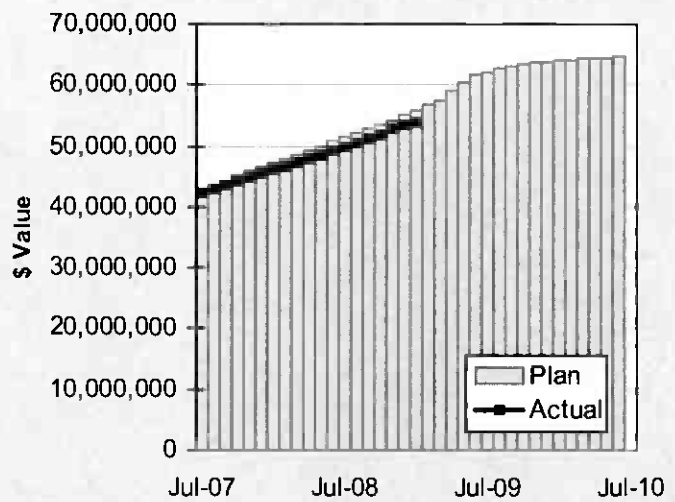


## STAFFING STATUS

**DIRECT AGENCY - FTES**

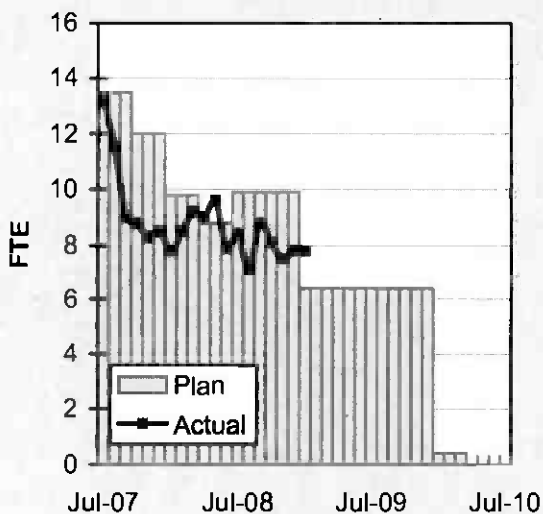


**DIRECT AGENCY - COST**

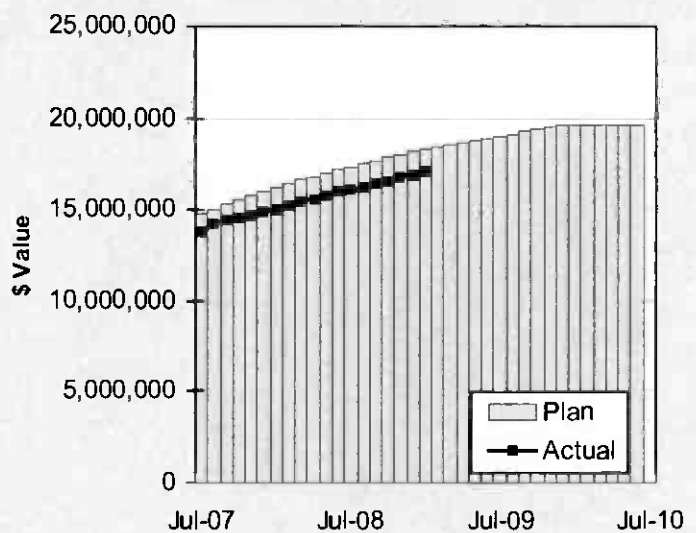


Staff Expenditures are incurred through January 2009.  
 Plan represents Current Budget

**CONSTRUCTION MGMT - FTES**



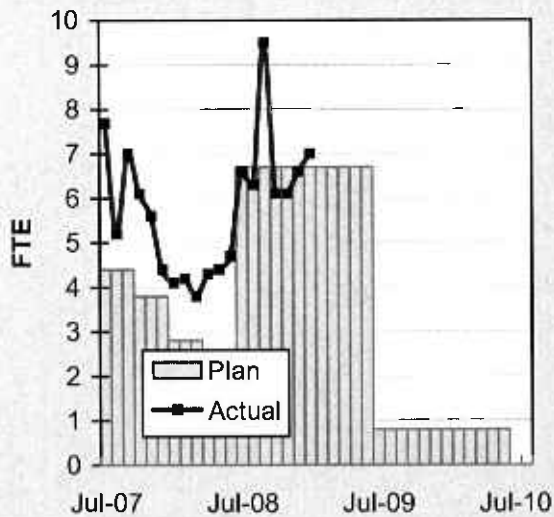
**CONSTRUCTION MGMT - COST**



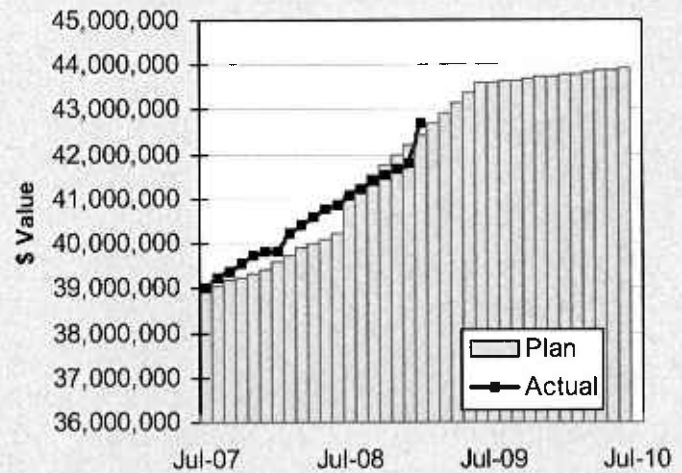
Staff Expenditures are incurred through January 2009.  
 Plan represents Current Budget.

## STAFFING STATUS

ELRT PARTNERS - FTES



ELRT PARTNERS - COST



Staff Expenditures are incurred through January 2009.  
Plan represents Current Budget

## REAL ESTATE STATUS

- For C0803, the tunnel portion of the alignment, 40 parcels were 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 were required for acquisition (17 full takes, 9 partial takes and 1 surface easement). Nine parcels were required for the LAUSD Ramona Opportunity High School site reconfiguration.
- For C0802, 2 parcels were required (1 surface easement and 1 full take parcel).
- Two Encroachment Permits were obtained from Caltrans for the C0803-Tunnel. Three street closures were 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	69	0	0	0
Last Period	69	69	0	0	0

### REAL ESTATE STATUS TO DATE BY CONTRACT ACQUISITION PHASE

CONTRACT NO.	Number of Parcels (A+B+C+D+E)	Agreements Signed (A)	Parcels in Condemnation (B)	Under Negotiation (C)	In Appraisal Process (D)	Inactive Parcels (E)	Parcels Available
C0803-Tunnel	40	40	0	0	0	0	40
C0803-At-Grade	27	27	0	0	0	0	27
C0802	2	2	0	0	0	0	2
TOTAL	69	69	0	0	0	0	69
LAST PERIOD	69	69	0	0	0	0	69

## **ENVIRONMENTAL STATUS**

- Archeo Paleo Associates investigated a trash pit discovery at 1<sup>st</sup> and Soto that contained a granite marker.
- Metro is proceeding with the construction of the Memorial Wall at Evergreen Cemetery. Excavation is scheduled to begin February 2009.
- Submitted a draft agreement to Cal State Los Angeles concerning the completion of research work.

## **COMMUNITY RELATIONS STATUS**

- Distributed six construction notices which reached approximately 5,900 residences/businesses. Activities included street closures, traffic switches, and crosswalk installations.
- Met with 71 residents/business owners to coordinate construction activities.
- Provided construction updates at the Executive RAC and Review Advisory Committee Meetings.

## **QUALITY ASSURANCE STATUS**

- Continued to review the Design Builder's Monthly Asphalt, Concrete Compressive Strength and Soils Compaction test report summaries - areas of concern are coordinated to resolution with the onsite lab representative.
- Conducted verification testing of Design Builder's special inspections utilizing an independent testing laboratory technician; no issues to report.
- The results of field surveillance activities are documented in Weekly Surveillance Reports, including color digital pictures identifying sites of surveillance and issues of concern.

## **SAFETY STATUS**

- Participated in weekly progress meetings with Construction Managers and ELRTC management personnel to discuss safety related issues and construction schedule.
- Conducted specific Tunnel Safety Awareness training for Metro's IPMO staff.
- Participated in weekly Rail Activation Meetings and training sessions.
- Participated in ELRTC's weekly supervisory Tool Box safety meetings.
- Participated in Pre-Construction Meeting for the C0893 Pomona/Atlantic Parking Structure.
- Monitored construction activities on a daily basis, including weekends, to ensure contractor compliance with Contract Specification.
- ELRTC and their subcontractors reported zero recordable incidents and 78,006 work hours for the month of January 2009. A total of thirty-nine (39) recordable incidents have occurred Project to Date. Total Project to Date work hours are 3,847,841. Injury Rates for Recordable incidents are 2.0; well below the published incident rate of 5.1.

## **ART DEVELOPMENT STATUS**

- Coordination meetings with Metro Construction and ELRTC for artwork fabrication/installation schedules for eight stations.

**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	2/09	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	2/09	*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 CEO is to speak with LADWP CEO.
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/AT & T	Amendment	Completed	N/A	Executed May 2005. SBC has been acquired by AT&T and has formed a new corporation TCM for work in Southern California. A new agreement has been negotiated with Metro and TCM, which was approved by the Metro Board in April. The new agreement mirrors the SBC agreement except for some minor changes in the insurance language.
Adelphia Cable Company	Amendment	2/09	*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 and follow-up calls were made on 10/20/05 and 11/16/05.
Calif Wtr Service Co	Master	Completed	N/A	Executed May 2005.
L.A. County Sanitation Districts	N/A	N/A	N/A	In a letter dated 3/26/03, the Sanitation District stated that there is not a need for an agreement since there are no relocations related to their facilities. The Sanitation District will review submittals related to encasements of their facilities on Indiana Street.
MCI Worldcom	Amendment	Completed	N/A	Executed May 2005.
Metropolitan Wtr Dist	Amendment	Completed	N/A	Executed May 2003.

**THIRD PARTY AGREEMENT STATUS**

<b>Third Party</b>	<b>Type of Agreement</b>	<b>Forecast Execution Date</b>	<b>Required Need Date</b>	<b>Status/ Comments</b>
Verizon Wireless	Amendment	2/09	*6/04	The revised draft amendment was hand delivered to Verizon on 11/19/03 and an electronic copy was sent to them 2/19/04. Verizon did respond with comments, which were reflected in a revised agreement sent 4/05. Verizon legal is completing final review. Follow up calls were made on 10/20/05 and 11/16/05. Verizon has now joined MCI and once the legal work is complete in late February 2006, LACMTA may be able to use the MCI Agreement for Verizon work. E-mailed MCI Agreement to Verizon Representative for consideration as overall agreement covering Verizon and MCI as the new Verizon.
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 has been performed under the current MCA.

## 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	9/5/02	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	8/6/03	5/21/2004	Approved
9	Complete	1/20/03	1/29/03	3/31/03	11/22/02	8/29/03	9/12/2003	Approved
10	Complete	12/11/03	12/18/02	3/10/03	11/22/02	5/5/03	8/29/2003	Approved
11	Complete	2/13/03	2/27/03	4/18/03	12/6/02	6/6/03	8/29/2003	Approved
12	Complete	2/13/03	2/27/03	4/18/03	12/13/02	6/6/03	9/5/2003	Approved
13	Complete	2/6/03	2/20/03	4/18/03	2/21/03	6/6/03	9/1/2004	Approved
14	Complete	1/8/03	1/15/03	3/14/03	11/12/02	8/29/03	10/30/2003	Approved
15	Complete	2/26/03	N/A	N/A	2/21/03	6/6/03	8/29/2003	Approved
16	Complete	2/26/03	N/A	N/A	2/28/03	6/6/03	8/29/2003	Approved
17	Complete	1/8/03	1/15/03	N/A	2/14/03	5/5/03	6/13/2003	Approved
18	Complete	1/8/03	1/15/03	3/26/03	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**

All applications are approved.

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

## CONTRACT C0802 STATUS

<b>Description: 101 Freeway Bridge Overcrossing</b> <b>Contractor: Brutoco Engineering &amp; Construction</b>		<b>Contract No. C0802</b> <b>Status as of: January 30, 2009</b>					
<b>Progress/Work Completed:</b>  * Bridge work was completed in March 2007 * Plant Maintenance period achieved November 2007   <b>Areas of Concern:</b>  * None		<b>Major Activities (In Progress):</b>  * None   <b>Major Activities Next Period:</b>  * None					
<b>Schedule Summary:</b>  Date of Award: 09/07/04 Notice to Proceed: 09/22/04  Original Contract Duration: 700 CD Current Contract Duration: 775 CD Elapsed Time from NTP: 904 CD *  * Note: Elapsed time to Milestone # 1 completion			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Notice to Proceed	09/22/04	0	09/22/04	09/22/04	0
		Milestone 1 - Complete Abutment No. 10	06/26/06	49	08/14/06	03/15/07	-213
		Milestone 2- Complete All Work Without Plant Establishment	08/23/06	75	11/06/06	08/06/07	-273
<b>Physical Percent Complete:</b> Physical completion ** as of this reporting period is: 100.00%  ** Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 30.		<b>Cost Summary: \$ 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: 6.42					

## 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: January 30, 2009</b>					
<b>Progress/Work Completed:</b>  * Set escalators # 1A and 1B at Mariachi Plaza Station (MPS) * Assembled MPS track dampers * Installed elevator # 2 frame and guides at MPS * Set emergency fans and sound attenuators at Soto Sta. (SS) * Erected CIC cabinets and pulled wire in the SS TC&C room * Poured elevator # 1 shaft and stair # 1 at SS entrance * Delivered jet fans for the East Portal * Pulled Fiber Optic cable, lighting and power wire in both tunnels * Spliced and terminated 34.5 KV cable at MPS and SS * Completed Indiana Street widening - west side * Energized all above ground stations * Installed HVAC controllers at all above ground stations * Poured architectural platform paving at East Los Angeles Civic Center (ELACC) Station * Painted the canopy frame at Pico Aliso (PA) and Maravilla Stations * Commissioned TPS-06 at the line east terminus * Delivered first LRV and performed clearance test I-002 throughout the alignment  <b>Areas of Concern:</b>  The contractor is projecting an 9 day delay for completion of Milestone # 1, which they plan to mitigate by working longer hours. At this time, there is no schedule impact to ROD.	<b>Major Activities (In Progress):</b> * Architectural finishes at the MPS entrance plaza * Emergency fans and Motor Control Centers at MPS and SS * Escalators and elevators at MPS and SS * Install tile on the mezzanine walls at MPS and SS * Ceiling panels at MPS and SS platform and mezzanine levels * Pour SS platform top center slab * Radio racks and CIC cabinets at all cross passages * Complete OCS installation throughout the alignment * Connect 34.5 KV cable to the overhead catenary - Seg. 1 & 2 * Commission remaining TPS substations * Canopy tensile fabric at Little Tokyo/Arts District and ELACC Sta. * Platform tile finish at Atlantic Station * Continue electrical and mechanical local field testing throughout the alignment  <b>Major Activities Next Period:</b> * Architectural finishes at the MPS and SS Stations * Escalators, elevators and dampers at MPS and SS * Cable, wire pulling and terminations at all stations * Energize both underground stations * Cable and wire terminations at all cross passages * Local field acceptance testing throughout the alignment * Canopy glazing and laminated glass at Indiana, Atlantic and ELACC stations * Platform edge tactile floor panels at all stations * PAVMS, seismic, gas and intrusion detection, fire supression, CCTV, F&EM, telephone and SCADA RTU devices * Final paving, striping, lighting and traffic signals-Segs. 1, 2 and 4					
<b>Schedule Summary:</b>  Date of Award: 06/01/04 Notice to Proceed: 07/01/04  Original Contract Duration: 1795 CD Current Contract Duration: 1887 CD Elapsed Time from NTP: 1675 CD  Option D Contract duration 90 CD Complete		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
	Notice to Proceed	07/01/04	0	07/01/04	07/01/04	0
	Milestone 1 - Contract Completion. Complete all systems integration testing and ready for MTA's pre-revenue operation testing.	12/31/08	91	04/01/09	04/10/09	-9
	Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	255	01/10/09	01/30/09	-20
	Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	92	08/30/09	08/30/09	0
	Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0
<b>Physical Percent Complete:</b>  Physical completion * as of this reporting period is: 93.37%  * Note: Physical completion assessment reflects work completed and work in progress.	<b>Cost Summary:</b> <b>\$ In millions</b> 1. Award Value: 600.45 2. Executed Modifications: 14.86 3. Approved Change Orders: 0.00 4. Current Contract Value (1+2+3): 615.31 5. Incurred Cost: 573.84					

## CONTRACT E700051F STATUS

<b>Description: 1st Street Bridge Strengthening</b> <b>Contractor: The Griffith Company</b>	<b>Contract No. E700051F</b> <b>Status as of: January 30, 2009</b>																							
<b>Progress/Work Completed:</b>  * Bridge turned over to Metro on October 26, 2007          <b>Areas of Concern:</b>  * None	<b>Major Activities (In Progress):</b>  * None          <b>Major Activities Next Period:</b>  * None																							
<b>Schedule Summary:</b>  Date of Award: 01/19/07 Notice to Proceed: 02/06/07 Original Contract Duration: 251 CD Current Contract Duration: 281 CD Elapsed Time from NTP: 281 CD	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 10%;">Original Contract Dates</th> <th style="width: 10%;">Time Extension</th> <th style="width: 10%;">Current Contract</th> <th style="width: 10%;">Forecast</th> <th style="width: 10%;">Variance CDs</th> </tr> </thead> <tbody> <tr> <td>Notice to Proceed</td> <td>02/06/07</td> <td>0</td> <td>02/06/07</td> <td>02/06/07</td> <td>0</td> </tr> <tr> <td>Milestone 1 - Substantial Completion</td> <td>10/15/07</td> <td>30</td> <td>11/14/07</td> <td>11/14/07</td> <td>0</td> </tr> </tbody> </table>							Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Notice to Proceed	02/06/07	0	02/06/07	02/06/07	0	Milestone 1 - Substantial Completion	10/15/07	30	11/14/07	11/14/07	0
	Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs																			
Notice to Proceed	02/06/07	0	02/06/07	02/06/07	0																			
Milestone 1 - Substantial Completion	10/15/07	30	11/14/07	11/14/07	0																			
<b>Physical Percent Complete:</b>  Physical completion as of 11/14/07: 100.00% *  * As reported by the City of Los Angeles, Department of Contract Administration	<b>Cost Summary: \$ In millions</b> <table style="width: 100%;"> <tr> <td style="width: 80%;">1. Award Value: *</td> <td style="width: 20%; text-align: right;">4.26</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">0.05</td> </tr> <tr> <td>4. Current Contract Value (1+2+3):</td> <td style="text-align: right;">4.31</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">4.31</td> </tr> </table> * City of Los Angeles						1. Award Value: *	4.26	2. Executed Modifications:	0.00	3. Approved Change Orders:	0.05	4. Current Contract Value (1+2+3):	4.31	5. Incurred Cost:	4.31								
1. Award Value: *	4.26																							
2. Executed Modifications:	0.00																							
3. Approved Change Orders:	0.05																							
4. Current Contract Value (1+2+3):	4.31																							
5. Incurred Cost:	4.31																							

## CONTRACT C0893 STATUS

<b>Description: Pomona Atlantic Parking Structure</b> <b>Contractor: W. M. Klorman Construction Corp.</b>		<b>Contract No. C0893</b> <b>Status as of: January 30, 2009</b>					
<b>Progress/Work Completed:</b> <ul style="list-style-type: none"> <li>* Notice to proceed given to contractor on 1/14/09</li> <li>* First construction meeting held</li> <li>* Baseline schedule submitted</li> <li>* Began the final design phase</li> </ul> <b>Areas of Concern:</b> <ul style="list-style-type: none"> <li>* None</li> </ul>		<b>Major Activities (In Progress):</b> <ul style="list-style-type: none"> <li>* Mobilization</li> <li>* Preparing CDRL list</li> <li>* Preparing excavation and support system submittals</li> <li>* Coordination meetings with the design team</li> <li>* Metro processing County Sanitation District permit for sewer line work</li> </ul> <b>Major Activities Next Period:</b> <ul style="list-style-type: none"> <li>* Civil and structural 85% design</li> <li>* Mobilize the field office</li> <li>* Site survey</li> <li>* Site fencing</li> <li>* Contract submittals</li> <li>* Metro obtain County Sanitation District permit for sewer line work</li> </ul>					
<b>Schedule Summary:</b>			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Date of Award: 12/15/08 Notice to Proceed: 01/14/09 Original Contract Duration: 400 CD Current Contract Duration: 400 CD Elapsed Time from NTP: 17 CD		Notice to Proceed	01/14/09	0	01/14/09	01/14/09	0
		Milestone 1 - Substantial Completion	02/17/10	0	02/17/10	02/17/10	0
<b>Physical Percent Complete:</b>		<b>Cost Summary: \$ In millions</b>					
Physical completion as of 1/30/09: 0.00% *		1. Award Value: 8.15 2. Executed Modifications: 0.00 3. Approved Change Orders: 0.00 4. Current Contract Value (1+2+3): 8.15 5. Incurred Cost: 0.00					
* Note: Physical completion assessment reflects work completed and work in progress.							

## CONTRACT P2550 STATUS

<b>Description: 2550 Rail Vehicle Program</b> <b>Contractor: AnsaldoBreda, Italy (AB)</b>		<b>Contract No. P2550</b> <b>Status as of: January 30, 2009</b>			
<b>Progress/Work Completed:</b> 1. As of January 30, 2009 fifteen vehicles have been accepted by MTA and 5 vehicles are undergoing testing for acceptance. 2. Vehicle final assembly work continues in Pittsburg, CA. 3. Shipment of foreign and domestic parts for final assembly continue to arrive in Pittsburg, CA. 4. Several Engineering meetings with AB have been held during the period to evaluate progress and to close open items. 6. Vehicle Nos. 723 and 725 are the next vehicles to be accepted. <b>Areas of Concern:</b> As a result of increase number of P2550 vehicles entering the revenue service fleet, the voltage regeneration features of P2250 have interfered with some P2000 vehicles' operation on the Gold Line. AB has been tasked to reduce regeneration voltage to minimize impact on P2000 fleet. AB completed testing new software to address the above issue and revised software has been implemented on the fleet.		<b>Major Activities (In Progress):</b> 1. AnsaldoBreda's manufacturing plants in Pistoia and Naples, Italy continue to prepare carshells and subassemblies for shipment to U.S.A. Pittsburg plant continues vehicle assembly work. 2. Testing of Vehicles 723 & 725 is ongoing in Los Angeles for next vehicle acceptance. 3. Weekly project meetings were held to close open items. <b>Major Activities Next Period:</b> 1. Several Technical Progress meetings will be held to emphasize the urgency of resolution of remaining critical items for final acceptance of vehicles. 2. Cars 723 and 725 will continue final testing for Conditional Acceptance in February 2009.			
			Quantity	Contract Total Quantity	Balance Due
<b>Schedule Summary:</b> Date of Award: 04/24/03 Notice to Proceed: 06/06/03  Original Contract Duration: 1442 CD  Elapsed Time from NTP: 2011 CD  Note: A schedule of vehicle delivery has been submitted by AB with 50th (last) car delivered by July 2010. Metro has elected to not exercise options for additional vehicles.		Notice to Proceed 6/6/2003A			
		Vehicles Assembled	42	50	8
		LRV at Commissioning Site - Metro	20	50	30
		LRV Accepted for Revenue Service by Metro	15	50	35
<b>Physical Percent Complete:</b>  Percent of LRVs assembled = 42/50 = 84%  Percent Work Product Invoiced through January 2009 is 55.2%		<b>Cost Summary: \$ In millions</b> 1. Award Value: Pasadena (Proj. No.: 800151) 126.99 Eastside Ext. (Proj. No.: 800088) 31.75 Total Award Value 158.74 2 Executed Modifications 0.00 3 Approved Change Orders: 0.00 4 Current Contract Value (1 + 2 + 3): 158.74 5 Payments or invoices in process: 87.63			

## **CONSTRUCTION PHOTOGRAPHS**



Pomona/Atlantic Parking Structure site.



Construction of concrete pads for bike lockers at Maravilla Station.

## **CONSTRUCTION PHOTOGRAPHS**



Train clearance test being performed along the at-grade alignment.



View of landscaping area at Indiana Station.

## **CONSTRUCTION PHOTOGRAPHS**



View of Little Tokyo/Arts District Station train control room equipment.

## **CONSTRUCTION PHOTOGRAPHS**



Train clearance test being performed in the tunnels.



Boyle Heights/Mariachi Plaza Station entrance with wall tile and escalators in place.

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

**APPENDIX**  
**LIST OF ACRONYMS (Continued)**

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

**APPENDIX  
LIST OF ACRONYMS (Continued)**

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