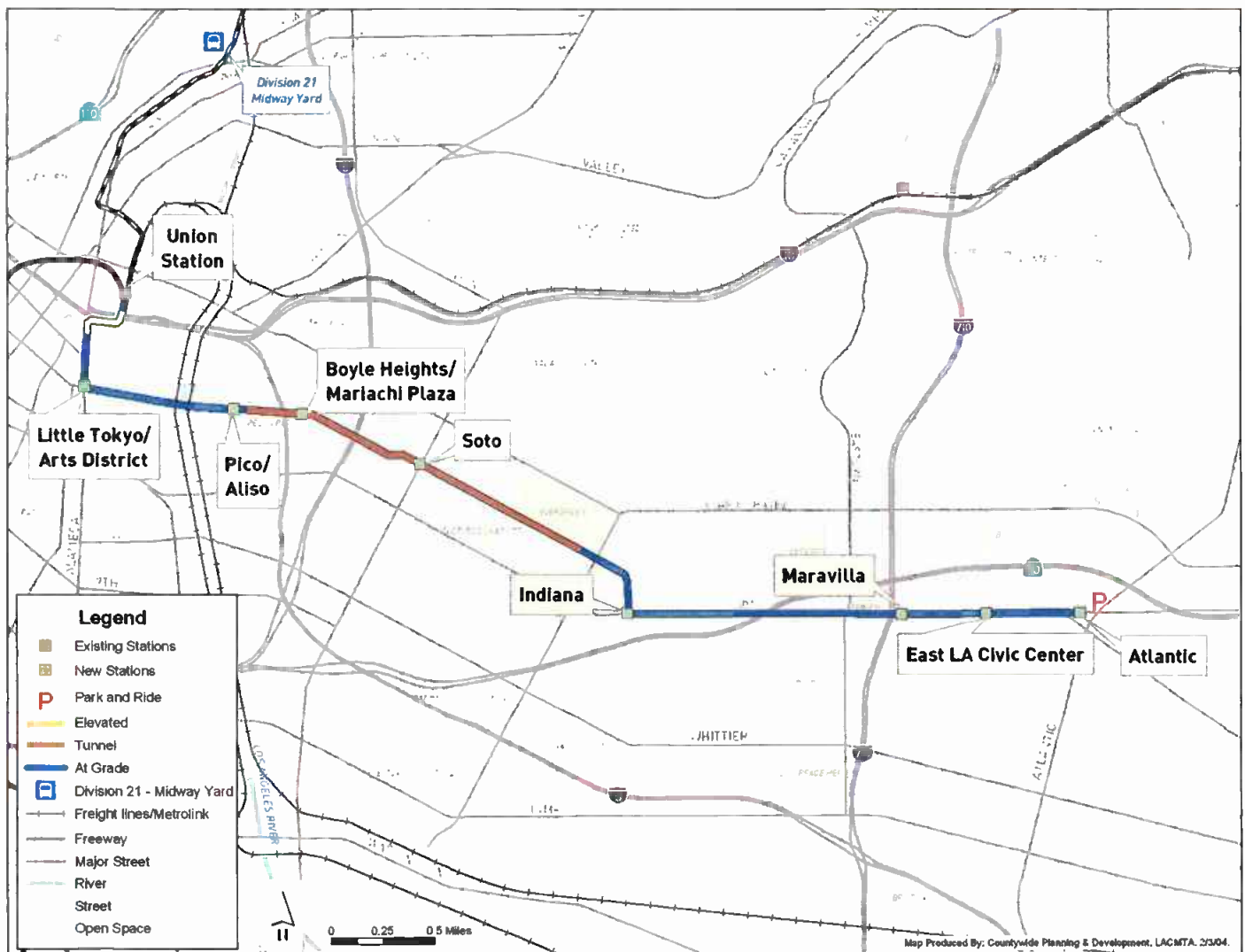


QUARTERLY PROJECT STATUS REPORT

September 2005

Metro Gold Line Eastside Extension



Metro

METRO GOLD LINE EASTSIDE EXTENSION

QUARTERLY 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.

SEPTEMBER 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 85% final design package for Soto Station, 85% final design packages for Civil Segments 1, 2A, 6 and 7, and the initial civil design package for Segment 3B were submitted for review. Segments 2B, 4, and 5 85% civil designs are underway. Boyle and Soto Stations are in the 100% final design stage. The 85% final designs for Atlantic, Maravilla and East LA Civic Center Stations are in progress. The 85% final designs for traction power, overhead contact, train control and communications systems are also in progress. Trackwork is in the 100% final design phase.

In September 2005, the California Public Utilities Commission (CPUC) approved the five grade separated crossings, leaving one application to be processed for 3rd Street and Ditman Avenue.

The two Earth Pressure Balance Machines (EPBM's) arrived at the Port of Los Angeles on September 18, 2005 and were transported to the 1st/Boyle site.

At the Boyle Heights/Mariachi Plaza Station, the grounding mat and sub-invert concrete slabs were completed during the reporting month. The full invert concrete slab is underway and a large portion will be completed prior to the assembly of the EPBM's.

At the Soto Station, the station structural excavation and support of utilities are underway.

The West Portal soldier pile installation along the north side of 1st Street was completed in early September 2005. Soldier pile installation has begun along the south side of 1st Street and is scheduled for completion in mid-October 2005. Thereafter, the temporary street decking will commence followed by structural excavation of the West Portal.

At the East Portal, Los Angeles crematorium site, the excavation continued 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 along the north side of 1st Street.

Utility relocations are continuing along 3rd Street.

The Caltrans contractor for Contract C0802 – 101 Freeway Bridge Overcrossing continued with pile repairs, erection of column rebar cages, and the freeway roadway construction. Concrete was placed for two of the eight bridge columns. A 55-hour freeway lane closure took place between September 30 and October 3, 2005 for the realignment of freeway lanes.

MANAGEMENT ISSUES

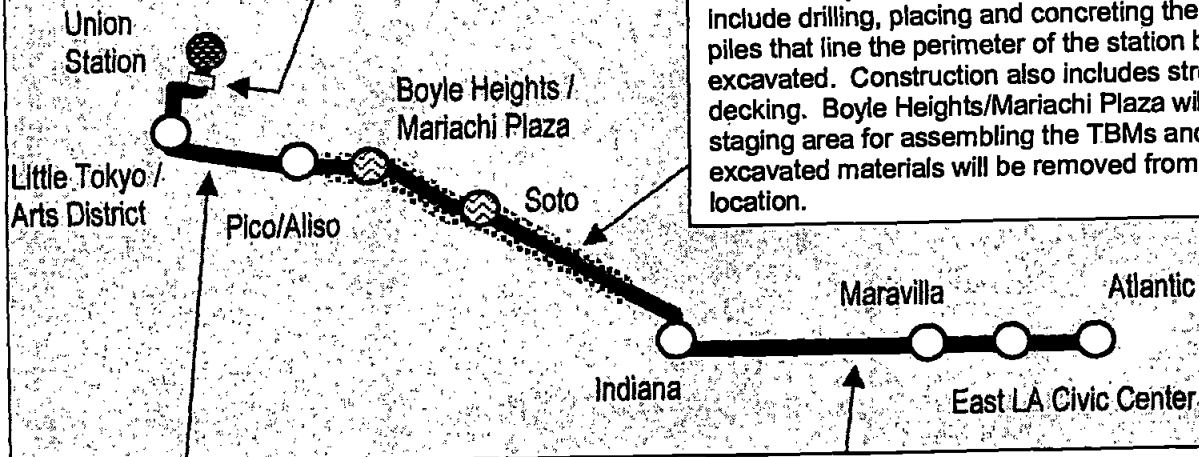
No Management Issues for the period ending September 2005.

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	Sep-05	Oct-05	Nov-05	Dec-05	Jan-06	Feb-06
Completed Boyle Station Grounding Mat	9/14/05 *	○					
Started Site Deliver of EPBMs	9/22/05	○					
Submitted Initial Civil Design-Segment 3B	9/27/05	○					
Submitted Soto Station 85% Design	9/27/05 *	○					
Submitted 85% Civil Design-Segments 1, 2A, 6 & 7	9/29/05 *	○					
Completed Boyle Station Sub-Invert Concrete	9/30/05 *	○					
Complete West Portal Soldier Pile Installation (including area under US-101 Freeway)	10/13/05 *		○				
Commence West Portal Temporary Street Decking	10/14/05 *		○				
Complete Boyle Station Full-Invert Concrete Grid Line 1.1-10	10/17/05		○				
Commence Demolition of East Portal Existing Retaining Wall	10/18/05		○				
Unload & Begin Assembly of EPBM No. 1 (Eastbound Tunnel)	10/19/05 *		○				
Commence East Portal SBC Ductbank	10/25/05		○				
Commence Testing of EPBM No. 1	11/9/05 *			○			
Unload & Begin Assembly of EPBM No. 2 (Westbound Tunnel)	11/9/05 *			○			
Submit Boyle Station 100% Design	11/22/05 *			○			
Complete Soto Station Structural Excavation	12/7/05 *				○		
Submit OCS & Traction Power 85% Design	12/15/05 *				○		
Commence Tunnel Mining (Eastbound)	12/19/05 *				○		
Submit Soto Station 100% Design	1/13/06					○	
Submit Train Control & Communications 85% Design	1/17/06					○	
Submit Trackwork 100% Design	2/19/06						○



LACMTA Staff Milestone



Eastside LRT Constructors



Other Agencies

*

New Date

FTA

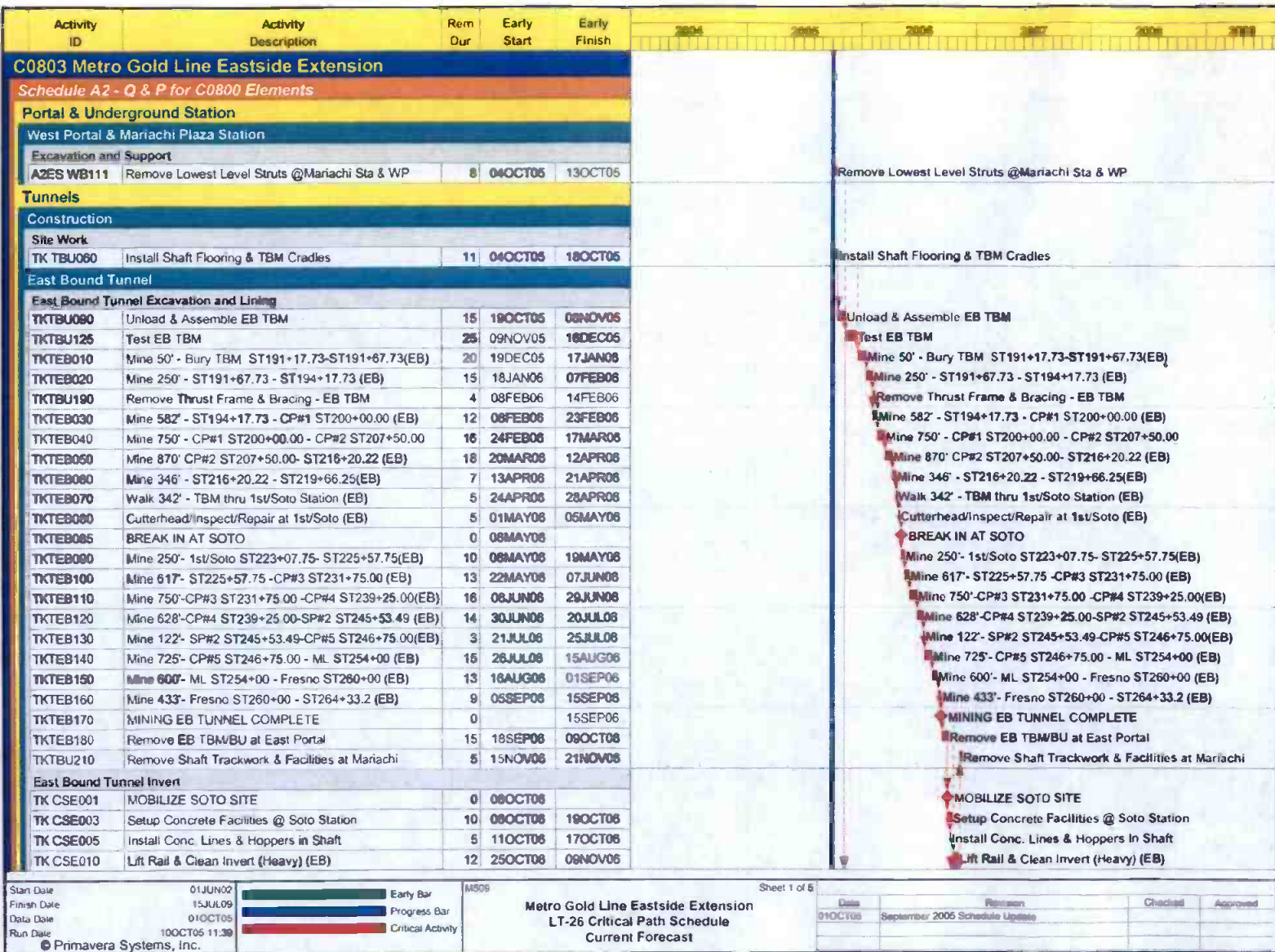
FTA Approval



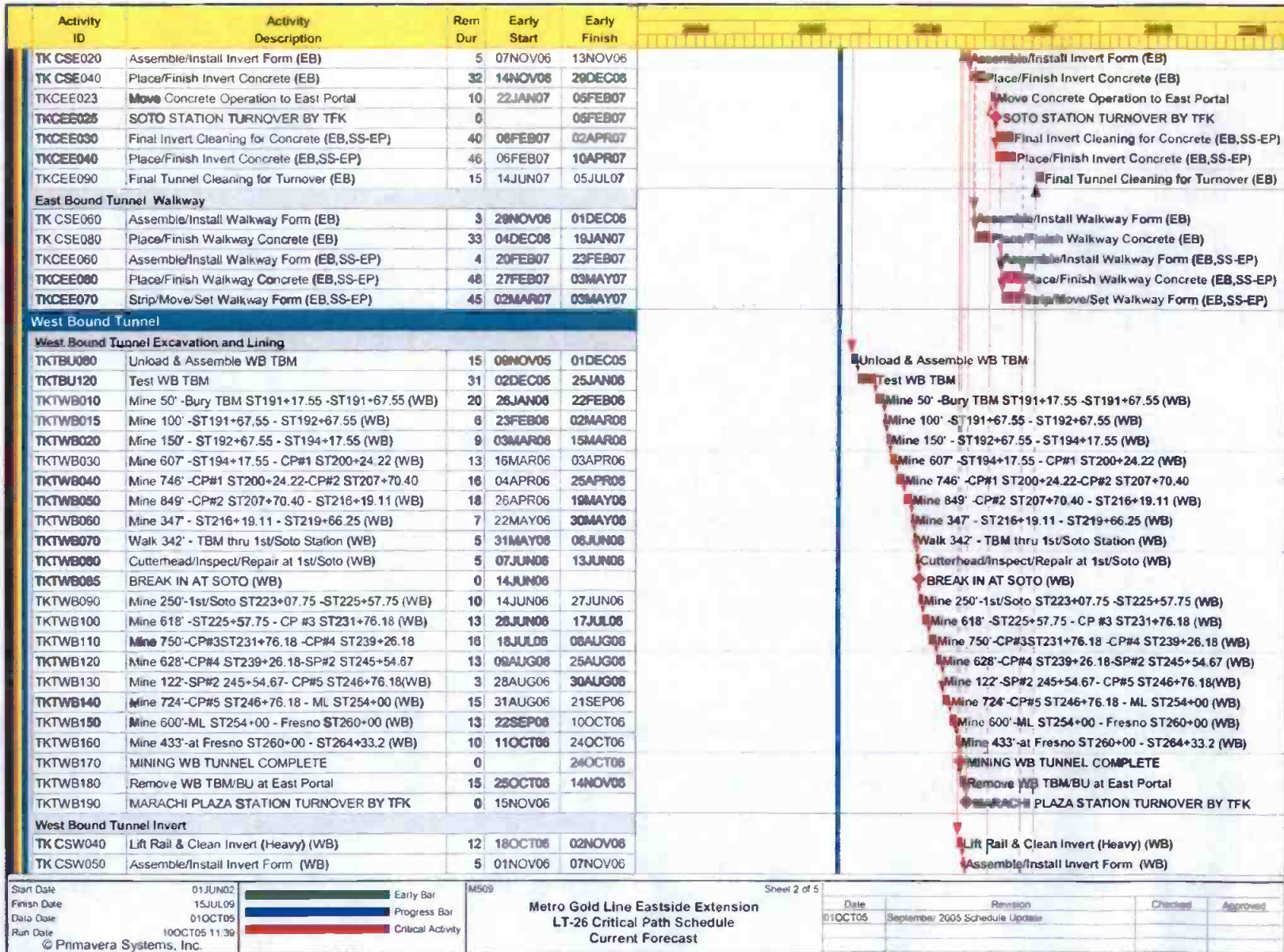
Metro

LACMTA Board Approval

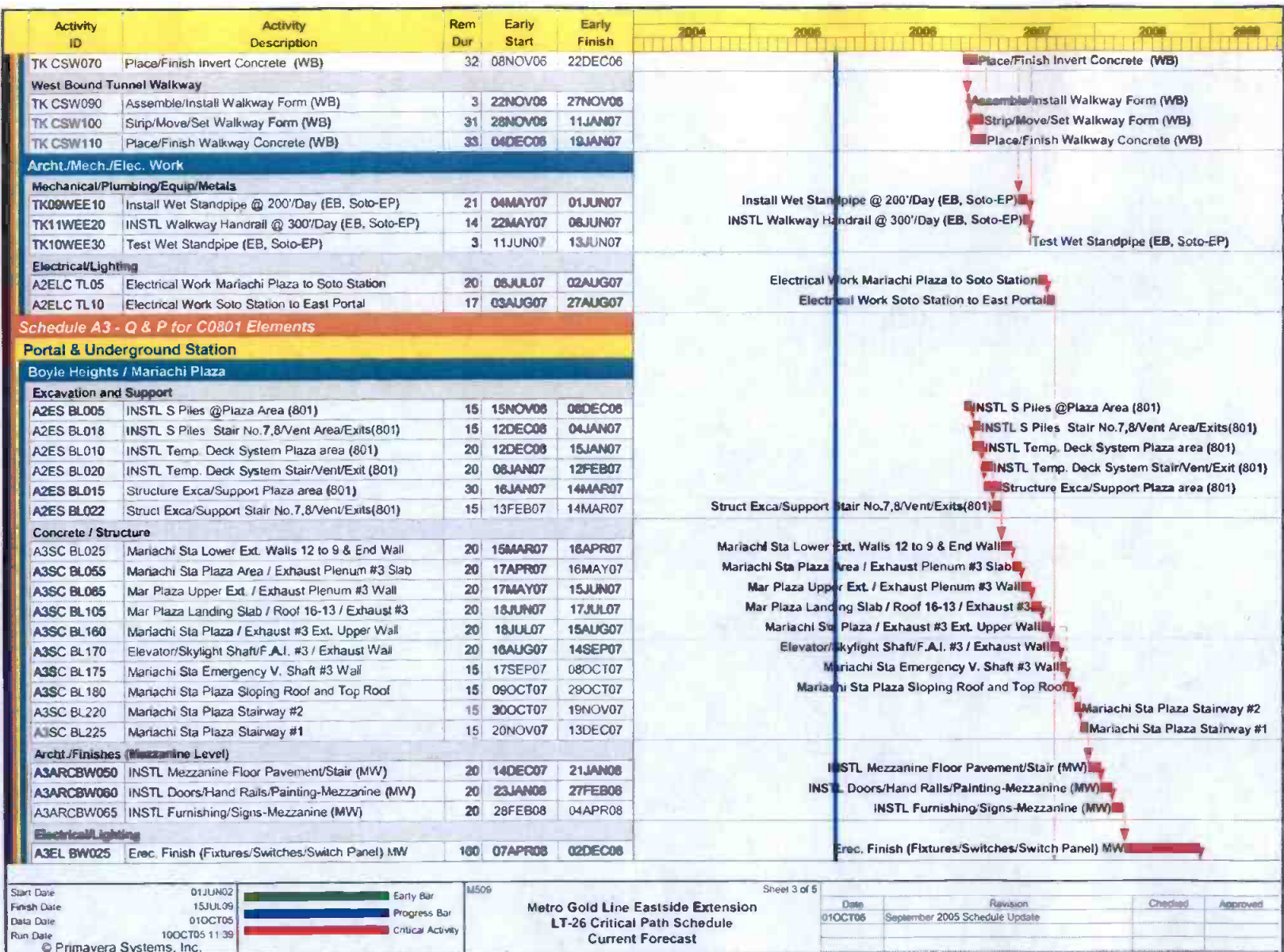
PROJECT MASTER SCHEDULE CRITICAL PATH (1 of 6)



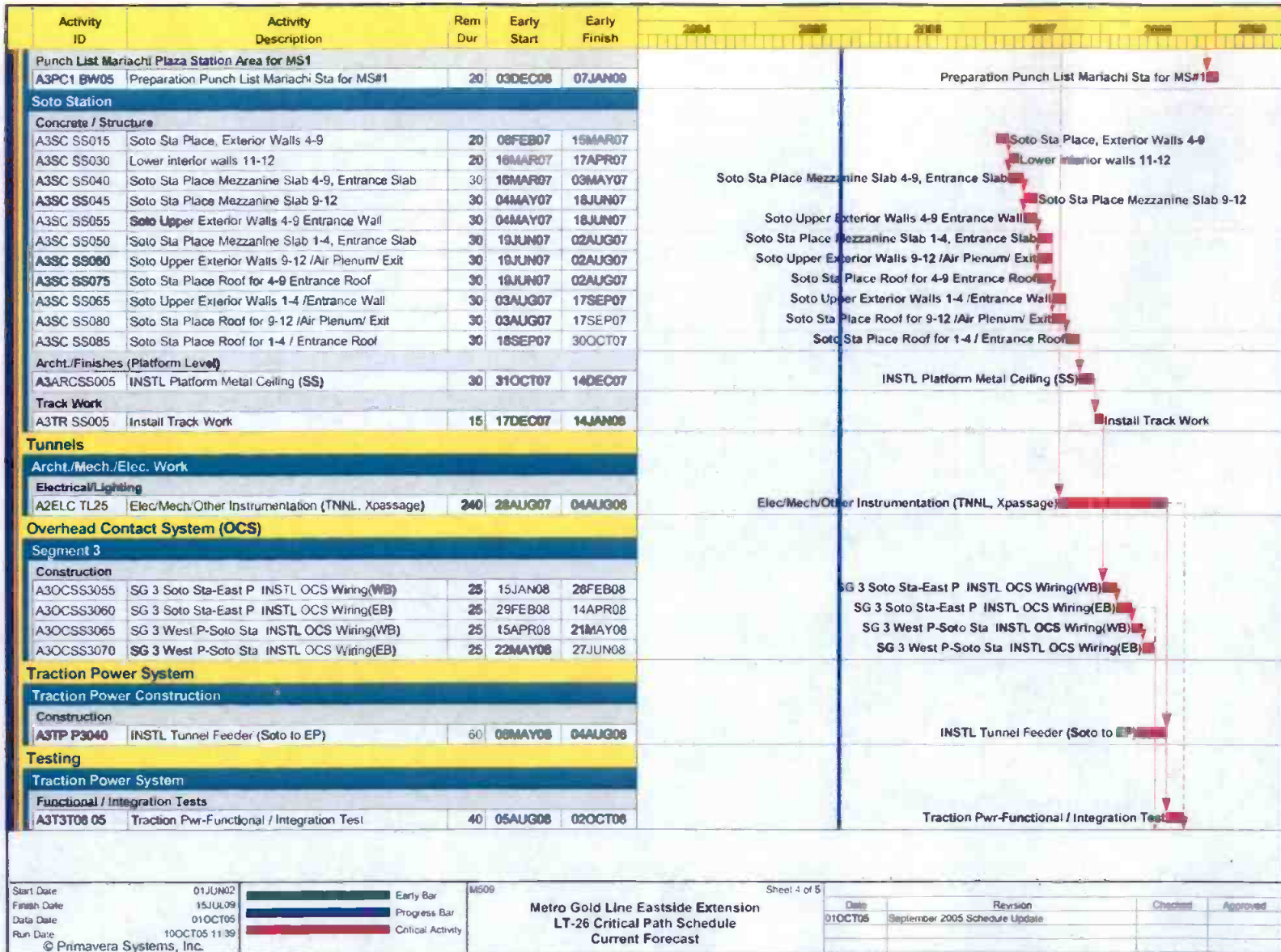
PROJECT MASTER SCHEDULE CRITICAL PATH (2 of 6)



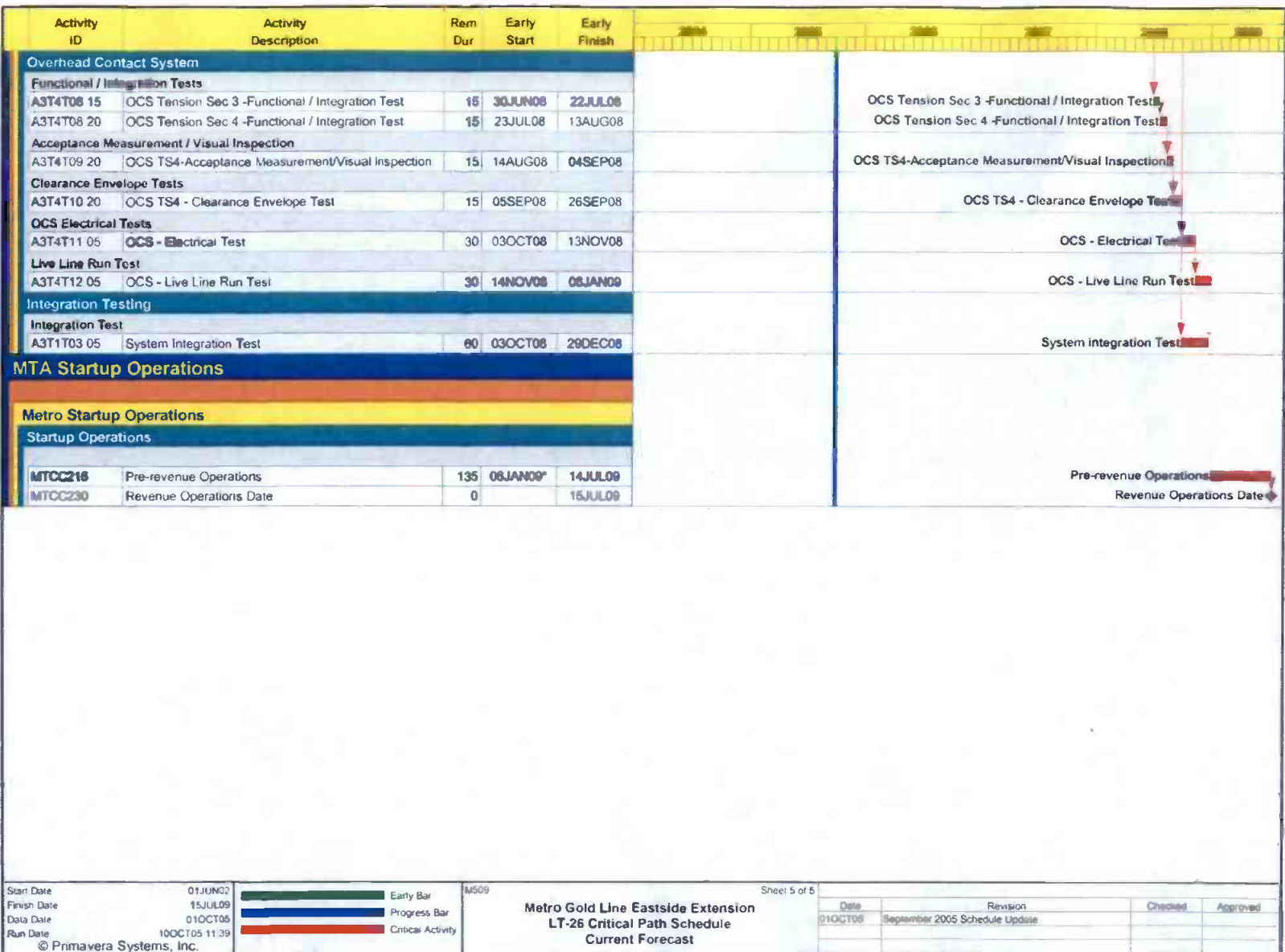
**PROJECT MASTER SCHEDULE
CRITICAL PATH (3 of 6)**



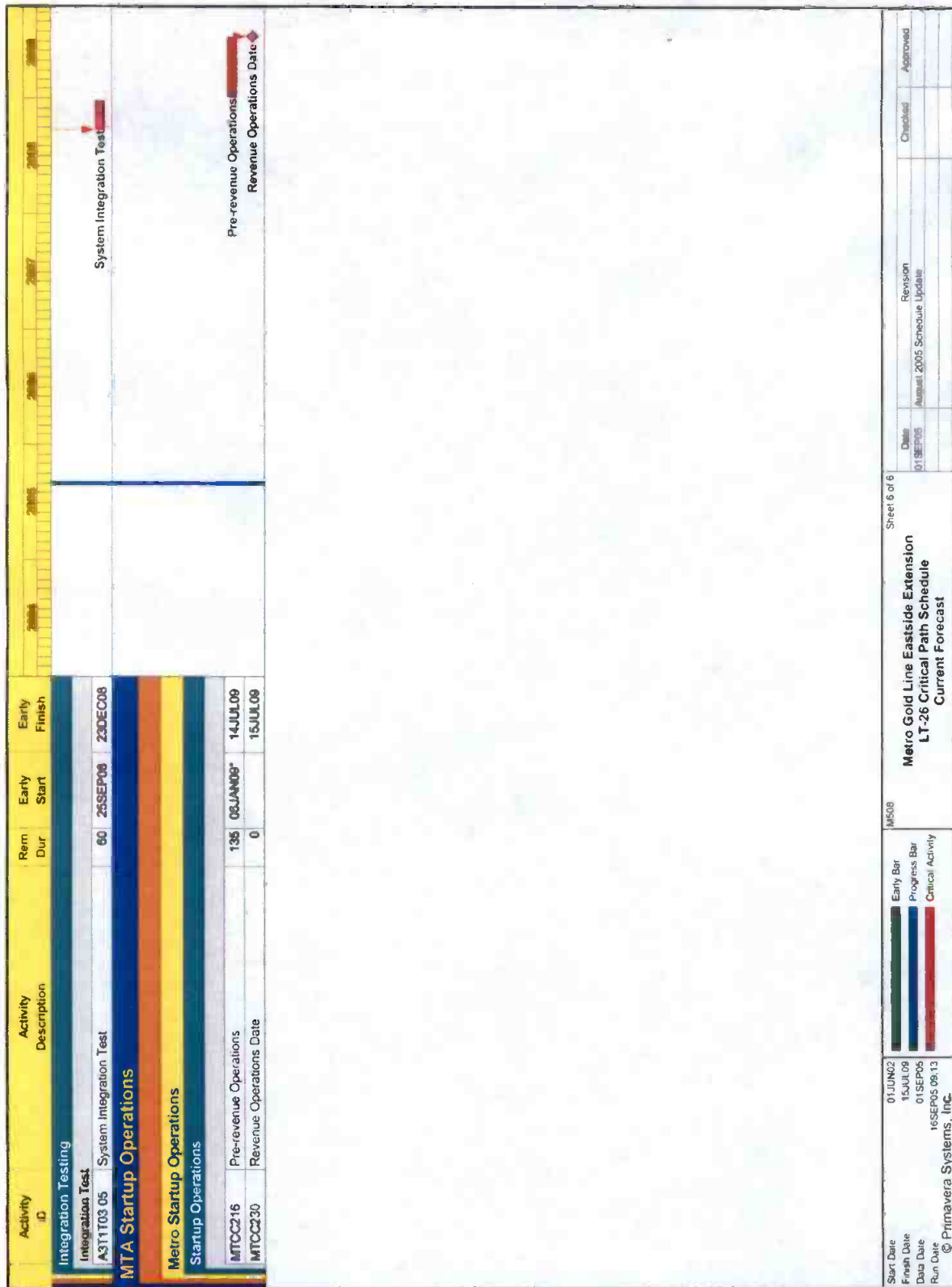
PROJECT MASTER SCHEDULE CRITICAL PATH (4 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (5 of 6)



PROJECT MASTER SCHEDULE CRITICAL PATH (6 of 6)



CRITICAL PATH NARRATIVE

Current Critical Path Analysis

Assembly of the two Earth Pressure Balance Machines (EPBMs) and the construction of Boyle Station invert concrete are on the critical path. Concurrent with these activities, the project has proceeded with other critical tasks such as utility relocations, ground treatment, soldier pile installation, deck beam fabrication, temporary street decking, and traffic control at Soto Station, East Portal and West Portal. Structural excavation at Soto Station is well underway.

For the Boyle Station, the structural excavation was completed on August 26, 2005 and the grounding grid and the sub-invert concrete were completed on September 14 and September 30, 2005, respectfully. Full invert concrete between grid lines 1.1 and 10 will be finished in October 2005 and will be ready for the EPBMs final assembly in November 2005. The components of two EPBMs were shipped from Europe by the German manufacturer in mid-August 2005. As of the end of September 2005, the majority of the EPBMs components arrived at the Boyle Station site and the remainder will be delivered to the site in early October 2005.

The critical path continues with EPBM assemblies, excavation of both tunnels, excavation of crosspassages and tunnel invert construction. The critical path then follows the construction of the Boyle and Soto stations and the installation 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, design review packages for the Soto Station 85% design, the initial civil design for Segment 3B, and the 85% civil designs for Segments 1, 2A, 6 and 7 were submitted. The following facility design packages and the system design packages are in progress:

- **Facility Design Packages:**
 1. Boyle Station and Soto Station 100% designs,
 2. Atlantic, Maravilla, and East L.A. Civic Center 85% station designs, and
 3. Segments 2B, 4 and 5 85% civil designs.

CRITICAL PATH NARRATIVE

- **System Design Packages:**
 1. Trackwork 100% design,
 2. Traction power 85% design,
 3. Overhead contact system 85% design,
 4. Train control system 85% design, and
 5. Communication system 85% design.

Construction

At the Boyle Station, the structural excavation and shoring, grounding grid, and sub-invert concrete were completed. Installation of HDPE and a portion of full invert concrete were completed during the month of September 2005. Full invert concrete between grid lines 1.1 and 10 of Boyle Station is scheduled to be completed before the assembly of the EPBMs.

At the Soto Station, the Level-1 station structural excavation and the utility support continued during the reporting period.

The West Portal soldier pile installation began in late July 2005 along the north side of the First Street and was completed in early September 2005. The soldier pile installation along the south side began after vehicular traffic was diverted to the north side of the street and will continue through mid-October 2005. Thereafter, the temporary street decking and excavation will begin.

At the East Portal, excavation behind the existing LA County crematorium retaining wall continued. Demolition of the existing retaining wall is scheduled for mid-October 2005. Thereafter, the SBC ductbank and a new retaining wall will be constructed to allow street widening to occur along the north side of 1st Street.

Utility relocations continue along 3rd Street.

The contractor for Contract C0802 – 101 Freeway Bridge Overcrossing continued with the pile repairs, bridge column rebar cage erection, and the freeway roadway construction. Concrete was placed for bridge columns at Bents No. 5 and 6 during the reporting period. A 55-hour freeway lane closure took place between September 30 and October 3, 2005 for realignment of the freeway lanes.

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	163	641,569	13,318	180,476	-	662,391	-
S	SPECIAL CONDITIONS	19,494	-	20,329	100	15,120	278	9,932	-	20,329	-
R	RIGHT-OF-WAY	40,358	-	41,742	-	41,563	404	36,013	-	41,742	-
P	PROFESSIONAL SERVICES	135,304	-	135,938	-	97,340	1,348	75,912	-	135,938	-
PC	PROJECT CONTINGENCY	60,254	-	28,249	-	-	-	-	-	28,249	-
PR	PROJECT REVENUE	(4,617)	-	(4,633)	-	-	-	(16)	-	(4,633)	-
SUBTOTAL		884,014	-	884,014	263	795,592	15,347	302,317	-	884,014	-
PF	PROJECT FINANCE COST	14,800	-	14,800	-	-	-	-	-	14,800	-
TOTAL		898,814	-	898,814	263	795,592	15,347	302,317	-	898,814	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 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 \$0.3 million this period due to executed modifications associated with Contract C0803-Tunnel, Stations, Trackwork, and Systems and environmental compliance services. The \$795.6 million in Commitments to date represents 88.5% of the Original Budget.

Expenditures

Expenditures are cumulative through August 2005. The Expenditures increased by \$15.3 million this period primarily due to construction costs associated to Contract C0803 – Tunnel, Stations, Trackwork, and Systems. The \$302.3 million in Expenditures to date represents 33.6% 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	-	6,342	120	160	-	18,000	-
S	SPECIAL CONDITIONS	-	-	-	-	-	-	-	-	-	-
R	RIGHT-OF-WAY	-	-	-	-	-	-	-	-	-	-
P	PROFESSIONAL SERVICES	-	-	-	-	-	-	-	-	-	-
PC	PROJECT CONTINGENCY	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	-	-	-	-	-	-	-
SUBTOTAL		18,000	-	18,000	-	6,342	120	160	-	18,000	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
TOTAL		18,000	-	18,000	-	6,342	120	160	-	18,000	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 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 remain the same for this period. The \$6.3 million in Commitments to date represents 35% of the Original Budget.

Expenditures

There were \$0.1 million of Expenditures this period for the Low Profile Overhead Contact System. The \$0.2 million of Expenditures to date represents 1% of the Original Budget.

FINANCIAL/GRANT STATUS – ORIGINAL SCOPE ACTIVITIES

SEPTEMBER 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	480.7	480.7	76.8	402.3	82%	76.8	16%	76.8	16%
FED - SECTION 5309 FIXED GUIDEWAY	23.1	12.0	12.0	12.0	100%	3.0	25%	3.0	25%
FEDERAL - CMAQ	10.3	10.3	10.3	10.3	100%	10.3	100%	10.3	100%
REGIONAL IMPROVMENT PROG-FED	179.8	4.8	4.8	4.8	100%	4.6	100%	4.6	100%
REGIONAL IMPROVMENT PROG-STATE	0.8	175.8	44.2	175.8	100%	34.5	20%	22.9	13%
STATE TCRP	45.0	45.0	45.0	45.0	100%	45.0	100%	45.0	100%
PROP A 35% / PROP C 40%	124.8	135.7	135.7	135.7	100%	118.1	87%	108.3	81%
LEASE REVENUES	10.1	10.1	10.1	10.1	100%	10.1	100%	10.1	100%
ACCRUALS									
SUB-TOTAL	884.0	884.0	338.7	785.6	90%	302.3	34%	282.0	32%
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	338.7	785.6	89%	302.3	34%	282.0	31%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2005.

STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309 NEW STARTS: LACMTA received an appropriation of \$59.5M for FY05. However, because Congress didn't approve the Reauthorization Bill at the time of LACMTA's grant application, only \$39.1M was available at that time. The grant was executed on August 12, 2005 and funds are available for drawdown. A grant amendment for the remaining balance (\$20.4M) was subsequently submitted. The grant was executed on September 15, 2005 and funds are now available for drawdown.

FEDERAL SECTION 5309 FIXED GUIDEWAY: LACMTA submitted in June 2005 a grant application for \$3.0M. The grant was executed on July 20, 2005 and funds are available for drawdown. LACMTA submitted a grant application for \$9.0 M on September 2, 2005. The grant was executed on September 16, 2005 and funds are 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-STATE: LACMTA submitted a request for an AB 3090 reimbursement allocation of \$43.6 M in STP 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 FUNDING SOURCE \$	(F/B) %
FEDERAL - CMAQ	14.0	0.0							
PROP C 40%	0.0	14.0	14.0	2.3	17%	0.2	1%		0%
PROP C 10%	4.0	4.0	4.0	4.0	100%		0%		0%
ACCRUALS									
TOTAL	18.0	18.0	18.0	6.3	35%	0.2	1%	0.0	0%

(1) Based on March 2005 Board Report.

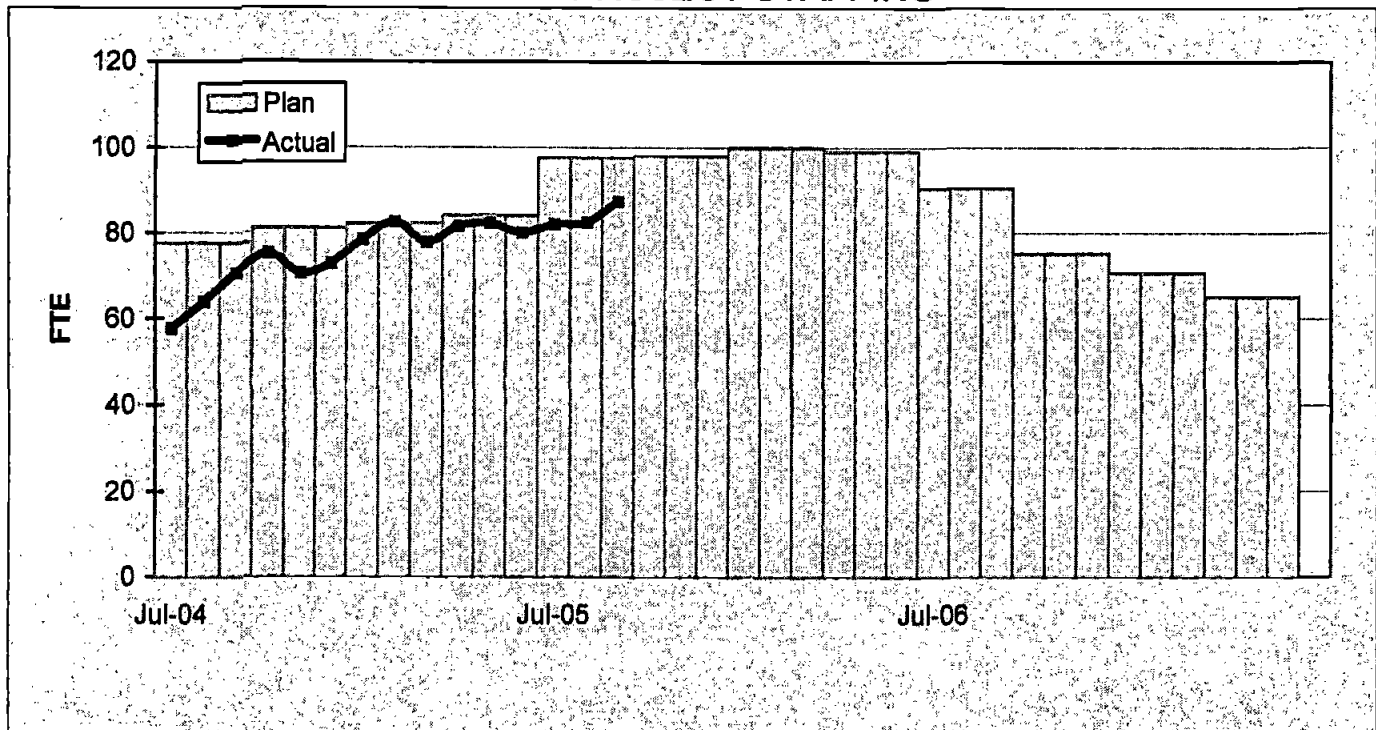
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 2005.

STATUS OF FUNDS ANTICIPATED

FEDERAL CMAQ: LACMTA submitted a grant application to the FTA in June 2005 for \$9.9M. FTA is questioning the use of federal funds on this project. LACMTA will replace with Proposition C 40% funds.

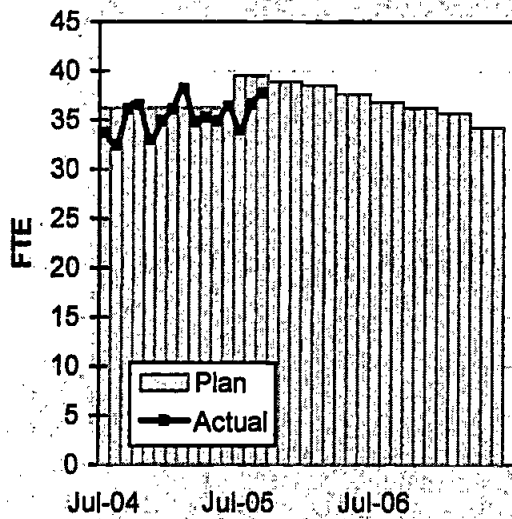
STAFFING STATUS

TOTAL PROJECT STAFFING

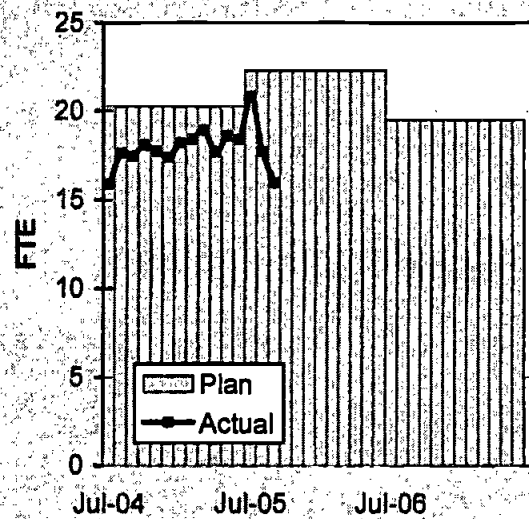


STAFFING STATUS

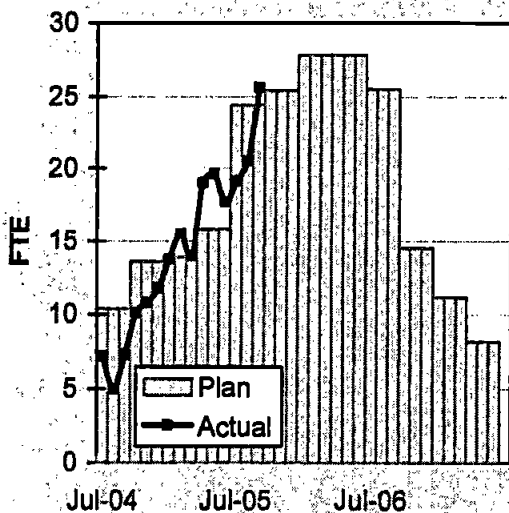
DIRECT AGENCY STAFFING



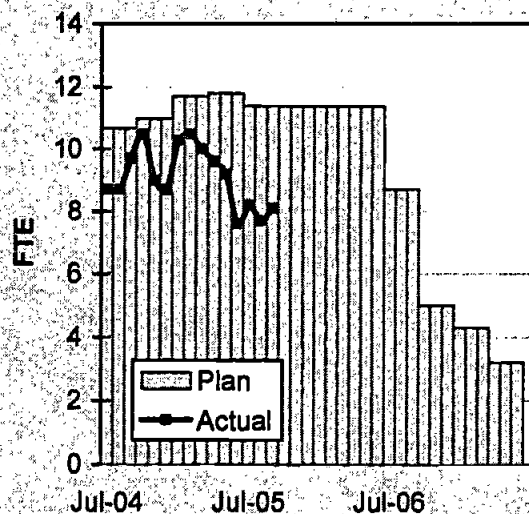
INDIRECT AGENCY STAFFING



CONSTRUCTION MANAGEMENT



ELRT PARTNERS



REAL ESTATE STATUS

- For C0803, the tunnel portion of the alignment, 40 parcels are required for acquisition (11 full takes, 4 partial takes, 20 sub-surface easements/temporary construction easements, 3 sub-surface easements/building protection, and 2 building protections).
- For C0803, the at-grade portion of the alignment, 27 parcels are required for acquisition (17 full takes, 9 partial takes and 1 surface easement). Nine parcels have been identified for the proposed Ramona High School site reconfiguration.
- For C0802, 2 parcels are required (1 surface easement and 1 full take parcel).
- Sixty-nine parcels have been certified, 40 for C0803-Tunnel, 27 for C0803-At-Grade and 2 for C0802. Offers have been made to 67 property owners. A total of 59 parcels are available (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

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	69	59	10	0	0
Last Period	69	59	10	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	36	4	0	0	0	40*
C0803-At-Grade	27	21	1	5***	0	1**	17
C0802	2	2	0	0	0	0	2
TOTAL	69	59	5	5	0	1	59
LAST PERIOD	69	59	5	5	0	1	59

* Includes 4 properties acquired under condemnation plus 36 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

- Continued excavation work at the LA County Crematorium site under the oversight of Cogstone Resource Management.
- Numerous discoveries were found at the Crematorium site and removed for future re-interment.
- Approximately 85% of the Crematorium site has been cleared.
- Coordinated AQMD permit for concrete batch plant for Traylor Brothers.
- Began storm water control survey to ensure readiness for rainy season.

COMMUNITY RELATIONS STATUS

- Held project briefings for the Review Advisory Committee and the Executive Review Advisory Committee.
- Coordinated installation of extensometers and settlement markers at structures along the tunnel alignment.
- Provided support to the Dolores Mission School, Proyecto Pastoral Community Cleanup and the LA Music and Arts School-Stars for the Arts event.

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 fire protection piping fabrication.
- Conducted a joint audit of the T-S-P tunnel segment precasting facility with the PMOC. A single observation was noted regarding Metro involvement in the repair approval process. The issue is under review.
- Coordinated with Metro Engineering to resolve the issue of 100 tunnel precast segments with cosmetic deficiencies.

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, LAPD, LA Fire and PMOC representatives.
- Monitored construction activities on a daily basis to ensure safety compliance.
- Met with LA Sheriff personnel to discuss security issues and construction schedule.
- ELRTC reported zero incidents for the month of September 2005. Project-to-date man-hours: 550,000. A total of (7) recordable injuries to date. Statistical rate for recordable incidents are below the National Average.

ART DEVELOPMENT STATUS

First/Lorena Construction fence mural

- Completed safety training for artist and subcontractor.
- Completed three-band paint motif.

East LA Civic Center

- Completed artist's public art concept.

Atlantic Station

- Completed artist's public art concept.

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	10/05	*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. Alternative language is expected to be forwarded to LACMTA Management and County Council for review.
So. Cal. Edison Co.	Amendment	10/05	*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	10/05	*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 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	2/8/03	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. On-hold until Indiana St. alignment resolved
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	12/8/02	6/8/03	8/29/2003	Approved
12	Complete	2/13/03	2/27/03	4/18/03	12/13/02	6/8/03	9/5/2003	Approved
13	Complete	2/6/03	2/20/03	4/18/03	2/21/03	6/8/03	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	6/8/03	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	8/13/2003	Approved
18	Complete	1/8/03	1/15/03	3/20/03	2/14/03	5/5/03	8/13/2003	Approved
Agency Responsible		ELRTP	MTA	ELRP	ELRTP	MTA	MTA	

Batch No. 5 has been removed, as the Midway Yard will be utilized.

SHADED AREAS REPRESENTS COMPLETION

41 applications approved.

An additional application is planned to be submitted after further analysis. The location is 3rd and Ditman. Extensions are being submitted as approvals surpass their 3-year life span.

Batch Descriptions	
1 1st / Alameda	10 3rd / Ford
2 Alameda / Temple	3rd / McDonnel
1st / Hewitt	3rd / Arizona
Ped Crossings @ 1st / Alameda Station	11 3rd / Mednik
3 1st / Vignes	3rd / Civic Center Drive
4 1st / Lorena	3rd / La Verne
4A Indiana/1st	12 3rd / Driveways to Sheriff's Station
Indiana/3rd	3rd / Wood / Via Corona / Pomona / Beverly
Indiana Pedestrian Crossing	13 3rd / 60 Fwy WB Connector
6 1st / Mission	3rd / 60 Fwy over ELRT
1st / Anderson	3rd / 710 Fwy SW Connector
1st / Clarence	3rd / Bridge over 710 Fwy
1st / Utah	3rd / 710 Fwy SE Connector
1st/Gless Pedestrian Crossing	14 Union Station Service Road
7 3rd / Ditman	15 1st / Santa Fe
3rd / Rowan	1st / Myers
8 3rd / Gage	16 1st / MTA
3rd / 60 Fwy WB Ramps	1st / BNSF
3rd /Downey	1st / Union Pacific
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 30, 2005					
Progress/Work Completed: <ul style="list-style-type: none"> Completed column concrete for Bent Nos. 5 and 6. Completed 55-hour freeway lane closure for lane realignment. 		Major Activities (In Progress): <ul style="list-style-type: none"> Pile repair for Bent Nos. 7, 8 and Abutment 10. Roadway construction. Drainage systems construction. 					
Areas of Concern: None		Major Activities Next Period: <ul style="list-style-type: none"> Roadway construction. Pile repair for Bent 7 and Bent 8. Open Gary Street on/off ramps. 					
Schedule Summary:			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CD's
Date of Award: 09/07/04		Notice to Proceed	09/22/04	0	09/22/04	09/22/04	0
Notice to Proceed: 09/22/04		Milestone 1 - Complete Abutment No. 10	09/26/06	31	07/27/06	07/27/06	0
Original Contract Duration: 700 CD		Milestone 2- Complete All Work	09/23/06	33	09/25/06	09/25/06	0
Current Contract Duration: 729 CD							
Elapsed Time from NTP: 373 CD							
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. 11, dated 9/19/2005.		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:		2.67			

CONTRACT C0803 STATUS

Description: Tunnel, Stations, Trackwork & Systems Contractor: Eastside LRT Constructors		Contract No. C0803 Status as of: September 30, 2005					
Progress/Work Completed: <ul style="list-style-type: none">* Completed Boyle Station grounding grid and sub-invert slab.* Delivered major parts of tunnel boring machines to Boyle Sta.* Completed soldier pile installation at north side of West Portal.* Completed West Portal deck beam fabrication.* Submitted 85% design for Soto Station.* Submitted 85% civil design for Segments 1, 2A, 6, and 7.* Submitted initial civil design for Segment 3B. Areas of Concern: None		Major Activities (In Progress): <ul style="list-style-type: none">* Boyle Station invert HDPE installation* Boyle Station rebar/concrete for full invert slab* Delivering remaining parts of tunnel boring machines* Precast tunnel liner segments manufacturing* Soto Station, East Portal, and 3rd Street utility relocations* West Portal south side soldier pile installation* East Portal excavation behind the existing retaining wall* Boyle Station 100% design* Maravilla Station 85% design* Little Tokyo and Pico/Aliso 100% station design* 85% design for TPS/OCS/TC/Communications Systems Major Activities Next Period: <ul style="list-style-type: none">* Unload and assemble tunnel boring machines* Tunnel eye preparation* Tunnel liner segments manufacturing* West Portal south side soldier pile installation* West Portal temporary street decking installation* Soto Station structural excavation* Boyle Station full invert slab construction					
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: 457 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: 16.64% * Note: Physical completion assessment reflects work completed and invoice amount.		Cost Summary: \$ In millions 1. Award Value: 600.45 2. Executed Modifications: 0.50 3. Approved Change Orders: 0.22 4. Current Contract Value (1+2+3): 601.17 5. Incurred Cost: 186.21					

CONTRACT P2550 STATUS

Description: 2550 Rail Vehicle Program Contractor: AnsaldoBreda, Italy		Contract No. P2550 Status as of: September 30, 2005																																																																																																																	
Progress/Work Completed: 1. Proof of Design Testing and Preliminary Acceptance Testing continued 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, Pistola, and Naples Italy. 3. The Contractor Engineering staff visited Los Angeles to review and status the open Engineering Issues on the Contract. 4. The Contractor's Italian and Stateside staff and MTA IPT also discussed the mobilization of the Pittsburg, California U.S. assembly plant.		Major Activities (In Progress): 1. AnsaldoBreda is working towards achievement of Milestone Nos. 5A, 6A, 7A and 8A work. 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 702 for Acceptance Testing in October 2005. 4. Pittsburg plant modifications including installation of tools & equipment are on-going and expected to be completed next period. 5. Major vehicle sub-assemblies in the Pistola plant are being prepared for shipment to the Pittsburg 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. 3. Although the Pittsburg mobilization is progressing rapidly, the pace must be made so that the hiring of labor can commence.		Major Activities Next Period: 1. LRV 702 will complete Acceptance Testing. 2. LRV 701 will be prepared for Acceptance Testing. 3. 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 will continue in order to monitor technical design completion for the P2550 rail vehicles. 5. Final vehicle assembly for LRV 703 and 704 will continue in the Pistola plant. 6. Delivery of major vehicle sub-assemblies to the Pittsburg plant.																																																																																																																	
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: 847 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.		<table><tr><th></th><th>Original Contract Dates</th><th>Time Extension</th><th>Current Contract</th><th>Forecast</th><th>Variance CDs</th></tr><tr><td>Notice to Proceed</td><td>06/06/03</td><td>0</td><td>6/06/03A</td><td>8/06/03A</td><td>0</td></tr><tr><td>Milestone 1A -</td><td>08/08/03</td><td>0</td><td>12/08/03</td><td>10/15/03A</td><td>0</td></tr><tr><td>Milestone 2A -</td><td>09/05/03</td><td>0</td><td>11/20/03</td><td>12/30/03A</td><td>0</td></tr><tr><td>Milestone 3A -</td><td>11/07/03</td><td>0</td><td>01/20/04</td><td>12/30/03A</td><td>0</td></tr><tr><td>Milestone 4A -</td><td>01/02/04</td><td>0</td><td>01/31/04</td><td>3/31/04A</td><td>0</td></tr><tr><td>Milestone 5A - Appr. dwgs, per Sect. 1.13.1 Tech Specs</td><td>05/07/04</td><td>0</td><td>05/07/04</td><td>10/31/05</td><td>542</td></tr><tr><td>Milestone 6A - Appr. of Operator Cab Mockup</td><td>08/04/04</td><td>0</td><td>08/04/04</td><td>10/31/05</td><td>514</td></tr><tr><td>Milestone 7A - Appr. Carbody Stress Analysis & C.T. Report</td><td>11/05/04</td><td>0</td><td>11/05/04</td><td>10/31/05</td><td>360</td></tr><tr><td>Milestone 8A - Appr. of Traction Motors Perf. Tests</td><td>11/05/04</td><td>0</td><td>11/05/04</td><td>10/31/05</td><td>360</td></tr><tr><td>Milestone 9A - Appr. of Final Op. Hazard Analysis</td><td>02/04/05</td><td>0</td><td>02/04/05</td><td>10/31/05</td><td>269</td></tr><tr><td>Milestone 10A - Deliver Draft Op. Maint. H. Repair Manuals</td><td>02/11/05</td><td>0</td><td>02/11/05</td><td>10/31/05</td><td>262</td></tr><tr><td>Milestone 11A - Appr. of Op. Training Program</td><td>04/08/05</td><td>0</td><td>04/08/05</td><td>10/31/05</td><td>206</td></tr><tr><td>Milestone 12A - Appr. of Oper., Maint. & Heavy Repair Manuals</td><td>09/23/05</td><td>0</td><td>09/23/05</td><td>10/31/05</td><td>38</td></tr><tr><td>Milestone 13A - Completion of Car-level Design Qualif. Tests</td><td>11/18/05</td><td>0</td><td>11/18/05</td><td>11/18/05</td><td>0</td></tr><tr><td>Milestone 14A - Compl. & Appr. Weight Control Program Plan</td><td>11/18/05</td><td>0</td><td>11/18/05</td><td>11/18/05</td><td>0</td></tr><tr><td>Milestone 15A - Acceptance of Two First Article Vehicles</td><td>11/18/05</td><td>0</td><td>11/18/05</td><td>11/18/05</td><td>0</td></tr><tr><td>Milestone 16A - Completion of Operating & Maintenance Training Programs</td><td>12/30/05</td><td>0</td><td>12/30/05</td><td>12/30/05</td><td>0</td></tr></table>							Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Notice to Proceed	06/06/03	0	6/06/03A	8/06/03A	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. 1.13.1 Tech Specs	05/07/04	0	05/07/04	10/31/05	542	Milestone 6A - Appr. of Operator Cab Mockup	08/04/04	0	08/04/04	10/31/05	514	Milestone 7A - Appr. Carbody Stress Analysis & C.T. Report	11/05/04	0	11/05/04	10/31/05	360	Milestone 8A - Appr. of Traction Motors Perf. Tests	11/05/04	0	11/05/04	10/31/05	360	Milestone 9A - Appr. of Final Op. Hazard Analysis	02/04/05	0	02/04/05	10/31/05	269	Milestone 10A - Deliver Draft Op. Maint. H. Repair Manuals	02/11/05	0	02/11/05	10/31/05	262	Milestone 11A - Appr. of Op. Training Program	04/08/05	0	04/08/05	10/31/05	206	Milestone 12A - Appr. of Oper., Maint. & Heavy Repair Manuals	09/23/05	0	09/23/05	10/31/05	38	Milestone 13A - Completion of Car-level Design Qualif. Tests	11/18/05	0	11/18/05	11/18/05	0	Milestone 14A - Compl. & Appr. 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
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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 September 2005 is 57% * 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



Boyle Heights/Mariachi Plaza Station invert slab.



Soto Station structural excavation.

CONSTRUCTION PHOTOGRAPHS



Widening of 1st Street at the West Portal.



Columns for the 101 Freeway Bridge 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 (LACMTA staff) costs.

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

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

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

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

APPENDIX

LIST OF ACRONYMS

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

APPENDIX

LIST OF ACRONYMS (Continued)

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

APPENDIX

LIST OF ACRONYMS (Continued)

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