



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.

MAY 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 Approved for Construction (AFC) drawings for Boyle Heights/Mariachi Plaza, Little Tokyo/Arts District and Pico/Aliso Stations were issued. The 100% final design packages for Soto, Little Tokyo/Arts District and Pico/Aliso Stations were reviewed and approved. Likewise, the 85% design package for Segment 3B was reviewed and approved. Also, the 85% Train Control design package was submitted for review. Trackway/Guideway, Traction Power, Overhead Contact System, Communications and the Train Control System are in the 100% final design phase. The Approved for Construction packages are underway for the following stations: Soto, Maravilla and Atlantic. Segments 2B, 4A, 6 and 7 are also in the Approved for Construction phase. The East L.A. Civic Center Station is in the 85% design phase and Segments 3A, 3B, 4B and 5 are in the 100% design phase.

The City of Los Angeles 1st Street Bridge Widening Project is in the final design and construction stage. There are three phases to the project; Phase I – Street Restoration, Phase II – Bridge Girder Strengthening, and Phase III – Bridge Widening. Phase I construction is well underway by the C0803 contractor. The remaining two phases are the responsibility of the City of Los Angeles. The Phase II construction bid documents are being assembled for issuance for bids in early July 2006. Phase III design is 90% complete and the process of securing all the necessary permits is underway.

The eastbound tunnel excavation is in the fourth month of operation and has progressed to 1,470 feet as of June 2, 2006. The westbound tunnel excavation has completed 439 feet during the first month of operation. Although progress has been slower than planned, the tunneling contractor expects the mining production rates and muck removal to increase once a rail switch is installed at the Boyle Heights/Mariachi Plaza Station. The increase in production should mitigate the tunneling delays experienced to date. Permeation grouting of the tunnel cross-passages are underway and proceeding to plan.

At the West Portal, the structural excavation and shoring is nearing completion. Placement of the mud mat and invert slab sections has begun.

At the Soto Station, concrete placement of the sub-invert and invert slabs has completed. This work is a predecessor for the tunnel boring machines to move through the station box for the continuation of tunnel mining.

PROJECT OVERVIEW

At the East Portal, the structural excavation and shoring are underway with an expected finish by mid-July 2006. The construction of the new Los Angeles County Crematorium access road has completed. The street widening at the north side of 1st Street is continuing.

The widening of the south side of 1st Street is underway between Alameda and Vignes Streets. Also, the north side of 3rd Street is being widened between Mednik and LaVerne Streets.

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

For Contract C0802 – US 101 Freeway Bridge Overcrossing Project, the Caltrans contractor is continuing with concrete placement on the middle section of the LRT bridge structure. Repairs for Bent No. 3 completed mid-May 2006, which allowed the column to be formed and poured. Also, false work started on the LRT bridge structure section towards Union Station.

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 The street restoration began in April 2006 per the schedule. The City of Los Angeles is forecasting an early bridge turnover date to Metro for track installation by Metro's C0803 Contractor. Although the City has slipped the release of the girder strengthening bid documents to early July 2006, the early turnover date remains achievable.

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 November 2006, six 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 is continuing to work with the C0803 Contractor to minimize both design and construction impacts.

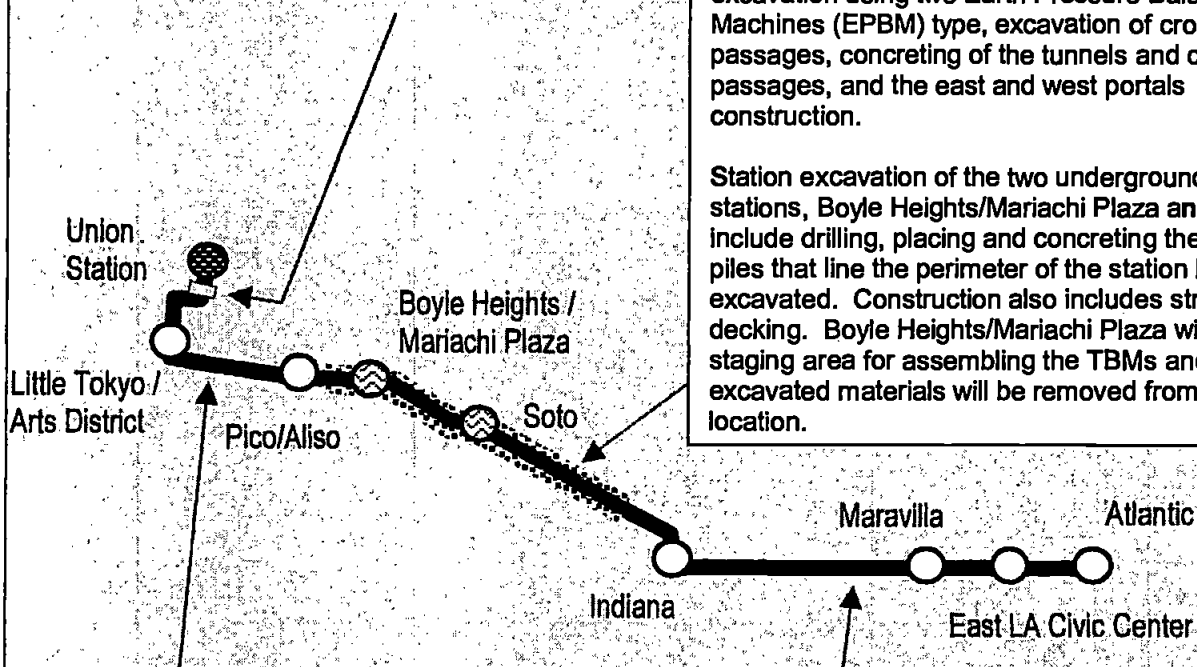
Action On May 3, 2006, the Metro Board of Directors approved a funding plan between Metro and LAUSD that will allow for the re-building of Ramona Opportunity High School and keep the Indiana Station at the location on Indiana Street, as approved in the FSIS/FSEIR Locally Preferred Alignment. Metro and LAUSD are drafting the Land Exchange Agreement, which includes the terms and conditions of the funding plan and cost sharing arrangements. On June 13, 2006, The Board of Education will consider LAUSD's staff recommendation for the Land Exchange/Funding Agreement. The Land Exchange/Funding Agreement requires approval by both parties.

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.

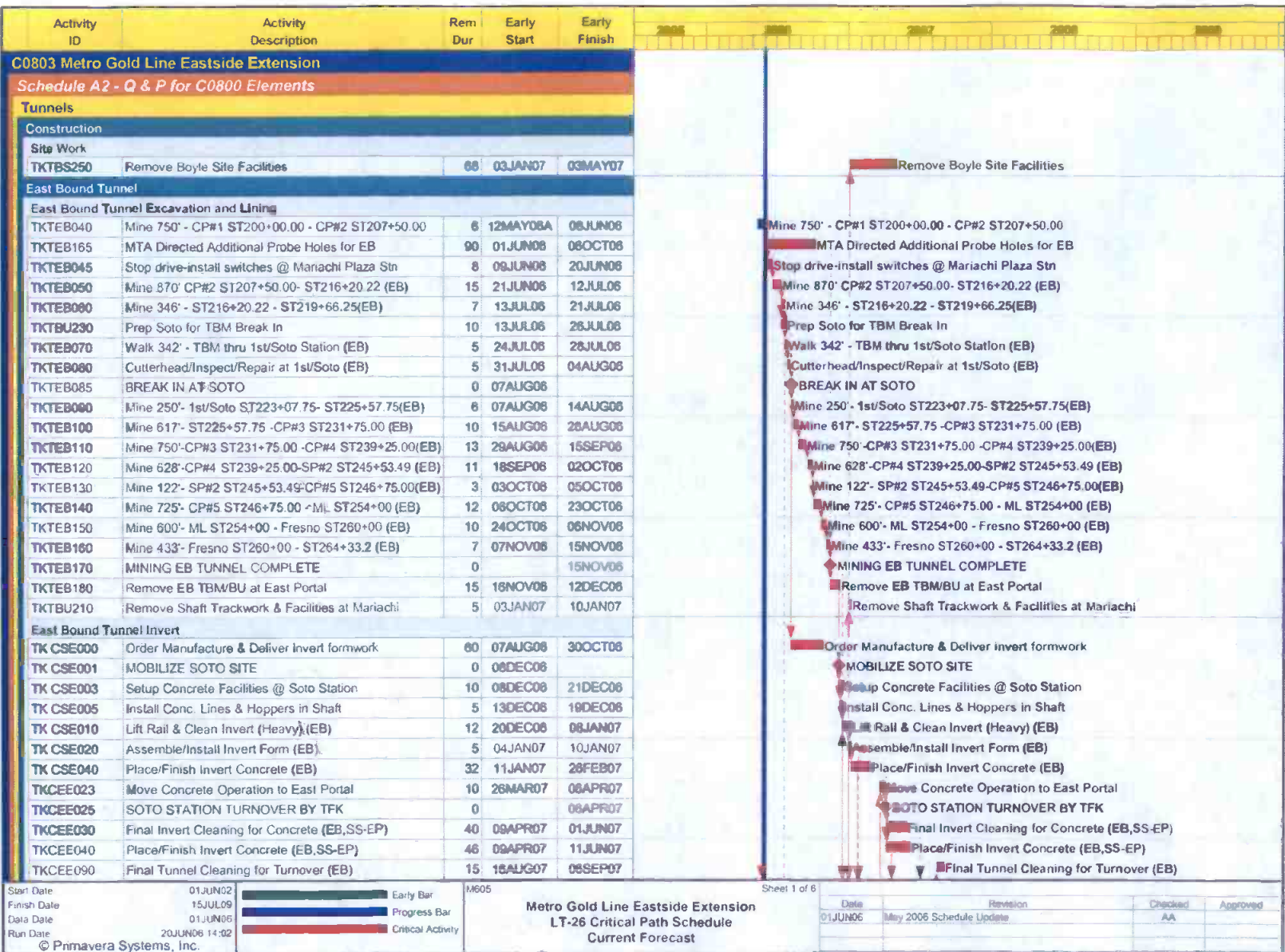
KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	May-06	Jun-06	Jul-06	Aug-06	Sep-06	Oct-06
Submitted Train Control 85% Design	05/26/06 *	○					
Completed Soto Station Invert/Sub-Invert and Removed Struts at Level 4	06/02/06 *		○				
Submit Trackway/Guideway 100% Design	06/15/06 *		○				
Submit Overhead Contact System 100% Design	06/15/06		○				
Complete West Portal Excavation	06/21/06 *		○				
Complete Seg. 2A 1st Street widening (south side) between Alameda and Vignes Streets	06/23/06 *		○				
Submit Segment 3B Civil 100% Design for Review	06/26/06		○				
City of Los Angeles Issue for Bid First Street Bridge Phase II Strengthening Contract	07/01/06 *			△			
Submit Traction Power 100% Design	07/14/06 *			○			
Complete East Portal Excavation	07/15/06 *			○			
Submit Communications 100% Design for Review	07/21/06			○			
Eastbound EPBM Break Through at Soto Station	07/24/06 *			○			
Caltrans Contractor to Complete Abutments and Bents 101 Freeway Bridge Overcrossing	08/01/06 *				△		
Complete 3rd Street Widening (North) between Mednik and La Verne Avenues	08/02/06				○		
Complete West Portal Invert Slab	08/03/06				○		
Submit Segment 5 Civil 100% Design	08/15/06 *				○		
Westbound EPBM Break Through at Soto Station	08/21/06 *				○		
Install Cross-over Switch at Soto Station	08/22/06 *				○		
Start Delivery of Track Rail to the Welding Yard	09/22/06					○	
Complete East Portal Invert Slab	10/11/06						○
Start Tunnel Cross-Passage Work	10/16/06						○

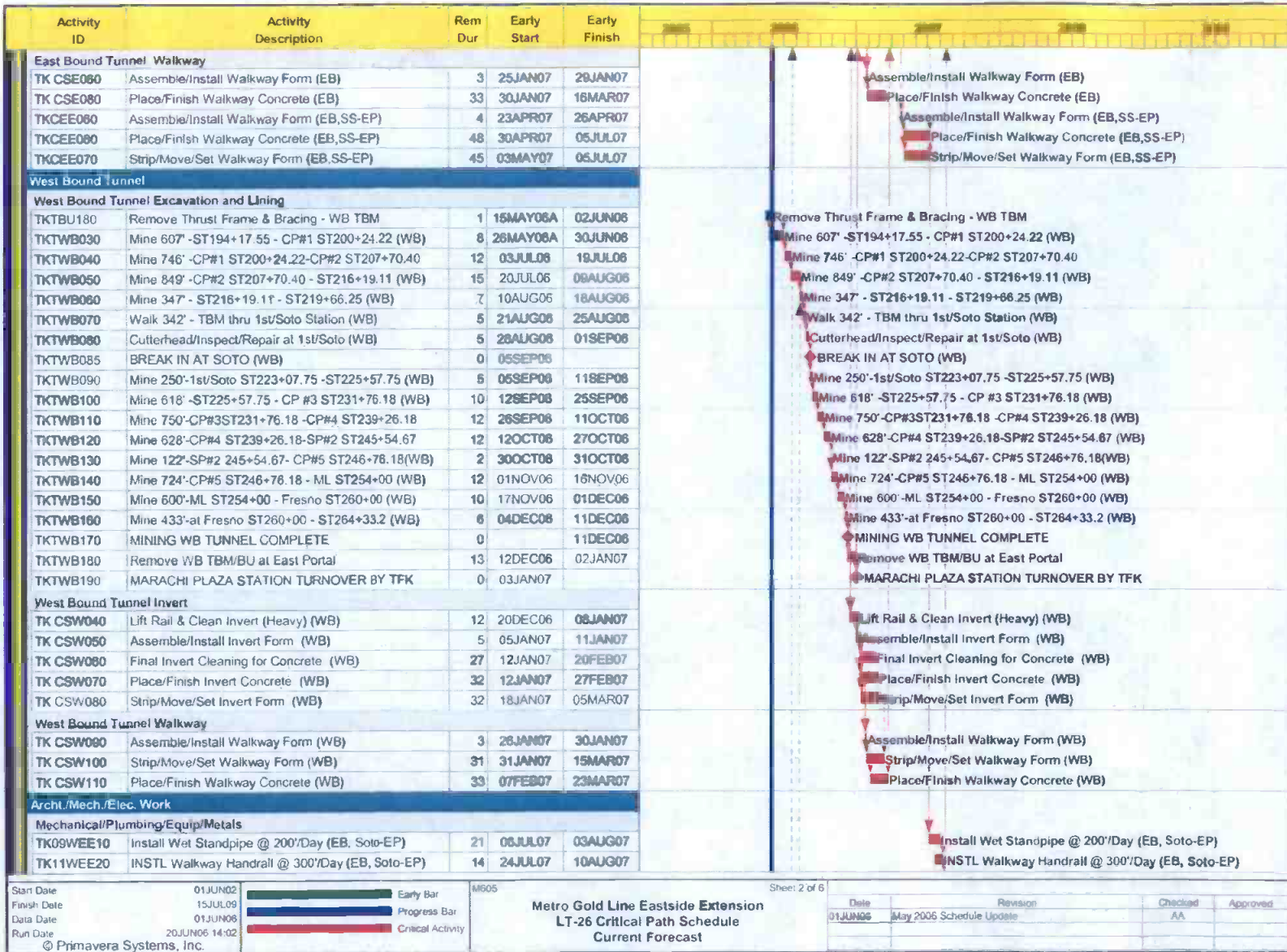
 LACMTA Staff Milestone
 Eastside LRT Constructors
 FTA
 FTA Approval

 Other Agencies
 New Date
 Metro
 LACMTA Board Approval

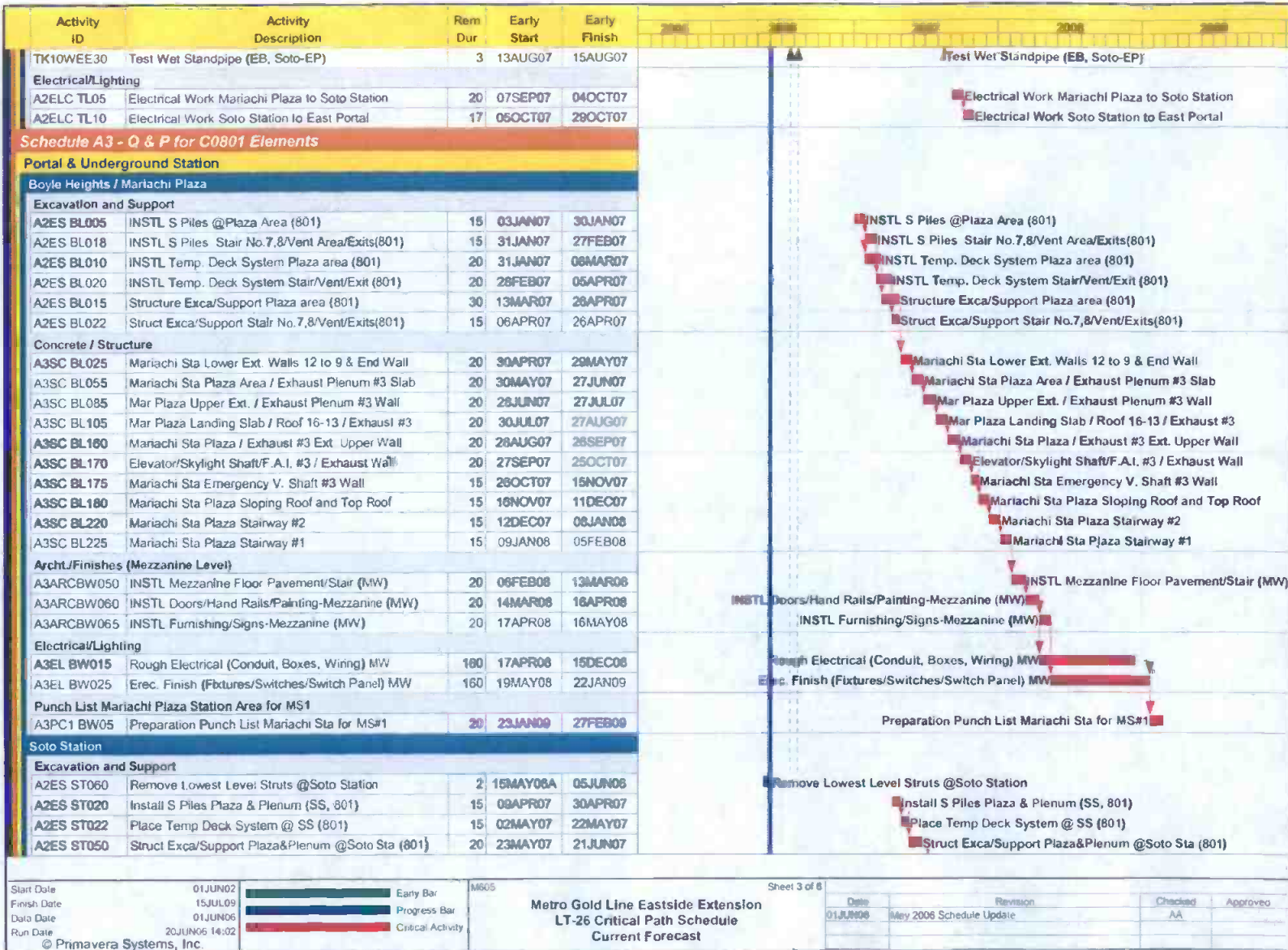
PROJECT MASTER SCHEDULE CRITICAL PATH (1 of 6)



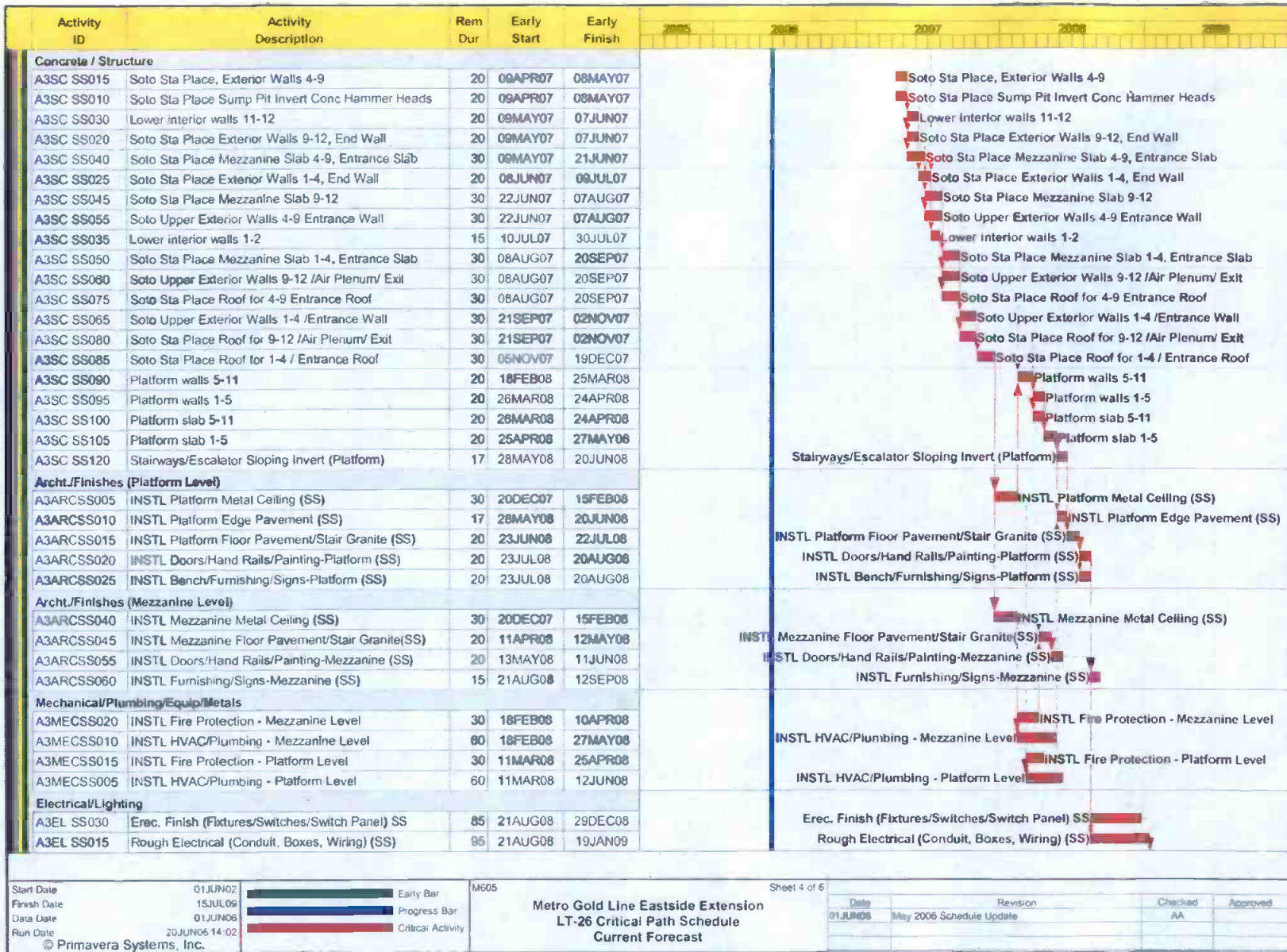
PROJECT MASTER SCHEDULE CRITICAL PATH (2 of 6)



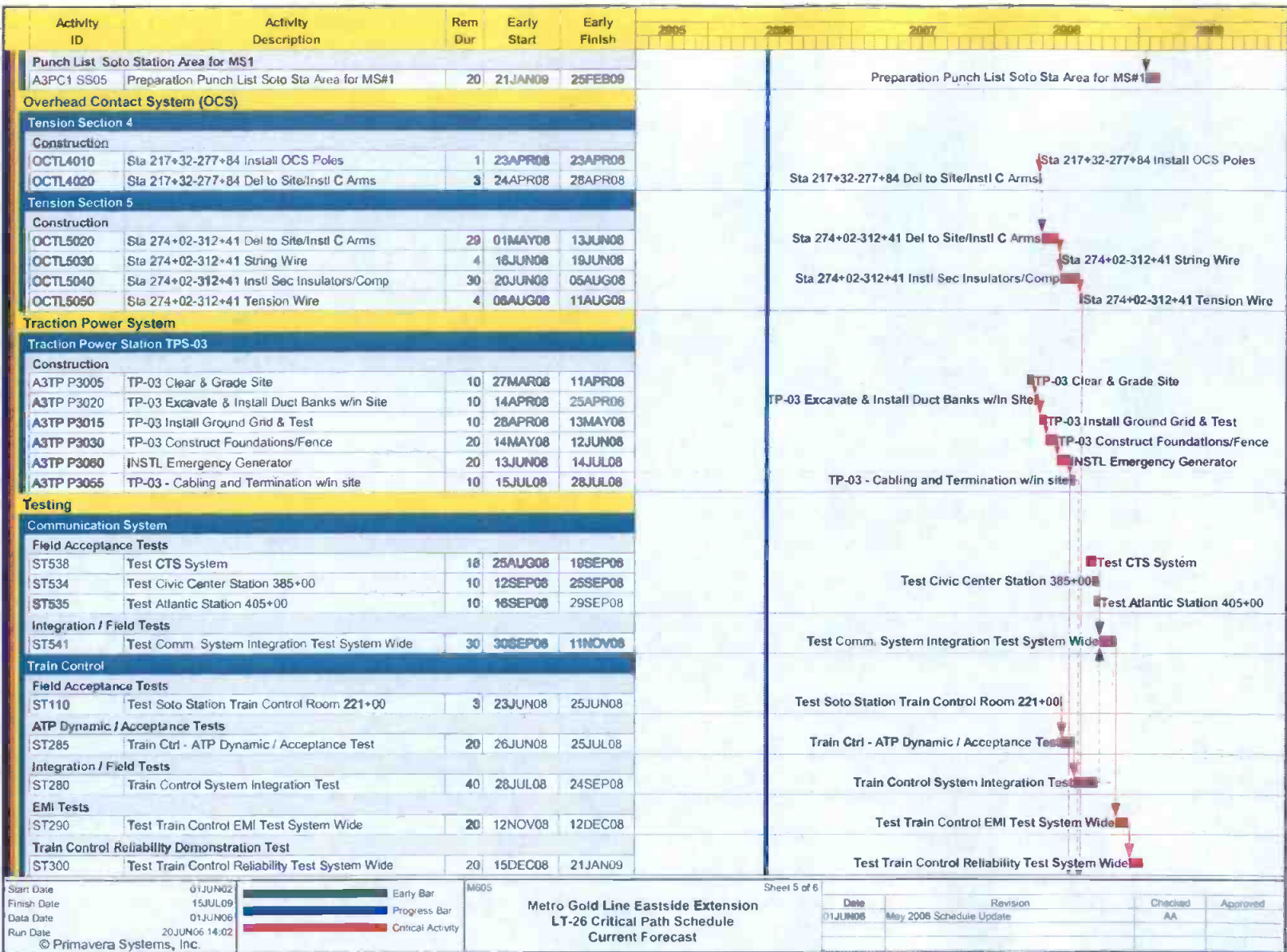
**PROJECT MASTER SCHEDULE
CRITICAL PATH (3 of 6)**



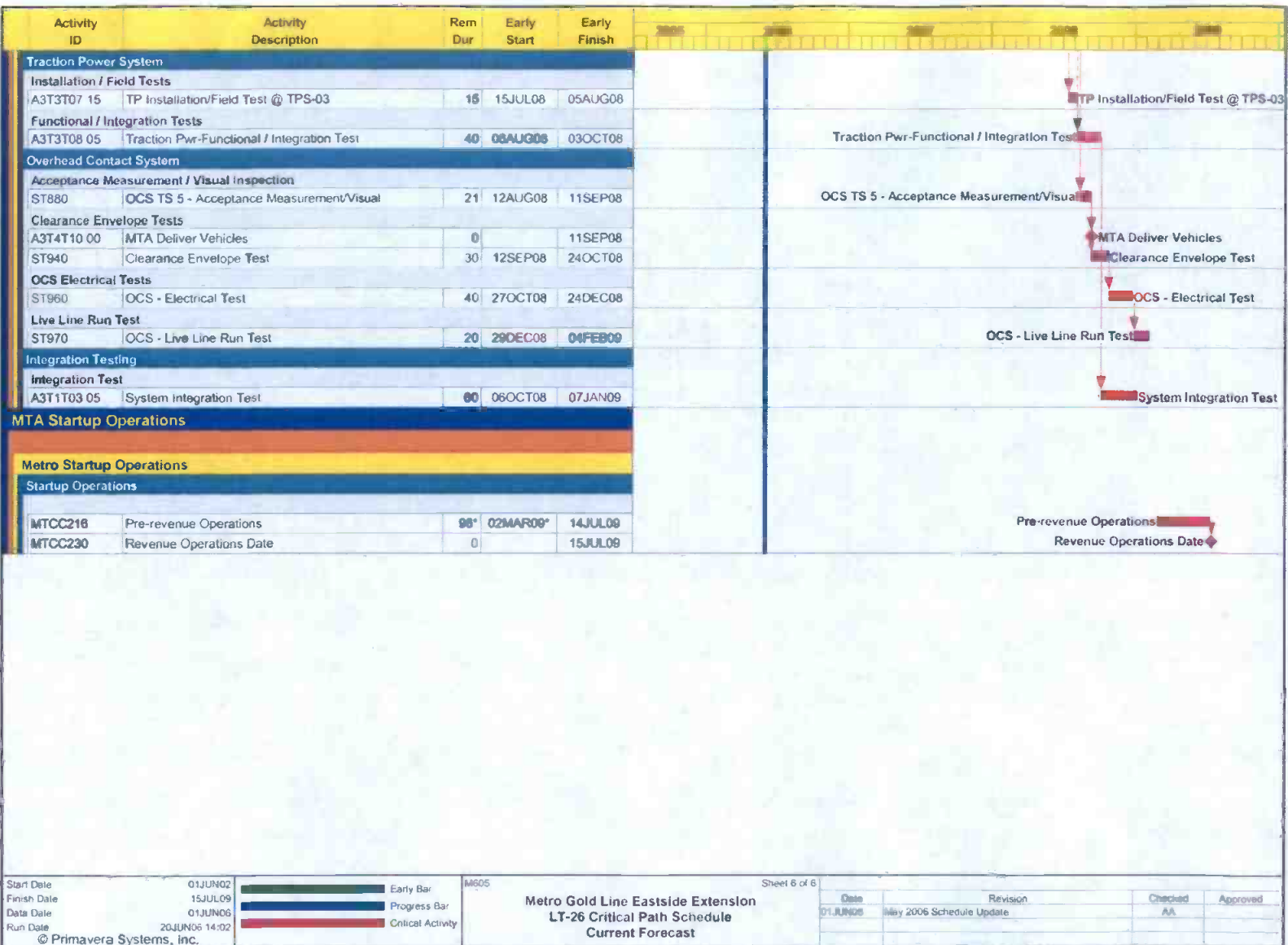
**PROJECT MASTER SCHEDULE
CRITICAL PATH (4 of 6)**



PROJECT MASTER SCHEDULE CRITICAL PATH (5 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (6 of 6)



CRITICAL PATH NARRATIVE & PROJECT STATUS

Current Critical Path Analysis

The eastbound tunnel excavation is now in the fourth month of operation and although progress has been slower than planned, tunneling production rates are expected to increase, since personnel training has been completed and the westbound tunnel excavation is well under way. Mitigation plans to build a rail switch at the Boyle Heights/Mariachi Plaza Station to improve muck removal may be implemented as early as next period. Metro and the C0803 contractor will continue to reevaluate the overall schedule, including the latest projected production rates as provided by the tunneling contractor. Metro remains confident that any delay in schedule can be mitigated without impacting any of the project completion milestones, including the Revenue Operations Date

The excavation of both tunnels, the construction of the tunnel invert and walkway are on the critical path. After tunnel excavation completes, the critical path becomes the construction of Mariachi Plaza Station, construction of Soto Station, and the installation of the overhead contact system for the underground alignment. System equipment installation such as overhead contact system, 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 Approved for Construction (AFC) drawings for Boyle Heights/Mariachi Plaza, Little Tokyo/Arts District and Pico/Aliso Stations were issued. The 100% final design packages for Soto, Little Tokyo/Arts District and Pico/Aliso Stations were reviewed and approved. Likewise, the 85% design package for Segment 3B was reviewed and approved. Also during the reporting period, the 85% Train Control 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, Maravilla Station and Atlantic Station AFC packages,
2. East L.A. Civic Center Station 85% design,
3. Indiana Station 85% design,
4. Segments 2B, 4A, 6 and 7 AFC packages,
5. Segments 3A, 4B and 5 100% civil design, and
6. Segment 3B 100% civil design.

- **System Design Packages:**

1. Trackway/Guideway 100% design,
2. Traction Power and Overhead Contact System 100% designs,
3. Communication Systems 100% design, and
4. Train Control System 100% design.

CRITICAL PATH NARRATIVE & PROJECT STATUS

This reporting period, the Metro Board approved a funding plan for the Ramona Opportunity High School Re-build that allowed the recommencement of design of all work in the Segment 4B, including the Indiana Station which will be located on a portion of the school site that is yet to be acquired.

The City of Los Angeles 1st Street Bridge Widening Project is in the final design and construction stage. There are three phases to the project: Phase I – Street Restoration, Phase II – Bridge Girder Strengthening, and Phase III – Bridge Widening. The C0803 contractor is progressing with Phase I construction according to plan. The remaining two phases are the responsibility of the City of Los Angeles. The Phase II construction bid documents are being assembled for issuance for bids in early July 2006. Phase III design is 90% complete and the process of securing all necessary permits continues per schedule.

Construction

The eastbound tunnel excavation has progressed to 1,470 feet and the westbound tunnel excavation progressed 439 feet, as of the end of this reporting period. Permeation grouting of the tunnel cross-passages is proceeding per schedule. The tunnel subcontractor started planning the installation of a rail switch in the Boyle Heights/Mariachi Plaza Station, which will improve mining production rates.

At the Soto Station, concrete placement for the sub-invert and invert slabs was completed, which allowed for the removal of lower level struts and walers. This work is a predecessor for the EPBM's to move through the station box structure and to continue with tunneling.

At the West Portal, the structural excavation and shoring is nearing completion. Placement of mud mat and invert sections started this reporting period.

At the East Portal, the structural excavation and shoring is well under way with an expected completion by mid-July 2006. The construction of the Los Angeles County Crematorium access road was completed this reporting period and the widening of 1st Street at the north side is continuing.

The widening of the south side of 1st Street between Alameda and Vignes Streets is proceeding per schedule. Also, the north side of 3rd Street is being widen between Mednik and La Verne Streets.

Along Alameda Street, construction is proceeding per schedule. The CMU wall outside the LADWP Yard was demolished and the 36" RCP storm drain line was completed this reporting period. Also, sewer lines at several intersections are being constructed.

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

CRITICAL PATH NARRATIVE & PROJECT STATUS

The C0803 contractor continued Phase 1 (Street Restoration) construction of the City of Los Angeles 1st Street Bridge Widening Project.

For Contract C0802 – US 101 Freeway Bridge Overcrossing Project, the Caltrans contractor is continuing with concrete placement on the middle section of the LRT bridge structure. Repairs for Bent No. 3 footing were completed mid-May 2006, which allowed for the column to be formed and poured. Also, false work started on the LRT bridge structure section towards Union Station.

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	55	642,483	6,419	256,954	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	-	15,486	215	15,267	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	-	41,563	253	37,535	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,936	-	97,677	1,522	88,023	-	135,936	-
PC	PROJECT CONTINGENCY	60,254	-	28,249	-	-	-	-	-	28,249	-
PR	PROJECT REVENUE	(4,617)	-	(4,533)	-	-	(2)	(41)	-	(4,633)	-
	SUBTOTAL	884,014	-	884,014	55	797,210	8,407	397,738	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	(478)	(2,708)	(478)	(2,708)	-	14,800	-
	TOTAL	898,814	-	898,814	(423)	794,501	7,929	395,030	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 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 Current Budget and Forecast remains the same at \$898.8 million.

Commitments

The Commitments decreased by \$0.4 million this period due to interest income received associated with the Project Finance Cost. The Project Finance Cost reflects a credit amount due to the timing difference on actual interest received and interest paid. Interest earned is received monthly and interest payments are made semi-annually. Interest earnings are not projected to be more than the interest costs. The \$794.5 million in Commitments to date represents 88.4% of the Original Budget.

Expenditures

Expenditures are cumulative through April 2006. The Expenditures increased by \$7.9 million this period primarily due to construction costs associated with Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The \$395.0 million in Expenditures to date represents 44.0% 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	55	8,083	241	1,340	-	18,020	20
S	SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	-	(20)	-	-	-	(20)	(20)
SUBTOTAL		18,000	-	18,000	55	8,083	241	1,340	-	18,000	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	18,000	55	8,063	241	1,340	-	18,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 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 \$0.1 million this period due to executed contract modifications for Traction Power Sectionalization. The Commitments to date are \$8.0 million and represent 44.8% of the Original Budget.

Expenditures

The Expenditures increased by \$0.2 million this period due to work performed on Phase 1 of the City of Los Angeles 1st Street Bridge Widening project and urban design elements. The \$1.3 million in Expenditures to date represents 7.4% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

MAY 2006

STATUS OF FUNDS BY SOURCE

In \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to FUNDING SOURCE \$	(F/B) %
FEDERAL - SECTION 5309 NEW START (1)	490.7	490.7	155.2	403.9	82%	172.7	35%	172.7	35%
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%	98.9	73%	78.7	57%
LEASE REVENUES	10.1	10.1	10.1	10.1	100%	10.1	100%	10.1	100%
ACCRUALS									
SUB-TOTAL	884.0	884.0	417.1	797.2	90%	397.7	45%	375.6	42%
PROP A/PROP C (INTEREST COST)	14.8	14.8	2.0	-2.7	-18%	-2.7	-18%	-2.2	-15%
TOTAL	898.8	898.8	419.1	794.5	88%	395.0	44%	373.3	42%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 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. LACMTA submitted the FTA grant application in the Transportation Electronic Award and Management (TEAM) System on March 7, 2006. The Grant was approved by FTA on April 17, 2006 and funds are available for drawdown.

RIP-STATE: LACMTA submitted a request for an AB 3090 reimbursement allocation of \$43.8 M in STIP funds to the CTC for consideration at their July 2006 meeting.

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. In 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 and recently revised their guidelines to allow for partial LONP reimbursements prior to phase completion. LACMTA is requesting to liquidate the LONP with an allocation request of \$166.9M to be considered by the CTC at their July 2006 meeting.

FINANCIAL/GRANT STATUS

CONCURRENT NON-FFGA PROJECT ACTIVITIES

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS		(E) EXPENDITURES		(F) BILLED to FUNDING SOURCE	
				(D/B)		(E/B)		(F/B)	
				\$	%	\$	%	\$	%
FEDERAL - CMAQ	14.0	0.0							
PROP C 40%	0.0	14.0	14.0	8.0	57%	1.3	10%	1.1	8%
PROP C 10%	4.0	4.0	4.0		0%		0%		0%
ACCRUALS									
TOTAL	18.0	18.0	18.0	8.0	44%	1.3	7%	1.1	6%

(1) Based on March 2005 Board Report.

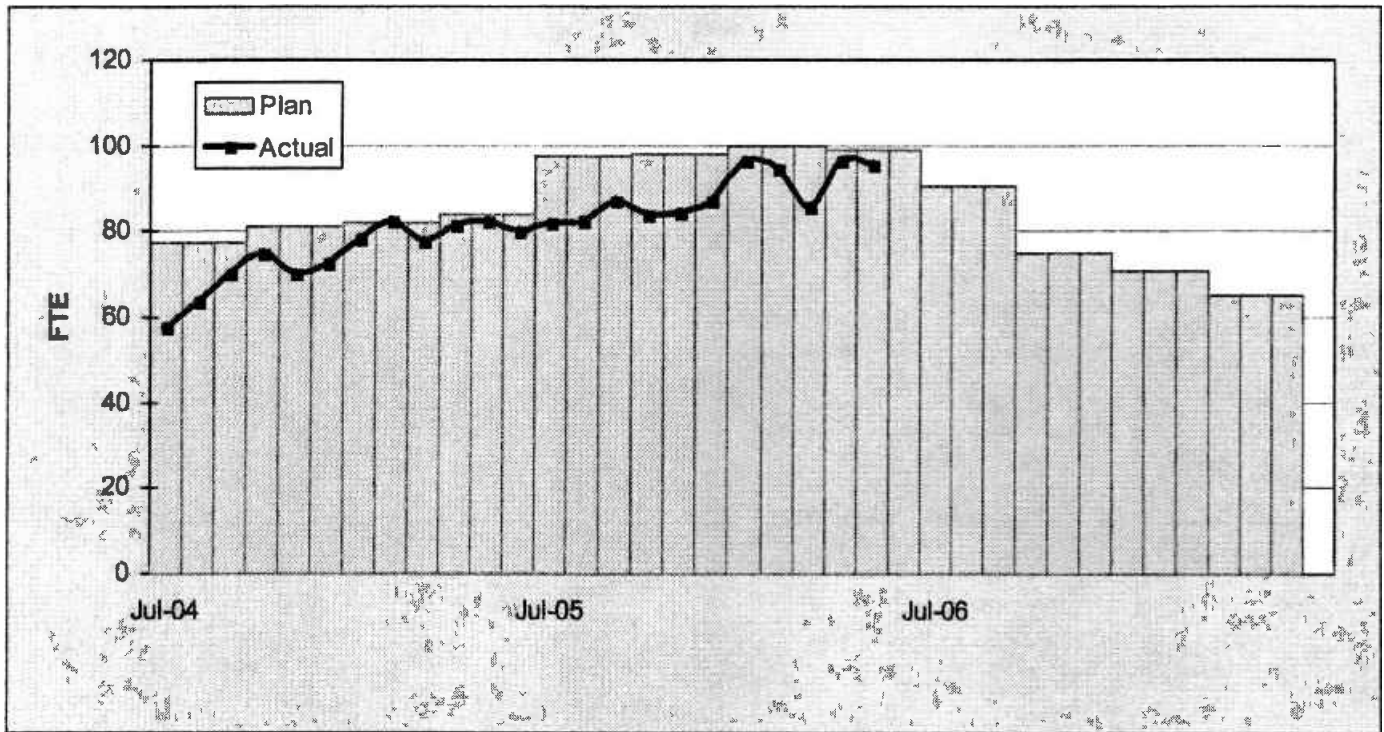
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 2006.

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.

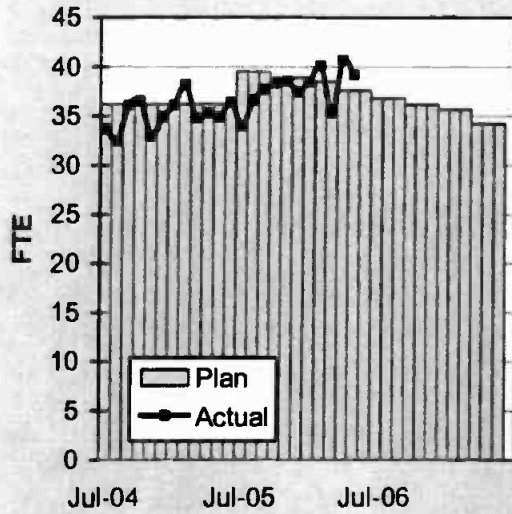
STAFFING STATUS

TOTAL PROJECT STAFFING

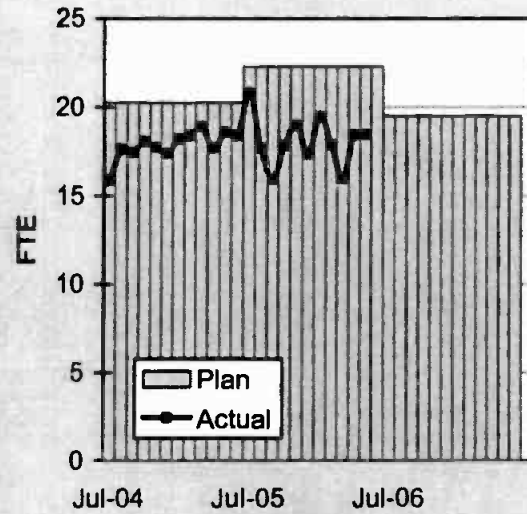


STAFFING STATUS

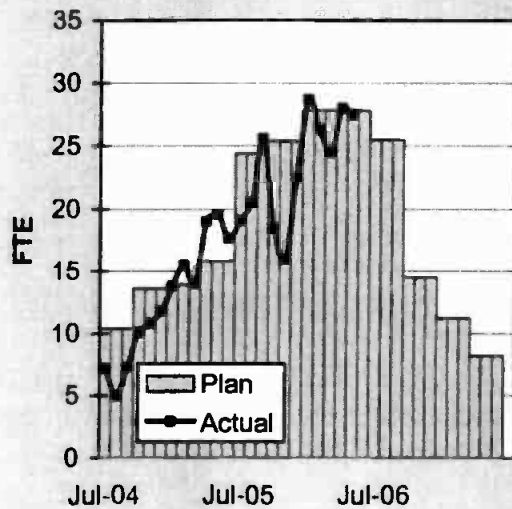
DIRECT AGENCY STAFFING



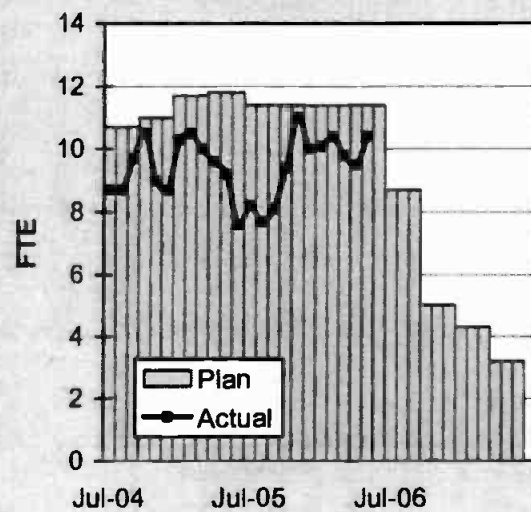
INDIRECT AGENCY STAFFING



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 68 property owners. A total of 64 parcels are available (40 under C0803-Tunnel, 22 under C0803-At-Grade, and 2 under C0802). Four of the remaining properties are needed for the Ramona High School reconfiguration. One parcel, ES-654, is in condemnation and trial has been changed to August 2006.
- 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	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	64	5	0	0
Last Period	69	61	8	0	0

REAL ESTATE STATUS TO DATE BY CONTRACT ACQUISITION PHASE

CONTRACT NO.	Number of Parcels (A+B+C+D+E)	Agreements Signed (A)	Parcels in Condemnation (B)	Under Negotiation (C)	In Appraisal Process (D)	Inactive Parcels (E)	Parcels Available
C0803-Tunnel	40	40	0	0	0	0	40*
C0803-At-Grade	27	22	1	3**	0	1**	22
C0802	2	2	0	0	0	0	2
TOTAL	69	64	1	3	0	1	64
LAST PERIOD	69	60	5	3	0	1	61

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

** Remaining Alma parcels under negotiation or in escrow

ENVIRONMENTAL STATUS

- Held RAC Ad Hoc Subcommittee at Boyle Heights Senior Center to discuss the reinterment of human remains.
- A draft addendum to the existing MOU with SHPO was submitted to FTA for review.

COMMUNITY RELATIONS STATUS

- Held project briefing for the Executive Review Advisory Executive Committee, the Review Advisory Committee and the Ad-Hoc Sub Committee.
- Participated in Homeboy Industries annual Lo Maximo Event.
- Provided a construction update to Elected Officials staff.
- Authorized and distributed construction notices.

QUALITY ASSURANCE STATUS

- Continued to coordinate with Metro Engineering and Traylor-Shea-Ghazi to resolve the issue of tunnel precast segments with deficiencies.
- Reviewed audit identified deficiencies for closure.

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.
- Monitored construction activities on a daily basis to ensure safety compliance.
- Conducted safety audits for Contract C0803. Audits were accepted.
- ELRTC reported zero recordable incidents and 52,573 work hours for the month of May 2006. Project to date work hours 920,573. A total of 14 recordable incidents to date. Statistical rate for recordable incidents is 3.0 below the National Average of 5.6.

ART DEVELOPMENT STATUS

Little Tokyo/Arts District Station

- Design review of 100% construction documents.

Pico Aliso Station

- Design review of 100% construction documents.

Boyle Heights/Mariachi Plaza Station

- Design review of 100% construction documents.

Soto Station

- Design review of 100% construction documents.

Indiana Station

- Pre-Design review with Contractors.

Maravilla Station

- 100% construction document comments review.

East Los Angeles Civic Center Station

- 100% construction document comments review.

Atlantic Station

- 100% construction document comments review.

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	6/06	*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. DWP Board was presented with the new language but did not want Deadlines and Delays. Waiting on Metro Management direction.
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	6/06	*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.
Calif Wtr Service Co	Master	Completed	N/A	Executed May 2005.
L.A. County Sanitation Districts	N/A	N/A	N/A	In a letter dated 3/26/03, the Sanitation District stated that there is not a need for an agreement since there are no relocations related to their facilities. The Sanitation District will review submittals related to encasements of their facilities on Indiana Street.
MCI Worldcom	Amendment	Completed	N/A	Executed May 2005.
Metropolitan Wtr Dist	Amendment	Completed	N/A	Executed May 2003.

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
Verizon Wireless	Amendment	6/06	*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. E-mailed MCI Agreement to Verizon Representative for consideration as overall agreement covering Verizon and MCI as the new Verizon.
AT&T Local Services	Amendment	6/06	*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. E-mailed the SBC Agreement to the AT&T legal council for consideration as the overall agreement covering the new AT&T.
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 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	11/3/02	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	On-hold pending Land Exchange Agreement between LAUSD and Metro. Should the agreement fail, and Indiana Alternative alignment will 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

CONTRACT C0802 STATUS

Description: 101 Freeway Bridge Overcrossing Contractor: Brutoco Engineering & Construction		Contract No. C0802 Status as of: June 2, 2006																	
Progress/Work Completed: <ul style="list-style-type: none"> * Completed pile repair @ Bent No. 3 footing * Poured Bent No. 3 column and removed forms * Completed design of pile repair for Bent No. 9 footing * Completed Bridge-2 (middle section) deck rebar installation Areas of Concern: None		Major Activities (In Progress): <ul style="list-style-type: none"> * Procurement of OCS pole foundation anchor bolts * Erection of Bridge-1 (closest to Union Station) false work * Commercial Street curb, gutter and sidewalks construction Major Activities Next Period: <ul style="list-style-type: none"> * Bridge-2 deck concrete work and pre-stressing * Start Bridge-1 soffit and stems * Complete erection of Bridge-1 false work * Complete permeation grouting @ Bent No. 9 footing * Start installation of 2 supplemental piles @ Bent No. 9 * Commercial Street grade base and asphalt placement 																	
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: 619 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	12/06/06	-126												
		Milestone 2- Complete All Work	08/23/06	37	09/29/06	03/01/07	-153												
Physical Percent Complete: Physical completion * as of this reporting period is: 53.10% * Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 20.		Cost Summary: <table> <tr> <th></th> <th>\$ In millions</th> </tr> <tr> <td>1. Award Value:</td> <td>6.42</td> </tr> <tr> <td>2. Executed Modifications:</td> <td>0.00</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td>0.00</td> </tr> <tr> <td>4. Current Contract Value (1+2+3):</td> <td>6.42</td> </tr> <tr> <td>5. Incurred Cost:</td> <td>4.00</td> </tr> </table>							\$ 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:	4.00
	\$ 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:	4.00																		

CONTRACT C0803 STATUS

Description: Tunnel, Stations, Trackwork & Systems Contractor: Eastside LRT Constructors		Contract No. C0803 Status as of: June 2, 2006																	
Progress/Work Completed: <ul style="list-style-type: none">* Completed mining 881 feet in the east bound tunnel for a to date total of 1470 feet* Completed mining 439 feet in the west bound tunnel* Completed Soto Station subinvert and invert concrete - middle section* Removed level 4 struts & walers @ Soto Station in preparation for EPBMs pass through* Completed the East Portal LA County Crematorium access road and side walk* Demolished existing CMU wall @ DWP Yard - Segment 1* Installed sewer line @ Banning Street - Segment 1* Completed review of 100% design package for Soto Station* Submitted and completed review of 100% design packages for Little Tokyo/Arts District and Pico/Aliso Stations* Submitted for review 85% design package for Train Control* Completed review of 85% civil design package for Segment 3B Areas of Concern: None		Major Activities (In Progress): <ul style="list-style-type: none">* Tunnel mining between Mariachi Plaza and Soto Stations* Continue 3rd Street north side widening - Segment 7* Continue installing 24" RCP pipe from Atlantic Bl. to Woods St.* Continue West Portal placement of mud mat and invert sections* Continue East Portal excavation and installation of tie backs* Continue sewer and storm drain work - Segment 1* Continue right hand turn pocket at 1st & Vignes Streets-Seg. 2A* Continue relocation of utilities through out the alignment* AFC package for Segments 2B, 4A, 6 and 7* AFC packages for Mariachi Plaza, Little Tokyo/Arts District and Pico/Aliso Stations* 100% civil design for Segments 3A and 4B* 100% design packages for Trackway/Guideway, Traction Power, Communications and Overhead Contact System Major Activities Next Period: <ul style="list-style-type: none">* Eastbound and westbound tunnel mining* Install a rail switch @ Mariachi Plaza Station* Place invert concrete slab @ West Portal* Complete East Portal and West Portal excavations* Segment 1- install 36" storm drain line* Segment 2A - complete 1st Street south side widening* Segment 2A - start 1st Street north side widening* Segments 6 & 7 - continue 3rd Street widening-north side only* Complete 24" RCP installation from Atlantic Blvd. to Woods St.																	
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	7	01/07/09	01/07/09	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:	703 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: 28.86% * Note: Physical completion assessment reflects work completed and work in progress.		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>1.55</td></tr><tr><td>3. Approved Change Orders:</td><td>0.08</td></tr><tr><td>4. Current Contract Value (1+2+3):</td><td>602.08</td></tr><tr><td>5. Incurred Cost:</td><td>253.55</td></tr></table>						\$ In millions		1. Award Value:	600.45	2. Executed Modifications:	1.55	3. Approved Change Orders:	0.08	4. Current Contract Value (1+2+3):	602.08	5. Incurred Cost:	253.55
\$ In millions																			
1. Award Value:	600.45																		
2. Executed Modifications:	1.55																		
3. Approved Change Orders:	0.08																		
4. Current Contract Value (1+2+3):	602.08																		
5. Incurred Cost:	253.55																		

CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy		Contract No. P2550 Status as of: June 2, 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 succesfully climbed the 7% grade of the MBL/MGL connector. 2. The Contractor's Pittsburg, California plant has begun to receive carshells shipped from Pistoia, Italy. Staffing at the Plant has begun and vehicle assembly have started. 3. A contalner, with 28 pallets of LRV components arrived in Pittsburg, CA May 17, 2006. Subsequent shipments scheduled to follow as defined in the Contract Documents.		Major Activities (In Progress): 1. AnsaldoBreda is preparing LRV carshells and subassemblies for shipment to Pittsburgh final assembly plant. 2. The contractor continues to work towards completion of Milestones 9A, , 11A, 12A, 13A, 3. AnsaldoBreda is preparing LRV 702 for shipment to Pittsburgh for re-manufacture. Car 701 continues in final testing of signal systems.					
Areas of Concern: 1. Documentation submittals are progressing and pending Metro approval. 2. Metro's contract cashflow consumption is less than anticipated. Steps are in process to bring consuption up to date through escrow remedies. 3. In accordance with the latest AnsaldoBreda schedule (currently unapproved) car shell deliveries to Pittsburg began May 23 and shells are arriving monthly.		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 to closely monitor and expedite where necessary, all scheduled activities involved in the production and support of the P2550 rail vehicle project. 3. Weekly teleconference meetings will continue to monitor design issues. 4. Shipments of car shells and system components from Italy to the Pittsburgh plant continue to arrive. 5. LRV car shell production continues in Italy. 6. MTA Initiated a Mid-Contract "Buy America" due diligence audit. Findings would allow Contractor to make corrections to contractual obligations should they be necessary. It is anticipated that domestic content will be in compliance. 7. Assembly process audit scheduled for next period.					
			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	06/28/06	752
		Milestone 6A - Appr.of Operator Cab Mockup	06/04/04	0	06/04/04	06/28/06	724
		Milestone 7A - Traction Motors Perf. Tests	11/05/04	0	11/05/04	5/31/06A	492
		Milestone 8A - Appr.of Stress Analysis & C.T. Report	11/05/04	0	11/05/04	06/28/06	492
		Milestone 9A - Appr.of 1st Airtel & Final Op. Hazard Analysis	02/04/05	0	02/04/05	06/28/06	479
		Milestone 10A - Deliver Draft Op.Maint.H. Repair Manuals	02/11/05	0	02/11/05	06/23/06	442
		Milestone 11A - Appr.of Ops., Maint. & Training Program Lesson Plans	04/08/05	0	04/08/05	06/28/06	448
		Milestone 12A -Appr.of Oper., Maint. & Heavy Repair Manual	09/23/05	0	09/23/05	07/28/06	309
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: 1092 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.							
Physical Percent Complete: Physical Work completion* as of May 2006 is 71.96% Percent Work Product Invoiced** through May 2006 is 27.71% * 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 Incurred Cost: 56.83					

CONSTRUCTION PHOTOGRAPHS



Soto Station invert slab.



Segment 1 waterline relocation.

CONSTRUCTION PHOTOGRAPHS



Segment 7 utility relocations.



Segment 2A new curb and gutter.

CONSTRUCTION PHOTOGRAPHS



View of eastbound tunneling operations.

CONSTRUCTION PHOTOGRAPHS



US-101 Freeway LRT Bridge overcrossing structure.

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