

METRO GOLD LINE EASTSIDE EXTENSION

MONTHLY PROJECT STATUS REPORT

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

FEBRUARY 2006

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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 3rd Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.

As of the end of this reporting period, the 100% final design packages were issued for review for the Little Tokyo/Arts District Station, the Boyle Heights/Mariachi Plaza Station, the Pico/Aliso Station, and for Civil Segments 2B and 4A. Also, the Civil Segment 3A 85% final design package was submitted for review. The 100% final design packages are underway for the Soto Station and Civil Segments 4B, 5, 6 and 7. The 85% final design packages are underway for the East L.A. Civic Station and Civil Segment 3B. The 85% final design packages for train control and communications systems are also in progress. Trackwork is in the 100% final design phase.

At the Boyle Heights/Mariachi Plaza Station, the eastbound tunnel mining began on February 23, 2006. The final assembly of the westbound Earth Pressure Balance Machine (EPBM) is continuing and is anticipated to complete in late March 2006. Permeation grouting of the tunnel crosspassages is underway.

At the Soto Station, the level-5 structural excavation is continuing and is anticipated to finish by mid-March 2006.

At the West Portal, structural excavation and shoring is ongoing and will continue into early April 2006.

At the East Portal, the new crematorium retaining wall is anticipated to finish in mid-March 2006. The completion of the new crematorium retaining wall will allow for the continuation of street widening at the north side of 1st Street.

Utility relocations are continuing along 1st Street, Lorena Street, Indiana Street and 3rd Street.

The Caltrans contractor for Contract C0802 – 101 Freeway Bridge Overcrossing completed the falsework for one section of the bridge superstructure. The placement of formwork and rebar is nearing completion. Concrete placement for the bridge structure is anticipated to occur in mid-March 2006. Portions of the Commercial Street retaining wall were completed during the month.

MANAGEMENT ISSUES

Issue No. 1: City of Los Angeles 1st Street Bridge and Street Widening Project

Status Due to the lack of available funds and the lack of progress on their project, The City of Los Angeles has re-sequenced the construction work into four phases to eliminate schedule impacts to the Metro Gold Line Eastside Extension Project. The first phase will be street restoration, followed by girder strengthening, and then track installation and bridge widening.

Action Although The City of Los Angeles had received the Record of Decision later than planned (February 2006), the street restoration and girder strengthening design documents were advanced to the 95% completion level. The advancement of design will allow the street restoration work to begin on April 1st 2006 with no schedule impacts.

The City of Los Angeles is forecasting an early bridge turnover date to Metro for track installation by Metro's C0803 Contractor. The City's turnover date is predicated on awarding the girder strengthening construction contract by August 2006.

Issue No. 2: Ramona Opportunity High School and Indiana Station

Status In September and December 2005, the Metro Board of Directors authorized funding to perform preliminary engineering and an environmental analysis to study the possible relocation of the Indiana Station to avoid or minimize impacts to the Ramona Opportunity High School site. While the studies are ongoing, Metro and the Los Angeles Unified School District (LAUSD) are continuing negotiations on the Land Exchange Agreement that will allow the construction of the Indiana Station on a portion of the school site. The earliest that the land exchange will occur is August 2006, three months beyond the access date for Metro's C0803 Contractor. The late access to the school property will not impact the Revenue Operations Date. Metro will try to secure a Right-of-Entry to the school site earlier, while continuing to work with the C0803 Contractor to minimize both design and construction impacts.

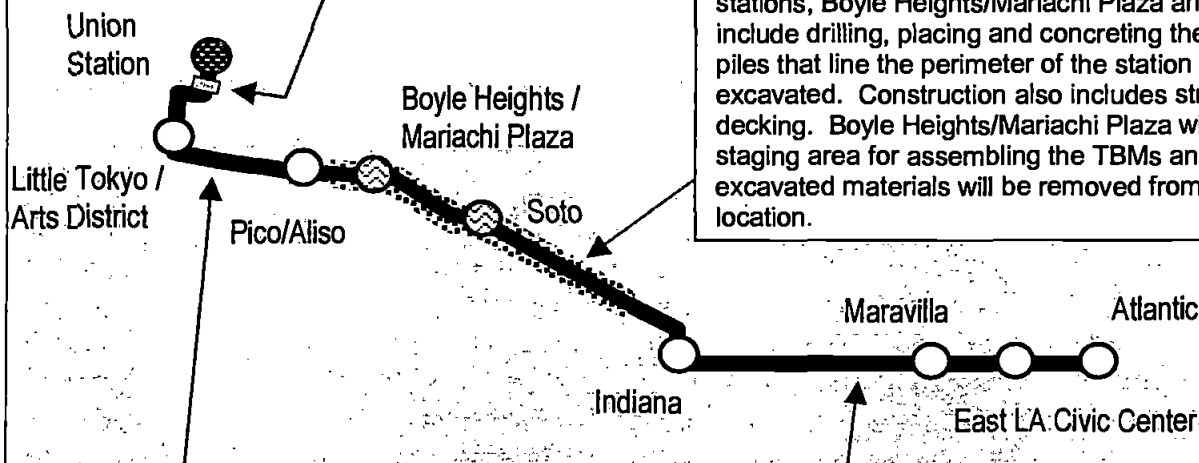
Action Metro and LAUSD must reach an agreement on the scope and costs related to the impacts to Ramona Opportunity High School. In March 2006, Metro staff is planning to provide a report to the Metro Board of Directors outlining the details of the proposed land exchange agreement, funding plan, schedule and alternatives analysis.

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, the LACMTA will provide oversight and is responsible for the construction costs of the bridge overcrossing.

Contract C0803 - Tunnel and Station Excavation (Design/Bid/Build): Construction of the 1.7 mile tunnel segment includes tunnel excavation using two Earth Pressure Balance Machines (EPBM) type, excavation of cross passages, concreting of the tunnels and cross passages, and the east and west portals construction.

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



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

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

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

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Feb-06	Mar-06	Apr-06	May-06	Jun-06	Jul-06
Complete Muck Bins Installation	02/07/06 *	○					
Completed EPBM Testing & Commenced Tunnel Mining (Eastbound)	02/23/06 *	○					
Submitted 100% Station Design - Little Tokyo and Pico/Aliso Stations	02/23/06 *	○					
Submit 100% Civil/Utilities Design-Segments 2B & 4A	02/28/06 *	○					
Submitted 85% Civil Design-Segments 3A	02/28/06 *	○					
Submit Boyle Heights/Mariachi Plaza Station 100% Design	02/28/06 *	○					
Complete New Crematorium Retaining Wall at East Portal	03/10/06 *		○				
Complete Soto Station Structural Excavation	03/14/06 *		○				
Submit 100% Civil/Utilities Design-Segments 6 & 7	03/20/06 *		○				
Complete West Portal Excavation	03/23/06 *		○				
Submit Soto Station 100% Design	03/24/06 *		○				
Submit 100% Station Design - Atlantic and Maravilla Stations	03/27/06 *		○				
Submitted 85% Civil Design-Segments 3B	03/27/06 *		○				
Commence Tunnel Mining (Westbound)	03/30/06 *		○				
Submit Communications 85% Design	03/31/06		○				
Submit Trackwork 100% Design	04/04/06 *			○			
Complete East Portal Excavation	04/20/06 *			○			
Submit Train Control 85% Design	04/28/06 *			○			
Complete Soto Station Sub-Invert Concrete	05/04/06 *				○		
Eastbound EPBM Break in at Soto Station	07/03/06 *						○



LACMTA Staff Milestone



Eastside LRT Constructors



Other Agencies



New Date

FTA

FTA Approval

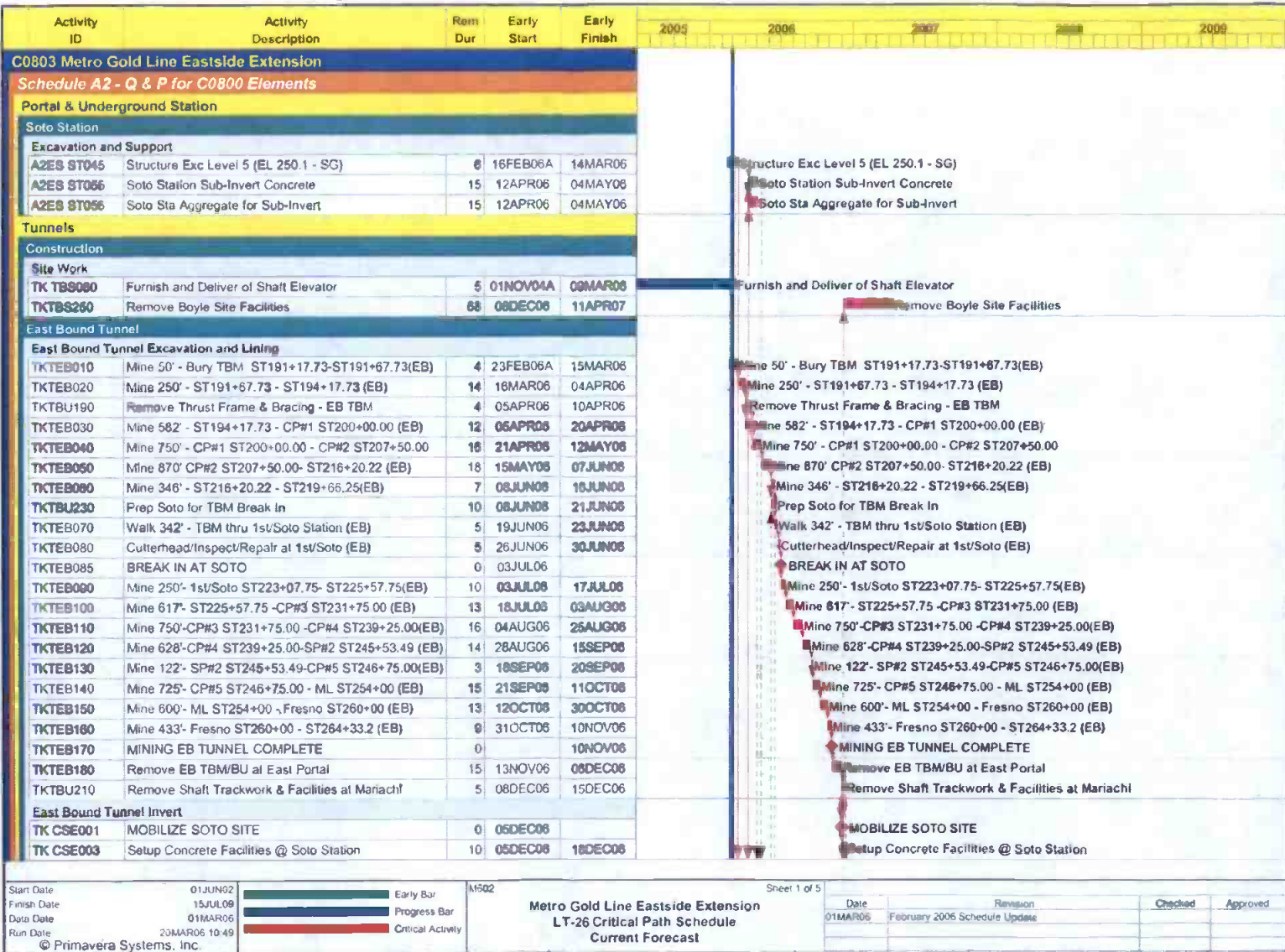


Metro

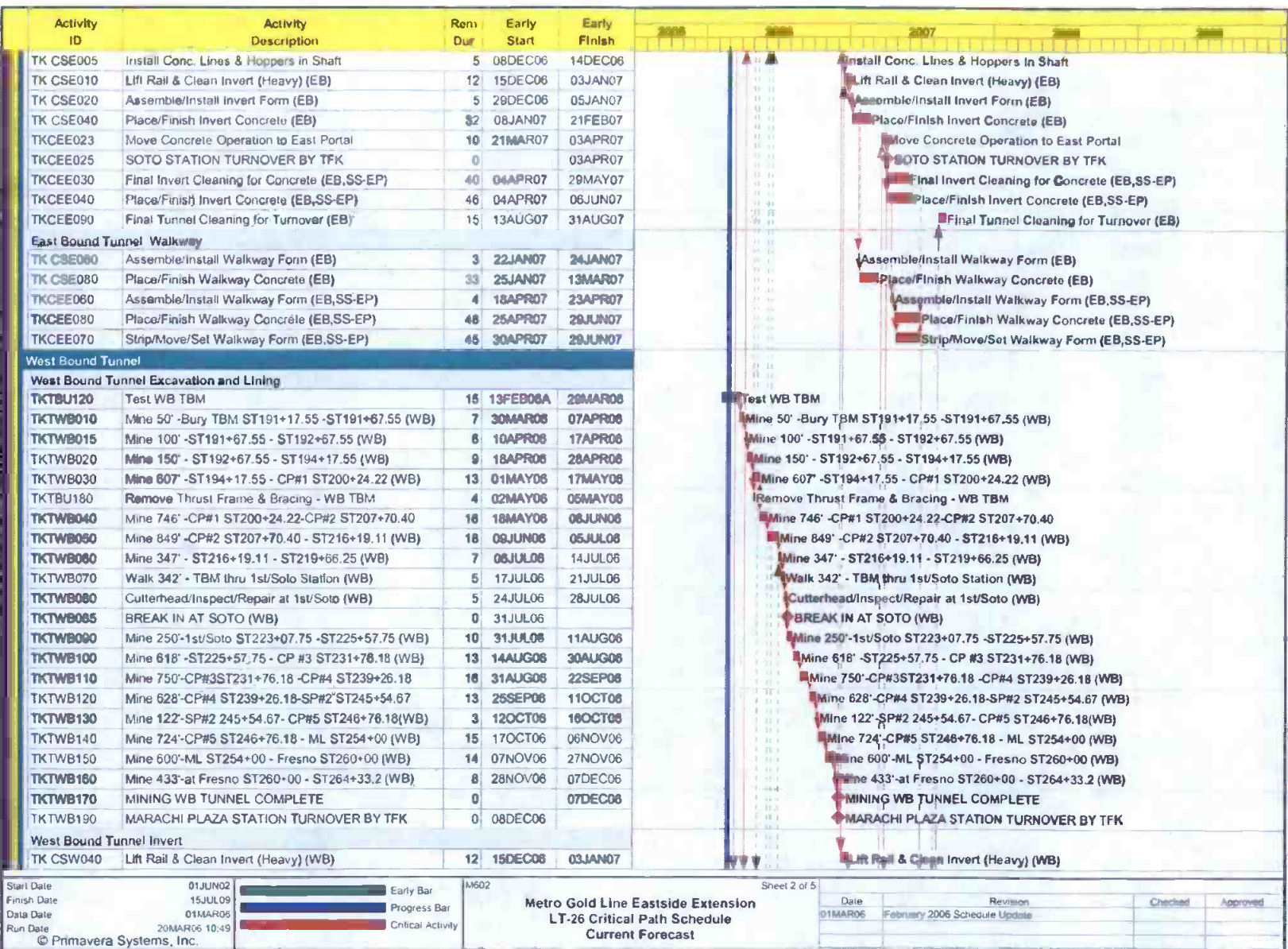
LACMTA Board Approval

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

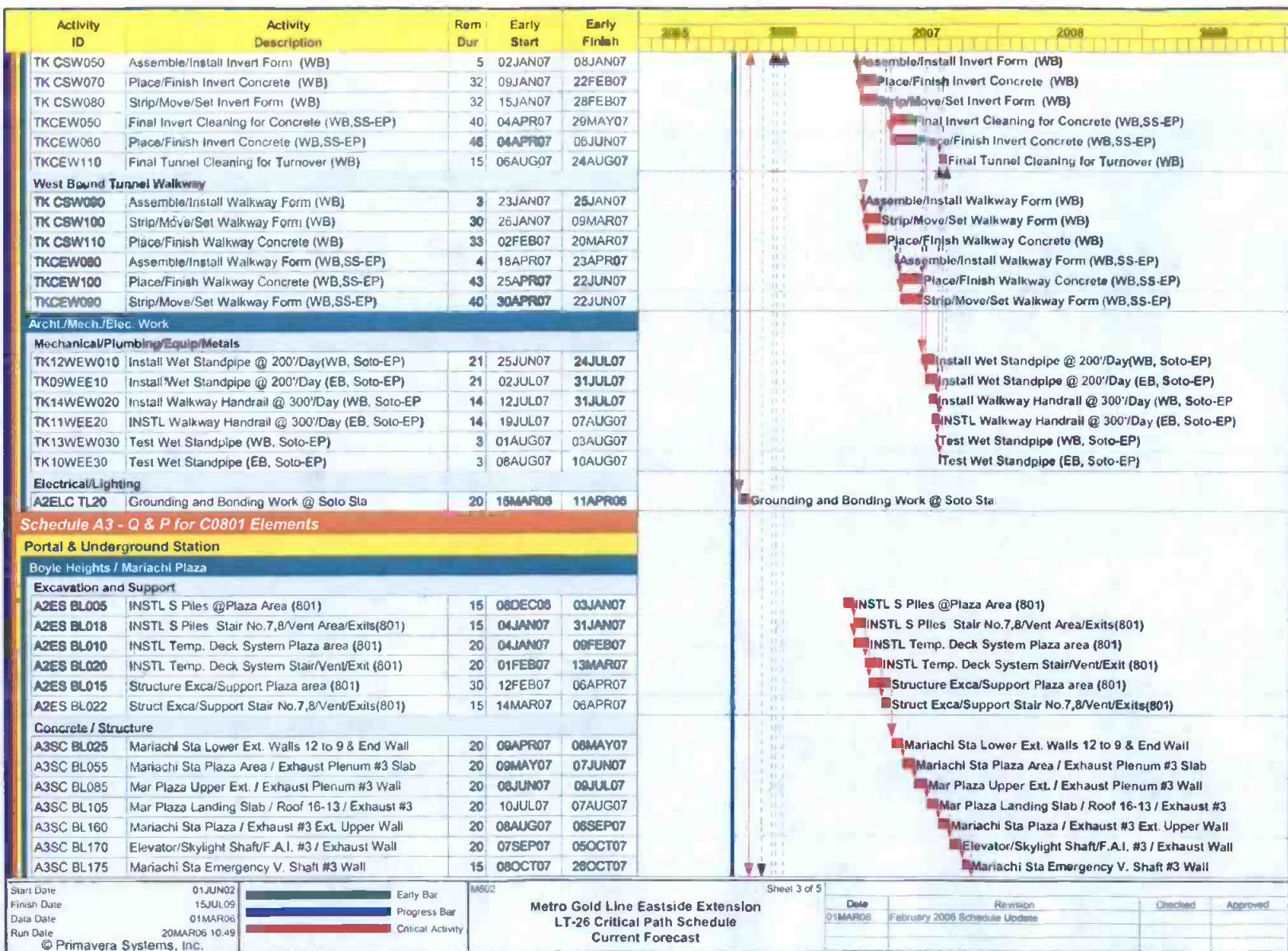
PROJECT MASTER SCHEDULE CRITICAL PATH (1 of 5)



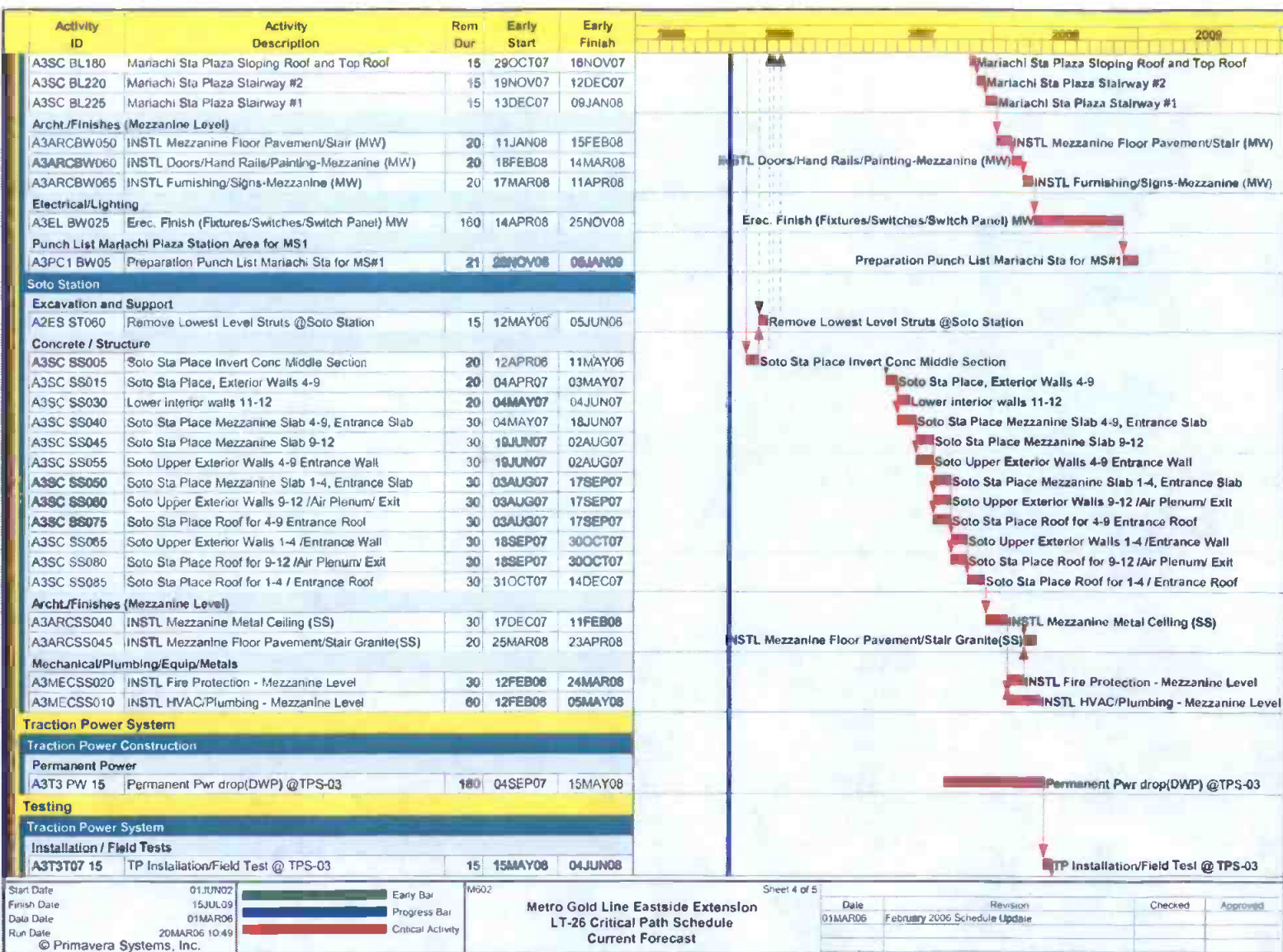
PROJECT MASTER SCHEDULE CRITICAL PATH (2 of 5)



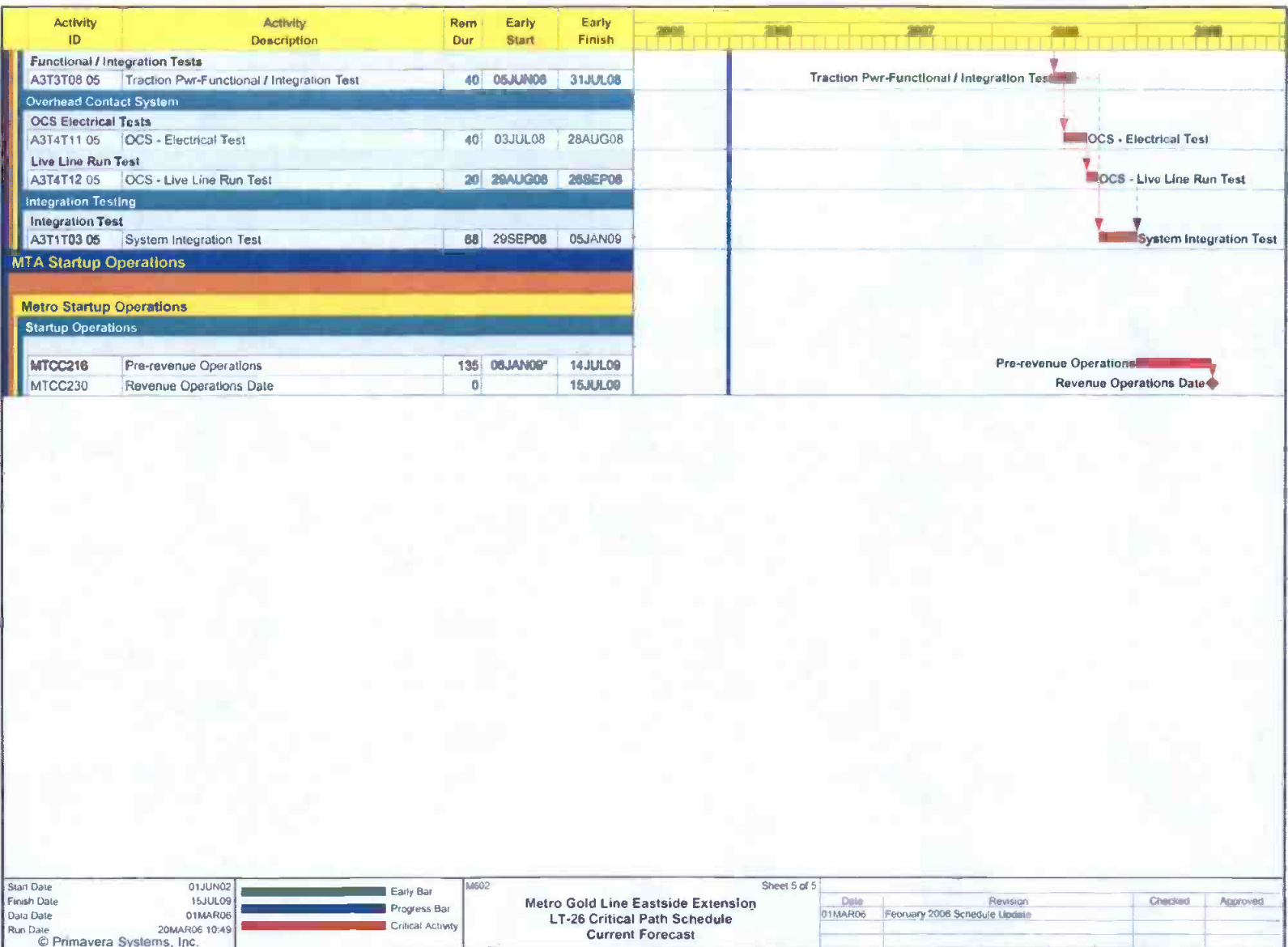
PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 5)



PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 5)



PROJECT MASTER SCHEDULE CRITICAL PATH (5 of 5)



CRITICAL PATH NARRATIVE & PROJECT STATUS

Current Critical Path Analysis

The eastbound tunnel excavation commenced on February 23, 2006. Although this is later than what had been initially planned, Metro is confident that this delay in schedule can be mitigated without impacting any of the project completion milestones, including the Revenue Operations Date. Metro and the C0803 Contractor are reevaluating the overall schedule, including revised tunneling rates as provided by the tunneling contractor. The revised tunneling rates will aid in mitigating some of the loss schedule time.

The critical path continues with the excavation of both tunnels, the excavation of tunnel cross passages and the construction of the tunnel invert. The critical path then becomes the construction of Boyle Heights/Mariachi Plaza and Soto Stations, and the installation of trackwork and the overhead contact system for the underground alignment. Systems equipment installation such as overhead contact system, train control, traction power, and local facilities testing are the last stage of the critical path prior to entering the final test stage, where systems integration testing and pre-revenue operations are conducted.

Design

During this reporting period, the 100% final design packages were issued for review for the Little Tokyo/Arts District Station, the Pico/Aliso Station, the Boyle Heights/Mariachi Plaza Station, and Segments 2B and 4A. Also, the Segment 3A 85% civil design package was submitted for review. The following facility design packages and the system design packages are in progress:

- **Facility Design Packages:**

1. Soto Station 100% design,
2. East L. A. Civic Center 85% station design,
3. Indiana Station remaining schematic design,
4. Segments 3B 85% civil design, and
5. Segments 4B, 5, 6 and 7 100% civil designs.

- **System Design Packages:**

1. Trackwork 100% design,
2. Train control system 85% design, and
3. Communication systems 85% design.

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	-	662,391	690	642,410	16,599	232,413	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	-	15,349	548	11,587	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	-	41,563	95	37,106	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,936	10	97,550	1,664	84,125	-	135,936	-
PC	PROJECT CONTINGENCY	60,254	-	28,249	-	-	-	-	-	28,249	-
PR	PROJECT REVENUE	(4,617)	-	(4,633)	-	-	-	(16)	-	(4,633)	-
SUBTOTAL		884,014	-	884,014	700	786,871	18,905	385,214	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	(422)	(1,124)	(422)	(1,124)	-	14,800	-
TOTAL		898,814	-	898,814	278	785,747	18,483	384,090	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2006

PROJECT COST ANALYSIS

Original Budget

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

Current Budget and Current Forecast

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

Commitments

The Commitments increased by \$0.3 million this period due to executed modifications. The \$795.7 million in Commitments to date represents 88.5% of the Original Budget.

Expenditures

Expenditures are cumulative through January 2006. The Expenditures increased by \$18.5 million this period primarily due to construction costs associated with Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The expenditures for this period are higher than usual due to the posting of both the December 2005 and January 2006 invoices for Contract C0803 in Metro's Financial Information System (FIS). The \$364.1 million in Expenditures to date represents 40.5% of the Original Budget.

PROJECT COST STATUS

COST REPORT BY ELEMENT

CONCURRENT NON-FFGA 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	-	18,000	215	6,610	80	986	-	18,000	-
S	SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	(20)	(20)	-	-	-	-	-
	SUBTOTAL	18,000		18,000	195	6,590	80	986		18,000	
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
	TOTAL	18,000		18,000	195	6,590	80	986		18,000	

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2006

PROJECT COST ANALYSIS

Original Budget

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

Current Budget and Current Forecast

The Current Budget and Forecast remains the same at \$18.0 million.

Commitments

The Commitments increased by \$0.2 million this period due to executed contract modifications for street restoration work and the Mangrove site utilities design. The Mangrove site utilities are considered betterments, with reimbursement from the City of Los Angeles. The Project Revenue item represents the initial commitment of funds from the City. The Commitments to date of \$6.6 million represents 36.7% of the Original Budget.

Expenditures

The Expenditures increased by \$0.1 million this period. The Expenditures to date of \$1.0 million represents 5.5% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

FEBRUARY 2006		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS		(E) EXPENDITURES		(F) BILLED to FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - SECTION 5309 NEW START (1)	490.7	490.7	76.8	403.6	82%	103.3	21%	85.2	17%
FED - SECTION 5309 FIXED GUIDEWAY	23.1	12.0	12.0	12.0	100%	12.0	100%	12.0	100%
FEDERAL - CMAQ	10.3	10.3	10.3	10.3	100%	10.3	100%	10.3	100%
REGIONAL IMPROVMNT PROG-FED	179.6	4.6	4.6	4.6	100%	4.6	100%	4.6	100%
REGIONAL IMPROVM PROG-STATE	0.6	175.6	44.2	175.6	100%	44.2	25%	44.2	25%
STATE TCRP	45.0	45.0	45.0	45.0	100%	45.0	100%	45.0	100%
PROP A 35% / PROP C 40%	124.6	135.7	135.7	135.7	100%	135.7	100%	110.5	81%
LEASE REVENUES	10.1	10.1	10.1	10.1	100%	10.1	100%	10.1	100%
ACCRUALS									
SUB-TOTAL	884.0	884.0	338.7	796.9	90%	365.2	41%	321.9	36%
PROP A/PROP C (INTEREST COST)	14.8	14.8	2.0	-1.1	-8%	-1.1	-7%	-1.1	-8%
TOTAL	898.8	898.8	340.7	795.7	89%	364.1	41%	320.7	36%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2006.
(1) BILLED EXPENDITURES IN EXCESS OF FUNDS AVAILABILITY ARE TEMPORARILY FUNDED THROUGH BRIDGE FINANCING.

STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309 NEW STARTS: LACMTA received an appropriation of \$59.5M for FY05. Grants have been executed and funds are available for drawdown. FTA revised the FY06 apportionments showing the FY06 allocation for the Eastside Extension will be \$78,408,000. In February 2006, LACMTA prepared the FTA grant application for submittal to the Transportation Electronic Award and Management (TEAM) System in March 2006.

RIP-STATE: LACMTA submitted a request for an AB 3090 reimbursement allocation of \$43.6 M in STP funds to the CTC for consideration at their July 2005 meeting. The CTC approved the request and supplemental agreements were executed on July 26, 2005. Funds are available for drawdown.

STATE TCRP: On April 3, 2003 the California Transportation Commission approved LACMTA's request to amend the STIP to convert \$191M of unallocated TCRP funds to STIP funds. On August 25, 2003, LACMTA submitted a request for AB1335 Letter of No Prejudice (LONP) authority for Phase 4 construction activities. On March 2005, LACMTA resubmitted a request for approval of a LONP for \$189.2M for Phase 4 (Construction) to the CTC for consideration at the May 2005 CTC Meeting. The CTC approved the LONP for \$166.9M. TCRP funds will not be available for drawdown until Phase 4 (Construction) is completed.

FINANCIAL/GRANT STATUS

CONCURRENT NON-FFGA PROJECT ACTIVITIES

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 - CMAQ	14.0	0.0							
PROP C 40%	0.0	14.0	14.0	6.6	47%	1.0	7%	0.9	7%
PROP C 10%	4.0	4.0	4.0		0%		0%		0%
ACCRUALS									
TOTAL	18.0	18.0	18.0	6.6	37%	1.0	5%	0.9	5%

(1) Based on March 2005 Board Report.

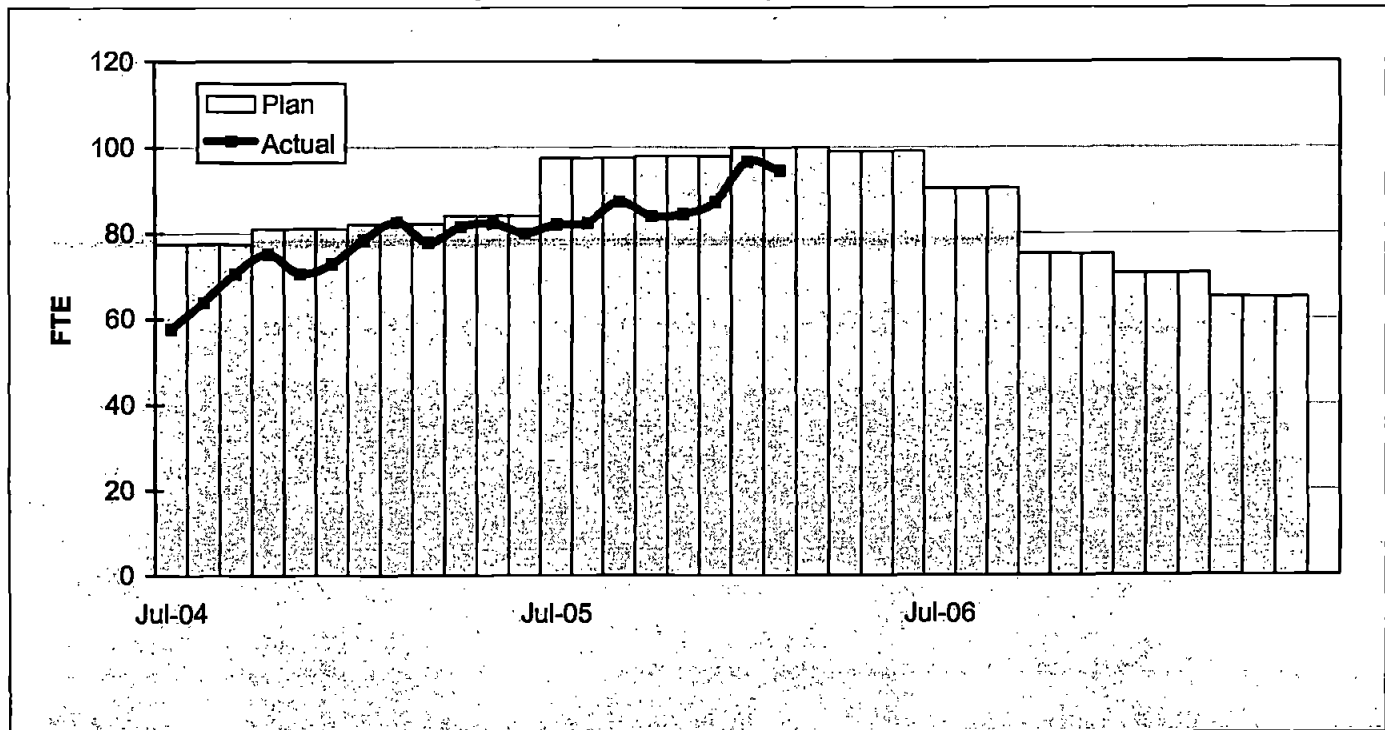
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2006.

STATUS OF FUNDS ANTICIPATED

FEDERAL CMAQ: LACMTA submitted a grant application to the FTA in June 2005 for \$9.9M. FTA is questioning the use of federal funds on this project. LACMTA will replace Federal – CMAQ with Proposition C 10% and 40% funds.

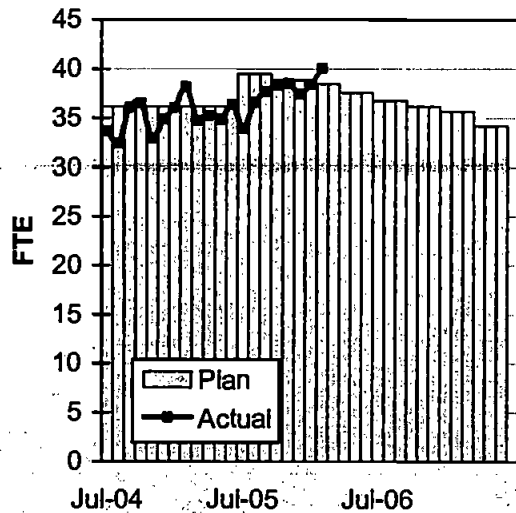
STAFFING STATUS

TOTAL PROJECT STAFFING

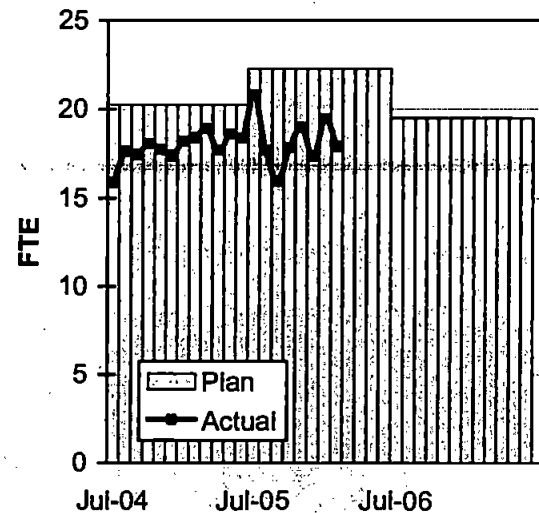


STAFFING STATUS

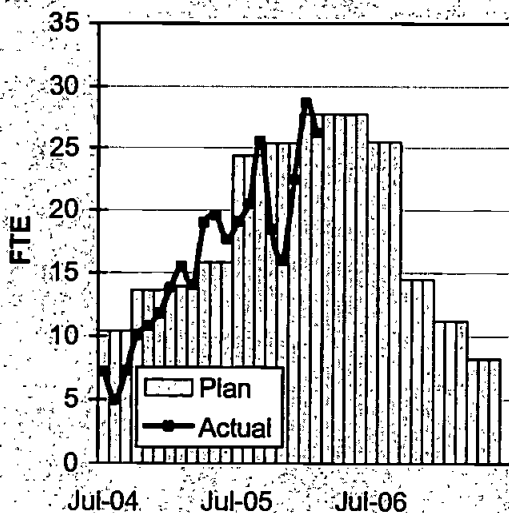
DIRECT AGENCY STAFFING



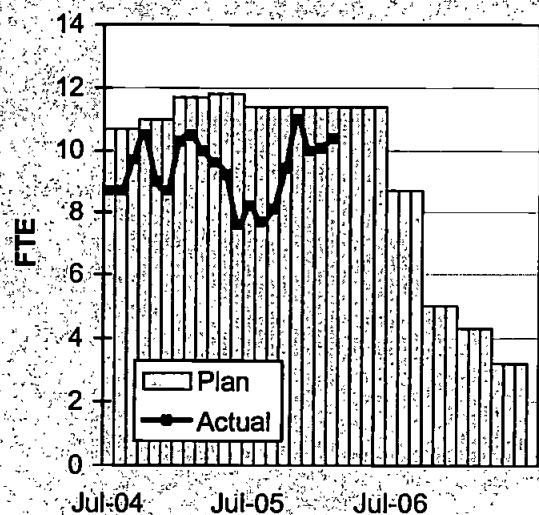
INDIRECT AGENCY STAFFING



CONSTRUCTION MANAGEMENT



ELRT PARTNERS



REAL ESTATE STATUS

- For C0803, the tunnel portion of the alignment, 40 parcels are required for acquisition (11 full takes, 4 partial takes, 20 sub-surface easements/temporary construction easements, 3 sub-surface easements/building protection, and 2 building protections).
- For C0803, the at-grade portion of the alignment, 27 parcels are required for acquisition (17 full takes, 9 partial takes and 1 surface easement). Nine parcels have been identified for the proposed Ramona High School site reconfiguration.
- For C0802, 2 parcels are required (1 surface easement and 1 full take parcel).
- Sixty-nine parcels have been certified, 40 for C0803-Tunnel, 27 for C0803-At-Grade and 2 for C0802. Offers have been made to 67 property owners. A total of 61 parcels are available (40 under C0803-Tunnel, 19 under C0803-At-Grade, and 2 under C0802). The remaining properties are needed for the Ramona High School reconfiguration.
- 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

Number of Parcels	Required	Acquired	Remaining Parcels to be Acquired	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	61	8	0	0
Last Period	69	60	9	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	36	4	0	0	0	40*
C0803-At-Grade	27	22	1	3**	0	1**	19
C0802	2	2	0	0	0	0	2
TOTAL	69	60	5	3	0	1	61
LAST PERIOD	69	59	5	4	0	1	60

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

** Remaining Alameda parcels under negotiation

ENVIRONMENTAL STATUS

- Cogstone prepared an inventory of all artifacts found at the Crematorium site.
- Cogstone completed the laboratory analysis of 80% of the remains removed from the Crematorium.
- The Chinese Historical Society is assisting Cogstone in the identification of remains.
- Met with Water Board regarding C0801 sump pump design.

COMMUNITY RELATIONS STATUS

- Held project briefing for the Executive Review Advisory Committee and Review Advisory Committee.
- Convened first Ad-Hoc Sub-Committee.
- Represented the Eastside Project at the Eastside Chambers luncheon featuring Senator Diane Feinstein.
- Completed coordination of settlement markers installation.
- Participated in the 11th Annual Community Job Fair.

QUALITY ASSURANCE STATUS

- Coordinated with Metro Engineering and Traylor-Shea-Ghazi to resolve the issue of tunnel precast segments with deficiencies.
- Performed field inspection of tunnel segments to be repaired or scrapped.

SAFETY STATUS

- Participated in weekly progress meetings with construction management and ELRTC personnel to discuss safety related issues and construction schedule.
- Conducted Safety Orientation training for Third Party personnel.
- Conducted All Hands Safety Meeting with ELRTC's Safety personnel, Metro Transit Security, LAPD and LA Fire representatives.
- Met with Metro Transit Security to discuss and resolve security issues.
- Conducted security audit with Metro Transit personnel. The audit was accepted.
- Monitored construction activities on a daily basis to ensure safety compliance.
- Conducted Tunnel Safety Awareness Training.
- ELRTC reported two recordable incidents for the month of February 2006. Project to date work-hours: 756,810. A total of 13 recordable incidents to date. Statistical rate for recordable incidents is 3.1 below the National Average of 5.6.

ART DEVELOPMENT STATUS

Pico/Aliso Station

- Design review with Artist and Metro Art.

Soto Station

- Conference call between Artist, Contractor and Metro Art.

Maravilla Station

- Design review with Contractor and Metro Art.

Little Tokyo Station

- Design review with Contractor and Metro Art.

East Los Angeles Civic Center

- Design review with Contractor and Metro Art.

Atlantic Station

- Design review with Contractor and Metro Art.

Mariachi Plaza Station

- Design review with Contractor and Metro Art.

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	12/08	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	3/06	*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 Management has approved final language and agreement was presented at the Metro Board Meeting in January 2006 for approval, however, the Board requested different Deadline and Delay language. DWP Board will be presented with the new language.
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	Amendment	Completed	N/A	Executed May 2005.
Adelphia Cable Company	Amendment	3/06	*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. A follow up calls were made on 10/20/05 and 11/16/05.
California Water Service Company	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 Water District	Amendment	Completed	N/A	Executed May 2003.

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
Verizon Wireless	Amendment	3/06	*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.
AT&T Local Services	Amendment	3/06	*6/04	LACMTA County Counsel reviewed the existing agreement and recommended revisions. A revised amendment was sent to AT&T. AT&T Legal is completing final review for execution. Follow up calls were made on 10/20/05 and 11/16/05. Since AT&T and SBC have joined AT&T was asked if they could adopt SBC Agreement on 11/16/05. No response to date. AT&T has now joined SBC and when all legal transactions are complete in March 2006, LACMTA may be able to use SBC Agreement for AT&T work.
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 will be performed 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 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	9/6/02	9/6/02	9/6/2002	Approved
2	Complete	10/4/02	10/11/02	10/25/02	11/6/02	11/22/02	11/22/2002	Approved
3	Complete	2/6/03	2/27/03	3/10/03	1/27/03	4/11/02	4/18/2003	Approved
4	Complete	12/14/02	1/15/03	1/29/03	11/13/02	5/5/03	6/18/2003	Approved
4A	Complete	1/24/03	1/29/03	3/14/03	2/7/03	9/5/03	1/23/2004	Approved
6	Complete	3/19/03	3/26/03	6/20/03	2/7/03	9/5/03	9/12/2003	Approved
7	Complete	12/11/02	12/18/02	3/31/03	2/7/03	5/5/03	7/25/2003	Additional application (3rd/Ditman) to be submitted. On-hold until Indiana St. alignment resolved. Should Indiana Alternative alignment be implemented, Metro will need to resubmit 4 new crossing applications.
8	Complete	11/26/02	12/18/02	3/31/03	11/15/02	6/6/03	5/21/2004	Approved
9	Complete	1/20/03	1/29/03	3/31/03	11/22/02	8/29/03	9/12/2003	Approved
10	Complete	12/11/03	12/18/02	3/10/03	11/22/02	5/5/03	8/29/2003	Approved
11	Complete	2/13/03	2/27/03	4/18/03	12/6/02	6/6/03	8/29/2003	Approved
12	Complete	2/13/03	2/27/03	4/18/03	12/13/02	6/6/03	9/5/2003	Approved
13	Complete	2/6/03	2/20/03	4/18/03	2/21/03	6/6/03	9/1/2004	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	3/20/03	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

41 applications approved.

An additional application is planned to be submitted after further analysis. The location is 3rd and Ditman.

Extensions are being submitted as approvals surpass their 3 year life span.

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 Sheriff'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 / Ditman	15 1st / Santa Fe
3rd / Rowan	1st / Myers
8 3rd / Gage	16 1st / MTA
3rd / 60 Fwy WB Ramps	1st / BNSF
3rd / Downey	1st / Union Pacific
9 3rd / Marianna	17 US 101 Fwy Overcrossing
3rd / Eastern	18 Commercial Street Overcrossing

CONTRACT C0802 STATUS

Description: 101 Freeway Bridge Overcrossing Contractor: Brutoco Engineering & Construction		Contract No. C0802 Status as of: February 24, 2006					
Progress/Work Completed: <ul style="list-style-type: none"> * Commenced concrete wing walls at Abutment No. 1 * Completed Bent No.4 formwork Areas of Concern: None		Major Activities (In Progress): <ul style="list-style-type: none"> * Pile repair for Bent Nos. 3 and 9 * Bridge-2 formwork and rebar * Commercial Street retaining wall * Roadway construction Major Activities Next Period: <ul style="list-style-type: none"> * Bridge-2 concrete work * Abutment No. 1 wing wall construction * Bent Nos. 3 and 4 column concrete * Pile repair and inspection for Bent No. 9 * Commercial Street retaining wall 					
Schedule Summary: Date of Award: 09/07/04 Notice to Proceed: 09/22/04 Original Contract Duration: 700 CD Current Contract Duration: 737 CD Elapsed Time from NTP: 525 CD			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Notice to Proceed	09/22/04	0	09/22/04	09/22/04	0
		Milestone 1 - Complete Abutment No. 10	06/26/06	37	08/02/06	09/15/06	-44
		Milestone 2- Complete All Work	08/23/06	37	09/29/06	01/16/07	-109
Physical Percent Complete: Physical completion * as of this reporting period is: 47.76% * Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 17.		Cost Summary: \$ In millions 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: 3.80					

CONTRACT C0803 STATUS

Description: Tunnel, Stations, Trackwork & Systems Contractor: Eastside LRT Constructors		Contract No. C0803 Status as of: February 24, 2006					
Progress/Work Completed: * Commenced eastbound tunnel mining * Submitted Segment 3A 85% civil design package * Submitted Segments 2B and 4A 100% civil design package * Submitted 100% final design packages for Little Tokyo Station, Boyle/Mariachi Plaza Station, and Pico/Aliso Station Areas of Concern: None		Major Activities (In Progress): * Eastbound tunnel mining * Westbound EPBM testing * Precast tunnel liner segments manufacturing * Soto Station level-5 excavation * East Portal crematorium retaining wall * East Portal and West Portal Excavations * 100% station design for Soto, Maravilla, and Atlantic Stations * 85% station design for East L.A. Civic Center Station * 100% civil design for Segments 4B, 5, 6 and 7 * 85% civil design for Segment 3B * 85% design for TC/Communications Systems Major Activities Next Period: * Eastbound tunnel mining * Westbound EPBM testing * Soto Station level-5 excavation * East Portal crematorium retaining wall * East Portal excavation * West Portal excavation					
Schedule Summary:			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Date of Award:	06/01/04	Notice to Proceed	07/01/04	0	07/01/04	07/01/04	0
Notice to Proceed:	07/01/04	Milestone 1 - Contract Completion. Complete all systems integration testing and ready for MTA's pre-revenue operation testing.	12/31/08	5	01/05/09	01/05/09	0
Original Contract Duration:	1795 CD	Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	5	05/05/08	05/05/08	0
Current Contract Duration:	1800 CD	Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	5	06/04/09	06/04/09	0
Elapsed Time from NTP:	609 CD	Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0
Option D Contract duration	90 CD Complete						
Physical Percent Complete: Physical completion * as of this reporting period is: 23.84% * Note: Physical completion assessment reflects work completed and invoice amount.		Cost Summary: \$ In millions 1. Award Value: 600.45 2. Executed Modifications: 1.43 3. Approved Change Orders: 0.13 4. Current Contract Value (1+2+3): 602.01 5. Incurred Cost: 226.44					

CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy	Contract No. P2550 Status as of: February 24, 2006																																																												
Progress/Work Completed: 1. Proof of Design Testing and Preliminary Testing continued for the two (early delivery) 2550 LRV's. The two LRV's successfully operated on all Metro Lines and successfully climbed the 7% grade of the MBL/MGL connector. 2. The Contractor's Pittsburg, California plant is set to receive the first carshells shipped from Pistoia, Italy. Staffing at the Plant has begun and vehicle assembly should start by April 2006. 3. A container, with 28 pallets of LRV components, is currently in route from Italy. Arrival in Pittsburg, CA is scheduled for late April 2006. Subsequent shipments are scheduled to follow as defined in the Contract Documents. Areas of Concern: 1. Documentation submittals are almost complete and ready for Metro approval. 2. Metro's cashflow forecast for this contract are behind schedule and steps are being taken to ease the scheduling difficulties involved in the funding process. 3. The latest AnsaldoBreda schedule (currently unapproved) indicates that car shell deliveries to Pittsburg will begin March 06 or later. This delay to the approved Contract Schedule will not affect operations.	Major Activities (In Progress): 1. AnsaldoBreda is preparing LRV carshells and subassemblies for shipment to Pittsburgh final assembly plant, following shipment of car 702 from L.A. to Pittsburg. 2. The contractor continues to work towards completion of Milestones 9A, 10A, 11A, 12A, 13A, 3. AnsaldoBreda is preparing LRV Prototype Cars 701 & 702 for shipment to Pittsburgh for re-manufacture. Major Activities Next Period: 1. LRV Prototype Car 702 will be sent to Pittsburgh, CA for re-manufacture. 2. During this period the IPT will continue closely monitoring and expediting where necessary for all scheduled activities involved in constructing and supporting the P2550 rail vehicle production. 3. Weekly teleconference meetings will continue to monitor design issues. 4. Shipment from Italy to the Pittsburgh Plant of car shells & subassemblies underway starting March 2006. 5. Continue the Production of LRV Carshells in Italy. 6. MTA initiated Mid-Contract "Buy America" due diligence audit underway to allow Contractor to make corrections to contractual obligations should they be necessary, rather than waiting until the end of the contract.																																																												
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: 973 CD Option 1 & 2 Contract duration ** after starting options 1 & 2 1460 CD** Note: MTA issued Modification No. 1 to AnsaldoBreda. Modification No. 1 is a zero-cost, miscellaneous administrative and technical clarification modification. MTA completed Modification No. 2 that reflects the recently granted California Board Of Equalization exemption for State Sales Tax on the Light Rail Vehicles. MTA and AnsaldoBreda agreed to Mod No. 3 which extended the Option One ordering period from April 2006 to April 2007, effective March 14, 2006.	<table><tr><th></th><th>Original Contract Dates</th><th>Time Extension</th><th>Current Contract</th><th>Forecast</th><th>Variance CDs</th></tr><tr><td>Notice to Proceed</td><td>06/06/03</td><td>0</td><td>06/06/03A</td><td>06/06/03A</td><td>0</td></tr><tr><td>Milestone 5A - Appr.dwg's, per Sect.1.13.1Tech Specs</td><td>05/07/04</td><td>0</td><td>05/07/04</td><td>05/29/06</td><td>752</td></tr><tr><td>Milestone 6A - Appr.of Operator Cab Mockup</td><td>06/04/04</td><td>0</td><td>06/04/04</td><td>05/26/06</td><td>724</td></tr><tr><td>Milestone 7A - Traction Motors Perf. Tests</td><td>11/05/04</td><td>0</td><td>11/05/04</td><td>03/10/06</td><td>492</td></tr><tr><td>Milestone 8A - Appr.of Stress Analysis & C.T. Report</td><td>11/05/04</td><td>0</td><td>11/05/04</td><td>04/28/06</td><td>492</td></tr><tr><td>Milestone 9A - Appr.of 1st Artcl & Final Op. Hazard Analysis</td><td>02/04/05</td><td>0</td><td>02/04/05</td><td>05/28/06</td><td>479</td></tr><tr><td>Milestone 10A - Deliver Draft Op.Maint.H. Repair Manuals</td><td>02/11/05</td><td>0</td><td>02/11/05</td><td>04/28/06</td><td>442</td></tr><tr><td>Milestone 11A - Appr.of Ops. Maint. & Training Program Lesson Plans</td><td>04/08/05</td><td>0</td><td>04/08/05</td><td>06/28/06</td><td>446</td></tr><tr><td>Milestone 12A -Appr.of Oper., Maint. & Heavy Repair Manual</td><td>09/23/05</td><td>0</td><td>09/23/05</td><td>07/28/06</td><td>309</td></tr></table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Notice to Proceed	06/06/03	0	06/06/03A	06/06/03A	0	Milestone 5A - Appr.dwg's, per Sect.1.13.1Tech Specs	05/07/04	0	05/07/04	05/29/06	752	Milestone 6A - Appr.of Operator Cab Mockup	06/04/04	0	06/04/04	05/26/06	724	Milestone 7A - Traction Motors Perf. Tests	11/05/04	0	11/05/04	03/10/06	492	Milestone 8A - Appr.of Stress Analysis & C.T. Report	11/05/04	0	11/05/04	04/28/06	492	Milestone 9A - Appr.of 1st Artcl & Final Op. Hazard Analysis	02/04/05	0	02/04/05	05/28/06	479	Milestone 10A - Deliver Draft Op.Maint.H. Repair Manuals	02/11/05	0	02/11/05	04/28/06	442	Milestone 11A - Appr.of Ops. Maint. & Training Program Lesson Plans	04/08/05	0	04/08/05	06/28/06	446	Milestone 12A -Appr.of Oper., Maint. & Heavy Repair Manual	09/23/05	0	09/23/05	07/28/06	309
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Physical Percent Complete: Physical Work completion* as of February 2006 is 68% Percent Work Product Invoiced** through February 2006 is 24.85% * Note: Physical Work completion assessment reflects work completed and work in progress. **Reflects percent of Contract price invoiced and paid to date.	Cost Summary: \$ In millions 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: (None) 0.00 4 Current Contract Value (1 + 2 + 3): 158.74 5 Pending Changes: (None) 0.00 6 Incurred Cost: 52.68																																																												

CONSTRUCTION PHOTOGRAPHS



Soto Station structural excavation.



Los Angeles County Crematorium retaining wall at the East Portal.

CONSTRUCTION PHOTOGRAPHS



Eastbound Tunnel Boring Machine in operation.



US 101 Bridge structure construction.

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
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CNFPA	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