

Metro Gold Line Eastside Extension



METRO GOLD LINE EASTSIDE EXTENSION

MONTHLY PROJECT STATUS REPORT

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

FEBRUARY 2008

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PROJECT OVERVIEW & STATUS

The Metro Gold Line Eastside Extension Project is a six-mile, dual track light rail system with eight new stations and one station modification. The system originates at Union Station in downtown Los Angeles, where it connects with the Pasadena Gold Line, traveling generally east to Pomona and Atlantic Boulevards. The system 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 period, ELRTC worked with third parties agencies to resolve issues with street lighting and street improvement for the remaining civil design packages; Segments 3A, 3B and 4B. All Systems Design Packages have been completed.

Procurement of the City of Los Angeles 1st Street Bridge Phase III Widening Project has resumed this period with the City Attorney concurring that the protest did not change the bids submitted. The Board of Public Works will consider next period a motion to award the contract to T. J. Polich Contractors.

Metro staff completed the development of the technical statement of work, prepared and issued a Request for Proposal package to ARINC for the expansion of the existing SCADA system. ARINC's proposal is expected by mid-March 2008. The SCADA contract will have to be awarded by mid-summer 2008 in order to support Phase II of the Systems Integration Testing, which is Metro's responsibility.

Underground construction is proceeding per plan. The C0803 contractor completed grinding and washing both tunnels and began track installation. Field crews completed track surveys and began moving materials into the tunnels from the East Portal. Low vibration track blocks were placed between Soto Station and the East Portal. The rail welding and cutting in the tunnels is on hold pending OSHA's approval of the welding application submitted this period by the contractor. The systems subcontractor this period finalized the design for re-routing the FRE conduit along the outer side of the track. The FRE conduit will be installed in parallel with track installation. Schedule impacts, if any, are not known at this time.

At the Boyle Heights/Mariachi Plaza Station, field crews completed placement of CMU room walls at the west end of the mezzanine level and began CMU room walls at the east end. The last roof concrete slab section was poured this period and construction of the station platform continued with invert slab pours. At the station entrance in the mezzanine level, the remaining exterior walls were poured and interior wall construction began. Also, at the Emergency Exit No. 1 and Exit No. 2, excavation and installation of the support structure completed this period. Construction crews began installation of electrical raceway and HVAC duct hangers and supports at mezzanine level, and started placing acoustical finish material at track level.

PROJECT OVERVIEW & STATUS

At the Soto Station, construction crews completed exterior wall concrete pours at mezzanine level and installed the shoring system for the roof slab at the east end of the station. The first roof concrete slab section at the west end was poured this period and interior wall construction at mezzanine level began. Also, excavation and structural support installation at the Emergency Exit No. 2 was completed this period.

At the West Portal, completion of the backfill above the roof section is nearing completion. Construction crews continue to install concrete support beds for multiple utility lines and backfilling around them. The contractor also continued the planning for the removal of the temporary street deck and for street restoration, which is scheduled to begin at the end of next month.

At the East Portal, construction of the last portal structural section next to the hammerhead continued per plan. Field crews completed placing rebar, embeds, forms and concrete for the mezzanine slab and began construction of the exhaust/intake vent shaft structure. Also this period, installation of walkways at the track level and concrete barriers at the street level completed.

At-grade construction is proceeding according to plan. Construction of the temporary baggage-handling road at Union Station is nearing completion. Field crews completed fine grading the road sub-base at the west end and prepared for placing the lighter weight base slab. Also, track installation at the intersection with the US-101 Freeway LRT Bridge began this period. Along Alameda Street (Segment 1), installation of the Mechanically Stabilized Earth (MSE) wall is also nearing completion. Guideway construction and installation of both tracks along the Little Tokyo/Arts District Station completed this period.

Along 1st Street between Alameda and Hewitt Streets (Segment 2A), track installation resumed this period. Field crews completed fine grading the guideway, poured the track base slab and installed rail and fasteners. Also, underground conduit and foundations for train control devices and cabinets were installed. Along 1st Street between Vignes Streets and the West Portal (Segment 2B), construction of the guideway/track continued per schedule. At the 1st Street Bridge, under a 30-day full closure, field crews installed the track base slab, installed embedded rail and poured the stamped concrete between the tracks. The Bridge was reopened to two-way traffic at the end of this period. The track installation at the intersection of 1st Street and Mission Road was completed as well. Also, east of Mission Road installation of OCS pole foundations and duct bank began.

Construction along 1st Street between Lorena and Indiana Streets in Segment 4A continued per the schedule. Construction crews continued installing track along the guideway and began street improvements at the north side of the 1st Street and Indiana Street intersection. Construction of the guideway south of the Indiana Station (Segment 4B) continued this period. Installation of OCS pole foundations and duct bank completed and rail installation began.

PROJECT OVERVIEW & STATUS

Construction along 3rd Street in Segment 5, between Ditman and Eastern Avenues, continued according to plan. Between Rowan and Ditman Avenues, field crews completed guideway demolition and excavation work as well as OCS pole foundations and duct bank. Also, track installation began this period. At Sunol Road and 3rd Street, the TPS-04 substation concrete foundation was poured and the substation control building was set on the foundation. Construction crews began stringing OCS wire along the U-channel, east of Downey Road.

Between Mednik and Eastern Avenues (Segment 6), guideway construction also continued per plan. Field crews completed fabrication and installation of OCS pole brackets and "C" arms and began stringing wire east of Eastern Avenue. At the TPS-05 site, installation of underground conduit for power feeds, stub-ups and vaults began this period and the ground grid installation and testing was completed.

At the east end of the alignment along 3rd Street between Atlantic Boulevard and Mednik Street (Segment 7), guideway construction is nearing completion. Field crews continued installing the track crossover. The track plinth was placed and sections of the specialized rail were installed this period.

In other areas of the alignment, at-grade station construction continues according to plan. Construction crews began installation of conduit and raceways inside the TC&C room at Atlantic Station. At the Maravilla Station, erection of steel canopy frames continued. The embedded track installation at the Indiana Station completed this period and the access walkway walls construction continued per schedule. At the Pico/Aliso Station, field crews poured the station platform invert concrete slab and began installing platform walls rebar, embeds and forms.

The fabrication and delivery of 50 light rail vehicles (LRV's), Contract No. P2550 continues per the revised plan. Ten vehicles are required for the Metro Gold Line Eastside Extension Project. Fabrication of car assemblies is done at the contractor's plant in Italy and final assembly and testing is done at the contractor's facility in California. To date, a total of twenty-two vehicles have been assembled and of those, nine vehicles are going through the pre-acceptance process before entering the final inspection and commissioning phase. There are some quality issues with the assembled vehicles that are preventing vehicle deliveries to the commissioning site. Metro staff met with the vendor's staff in Italy this period to address these issues. Significant progress was made toward resolving critical issues and evaluating the current production plan. A revised car delivery schedule that meets Metro's need was requested.

The Universal Fare System (UFS) equipment fabrication is proceeding per the revised plan. The vendor completed fabrication of the Ticket Vending Machines (TVM) and the Stand Alone Validators (SAV) this period. The vendor started preparations to begin production of equipment damage and vandalism, equipment installation will be deferred to the period of

PROJECT OVERVIEW & STATUS

Pre-Revenue Operations. Therefore, it will be necessary for the vendor to store the completed equipment at the vendor's facility until the equipment is required for installation.

The Metro Art Department continued providing technical support and coordination between the C0803 contractor and the artists responsible to provide art pieces for the eight stations. The artists continue developing shop drawings with multiple fabricators and providing mounting details to the C0803 contractor. Metro and ELRTC staff are continuing with coordination meetings, where fabrication and installation issues are discussed.

MANAGEMENT ISSUES

No Management Issues for the period ending February 2008.

PROJECT SCOPE

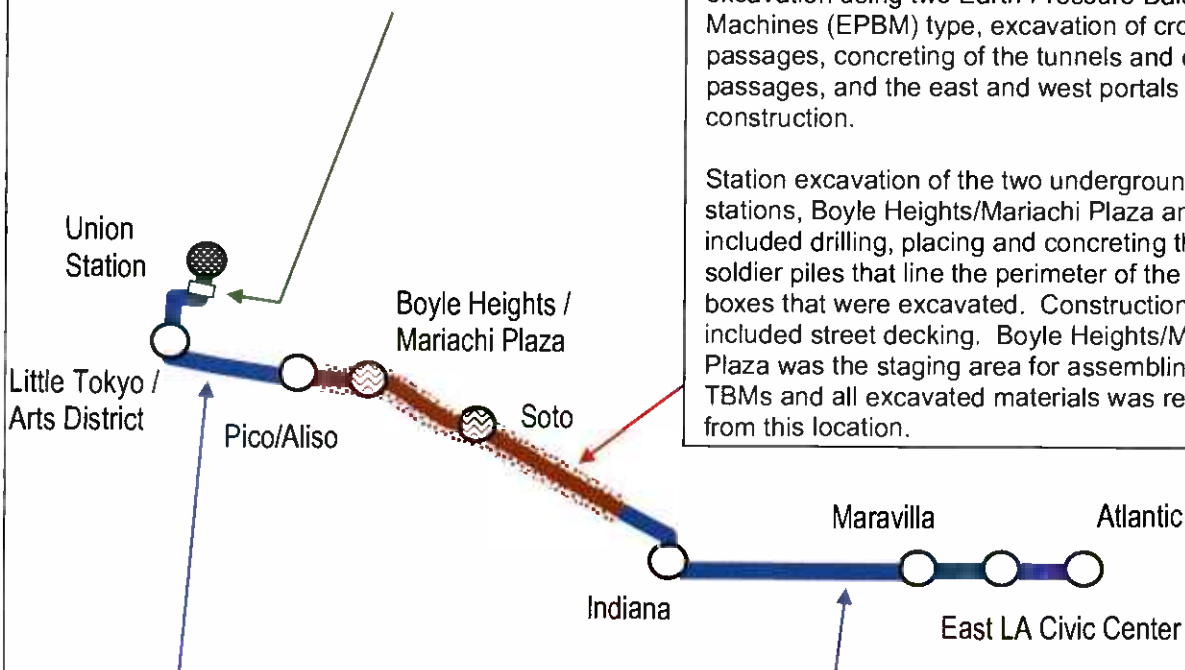
Contract C0802 – 101 Freeway Bridge

Overcrossing: The construction of the bridge was combined with Caltrans freeway improvements project. Caltrans administered the construction and the LACMTA provided oversight and was 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 included 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, included drilling, placing and concreting the soldier piles that line the perimeter of the station boxes that were excavated. Construction also included street decking. Boyle Heights/Mariachi Plaza was the staging area for assembling the TBMs and all excavated materials was removed from this location.



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

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

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

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08
Started Construction of the Boyle/Heights Mariachi Plaza Station Platform	02/08/08 *	○					
Completed Delivery of Overhead Catenary System Poles	02/21/08 *	○					
Started Rail Installation in the Tunnels	02/25/08 *	○					
City of Los Angeles Award First Street Bridge Phase III Widening Contract	03/10/08 *		△				
Complete MSE Wall From Commercial Street to Alameda Street - Segment 1	03/12/08 *		○				
Complete Civil Guideway Construction - Segment 7 East End of the Alignment	03/12/08 *		○				
Complete Mezzanine Level Walls at Soto Station	03/20/08 *		○				
Start Installation of Cable Transmission System - Segment 7 East End of the Alignment	03/27/08 *		○				
City of Los Angeles Issue First Street Bridge Phase III Widening Contract NTP	03/27/08 *		△				
Start Street Restoration Above the West Portal	03/28/08 *		○				
Start Communications Installation - Atlantic Station	04/14/08 *			○			
Complete Construction of the East Portal Structure	04/14/08 *			○			
Complete Temporary Baggage Handling Road at Union Station	04/22/08 *			○			
Complete Street Improvements Throughout the Alignment	05/07/08				○		
Complete Civil Guideway Construction - Segments 2A and 2B	05/08/08 *				○		
Complete Entrance Structure at Boyle Heights/Mariachi Plaza Station	06/09/08 *					○	
Start Installation of the Radio System in the Tunnels	06/24/08 *					○	
Complete At-Grade Stations Canopy Installation	06/30/08 *					○	
Start Installation of Elevators and Escalators at Underground Stations	07/02/08 *						○
Complete Civil Guideway & Track Construction in the Tunnels - Segment 3	07/07/08						○
Complete Installation of Traction Power Substations	07/30/08 *						○



LAC MTA Staff Milestone



Eastside LRT Constructors

FTA

FTA Approval



Other Agencies

*

New Date

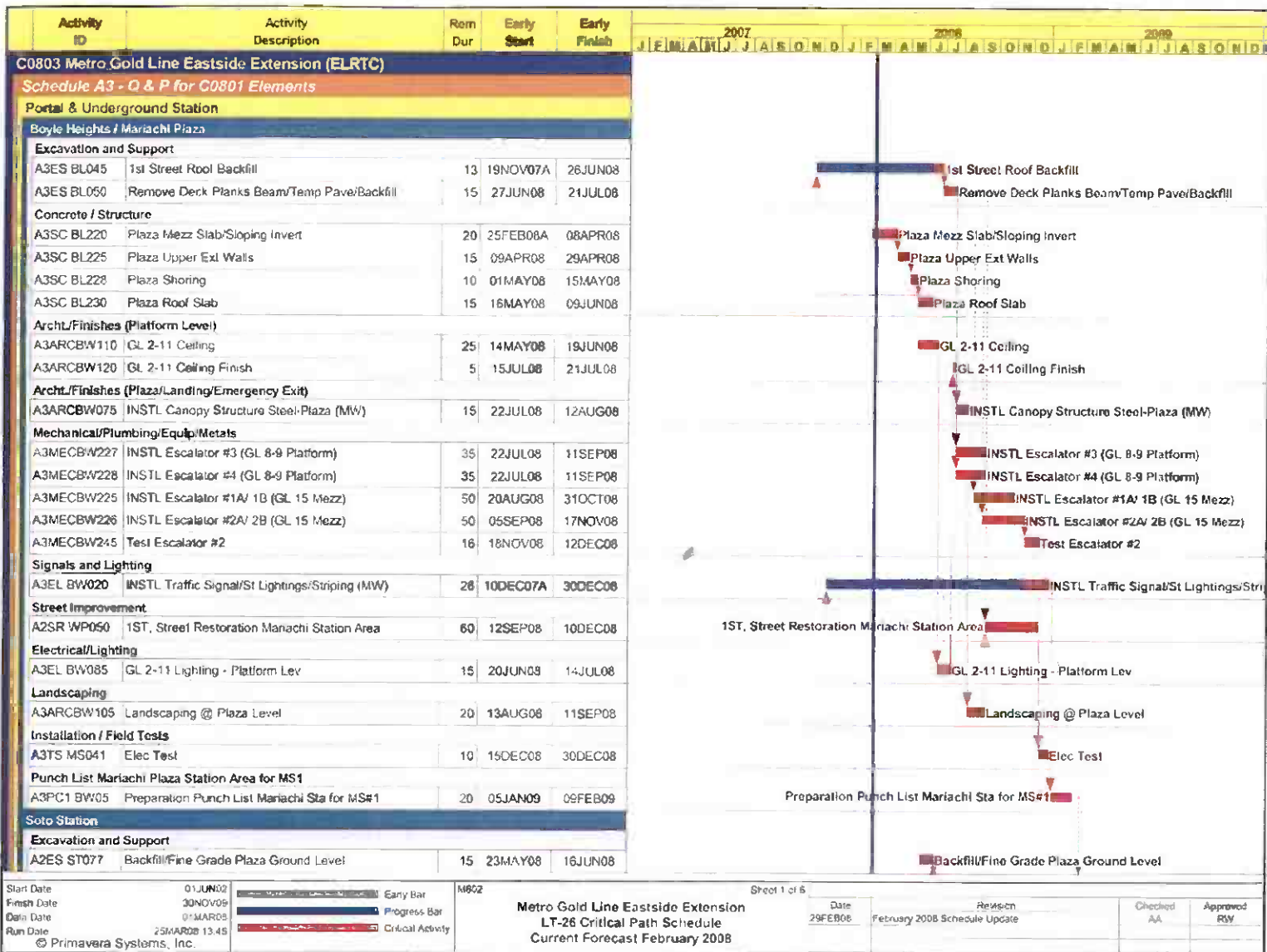


Metro

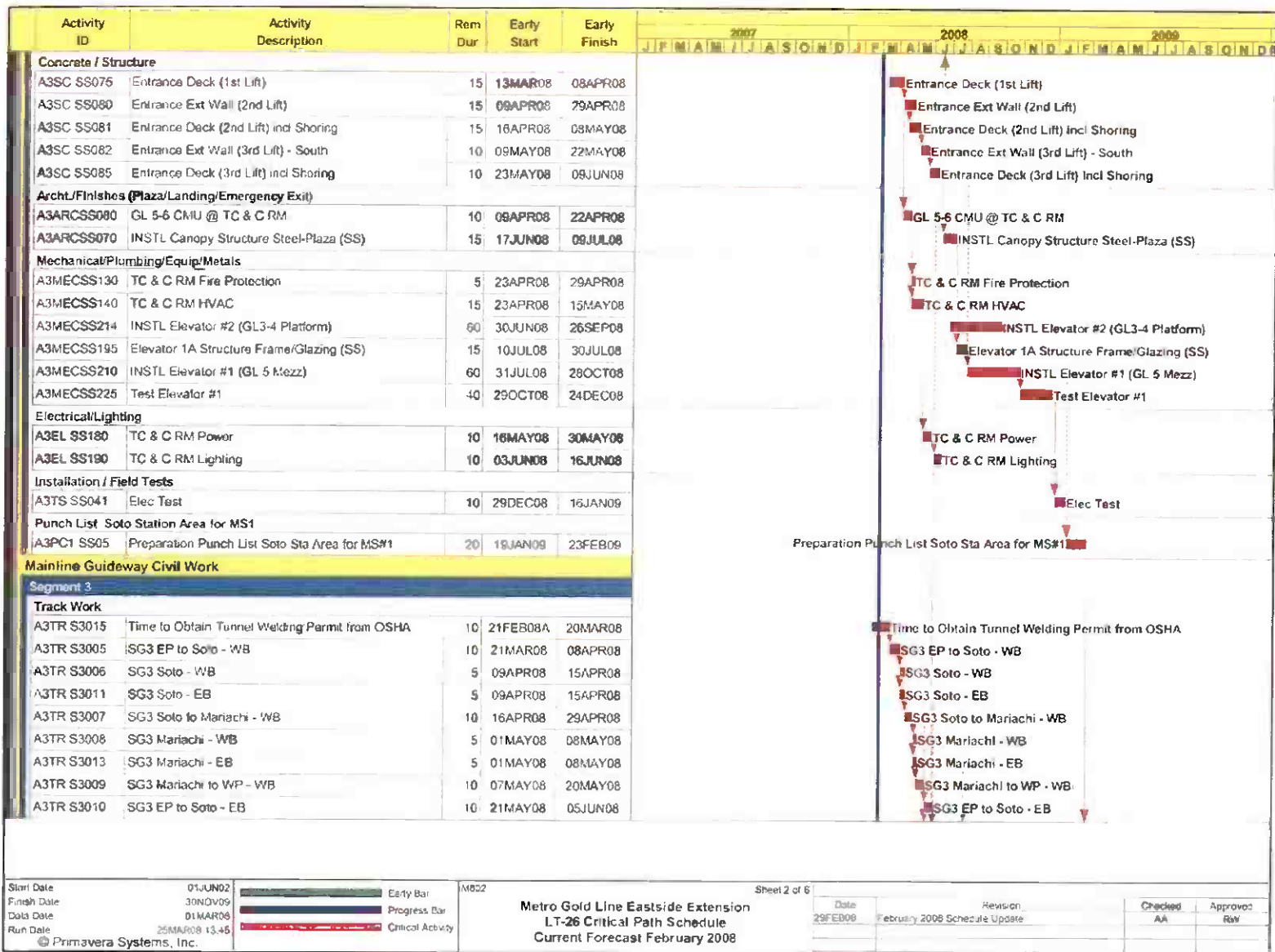
LAC MTA Board Approval

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

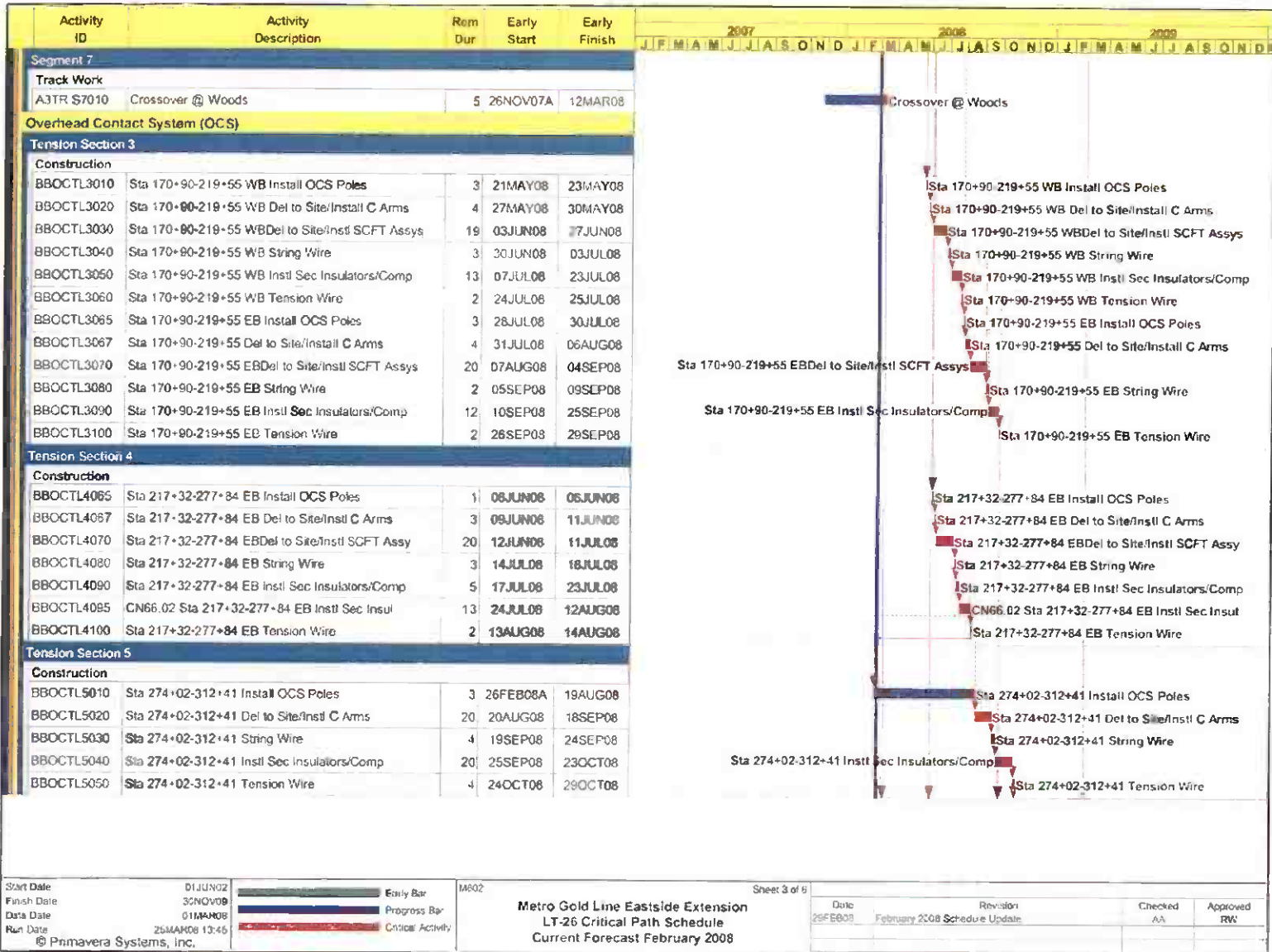
PROJECT MASTER SCHEDULE
CRITICAL PATH (1 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (2 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 6)

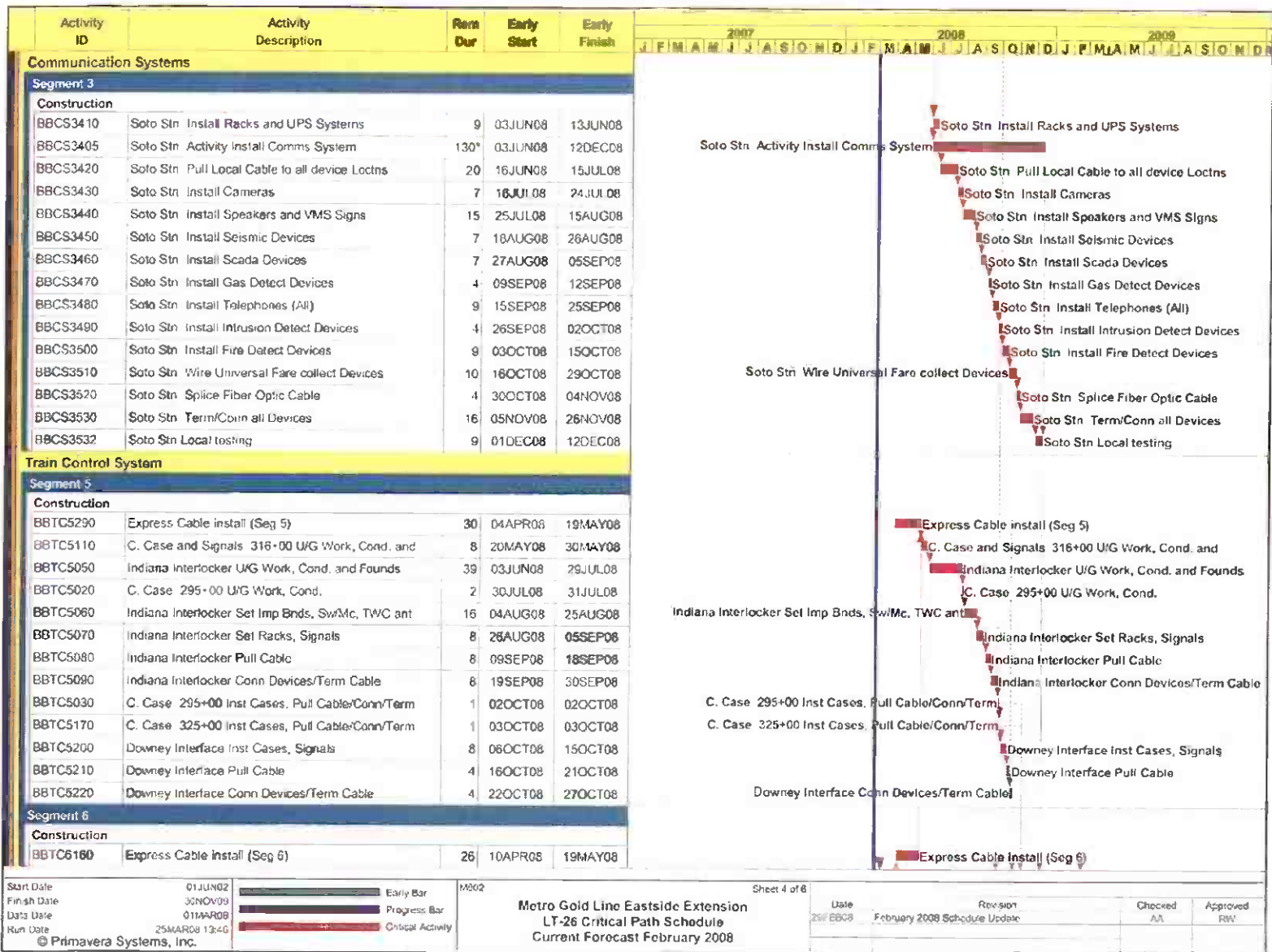


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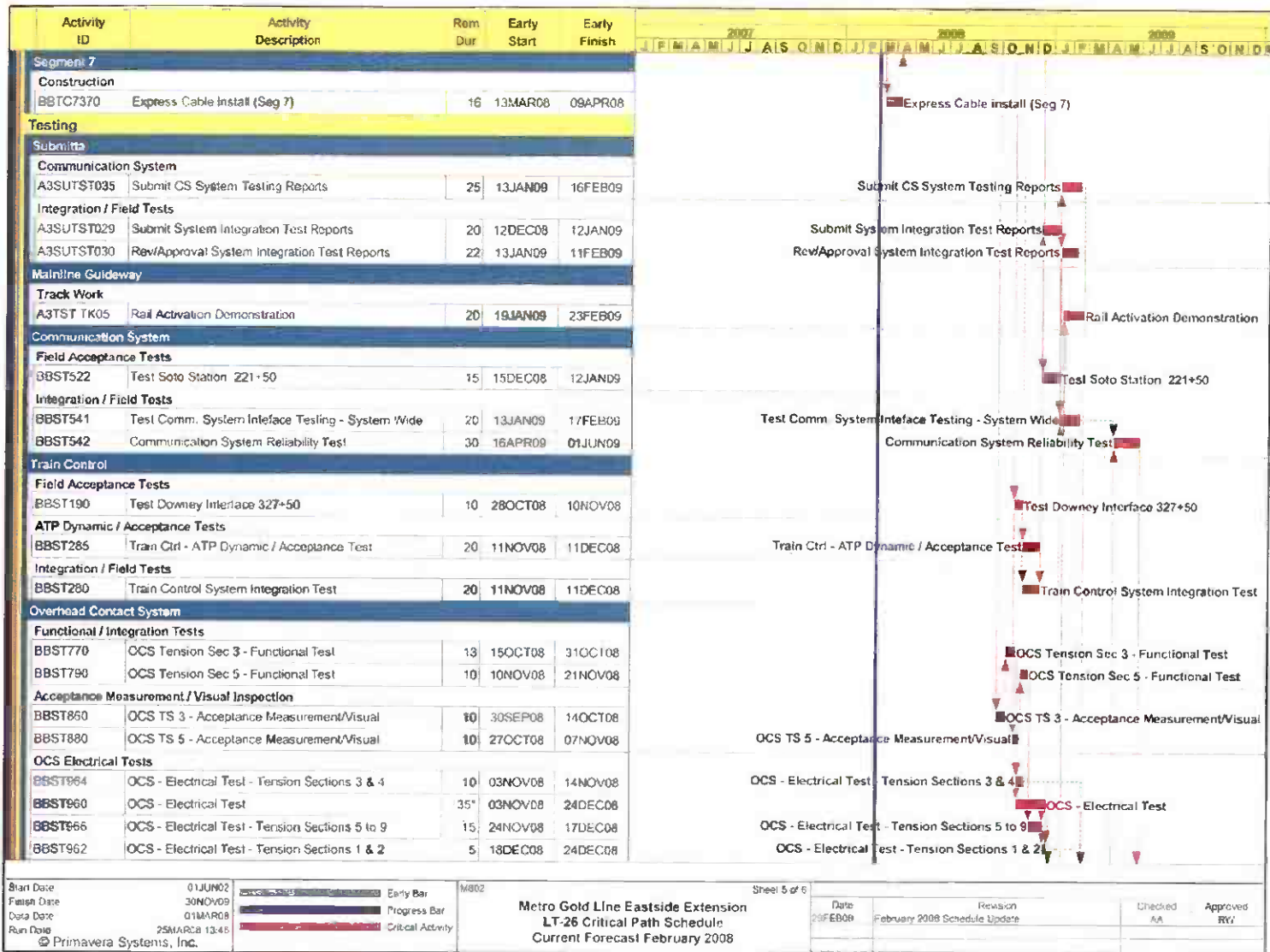
M602
Metro Gold Line Eastside Extension
LT-26 Critical Path Schedule
Current Forecast February 2008

Sheet 3 of 5
Date: 29FEB08
Revision: February 2008 Schedule Update
Checked: AA
Approved: RW

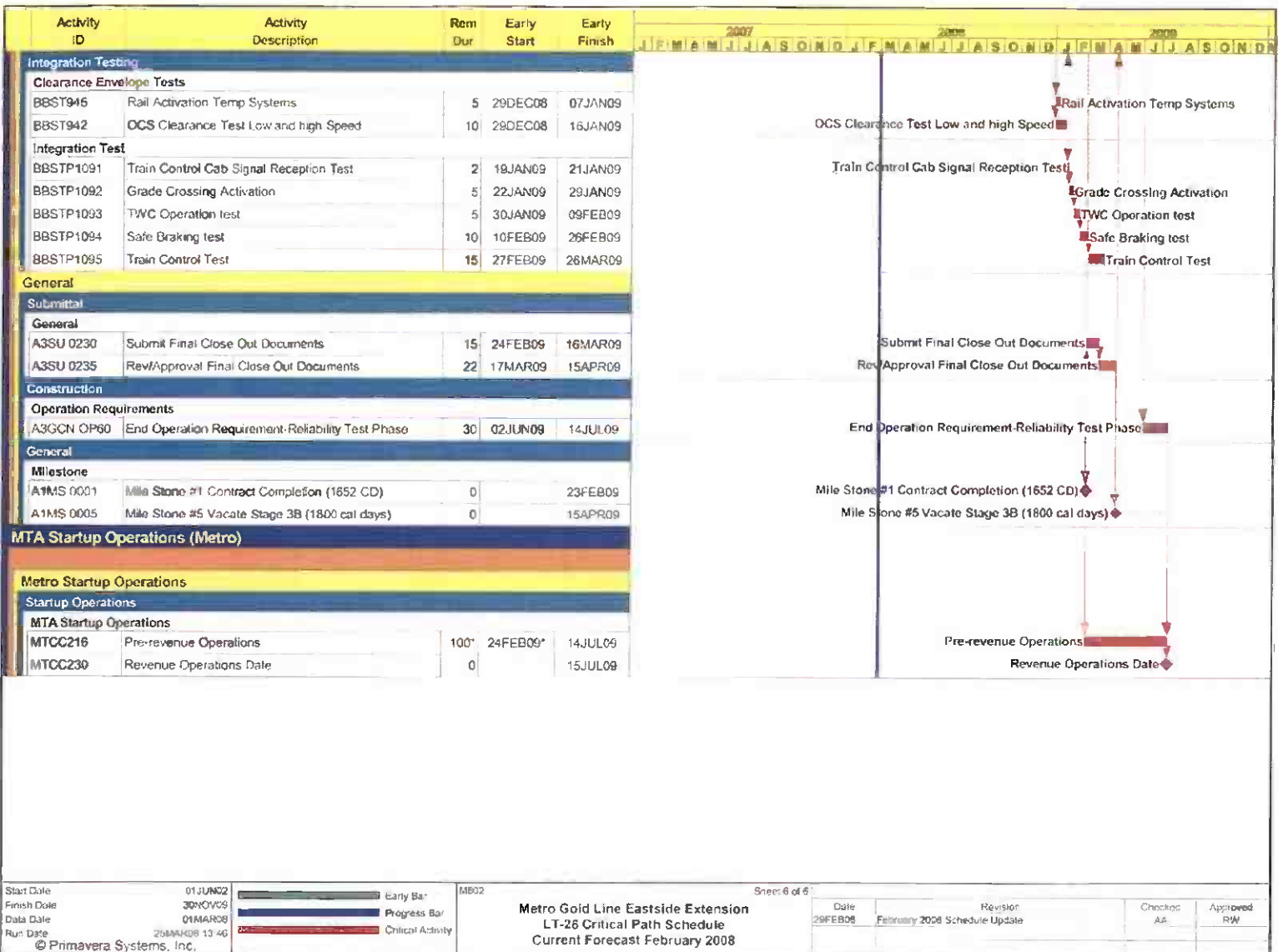
PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (5 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (6 of 6)



CRITICAL PATH NARRATIVE

Current Critical Path Analysis

The C0803 contractor (ELRTC) continues to report an overall delay to their contractual completion date. Scheduling working sessions among Metro, ELRTC and their systems subcontractors continue to be held where the current status of the various remaining work components of the project are evaluated and a realistic approach to all remaining work is explored. The partial mitigation of the overall delay as had been reported previously by ELRTC has been negated by the contractor's slow track installation progress in the tunnels, which is on the critical path. The delay is due to a lack of clearance from OSHA to weld and cut rail in the tunnels. The contractor has submitted an application to obtain the necessary clearance from OSHA, which is expected early next period. Although this reported delay is impacting Contract C0803 substantial completion, it is not impacting the FFGA Revenue Operations Date.

ELRTC has expressed concerns that without the completion of Phase III of the 1st Street Bridge Widening Project, construction delays are expected with trackwork and systems installations on the bridge, which may further impact the substantial completion of their contract. This period with the advantage of having a full closure of the bridge, the contractor completed installation of the embedded track, thus removing this item from impacting contract completion.

Construction of Boyle Heights/Mariachi Plaza and Soto Stations are also on the project critical path. The current civil and structural plan is progressing per schedule. However, procurement of ventilation equipment and escalator/elevators is lagging. Installation of OCS and Traction Power equipment 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.

PROJECT COST STATUS

COST REPORT BY ELEMENT ORIGINAL SCOPE ACTIVITIES DOLLARS IN THOUSANDS

ELEM- ENT	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	-	651,961	139	652,893	9,842	481,761	-	651,961	-
S	SPECIAL CONDITIONS	19,494	-	43,948	8	43,313	309	30,403	-	43,948	-
R	RIGHT-OF-WAY	40,358	-	42,299	(3,178)	43,004	(3,178)	40,498	-	42,299	-
P	PROFESSIONAL SERVICES	135,304	-	135,841	3	125,767	874	116,263	-	135,841	-
PC	PROJECT CONTINGENCY	60,254	-	14,599	-	-	-	-	-	14,599	-
PR	PROJECT REVENUE	(4,617)	-	(4,633)	-	-	-	(44)	-	(4,633)	-
SUBTOTAL		884,014	-	884,014	(3,029)	864,977	7,847	668,881	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	1,018	3,481	1,018	3,481	-	14,800	-
TOTAL		898,814	-	898,814	(2,010)	868,458	8,865	672,362	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2008

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 \$2.0 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 Right-of-Way element there was a decrease of \$3.2 million that reflects a partial payment by the City of Los Angeles for the purchase of a surplus property located at Garey & Ducommun. And in the Project Finance Cost element there was an increase of \$1.0 million that reflects an interest payment. 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 \$868.5 million in Commitments to date represents 96.6% of the Original Budget.

Expenditures

Expenditures are cumulative through January 2008. The Expenditures increased by a total of \$8.9 million this period. In the Construction element there was an increase of \$9.8 million primarily due to costs associated with Contract C0803 – Tunnel, Stations, Trackwork and Systems. In the Special Conditions element there was an increase of \$0.3 million for costs associated with the 3rd Party Master Cooperative Agreements with the City of Los Angeles. In the Right-of-Way element there was a decrease of \$3.2 million that reflects a partial payment by the City of Los Angeles for the purchase of a surplus property located at Garey & Ducommun. In the Professional Services element there was an increase of \$0.9 million for costs associated with Metro Project Administration, Design Support During Construction and Construction Management services. And in the Project Finance Cost element there was an increase of \$1.0 million that reflects an interest payment. The January 2008 invoice for Contract C0803 in the amount of \$10.0 million was posted in the Metro's Financial Information System (FIS) on February 1, 2008 and will be reflected in the next reporting period. The \$672.4 million in Expenditures to date represents 74.8% 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	-	41,174	-	34,934	276	9,141	-	41,174	-
S	SPECIAL CONDITIONS	-	-	2,719	41	1,891	7	1,120	-	2,719	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	2,280	-	1,393	98	351	-	2,280	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	(4,087)	-	(4,595)	-	(279)	-	(4,087)	-
SUBTOTAL		18,000	-	42,086	41	33,624	381	10,334	-	42,086	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	42,086	41	33,624	381	10,334	-	42,086	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2008

PROJECT COST ANALYSIS

Original Budget

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

Current Budget and Current Forecast

The Current Budget and Forecast remain the same at \$42.1 million.

Commitments

The Commitments increased by \$41K this period for the preparation of the Forensic Audit Report Recommendations and Environmental clearance for the Atlantic Pomona Parking Structure by Jones & Stokes Associates. The \$33.6 million in Commitments to date represents 79.9% of the Current Budget.

Expenditures

Expenditures are cumulative through January 2008. The Expenditures increased by \$0.4 million this period due to mitigation of the 1st Street Bridge Viaduct Widening – Phase 1, historic street lighting, traction power sectionalization, urban design elements, Metro Project Administration costs, and Design Support During Construction. The January 2008 invoice for Contract C0803 in the amount of \$0.2 million was posted in the Metro's Financial Information System (FIS) on February 1, 2008 and will be reflected in the next reporting period. The \$10.3 million in Expenditures to date represents 24.6% of the Current Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

FEBRUARY 2008		STATUS OF FUNDS BY SOURCE									
SOURCE	(A) OR GINAL 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	\$490.700	\$490.700	\$255.193	\$471.667	96%	\$337.179	69% (1)	\$337.179	69%		
FED - SECTION 5309 FIXED GUIDEWAY	\$23.100	\$12.000	\$12.000	\$12.000	100%	\$12.000	100%	\$12.000	100%		
FEDERAL - CMAQ	\$10.300	\$10.300	\$10.276	\$10.276	100%	\$10.276	100%	\$10.276	100%		
REGIONAL IMPROVEMENT PROG - FED	\$179.600	\$4.600	\$4.600	\$4.600	100%	\$4.600	100%	\$4.600	100%		
REGIONAL IMP PROG - STATE	\$0.600	\$175.600	\$131.796	\$175.600	100%	\$131.796	75%	\$131.796	75%		
STATE TCRP	\$45.000	\$45.000	\$45.000	\$45.000	100%	\$45.000	100%	\$45.000	100%		
PROP A 35% / PROP C 40%	\$124.614	\$135.714	\$135.714	\$135.714	100%	\$117.930	87%	\$98.257	72%		
LEASE REVENUES	\$10.100	\$10.100	\$10.100	\$10.100	100%	\$10.100	100%	\$10.100	100%		
ACCRUALS											
SUB-TOTAL	\$884.014	\$884.014	\$604.679	\$864.977	98%	\$668.881	76%	\$649.208	73%		
PROP A / PROP C (INTEREST COST)	\$14.800	\$14.800	\$1.980	\$3.481	24%	\$3.481	24%	\$1.463	10%		
TOTAL	\$898.814	\$898.814	\$606.659	\$868.458	97%	\$672.362	75%	\$650.671	72%		

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2008.
(1) BILLED EXPENDITURES IN EXCESS OF FUNDS AVAILABILITY ARE TEMPORARILY FUNDED THROUGH BRIDGE FINANCING.

STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309 NEW STARTS: LACMTA has received an appropriation of \$100.0M through FY07. FTA is reviewing LACMTA grant application of \$78M prior to formal submittal.

RIP-STATE: LACMTA submitted an allocation request of \$43.8 to the CTC for consideration for their upcoming May 2008 meeting.

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 approved in February 2007.

FINANCIAL/GRANT STATUS
CONCURRENT NON-FFGA PROJECT ACTIVITIES

FEBRUARY 2008

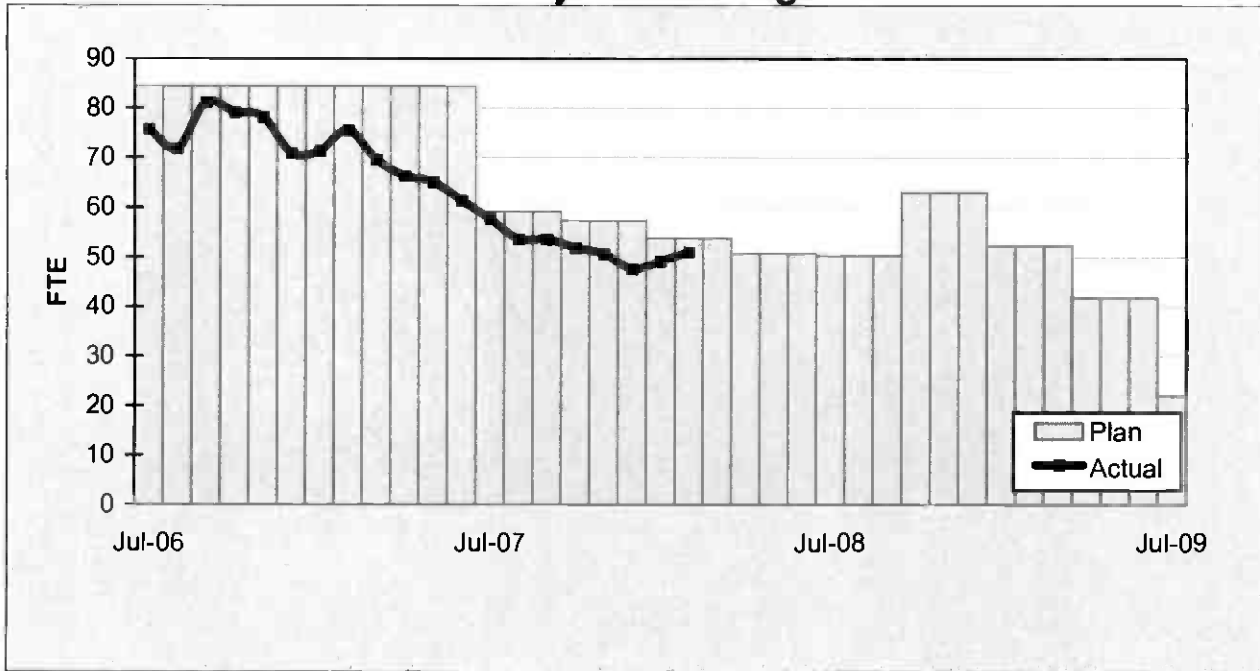
STATUS OF FUNDS BY SOURCE

SOURCE	(A) APPROVED BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
PROP C 40%	\$14 000	\$14,000	\$14 000	\$14 000	100%	\$6 645	47%	\$4,969	35%
PROP C 10%	\$4,000	\$4 000	\$4 000						
STATE TCR	\$0.000	\$24,086	\$24 086	\$19,624	81%	\$3,689	15%	\$3 208	13%
TOTAL	\$18 000	\$42 086	\$42 086	\$33,624	80%	\$10 334	25%	\$8 177	19%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2008.

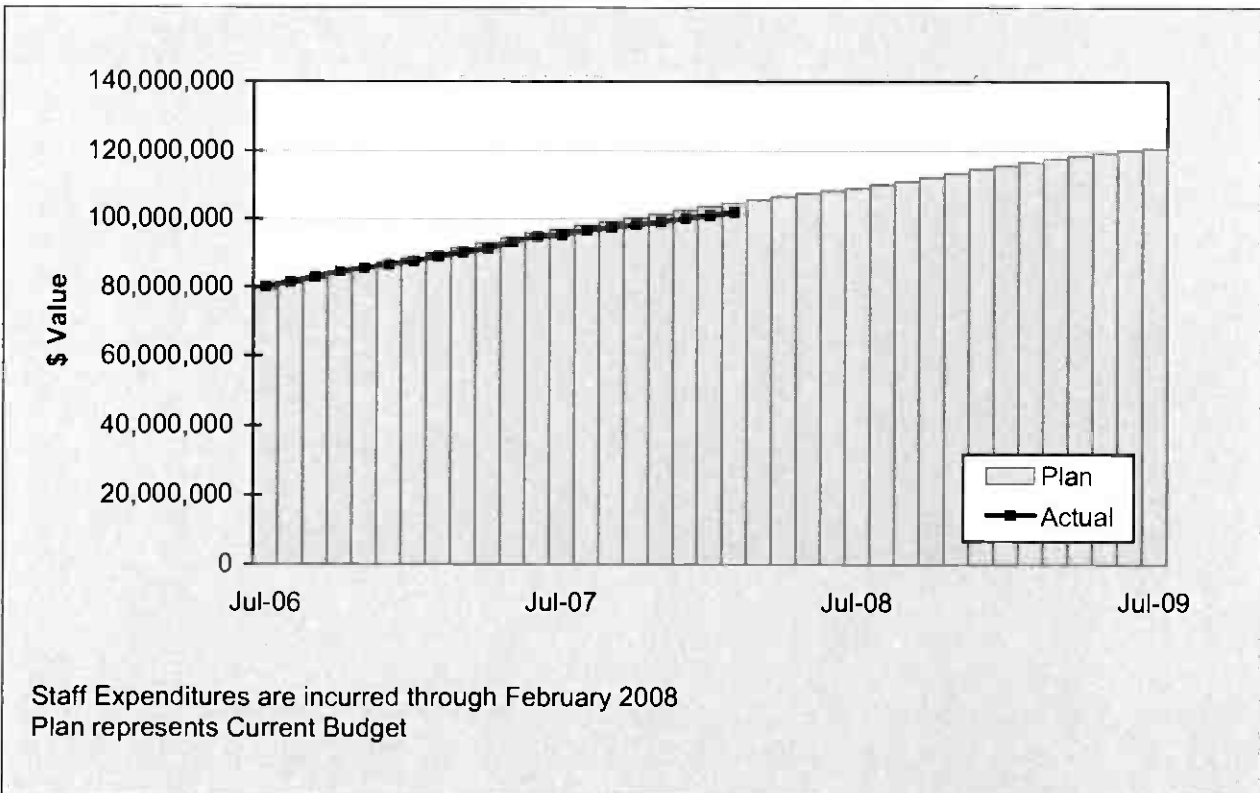
STAFFING STATUS

Total Project Staffing - FTES



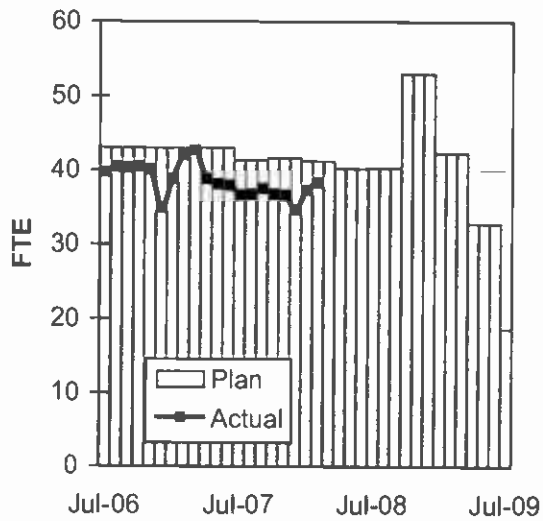
STAFFING STATUS

TOTAL PROJECT STAFFING COST

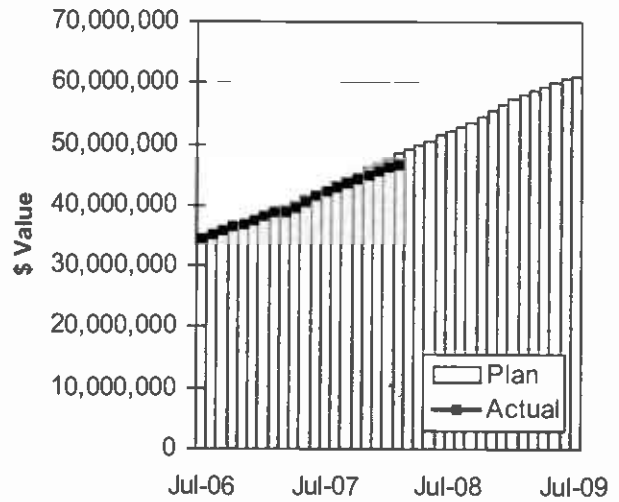


STAFFING STATUS

DIRECT AGENCY - FTES

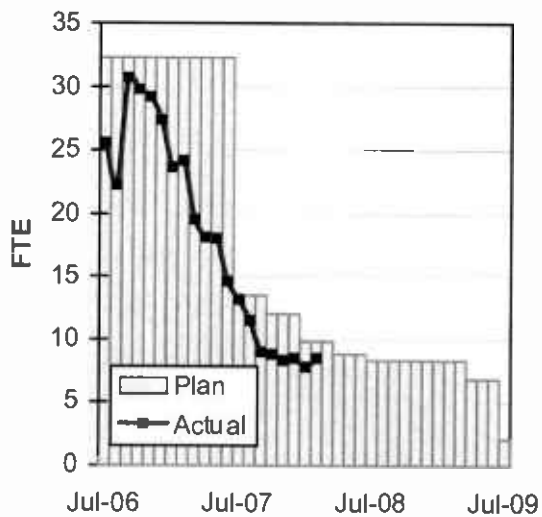


DIRECT AGENCY - COST

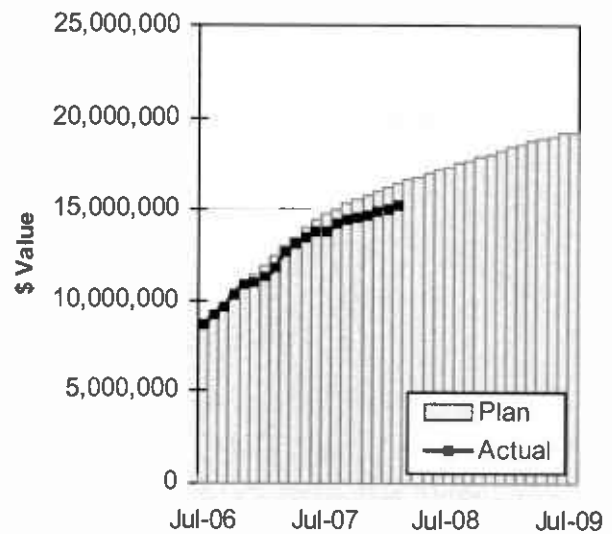


Staff Expenditures are incurred through February 2008
Plan represents Current Budget

CONSTRUCTION MGMT – FTES



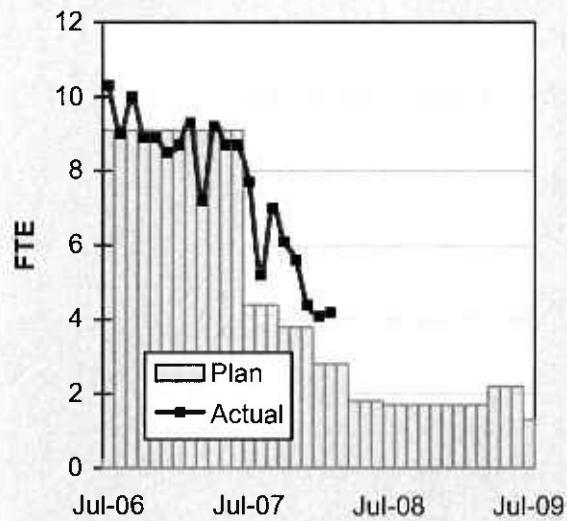
CONSTRUCTION MGMT - COST



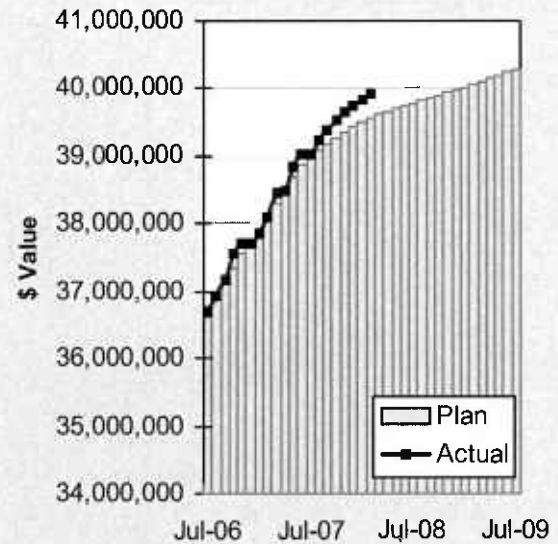
Staff Expenditures are incurred through February 2008
Plan represents Current Budget

STAFFING STATUS

ELRT PARTNERS - FTES



ELRT PARTNERS - COST



Staff Expenditures are incurred through February 2008
Plan represents Current Budget

REAL ESTATE STATUS

- For C0803, the tunnel portion of the alignment, 40 parcels were 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 were required for acquisition (17 full takes, 9 partial takes and 1 surface easement). Nine parcels were required for the LAUSD Ramona Opportunity High School site reconfiguration.
- For C0802, 2 parcels were required (1 surface easement and 1 full take parcel).
- Two Encroachment Permits were obtained from Caltrans for the C0803-Tunnel. Three street closures were 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	69	0	0	0
Last Period	69	69	0	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	27	0	0	0	0	27
C0802	2	2	0	0	0	0	2
TOTAL	69	69	0	0	0	0	69
LAST PERIOD	69	69	0	0	0	0	69

ENVIRONMENTAL STATUS

- Metro Real Estate completed negotiations with Evergreen Cemetery for the purchase of 105 burial plots.
- Prepared a Board Report to approve the acquisition of the burial plots and authorize negotiations with the mortuary for the burials.
- Negotiations continue with the Chinese Community and Cal State Los Angeles regarding research of the artifacts and remains prior to re-interment.
- Archeo/Paleo Associates continue to monitor the excavation sites along the Eastside Extension.

COMMUNITY RELATIONS STATUS

- Distributed three Construction Notices which reached approximately 9,000 residences/businesses. Activities include concrete pours.
- Met with twenty-seven residents/business owners to coordinate construction activities.
- Delivered seven Open During Construction banners.
- Held monthly Executive Review Advisory Committee Meeting and Review Advisory Committee Meeting.
- Held briefing for the Community Police Advisory Board.

QUALITY ASSURANCE STATUS

- Quality Management continues to review contractor's monthly Asphalt, Concrete Compressive Strength and Soils Compaction reports - areas of concern are coordinated to resolution with the onsite lab representative.
- The results of field surveillance activities continue to be identified in Weekly Surveillance Reports including color digital pictures identifying sites of surveillance and issues of concern.
- All OCS pole fabrication concerns have been resolved and installation is underway.
- Station canopy fabrication and field installation is ongoing. Areas of concern are being coordinated to resolution.

SAFETY STATUS

- Participated in weekly progress meetings with Construction Managers and ELRTC management personnel to discuss safety related issues and construction schedule.
- Conducted Monthly All Hands Safety Meeting with ELRTC Safety personnel, MTA Security and LAPD representatives.
- Participated in Contractor Readiness Review Meetings and Rail Activation Meeting.
- Monitored construction activities on a daily basis including weekends to ensure contractor compliance with Contract Specification.
- ELRTC and their subcontractors reported one recordable incident and 95,142 work hours for the month of February 2008. A total of thirty-four (34) recordable incidents have occurred Project to Date. Total Project to Date work hours are 2,765,104. Injury Rates for Recordable incidents are 2.4; well below the National Average of 5.6.

ART DEVELOPMENT STATUS

- Coordination meetings with Construction for artwork fabrication/installation schedules for eight stations.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Amendment	Completed	N/A	Executed December 2002.
Los Angeles County	Master	Completed	N/A	Executed April 2003.
Caltrans (All Projects)	Master	Completed	N/A	Executed July 2003.
Caltrans (101)	Design	Completed	N/A	Executed July 2003.
Caltrans (101)	Construction	Completed	N/A	Executed September 2003.
Caltrans (101)	Maintenance	12/08	Project Completion	The initial negotiation meeting was held on 1/9/03. LACMTA received a draft from Caltrans on 1/22/04. LACMTA reviewed and submitted the agreement to Caltrans on 2/10/04. A follow up call was made on 10/20/05 but no response to date.
LADWP (Water/Power)	Amendment	3/08	*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 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/AT & T	Amendment	Completed	N/A	Executed May 2005. SBC has been acquired by AT&T and has formed a new corporation TCM for work in Southern California. A new agreement has been negotiated with Metro and TCM, which was approved by the Metro Board in April. The new agreement mirrors the SBC agreement except for some minor changes in the insurance language.
Adelphia Cable Company	Amendment	3/08	*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

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
Verizon Wireless	Amendment	3/08	*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.
GST	N/A			Facilities are not impacted by Eastside Construction
Exxon Mobil Oil Company	N/A			Facilities are not impacted by Eastside Construction
Pacific Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Kinder Morgan Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Tosco Refining Company	N/A			Facilities are not impacted by Eastside Construction
Equilon Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Level 3 Communications	N/A			Facilities are not impacted by Eastside Construction
Broadwing Communications	N/A			Facilities are not impacted by Eastside Construction
Eller Media	N/A			Facilities are not impacted by Eastside Construction

* Work will be performed under the current MCA and will not delay ongoing work.

CPUC CROSSING SUMMARY

Batch	Application Status	Initial Package Submittal to MTA	Field Diagnostic Meeting	Revised Drawings Due to MTA	Draft Write-up to MTA	Draft Package Submittal to PUC Local office and Agencies	Final Package Submittal to PUC	CPUC Final Approval
1	Complete	8/5/02	8/12/02	8/26/02	9/6/02	9/6/02	9/6/2002	Approved
2	Complete	10/4/02	10/11/02	10/25/02	11/6/02	11/22/02	11/22/2002	Approved
3	Complete	2/6/03	2/27/03	3/10/03	1/27/03	4/11/02	4/18/2003	Approved
4	Complete	12/14/02	1/15/03	1/29/03	11/13/02	5/5/03	6/18/2003	Approved
4A	Complete	1/24/03	1/29/03	3/14/03	2/7/03	9/5/03	1/23/2004	Approved
6	Complete	3/19/03	3/26/03	6/20/03	2/7/03	9/5/03	9/12/2003	Approved
7	Complete	12/11/02	12/18/02	3/31/03	2/7/03	5/5/03	7/25/2003	Approved
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

All applications are approved.

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 / Rowan	15 1st / Santa Fe
8 3rd / Gage	1st / Myers
3rd / 60 Fwy WB Ramps	16 1st / MTA
3rd /Downey	1st / BNSF
	1st / Union Pacific

CONTRACT C0802 STATUS

Description: 101 Freeway Bridge Overcrossing Contractor: Brutoco Engineering & Construction		Contract No. C0802 Status as of: February 29, 2008																													
Progress/Work Completed: * Bridge work was completed in March 2007 * Plant Maintenance period achieved November 2007 Areas of Concern: * None		Major Activities (In Progress): * None Major Activities Next Period: * None																													
Schedule Summary: Date of Award: 09/07/04 Notice to Proceed: 09/22/04 Original Contract Duration: 700 CD Current Contract Duration: 775 CD Elapsed Time from NTP: 904 CD * * Note: Elapsed time to Milestone # 1 completion		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Original Contract Dates</th> <th style="text-align: center;">Time Extension</th> <th style="text-align: center;">Current Contract</th> <th style="text-align: center;">Forecast</th> <th style="text-align: center;">Variance CDs</th> </tr> </thead> <tbody> <tr> <td>Notice to Proceed</td> <td style="text-align: center;">09/22/04</td> <td style="text-align: center;">0</td> <td style="text-align: center;">09/22/04</td> <td style="text-align: center;">09/22/04</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 1 - Complete Abutment No. 10</td> <td style="text-align: center;">06/26/06</td> <td style="text-align: center;">49</td> <td style="text-align: center;">08/14/06</td> <td style="text-align: center;">03/15/07</td> <td style="text-align: center;">-213</td> </tr> <tr> <td>Milestone 2- Complete All Work Without Plant Establishment</td> <td style="text-align: center;">08/23/06</td> <td style="text-align: center;">75</td> <td style="text-align: center;">11/06/06</td> <td style="text-align: center;">08/06/07</td> <td style="text-align: center;">-273</td> </tr> </tbody> </table>							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	49	08/14/06	03/15/07	-213	Milestone 2- Complete All Work Without Plant Establishment	08/23/06	75	11/06/06	08/06/07	-273
	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	49	08/14/06	03/15/07	-213																										
Milestone 2- Complete All Work Without Plant Establishment	08/23/06	75	11/06/06	08/06/07	-273																										
Physical Percent Complete: Physical completion ** as of this reporting period is: 100.00% ** Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 30.		<table style="width: 100%;"> <tr> <td style="width: 70%;">Cost Summary:</td> <td style="text-align: right;">\$ In millions</td> </tr> <tr> <td>1. Award Value:</td> <td style="text-align: right;">6.42</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>4. Current Contract Value (1+2+3):</td> <td style="text-align: right;">6.42</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">6.42</td> </tr> </table>						Cost Summary:	\$ In millions	1. Award Value:	6.42	2. Executed Modifications:	0.00	3. Approved Change Orders:	0.00	4. Current Contract Value (1+2+3):	6.42	5. Incurred Cost:	6.42												
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4. Current Contract Value (1+2+3):	6.42																														
5. Incurred Cost:	6.42																														

CONTRACT C0803 STATUS

Description: Tunnel, Stations, Trackwork & Systems Contractor: Eastside LRT Constructors	Contract No. C0803 Status as of: February 29, 2008					
Progress/Work Completed: <ul style="list-style-type: none">* Completed Mariachi Plaza Station roof slab* Erected CMU walls at Mariachi Plaza Station mezzanine level west* Completed Mariachi Plaza Station exit # 2 excavation* Poured exit # 1 & forced air shaft invert slab at Mariachi Plaza Stn.* Started HVAC duct and acoustic finish installation at Mariachi Plaza Station* Completed exterior wall pours at Soto Station mezzanine level* Poured first roof slab section at Soto Station* Completed Soto Station exit # 2 excavation* Completed East Portal track level walkway and street barriers* Poured last mezzanine slab section at the East Portal* US 101 Bridge Overcrossing preparations for track installation* Started track installation in the tunnels* Completed OCS pole foundations in Segments 2A and 4B* Completed guideway/trackwork on the 1st Street Bridge* Started guideway/trackwork along Segment 4B* Poured platform invert slab at Pico/Aliso Station* Installed embedded rail track at Indiana Station* Completed OCS pole foundations and duct bank in Segment 5* Set TPS-04 control building on its foundation Areas of Concern: <p>The forecast date for milestone # 1 reflects 45 calendar days beyond the current contractual completion date. Metro has requested a recovery schedule from the contractor. The current forecast does not impact ROD.</p>	Major Activities (In Progress): <ul style="list-style-type: none">* Mariachi Plaza Station platform and entrance interior walls* Mariachi Plaza Station exit # 2 invert slab & exterior walls* CMU walls at Mariachi Plaza Station mezzanine level east* Soto Station roof slab shoring and concrete pours* Soto Station exit # 2 invert slab and exterior walls* East Portal exhaust vent shaft structure* Fabricate underground stations fans, escalators and elevators* Civil construction at Indiana, Maravilla and Pico/Aliso stations* Erect canopy frame at Maravilla Station* MSE wall coping south of the US 101 Bridge Overcrossing* Install CMU walls at Indiana Station Park & Ride* Segments 1, 2A, 2B, 3, 4A and 4B guideway/track construction* Street improvements (south) at 1st Street & Indiana intersection* String OCS contact wire along Segments 5 and 6* Pour TPS-05 equipment foundations* Train Control installation - Segments 1, 2B and 4B Major Activities Next Period: <ul style="list-style-type: none">* Mariachi Plaza Stn. entrance landing slab pour and roof backfill* HVAC duct and electrical installation at Mariachi Plaza Station* Soto Station mezzanine interior walls and roof slab* West Portal temporary deck removal and street restoration* Pico/Aliso Station platform and walkways* Indiana and Maravilla Stations canopies* Guideway/track installation on the US 101 Bridge Overcrossing* Segments 3 (tunnels) track construction* OCS, Traction Power and Train Control equipment installation* TPS-05 substation equipment delivery and installation* Install Train Control express cable along Segment 7					
Schedule Summary: Date of Award: 06/01/04 Notice to Proceed: 07/01/04 Original Contract Duration: 1795 CD Current Contract Duration: 1800 CD Elapsed Time from NTP: 1339 CD Option D Contract duration 90 CD Complete		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	9	01/09/09	02/23/09	-45
	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
Physical Percent Complete: Physical completion * as of this reporting period is: 74.98% * Note: Physical completion assessment reflects work completed and work in progress.	Cost Summary:		\$ In millions			
	1. Award Value:	600.45				
	2. Executed Modifications:	10.26				
	3. Approved Change Orders:	0.60				
	4. Current Contract Value (1+2+3):	611.30				
	5. Incurred Cost:	484.25				

CONTRACT E700051F STATUS

Description: 1st Street Bridge Strengthening Contractor: The Griffith Company	Contract No. E700051F Status as of: February 29, 2008					
Progress/Work Completed: * Bridge turned over to Metro on October 26, 2007 Areas of Concern: * None	Major Activities (In Progress): * None Major Activities Next Period: * None					
Schedule Summary: Date of Award: 01/19/07 Notice to Proceed: 02/06/07 Original Contract Duration: 251 CD Current Contract Duration: 281 CD Elapsed Time from NTP: 281 CD		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
	Notice to Proceed	02/06/07	0	02/06/07	02/06/07	0
	Milestone 1 - Substantial Completion	10/15/07	30	11/14/07	11/14/07	0
Physical Percent Complete: Physical completion as of 11/14/07: 100.00% * * As reported by the City of Los Angeles, Department of Contract Administration	Cost Summary: \$ In millions 1. Award Value: * 4.26 2. Executed Modifications: 0.00 3. Approved Change Orders: 0.05 4. Current Contract Value (1+2+3): 4.31 5. Incurred Cost: 4.31 * City of Los Angeles					

CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy (AB)		Contract No. P2550 Status as of: February 29, 2008					
Progress/Work Completed: 1. Pilot Vehicles 701 & 702 are used as initial system training vehicles for maintenance staff. Next action is to transport 701/702 vehicles to Pittsburg for upgrade. The Project Team is evaluating merits of transporting 701/702 vehicles in 2008. 2. Vehicle final assembly work continues in Pittsburg, CA. 3. Shipment of foreign and domestic parts for final assembly continue to arrive in Pittsburg, CA. 4. Vehicle shipment from Pittsburg to Los Angeles is on hold until quality issues are resolved. Shipment of carshells from Italy to Pittsburg has resumed. 5. Several Engineering meetings with AB have been held to evaluate progress and to close open items, including visits to Pittsburg and Pistoia Italy. 6. EMI and TWC/ATP Testing have been completed. 7. Floor Fire Test Results were acceptable. 8. CPUC approval expected in March 2008. Areas of Concern: Vehicles 706 and 708 are on schedule to be Conditionally Accepted for revenue service in Metro Gold Line in early March 2008.		Major Activities (In Progress): 1. AnsaldoBreda's manufacturing plants in Pistoia and Naples, Italy continue to prepare carshells and subassemblies for shipment to U.S.A.. 2. Testing of Vehicles #706 & #708 is ongoing in Los Angeles. Vehicles are also being worked upon to close quality open items. Major Activities Next Period: 1. Several Technical Progress meetings will be held to emphasize the urgency of resolution of critical items for final acceptance of vehicles. 2. Cars 706 and 708 will be final tested for Conditional Acceptance in March 2008.					
			Original Contract Dates	Quantity	Contract Total Quantity	Balance Due	Transferred from AB to Metro
Schedule Summary: Date of Award: 04/24/03 Notice to Proceed: 06/06/03 Original Contract Duration: 1442 CD Elapsed Time from NTP: 1728 CD Note: Metro and AnsaldoBreda agreed to Mod No. 4 which extended the Option One ordering period from April 2006 to April 2008, effective May 14, 2007. Option date currently being extended to October 2008. Metro has requested an updated schedule from AB to determine the estimated completion schedule. However, AB and Metro are currently expediting the acceptance testing of 2 LRVs, 706 and 708 for Conditional Acceptance in early March 2008.		Notice to Proceed	6/6/2003A				
		Vehicles Assembled		28	50	22	9
		LRV Delivery to Commissioning Site - Metro *		0	50	50	
		LRV Accepted for Revenue Service by Metro		0	50	50	
		LRV in Revenue Service		0	50	50	
		* Delivery is defined as arrival in final configuration to immediately commence inspection and pre-acceptance testing.					
Physical Percent Complete: Percent of LRVs assembled = 28/50 = 56% Percent Work Product Invoiced through Feb. 2008 is 44%		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 Payments or invoices in process: 70.00					

CONSTRUCTION PHOTOGRAPHS



Boyle Heights/Mariachi Plaza Station mezzanine level.



View of LRT guideway on the 1st Street Bridge.

CONSTRUCTION PHOTOGRAPHS



LRT guideway construction within Segment 4A.



View of track crossover between East LA Civic Center and Atlantic Stations.

CONSTRUCTION PHOTOGRAPHS



Lowering Traction Power Substation #4 on it's foundation.



OCS hanger and wire installation within Segment 6.

CONSTRUCTION PHOTOGRAPHS



Canopy installation at Maravilla Station.



Placement of LVT blocks within the tunnels prior to rail installation.

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
CMAQ	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CNPPA	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