

Crenshaw/LAX Transit Corridor



Metro[®]

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

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).

DECEMBER 2011

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PROJECT OVERVIEW

Planning/Environmental

The Board approved the Project Definition and certified the Final Environmental Impact Report (FEIR) in September 2011. In addition, the Board authorized the Chief Executive Officer (CEO) to file a Notice of Determination, adopt the Finding of Fact and Statement of overriding Considerations, and the Mitigation Monitoring & Reporting Plan.

Within the CEQA lawsuit filing period (30 days), which ended October 24, 2011 one legal petition was filed. An administrative record is currently being prepared. FTA has moved the action to Federal Court.

The FEIS/FEIR was reviewed by the California transportation Commission (CTC) and they adopted the required resolution for future funding consideration on December 15, 2011.

The Record of Decision (ROD) was received from the FTA on December 30, 2011. With the receipt of ROD, advance utility relocations can commence by third parties, right-of-way properties certified by the project can be acquired by MTA and additional agreements that require the ROD can be put in place. Construction is authorized through closing of the TIFIA loan scheduled for July 31, 2012.

Design

The baseline preliminary engineering effort is complete. The design consultant submitted the final preliminary engineering drawing deliverables for Facilities and Systems in November 2011. Continuing advanced utility relocation design to support issuance of first construction contract in January 2012. Early design efforts for the Southwestern Yard have commenced.

The Board requested completion of a preliminary design for an underground station at Crenshaw Boulevard/ Vernon/Avenue in the Leimert Park area and has been added to the Preliminary Engineering scope of work. This optional station will be added as a bid option in the design-build contract. A further Board Motion was adopted at the December Board Meeting to adopt a bid option for an at-grade station at Florence/Hindry.

As part of the Preliminary Engineering work scope for the design consultant, work continues on preparing procurement documents for Contract C0990 Crenshaw/LAX Advanced Utility Relocations and the design-build alignment Contract C0988 Crenshaw/LAX Transit Corridor.

Third Party Agreement

Staff continues to coordinate outstanding design issues with FAA, LAWA, LADOT, LABOE, DWP, City of Inglewood, Caltrans and CPUC on a weekly basis. Working on finalizing all agreements, where appropriate, with third parties.

PROJECT OVERVIEW (Continued)

Right-of-Way

Developed a Real Estate Acquisition Management Plan and commenced Preliminary Engineering real estate actions such as development of a Relocation Plan. In addition, 26 of 50 parcels have been certified and appraisals have been completed for 15 parcels. Additional appraisals have been ordered.

A term sheet has been negotiated between BNSF Railway Company to cease rail operations and abandon its interest in the five-mile Crenshaw Segment of the Harbor Branch right-of-way. The term sheet was approved at the November MTA Board Construction Committee in November 2011 and the full Board in December 2011 subject to receipt of Record of Decision. With receipt of ROD in December 2011, offers can now be made on right-of-way parcels certified by the project. An agreement between BNSF and Metro has been prepared and will be ready for execution in January 2012.

Program Management

The Board approved the Life-of-Project (LOP) budget of \$1,749 million in October 2011. The LOP includes \$26 million for the environmental/planning scope of work and \$1,723 million for the preliminary engineering and construction scope of work. The Original Budget for the Construction effort includes a 49% cost allocation share that the Crenshaw/LAX project is responsible for paying for the design and construction of the Southwestern Yard. The Crenshaw/LAX project does not include funding associated with the Paint and Body shop at Division 22 which is funded by a separate project number but this scope of work will be bid and constructed by the Southwestern Yard design-build contractor.

The project commitments to date are \$62.5 million or 3.6% of the Original Budget. The project expenditures to date are \$46.3 million or 2.6% of the Original Budget. The expenditures to date are for Environmental/Planning and Preliminary Engineering planned and scheduled work.

The project master schedule has been developed and includes the Revenue Service Date forecast of December 2018. The baseline schedule will be updated monthly and status reported against planned work.

A Risk Register has been developed for the project and is being updated monthly to reflect the issues/risks identified to date, which includes new risks as well as risks resolved. A follow-up three-day Risk Assessment Workshop is planned in January 2012.

MANAGEMENT ISSUES

Concern No. 1: Complete definition of FAA/LAWA south runway construction requirements for procurement documents. Also, confirm decisions required on civil infrastructure to be built by MTA and fiber installation by FAA/LAWA. Written concept approval was received from LAWA in December on the utility relocation work scope.

Status/Action Regular meetings are being held with the local FAA/LAWA offices to resolve outstanding issues. Notifications of Proposed Construction Alterations (7460 form) are being processed “on airfield” through the local FAA office to expedite signoff.

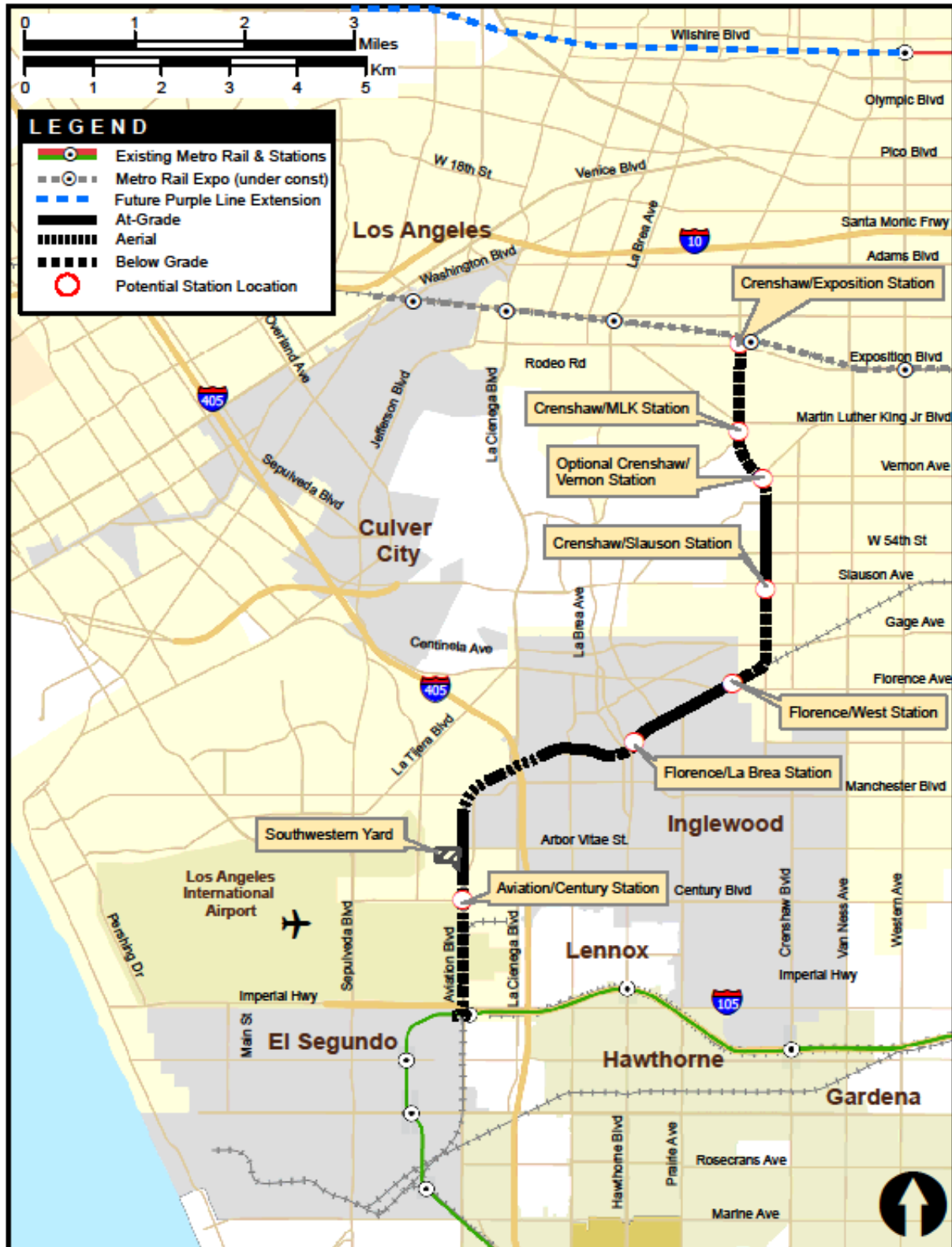
Concern No. 2: Execute Agreement with BNSF Railway Company to cease rail operations and abandon its interest in the Crenshaw Segment portion of the Harbor Branch right-of-way per Term Sheet.

Status/Action Received Construction Committee approval of Term Sheet at November 17, 2011 meeting, and MTA Board approval at December 15, 2011 Board Meeting. With the receipt of a Record of Decision from FTA on December 30, 2012, MTA has prepared the final agreement based on the negotiated term sheet to BNSF and has reached agreement with BNSF to proceed with execution in January 2012.

Concern No. 3: MTA Board to determine if Westchester Station will be included as a bid option to the Design-Build Contract C0988 Crenshaw/LAX Transit Corridor.

Status/Action A motion was presented and adopted at the December 15, 2011 Board Meeting, (which approved the inclusion of the Westchester Station, at-grade near Florence/Hindry as a bid option during the construction procurement. Preparing preliminary engineering design to include as option to design-build Contract C0988 Crenshaw/LAX Transit Corridor.

PROJECT ALIGNMENT



BASE PROJECT SCOPE

The Crenshaw/LAX Transit Corridor is a north/south corridor that serves the cities of Los Angeles, Inglewood, Hawthorne and El Segundo as well as portions of unincorporated Los Angeles County. The alignment extends 8.5 miles, from the intersection of Crenshaw and Exposition Boulevards to a connection with the Metro Green Line at the Aviation/LAX Station. The project provides major connections with the Los Angeles International Airport (LAX) as well as links to the Metro Green Line, the Exposition Line and countywide bus network. The Board adopted a light rail system as the Locally Preferred Alternative (LPA) in December 2009.

The alignment is comprised of a double-tracked right-of-way consisting of sections of at-grade in-street, at-grade within railroad right-of-way, aerial, and below-grade guideway sections, six stations, park and ride facilities at three locations, utilities, landscaping, roadway improvements required by the project and a maintenance & storage facility (Southwestern Yard). During preliminary engineering, scope modifications were incorporated as part of the project. These changes, resulting from consultations with agencies such as the Public Utility Commission, Los Angeles Department of Transportation, and Federal Aviation Authority, included:

- 1) At-grade to below-grade segment from Exposition Boulevard to 39th Street;
- 2) La Brea Avenue Grade Separation changed from aerial to below-grade;
- 3) Partially covered trench adjacent to LAX as an interim condition; and
- 4) Cost sharing of a maintenance & storage facility near LAX (Arbor Vitae/Bellanca) called Southwestern Yard.

Additional engineering refinements developed through Preliminary Engineering are being reviewed for environmental compliance. These include abandonment of the BNSF track that includes realignment of LRT tracks and demolition of two existing BNSF bridge structures; and additional right-of-way acquisitions with the majority being small partial takings and temporary construction easements.

The two proposed optional stations, Crenshaw/Vernon (Leimert Park Village) and Westchester (Florence/Hindry), are not included in the LPA. However, a bid option will be included in the design-build contract for constructing the Crenshaw/Vernon Station as well as an additional bid option to cover a Westchester at-grade station without parking facilities near Florence/Hindry. Both station options are being reviewed for environmental compliance.

With Board approval of a base Project Definition and certification of the Final Environmental Impact Report on September 22, 2011, the project team will continue with pre-construction activities. To accomplish the final design and construction of the project, the following contracts are being prepared to implement the project scope of work.

BASE PROJECT SCOPE (Continued)

Contract C0990 Crenshaw/LAX Advanced Utility Relocations

The design of several early utility relocations was advanced sufficiently to allow for bidding of critical early utility relocations. This contract will include relocating three (3) existing duct banks that feed various NAVAIDS on the south airfield complex. These ductbanks contain fiber lines and power lines which belong to both LAWA and FAA. Since the new track alignment is below grade at these crossings, the ductbanks have to be relocated in advance to allow for the construction of the track alignment. In addition, other wet utilities along the Harbor Branch and Crenshaw Boulevard segments of the corridor that can be relocated in advance are included as part of this contract.

The project delivery method for this contract is bid-build Information for Bid (IFB) approach.

Design-Build Contract C0988 Crenshaw/LAX Transit Corridor

This is the largest project contract which will complete final design and construction of the infrastructure required along the corridor alignment. The structures required to be constructed are six baseline stations, grade separations including flyover structures, cut and cover trenching, tunneling and three park-n-ride facilities. The scope of work will include all the necessary systems work including train control, traction power supply substations and distribution, overhead catenary, and communications. Two optional stations will be included as bid options.

The project delivery method for this contract is design-build utilizing a two step best value procurement approach with submittal of qualification statements through a RFQ process, pre-qualification of qualified proposers followed by release of a RFP soliciting technical and price proposals.

Design-Build Contract C0991 Southwestern Yard

The Board-adopted 2009 Long Range Transportation Plan (LRTP) for Los Angeles County envisioned one new central Light Rail Transit (LRT) Maintenance facility to be used by all projects. Since the LRTP adoption, substantial progress on light rail system planning and development, including more accurate vehicle assignments, cost estimates, and functional requirements, has led MTA to conclude that two new LRT yards, an Eastern Yard and a Southwestern Yard, are necessary. This contract will construct the Southwestern Yard which will consolidate maintenance facility requirements for this project as well as the operating Metro Green Line, proposed South Bay Metro Green Line Extension and proposed Metro Green Line to LAX. The cost of constructing the Southwestern Yard will be proportionately split among the four projects. This contract will also include constructing a paint and body shop at the existing Metro Green Line maintenance facility in Hawthorne (Division 22).

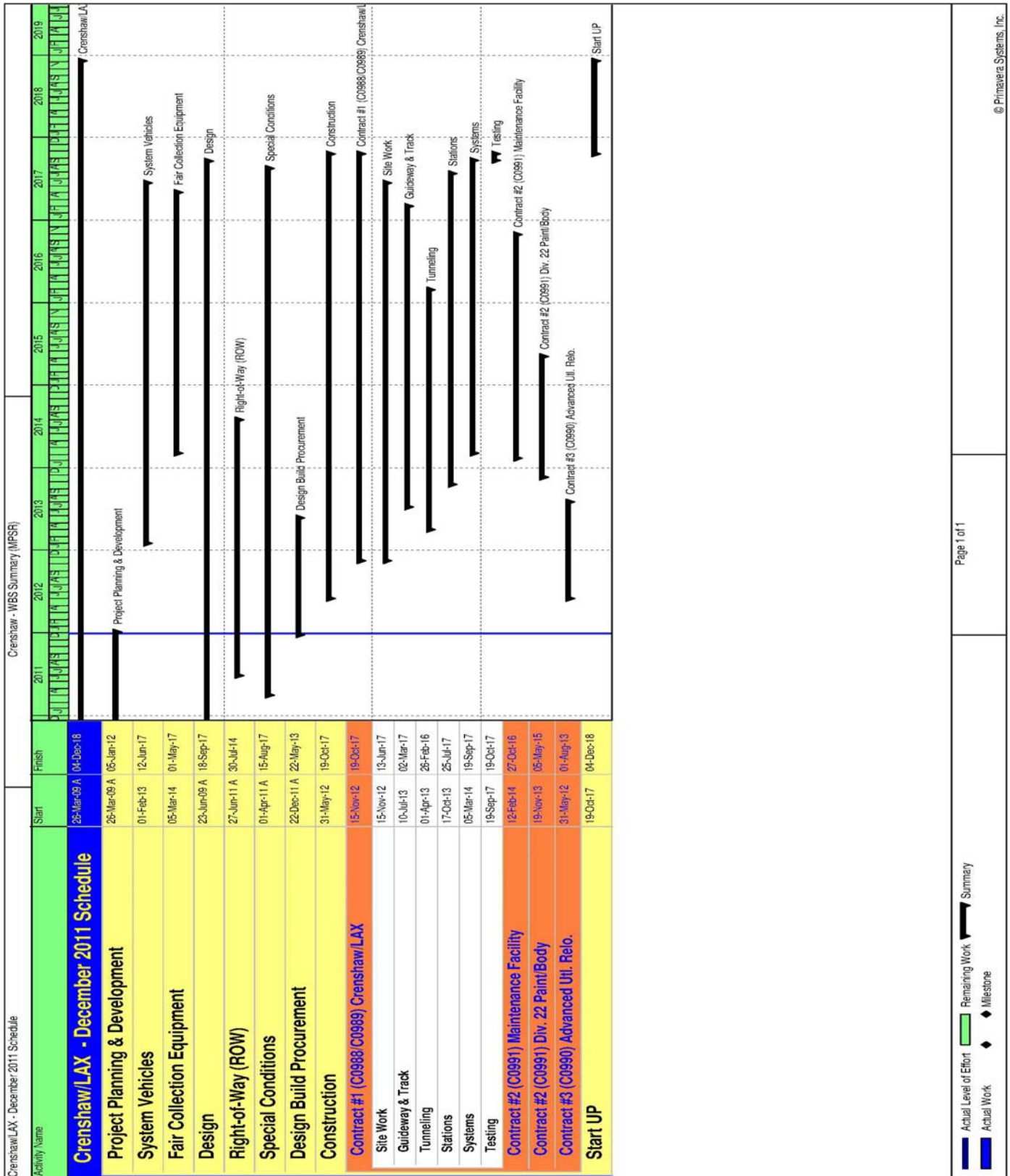
The project delivery method for this contract is design-build Information for Bid (IFB) approach.

KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12
Receive Record of Decision from FTA	12/30/11A	FTA					
Issue Request for Qualification Contract C0988 "D-B Transit Corridor"	12/23/11A	◆					
Receive Final Preliminary Engineering Cost Estimate	11/15/2011A						
Commence Early Utility Relocations by Third Parties	01/20/12		△				
Complete Base Project PE Design	02/01/12			○			
Approve Agreement with BNSF for Abandonment of RR Tracks	01/31/12		Ⓜ				
Issue Information for Bid Contract C0990 "Adv. Util. Relocation"	01/17/12		◆				
Complete Industry Review	01/05/12		◆				
Issue Request for Proposals Contract C0988 "D-B Transit Corridor"	3/16/12*				◆		
Approve Design Consultant Phase III Support	01/27/12		Ⓜ				
Receive Bids Contract C0990 "Adv. Util. Relocation"	03/08/12				□		

- ◆ MTA Staff
- Ⓜ MTA Board Action
- FTA (Federal Transportation Authority)
- △ Other Agencies
- Contractors
- HMM Design
- "A" following date is actual and completed
- * New

PROJECT SUMMARY SCHEDULE



CRITICAL PATH NARRATIVE

Critical Path:

The longest path to project substantial completion begins with the Procurement cycle; Award/NTP of the Design/Build Contract #1 Crenshaw/LAX Transit Corridor.

Upon award, the critical path moves through final design for the alignment and completing shop drawings to begin procurement of the tunnel boring machines (TBMs). The TBMs are a long lead item and as packages of final design are approved for construction work will commence on the alignment prior to the TBMs arrival, assembling and testing.

The critical path then flows to remaining construction elements; tunneling, guideway construction, station construction, and systems installation. Critical work concludes with systems integration testing and acceptance.

PROJECT COST STATUS - 865512

COST REPORT BY ELEMENT

UNITS IN

ELE- MENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	1,133.6	-	1,133.6	0.3	4.1	-	-	-	1,132.8	(0.7)
R	RIGHT-OF-WAY	68.7	-	68.7	-	-	-	-	-	67.6	(1.0)
V	VEHICLES / BUSES	87.8	-	87.8	-	-	-	-	-	87.8	-
P	PROFESSIONAL SERVICES	258.1	-	258.1	1.1	32.4	2.7	21.0	-	260.7	2.6
PC	PROJECT CONTINGENCY	174.8	-	174.8	-	-	-	-	-	173.9	(0.8)
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
865512 - SUBTOTAL		1,723.0	-	1,723.0	1.4	36.5	2.7	21.0	-	1,723.0	-
EP	ENVIRONMENTAL/PLANNING	26.0	-	26.0	-	26.0	-	25.3	-	26.0	-
405512, 465512 & 865512 - TOTAL		1,749.0	-	1,749.0	1.4	62.5	2.7	46.3	-	1,749.0	-

NOTE: 865512 EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2011.

PROJECT COST ANALYSIS

Original Budget and Current Budget:

The Board in October established the Life-of-Project (LOP) budget of \$1,749 million for the Crenshaw/LAX Transit Corridor Project. The Original Budget includes in the Construction Element the 49% estimated cost allocation share that the Crenshaw/LAX project is responsible for paying for the design and construction of the Southwestern Yard.

Current Forecast: The total project forecast is \$1,749 million.

Commitments:

The cumulative commitments through December 2011 are \$62.5 million. The commitments increased by \$1.4 million this period. In the Construction element there was an increase of \$0.3 million mainly for third party scope of work. In the Professional Services element there was an increase of \$1.1 million primarily for executed contract modifications associated with the construction management support services, community relations program, and miscellaneous specialty services. The \$62.5 million in commitments to date represents 3.6% of the current budget.

Expenditures:

The expenditures are cumulative through November 2011. In the Professional Services element there was an increase of \$2.7 million for costs associated with the preliminary engineering design contract E0117, tunnel advisory panel services, field office lease and related expenses, construction management support services, community outreach program, and Metro project administration. In addition, there has been a total of \$25.3 million expenditures related to the Environmental/Planning Phase. The \$46.3 million in expenditures to date represents 2.6% of the current budget.

FINANCIAL/GRANT STATUS - 865512

\$ in millions

SOURCE	(A)	(B)	(C)	(D)	(DB)	(E)	(EB)	(F)	(FB)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to \$	FUNDING SOURCE %
FEDERAL - CMAQ	68.2	68.2							
REGIONAL IMPROVEMENT PROG	36.7	36.7	2.2	2.2	6%	2.2	6%	0.179	
FEDERAL - SECTION 5309 BUS CAPT	8.6	8.6	8.6	8.6	100%	8.6	100%	7.1	83%
FEDERAL - REGIONAL STP	20.0	20.0					0%		0%
FEDERAL - ALTERNATIVE ANALYSIS	1.2	1.2	1.2	1.2	100%	1.2	100%	1.2	100%
STATE PROP 1B PTMSEA	201.2	201.2		20.4		4.2			
FEDERAL - TIFIA LOAN (Measure R)	545.9	545.9							
MEASURE R	661.1	661.1	26.0	26.0		26.0		12.3	
LOCAL AGENCY FUNDS	52.4	52.4							
PROP C 25% HIGHWAY	148.9	148.9	4.1	4.1		4.1		2.4	
PROP A 35% RAIL CAPITAL	4.8	4.8							
TOTAL	1,749.0	1,749.0	42.1	62.5	3.6%	46.3	2.6%	23.2	1.3%

NOTE: Expenditures are cumulative through November 2011.
Original Budget based on Board approved October 2011 Funding/Expenditure Plan

STATUS OF FUNDS ANTICIPATED

FEDERAL SECTION 5309 BUS CAPITAL: FTA approved Metro Grant on July 6, 2010 for a total of \$8.6M for bus and related facilities Preliminary Engineering effort. Funds are available for drawdown.

REGIONAL IMPROVEMENT PROGRAM: \$2.2M was allocated by the California Transportation Commission on January 28, 2011 for Preliminary Engineering work.

FEDERAL ALTERNATIVE ANALYSIS: \$1.2M was approved by FTA under the Alternative Analysis Program. Funds have been drawn down.

FEDERAL TIFIA LOAN (Measure R) (Transportation Infrastructure Finance & Innovation Act): Application for a loan of \$545.9M will be submitted to the US Department of Transportation (DOT) in November 2011. On January 25, 2011 Metro will make a presentation to the TIFIA Office on the projects description, financial capacity, and other related items.

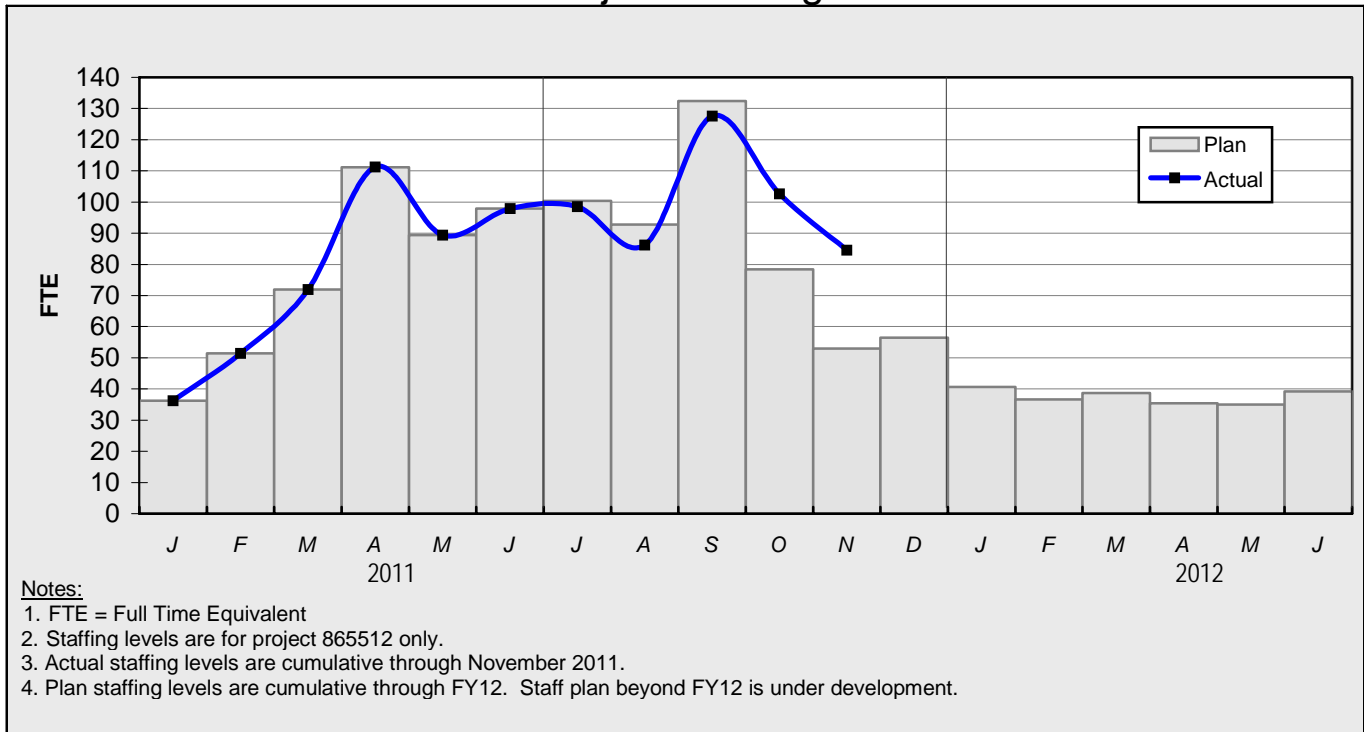
STATE PROP 1B – PTMISEA: A request for an allocation of \$38.4M was submitted to the State on June 1, 2011. Approval is pending bond funds availability.

MEASURE R: \$26.0M has been allocated to the project and is available for drawdown.

PROP C 25% HIGHWAY: \$4.1M has been allocated to the project and is available for drawdown.

STAFFING STATUS

Total Project Staffing – FTES



TOTAL PROJECT STAFFING

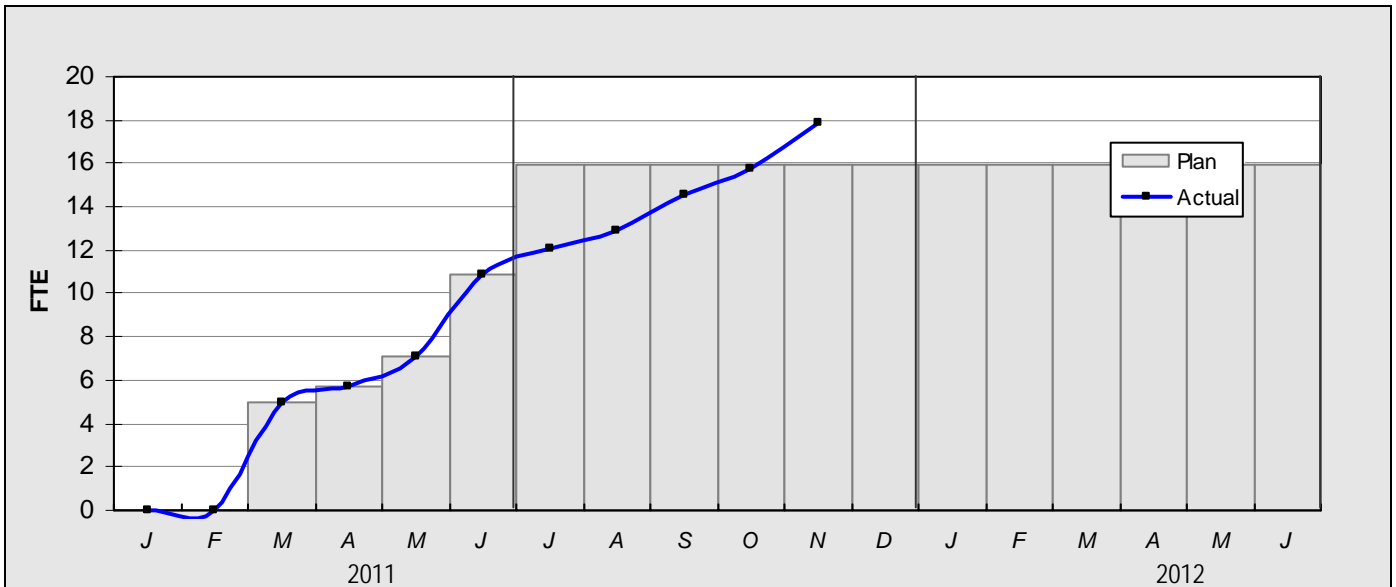
The overall FY12 Total Project Staffing plan averages 61.6 FTE's per month.

For November 2011, there were a total of 17.9 FTE's for MTA's Project Administration staff and 66.7 FTE's for consulting staff. The total project staffing was 84.6 FTE's for November 2011.

Project staffing beyond FY12 is under development.

STAFFING STATUS (Continued)

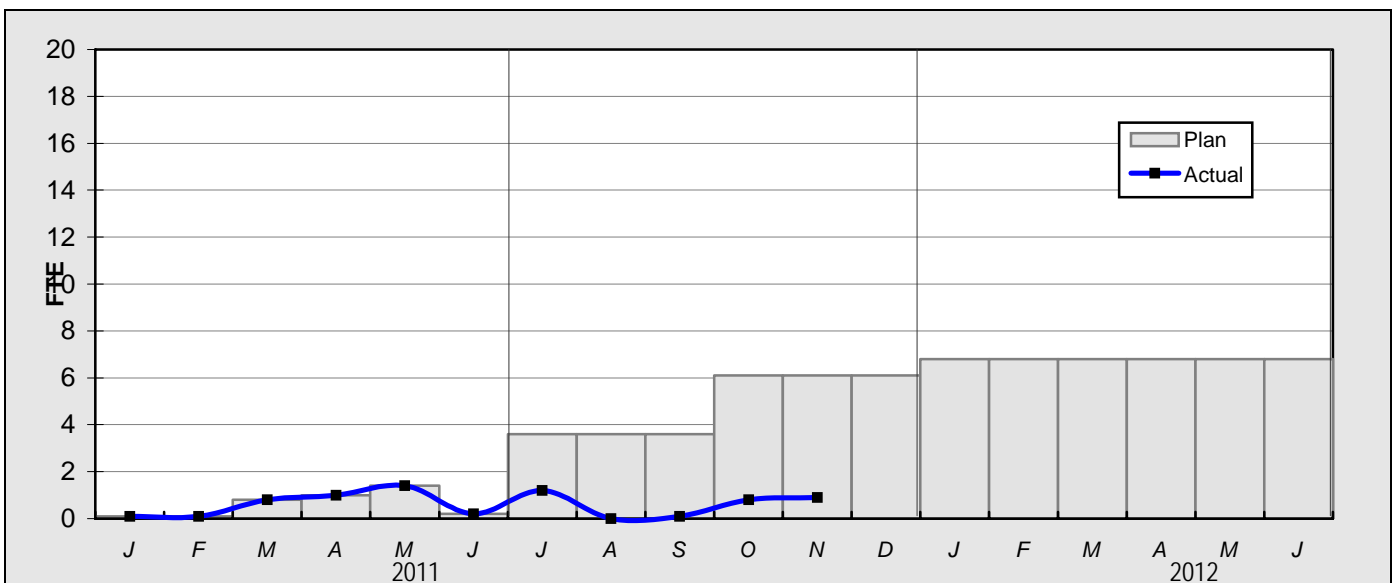
MTA STAFFING – FTES



Notes:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through November 2011.
4. Plan staffing levels are cumulative through FY12. Staff plan beyond FY12 is under development.

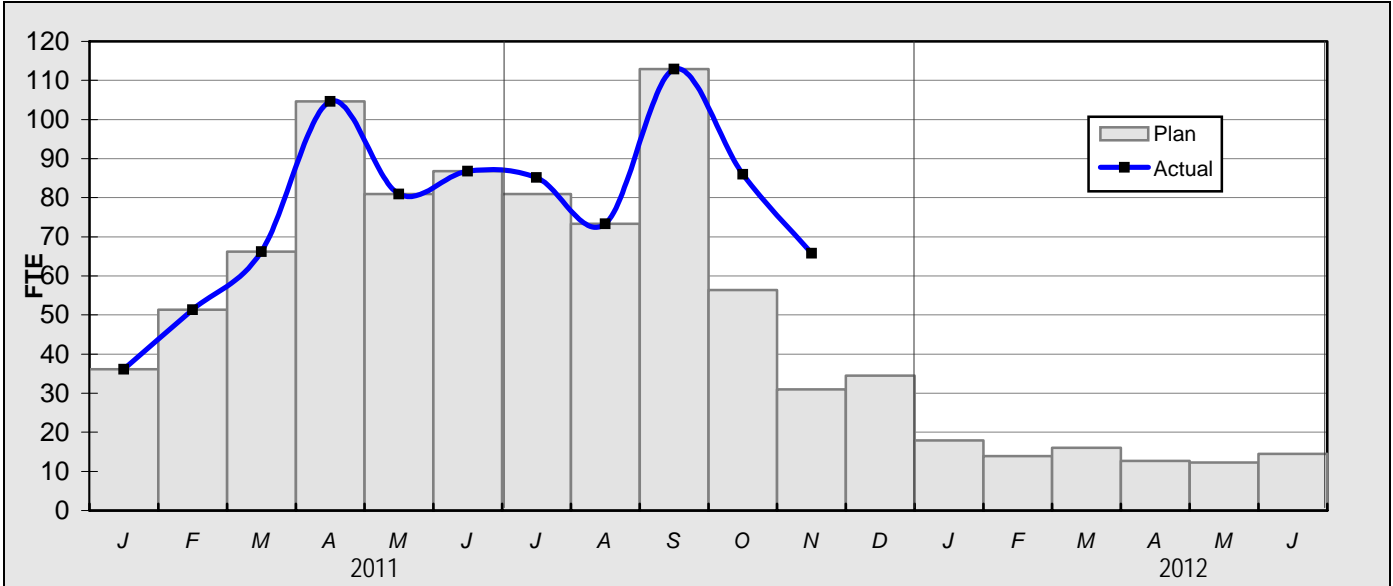
**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT – FTES**



Note:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through November 2011.
4. Plan staffing levels are cumulative through FY12. Staff plan beyond FY12 is under development.

**STAFFING STATUS (Continued)
ENGINEERING SERVICES CONSULTANT - FTES**



Notes:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through November 2011.
4. Plan staffing levels are cumulative through FY12 for Phase II only and were re-baselined based on contract modifications. Staff plan beyond FY12 is under development.

REAL ESTATE STATUS

Contract No.	Number of Parcels	Certified	Appraisals Complete	Just Comp. Approved	Offers Made	Agreements Signed	Condemnation Filed	Relocations Complete	Parcels Available
C0988 C/LAX Transit Corridor (D-B):									
Crenshaw									
Full Takes	9	7							
Part Takes	8								
TCE	0								
Subtotal Parcels	17	7							
Relocations	15								
Harbor Subdivision									
Full Takes	14	12							
Part Takes	9								
TCE	2								
Subtotal Parcels	25	12							
Relocations	34								
Total Parcels:	42	19							
C0991 Southwestern Yard (D-B):									
Full Takes	8	7							
Part Takes	0								
TCE	0								
Total Parcels:	8	7							
Relocations	4								
C0990 C/LAX Advance Utility Relocations:									
Total Parcels:	0								
Total Project Parcels	50	26							

- Received draft Relocation Plan prepared by Epic Land Solutions and provided a copy to the PMOC. Real estate acquisition dates are being reviewed against the relocation plan.
- Appraisal of 15 parcels completed; additional appraisals ordered.
- Fifteen environmental investigations underway for additional partial takings and temporary construction easements identified through engineering refinements in the Preliminary Engineering phase.
- Soliciting for acquisition and relocation consultants for initial acquisition parcels.

QUALITY ASSURANCE STATUS

- Reviewed multiple revised specification sections.
- Reviewed Harbor Segment PE submittal.
- Prepared draft Quality Management Plan for Crenshaw/LAX Project.
- Continued development of revised Quality specification sections.

ENVIRONMENTAL STATUS

- The Record of Decision for the FEIS was received on December 30, 2011.

CONSTRUCTION RELATIONS STATUS

- Continued to respond to community questions concerning future project activities and attended meetings with property owners.

ART DEVELOPMENT STATUS

- Participated in station design team meetings.
- Participated in one community workshop.
- Coordinated Crenshaw/LAX video artist selection process; preparation of scope and draft script for video content.

SAFETY & SECURITY STATUS

- Conducted safety/security meetings with Metro, LAPD, and IPMO staff.
- Finalized AED first aid and other medical procedures for the IPMO staff.
- Conducted reviews of Contract Safety/Security specifications.
- Submitted the (SSMP) Safety and Security Management Plan to FTA for approval.
- Received the Underground Classification from Cal/OSHA Mining & Tunneling.
- A final Threat Vulnerability Analysis Report is in progress.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Master cooperative Agreement	03/12	03/12	Negotiations taking place with City.
Los Angeles World Airports	Letter of Agreement	03/12	03/12	Discussions in progress.
City of Inglewood	Master Cooperative Agreement	03/12	03/12	Interim LOA expected to be executed by January 2012. MCA is still under discussion
Los Angeles Department of Water and Power	Memorandum of Understanding	02/12	03/12	Metro addressed comments; LADWP to review
Los Angeles County Public Works	Letter of Agreement	04/11	03/12	Executed
Caltrans	Amendment	08/11	03/12	Executed
Private Utilities	LOA, MOU or UCA	05/11 to 02/12	03/12	Discussions continuing with Third Party entities.

CPUC CROSSING SUMMARY

Package	PE Consultant submits RCHAP* to MTA	MTA submits RCHAP* to CPUC	Field Diagnostic Meeting	CPUC Preliminary Recommendations to MTA	Revise Package and Submit to PUC for Commission Resolutions	Submit Formal Application (if required) to PUC	CPUC Approval
1	01/26/12	02/02/12	02/2/12 - 4/2/12	07/02/12	07/20/12	09/12/12	11/12/12
2	01/26/12	02/02/12	02/2/12 - 4/2/12	07/02/12	07/20/12	09/12/12	11/12/12
3	01/26/12	02/02/12	02/2/12 - 4/2/12	07/02/12	07/20/12	09/12/12	11/12/12
4	01/26/12	02/02/12	02/2/12 - 4/2/12	07/02/12	07/20/12	09/12/12	11/12/12
5	01/26/12	02/02/12	02/2/12 - 4/2/12	07/02/12	07/20/12	09/12/12	11/12/12

(*) Rail Crossing Hazard Analysis Report (RCHAP)

Package Description	
<p>1 Harbor Subdivision At Grade</p> <ul style="list-style-type: none"> Centinela Av 25-FA Ivy Avenue 27-FA Eucalyptus Avenue 28-FA North Cedar Avenue 29-FA Oak Street 30-FA Arbor Vitae Street 36-FA 	<p>4 Crenshaw At Grade</p> <ul style="list-style-type: none"> West 48th Street 5FA West 50th Street 6-FA West 52nd Street 7-FA West 54th Street 8-FA West 57th Street 9-FA Crenshaw Boulevard/West 59th Street 11-FA Slauson Avenue 10-FA
<p>2 Harbor Subdivision At Grade</p> <ul style="list-style-type: none"> Victoria Avenue 21-88B Brynhurst Avenue 22-88B West Boulevard 23-FA Redondo (Closure) Hindry 34-FA La Brea Station Pedestrian Crossing High Street 	<p>5 Crenshaw Grade Separation</p> <ul style="list-style-type: none"> Rodeo Road 2-FA Rodeo Place 3-FA Coliseum Street 4-FA Crenshaw Boulevard/West 60th Street 13-16 Crenshaw Boulevard/West 63rd Street 14-16 Crenshaw Boulevard/West 66th Street 16-16 Crenshaw Boulevard/West 66th Place 17-1 Crenshaw Boulevard/West 67th Street 18-16 Hyde Park Boulevard 31-88B Crenshaw Boulevard/West Vernon Avenue Crenshaw Boulevard/West 43rd Place Crenshaw Boulevard/West 43rd Street Crenshaw Boulevard/West Stocker Street Crenshaw Boulevard/West Martin Luther King Boulevard Crenshaw Boulevard/West Mall Entrance Crenshaw Boulevard/West 39th Street Crenshaw Boulevard/West Coliseum Place
<p>3 Harbor Subdivision Grade Separation</p> <ul style="list-style-type: none"> La Brea Street 26-88B San Diego (SR 405) UP 32-164D La Cienega Boulevard 33-88B Manchester (SR105) 35-88B Century Boulevard UP37-164D 104th Street 38 (87?)-88B 111th Street 39-88B Imperial Highway 40-164D I-405 West Hyde Park 	

Project follows CPU General Order No. 164-D as agreed to by MTA and the CPUC. The CPUC Crossing Summary adheres to the steps outlined in G.O. 164-D.


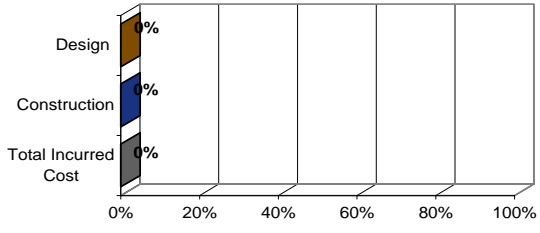
**FEDERAL AVIATION ADMINISTRATION (FTA)/
LOS ANGELES WORLD AIRPORTS (LAWA) SUMMARY STATUS**

- MTA is including in the base scope a partially covered trench configuration as an interim condition which allows MTA to keep the overall project budget at \$1,749 million. The preliminary engineering design includes a partially covered trench which includes provisions to allow for a future 1,600 foot covered trench section. MTA continues to work with the FAA and LAWA to secure a formal Notification of Proposed Construction Alteration (Form 7460) approval for the partially covered configuration from FAA, and is working on an additional 7460 permit application to define construction phasing requirements for procurement documents.


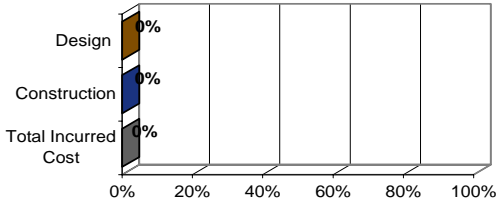
CHRONOLOGY OF EVENTS

2003	Major Investment Study
April 2007	Board authorized the CEO to award Contract PS 4330-1968 to complete environmental clearance and conceptual engineering.
December 2009	Board adopted the LRT Alternative as the Locally preferred Alternative and received and filed the Crenshaw Transit Corridor DEIS/DEIR.
December 2009	Board authorized the CEO to award Contract No. EO117 for Phase I, Advanced Conceptual Engineering.
September 2010	Board authorized the CEO to exercise option with Contract No. EO117 for Phase II Preliminary Engineering.
April 2011	Board adopted the Arbor Vitae/Bellanca (Site 14) LPA for the Maintenance Facility Site
July 2011	Board approved Southwestern Yard cost allocation.
September 2011	Board approved Project Definition and certified Final Environmental Impact Report
October 2011	Board approved the Life-of-Project Budget of \$1.749 billion.
December 15, 2011	CTC reviewed the FEIS/FEIR and adopted the required resolution for future funding consideration.
December 23, 2011	Request for Qualifications for Contract C0988 C/LAX Transit Corridor was released to Industry.
December 30, 2011	Received Record of Decision from FTA.


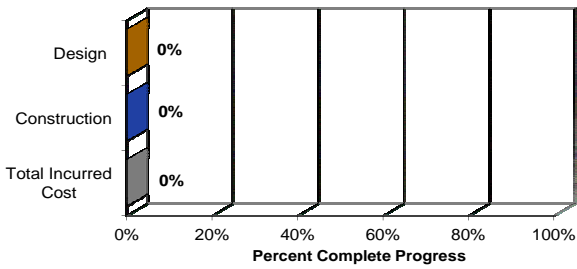
CONTRACT C0988 STATUS
Crenshaw/LAX Transit Corridor

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) Contractor: - TBD</p>	<p>Contract No.: C0988 Status as of: December 30, 2011</p>																																														
<p>Progress/Work Completed: - Industry review was initiated in August 2011 and will continue until January 5, 2012. - Request for Qualifications was released to Industry on December 23, 2011.</p>	<p>Areas of Concern:</p>																																														
<p>Schedule Assessment:</p>	<p>Cost Assessment:</p>																																														
<p>Schedule Summary: 1. Date of Award: 2. Notice to Proceed: 3. Original Substantial Completion Duration: 4. Current Substantial Completion Duration: 5. Elapsed Time from NTP:</p>	<p>Cost Summary: \$ In 000's 1. Award Value: 2. Executed Modifications: 3. Approved Change Orders: 4. Current Contract Value (1 + 2 + 3): - 5. Incurred Cost:</p>																																														
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CONTRACT C0990 STATUS
Crenshaw/LAX Advanced Utility Relocations

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) Contractor: - TBD</p>	<p>Contract No.: C0990 </p> <p>Status as of: December 30, 2011</p>																																													
<p>Progress/Work Completed: - HMM is proceeding with completing products required to support advertising this contract in late January 2012.</p>	<p>Areas of Concern:</p>																																													
<p>Schedule Assessment:</p>	<p>Cost Assessment:</p>																																													
<p>Schedule Summary:</p> <ol style="list-style-type: none"> Date of Award: Notice to Proceed: Original Substantial Completion Duration: Current Substantial Completion Duration: Elapsed Time from NTP: 	<p>Cost Summary: \$ In 000's</p> <ol style="list-style-type: none"> Award Value: Executed Modifications: Approved Change Orders: Current Contract Value (1 + 2 + 3): - Incurred Cost: 																																													
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CONTRACT C0991 STATUS
Southwestern Yard

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) Contractor: - TBD</p>	<p>Contract No.: C0991 Status as of: December 30, 2011</p> 																																													
<p>Progress/Work Completed: - HMM is continuing design to support advertising this contract in December 2012.</p>	<p>Areas of Concern:</p>																																													
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ALIGNMENT ILLUSTRATIONS



Rendering of portal for the below-grade Crenshaw/Exposition Station that is adjacent to the operation of the at-grade Exposition Line.



Below-grade trench alignment along Aviation Boulevard, adjacent to LAX south runways.

ALIGNMENT ILLUSTRATIONS (Continued)



Typical Aerial Station.

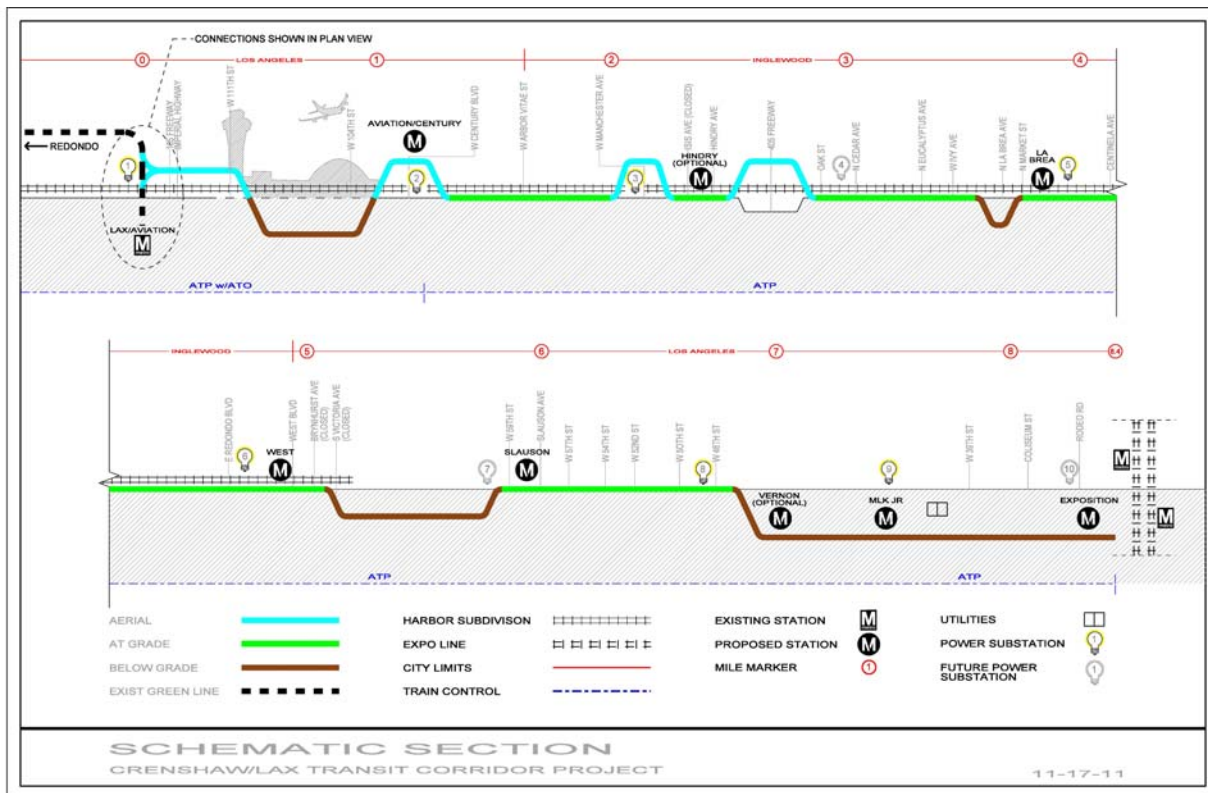


Typical at-grade station in-street.

ALIGNMENT ILLUSTRATIONS (Continued)



Platform on typical at-grade station in-street.



CONSTRUCTION PHOTOGRAPHS

- Construction photographs will be included once construction commences in 2012.

APPENDIX
COST AND BUDGET TERMINOLOGY

Project Cost

Descriptions -

ORIGINAL BUDGET	The Original Project Budget as established by the Metropolitan Transportation Authority (MTA) Board on October 27, 2011.
CURRENT BUDGET	The Original Budget plus all budget amendments approved by formal MTA Board action. Also referred to as Approved Budget.
COMMITMENTS	The total of actual contracts awarded, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other MTA actions which have been spent or result in the obligation of specific expenditures at a future time.
EXPENDITURES	The total dollar amount of funds expended by MTA for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in MTA's Financial Information System (FIS).
CURRENT FORECAST	The best estimate of the final cost of the project when all checks have been issued and the project is closed out. Current Forecast is composed of actual costs incurred to date, the best estimate of work remaining and a current risk assessment for each budgeted cost item.

Cost Report by Element Descriptions -

CONSTRUCTION	Includes construction contracts. Cost associated with Guideways, Stations, Southwestern Yard, Sitework/Special . Conditions and Systems.
RIGHT-OF-WAY	Includes purchase cost of parcels, easements, right-of-entry permits, escrow fees, contracted real estate appraisals and tenant relocation.
VEHICLES	Includes the purchase of LRT vehicles and spare parts for the project.
PROFESSIONAL SERVICES	Includes design engineering, project management assistance, construction management support services, legal counsel, agency staff costs, and other specialty consultants.
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.
PROJECT REVENUE	Includes all revenue receivable to the MTA as a direct result of project activities. This includes cost sharing construction items, insurance premium rebates, and the like.

APPENDIX
LIST OF ACRONYMS

ATC	Automatic Train Control
ATSAC	Automated Traffic Surveillance and Control
BNSF	Burlington Northern Santa Fe Railway Company
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CCTV	Closed Circuit Television
CD	Calendar Day
CM	Construction Manager
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CN	Change Notice
CO	Change Order
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
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
FAA	Federal Aviation Administration
FAR	Federal Acquisition Regulation
FD	Final Design
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
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
HMM	Hatch Mott MacDonald
IFB	Invitation for Bid
IPMO	Integrated Project Management Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LABOS	Los Angeles Bureau of Sanitation
LACFCD	Los Angeles County Flood Control District

APPENDIX
LIST OF ACRONYMS (Continued)

LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation
LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
LNTF	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRT	Light Rail Transit
L RTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MIS	Major Investment Study
MPSR	Monthly Project Status Report
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCS	Overhead Cantenary System
PA/VMS	Public Address/Visual Messaging Sign
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
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
QTIB	Qualified Transit Improvement Bonds
RAMP	Real Estate Acquisition Management Plan
RCMP	Risk Assessment Management Plan
RFC	Request For Change
RFP	Request For Proposals
RFQ	Request For Qualifications

APPENDIX
LIST OF ACRONYMS (Continued)

RLPE	Red Light Photo Enforcement
ROCC	Rail Operations Control Center
ROD	Record Of Decision
ROM	Rough Order of Magnitude
RSD	Revenue Service Date
ROW	Right-Of-Way
SAV	Stand Alone Validator
SCAQMD	Southern California Air Quality Management District
SCADA	Supervisory Control and Data Acquisition
SCC	Standard Cost Category
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
SSMP	Safety and Security Management Plan
STB	Surface Transportation Board
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STV	STV Group
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCRP	Traffic Congestion Relief Program
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
TVA	Threat Vulnerability Analysis
TVM	Ticket Vending Machine
UFS	Universal Fare System
USDOT	United States Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package
YOE	Year of Expenditure