



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.

APRIL 2005

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PROJECT OVERVIEW

The Metro Gold Line Eastside Extension Project is a six-mile, dual track light rail system with eight new stations and one station modification. The system originates at Union Station in downtown Los Angeles, where it connects with the Pasadena Gold Line, traveling generally east to Pomona and Atlantic Boulevards. The system will bridge State Route 101 Freeway and traverse the existing 1st Street Bridge over the Los Angeles River. The system will travel south on Alameda Street and then east on 1st Street with two stations at Alameda and Utah Streets. East of the Los Angeles River and 1st and Utah Streets, the alignment transitions to tunnel for approximately 1.7 miles, and continues beneath 1st Street to underground stations at 1st Street and Boyle Avenue and 1st Street and Soto Street. The alignment returns to the surface near the intersection of 1st Street and Lorena Streets, then jogs to the south, transitioning to follow 3rd Street with stations at Indiana Street, Ford Boulevard, Mednik Avenue and Pomona and Atlantic Boulevards.

As of the end of this reporting period, the Soto Station 65% final design submittal was approved and the Little Tokyo/Arts District Station and Pico/Aliso Station schematic designs are in review. The Boyle Heights/Mariachi Plaza Station and Soto Station 85% designs; schematic design for Atlantic Station; the Segment-7 85% civil design; and the I-710 Freeway Overcrossing interim structural design are in progress. The 65% designs for traction power, overhead contact, train control and communications systems are also in progress.

All grade crossing applications have been submitted to the California Public Utilities Commission (CPUC) for review. Of the 41 grade crossings, 36 have been approved. The remaining five applications are grade separated grade crossings.

Excavation support, deck beams and temporary street decking completed in mid-April 2005 at the Boyle Heights/Mariachi Plaza Station. Station excavation and support of utilities are underway. Soldier pile installation at Soto Station was nearly 50% complete as of this reporting period.

Permeation grouting at the I-5 Freeway underpass, and utility relocations at Soto Station, and East and West Portals are continuing.

Major equipment for tunneling work continues to be delivered and installed at the 1st/Boyle staging area. The two Earth Pressure Balance Machines (EPBMs) are being manufactured, and will be shipped from Germany this summer for final assembly and installation in early September 2005 at the 1st/Boyle tunnel access shaft.

The Caltrans contractor for Contract C0802 – 101 Freeway Bridge Overcrossing mobilized pile drilling equipment to the north side of the 101 Freeway and began preparatory work for the Cast-In-Drilled Hole (CIDH) piles. The contractor will begin forming and placing concrete for columns next month.

MANAGEMENT ISSUES

No Management Issues for the period ending April 2005.

PROJECT SCOPE

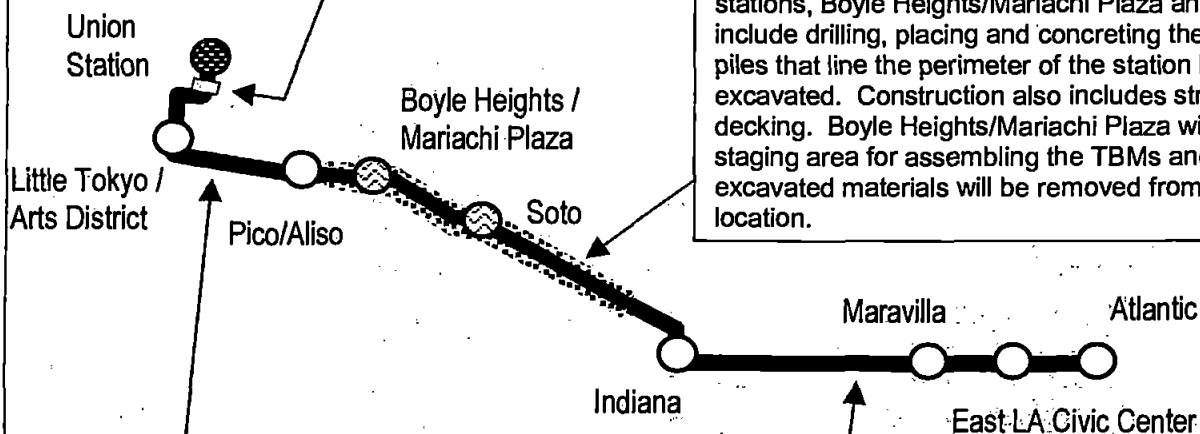
Contract C0802 – 101 Freeway Bridge

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	Apr-05	May-05	Jun-05	Jul-05	Aug-05	Sep-05
Approved Soto Station Schematic Design	4/15/05	◆					
Commenced Soto Station Soldier Pile Installation	4/16/05*	○					
Submitted Little Tokyo/Arts District Station Schematic Design	4/23/05	○					
Submitted Pico/Aliso Station Schematic Design	4/23/05	○					
Completed Boyle Station Temporary Street Decking	4/24/05*	○					
Submit Boyle Station 85% Design	5/9/05*		○				
Commence East Portal Demolition of Existing Retaining Wall	5/16/05		○				
Submit Segment-6 Initial Civil Design	5/16/05		○				
Complete West Portal Street Widening Under 101 Freeway	5/27/05*		○				
Submit Segment-1, 2A & 3A Initial Civil Design	6/6/05			○			
Submit Atlantic Station Schematic Design	6/13/05			○			
Submit East LA Civic Center Station Schematic Design	6/13/05			○			
Complete Manufacturing Tunnel Liner Molds	6/14/05*			○			
Complete East Portal DWP Overhead Power Line Temporary Relocation	6/17/05			○			
Complete Boyle Station Box Excavation	7/15/05*				○		
Commence West Portal Soldier Pile Installation	7/28/05*				○		
Complete Boyle Station Grounding Mat/Sub-Invert Concrete	8/3/05*					○	
Submit Segment-6 & 7 85% Civil Design	8/9/05*					○	
Delivery of Tunnel Boring Machines	9/7/05*						○
Unload & Begin Assembly of EPBM No. 1 (Westbound Tunnel)	9/8/05*						○
Submit Soto Station 85% Design	9/8/05						○



LACMTA Staff Milestone



Eastside LRT Constructors



Other Agencies



New Date

FTA

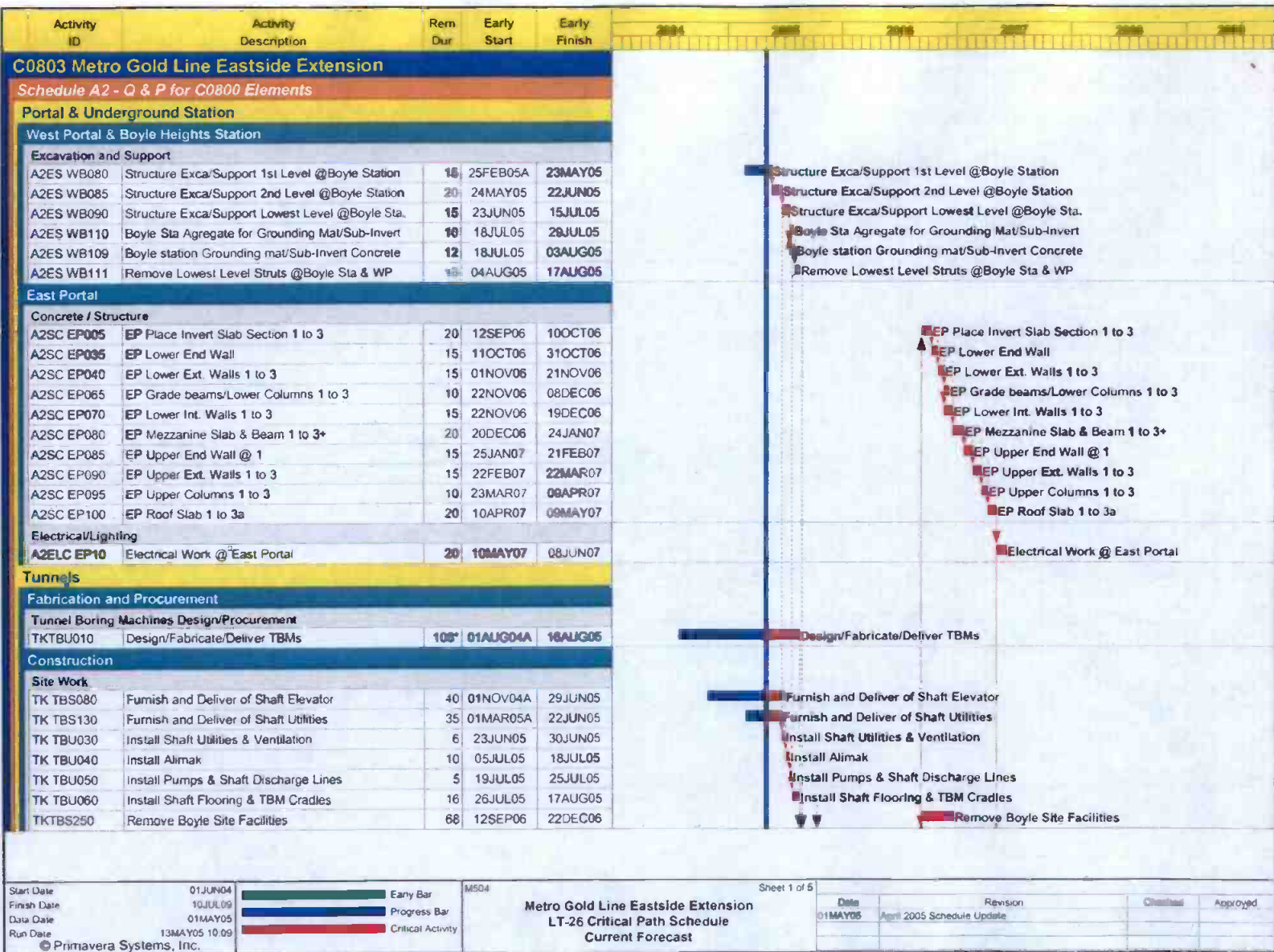
FTA Approval



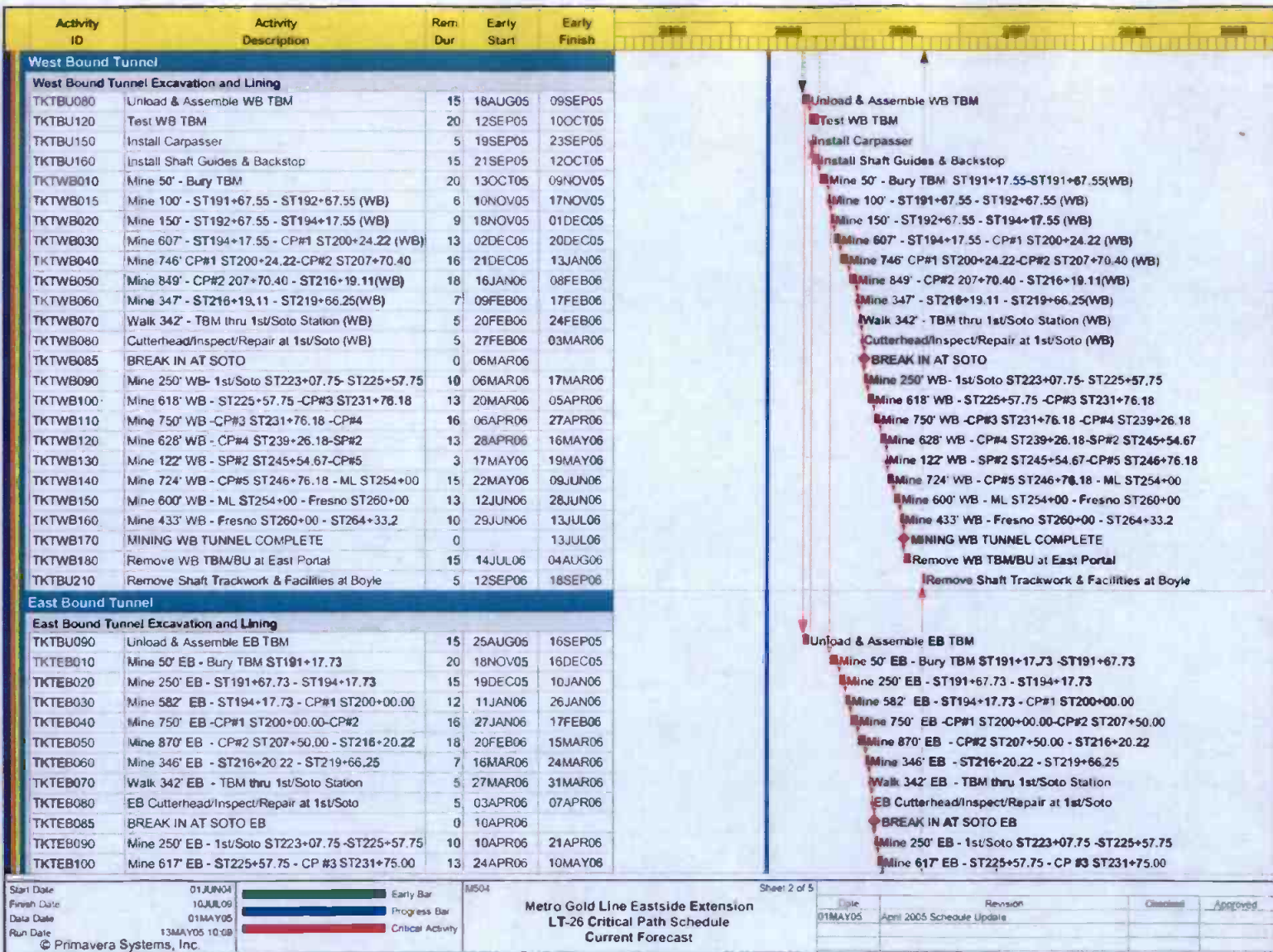
Metro

LACMTA Board Approval

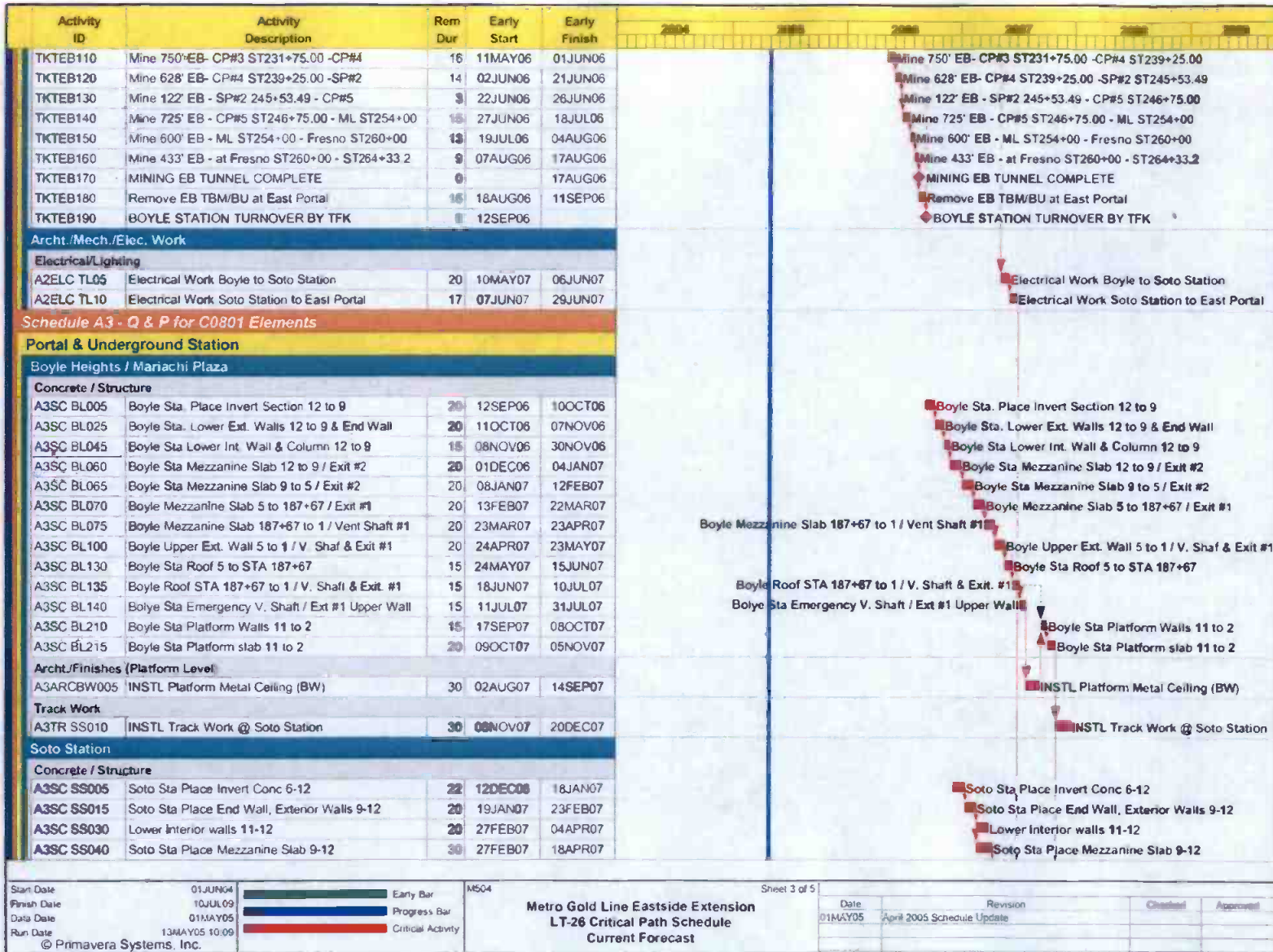
PROJECT MASTER SCHEDULE CRITICAL PATH (1 of 5)



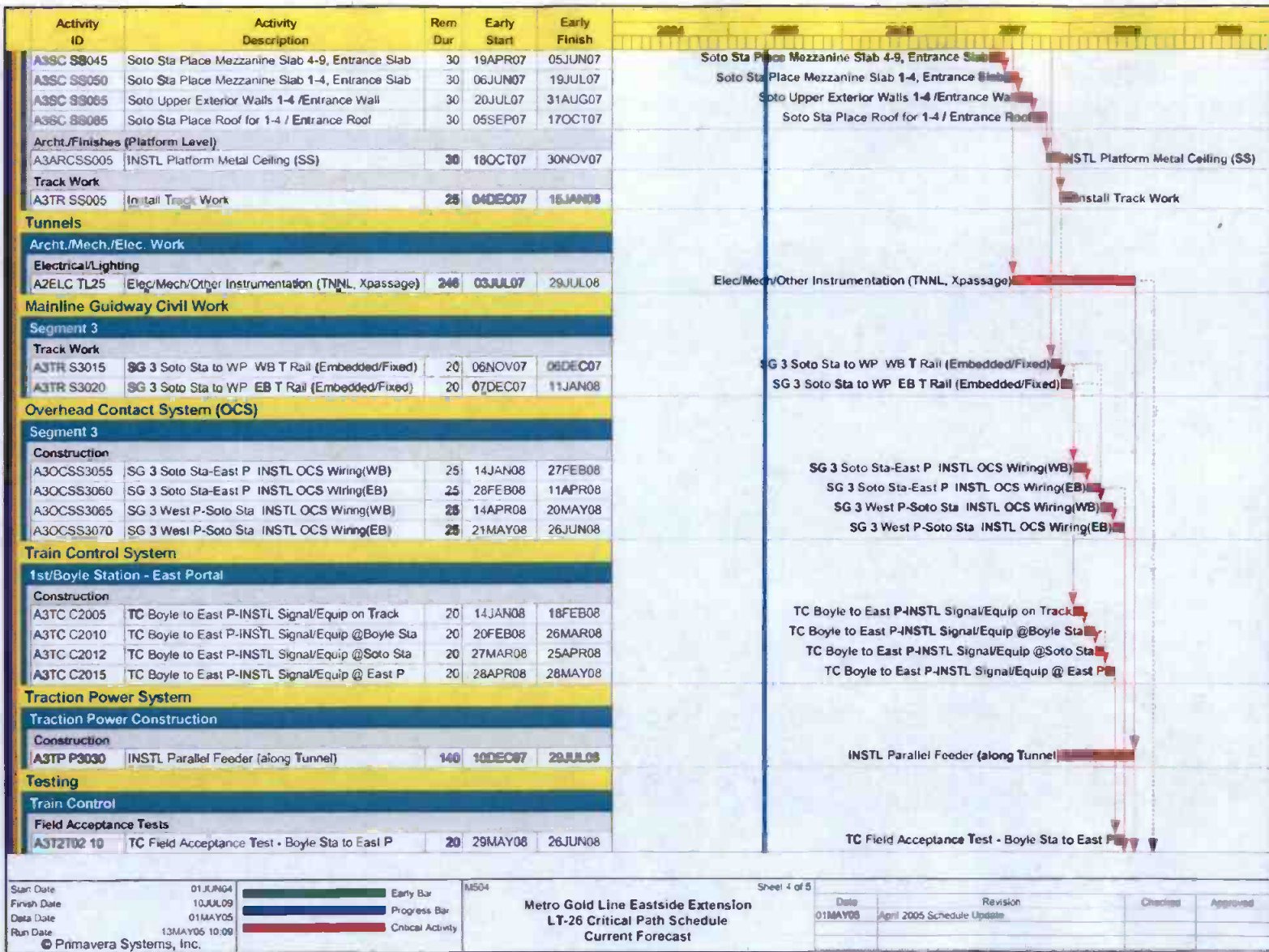
PROJECT MASTER SCHEDULE CRITICAL PATH (2 of 5)



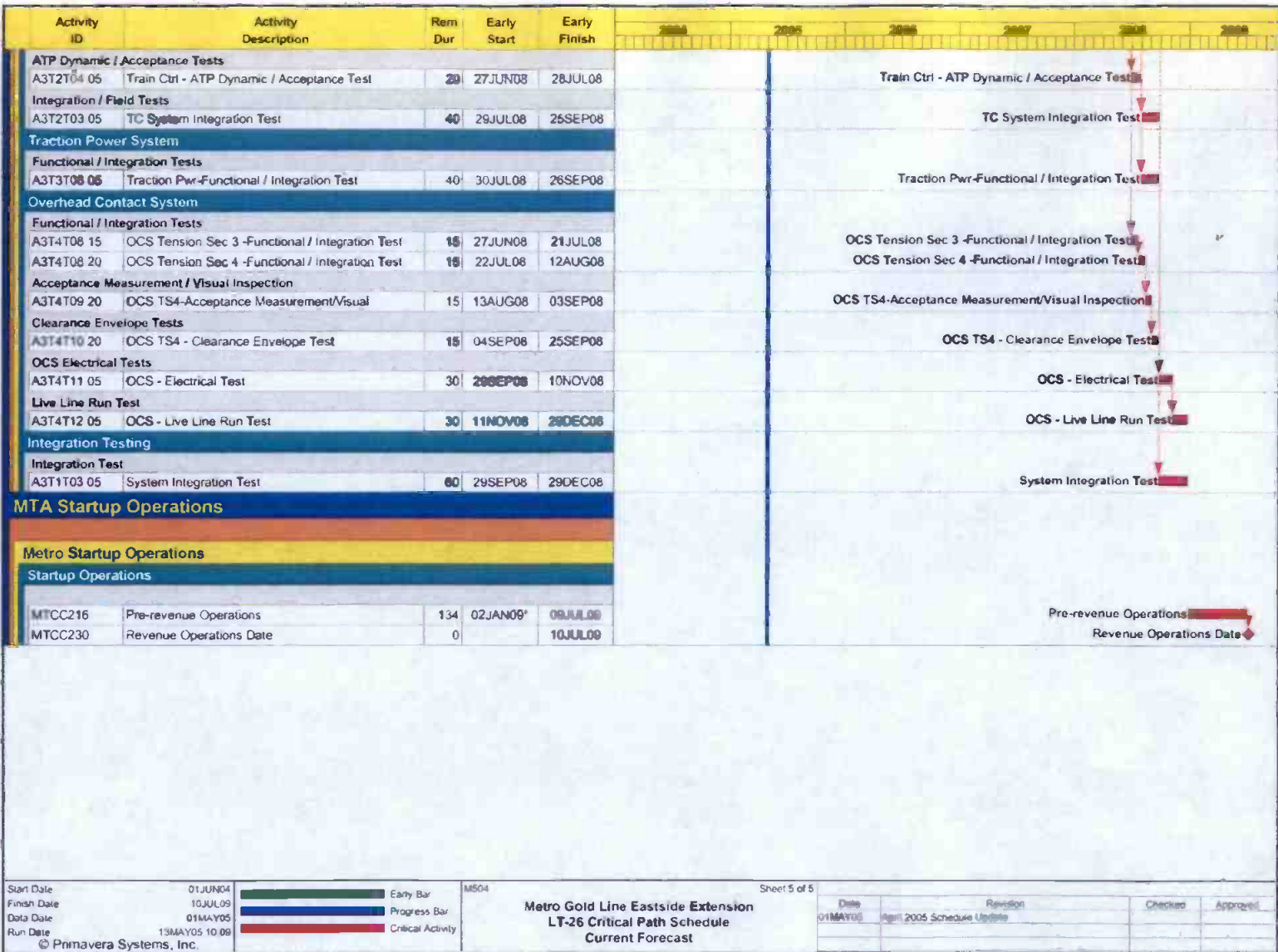
PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 5)



PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 5)



PROJECT MASTER SCHEDULE CRITICAL PATH (5 of 5)



CRITICAL PATH NARRATIVE

Current Critical Path Analysis

The manufacturing and delivery of two Earth Pressure Balance Machines (EPBMs) and tunnel liners are on the critical path. Concurrent with these procurements, the project has proceeded with critical tasks such as submittals preparation and review, traffic control, utility relocations, ground treatments, soldier pile installation, deck beam installation and station box excavation.

After the completion of Boyle Station temporary decking system installation on April 24, 2005, the project continued with the first level structure excavation, utility supports installation, dewatering, and noise barrier walls installation around the site parameter. The Boyle Station structure excavation is scheduled to complete prior to EPBMs delivery. Concurrent with the Boyle Station structure excavation, the Soto Station soldier pile installation commenced on April 16, 2005 and will continue into the next month.

The critical path continues with EPBM assemblies, excavation of both tunnels, excavation of crosspassages and tunnel invert construction. The critical path then follows Boyle and Soto Stations construction and the installations of trackwork and overhead contact system for the underground section. The system equipment installation such as overhead contact system, train control, traction power, and local facilities testing are the last stage of the critical path prior to entering the final test stage, where systems integration testing and pre-revenue operations are conducted.

Design

During this reporting period, the Soto Station schematic design was approved and the Little Tokyo/Arts District Station schematic design and the Pico/Aliso Station schematic design were submitted for Metro's review. The facility design packages and the system design packages are also in progress:

- Facility Design Packages:
 1. Boyle Station 85% design,
 2. Atlantic Station schematic design,
 3. Segment-7 85% civil design,
 4. Initial civil design Segments 1,2A, 6, and
 5. I-710 Freeway Overcrossing interim structural design.
- System Design Packages:
 1. Traction power 65% design,
 2. Overhead contact system 65% design,
 3. Train control system 65% design, and
 4. Communication system 65% design.

CRITICAL PATH NARRATIVE

Construction

The Boyle Station temporary decking system installation completed in mid-April 2005 and was immediately followed by structural excavation, utility supports, and struts/walers installation which will continue into the next month. The tieback installation will be performed concurrently with the station box excavation in the next few months. The Soto Station soldier pile installation commenced in mid-April 2005, and 56 piles were installed in this reporting period.

At the East Portal site, DWP Power continued the overhead power line relocation, from the north side of 1st Street to the south side. The power line relocation is anticipated to complete in mid-June 2005 to allow the commencements of street widening and construction of the retaining wall at the intersection of 1st Street and Lorena Street, as well as the East Portal phase-2 soldier pile installation.

Permeation grouting continued at the south side of I-5 Freeway underpass. Utility relocations at Soto Station, West and East Portals are underway. The north retaining wall, storm drain relocation, and the 1st Street widening work also continued at the US-101 Freeway underpass.

During this reporting period, the major supporting equipments for the tunneling work were continuously delivered and installed at the Boyle staging area.

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	-	638,970	5,054	136,874	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	192	14,975	202	7,806	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	-	40,711	930	34,659	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,936	-	80,032	1,481	70,452	-	135,936	-
PC	PROJECT CONTINGENCY	60,254	-	28,249	-	-	-	-	-	28,249	-
PR	PROJECT REVENUE	(4,617)	-	(4,633)	-	-	-	(16)	-	(4,633)	-
SUBTOTAL		884,014	-	884,014	192	774,688	7,667	249,774	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	-	-	-	-	-	14,800	-
TOTAL		898,814	-	898,814	192	774,688	7,667	249,774	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2005

PROJECT COST ANALYSIS

Original Budget

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

Current Budget and Current Forecast

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

Commitments

The Commitments increased by \$0.2 million this period due to executed modifications for environmental compliance services. The \$774.7 million in Commitments to date represents 86.2% of the Original Budget.

Expenditures

Expenditures are cumulative through March 2005. The Expenditures increased by \$7.7 million this period primarily due to construction costs associated to Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The \$249.8 million in Expenditures to date represents 27.8% 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	-	18,000	150	150	-	-	-	18,000	-
S	SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	-	-	-	-	-	-	-
SUBTOTAL		18,000	-	18,000	150	150	-	-	-	18,000	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	18,000	150	150	-	-	-	18,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2005

PROJECT COST ANALYSIS

Original Budget

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

Current Budget and Current Forecast

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

Commitments

The Commitments for this period are \$0.2 million. The Commitments reflect Not-to-Exceed authorizations for Urban Design Elements, Traction Power Substations and a Low Profile Overhead Contact System. The \$18.0 million in Commitments published in the prior monthly report was to acknowledge the LACMTA Board's approval and commitment of the project. All future reports will only have the Commitments reflect approved changes to the contract. The \$0.2 million in Commitments to date represents 1% of the Original Budget.

Expenditures

Expenditures are cumulative through March 2005. There are no Expenditures for this period.

FINANCIAL/GRANT STATUS

SOURCE	in \$ millions							
	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to FUNDING SOURCE \$
FEDERAL - SECTION 5309 NEW START	490.7	490.7	17.3	424.9	87%	17.3	4%	17.3
FED - SECTION 5309 FIXED GUIDEWAY	23.1	23.1			0%		0%	0%
FEDERAL - CMAQ	10.3	10.3			0%		0%	0%
REGIONAL IMPROVMENT PROG-FED	179.6	179.6	4.6	179.6	100%	4.6	3%	4.6
REGIONAL IMPROVMENT PROG-STATE	0.6	0.6	0.6	0.6	100%	0.6	100%	0.6
STATE TCRP	45.0	45.0	45.0	45.0	100%	45.0	100%	45.0
PROP A 35% / PROP C 40% BONDS	124.6	124.6	116.0	124.6	100%	115.7	93%	115.7
LEASE REVENUES	10.1	10.1			0%		0%	0%
UNBILLED ACCRUALS						66.6		
SUB-TOTAL	884.0	884.0	183.5	774.7	88%	249.8	28%	183.2
PROP A/PROP C (INTEREST COST)	14.8	14.8	0.0	0.0	0%	0.0	0%	0.0
TOTAL	898.8	898.8	183.5	774.7	86%	249.8	28%	183.2

(1) Based on August 03 Adopted Short Range Transportation Plan (includes interest cost)
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 2005.

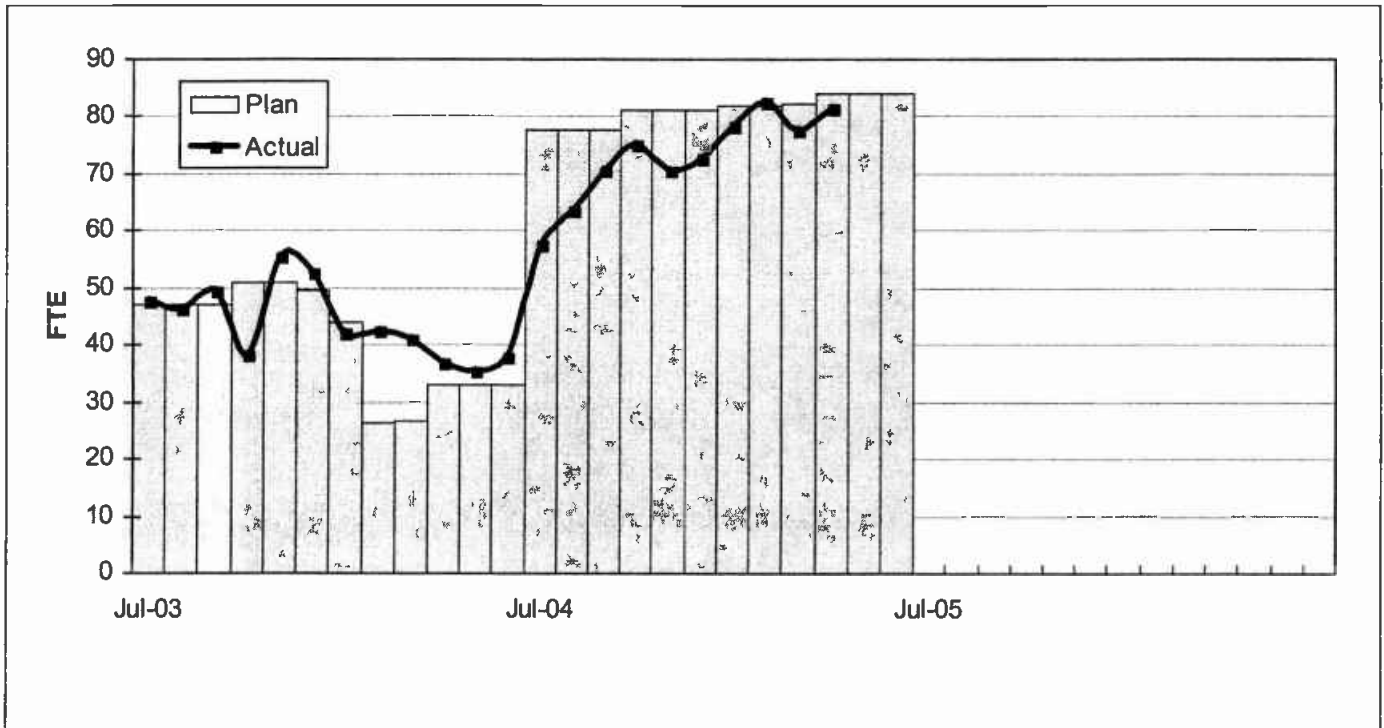
STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309: The LACMTA submitted a grant amendment application CA-03-0508-04 for \$3,934,330 on April 18, 2003. Funds were available for draw down as of June 2003. On June 1, 2004, the FTA approved the Full Funding Grant Agreement for \$490.7 million of New Starts Funds. The LACMTA received an appropriation of \$59.5 million for FY05. A grant application has been submitted to FTA and is awaiting approval.

STATE TCRP: On April 3, 2003 the California Transportation Commission approved LACMTA's request to amend the STIP to convert \$191 million of unallocated TCRP funds to STIP funds. On August 25, 2003, LACMTA submitted a request for AB1335 Letter of No Prejudice (LONP) authority for Phase 4 construction activities. On March 2005, the LACMTA resubmitted a request for approval of a LONP for \$189.2M for Phase 4 (Construction) to CTC for consideration at the May 2005 CTC Meeting.

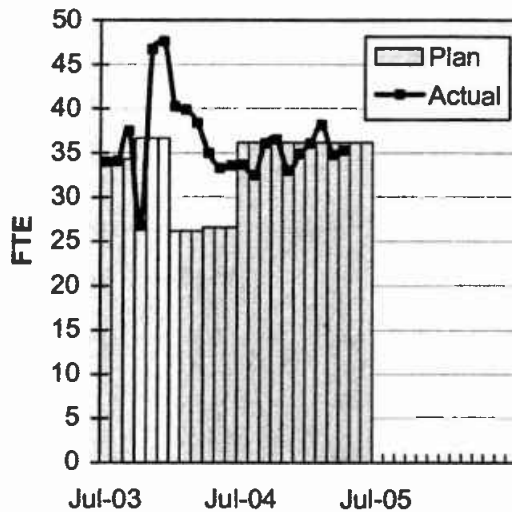
STAFFING STATUS

TOTAL PROJECT STAFFING

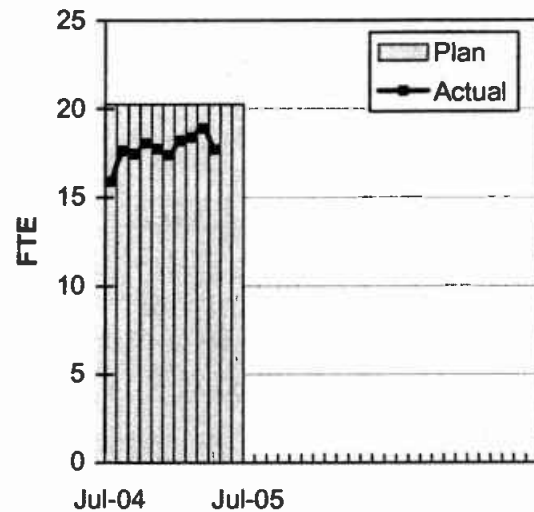


STAFFING STATUS

DIRECT AGENCY STAFFING

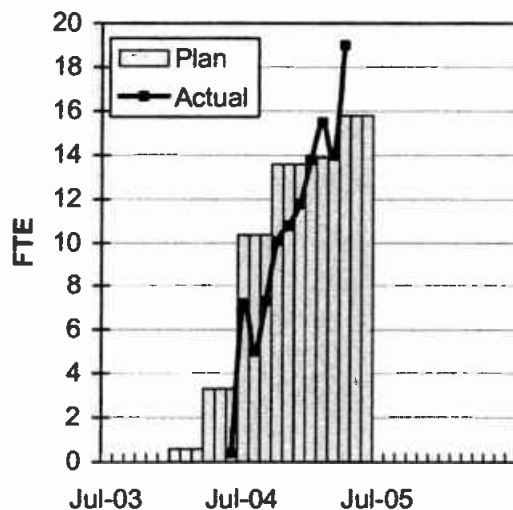


INDIRECT AGENCY STAFFING

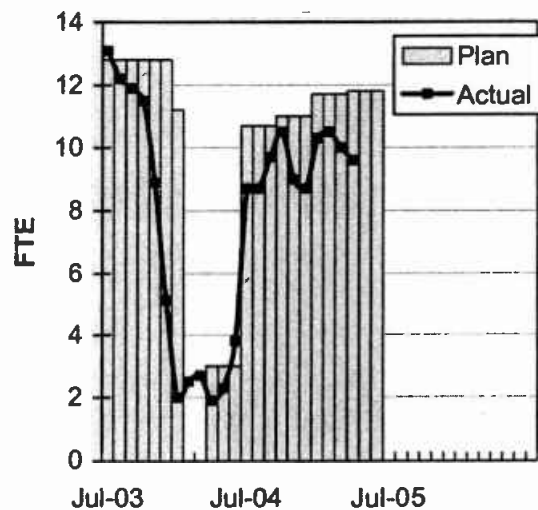


* For fiscal year 2005, indirect staffing levels are no longer part of overhead costs.

CONSTRUCTION MANAGEMENT



ELRT PARTNERS



REAL ESTATE STATUS

- For C0803, the tunnel portion of the alignment, 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 66 property owners. A total of 55 parcels have been acquired (37 under C0803-Tunnel, 16 under C0803-At-Grade, and 2 under C0802). Real Estate is in negotiations with the other property owners.
- Third Party Administration has obtained two Encroachment Permits from Caltrans for C0803-Tunnel. All three (3) street closures have been obtained from the City of LA.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	55	14	0	0
Last Period	69	51	18	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	37	0	3	0	0	37*
C0803-At-Grade	27	16	0	10	0	1**	16
C0802	2	2	0	0	0	0	2
TOTAL	69	55	0	13	0	1	55
LAST PERIOD	69	51	0	17	0	1	51

* Includes 4 properties acquired under condemnation plus 29 escrows that were closed

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

ENVIRONMENTAL STATUS

- Maintained Stormwater Best Management Practices site controls.
- Removed 1,200 feet of transite pipe at Boyle Station.
- Use of temporary storage area for Soto Station soil is under consideration.

COMMUNITY RELATIONS STATUS

- Presented 65% schematic final design of Soto Station to the Review Advisory Committee.
- Supported the East Los Angeles Community Youth Center's Annual Angel Awards.

QUALITY ASSURANCE STATUS

- Signet Test Lab continued with verification testing of concrete, soil compaction and nondestructive examination of deck beam splices.
- Continued to review Welder Qualification Test Records to support decking operations at 1st and Boyle Streets, as well as structural steel fabrication at the Ducommun Yard.
- Conducted periodic surveillances of C0801 demolition operations.

SAFETY STATUS

- Participated in weekly progress meetings with construction management and ELRTC personnel to discuss safety related issues and construction schedule.
- Participated in readiness review, contractor submittal review and Tool Box Safety meetings.
- Conducted All Hands Safety Meeting with CM and ELRTC safety representatives.
- Monitored construction activities on a daily basis, including weekends, to ensure safety compliance.
- Participated in Third Party Utility Meeting to discuss safety related issues and construction schedule.
- ELRTC reported one (1) recordable injury for the month of April 2005.

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	5/05	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. Caltrans has yet to respond.
LADWP (Water)	Amendment	5/05	*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. Meeting with City Attorney's Office and County Supervisor's Office failed to reach agreement. Waiting on LACMTA Management final decision.
LADWP (Power)	Amendment	5/05	*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. Meeting with City Attorney's Office and County Supervisor's Office failed to reach agreement. Waiting on LACMTA Management final decision.
So. Cal. Edison Co.	Amendment	5/05	*6/04	LACMTA is waiting for SCE to submit a re-draft of the proposed amendment. The last call placed with SCE Executive Legal Branch was on 2/25/05. SCE Stated they have no intention of signing agreement.
The Gas Company	Amendment	Completed	N/A	The Gas Co. executed the amendment on December 3, 2004. LACMTA Board approved agreement for execution on April 28, 2005.
SBC	Amendment	Completed	N/A	SBC executed the agreement in January 2005. LACMTA Board approved agreement for execution on April 28, 2005.
Adelphia Cable Company	Amendment	5/05	*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.

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
California Water Service Company	Master	Completed	N/A	LACMTA Management, County Counsel and Cal Water reviewed and agreed on recommended revisions to the agreement. Cal Water executed the agreement on 12/6/04. LACMTA Board approved agreement for execution on April 28, 2005.
L.A. County Sanitation Districts	N/A	N/A	3/04	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 encasement of their facilities on Indiana Street.
MCI Worldcom	Amendment	Completed	N/A	An amendment to the previous agreement with MCI was prepared. LACMTA Management, County Counsel and MCI agreed to the recommended revisions. MCI executed the agreement on 7/20/04. LACMTA Board approved agreement for execution on April 28, 2005.
Metropolitan Water District	Amendment	Completed	N/A	LACMTA Management, County Counsel and MWD agreed to use the existing agreement. A letter of concurrence was signed by LACMTA and MWD in May 2003.
Verizon Wireless	Amendment	5/05	*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 in May 2005.
AT&T Local Services	Amendment	5/05	*6/04	LACMTA County Counsel reviewed the existing agreement and recommended revisions. A revised amendment was sent to AT&T. The last follow-up call to AT&T was on 3/2/05 and Legal is completing final review for execution.
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

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
Equilon Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Level 3 Communications	N/A			Facilities are not impacted by Eastside Construction
Broadwing Communications	N/A			Facilities are not impacted by Eastside Construction
Eller Media	N/A			Facilities are not impacted by Eastside Construction

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

CPUC CROSSING SUMMARY

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

36 applications approved. The final five applications are all grade separated. MTA is providing supplemental information agreed upon with CPUC.

Batch Descriptions	
1	1st / Alameda
2	Alameda / Temple
	1st / Hewitt
	Ped Crossings @ 1st / Alameda Station
3	1st / Vignes
4	1st / Lorena
4A	Indiana/1st
	Indiana/3rd
	Indiana Pedestrian Crossing
6	1st / Mission
	1st / Anderson
	1st / Clarence
	1st / Utah
	1st/Gless Pedestrian Crossing
7	3rd / Rowan
8	3rd / Gage
	3rd / 60 Fwy WB Ramps
	3rd /Downey
9	3rd / Marianna
	3rd / Eastern
10	3rd / Ford
	3rd / McDonnel
	3rd / Arizona
11	3rd / Mednik
	3rd / Civic Center Drive
	3rd / La Verne
12	3rd / Drveways to Sherriff's Station
	3rd / Wood / Via Corona / Pomona / Beverly
13	3rd / 60 Fwy WB Connector
	3rd / 60 Fwy over ELRT
	3rd / 710 Fwy SW Connector
	3rd / Bridge over 710 Fwy
	3rd / 710 Fwy SE Connector
14	Union Station Service Road
15	1st / Santa Fe
	1st / Myers
16	1st / MTA
	1st / BNSF
	1st / Union Pacific
17	US 101 Fwy Overcrossing
18	Commercial Street Overcrossing

CONTRACT C0802 STATUS

Description: 101 Freeway Bridge Overcrossing Contractor: Brutoco Engineering & Construction		Contract No. C0802 Status as of: April 29, 2005					
Progress/Work Completed: <ul style="list-style-type: none"> * Installed Bent No. 2 CIDH pile. * Completed drainage systems No. 2 and 3. Areas of Concern: <p>None</p>		Major Activities (In Progress): <ul style="list-style-type: none"> * CIDH piles concrete curing and examination. * Commercial Street roadway grading. * Freeway mainline demolition for realignment. * Mobilization to Abutment No. 1 for CIDH pile installation. Major Activities Next Period: <ul style="list-style-type: none"> * Freeway mainline demolition for realignment. * Abutment No. 1 CIDH pile installation. * Column rebar/form/concrete for Bent Nos. 4, 5, 6, 7 and 8. * Abutment No. 10 footing rebar/form/concrete. * Construction of new on and off ramps. 					
Schedule Summary: Date of Award: 09/07/04 Notice to Proceed: 09/22/04 Original Contract Duration: 700 CD Current Contract Duration: 700 CD Elapsed Time from NTP: 219 CD			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
		Notice to Proceed	09/22/04	0	09/22/04	09/22/04	0
		Milestone 1 - Complete Abutment No. 10	06/26/06	0	06/26/06	06/26/06	0
		Milestone 2- Complete All Work	08/23/06	0	08/23/06	08/23/06	0
Physical Percent Complete: Physical completion * as of this reporting period is: 14.57% * Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/ Expense Report		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: 1.10					

CONTRACT C0803 STATUS

Description: Tunnel, Stations, Trackwork & Systems Contractor: Eastside LRT Constructors	Contract No. C0803 Status as of: April 29, 2005					
Progress/Work Completed: <ul style="list-style-type: none">* Completed Boyle Station temporary decking system installation.* Commenced Soto Station soldier pile installation.* Completed Pecan Park retaining wall.* Completed 101 Freeway south retaining wall.* Commenced 101 Freeway north retaining wall.* Commenced West Portal street widening.* Completed Little Tokyo/Arts District Station schematic design.* Completed Pico/Aliso Station schematic design.* Completed Segment-6 initial civil design. Areas of Concern: None	Major Activities (In Progress): <ul style="list-style-type: none">* Boyle Station structure excavation* Soto Station soldier pile installation* East Portal DWP overhead power line relocation* Utility relocations at Soto Station and West Portal* Permeation grouting at I-5 Freeway* North retaining wall at 101 Freeway* Fabrication of two tunnel boring machines and tunnel liners* 85% design for Boyle and Soto Stations* Schematic designs for four at-grade stations* Systems 65% design Major Activities Next Period: <ul style="list-style-type: none">* Fabrications of two tunnel boring machines and tunnel liners* Soto Station soldier pile installation* Boyle Station structure excavation* East Portal DWP overhead power line relocation* East Portal existing retaining wall demolition and street widening* 85% Design for Boyle and Soto Stations* Schematic design for four at-grade stations* 85% civil design for Segment-6 and Segment-7* System 65% design					
Schedule Summary: Date of Award: 06/01/04 Notice to Proceed: 07/01/04 Original Contract Duration: 1795 CD Current Contract Duration: 1795 CD Elapsed Time from NTP: 305 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	0	12/31/08	12/31/08	0
	Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	0	04/30/08	04/30/08	0
	Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	0	05/30/09	05/30/09	0
	Milestone 6 - Complete design and construction of Option D work.	09/28/04	0	09/28/04	09/28/04	0
Physical Percent Complete: Physical completion * as of this reporting period is: 9.15% * Note: Physical completion assessment reflects work completed and invoice amount.	Cost Summary: \$ In millions 1. Award Value: 600.45 2. Executed Modifications: 0.16 3. Approved Change Orders: 0.00 4. Current Contract Value (1+2+3): 600.61 5. Incurred Cost: 142.50					

CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy	Contract No. P2550 Status as of: April 29, 2005					
Progress/Work Completed: 1. The IPT conducts on-going weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples Italy. 2. AnsaldoBreda has committed to having the first two vehicles delivered to the MTA in June 2005. 3. The IPT has completed the First Article Inspections, and travel to support these program management efforts. 4. AnsaldoBreda has completed the scale model and it was received in Los Angeles April 1, 2005.	Major Activities (In Progress): Contractor is in process of completing the Milestone 5A, 6A, 7A, & 8A work 98% of this work is completed. However, these four milestones are not yet considered as complete. The contractor continues to work on Milestones 9A, 10A, and 11A. AnsaldoBreda has invoiced for 6A work. No other invoices were received during April 2005 Major Activities Next Period: 1. AnsaldoBreda engineers will attend the final design completion meetings in Los Angeles in May 2005. 2. The scale model will be presented to the Board. 3. Activities will progress toward the delivery and receipt in Los Angeles the first two vehicles. Presently the first vehicle is planned for an air shipment to LAX. The second will be forwarded by sea and land. 4. During this period the IPT will continue closely monitoring and expediting where necessary for all scheduled activities involved in constructing and supporting the 2550 rail vehicle. 5. Weekly teleconference meetings have reconvened to monitor technical design completion for the 2550 rail vehicles.					
Areas of Concern: 1. Documentation submittals are close to complete. However, several submittals continue lagging behind the contract schedule. AnsaldoBreda has contracted with a consultant to "catch-up" on the submittals. 2. Milestone 5A - Approval of all design dwgs, Milestone 6A - Approval of Cab Mock-up, Milestone 7A and Milestone 8A - Appr.of Traction Motors Perf. Tests, are not yet considered as complete nor officially approved. These milestones are scheduled for review and approval in May 2005.						
Schedule Summary: Date of Award: 04/24/03 Notice to Proceed: 06/06/03 Original Contract Duration: 1460 CD Current Contract Duration: 1460 CD Elapsed Time from NTP: 696 CD Option 1 & 2 Contract duration 1460 CD** ** after starting options 1 & 2 Note: MTA has issued Modification No. 1 to AnsaldoBreda. Modification No. 1 is a zero-cost, miscellaneous administrative and technical clarification modification. MTA is in process of completing the issue of Modification No. 2 that reflects the recently granted California Board Of Equalization exemption for State Sales Tax on the Light Rail Vehicles.		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
	Notice to Proceed	06/06/03	0	6/06/03A	6/06/03A	0
	Milestone 1A -	08/08/03	0	12/08/03	10/15/03A	0
	Milestone 2A -	09/05/03	0	11/20/03	12/30/03A	0
	Milestone 3A -	11/07/03	0	01/20/04	12/30/03A	0
	Milestone 4A -	01/02/04	0	01/31/04	3/31/04A	0
	Milestone 5A - Appr.dwgs, per Sect.1.13.1Tech Specs	05/07/04	0	05/07/04	05/31/05	392
	Milestone 6A - Appr.of Operator Cab Mockup	06/04/04	0	06/04/04	05/31/05	364
	Milestone 7A - Appr.Carbody stress analysis & C.T. report	11/05/04	0	11/05/04	05/31/05	210
	Milestone 8A - Appr.of Traction Motors Perf. Tests	11/05/04	0	11/05/04	05/31/05	210
	Milestone 9A - Appr.of Final Op. Hazard Analysis	02/04/05	0	02/04/05	05/31/05	116
	Milestone 10A - Deliver Draft Op.Maint.H. Repair Manuals	02/11/05	0	02/11/05	05/31/05	109
	Milestone 11A - Appr.of Op. Training Program	04/08/05	0	04/08/05	05/31/05	53
	Milestone 14A - Acceptance of two First Article Vehicles	12/02/05	0	12/02/05	12/02/05	0
Physical Percent Complete: Physical completion * as of April 2005 is 44% . * Note: Physical completion assessment reflects work completed and invoiced plus current 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: (None) 0.00 4 Current Contract Value (1 + 2 + 3): 158.74 5 Pending Changes: (None) 0.00 6 Incurred Cost: 36.64					

CONSTRUCTION PHOTOGRAPHS



Excavation of Boyle Heights/Mariachi Plaza Station.



CONSTRUCTION PHOTOGRAPHS



Deck beams placement at Boyle Heights/Mariachi Plaza Station.



Soldier pile installation at Soto Station.

CONSTRUCTION PHOTOGRAPHS



Column rebar cages for the 101 Freeway Overcrossing.



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 (MTA staff) costs.

RIGHT-OF-WAY: Includes real estate appraisals, purchase cost of parcels, easements, right-of-entry permits, escrow fees, and tenant relocation.

UTILITY/AGENCY FORCE ACCOUNT: Includes work by outside agencies and utilities in design coordination and review.

CONTINGENCY: A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.

SPECIAL CONDITIONS: Includes utilities relocation, environmental compliance and mitigation, master cooperative agreements, insurance program, artwork, systems integration testing and pre-revenue operations.

APPENDIX

LIST OF ACRONYMS

AFE	Authorization For Expenditure
ATC	Automatic Train Control
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
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
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PGL	Pasadena Gold Line
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude

APPENDIX

LIST OF ACRONYMS (Continued)

ROW	Right-Of-Way
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCRP	Traffic Congestion Relief Program
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package