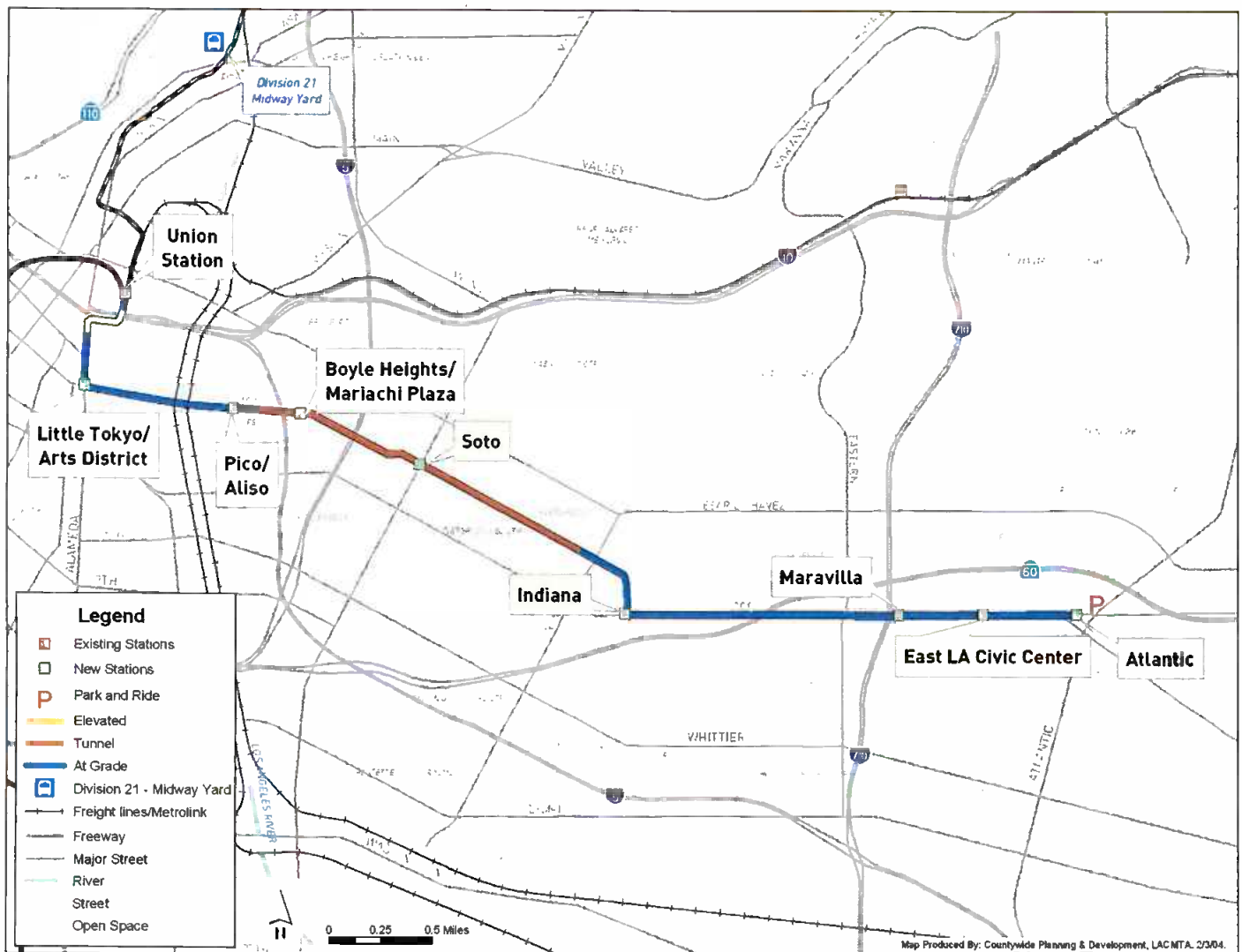


November 2006

Metro Gold Line Eastside Extension



Metro

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.

NOVEMBER 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.

During this reporting period, the 85% design packages for the Indiana Station and Civil Segment 4B were reviewed and approved. Under review are the Approved for Construction (AFC) design packages for the East Los Angeles Civic Center Station and Communications, the 100% design packages for Civil Segment 5 and Traction Power, and the 85% design package for Segment 3 (electrical). Approved for Construction packages are underway for Civil Segments 3A and 3B, Trackway/Guideway, and the Overhead Contact System. The 100% design packages for the Indiana Station, Civil Segment 4B, and the Train Control System are also underway. All design packages are planning to be approved for construction by the end of February 2007.

Both Metro and the Los Angeles Unified School District (LAUSD) will return to their respective Boards in December 2006 and January 2007 to address a new funding plan for the re-build of Ramona Opportunity High School. Also, Metro has initiated the process to receive a "No Further Action" finding from the Department of Toxic Substances Control, as required prior to LAUSD receiving possession of the Alma properties and finalizing the Land Exchange Agreement by mid-February 2007.

The City of Los Angeles 1st Street Bridge Widening Project is in the final design and construction stages. 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 bids were received on November 29, 2006. The bid price of the three received bids were below the engineer's estimate. The City staff will review the bids and plans are to award the construction contract by mid-January 2007. Construction start is expected in early February 2007. The turnover date for the C0803 contractor to perform the guideway work is within schedule. Phase III design is nearing completion and the time to secure all necessary permits and necessary parcels was extended three months. Phase III completion will not impact the construction of the project guideway on the bridge.

All that remains for tunnel mining is completion of the westbound tunnel in the section between the Soto Station and the East Portal. The westbound Earth Pressure Boring Machine should reach the East Portal by mid-December 2006. The completion of the eastbound tunnel excavation occurred on November 14, 2006. No measurable ground settlement has been observed to date during tunneling. Construction of tunnel cross-passage 1 and 2 continues per schedule.

PROJECT OVERVIEW

Although there has been an increase in the daily mining production rates over what was originally anticipated, the delays arising from lower production rates early in the tunnel drive still need to be mitigated. Metro remains confident that the lost time can be mitigated without impacting the Revenue Operations Date.

At the Soto Station, the excavation of the station entrance and the fabrication of walers and struts to support the excavation are continuing per the schedule.

At the West Portal, fabrication of forms for the exterior walls was completed this period. Concrete pours on all exterior and interior walls, with the exception of those between grid lines 11 and 12, were completed. Also, construction crews started shoring placement for the portal roof section.

At the East Portal, the removal of struts and walers is progressing according to plan, as well as the rebar installation of the exterior walls and placement of wall forms in the portal middle sections. The first concrete pour of the exterior walls occurred this period. Also, preparation for dismantling and removal of the eastbound EPBM started this period.

Along Alameda Street (Segment 1), placement of sub-grade and leveling pad of the Mechanically Stabilized Earth (MSE) wall continues per schedule. The Cast In Place (CIP) wall construction is planned to start next period.

Along 1st Street between Alameda and Vignes Streets (Segment 2A), the widening of the south side of the street was completed this period. On the north side of the street, the installation of a sewer line west of Vignes St. continues per schedule. In a separate segment, along 1st Street east of Los Angeles River (Segment 2B), the Los Angeles Department of Water and Power completed installation of an 8" water line on the south side of the street. Also, the street widening on the south side of 1st Street started this period. The completion of the demolition of existing buildings on the LAUSD property on 1st Street, between Mission and Clarence Streets, has been delayed by LAUSD until a child-care facility can be relocated to a nearby facility; no schedule impact is foreseen.

At the east end of the alignment along 3rd Street between Atlantic Boulevard and Mednik Street (Segment 7), the widening on the north side of the street was completed this period. The widening portion on the south side of 3rd Street between Woods Avenue and Atlantic Boulevard has started. Also, west of Mednik Avenue (Segment 6), widening of the north side of 3rd Street continues per schedule.

Construction along 3rd Street, west of Eastern Avenue in Segment 5, continued according to plan. Full depth reconstruction on the north side at Downey Road and Marianna Avenue was completed this period.

PROJECT OVERVIEW

The 3rd Street overcrossing retrofit at the I-710 Freeway continues per schedule. This period, the demolition of the center section of the bridge and the bridge substructure retrofit began. Traffic control on the I-710 Freeway under the bridge has been placed.

For Contract C0802 – US 101 Freeway LRT Bridge Overcrossing Project, the Caltrans contractor this period placed the false work under the last section of the LRT bridge structure closest to Alameda Street and started bridge soffit and stem construction. Also, the contractor completed post tensioning of the LRT bridge structure section closest to Union Station.

Metro Operations has rescheduled the completion of the new fiber optics cable from the Rail Operations Control Center to the 7th/Metro Station until the end of June 2007. The fiber optics cable will provide the necessary links required by the project. The new completion date will not impact the project. The C0803 contractor continues coordinating with Metro staff for the testing of existing fiber optic connections and determining project assignments at Union Station for inclusion in the final systems design documents.

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 three phases to eliminate schedule impacts to the Metro Gold Line Eastside Extension Project. The first phase is street restoration, followed by girder strengthening, and then bridge widening.

Action Street restoration began in April 2006 and is progressing per the schedule. Approval from the Federal Highway Administration was received on September 18, 2006, authorizing the City of Los Angeles to proceed with the Phase II – Bridge Girder Strengthening construction contract. The bid documents were issued on September 25, 2006 and the construction bids were received on November 29, 2006. The City plans on issuing the contract award by mid-January 2007. If this occurs and construction begins in early February 2007, then the scheduled turnover date to Metro for track installation by Metro's C0803 contractor remains achievable.

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

Status The Metro Board of Directors approved a funding plan between Metro and the Los Angeles Unified School District (LAUSD), that allows for the re-building of Ramona Opportunity High School (ROHS) and for the Indiana Station to be constructed on a portion of the ROHS property. The Land Exchange and Funding Agreement were signed by Metro and LAUSD in July 2006, which includes the terms and conditions of the funding plan and cost sharing arrangements.

Action Execution of the current Land Exchange and Funding Agreement was contingent on LAUSD receiving favorable construction bids for the re-build of ROHS. The bids were received on October 10, 2006 and were above the LAUSD Project estimate and the current Funding Agreement. Both Metro and LAUSD staff will return to their respective Boards in December 2006 and January 2007 to seek approval of a new funding arrangement for the re-build of ROHS.

PROJECT SCOPE

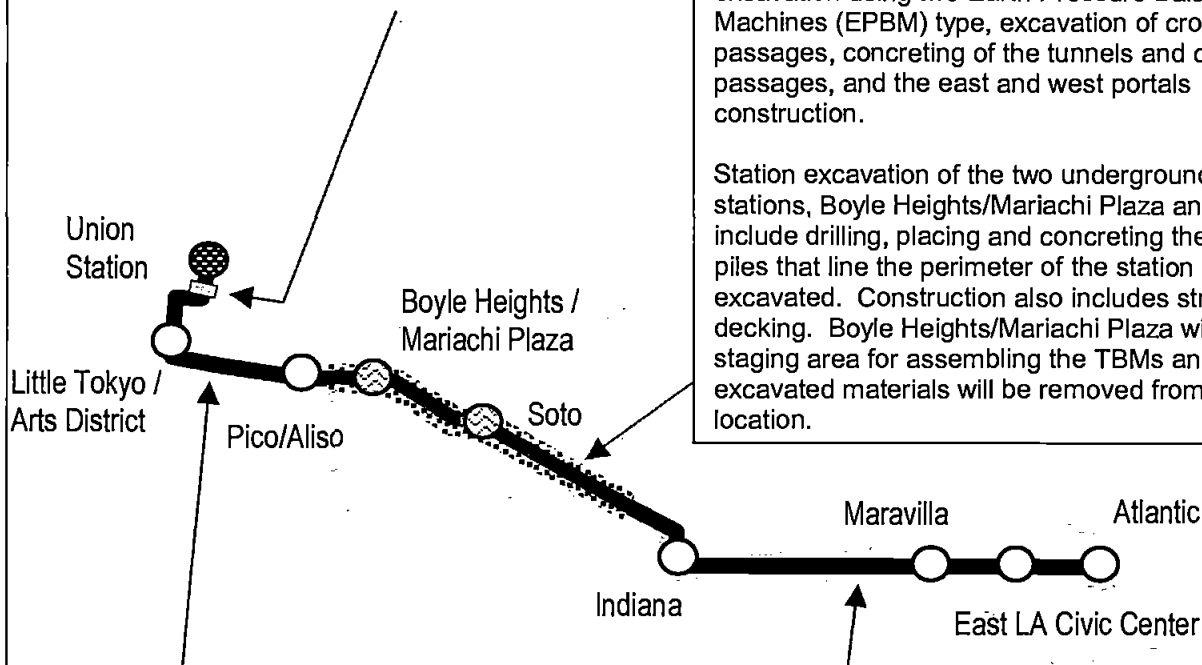
Contract C0802 – 101 Freeway Bridge

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.

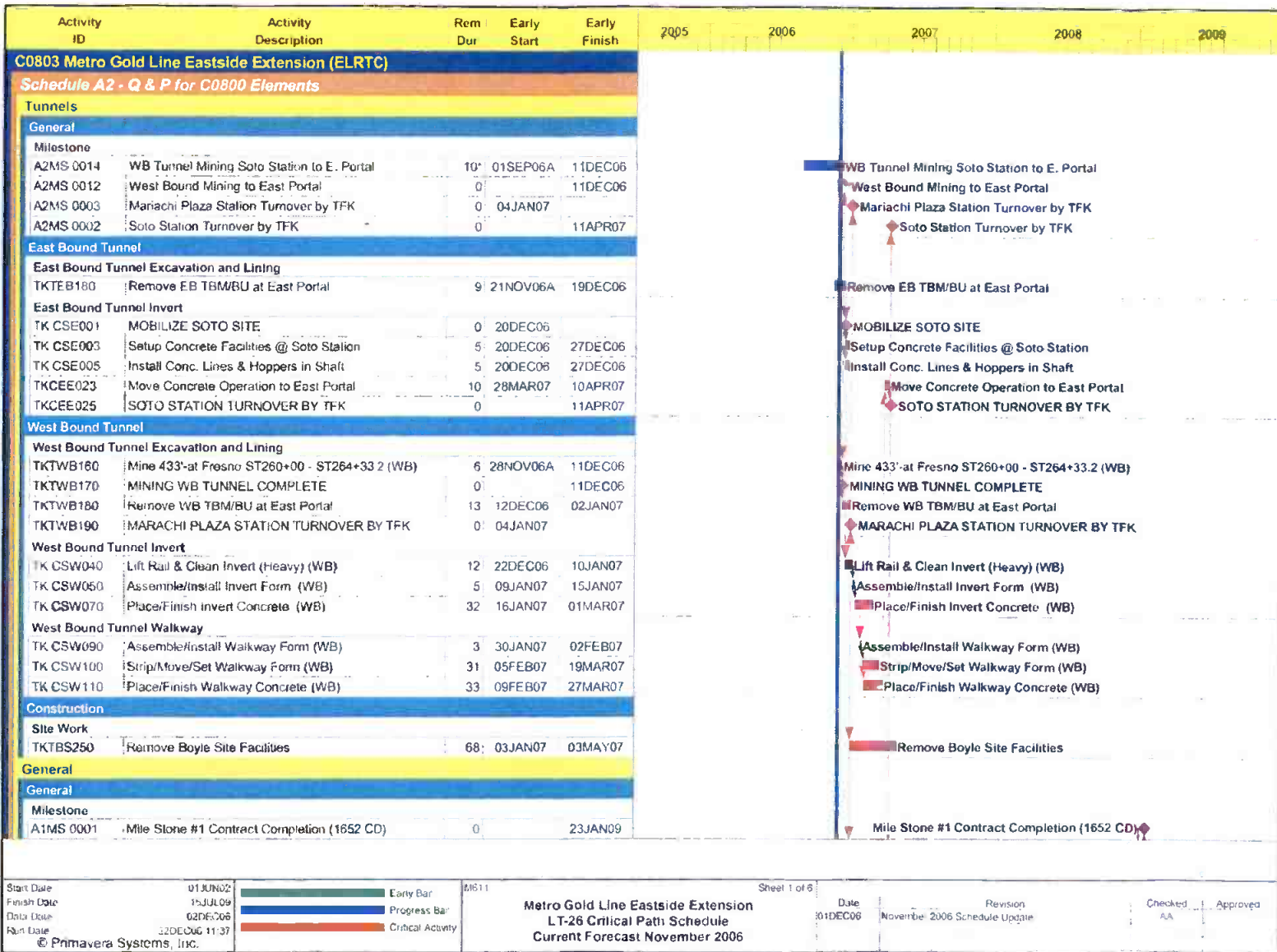
Systems installation and testing is inclusive of power systems, automatic train control, fire and emergency management, TRACS and communications systems. The contractor will be responsible for systems integration testing for the entire line segment prior to pre-revenue operations.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

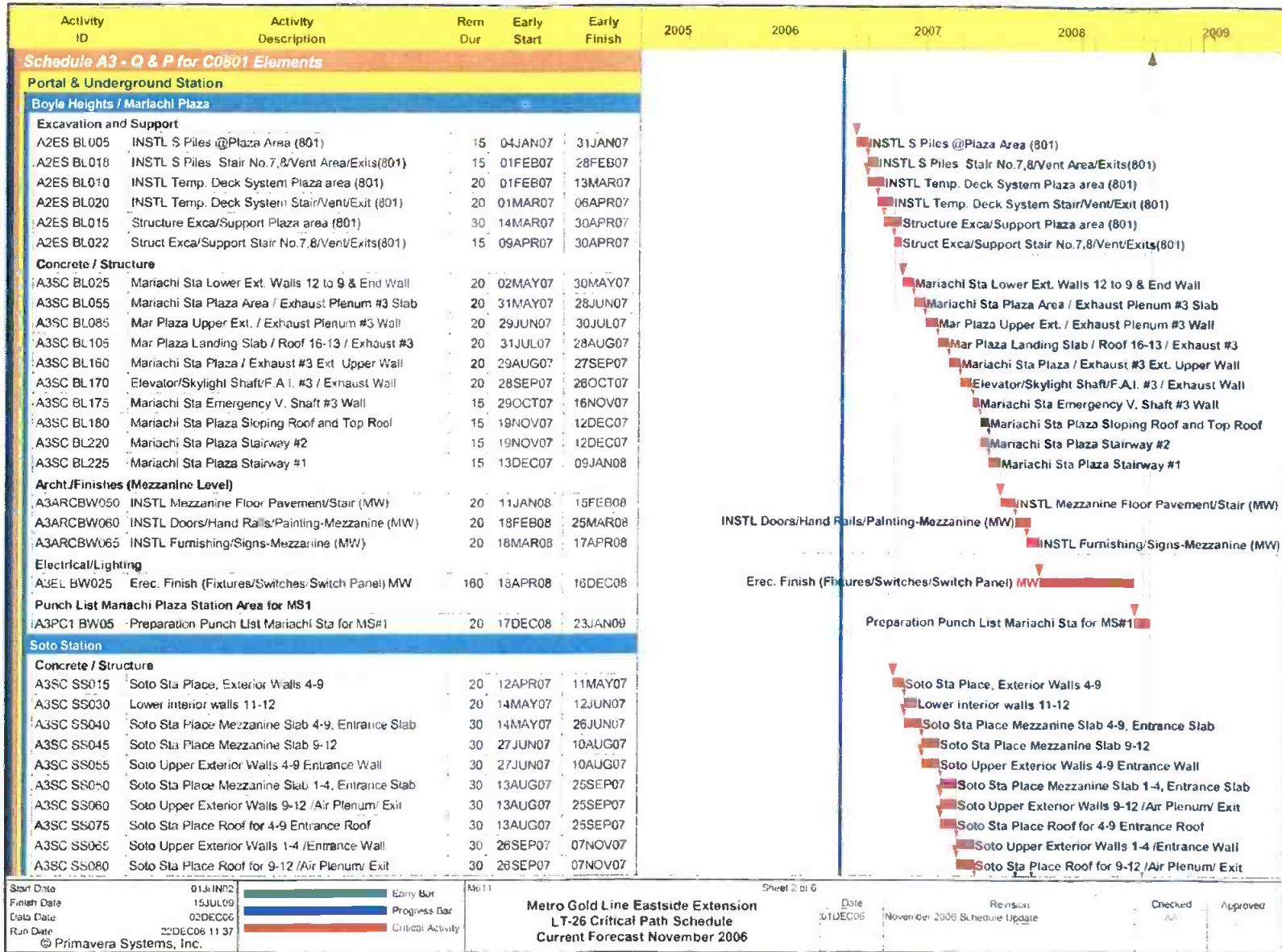
	Milestone Date	Nov-06	Dec-06	Jan-07	Feb-07	Mar-07	Apr-07
Submitted Segment 5 Civil 100% Design for Review	11/10/06	○					
Completed East Bound Tunnel Mining	11/14/06	○					
Completed Seg. 2A 1st. St. widening (south side) between Alameda and Vignes Streets	11/17/06	○					
Submitted Segment 3C 85% Electrical Design for Review	11/17/06	○					
Completed 3rd Street Widening (North) between Mednik and La Veme Avenues	11/30/06 *	○					
Complete West Bound Tunnel Mining	12/11/06 *		○				
Submit Indiana Station 100% Design for Review	12/15/06		○				
Submit Segment 4B Civil 100% Design for Review	12/22/06		○				
Start Delivery of Track Rail to the Welding Yard	12/27/06 *		○				
Complete Dismantling and Removal of EPBMs	01/09/07			○			
Start Boyle Heights/Mariachi Plaza Station Construction	01/10/07			○			
Submit Train Control 100% Design for Review	01/15/07			○			
City of Los Angeles Issue Notice to Proceed (NTP) for First Street Bridge Phase II Strengthening Contract	02/01/07				△		
Land Exchange between Metro and LAUSD	02/15/07				△		
Complete Tunnel Cross Passage Nos. 1 and 2	02/16/07				○		
Complete West Portal Structure	02/23/07				○		
Complete All Design Approved for Construction (AFC)	02/28/07				○		
City of Los Angeles Issue for Bid First Street Bridge Phase III Widening Contract	03/01/07 *					△	
Caltrans Complete US-101 Freeway Bridge Overcrossing (C0802)	03/06/07					△	
Complete EB Tunnel Concrete Invert Slab between Boyle Heights/Mariachi Plaza and Soto Stations	03/09/07					○	
LAUSD Complete Demolition of Existing Buildings adjacent to Indiana St.	04/15/07						△
<div> <div>  LAC MTA Staff Milestone  Eastside LRT Constructors  FTA FTA Approval </div> <div>  Other Agencies  New Date  Metro LAC MTA Board Approval </div> </div>							

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

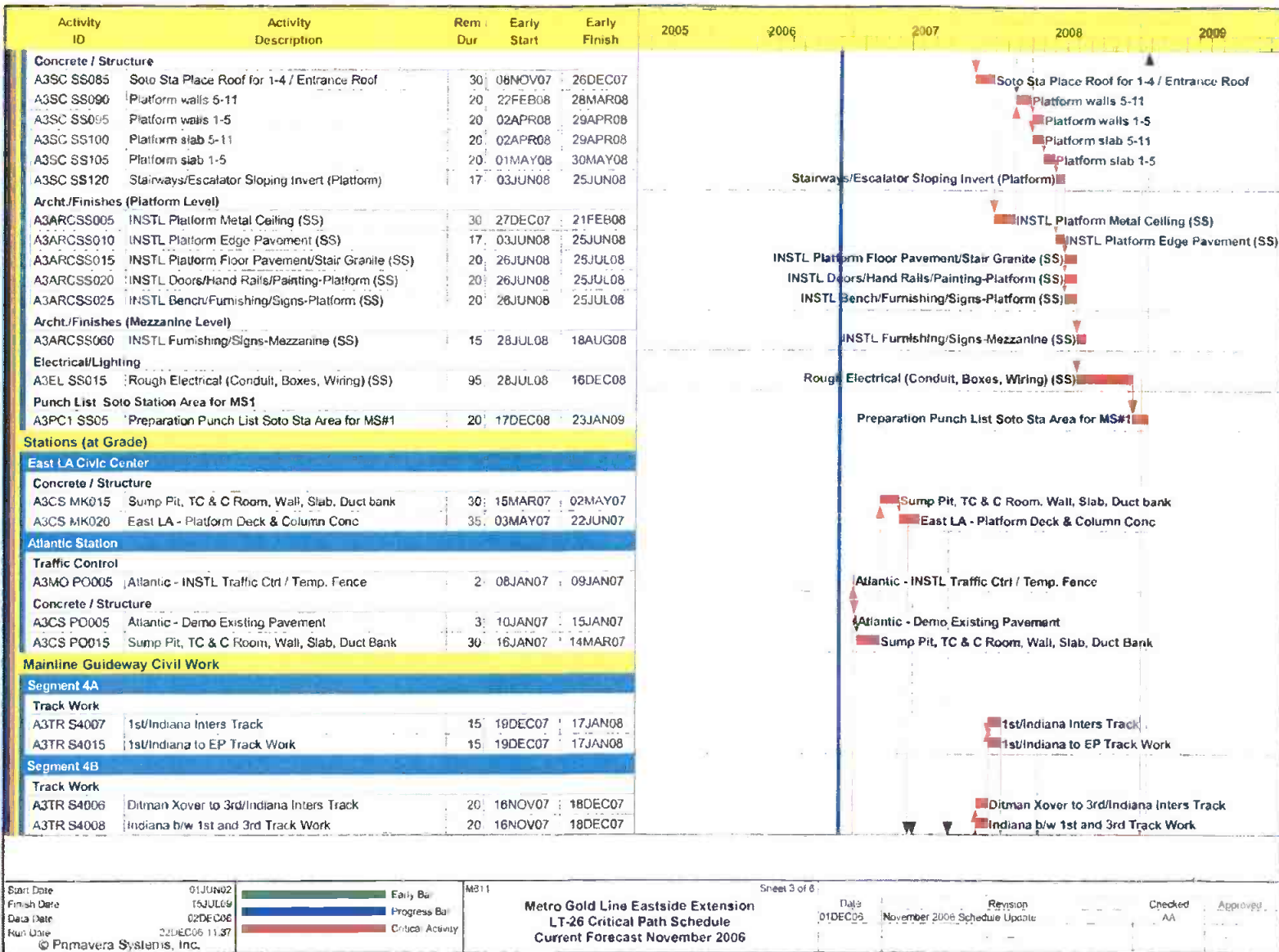
PROJECT MASTER SCHEDULE CRITICAL PATH (1 of 6)



PROJECT MASTER SCHEDULE
CRITICAL PATH (2 of 6)



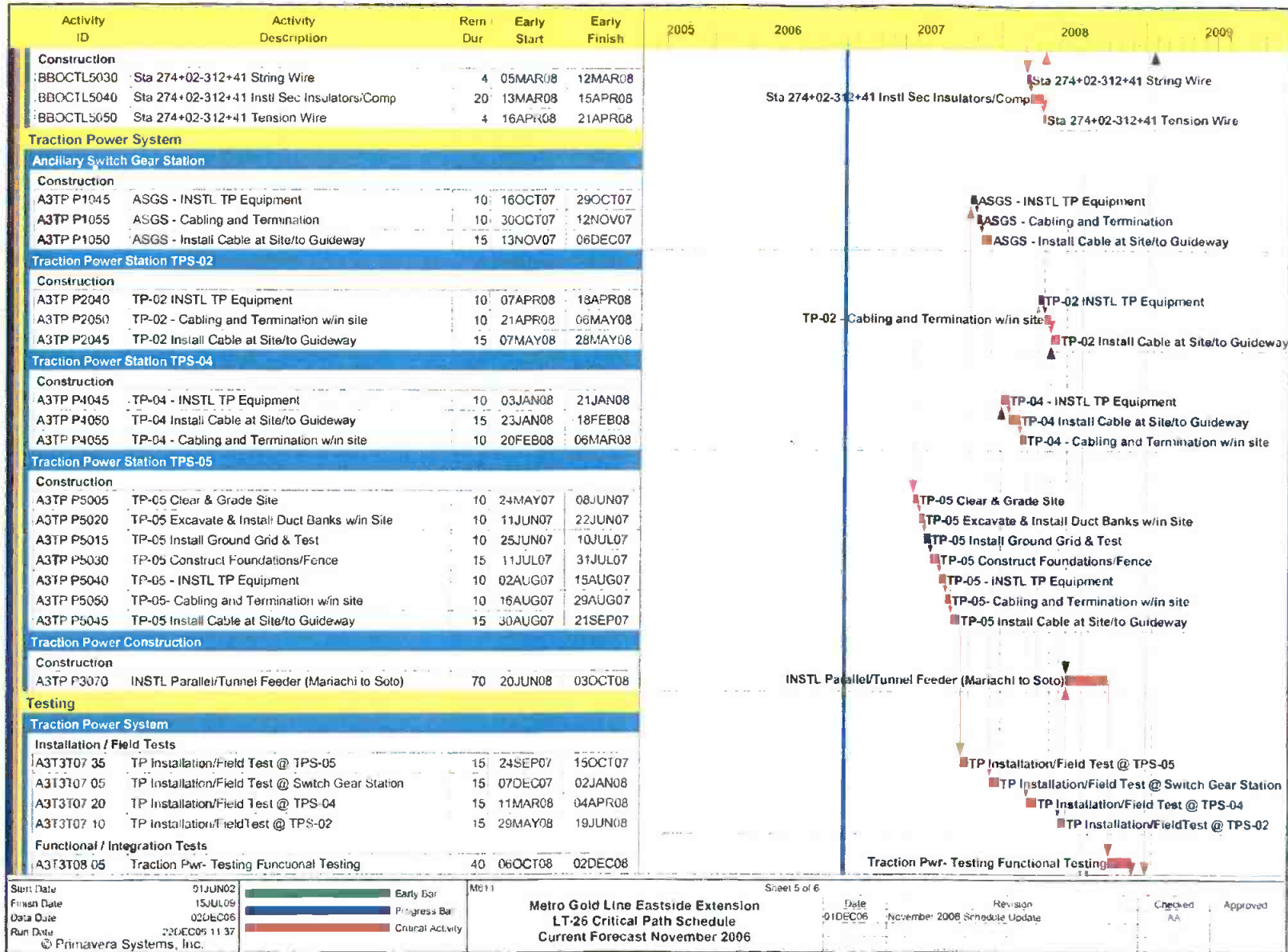
PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 6)



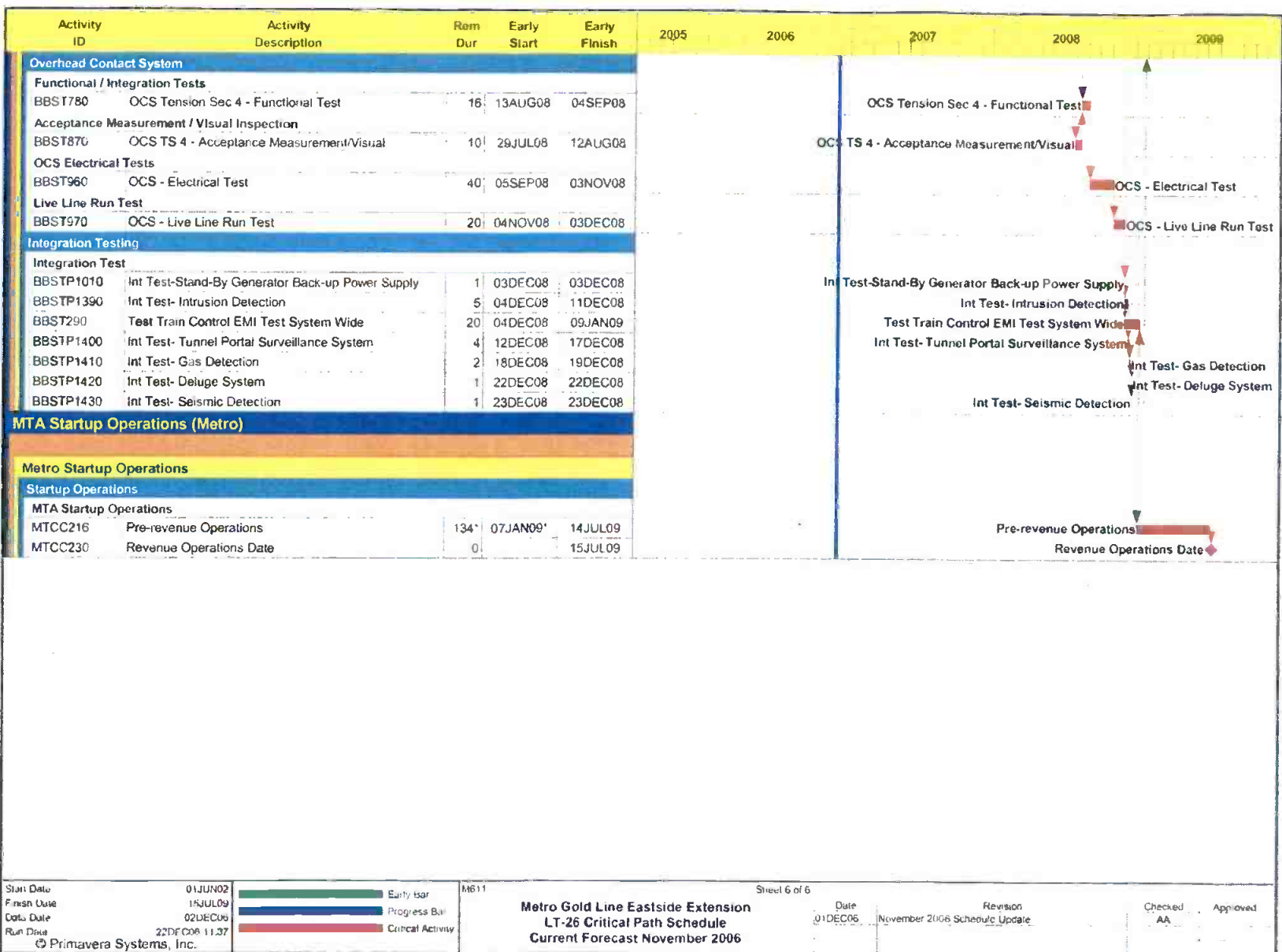
PROJECT MASTER SCHEDULE
CRITICAL PATH (4 of 6)



PROJECT MASTER SCHEDULE
CRITICAL PATH (5 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (6 of 6)



Start Date 01JUN02
Finish Date 14JUL09
Cmts Date 02DEC06
Run Date 22DEC06 11:37
© Primavera Systems, Inc.

Early Start
Progress Bar
Critical Activity

M611

Metro Gold Line Eastside Extension
LT-26 Critical Path Schedule
Current Forecast November 2006

Sheet 6 of 6

Date 01DEC06
Revision November 2006 Schedule Update

Checked AA
Approved

CRITICAL PATH NARRATIVE & PROJECT STATUS

Tunnel mining of the eastbound tunnel has been completed. The eastbound Earth Pressure Balance Machine (EPBM) broke through the East Portal on November 14, 2006. The westbound EPBM is reported to be 284 feet from breaking through the East Portal. The break through is scheduled to occur mid-December 2006. The averaged mining production rate has been sustained above that rate established in the May 2006 mitigation schedule. However, this has not been enough to offset delays that occurred at the beginning of the tunnel excavation phase. The contractor is reporting their overall progress to be 16 days behind schedule. The contractor is planning to mitigate this delay once Metro and Eastside LRT Constructors (ELRTC) accept the Dispute Review Board ruling on Claim No. 3, which involved delay in the critical path due to high earth pressures at Boyle Heights/Mariachi Plaza Station. Metro feels that with both EPBMs nearing completion of the tunnels excavation, opportunities will be available in follow on activities to make up for the lost time. Metro remains confident that the time lost in the schedule can be mitigated without impacting the Revenue Operations Date.

The excavation of the westbound tunnel, placement of the westbound tunnel concrete invert and walkway and the removal of the tunneling ancillary equipment from Boyle Heights/Mariachi Plaza Station are on the critical path. After tunnel excavation and removal of equipment completes, the critical path becomes the construction of the Boyle Heights/Mariachi Plaza and Soto Stations. In a parallel path, the construction of the trackway along the eastern segments of the guideway is reported to be in the critical path. 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.

CRITICAL PATH NARRATIVE & PROJECT STATUS

Construction

The C0803 contractor changed the sequence of construction this period to mitigate the at-grade phase of the project. The change involved the guideway, trackway and station construction. The guideway and trackway work will commence at the U-channel in segment 6, where rail storage is planned. Then the work will move to segment 7 at the eastern most part of the alignment at Atlantic Boulevard and proceed west along 3rd Street and towards the East Portal. Station construction starts west at the Little Tokyo/Arts District Station and then moves to the opposite side of the alignment to Atlantic Station. From there, construction crews will move in a westerly direction to complete the remaining at-grade stations.

As of the end of the reporting period, the eastbound tunnel excavation was completed and the westbound tunnel excavation has progressed to 7,031 feet. No measurable ground settlement has been observed to date. The construction of cross-passage Nos. 1 and 2 continues per plan.

At the Soto Station, the excavation of the station entrance and the fabrication of walers and struts to support the excavation are continuing per the schedule.

At the West Portal, fabrication of forms for the exterior walls was completed this period. Concrete pours on all exterior and interior walls, with the exception of those between grid lines 11 and 12, were completed. Also, construction crews started shoring placement for the portal roof section.

At the East Portal, the removal of struts and walers is progressing according to plan, as well as the rebar installation of the exterior walls and placement of wall forms in the portal middle sections. The first concrete pour of the exterior walls occurred this period. Also, preparation for dismantling and removal of the eastbound EPBM started this period.

Along Alameda Street (Segment 1), placement of sub-grade and leveling pad of the Mechanically Stabilized Earth (MSE) wall continues per schedule. The Cast In Place (CIP) wall construction is planned to start next period.

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	67	643,555	23,832	325,522	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	210	23,213	1,500	22,231	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	-	46,182	73	39,811	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,936	-	118,086	1,665	98,001	-	135,936	-
PC	PROJECT CONTINGENCY	60,254	-	28,249	-	-	-	-	-	28,249	-
PR	PROJECT REVENUE	(4,617)	-	(4,633)	-	-	-	(44)	-	(4,633)	-
SUBTOTAL		884,014	-	884,014	277	831,036	27,070	485,520	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	(893)	(2,937)	(893)	(2,937)	-	14,800	-
TOTAL		898,814	-	898,814	(616)	828,099	26,177	482,584	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 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 a total of \$0.6 million this period. In the Construction element there was an increase of \$0.1 million due to executed modifications associated with Contract C0803 – Tunnel, Stations, Trackwork, and Systems. In the Special Conditions element there was an increase of \$0.2 million primarily due to the 3rd Party Master Cooperative Agreements with the City of LA. And in the Project Finance Cost element there was a decrease of \$0.9 million due to the interest income received. 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 \$828.1 million in Commitments to date represents 92.1% of the Original Budget.

Expenditures

Expenditures are cumulative through October 2006. The Expenditures increased by \$26.2 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 September 2006 and October 2006 invoices for Contract C0803 in Metro's Financial Information System (FIS). The \$482.6 million in Expenditures to date represents 53.7% of the Original Budget.

PROJECT COST STATUS

COST REPORT BY ELEMENT CONCURRENT NON-FFGA PROJECT ACTIVITIES

DOLLARS IN THOUSANDS

ELEM- MENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	18,000	-	18,000	1,451	10,507	293	2,302	-	18,020	20
S	SPECIAL CONDITIONS	-	-	-	-	650	242	273	-	-	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	-	-	646	14	38	-	-	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	(1,451)	(3,394)	-	-	-	(20)	(20)
SUBTOTAL		18,000	-	18,000	-	8,409	550	2,613	-	18,000	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	18,000	-	8,409	550	2,613	-	18,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 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 remain the same at \$18.0 million.

Commitments

The Commitment amount remains the same this period, although there were four executed contract modifications for a combined value of \$1.5 million for betterments requested by the City and County of Los Angeles for Segment 5 street improvements; Segments 6 & 7 street improvements; irrigation system at Civic Center; and, 1st Street Bridge Widening (1st/Mission revisions). Project Revenues collected from the City and/or the County of Los Angeles will fund the betterments. The \$8.4 million in Commitments to date represents 46.7% of the Original Budget.

Expenditures

Expenditures are cumulative through October 2006. The Expenditures increased by \$0.6 million this period primarily due to the County of Los Angeles corrugated metal pipe storm drain replacement on 3rd Street, environmental work associated with the properties on Alma Street, and Metro Project Administration costs. The \$2.6 million in Expenditures to date represents 14.5% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

NOVEMBER 2006

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
FEDERAL - SECTION 5309 NEW START	490.7	490.7	155.2	437.7	89%	206.6	42% (1)	206.6	42%
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 IMPROVEMENT PROG - FED	179.6	4.6	4.6	4.6	100%	4.6	100%	4.6	100%
REGIONAL IMP PROG - STATE	0.6	175.6	88.0	175.6	100%	88.0	50%	88.0	50%
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%	108.9	80%	84.3	62%
LEASE REVENUES	10.1	10.1	10.1	10.1	100%	10.1	100%	10.1	100%
ACCRUALS									
SUB-TOTAL	884.0	884.0	460.9	831.0	94%	485.5	55%	460.9	52%
PROP A / PROP C (INTEREST COST)	14.8	14.8	2.0	-2.9	-20%	-2.9	-20%	(1.4)	-9%
TOTAL	898.8	898.8	462.9	828.1	92%	482.6	54%	459.5	51%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 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 and an appropriation of \$78.4M for FY06.

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 September 2006 meeting. The request was approved on September 11, 2006 and funds have been drawn down.

STATE TCRP: 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 and recently revised their guidelines to allow for partial LONP reimbursement prior to phase completion. LACMTA has requested to liquidate the LONP, with an allocation request of \$166.9M that was considered by the CTC at their September 2006 meeting. The allocation request was deferred to January 2007.

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

in \$ millions

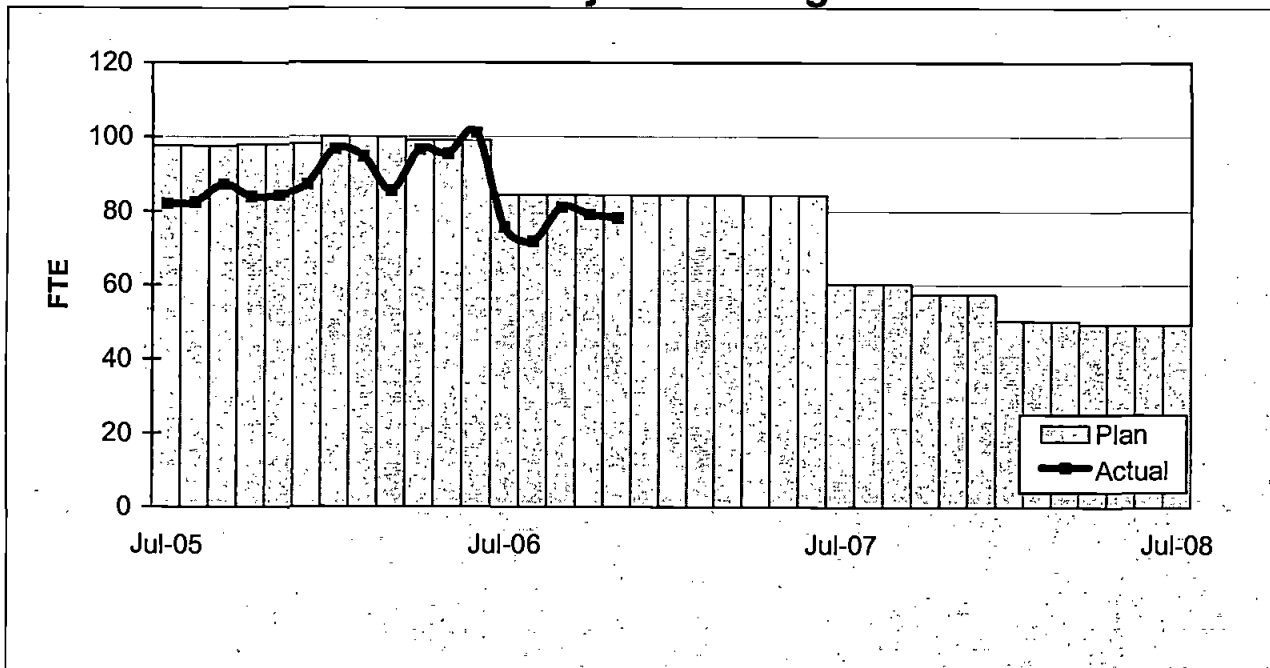
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS		(E) EXPENDITURES		(F) BILLED to FUNDING SOURCE	
				\$	%	\$	%	\$	%
PROP C 40%	14.0	0.0	0.0						
PROP C 10%	4.0	0.0	0.0						
STATE TCR	0.0	24.1	24.1	8.4	35%	2.6	11%	1.6	7%
TOTAL	18.0	24.1	24.1	8.4	35%	2.6	11%	1.6	7%

(1) Based on approved March 2005 Board report

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 2006.

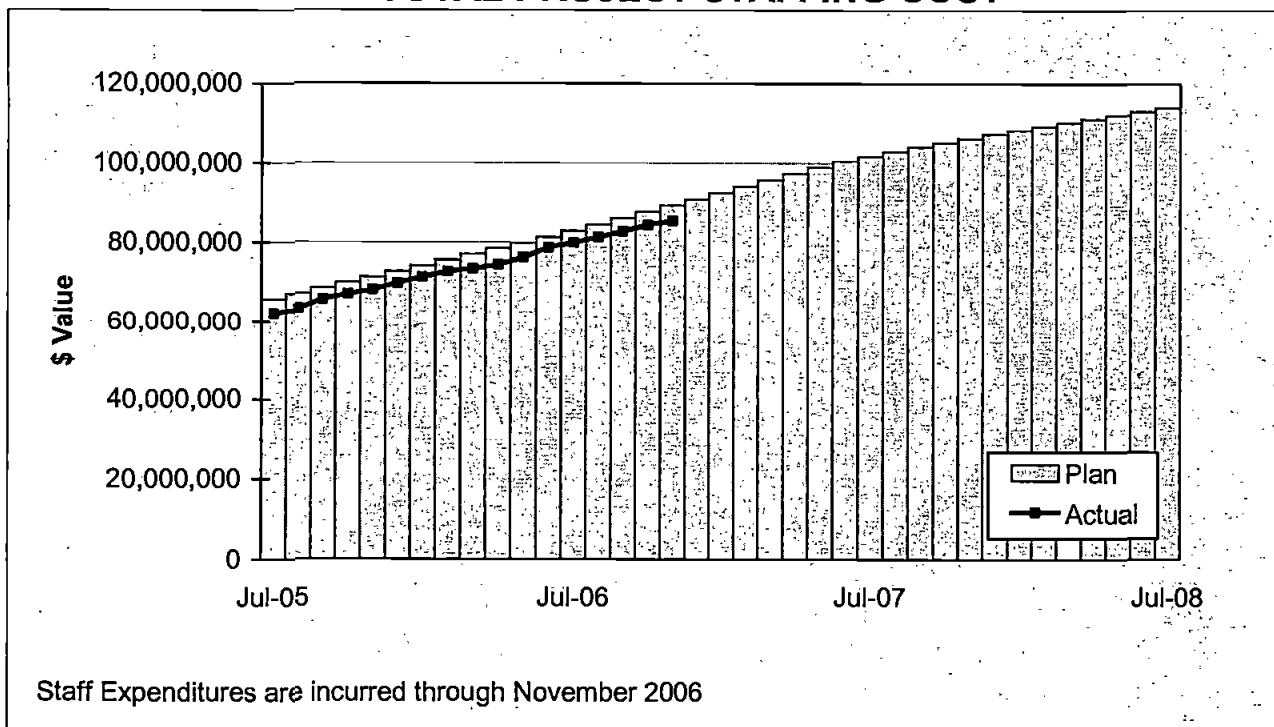
STAFFING STATUS

Total Project Staffing - FTES



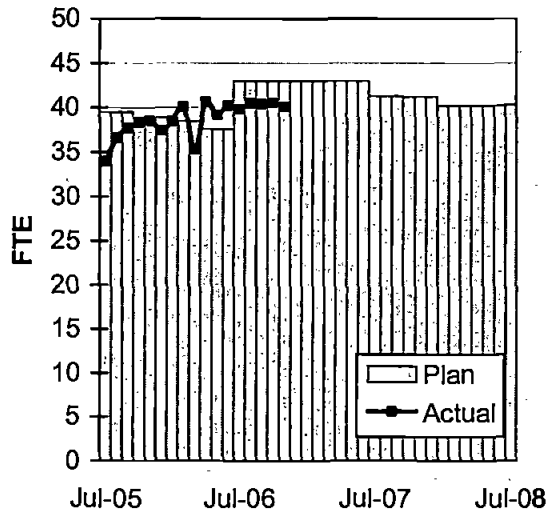
STAFFING STATUS

TOTAL PROJECT STAFFING COST

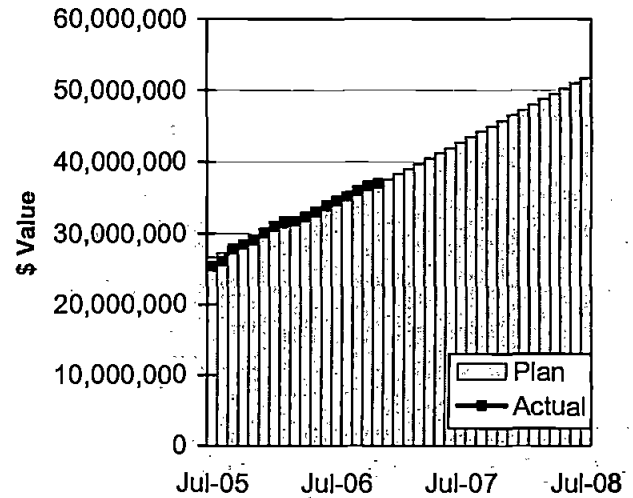


STAFFING STATUS

DIRECT AGENCY - FTES

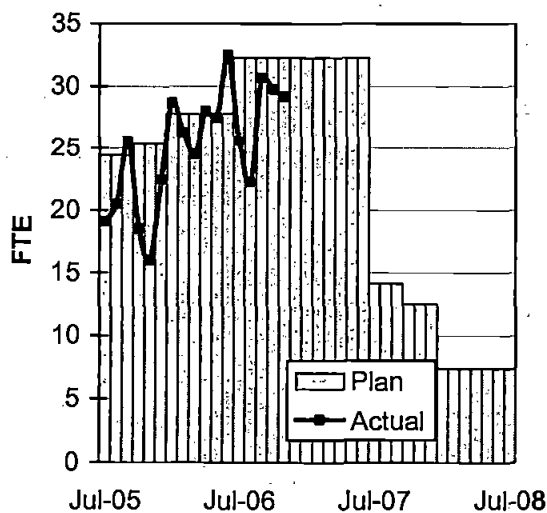


DIRECT AGENCY - COST

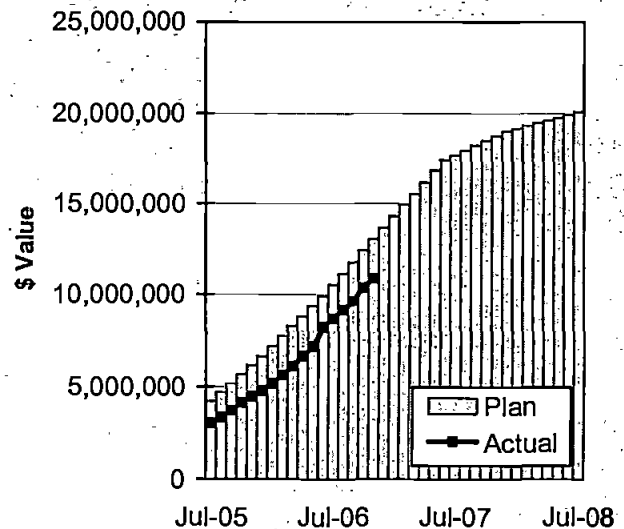


Staff Expenditures are incurred through November 2006

CONSTRUCTION MGMT – FTES



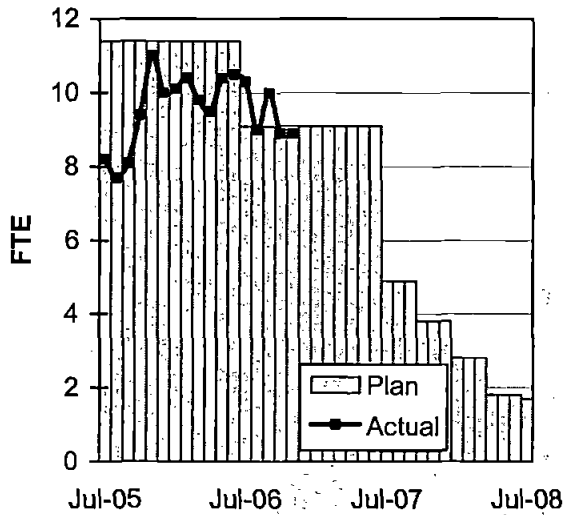
CONSTRUCTION MGMT - COST



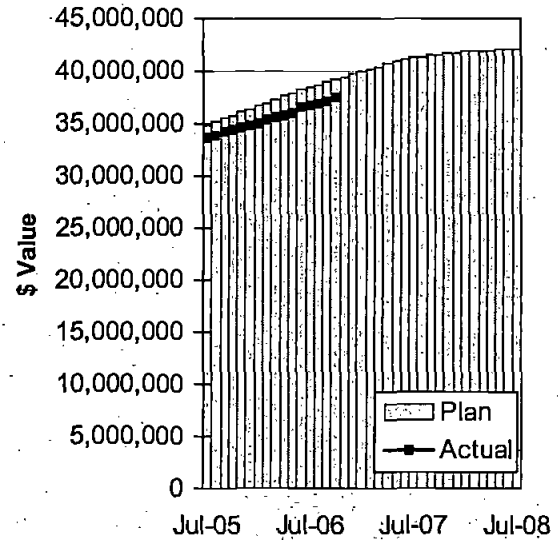
Staff Expenditures are incurred through November 2006

STAFFING STATUS

ELRT PARTNERS - FTES



ELRT PARTNERS - COST



Staff Expenditures are incurred through November 2006

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 69 property owners. A total of 68 parcels are available (40 under C0803-Tunnel, 26 under C0803-At-Grade, and 2 under C0802). All of the remaining properties for the Ramona High School reconfiguration have been acquired.
- Third Party Administration has obtained two Encroachment Permits from Caltrans for C0803-Tunnel. All three (3) street closures have been obtained from the City of LA.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

<i>Number of Parcels</i>	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	68	1	0	0
Last Period	69	68	1	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	26	1	0	0	0	26
C0802	2	2	0	0	0	0	2
TOTAL	69	68	1	0	0	0	68
LAST PERIOD	69	68	1	0	0	0	68

ENVIRONMENTAL STATUS

- Archeo/Paleo consultants were assigned the archeological monitoring for the project.
- Completed the translation of headstones and burial bricks recovered from the crematorium.
- The Ad Hoc Subcommittee voted to have the remains reinterred at Evergreen Cemetery. The recommendation will be presented to the Review Advisory Committee for approval in January 2007.
- Reproductions of the artifacts from the crematorium site are being made for the Chinese Historical Society, the Chinese Benevolent Association and Metro.
- The Ad Hoc Subcommittee visited the crematorium to view the burial ledgers.

COMMUNITY RELATIONS STATUS

- Held project briefing for the Executive Review Advisory Committee, the Review Advisory Committee, and the Ad-Hoc Sub Committee.
- Participated in the Tunnel Boring Machine breakthrough event, Mariachi Festival and the Santa Cecilia Festival.
- Distributed eight construction notices concerning street widening and restoration and the dismantling and extraction of the tunnel boring machines.

QUALITY ASSURANCE STATUS

- Continued to review contractor's monthly Asphalt, Concrete Compressive Strength and Soils Compaction Reports. No areas of concern were identified.
- Results of field surveillance activities continue to be identified in Weekly Surveillance Reports.
- The audit of the ELRTC on the tunneling scope of work for Document Control and Quality Records was closed. Several issues were identified and corrective action developed and implemented.

SAFETY STATUS

- Participated in weekly progress meetings with Metro construction management and ELRTC management to discuss safety related issues and construction schedule.
- Conducted Safety Orientation training for Third Party personnel.
- Monitored construction activities on a daily basis to ensure safety compliance with contract specifications.
- Conducted monthly All Hands Safety Meeting with ELRTC safety personnel, LAPD, LAFD and Metro safety personnel.
- Conducted Underground Safety Awareness Training for ELRTC personnel.
- ELRTC reported one (1) recordable incident and 67,072 work hours for the month of November 2006. Project to date work hours are 1,432,411 with a total of 16 recordable incidents to date. Statistical rate for recordable incidents is 2.2 below the National Average of 5.6.

ART DEVELOPMENT STATUS

Indiana Station

- Resolved 85% construction document comments review issues with contractor.

East LA Station Center

- Specification of artwork accepted by Metro and the contractor.

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	12/06	*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 CEO is drafting negotiating position to speak with LADWP CEO.
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	12/06	*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 and 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	12/06	*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	12/06	*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 counsel 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 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	1/13/02	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 new Funding and Land Exchange Agreements with LAUSD.
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.

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 Sherriff's Station
Indiana/3rd	3rd / Wood / Via Corona / Pomona / Beverly
Indiana Pedestrian Crossing	13 3rd / 60 Fwy WB Connector
6 1st / Mission	3rd / 60 Fwy over ELRT
1st / Anderson	3rd / 710 Fwy SW Connector
1st / Clarence	3rd / Bridge over 710 Fwy
1st / Utah	3rd / 710 Fwy SE Connector
1st/Gless Pedestrian Crossing	14 Union Station Service Road
7 3rd / 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		Contract No. C0802					
Contractor: Brutoco Engineering & Construction		Status as of: December 1, 2006					
Progress/Work Completed: * Completed post tensioning of Bridge 1 (closest to Union Station). * Completed post tensioning of Bridge 2 (middle section). * Poured concrete at Abutment No. 10 back wall. * Erected Bridge 3 (closest to Alameda St.) false work.		Major Activities (In Progress): * Place forms and rebar for stems and soffit at Bridge 3. * Install hinge 7A between bridges 2 and 3 * Curb installation at Bridges 1 & 2.					
Areas of Concern: Bent No. 9 remedial footing work took longer than anticipated. The available schedule float to turn the bridge over to the C0803 Contractor has significantly been reduced. The current forecast turn over date is March 6, 2007, which falls within the C0803 contractual window of February 13, 2007 to March 31, 2007. Caltrans at the request of Metro has established a daily site meeting involving all parties - Caltrans, Brutoco, Malcom and Metro. The desire is to respond immediately to all potential problems and resolve issues without further delay.		Major Activities Next Period: * Install bearing pad at hinge 7A between Bridges 2 and 3. * Install hinge 5A between Bridges 1 and 2. * Pour concrete for soffit and stems at Bridge 3. * Pour concrete at Abutment No. 1 back wall. * Remove false work under Bridge 1 * Begin placement of Bridge 3 lost deck. * Begin bridge metal handrail fabrication.					
Schedule Summary:			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Date of Award: 09/07/04		Notice to Proceed	09/22/04	0	09/22/04	09/22/04	0
Notice to Proceed: 09/22/04		Milestone 1 - Complete Abutment No. 10	06/26/06	49	08/14/06	03/06/07	-204
Original Contract Duration: 700 CD		Milestone 2- Complete All Work Without Plant Establishment	08/23/06	75	11/06/06	05/01/07	-176
Current Contract Duration: 775 CD							
Elapsed Time from NTP: 800 CD							
Physical Percent Complete: Physical completion * as of this reporting period is: 88.76% * Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 26.		Cost Summary: 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: 4.83					
		\$ In millions					

CONTRACT C0803 STATUS

<div>Description: Tunnel, Stations, Trackwork & Systems</div> <div>Contractor: Eastside LRT Constructors</div>	<div>Contract No. C0803</div> <div>Status as of: December 1, 2006</div>					
<div>Progress/Work Completed:</div> <div><div><div>* Completed the eastbound tunnel excavation - 7,315 feet (**)</div><div>* Completed mining 1,592 feet in the west bound tunnel for a total to date of 7,031 feet (**)</div><div>* West Portal exterior & interior walls completed - except GL 11&12</div><div>* Completed fabrication of exterior wall forms for both portals</div><div>* Started exterior wall concrete pours at the East Portal</div><div>* Completed Segment 5 - roadway reconstruction (north side) at Downey Road and Mariana Avenue</div><div>* Installed water line 1st St.(south) between Mission Rd.&Gless St.</div><div>* Started 1st Street south side widening along Segment 2B</div><div>* Started 3rd Street south side widening west of Atlantic Blvd.</div><div>* Completed review 85% design packages for Indiana Station and Segment 4B (civil)</div><div>* Submitted for review 85% design package for Segment 3C (elect)</div><div>* Submitted for review 100% design packages for Segment 5 (civil) and Traction Power (site plans)</div><div>* Submitted for review AFC package for East Los Angeles Civic Center Station</div></div><div><div>** Note: mining footage reported includes the previously excavated portion at Soto Station (342 feet each tunnel)</div></div></div> <div>Areas of Concern:</div> <div>None</div>	<div>Major Activities (In Progress):</div> <div><div>* Tunnel mining between Soto Station and the East Portal</div><div>* Excavation at Cross Passages Nos. 1 and 2</div><div>* East Portal placement of exterior walls rebar and forms</div><div>* Installation of roof support (shoring) at the West Portal</div><div>* Concrete pours of exterior walls at the East Portal</div><div>* Continue Soto Station plaza excavation</div><div>* MSE wall concrete panel fabrication</div><div>* Install sewer line on the north side of 1st Street, west of Vignes</div><div>* Install water line 1st St.(south) between Lorena & Indiana Strs.</div><div>* Street widening (south side) - Segments 2B and 7</div><div>* 3rd Street & 710 Freeway overcrossing demolition</div><div>* 100% design packages for Segment 4B (civil), Indiana Station and Train Control System</div><div>* AFC design packages for Trackway, Overhead Contact System and Segments 3A & 3B (civil)</div></div> <div>Major Activities Next Period:</div> <div><div>* Complete westbound tunnel excavation</div><div>* Install HDPE and shotcrete cross-passage Nos. 1 & 2</div><div>* Continue exterior walls concrete pours at the East Portal</div><div>* First roof concrete pour at the West Portal</div><div>* Complete Soto Station Plaza excavation</div><div>* Segment 1-continue placing MSE walls subgrade & leveling pad</div><div>* Excavate & start TC&C room at Little Tokyo/Arts District Station</div><div>* Segment 2A-start 1st Street widening & water line - north side</div><div>* Segment 5-start U-channel between Downey Rd. & Mariana Av.</div><div>* 3rd Street & 710 Freeway overcrossing-start abutments footing</div><div>* Girder fabrication for 3rd Street & 710 Freeway overcrossing</div><div>* Segments 6 - complete 3rd Street widening - north side only</div></div>					
<div>Schedule Summary:</div> <div><div><div>Date of Award:</div><div>06/01/04</div></div><div><div>Notice to Proceed:</div><div>07/01/04</div></div><div><div>Original Contract Duration:</div><div>1795 CD</div></div><div><div>Current Contract Duration:</div><div>1800 CD</div></div><div><div>Elapsed Time from NTP:</div><div>884 CD</div></div><div><div>Option D Contract duration</div><div>90 CD Complete</div></div></div>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
	Notice to Proceed	07/01/04	0	07/01/04	07/01/04	0
	Milestone 1 - Contract Completion. Complete all systems integration testing and ready for MTA's pre-revenue operation testing.	12/31/08	7	01/07/09	01/07/09	0
	Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	5	05/05/08	05/05/08	0
	Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	5	06/04/09	06/04/09	0
	Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0

<div>Physical Percent Complete:</div> <div>Physical completion * as of this reporting period is: 41.91%</div> <div><div>* Note: Physical completion assessment reflects work completed and work in progress.</div></div>	<div>Cost Summary:</div> <div>\$ In millions</div> <div><div>1. Award Value:</div><div>600.45</div><div>2. Executed Modifications:</div><div>2.28</div><div>3. Approved Change Orders:</div><div>0.17</div><div>4. Current Contract Value (1+2+3):</div><div>602.89</div><div>5. Incurred Cost:</div><div>319.41</div></div>	
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CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy		Contract No. P2550 Status as of: December 1, 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 continue to operate successfully on all Metro Lines and will soon be trucked to the Pittsburg final assembly plant for remanufacture to full production configuration. 2. The Contractor's Pittsburg, California plant has received fourteen carshells (Seven "A" & seven "B") shipped from Pistoia, Italy. Vehicle final assembly at the Plant has started. The 8th is due in Houston Dec. 6, 2006. 3. Shipments of the required final assembly parts continue to arrive in Pittsburg.		Major Activities (In Progress): 1. AnsaldoBreda's manufacturing plants in Pistoia and Naples, Italy continue to prepare carshells and subassemblies for shipment to Pittsburg, California final assembly plant. 2. AnsaldoBreda is preparing one of the "prototype" LRVs in Los Angeles for shipment to Pittsburgh for re-manufacture. The other "prototype" LRV continues in final "proof of design" signal testing. 3. Two carshells have arrived in Houston, Texas, and are expected to leave by truck around December 10th. One LRV projected for arrival Los Angeles Dec. 19th according manufacturer's schedule. Major Activities Next Period: 1. LRV "prototype" will be sent to Pittsburg, CA for re-manufacture. 2. The IPT continues to closely monitor all scheduled activities. 3. Weekly teleconferences continue to monitor production issues. 4. Shipments of car and system components to the Pittsburg plant continue. 5. LRV car shell and subassembly production continues in Italy. 6. Metro-initiated Interim "Buy America" due diligence audit will allow Contractor to make any corrections to contractual obligations it be necessary. 7. AB sent engineering staff to Los Angeles to get rail vehicles through final assembly and delivered to Los Angeles.				
Areas of Concern: 1. The lack of documentation submittals is starting to improve. Metro approvals are pending for the submittals that have been received. 2. Metro's contract cash flow consumption is less than anticipated. Steps are in process to bring consumption up to date through staff additions at AB. 3. In accordance with the latest AnsaldoBreda unapproved "worst case" schedule, car shell deliveries to Pittsburg began May 23 and shells are arriving monthly. The "worst case" schedule will not be approved as AnsaldoBreda has presented no cause for the schedule slip. 4. AnsaldoBreda has notified Metro that it will being the utilization process of American flagships for cartage in order to comply with Metro Contract direction.			Original Contract Dates	Assembled	Current Contract	Balance Due
Schedule Summary: Date of Award: 04/24/03 Notice to Proceed: 06/06/03 Original Contract Duration: 1470 CD Current Contract Duration: 2075 CD Elapsed Time from NTP: 1276 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.		Notice to Proceed	6/6/2003A			
		100 LRV Roofs		85	100 Roofs	15 roofs
		100 LRV Underfloor Assemblies		90	100 U/F	10 U/F
		100 LRV U/F Center Sections		99	100 U/F CC	1 U/F CC
		100 Side Wall Sets		74	100 SW	26 SW
		300 Truck Assemblies		55	55 TA	245 TA
		LRVs Delivered to Final Assembly Facility		7	100 LRV	93 LRV
		LRV Delivered to Commissioning Site- LACM TA		0	100 LRV	100 LRV
		LRV Accepted for Revenue Service by LACM TA		0	100 LRV	100 LRV
Physical Percent Complete: Physical Work completion* as of November 2006 is 78.45% Percent Work Product Invoiced** through November 2006 is 33.21% * Note: Physical Work completion assessment reflects work completed and work in progress.		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: 0.00 4. Current Contract Value (1 + 2 + 3): 158.74 5. Incurred Cost: 57.82				

CONSTRUCTION PHOTOGRAPHS



Construction of MSE wall Civil Segment 1.



New curb and sidewalk construction within Civil Segment 7.

CONSTRUCTION PHOTOGRAPHS



Soto Station entrance excavation.



I-710 bridge demolition required for structural strengthening.

CONSTRUCTION PHOTOGRAPHS



US 101 Freeway LRT bridge structure at Alameda Street.



Eastbound EPBM breakthrough at East Portal.

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
CNFPFA	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
LNTF	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRT	Light Rail Transit
L RTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
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