

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 2012

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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 1st Street Bridge over the Los Angeles River. The system travels south on Alameda Street and then east on 1st Street with two stations at Alameda and Utah Streets. East of the Los Angeles River and 1st and Utah Streets, the alignment transitions to tunnel for approximately 1.7 miles, and continues beneath 1st Street to underground stations at 1st Street and Boyle Avenue and 1st Street and Soto Street. The alignment returns to the surface near the intersection of 1st Street and Lorena Streets, then jogs to the south, transitioning to follow 3^d Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.

Metro continues the process of closing out the few remaining items for the project.

MANAGEMENT ISSUES

No Management Issues for the period ending December 2012.

PROJECT COST STATUS

COST REPORT BY ELEMENT

ORIGINAL SCOPE 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	633,221	-	648,310	-	646,705	760	640,311	(120)	644,088	(4,222)
S	SPECIAL CONDITIONS	19,494	-	58,867	34	58,955	497	58,086	80	58,955	88
R	RIGHT-OF-WAY	40,358	-	37,889	(202)	37,687	-	37,687	(202)	37,687	(202)
P	PROFESSIONAL SERVICES	135,304	-	140,911	96	141,863	56	141,417	116	141,863	952
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	(72)	880,549	1,313	872,838	(127)	877,931	(6,083)
PF	PROJECT FINANCE COST	14,800	-	14,800	-	11,080	-	11,080	-	11,080	(3,720)
TOTAL		898,814	-	898,814	(72)	891,628	1,313	883,918	(127)	889,011	(9,803)

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2012

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

The Current Budget remains within the Board approved budget of \$898.8 million.

Current Forecast

The Current Forecast decreased by a net of \$0.1 million primarily due to the Final Closeout of Contract C0803 – Tunnel, Stations, Trackwork & Systems and final Real Estate settlements.

Commitments

The Commitments decreased by a net of \$0.1 million this period primarily for final Real Estate settlements. The \$891.6 million in Commitments to date represents 99.2% of the Original Budget. The Commitments are currently higher than the Forecast due to a pending contract modification to reduce Contract P2550 – Rail Vehicle Program.

Expenditures

Expenditures are cumulative through December 2012. The Expenditures increased by a total of \$1.3 million this period primarily for payments to the Rail Vehicle contractor and Southern California Gas Company. The \$883.9 million in Expenditures to date represents 98.3% 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	-	48,769	(880)
S	SPECIAL CONDITIONS	-	-	3,244	(9)	2,716	-	2,716	(9)	2,716	(528)
R	RIGHT-OF-WAY	-	-	648	(33)	316	-	316	(33)	316	(332)
P	PROFESSIONAL SERVICES	-	-	4,307	(343)	6,543	-	6,458	(343)	6,543	2,236
PC	PROJECT CONTINGENCY	-	-	2,143	-	-	-	-	-	-	(2,143)
PR	PROJECT REVENUE	-	-	(4,087)	-	(3,915)	-	(3,915)	-	(3,915)	172
SUBTOTAL		18,000	-	55,903	(385)	54,429	-	54,328	(385)	54,429	(1,474)
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	55,903	(385)	54,429	-	54,328	(385)	54,429	(1,474)

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2012

PROJECT COST ANALYSIS

Original Budget

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

Current Budget

The Current Budget remains within the Board approved budget of \$55.9 million.

Current Forecast

The Current Forecast decreased by \$0.4 million this period primarily due to the completion of the Community Relations Services.

Commitments

The Commitments decreased by \$0.4 million this period primarily due to the completion of the Community Relations Services. The \$54.4 million in Commitments to date represents 97.4% of the Current Budget.

Expenditures

Expenditures are cumulative through December 2012 and remain the same at \$54.3 million. The \$54.3 million in expenditures to date represents 97.2% of the Current Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

DECEMBER 2012		STATUS OF FUNDS BY SOURCE										
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)			
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS	%	EXPENDITURES	%	BILLED TO FUNDING SOURCE	%	\$	%	
FEDERAL - SECTION 5309 NEW START	\$490.700	\$490.700	\$490.700	\$490.700	100%	\$490.700	100%	(1)	\$490.700	100%		
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%	\$134.662	99%		\$134.662	99%		
LEASE REVENUES	\$10.100	\$10.100	\$10.100	\$6.658	66%	\$0.000	0%		\$0.000	0%		
ACCRUALS												
SUB-TOTAL	\$884.014	\$884.014	\$883.990	\$880.548	100%	\$872.838	99%		\$872.838	99%		
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	\$891.628	99%	\$883.918	98%		\$883.918	98%		

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2012.

FINANCIAL/GRANT STATUS CONCURRENT NON-FFGA PROJECT ACTIVITIES

DECEMBER 2012		STATUS OF FUNDS BY SOURCE										
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)			
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS	%	EXPENDITURES	%	BILLED TO FUNDING SOURCE	%	\$	%	
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	\$2.449	62%	\$2.348	60%		\$2.333	59%		
TOTAL	\$18.000	\$55.903	\$55.903	\$54.429	97%	\$54.328	97%		\$54.313	97%		

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2012.

CONTRACT P2550 STATUS

<p>Description: 2500 Rail Vehicle Program Contractor: AnsaldoBreda, Italy (AB)</p>	<p>Contract No. P2550 Status as of December 28, 2012</p>																								
<p><u>Progress/Work Completed:</u></p> <ol style="list-style-type: none"> 1. As of December 28, 2012, fifty (50) vehicles have been final accepted. 2. Numerous meeting were held with AB management and engineers during the period to continue with project closeout activities. 	<p><u>Major Activities (In Progress):</u></p> <ol style="list-style-type: none"> 1. The last two vehicles were final accepted. 2. The Modification to the fleet is ongoing. <p><u>Major Activities Next Period:</u></p> <ol style="list-style-type: none"> 1. AB will continue to address the remaining open items prior to project close-out. Issues include delivery of the capital spares, application of approved modifications and supporting the warranty program 																								
<p><u>Schedule Summary:</u></p> <p>Date of Award: 04/24/03 Notice to Proceed (NTP): 06/06/03</p> <p>Original Contract Duration: 1442 CD Elapsed Time Since NTP: 3342 CD</p>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 15%;">Quantity</th> <th style="width: 15%;">Contract Total Quantity</th> <th style="width: 10%;">Balance Due</th> </tr> </thead> <tbody> <tr> <td>Vehicles Assembled in US</td> <td>50</td> <td>50</td> <td>0</td> </tr> <tr> <td>Vehicles at Commissioning Site</td> <td>50</td> <td>50</td> <td>0</td> </tr> <tr> <td>Vehicles Accepted for Revenue Service</td> <td>50</td> <td>50</td> <td>0</td> </tr> </tbody> </table>		Quantity	Contract Total Quantity	Balance Due	Vehicles Assembled in US	50	50	0	Vehicles at Commissioning Site	50	50	0	Vehicles Accepted for Revenue Service	50	50	0								
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<p><u>Physical Percent Complete:</u></p> <p>Percent of LRVs assembled = 50/50 = 100%</p> <p>Percent Work Invoiced through December 2012 is 97.19%</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Contract Value</td> <td style="text-align: right;">\$146,774,872</td> </tr> <tr> <td colspan="2" style="text-align: center;"><i>(after 8 1/4 % sales tax reduction, Mod No. 9)</i></td> </tr> <tr> <td>Mod No. 18</td> <td style="text-align: right;">\$ 88,843</td> </tr> <tr> <td>Revised Contract Value</td> <td style="text-align: right;">\$146,863,715</td> </tr> <tr> <td>Plus \$2,694,022 claim/changes</td> <td style="text-align: right;">\$ 2,694,022</td> </tr> <tr> <td></td> <td style="text-align: right;">\$149,557,737</td> </tr> <tr> <td>Less maximum LDs</td> <td style="text-align: right;">\$ 14,677,487</td> </tr> <tr> <td></td> <td style="text-align: right;">\$134,880,250</td> </tr> <tr> <td>Less \$15M settlement</td> <td style="text-align: right;">\$ 15,000,000</td> </tr> <tr> <td>Current settlement contract value</td> <td style="text-align: right;">\$119,880,250</td> </tr> <tr> <td>Paid to date</td> <td style="text-align: right;">\$116,513,906</td> </tr> <tr> <td>Balance remaining to be paid</td> <td style="text-align: right;">\$ 3,366,344</td> </tr> </table>	Contract Value	\$146,774,872	<i>(after 8 1/4 % sales tax reduction, Mod No. 9)</i>		Mod No. 18	\$ 88,843	Revised Contract Value	\$146,863,715	Plus \$2,694,022 claim/changes	\$ 2,694,022		\$149,557,737	Less maximum LDs	\$ 14,677,487		\$134,880,250	Less \$15M settlement	\$ 15,000,000	Current settlement contract value	\$119,880,250	Paid to date	\$116,513,906	Balance remaining to be paid	\$ 3,366,344
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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.