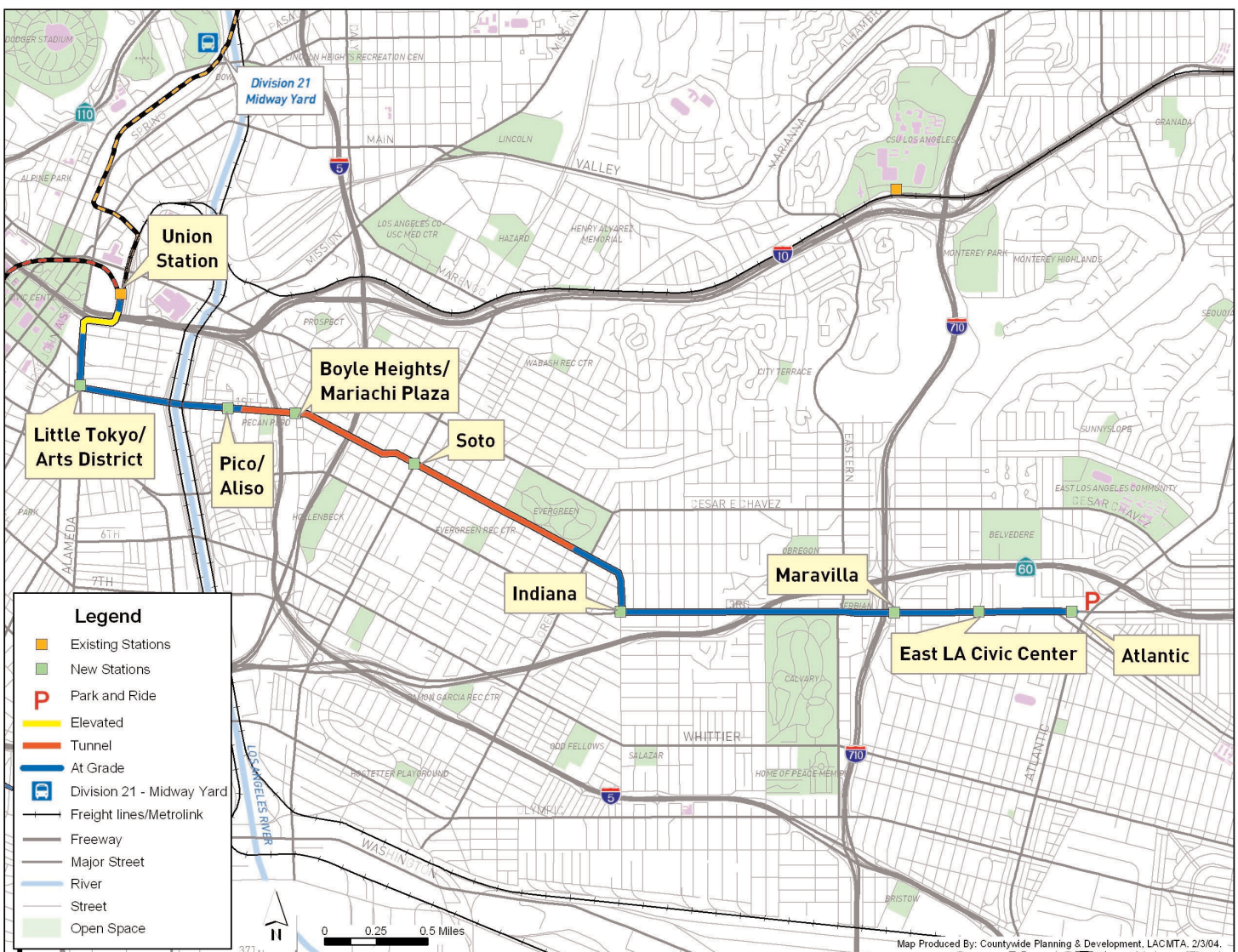


MONTHLY PROJECT STATUS REPORT

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.

JULY 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 I-710 Freeway Overcrossing 85% final design package was submitted to Caltrans for review. Segments 1, 2A, 3A, 5, 6 and 7 85% civil designs are underway. Boyle Station 100% final design, Soto Station and Atlantic Station 85% final designs, and Segment-3B initial civil design are in progress. The 85% final designs for traction power, overhead contact, train control and communications systems are also in progress.

The California Public Utilities Commission (CPUC) has approved 36 of 42 grade crossing applications. It is anticipated that the five grade separated crossings will be approved by the CPUC in September 2005. This will leave one application to be processed.

At the Boyle Heights/Mariachi Plaza Station, the station structural excavation and shoring were completed and a portion of the concrete grounding mat was placed during the month of August 2005. The majority of the sub-invert and invert slabs are now scheduled to complete prior to the arrival of the tunnel boring machines.

At Soto Station, the deck beam and temporary street decking installation began and were completed during the reporting month followed by the start of utility support and station structural excavation.

The West Portal soldier pile installation began in late July 2005 along the north side of 1st Street and is scheduled to finish in early September 2005. Thereafter, the south side soldier pile installation begins after vehicular traffic is diverted from the south side to the north side of the street.

At the East Portal crematorium site, the contractor resumed the excavation behind the existing retaining wall in accordance with the Archeological Treatment Plan. Once the excavation is completed, the existing wall will be demolished in order to build a new retaining wall to allow street widening to continue on the north side of 1st Street.

Utility relocations are continuing along 3rd Street.

The two Earth Pressure Balance Machines (EPBMs) were shipped in mid-August 2005. The EPBMs are scheduled to arrive at the Port of Los Angeles by mid-September 2005. Final assembly and installation will occur in Fall 2005 at the 1st/Boyle tunnel access shaft.

The Caltrans contractor for Contract C0802 – 101 Freeway Bridge Overcrossing continued with pile repairs, erection of column rebar cages, and the freeway roadway construction.

MANAGEMENT ISSUES

No Management Issues for the period ending August 2005.

PROJECT SCOPE

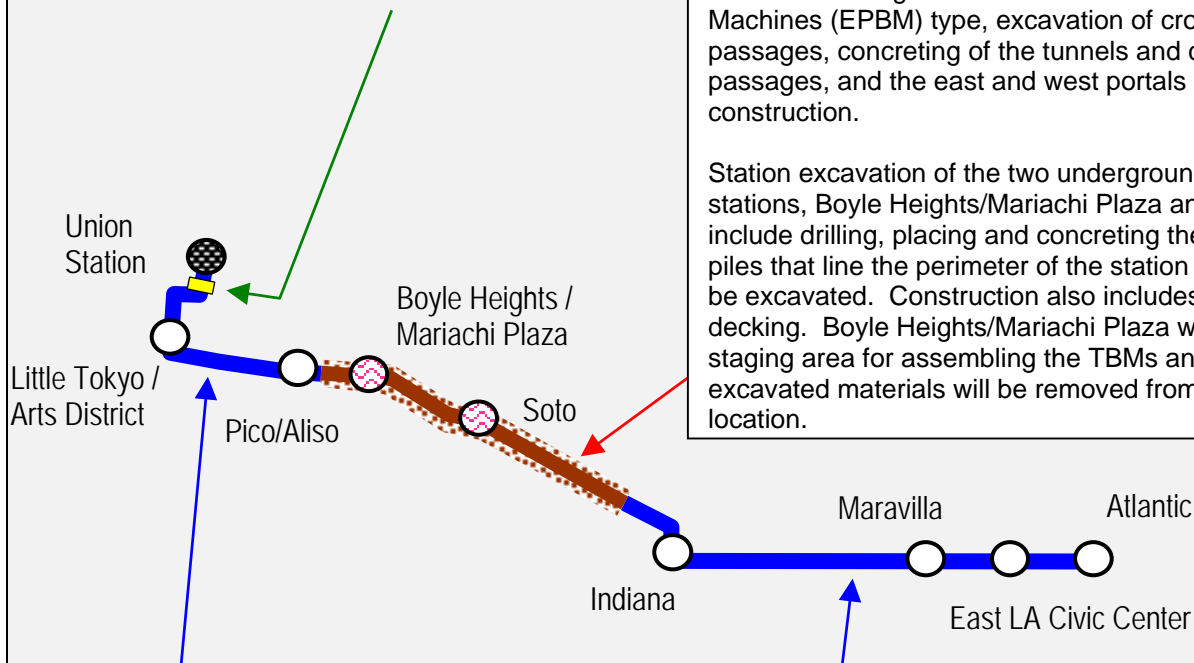
Contract C0802 – 101 Freeway Bridge

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	Aug-05	Sep-05	Oct-05	Nov-05	Dec-05	Jan-06
Completed Soto Station Temporary Street Decking	8/22/05 *	○					
Completed Boyle Station Box Excavation	8/26/05 *	○					
Commenced Boyle Station Grounding Mat	8/29/05 *	○					
Commenced Soto Station Level-1 Excavation	8/29/05 *	○					
Commenced Boyle Station Sub-Invert Concrete	8/31/05 *	○					
Submitted I-710 Overcrossing 85% Design	8/31/05	○					
Submit 85% Civil Design-Segments 1 & 2A	9/9/05		○				
Submit 85% Civil Design-Segments 6 & 7	9/16/05 *		○				
Delivery of Tunnel Boring Machines to the Port of Los Angeles	9/18/05		○				
Complete Boyle Station Sub-Invert Concrete	9/21/05		○				
Submit Soto Station 85% Design	9/30/05 *		○				
Commence West Portal Temporary Street Decking	10/12/05			○			
Unload & Begin Assembly of EPBM No. 1 (Eastbound Tunnel)	10/14/05			○			
Complete West Portal Soldier Pile Installation including area under US-101 Freeway)	10/19/05			○			
Unload & Begin Assembly of EPBM No. 2 (Westbound Tunnel)	10/21/05			○			
Commence Testing of EPBM No. 1 at Boyle Station	11/4/05				○		
Submit Boyle Station 100% Design	11/11/05 *				○		
Submitted OCS & Traction Power 85% Design	11/28/05				○		
Complete Soto Station Structural Excavation	11/30/05				○		
Commence Tunnel Mining (Eastbound)	12/6/05					○	
Complete First 50' Tunnel Mining (Eastbound)	1/5/06						○



LACMTA Staff Milestone



Eastside LRT Constructors



Other Agencies

*

New Date

FTA

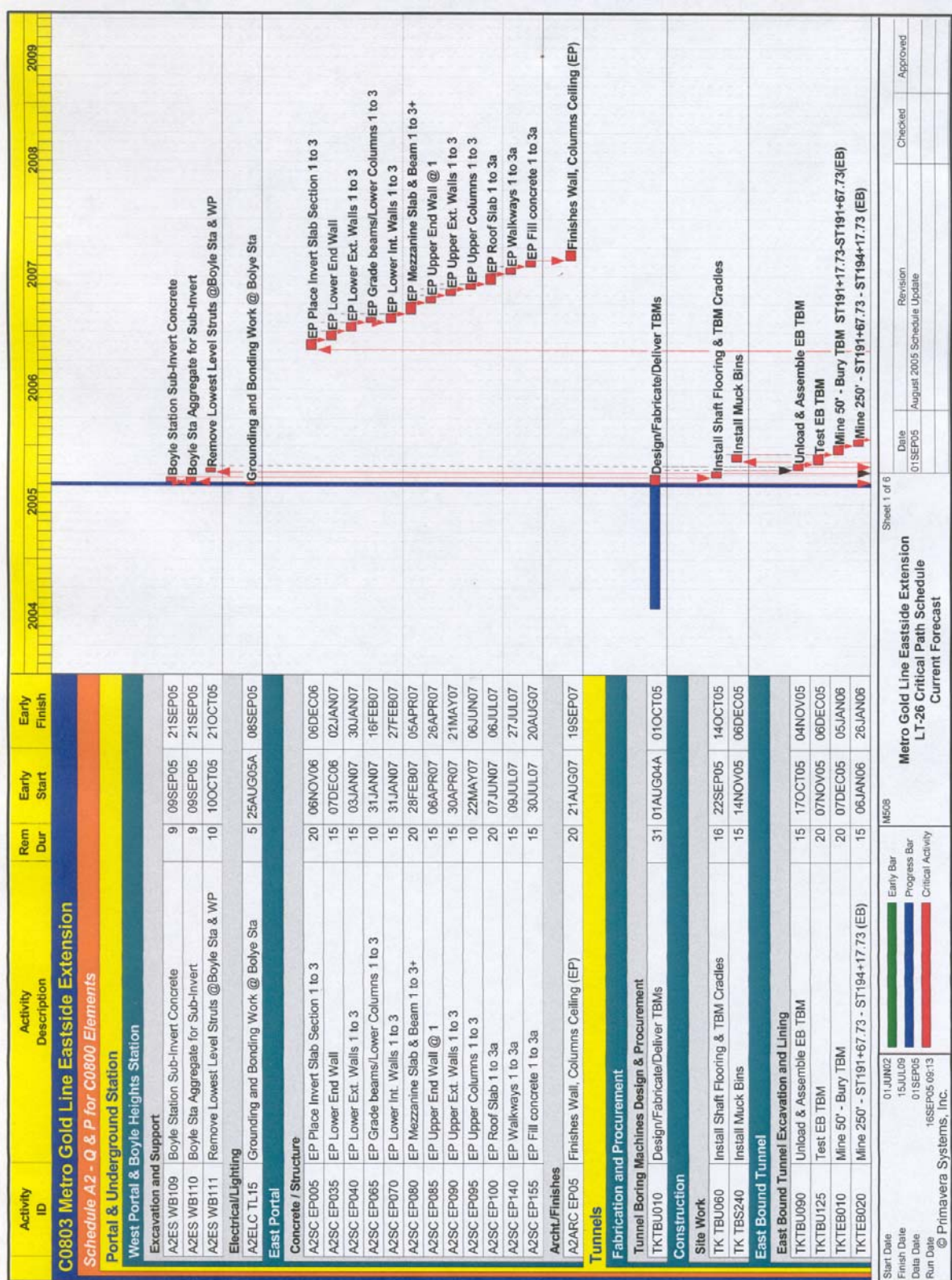


FTA Approval

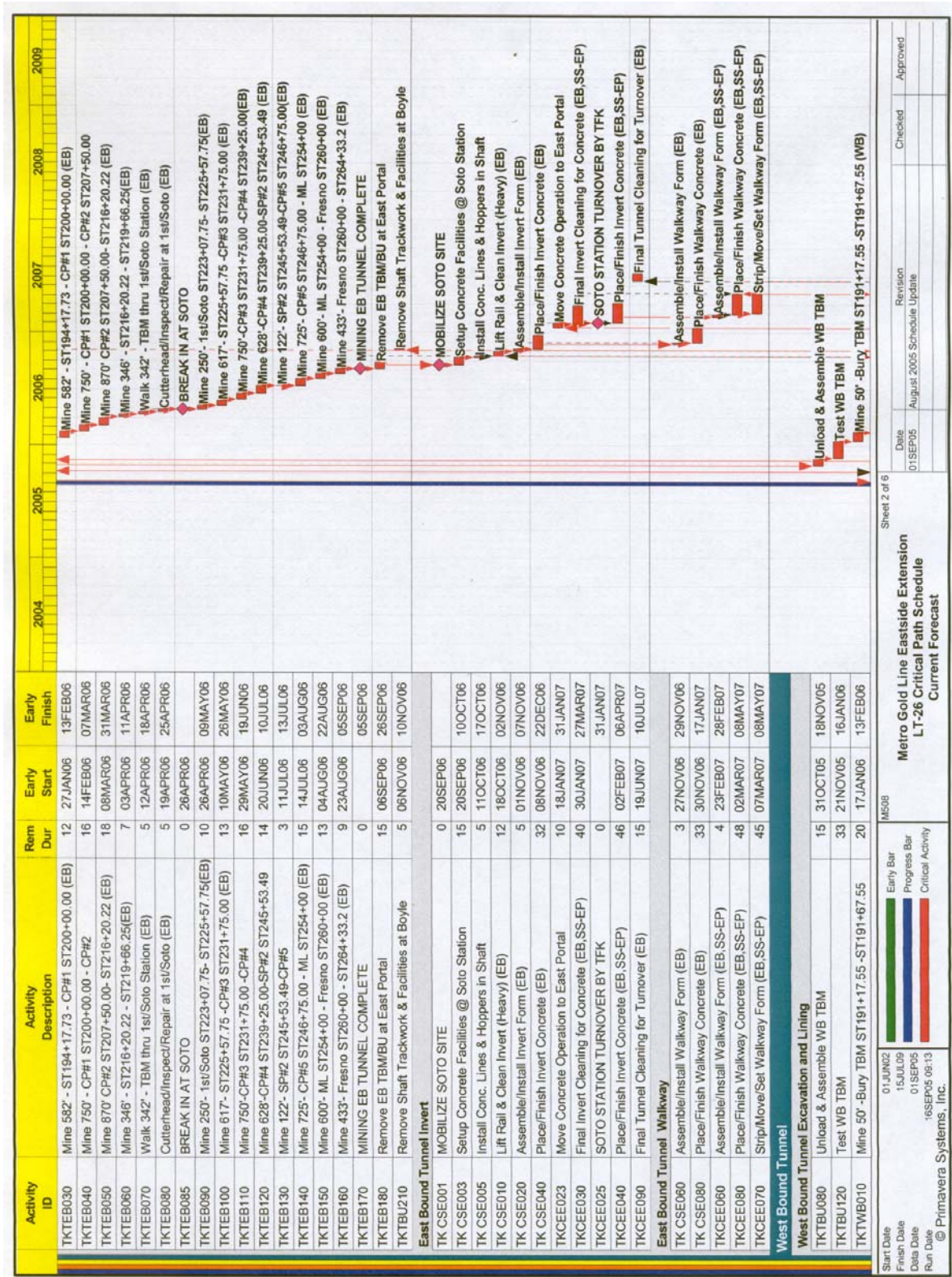
LACMTA Board Approval

PROJECT MASTER SCHEDULE

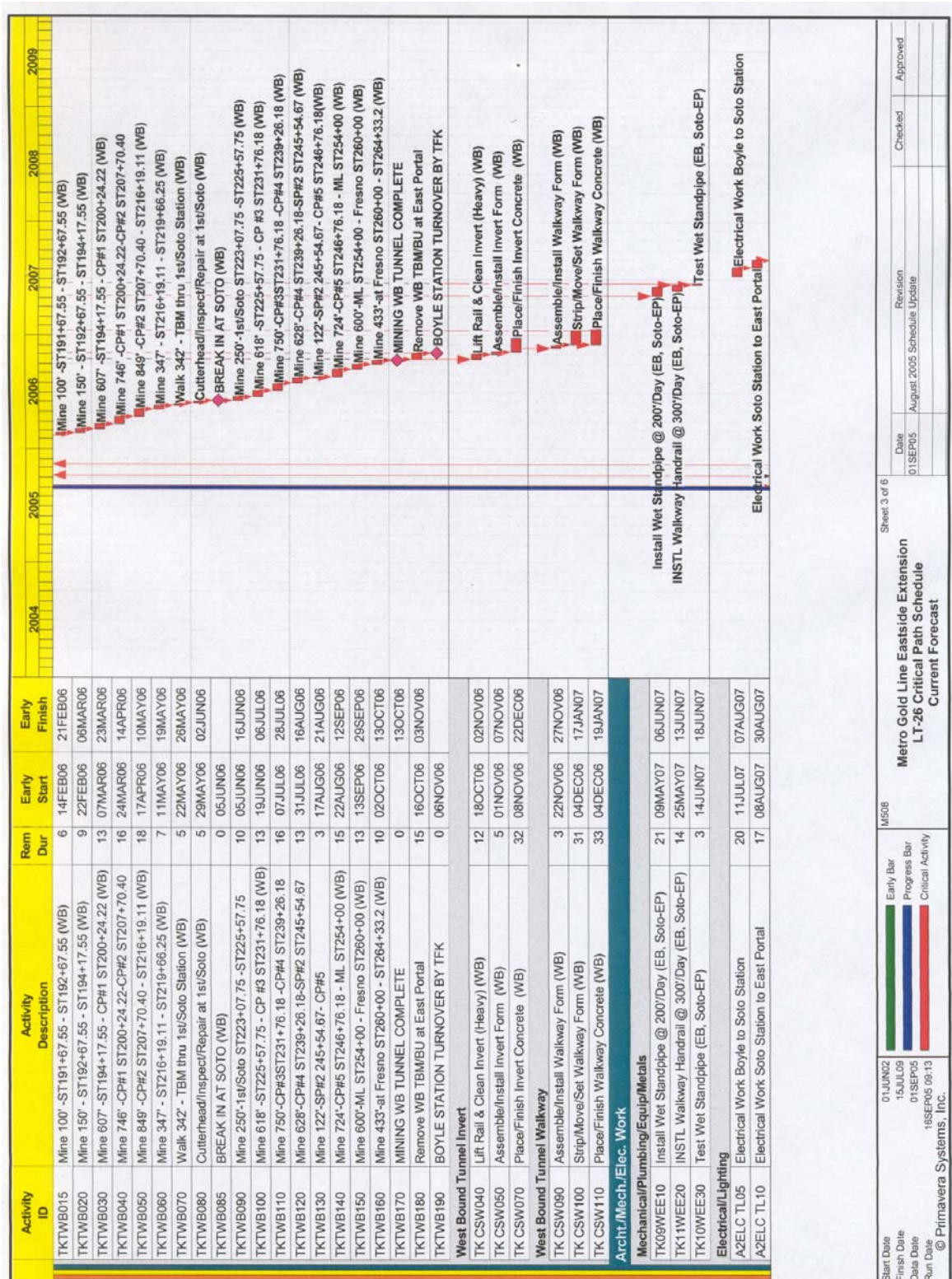
CRITICAL PATH (1 of 6)



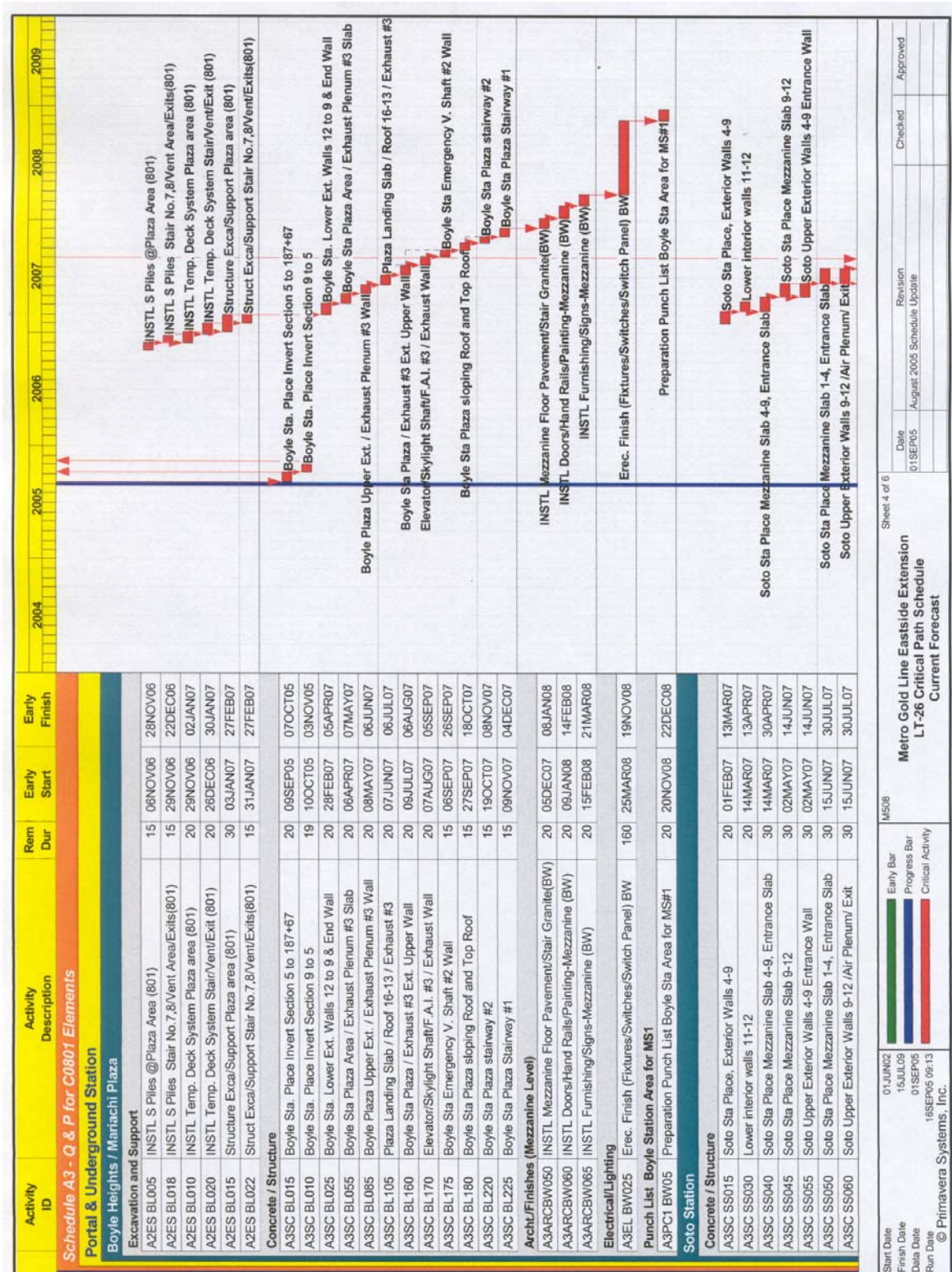
PROJECT MASTER SCHEDULE CRITICAL PATH (2 of 6)



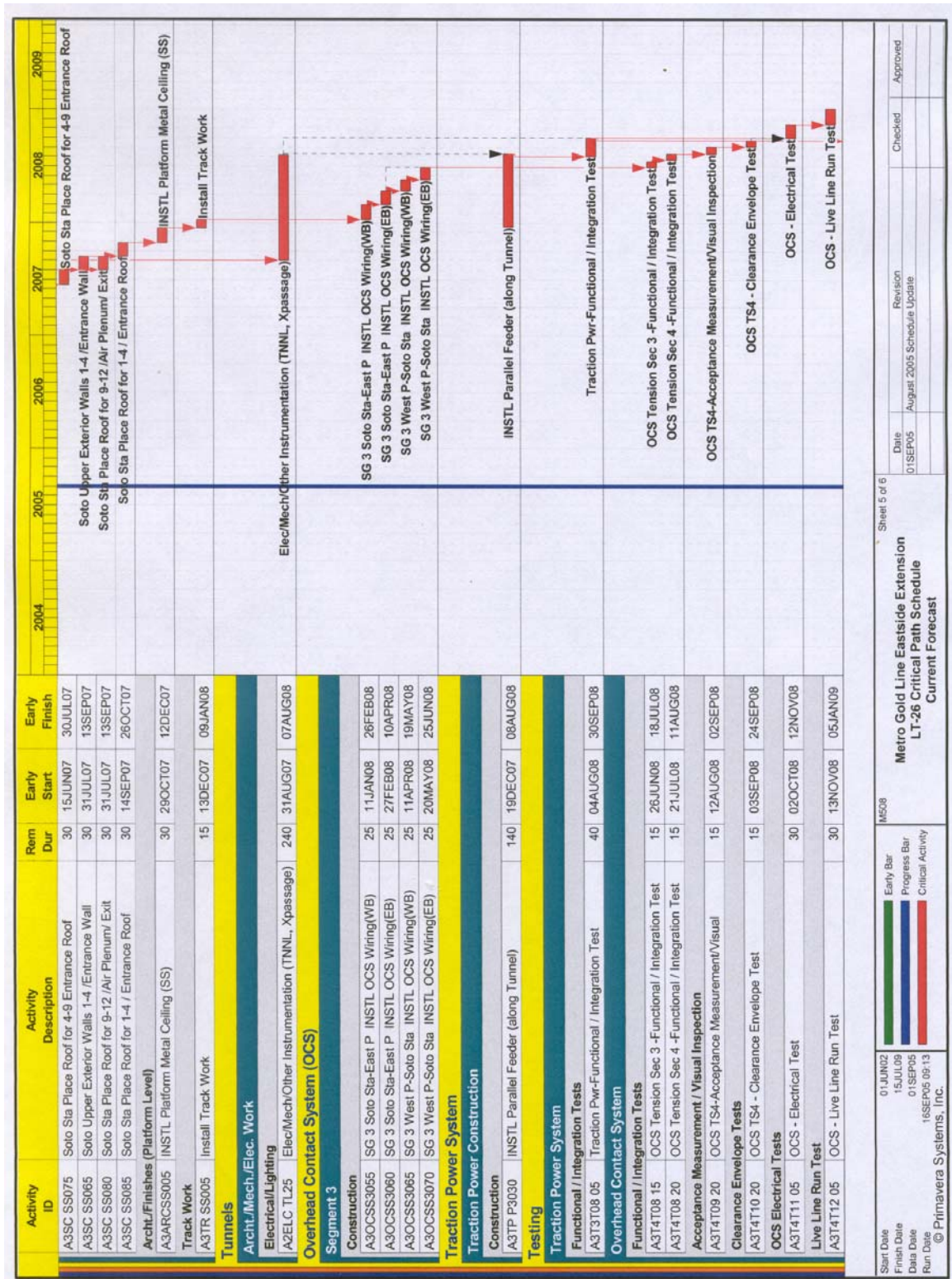
PROJECT MASTER SCHEDULE CRITICAL PATH (3 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (5 of 6)



CRITICAL PATH NARRATIVE

Current Critical Path Analysis

The delivery of two Earth Pressure Balance Machines (EPBMs) and the Boyle Station structural excavation are on the critical path. Concurrent with these activities, the project has proceeded with other critical tasks such as utility relocations, ground treatments, soldier pile installation, deck beam fabrication, temporary street decking and traffic control at Soto Station, East Portal and West Portal.

The Boyle Station structural excavation was completed on August 26, 2005 and was immediately followed by the grounding mat and the sub-invert concrete slabs that are scheduled to be completed prior to the arrival of EPBMs. The German manufacturer shipped the two EPBMs in mid-August 2005. Final assembly and installation at Boyle Station will occur in Fall 2005. The EPBMs are scheduled to arrive at the Port of Los Angeles by mid-September 2005.

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 alignment. 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 85% design package for 710 Freeway/3rd Street overcrossing was submitted for Caltrans review. The following facility design packages and the system design packages are in progress:

- Facility Design Packages:
 1. Boyle Station 100% design,
 2. Soto Station 85% design,
 3. Atlantic Station 85% design,
 4. Segment 3B initial civil design, and
 5. 85% civil design for Segments 1, 2A, 3A, 5, 6 and 7.

CRITICAL PATH NARRATIVE

- System Design Packages:
 1. Traction power 85% design,
 2. Overhead contact system 85% design,
 3. Train control system 85% design, and
 4. Communication system 85% design.

Construction

At Boyle Station, the station structural excavation and shoring were completed and a portion of the concrete grounding mat was placed during the month of August 2005. The majority of invert and sub-invert concrete at Boyle Station is scheduled to be completed prior to the arrival of the EPBMs.

At Soto Station, the deck beam and temporary street decking installation began and were completed during the month followed by utility support and the level-1 station structural excavation.

The West Portal soldier pile installation began in late July 2005 along the north side of the First Street and is scheduled to finish in early September 2005. Thereafter, the south side soldier pile installation begins after vehicular traffic is diverted from the south side to the north side of the street.

At the East Portal site, the contractor resumed the excavation behind the existing retaining wall in accordance with the Archeological Treatment Plan for the Los Angeles County Crematorium. The existing retaining wall will be demolished after the completion of the excavation behind it. Thereafter, a new retaining wall will be built to allow the street widening for the north side of 1st Street.

Utility relocations continue along 3rd Street.

The Caltrans contractor for Contract C0802 – 101 Freeway Bridge Overcrossing continued with the pile repairs, erection of column rebar cages, and the freeway roadway construction. A 55-hour freeway lane closure is scheduled to occur from September 30 to October 3, 2005, in order to widen the freeway.

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	-	662,391	142	641,406	7,056	167,158	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	90	15,020	9	9,654	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	-	41,563	(1)	35,609	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,936	-	97,340	476	74,564	-	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	232	795,329	7,541	286,970	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	-	-	-	-	-	14,800	-
TOTAL		898,814	-	898,814	232	795,329	7,541	286,970	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 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 associated with Contract C0803-Tunnel, Stations, Trackwork, and Systems and environmental waste handling services. The \$795.3 million in Commitments to date represents 88.5% of the Original Budget.

Expenditures

Expenditures are cumulative through July 2005. The Expenditures increased by \$7.5 million this period primarily due to construction costs associated to Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The \$287.0 million in Expenditures to date represents 31.9% of the Original Budget.

PROJECT COST STATUS

COST REPORT BY ELEMENT

CONCURRENT NON-FFGA PROJECT ACTIVITIES
DOLLARS IN THOUSANDS

ELE- MENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		BUDGET / FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	18,000	-	18,000	(25)	6,342	40	40	-	18,000	-
S	SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	-	-	-	-	-	-	-
SUBTOTAL		18,000	-	18,000	(25)	6,342	40	40	-	18,000	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	18,000	(25)	6,342	40	40	-	18,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2005

PROJECT COST ANALYSIS

Original Budget

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

Current Budget and Current Forecast

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

Commitments

The Commitments decreased by \$0.3 million for this period due to a change to the allocation of the Traction Power Subsystem design contract between the 800088 and 800288 projects. The \$6.3 million in Commitments to date represents 35% of the Original Budget.

Expenditures

There were \$0.04 million of Expenditures for this period for Urban Design work. The \$0.04 million of Expenditures to date represents less than 1% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

AUGUST 2005

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to FUNDING SOURCE \$	(F/B) %
FEDERAL - SECTION 5309 NEW START	490.7	490.7	56.4	428.3	87%	76.8	16%	17.3	4%
FED - SECTION 5309 FIXED GUIDEWAY	23.1	12.0	3.0	3.0	25%	3.0	25%	3.0	25%
FEDERAL - CMAQ	10.3	10.3	10.3	10.3	100%	10.3	100%	10.3	100%
REGIONAL IMPROVMNT PROG-FED	179.6	179.6	48.2	179.6	100%	4.6	3%	4.6	3%
REGIONAL IMPROVM PROG-STATE	0.6	0.6	0.6	0.6	100%	0.6	100%	0.6	100%
STATE TCRP	45.0	45.0	45.0	45.0	100%	45.0	100%	45.0	100%
PROP A 35% / PROP C 40% BONDS	124.6	135.7	109.1	118.4	87%	109.1	80%	109.1	80%
LEASE REVENUES	10.1	10.1	10.1	10.1	100%	10.1	100%	10.1	100%
ACCRUALS						27.6			
SUB-TOTAL	884.0	884.0	282.6	795.3	90%	287.0	32%	200.0	23%
PROP A/PROP C (INTEREST COST)	14.8	14.8	0.0	0.0	0%	0.0	0%	0.0	0%
TOTAL	898.8	898.8	282.6	795.3	88%	287.0	32%	200.0	22%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2005.

STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309 NEW STARTS: LACMTA received an appropriation of \$59.5M for FY05. A grant application has been submitted to FTA and is awaiting approval. However, because Congress didn't approve the Reauthorization Bill at the time of LACMTA's request, only \$39.1M is currently available. The grant was executed on August 12, 2005 and funds are available for drawdown. A grant amendment for the remaining balance (\$20.4M) has been submitted. Grant approval is expected by October 2005.

FEDERAL SECTION 5309 FIXED GUIDEWAY: LACMTA submitted in June 2005 a grant application for \$3.0M. The grant was approved on July 13, 2005 and funds are now available for drawdown.

FEDERAL CMAQ: LACMTA submitted in June 2005 a grant application for \$10.3M. The grant was approved on July 13, 2005 and funds are now available for drawdown.

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

STATE TCRP: On April 3, 2003 the California Transportation Commission approved LACMTA's request to amend the STIP to convert \$191M of unallocated TCRP funds to STIP funds. On August 25, 2003, LACMTA submitted a request for AB1335 Letter of No Prejudice (LONP) authority for Phase 4 construction activities. On March 2005, LACMTA resubmitted a request for approval of a LONP for \$189.2M for Phase 4 (Construction) to the CTC for consideration at the May 2005 CTC Meeting. The CTC approved the LONP for \$166.9M.

FINANCIAL/GRANT STATUS
CONCURRENT NON-FFGA PROJECT ACTIVITIES

in \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to SOURCE \$	(F/B) FUNDING SOURCE %
FEDERAL - CMAQ	14.0	14.0		2.3	17%		0%		0%
PROP A 35% / PROP C 40% BONDS	4.0	4.0		4.0	100%		0%		0%
ACCRUALS						0.0			
TOTAL	18.0	18.0	0.0	6.3	35%	0.0	0%	0.0	0%

(1) Based on March 2005 Board Report.

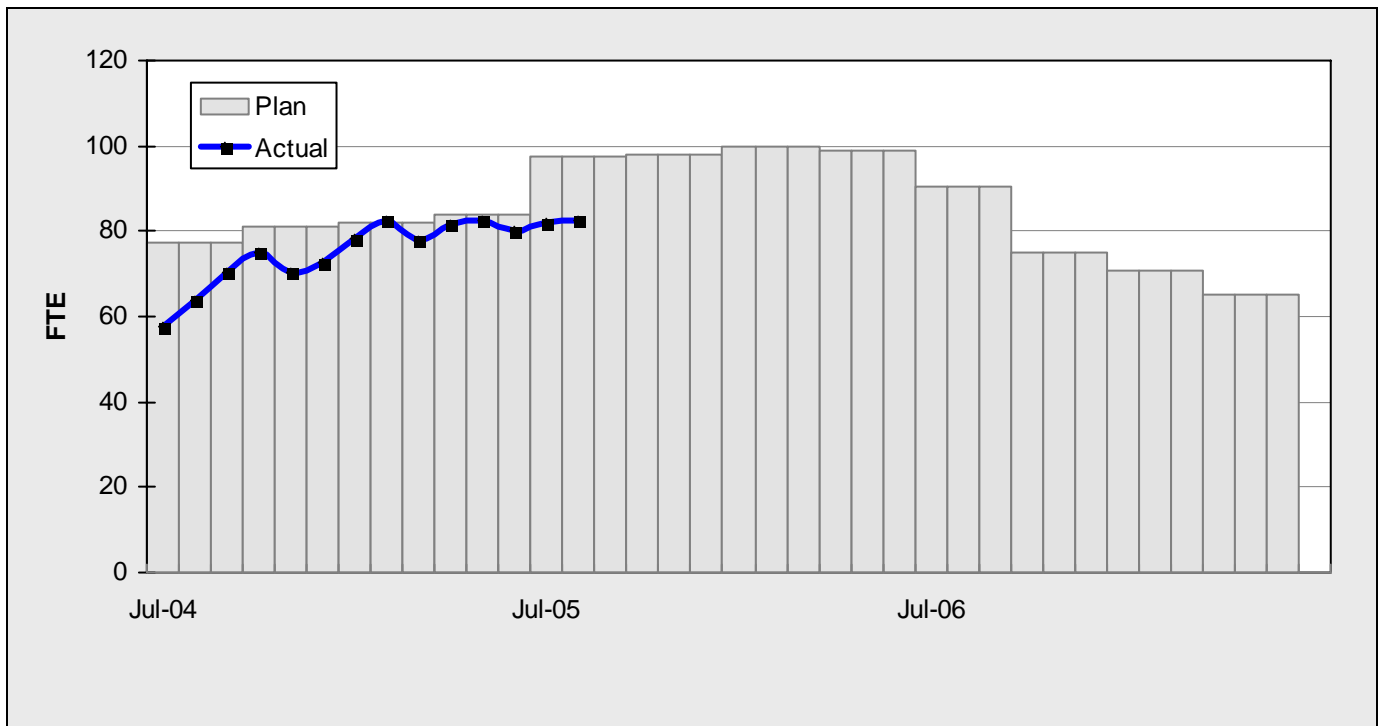
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 2005.

STATUS OF FUNDS ANTICIPATED

FEDERAL CMAQ: LACMTA submitted a grant application to the FTA on June 2005 for \$9.9M. FTA is questioning the use of federal funds on this project. LACMTA is working on resolving this issue.

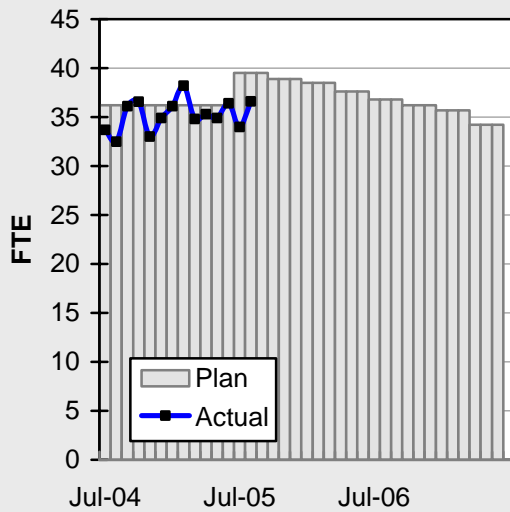
STAFFING STATUS

TOTAL PROJECT STAFFING

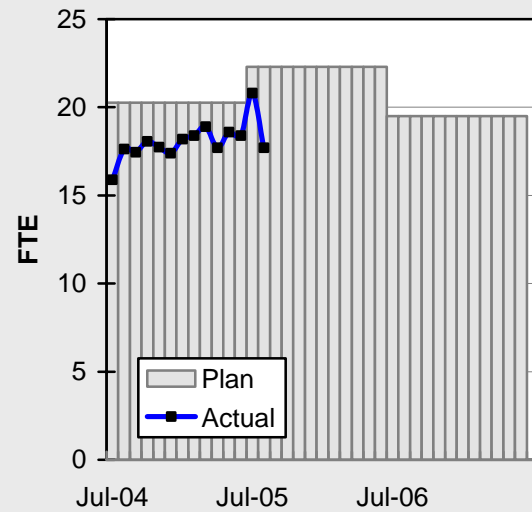


STAFFING STATUS

DIRECT AGENCY STAFFING

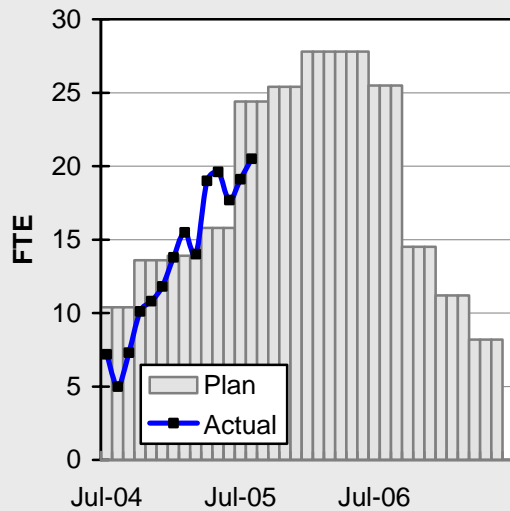


INDIRECT AGENCY STAFFING

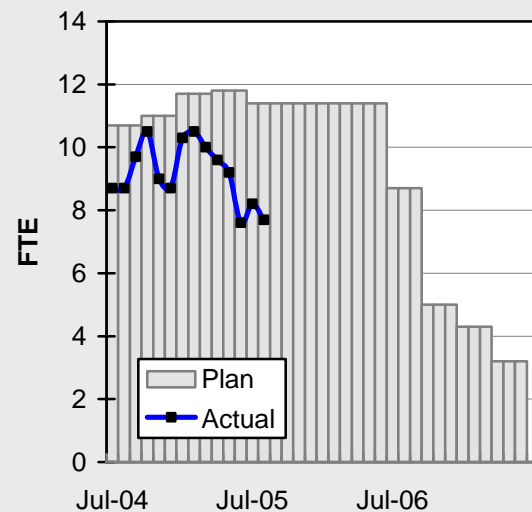


* For fiscal year 2005, indirect staffing levels are no longer part of overhead costs.

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 67 property owners. A total of 59 parcels have been acquired (40 under C0803-Tunnel, 17 under C0803-At-Grade, and 2 under C0802). The remaining properties are needed for the Ramona High School reconfiguration.
- Third Party Administration has obtained two Encroachment Permits from Caltrans for C0803-Tunnel. All three (3) street closures have been obtained from the City of LA.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

<i>Number of Parcels</i>	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	59	10	0	0
Last Period	69	56	13	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	4	3	0	0	40*
C0803-At-Grade	27	17	0	5***	0	1**	17
C0802	2	2	0	0	0	0	2
TOTAL	69	59	4	5	0	1	59
LAST PERIOD	69	56	0	12	0	1	56

* Includes 4 properties acquired under condemnation plus 33 escrows that were closed

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

*** Alma parcels on hold pending decision regarding realignment of Indiana Station

ENVIRONMENTAL STATUS

- Excavation work at the LA County Crematorium site resumed on August 30, 2005. Human remains are being removed and sent to Cogstone Laboratory for analysis.
- A ground penetrating radar survey and metals survey were conducted at the LA County Crematorium site by Geovision.
- Began public notification process for Traylor Brothers permits from AQMD.
- Started contaminated soil pilot project at temporary storage area.

COMMUNITY RELATIONS STATUS

- Held project briefings for the Review Advisory Committee, Executive Review Advisory Committee, and the East Los Angeles Chamber of Commerce.
- Coordinated installation of extensometers and settlement markers at structures along the tunnel alignment.

QUALITY ASSURANCE STATUS

- Welder and Inspector qualification records as well as weld procedures continue to be reviewed by Project Quality Management to support on and off site work operations including structural steel fabrication at the Ducommun Yard.
- Conducted a joint audit of the T-S-P tunnel segment precasting facility with the PMOC. A single observation was noted concerning the responsibility/frequency of Metro involvement in repair approvals. The issue is under review.

SAFETY STATUS

- Participated in weekly progress meetings with construction management and ELRTC personnel to discuss safety related issues and construction schedule.
- Participated in Contractor's Tool Box Safety meeting and Third Party Utility Meeting.
- Conducted All Hands Safety Meeting with ELRTC safety personnel.
- Monitored construction activities on a daily basis to ensure safety compliance.
- Participated in Cal/OSHA Variance Hearing regarding C0800 tunnel activities.
- ELRTC reported zero incidents for the month of August 2005. Project-to-date man-hours: 489,648. A total of (7) recordable injuries to date. Statistical rate for recordable incidents are below the National Average.

ART DEVELOPMENT STATUS

First/Boyle Construction fence mural

- Completed 80% fabrication review at artist studio.

First/Lorena Construction fence mural

- Conducted startup meeting with artist and subcontractor.

Construction fences

- Reviewed and approved paint samples for painting construction fences.

Little Tokyo/Arts District

- Completed 85% design review comments.

Pico/Aliso

- Completed 85% design review comments.

Mariachi Plaza

- Completed 85% design review comments.

Soto

- Completed 85% design review comments.

Atlantic Station

- Artist presented concept design proposal to Contractor team.

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 7/21/05.
LADWP (Water/Power)	Amendment	9/05	*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 an agreement. LACMTA Management to meet with LADWP Management.
So. Cal. Edison Co.	Amendment	9/05	*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 stated on 2/25/05 they have no intention of signing agreement.
The Gas Company	Amendment	Completed	N/A	Executed May 2005.
SBC	Amendment	Completed	N/A	Executed May 2005.
Adelphia Cable Company	Amendment	9/05	*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. A follow up call was made on 7/21/05.
California Water Service Company	Master	Completed	N/A	Executed May 2005.
L.A. County Sanitation Districts	N/A	N/A	N/A	In a letter dated 3/26/03, the Sanitation District stated that there is not a need for an agreement since there are no relocations related to their facilities. The Sanitation District will review submittals related to encasements of their facilities on Indiana Street.
MCI Worldcom	Amendment	Completed	N/A	Executed May 2005.
Metropolitan Water District	Amendment	Completed	N/A	Executed May 2003.

THIRD PARTY AGREEMENT STATUS (Continued)

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
Verizon Wireless	Amendment	10/05	*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. A follow up call was made on 7/21/05.
AT&T Local Services	Amendment	10/05	*6/04	LACMTA County Counsel reviewed the existing agreement and recommended revisions. A revised amendment was sent to AT&T. AT&T Legal is completing final review for execution. A follow up call was made on 7/21/05.
GST	N/A			Facilities are not impacted by Eastside Construction
Exxon Mobil Oil Company	N/A			Facilities are not impacted by Eastside Construction
Pacific Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Kinder Morgan Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Tosco Refining Company	N/A			Facilities are not impacted by Eastside Construction
Equilon Pipeline Company	N/A			Facilities are not impacted by Eastside Construction
Level 3 Communications	N/A			Facilities are not impacted by Eastside Construction
Broadwing Communications	N/A			Facilities are not impacted by Eastside Construction
Eller Media	N/A			Facilities are not impacted by Eastside Construction

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

CPUC CROSSING SUMMARY

Batch	Application Status	Initial Package Submittal to MTA	Field Diagnostic Meeting	Revised Drawings Due to MTA	Draft Write-up to MTA	Draft Package Sumbittal to PUC Local office and Agencies	Final Package Submittal to PUC	CPUC Final Approval
1	Complete	8/5/02	8/12/02	8/26/02	9/6/02	9/6/02	9/6/2002	Approved
2	Complete	10/4/02	10/11/02	10/25/02	11/6/02	11/22/02	11/22/2002	Approved
3	Complete	2/6/03	2/27/03	3/10/03	1/27/03	4/11/02	4/18/2003	Approved
4	Complete	12/14/02	1/15/03	1/29/03	11/13/02	5/5/03	6/18/2003	Approved
4A	Complete	1/24/03	1/29/03	3/14/03	2/7/03	9/5/03	1/23/2004	Approved
6	Complete	3/19/03	3/26/03	6/20/03	2/7/03	9/5/03	9/12/2003	Approved
7	Complete	12/11/02	12/18/02	3/31/03	2/7/03	5/5/03	7/25/2003	Additional application (3rd/Ditman) to be submitted.
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	PUC approval scheduled for 9/22/05.
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. Final applications are expected to be on the next agenda meeting on September 22, 2005 for approval.

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

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

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

CONTRACT C0802 STATUS

Description: 101 Freeway Bridge Overcrossing Contractor: Brutoco Engineering & Construction		Contract No. C0802 Status as of: September 2, 2005					
Progress/Work Completed: * Completed Drainage System 14. * Completed repair for CIDH piles at Bent 5 and Bent 6. * Commenced column rebar cage erection for Bents 2, 4, 5, 6, 7 & 8. Areas of Concern: None		Major Activities (In Progress): * Pile repair for Abutment 10. * Roadway construction. * Drainage systems construction. Major Activities Next Period: * Roadway construction. * Pile repair for Bent 7 and Bent 8. * 55-hour freeway lane closure for lane realignment. * Open Gary Street on/off ramps.					
Schedule Summary: Date of Award: 09/07/04 Notice to Proceed: 09/22/04 Original Contract Duration: 700 CD Current Contract Duration: 729 CD Elapsed Time from NTP: 343 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	31	07/27/06	07/27/06	0
		Milestone 2- Complete All Work	08/23/06	33	09/25/06	09/25/06	0
Physical Percent Complete: Physical completion * as of this reporting period is: 33.08% * Note: Physical completion assessment reflects work completed and invoice amount shown in Caltrans Monthly Progress/Expense Report No. 10, dated 8/16/2005.		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: 2.47					

CONTRACT C0803 STATUS

Description: Tunnel, Stations, Trackwork & Systems Contractor: Eastside LRT Constructors		Contract No. C0803 Status as of: September 2, 2005					
Progress/Work Completed: * Completed Boyle Station structural excavation * Completed Soto Station deck beam installation * Completed East Portal permeation grouting * Tunnel Boring Machines were shipped Areas of Concern: None		Major Activities (In Progress): * Soto Station, East Portal, and 3rd Street utility relocations * West Portal soldier pile installation * Precast tunnel liner segments manufacturing * Arrival of Tunnel Boring Machines * Boyle Station 100% design * 85% designs for Soto Station and Atlantic Station * Initial civil design for Segment 3B * 85% civil designs for Segments 1, 2A, 3A, 5, 6, and 7 Major Activities Next Period: * Tunnel liner segments manufacturing * West Portal soldier pile installation * Soto Station structural excavation * Boyle Station grounding mat and invert slab * 85% design for Soto Station * Assembly of tunnel related equipment					
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: 427 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	5	01/05/09	01/05/09	0
		Milestone 3 - Complete Universal Fare System Equipment area.	04/30/08	5	05/05/08	05/05/08	0
		Milestone 5 - Vacate all staging areas and turn over to MTA.	05/30/09	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: 14.06% * Note: Physical completion assessment reflects work completed and invoice amount.		Cost Summary: 1. Award Value: 600.45 2. Executed Modifications: 0.47 3. Approved Change Orders: 0.08 4. Current Contract Value (1+2+3): 601.00 5. Incurred Cost: 172.55			

CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy	Contract No. P2550 Status as of: September 2, 2005					
Progress/Work Completed: 1.Proof of Design Testing and Preliminary Acceptance Testing contiued on the first two 2550 LRVs (701A & B, and 702A & B). 2. The IPT conducts on-going weekly conference calls with project staff in Los Angeles, New York, Pistoia, and Naples Italy. 3. The Contractor provided a Mobilization Schedule for the Pittsburg, California plant. 4. MTA IPT traveled to Pittsburg, California to inspect the U.S. assembly plant. Areas of Concern: 1. Documentation submittals are close to complete. 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. Invoices for these milestones were received and partial payment was made in August 2005. 3. The impact of the monthly European August vacation on the already impacted schedule remains a concern.	Major Activities (In Progress): 1. AnsaldoBreda is working towards achievement of Milestone Nos. 5A, 6A, 7A and 8A work. Invoices for these milestones were received and a partial payment of \$7.4 million was approved and made in August 2005. 2. The contractor continues to work towards completion of Milestone Nos. 9A, 10A, 11A and 12A. 3. AnsaldoBreda Testing Engineers are in los Angeles and are preparing LRV 701 for Acceptance Testing in late September 2005. Major Activities Next Period: 1. LRV 702 will begin Acceptance Testing. 2. LRV 701 will be prepared for Acceptance Testing. 3. During this period the IPT will continue closely monitoring and expediting where necessary for all scheduled activities involved in constructing and supporting the P2550 rail vehicle production. 4. Weekly teleconference meetings have reconvened to monitor technical design completion for the P2550 rail vehicles. 5. Complete LRV 703 testing and getting it ready for shipment. 6. Vehicle assembly for LRV 704 and 705 will continue.					
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: 819 CD Option 1 & 2 Contract duration 1460 CD** ** after starting options 1 & 2 Note: MTA issued Modification No. 1 to AnsaldoBreda. Modification No. 1 is a zero-cost, miscellaneous administrative and technical clarification modification. MTA completed Modification No. 2 that reflects the recently granted California Board Of Equalization exemption for State Sales Tax on the Light Rail Vehicles.		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	09/30/05	511
	Milestone 6A - Appr. of Operator Cab Mockup	06/04/04	0	06/04/04	09/30/05	483
	Milestone 7A - Appr.Carbody Stress Analysis & C.T. Report	11/05/04	0	11/05/04	09/30/05	329
	Milestone 8A - Appr. of Traction Motors Perf. Tests	11/05/04	0	11/05/04	09/30/05	329
	Milestone 9A - Appr. of Final Op. Hazard Analysis	02/04/05	0	02/04/05	09/30/05	238
	Milestone 10A - Deliver Draft Op.Maint.H. Repair Manuals	02/11/05	0	02/11/05	09/30/05	231
	Milestone 11A - Appr. of Op. Training Program	04/08/05	0	04/08/05	09/30/05	175
	Milestone 12A-Appr. of Oper., Maint. & Heavy Repair	09/23/05	0	09/23/05	09/23/05	0
	Milestone 13A- Compl. & Apprv. all Car-level Design Qualif. Tests	11/18/05	0	11/18/05	11/18/05	0
	Milestone 14A- Compl. & Apprv. Weight Control Program Plan	11/18/05	0	11/18/05	11/18/05	0
	Milestone 15A - Acceptance of Two First Article Vehicles	11/18/05	0	11/18/05	11/18/05	0
	Milestone 16A - Completion of Operating & Maintenance Training Programs	12/30/05	0	12/30/05	12/30/05	0
Physical Percent Complete: Physical completion * as of August 2005 is 55% * 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: 52.68					

CONSTRUCTION PHOTOGRAPHS



Tunnel boring machines before shipment in mid-August 2005.



West Portal soldier pile installation.

CONSTRUCTION PHOTOGRAPHS



Street deck beams at Soto Station.



Boyle Heights/Mariachi Plaza Station structural excavation.

APPENDIX

COST AND BUDGET TERMINOLOGY

ESTIMATED PROJECT COSTS: Estimated project costs are based upon the current project cost estimates that are produced during the engineering design phase.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions that will result in specific expenditures at a future time.

INCURRED COST: The total value of work performed to date of services received, and acquired materials or properties.

EXPENDITURES: The total dollar amount of checks written by the LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in the LACMTA's Financial Information System (FIS).

CONSTRUCTION: Includes guideways, yards and shops, systems equipment, stations, and vehicles.

PROFESSIONAL SERVICES: Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (LACMTA staff) costs.

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

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

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

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

APPENDIX

LIST OF ACRONYMS

AFE	Authorization For Expenditure
ATC	Automatic Train Control
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CNFPFA	Concurrent Non-FFGA Project Activities
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design/Build
DBB	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
ESP	Eastside LRT Partners
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

APPENDIX
LIST OF ACRONYMS (Continued)

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRT	Light Rail Transit
L RTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PGL	Pasadena Gold Line
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude

APPENDIX
LIST OF ACRONYMS (Continued)

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