

METRO GOLD LINE EASTSIDE EXTENSION

MONTHLY PROJECT STATUS REPORT

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AUGUST 2004

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
○ Critical Path Narrative	6-7
• Project Cost Status.....	8
• Financial/Grant Status.....	9
• Staffing.....	10-11
• Real Estate.....	12
• Environmental.....	13
• Community Relations.....	13
• Quality Assurance.....	14
• Safety.....	14
• Third Party.....	15-19
• CPUC Crossing.....	20
Contract C0803 Status	21
Contract P2550 Status	22
Construction Photographs	23-26
Appendices.....	27-29

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 1st Street Bridge over the Los Angeles River. The system will travel 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.

The contractor for Contract C0803 – Tunnel, Stations, Trackwork and Systems has designated an office in downtown Los Angeles for housing the design team. The design office lease agreement has been negotiated and the office will be ready for occupancy on September 20, 2004.

The contractor sent a letter of intent to the manufacture (Herrenknecht AG) on July 20, 2004 to purchase two tunnel boring machines. The full purchase agreement is anticipated to occur by the end of August 2004.

The preparation work for the field construction offices commenced on July 28, 2004 and the field offices will be set up and ready for mobilization around mid-October 2004. The contractor has been processing the necessary submittals that are critical to the start of construction. The first planned construction activities are wet utility relocations. Work commenced with pothole location survey on July 27, 2004. The subsequent potholing began on August 2, 2004 at the Boyle and West Portal areas and continues toward the Soto and East Portal areas. Utility relocations at the Boyle and West Portal areas are scheduled to commence in early September 2004.

All grade crossing applications have been submitted to the California Public Utilities Commission (CPUC) for review. Of the 41 grade crossings, 29 have been approved.

MANAGEMENT ISSUES

No Management Issues for the period ending August 2004.

PROJECT SCOPE

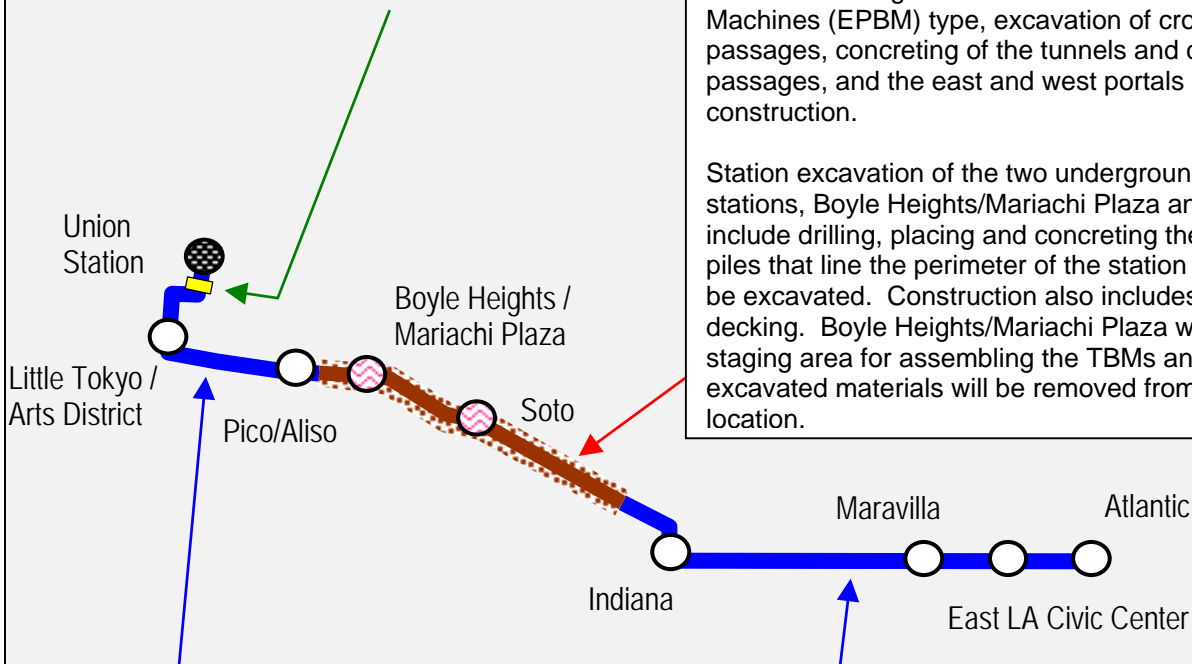
Contract C0802 – 101 Freeway Bridge

Overcrossing: The construction of the bridge is combined with Caltrans freeway improvements project. While Caltrans will administer the construction, MTA 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	Aug-04	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05
Commence Potholing on 1st Street	8/2/04	○					
Completion of Advanced Utility Relocations	8/15/04	◆					
US-101 Freeway Realignment & Overcrossing (C0802): Contract Award by Caltrans	8/20/04*	△					
Final Package Submittal to CPUC: Grade Crossings (Batch 13)	9/1/04*		◆				
C0803 To Commence Utility Relocations at 1st/Boyle Station and West Portal	9/7/04*		○				
Design Office Ready for Mobilization	9/20/04*		○				
US-101 Freeway Realignment & Overcrossing (C0802): Notice To Proceed by Caltrans	9/22/04*		△				
Completion of MGL Union Station Tail Track Modifications (Contract C0803 Option-D)	9/28/04		○				
Execute Purchase Order for Tunnel Boring Locomotives	10/1/04			○			
Commence Street Widening - 1st Street at West Portal	10/4/04*			○			
Commence Retaining Walls Under 101 Freeway Near West Portal	10/6/04			○			
Complete Setup of Integrated Project Management Office (IPMO - Soto/Cesar Chavez)	10/15/04*			○			
Commence Demolitions at 1st/Boyle and 1st/Soto	10/16/04			○			
Install Dewatering System at 1st/Boyle Station	11/1/04*				○		
Install Dewatering System at 1st/Soto Station	12/1/04					○	
Commence Pile Installation at 1st/Boyle Station	12/3/04					○	
Complete Manufacturing Tunnel Liner Molds	1/29/05						○



MTA Staff Milestone



Eastside LRT Constructors

FTA

FTA Approval



Other Agencies

*

New Date

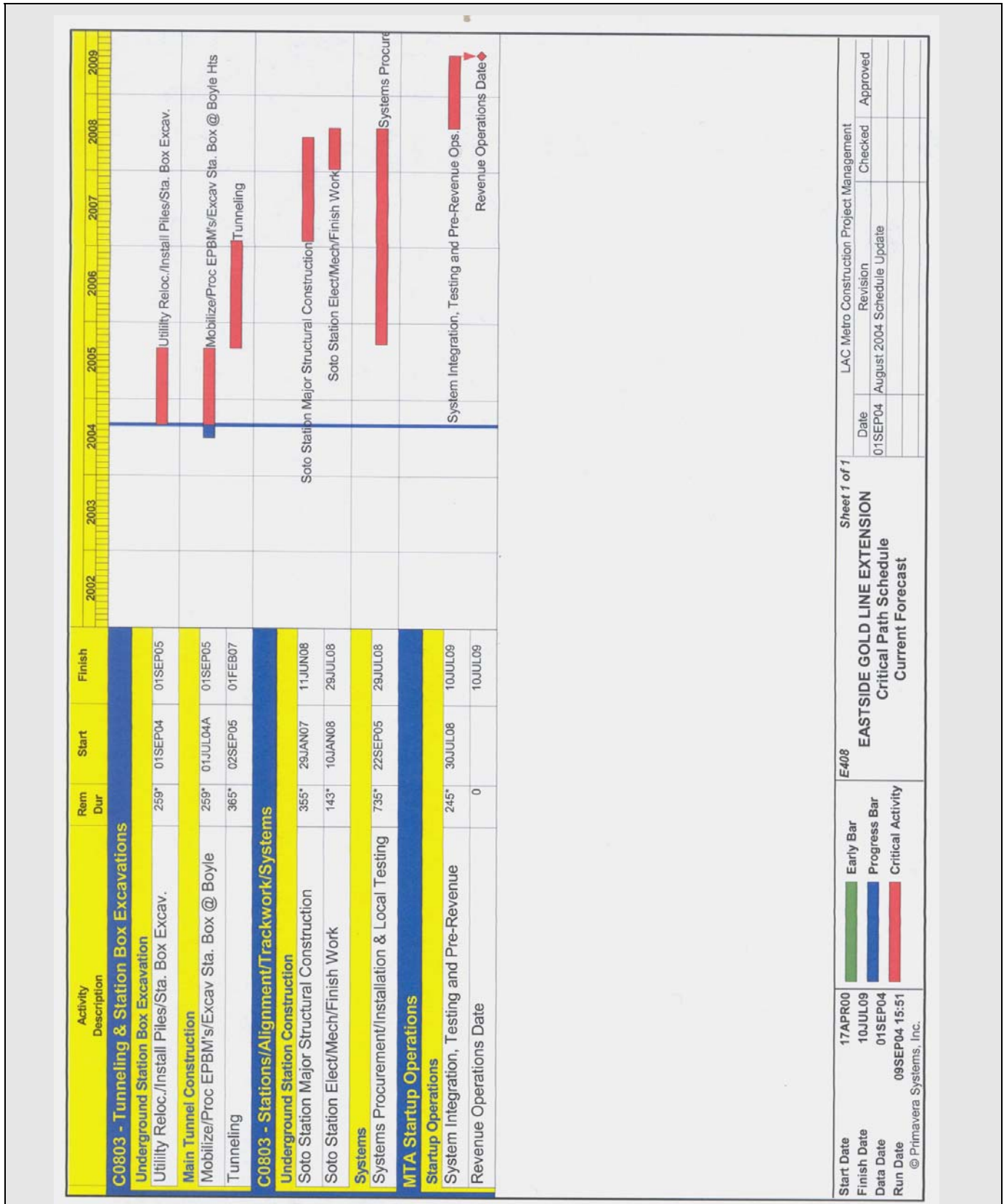


Metro

MTA Board Approval

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

PROJECT MASTER SCHEDULE CRITICAL PATH



CRITICAL PATH NARRATIVE

The critical path for construction begins with contract award and contract Notice to Proceed (NTP) and ends with the Revenue Operations Date (ROD). The Notice To Proceed (NTP) letter was issued to the contractor on June 30, 2004 to authorize the contractor to commence Contract C0803 work starting on July 1, 2004.

After NTP, there will be approximately a 13-month lead time for the procurement of two Earth Pressure Balance Machines (EPBMs). Concurrent with the EPBM procurement, the project will proceed with design and construction mobilizations, submittals preparation and review, traffic control, utility relocations, ground treatments, pile installation, temporary decking and station box excavations. The Boyle Heights/Mariachi Plaza 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 and walkway construction. The critical path then follows Soto station construction. The systems equipment installation and local facilities testing is 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

The contractor for Contract C0803 – Tunnel, Stations, Trackwork and Systems has designated an office in downtown Los Angeles for housing the design team. The design office lease agreement has been negotiated and the office will be ready for occupancy on September 20, 2004.

Construction

The contractor sent a letter of intent to the manufacturer (Herrenknecht) on July 20, 2004 to purchase two tunnel-boring machines. A signed purchase order between Traylor Brothers/Frontier-Kemper and Herrenknecht is anticipated by the end of August. The contractor will provide the fabrication schedule and specification submittal by the end of August.

The preparation work for the field construction offices commenced on July 28, 2004 and the field offices will be set up and ready for mobilization around mid-October 2004. The contractor has been processing the necessary submittals that are critical to the start of construction. The first planned construction activities are wet utility relocations. Work commenced with First Street pothole location survey on July 27, 2004. The subsequent potholing began on August 2, 2004 at Boyle and West portal area and continues toward Soto and East Portal. Utility relocations at Boyle and West Portal area are schedule to commence in early September 2004.

CRITICAL PATH NARRATIVE

The contractor is currently revising the Baseline CPM Contract Schedule after the first rejection from MTA. Concerns such as the lack of details in the utility relocation work, coordination of systems installations, street closures during construction, construction sequence of traction power system and overhead contact system, and permanent power required for testing are addressed in MTA's review comments. A workshop has been scheduled for mid-September to resolve the outstanding issues. The contractor's major subcontractors will participate in the discussion. Construction is currently proceeding based on an approved Early Work 120-Day CPM Schedule.

PROJECT COST STATUS

COST REPORT BY ELEMENT

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	-	633,221	-	632,397	35,672	35,672	-	633,221	-
S	SPECIAL CONDITIONS	19,494	-	19,494	86	14,550	392	3,761	-	19,494	-
R	RIGHT-OF-WAY	40,358	-	40,358	352	40,711	1,038	31,948	-	40,358	-
P	PROFESSIONAL SERVICES	135,304	-	135,304	502	79,883	529	61,542	-	135,304	-
PC	PROJECT CONTINGENCY	60,254	-	60,254	-	-	-	-	-	60,254	-
PR	PROJECT REVENUE	(4,617)	-	(4,617)	-	-	-	(15)	-	(4,617)	-
SUBTOTAL		884,014	-	884,014	940	767,540	37,630	132,907	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	-	-	-	-	-	14,800	-
TOTAL		898,814	-	898,814	940	767,540	37,630	132,907	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2004

PROJECT COST ANALYSIS

Original Budget and Current Budget

The Original Budget and Current Budget remained the same this period. The Full Funding Grant Agreement (FFGA) was adopted June 1, 2004 in the amount of \$898.8 million. The Original and Current Budgets reflect the adopted FFGA.

Current Forecast

The Current Forecast remained the same this period. During the next reporting period, a number of forecast changes are anticipated within the Project Major Cost Elements. The majority of these changes are related to the proposed assignment of dollars from Project Contingency to individual contracts within the Construction Cost Element to cover an allowance for potential Contract Modifications. In addition, the amount of dollars that were previously allocated for Provisional Sums for the C0803 Construction Contract will be assigned to the Construction Cost Element based on the award of the contract.

Commitments

The Commitments increased by \$0.9 million this period primarily due to adjustments to the FY05 MTA Board approved budget. The \$767.5 million in Commitments to date represents 85.4% of the Original Budget.

Expenditures

Expenditures are cumulative through July 2004. The Expenditures increased by \$37.6 million this period primarily due to Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The \$132.9 million in Expenditures to date represents 14.8% of the Original Budget.

FINANCIAL/GRANT STATUS

in \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED to FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - SECTION 5309 NEW START	490.7	490.7	17.3	417.6	85%	17.1	3%	17.1	3%
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	1.8	124.6	100%	1.8	1%	1.8	1%
LEASE REVENUES	10.1	10.1			0%		0%		0%
UNBILLED ACCRUALS						64.0			
SUB-TOTAL	884.0	884.0	69.2	767.5	87%	133.0	15%	69.0	8%
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	69.2	767.5	85%	133.0	15%	69.0	8%

(1) Based on August 03 Adopted Short Range Transportation Plan (includes interest cost)
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2004.

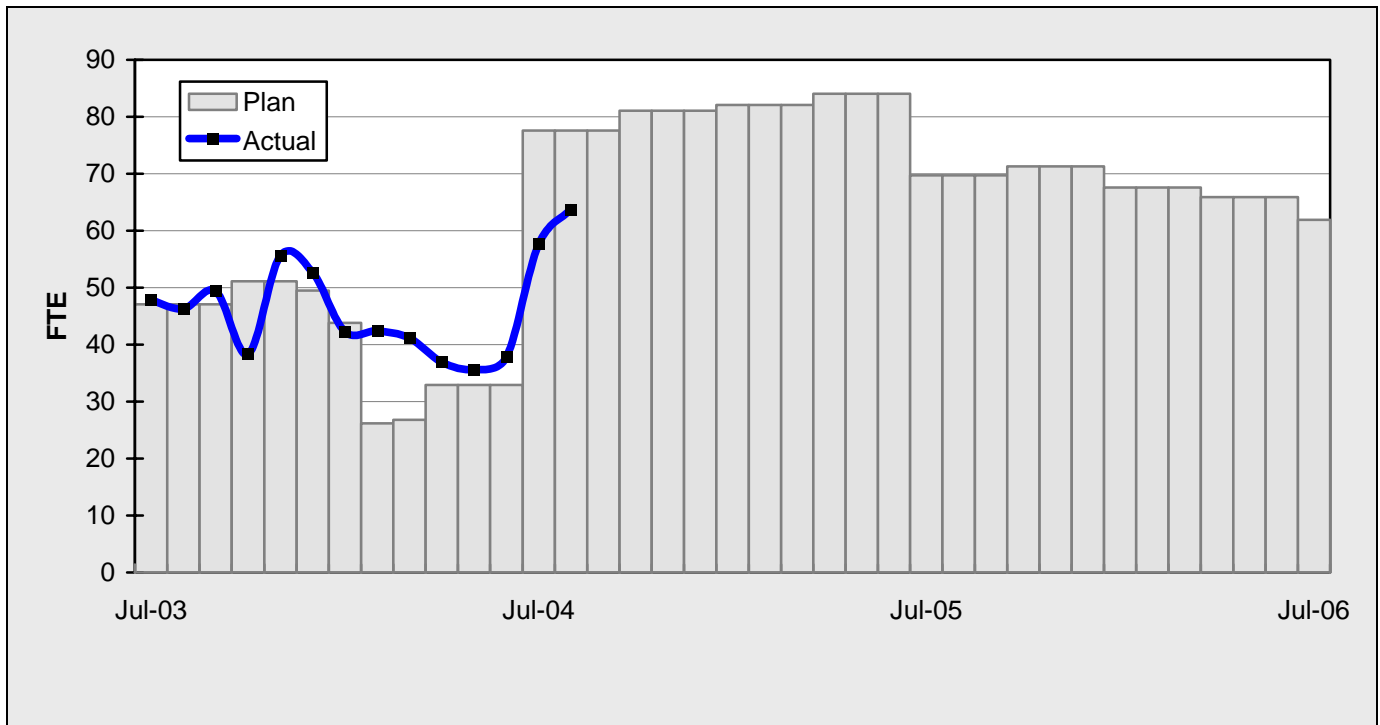
STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309: MTA submitted a grant amendment application CA-03-0508-04 for \$3,934,330 on April 18, 2003. Funds are 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.

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.

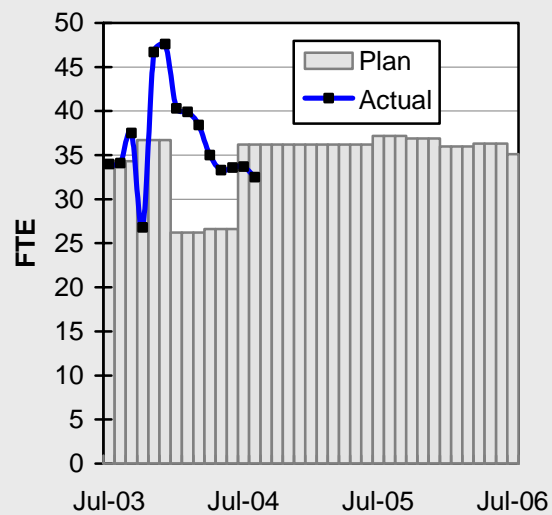
STAFFING STATUS

TOTAL PROJECT STAFFING

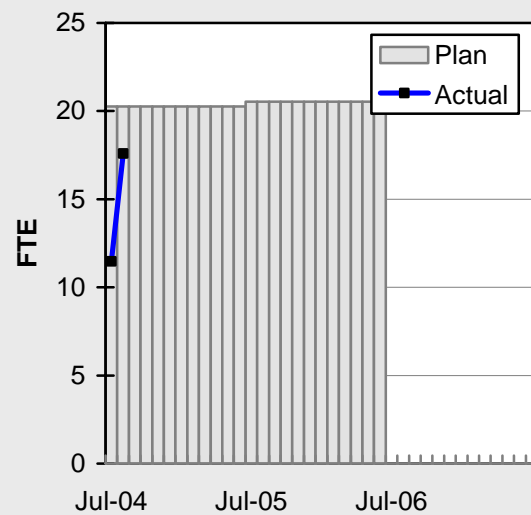


STAFFING STATUS

DIRECT AGENCY STAFFING

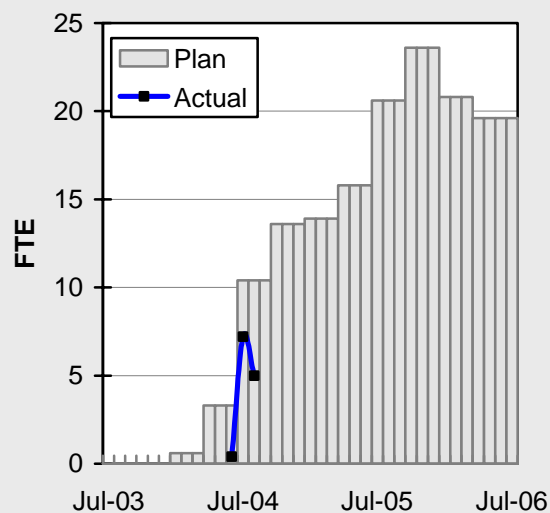


INDIRECT AGENCY STAFFING

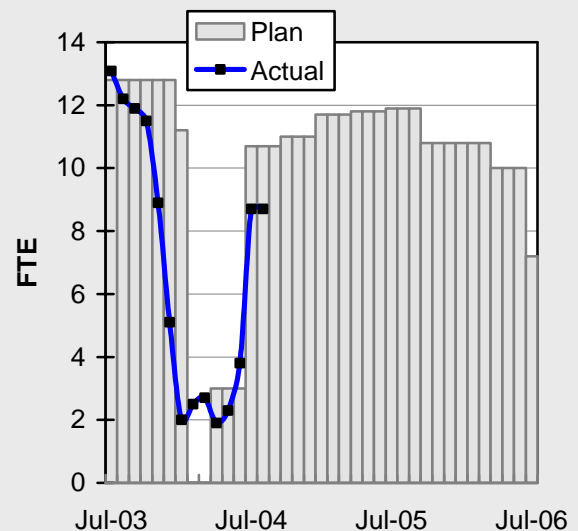


* For fiscal year 2005, indirect staffing levels are no longer part of overhead costs.

CONSTRUCTION MANAGEMENT



ELRT PARTNERS



REAL ESTATE STATUS

- For C0803, the tunnel portion of the alignment, 41 parcels are required for acquisition (10 full takes, 16 sub-surface easements, 8 part takes, 5 sub-surface easements/building protection, and 2 building protections).
- For C0803, the at-grade portion of the alignment, 25 parcels are required for acquisition (18 full takes and 7 partial takes). Nine parcels have been identified for the proposed Ramona High School site reconfiguration.
- For C0802, 3 parcels are required (2 surface easements and 1 full take parcel).
- Sixty-seven parcels have been certified, 40 for C0803-Tunnel, 25 for C0803-At-Grade and 2 for C0802. Offers have been made to 57 property owners. A total of 42 parcels have been acquired (29 under C0803-Tunnel, 11 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	42	27	0	0
Last Period	69	39	30	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	41	26	0	15	0	0	29
C0803-At-Grade	25	13	0	2	9*	1**	11
C0802	3	2	0	1	0	0	2
TOTAL	69	41	0	18	9	0	42
LAST PERIOD	69	40	1	19	9	9	39

* Alma parcels for LAUSD Ramona High School; pending completion of CEQA process (need date 5/1/05)

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

ENVIRONMENTAL STATUS

- The Quarterly Mitigation Measures Status Report was submitted to the FTA on August 23, 2004.
- The Contractor's interim noise control plan was submitted on August 27, 2004.

COMMUNITY RELATIONS STATUS

- Provided construction update at the Executive Review Advisory Committee Meeting.
- Coordinated community issues segment for Third Party Safety and Security Orientation.
- Distributed construction notices to the community and elected officials.

QUALITY ASSURANCE STATUS

- MTA Quality Management approved the Contractor's Quality Program Manual, Project Execution Procedures Manual, and the Design Quality Manual applicable to the Design/Build portion of the project.
- MTA Audit and Surveillance Schedules continue to be updated based on the preliminary schedule information from the contractor.

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, Third Party Coordination, Public Affairs Coordination and Contractor Submittal Review Meetings.
- Conducted Safety and Security Orientation for Third Party Coordination group.
- Conducted Pre-Construction Meeting with Cal/OSHA Mining and Tunnel Unit, Union Labor and ELRTC's Safety Representatives.
- Met with ELRTC's Safety Representatives to review specific Job Hazard Analysis.
- Monitored construction activity along the alignment and at the trailer compound to ensure safety compliance.
- Met with LA Sheriff Transit Services Bureau regarding safety and security issues along the alignment.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Amendment	Complete	N/A	Fully executed on 12/23/02.
Los Angeles County	Master	Complete	N/A	Execution completed 4/1/03.
Caltrans (All Projects)	Master	Complete	N/A	MTA execution completed 5/7/03. Caltrans full execution occurred in July 2003.
Caltrans (101)	Design	Complete	N/A	MTA execution completed by 5/7/03. Caltrans full execution occurred in July 2003.
Caltrans (101)	Construction	Complete	N/A	MTA execution completed 6/16/03. Caltrans full execution occurred in September 2003.
Caltrans (101)	Maintenance	10/04	6/07	Initial negotiation meeting on 1/9/03 resulted in MTA's recommendation to use the existing agreement with a similar San Diego system. The San Diego agreement was forwarded to MTA on 1/29/03. MTA received a draft from Caltrans on 4/10/03. Agreement was returned to Caltrans on 4/22/03 with comments. After a negotiation meeting on 7/29/03, a draft agreement by Caltrans was received on 1/22/04. MTA sent back to Caltrans on 2/10/04 but no response has been received.
LADWP (Water)	Amendment	8/04	*6/04	Negotiation meetings were held on 3/8, 3/12, 4/8, 4/9 and 5/11/04 and completed review and necessary changes to the draft agreement but DWP could not agree to the "Deadlines and Delays" language. MTA continued seeking DWP's acceptance of "Deadlines and Delays" language and had a meeting with Charles Safer on 5/24/04. Charles Safer contacted City Attorney on 6/3/04. The attorney discussed with DWP staff and all areas are basically agreed upon. MTA will make modifications to the Deadline and Delay languages that indicates DWP is the sole cause of the delays. DWP has come back with exception to this Deadline and Delay section. MTA management was asked on 7/30/04 to review the document without deadlines and delays, but with other concession by DWP. MTA management to advise staff if this is acceptable.

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
LADWP (Power)	Amendment	8/04	*6/04	Negotiation meetings were held on 3/8, 3/12, 4/8, 4/9 and 5/11/04 and completed review and necessary changes to the draft agreement but DWP could not agree to the "Deadlines and Delays" language. MTA continued seeking DWP's acceptance of "Deadlines and Delays" language and had a meeting with Charles Safer on 5/24/04. Charles Safer contacted City Attorney on 6/3/04. The attorney discussed with DWP staff and all areas are basically agreed upon. MTA will make modifications to the Deadline and Delay languages that indicates DWP is the sole cause of the delays. DWP has come back with exception to this Deadline and Delay section. MTA management was asked on 7/30/04 to review the document without deadlines and delays, but with other concession by DWP. MTA management to advise staff if this is acceptable.
So. Cal. Edison Co.	Amendment	9/04	*6/04	The proposed agreement was not acceptable to SCE. A sense of urgency was instilled to SCE in 3/17/04 meeting. A revised draft amendment was agreed upon in 4/12/04 meeting and was forwarded to SCE on 4/15/04 for signature. SCE was still unwilling to sign agreement. A meeting was scheduled for early July but SCE cancelled. SCE management has been contacted to arrange a meeting to be scheduled by mid-September.
The Gas Company	Amendment	9/04	*6/04	A redraft prepared by the Gas Co. was reviewed by MTA on 4/9/04 and a revised document was sent to the Gas Co. on 4/19/04 for final review and execution. Another draft, prepared by the County Counsel on 4/29/04, was sent to the Gas Co. for execution. No response since then. Voice message was left on 5/18/04 and document was e-mailed again to them on 5/21/04. MTA is seeking Gas Company acceptance of "Deadlines and Delays" language. Gas Co. has sent the final amendment to MTA for review. Upon Legal review questions arose on Conditional Design and negotiations held 9/2/04 allowed for agreement. Gas Co. will make the necessary changes by 9/9/04 and return for final review. Once accepted this will be executed.

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
SBC	Amendment	8/04	*6/04	A redraft was sent 2/19/04 and was agreed upon in 3/26/04 meeting with an exception of the use of D/B in the agreement. MTA reviewed and completed necessary changes on 4/9/04 and forwarded the revised document to SBC on 4/22/04 for final review and execution. SBC was on strike 5/21 – 24/04, and has caused an impact to its execution. Telephone conversation on 5/25/04 expressed that MTA is seeking SBC acceptance of “Deadlines and Delays” language. SBC insists that they should be able to stop work at any time. Alternative language to this was sent on 6/26/04, which has been agreed upon. The final draft from SBC omitted conditional design submittals and alternative language is being submitted. Negotiations on 9/2/04 led to agreement and the final document is being revised by SBC.
Adelphia Cable Company	Amendment	10/04	*6/04	Received a marked up draft 7/19/04, with minor changes. Sent to Legal for final review and will be sent for execution by Adelphia.
California Water Service Company	Master	8/04	*6/04	Cal Water could not agree with the use of D/B in the agreement. MTA responded in a letter that they are responsible to MTA. A draft was sent to Cal Water on 3/15/04. Received minor comments on 4/22/04 and forwarded it to legal for review. Revisions were sent to Cal Water 6/26/04 following discussions. Changes accepted and final review underway by Legal. Once completed, Cal Water will be able to execute it within 5 days following transmittal.
L.A.County Sanitation Districts	N/A	Complete	N/A	Sanitation District letter dated 3/26/03 stated no need for an agreement since there are no relocations necessarily related to their facilities. They will review the submittals related to encasement for their facility on Indiana Street.

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
MCI Worldcom	Amendment	7/04	*6/04	An amendment to the previous agreement was produced, discussed and agreed upon on most items. MTA completed the review and necessary changes in response to additions and changes made by MCI and sent a revised document to MCI and sent a revised document to MCI on 4/19/04 for final review and execution. The insurance language was completed by Risk Management on 5/7/04 and reviewed by Mr. Safer on 5/24/04 and was forwarded to MCI on 5/25/04 for review. MTA is seeking MCI acceptance of "Deadlines and Delays" language. MCI would not agree to the Deadlines and Delay language but all other items were agreed upon during a conference call on 6/3/04. MCI completed the changes agreed upon and the revised document was sent to MTA 6/5/04 for final review. MCI executed on 7/20/04. MTA execution is waiting on Board action.
Metropolitan Water District	Amendment	Complete	N/A	1/7/03 meeting resulted in using the existing agreement. A letter was sent to MWD on 4/1/03 for their concurrence. Concurrence was executed by MWD on 4/21/03 and received on 5/12/03.
Verizon Wireless	Amendment	9/04	*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 responded 5/26/04. A meeting to discuss a path forward was scheduled for early July but was cancelled later due to layoffs and changes in staff. Discussions with staff resumed and comments are due to MTA by mid-September.
AT&T Local Services	Amendment	10/04	*6/04	A previous draft amendment was sent to AT&T on 3/1/04. Legal has reviewed the document and has suggested some changes. They were sent the previous agreement on 9/2/04 to allow them to complete comments.
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

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
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

Batch	Application Status	Initial Package Submittal to MTA	Field Diagnostic Meeting	Revised Drawings Due to MTA	Draft Write-up to MTA	Draft Package Sumbittal to PUC Local office and Agencies	Final Package Submittal to PUC	CPUC Final Approval
1	Complete	8/5/02	8/12/02	8/26/02	9/6/02	9/6/02	9/6/2002	Approved
2	Complete	10/4/02	10/11/02	10/25/02	11/6/02	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	
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	
8	Complete	11/26/02	12/18/02	3/31/03	11/15/02	6/6/03	5/21/2004	
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

29 applications approved. Final 12 applicatins under review of which 6 are grade separated crossing applicaitons.

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 / 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 C0803 STATUS

Description: Metro Gold Line Eastside Extension Contractor: Eastside LRT Constructors		Contract No. C0803 Project: 800088 Status as of: August 27, 2004																																									
Progress/Work Completed: A signed agreement for the purchase order for two tunnel boring machines is anticipated by the end of August. Completed potholing at Bole Heights/Mariachi Plaza Station, West Portal, and Soto Station. Completed design and work plan for Option D (Metro Gold Line Tail Track Modifications at Union Station). Construction to complete by the end of September. Design office lease agreement signed. Baseline CPM Contract Schedule submitted, reviewed but rejected. Areas of Concern: None		Major Activities (In Progress): * MTA review of purchase order of two tunnel boring machines * Preparation for construction of Option-D * Mobilization for utility relocations * Set up design office * Set up Integrated Project Management Office (IPMO) Complex * Survey of pothole location and utility location at East Portal * 30 Hour OSHA Safety Training in progress * Third Party coordinations Major Activities Next Period: * Mobilization of design team * Continue Integrated Project Management Office (IPMO) Complex set up * Commence and complete construction of Option-D * Utility relocations: Boyle Heights/Mariachi Plaza Station and West Portal * Lead/asbestos abatement: Boyle Heights/Mariachi Plaza and Soto * Continue 30 Hour OSHA Safety Training * Submission/review of Baseline CPM Contract Schedule (Revision 1) * Submission/review of major submittals for construction																																									
Schedule Summary: Date of Award: 06/01/04 Notice to Proceed: 07/01/04 Original Contract Duration: 1795 CD* Current Contract Duration: 1795 CD Elapsed Time from NTP: 58 CD Option D Contract duration 90 CD * 1, 795 CD is representative of completion milestone 5.		<table><tr><td></td><td>Original Contract Dates</td><td>Time Extension</td><td>Current Contract</td><td>Forecast</td><td>Variance CDs</td></tr><tr><td>Notice to Proceed</td><td>07/01/04</td><td>0</td><td>07/01/04</td><td>07/01/04</td><td>0</td></tr><tr><td>Milestone 1 - Contract Completion. Complete all systems integration testing and ready for MTA's pre-revenue operation testing.</td><td>12/31/08</td><td>0</td><td>12/31/08</td><td>12/31/08</td><td>0</td></tr><tr><td>Milestone 3 - Complete Universal Fare System Equipment area.</td><td>04/30/08</td><td>0</td><td>04/30/08</td><td>04/30/08</td><td>0</td></tr><tr><td>Milestone 5 - Vacate all staging areas and turn over to MTA.</td><td>05/30/09</td><td>0</td><td>05/30/09</td><td>05/30/09</td><td>0</td></tr><tr><td>Milestone 6 - Complete design and construction of Option D work.</td><td>09/28/04</td><td>0</td><td>09/28/04</td><td>09/28/04</td><td>0</td></tr></table>							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	0	12/31/08	12/31/08	0	Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	0	04/30/08	04/30/08	0	Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	0	05/30/09	05/30/09	0	Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0
	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	0	12/31/08	12/31/08	0																																						
Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	0	04/30/08	04/30/08	0																																						
Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	0	05/30/09	05/30/09	0																																						
Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0																																						
Physical Percent Complete: Physical completion * as of August 2004 is: 0.01% * Note: Physical completion assessment reflects work completed.		Cost Summary: <table><tr><td colspan="2">\$ In millions</td></tr><tr><td>1. Award Value:</td><td>600.45</td></tr><tr><td>2. Executed Modifications:</td><td>0.00</td></tr><tr><td>3. Approved Change Orders:</td><td>0.01</td></tr><tr><td>4. Current Contract Value (1+2+3):</td><td>600.46</td></tr><tr><td>5. Pending Changes:</td><td>0.00</td></tr><tr><td>6. Incurred Cost:</td><td>53.92</td></tr></table>						\$ In millions		1. Award Value:	600.45	2. Executed Modifications:	0.00	3. Approved Change Orders:	0.01	4. Current Contract Value (1+2+3):	600.46	5. Pending Changes:	0.00	6. Incurred Cost:	53.92																						
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4. Current Contract Value (1+2+3):	600.46																																										
5. Pending Changes:	0.00																																										
6. Incurred Cost:	53.92																																										

CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy		Contract No. P2550 Project: 800151 Status as of: August 31, 2004					
Progress/Work Completed: The manufacturing facilities in Pistoia and Naples of the Prime Contractor, AnsaldoBreda, and its European subcontractors were closed for the "European holiday" during the month of August 2004 Areas of Concern: Documentation submittals are still lagging behind actual design completion. AnsaldoBreda has hired a consultant to assist with data schedule recovery.		Major Activities (In Progress): Contractor continues the Milestone 5A & 6A work. Major Activities Next Period: Activities will revolve around scheduling and conducting the remaining First Articles Instructions and previous First Article follow-up. Extra effort has been promised to complete the milestones that have overdue completion dates and to bring documentation submittals within schedule Finalization of Carborne Prime and Sub systems integration. Weekly teleconference meetings will reconvene to monitor technical design completion for the 2550 rail vehicles.					
Schedule Summary: 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: 452 CD Option 1 & 2 Contract duration 1460 CD** ** after starting options 1 & 2 Note: MTA is in the process of completing Contract Modification #1, reducing Current Contract Value to reflect the recently granted California Exemption for State Sales Tax.			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 - Approval of Eng.Production Plan	08/08/03	0	12/08/03	10/15/03A	0
		Milestone 2A - Appr.of Contr.Prelim. 13 weeks schedule	09/05/03	0	11/20/03	12/30/03A	0
		Milestone 3A - Approval of vehicle cross-section dwgs	11/07/03	0	01/20/04	12/30/03A	0
		Milestone 4A - Approval of general vehicle arrang.dwgs	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	10/13/04	159
		Milestone 6A - Appr. of Operator Cab Mockup	06/04/04	0	06/04/04	10/13/04	131
		Milestone 14A - Acceptance of two First Article Vehicles	12/02/05	0	12/02/05	12/02/05	0
Physical Percent Complete: Physical completion * as of August 2004 is 28.0%. * Note: Physical completion assessment reflects work completed and invoiced plus current work in progress.		Cost Summary: \$ In millions 1. Award Value: 158.74 (Metro Gold Line Eastside Ext Only: 31.75) 2. Executed Modifications: 0.00 3. Approved Change Orders: 0.00 4. Current Contract Value (1 + 2 + 3): 158.74 5. Pending Changes: 0.00 6. Incurred Cost: 34.69					

CONSTRUCTION PHOTOGRAPHS



Integrated Project Management Office setup.



CONSTRUCTION PHOTOGRAPHS



1st Street and Gless utility potholing.



Breed and 1st Street utility potholing.

CONSTRUCTION PHOTOGRAPHS



Unloading PVC storm drain piping.

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
LNTF	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