

# Metro Gold Line Eastside Extension



# **METRO GOLD LINE EASTSIDE EXTENSION**

## **QUARTERLY PROJECT STATUS REPORT**

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

**DECEMBER 2011**

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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 travels over the State Route 101 Freeway and traverses the existing 1<sup>st</sup> Street Bridge over the Los Angeles River. The system travels 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.*

The Division 21 Body Repair Shop contractor submitted all documentation required to closeout the contract. Metro is evaluating the contractor's request for final acceptance. Metro Rail Operations continued installation of the OCS wire in anticipation of energizing the line.

The C0803 contractor (ELRTC) has continued to closeout open items throughout the alignment. Submittals of "as-built" drawings and documentation are nearing completion. Metro and the ELRTC continue the process of closing out the contract.

## **MANAGEMENT ISSUES**

No Management Issues for the period ending December 2011.

## PROJECT COST STATUS

### COST REPORT BY ELEMENT ORIGINAL SCOPE ACTIVITIES DOLLARS IN THOUSANDS

ELE- 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	-	648,310	13	646,826	817	639,569	-	648,310	-
S	SPECIAL CONDITIONS	19,494	-	58,867	(237)	54,926	43	51,617	-	58,867	-
R	RIGHT-OF-WAY	40,358	-	37,889	-	37,889	124	37,687	-	37,889	-
P	PROFESSIONAL SERVICES	135,304	-	140,911	607	141,579	770	140,697	-	140,911	-
PC	PROJECT CONTINGENCY	60,254	-	2,700	-	-	-	-	-	2,700	-
PR	PROJECT REVENUE	(4,617)	-	(4,662)	-	(4,662)	-	(4,662)	-	(4,662)	-
SUBTOTAL		884,014	-	884,014	382	876,557	1,753	864,908	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	-	11,080	-	11,080	-	14,800	-
TOTAL		898,814	-	898,814	382	887,637	1,753	875,988	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2011

## 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 net of \$0.4 million this period. In the Special Conditions element there was a decrease of \$0.2 million associated with the closeout of Environmental and 3<sup>rd</sup> Party Utility contracts. In the Professional Services element there was an increase of \$0.6 million for Design Support During Construction and Vehicle Consultants. The \$887.6 million in Commitments to date represents 98.8% of the Original Budget.

### Expenditures

Expenditures are cumulative through November 2011. The Expenditures increased by a total of \$1.8 million this period. In the Construction element there was an increase of \$0.8 million for costs associated with the Maintenance Facility, Rail Vehicles, and adjustments made by the Metro Regional Program Management Department (Grants). In the Right-of-Way element there was an increase of \$0.1 million for a settlement payment on a property. In the Professional Services element there was an increase of \$0.8 million for costs associated with Metro Project Administration, Design Support During Construction, and Construction Management Services. The \$876.0 million in Expenditures to date represents 97.5% of the Original Budget.

## PROJECT COST STATUS

**COST REPORT BY ELEMENT**  
**CONCURRENT NON-FFGA PROJECT ACTIVITIES**  
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	18,000	-	49,649	-	48,769	-	48,753	-	49,649	-
S	SPECIAL CONDITIONS	-	-	3,244	-	2,722	-	2,711	-	3,244	-
R	RIGHT-OF-WAY	-	-	648	-	349	-	316	-	648	-
P	PROFESSIONAL SERVICES	-	-	4,307	-	6,735	10	6,399	-	4,307	-
PC	PROJECT CONTINGENCY	-	-	2,143	-	-	-	-	-	2,143	-
PR	PROJECT REVENUE	-	-	(4,087)	-	(3,921)	-	(3,912)	-	(4,087)	-
SUBTOTAL		18,000	-	55,903	-	54,654	10	54,267	-	55,903	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	55,903	-	54,654	10	54,267	-	55,903	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2011

## 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 \$55.9 million.

### Commitments

The Commitments remain the same. The \$54.7 million in Commitments to date represents 97.8% of the Current Budget.

### Expenditures

Expenditures are cumulative through November 2011. The Expenditures increased by \$10K this period for costs associated with Metro Project Administration. The \$54.3 million in Expenditures to date represents 97.1% of the Current Budget.

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

**DECEMBER 2011**

**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	\$490.700	\$483.267	98%	\$471.618	96%	\$471.618	96%
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	\$135.714	\$135.714	100%	\$135.714	100%	\$135.714	100%
LEASE REVENUES	\$10.100	\$10.100	\$10.100	\$10.100	100%	\$10.100	100%	\$10.100	100%
ACCRUALS									
SUB-TOTAL	\$884.014	\$884.014	\$883.990	\$876.557	99%	\$864.908	98%	\$864.908	98%
PROP A / PROP C (INTEREST COST)	\$14.800	\$14.800	\$11.080	\$11.080	75%	\$11.080	75%	\$11.080	75%
TOTAL	\$898.814	\$898.814	\$895.070	\$887.637	99%	\$875.988	97%	\$875.988	97%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2011.

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

**DECEMBER 2011**

**STATUS OF FUNDS BY SOURCE**

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) %
PROP C 40%	\$14.000	\$23.494	\$23.494	\$23.494	100%	\$23.494	100%	\$23.494	100%
PROP C 10%	\$4.000	\$4.400	\$4.400	\$4.400	100%	\$4.400	100%	\$4.400	100%
STATE TCR	\$0.000	\$24.086	\$24.086	\$24.086	100%	\$24.086	100%	\$24.086	100%
PROP A 35%	\$0.000	\$3.923	\$3.923	\$2.674	68%	\$2.287	58%	\$2.230	57%
TOTAL	\$18.000	\$55.903	\$55.903	\$54.654	98%	\$54.267	97%	\$54.210	97%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2011.

[illegible]



## CONTRACT C0933 STATUS

<b>Description: Division 21 Body Shop</b> <b>Contractor: Ford E.C., Inc.</b>	<b>Contract No. C0933</b> <b>Status as of: December 30, 2011</b>					
<b>Progress/Work Completed:</b>  * Processed contract modification for time extension * Transferred contractor "as-builts" into CADD          <b>Areas of Concern:</b>  * None	<b>Major Activities (In Progress):</b>  * OCS wiring and energizing (by Metro) * Final Acceptance * Contract closeout activities          <b>Major Activities Next Period:</b>  * Contract closeout activities					
<b>Schedule Summary:</b>  Date of Award: 01/07/10 Notice to Proceed: 02/01/10 Original Contract Duration: 420 CD Current Contract Duration: 487 CD Elapsed Time from NTP: 698 CD		Original Contract Dates	Time Extension	Current Contract	Forecast / Actual	Variance CDs
	Notice to Proceed	02/01/10	0	02/01/10	02/01/10	0
	Milestone 1 - Substantial Completion	03/28/11	0	06/03/11	06/03/11	0
<b>Physical Percent Complete:</b>  Physical completion as of 6/30/11: 100.0% *  * Note: Physical completion assessment reflects work completed and work in progress.	<b>Cost Summary: \$ In millions</b> 1. Award Value: 5.33 2. Executed Modifications: 0.74 3. Approved Change Orders: 0.00 4. Current Contract Value (1+2+3): 6.07 5. Incurred Cost: 6.07					

## 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: December 30, 2011</b>			
<b>Progress/Work Completed:</b> 1. As of December 30, 2011 forty-eight (48) vehicles have been final accepted. 2. Vehicle final assembly work continues in Pittsburg, CA. 3. Shipment of foreign and domestic parts for final assembly continue to arrive in Pittsburg and Los Angeles, CA. 4. Several Engineering meetings with AB and its subcontractors have been held during the period to evaluate progress and to close open items.		<b>Major Activities (In Progress):</b> 1. Pittsburg plant vehicle assembly work continues. Two vehicles remain and are under various level of assembly. 2. Daily/weekly project meetings are held to close open items. 3. Qualification of Event Recorder continues.  <b>Major Activities Next Period:</b> 1. Continue with Technical Progress meetings to emphasize resolution of remaining critical items for final acceptance of vehicles and contract closeout. 2. Meet with AB on regular basis discussing specifically parts shortages to support revenue fleet and production parts for vehicles remaining at the Pittsburg Assembly Plant. 3. Prototype vehicles 701 and 702 are to be delivered to MGDLE end of April 2012.			
			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: 2919 CD  Note: A schedule of vehicle delivery has been submitted by AB with 50th (last) car delivered by April 2012.		<b>Notice to Proceed</b> 06/06/03			
		Vehicles Assembled (in US)	50	50	0
		Vehicles at Commissioning Sites - MGDLE and MBL	48	50	2
		Vehicles Accepted for Revenue Service by Metro	48	50	2
<b>Physical Percent Complete:</b>  Percent of LRVs assembled = 50/50 = 100%  Percent Work Product Invoiced through December 30, 2011 is 76.73%		<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: 0.00 4. Current Contract Value (1 + 2 + 3): 158.74 5. Payments or invoices in process: 121.80			

## **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.