

Crenshaw/LAX Transit Corridor



Metro[®]



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

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).

OCTOBER 2011

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PROJECT OVERVIEW

This is the first issuance of the Monthly Project Status Report (MPSR) for the Crenshaw/LAX Transit Corridor Project. The Project Overview section will highlight key areas of status for the project with additional specific detail included in subsequent sections of the MPSR.

Planning/Environmental

The Board approved the Project Definition and certified the Final Environmental Impact Report (FEIR) in September 2012. 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 and is under review by MTA's County Counsel.

The next step is to receive a Record of Decision (ROD) from the FTA so 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 ROD can be put in place. It is anticipated a ROD will be received from the FTA in late November 2011. The FEIS/FEIR has also been sent to the California Transportation Commission (CTC) to review and adopt the required resolution for future funding consideration. It is anticipated that this item will be placed on the CTC agenda for December 2011 action.

Design

The baseline preliminary engineering effort is complete. The design consultant will submit the final preliminary engineering deliverables in November 2011. Continuing advanced utility relocation design to support issuing first construction contract in December 2011. 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.

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 daily 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 started for 15 parcels.

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 is going in November 2011 to the MTA Board Construction Committee to approve the terms of the term sheet and subsequent agreements.

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 \$52.6 million or 3.0% of the Original Budget. The project expenditures to date are \$42.6 million or 2.4% 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 will be 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.

Status/Action Regular meetings are being held with the local FAA office to resolve outstanding issues.

Concern No. 2: Complete 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 Seeking Construction Committee approval of Term Sheet and subsequent agreements at November 17, 2011 meeting. Upon MTA Board approval at December 15, 2011 Board Meeting and receipt of ROD, MTA will forward a final agreement based on the negotiated term sheet to BNSF for execution.

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 carried over to the November MTA Board meeting that requested the inclusion of the Westchester (Manchester/Aviation) Station (at-grade near Hindry) as a bid option during the construction procurement.

PROJECT ALIGNMENT



T

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.

The two proposed optional stations, Crenshaw/Vernon (Leimert Park Village) and Westchester (Hindry/Aviation), are not included in the LPA. However, a bid option will be included in the design-build contract for constructing the Crenshaw/Vernon station. A motion for an additional bid option to cover a Westchester at-grade station is pending approval at the December Board Meeting.

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 construct the infrastructure required along the corridor alignment. The structures required to be constructed are six 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.












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 Lawndale (Division 22).

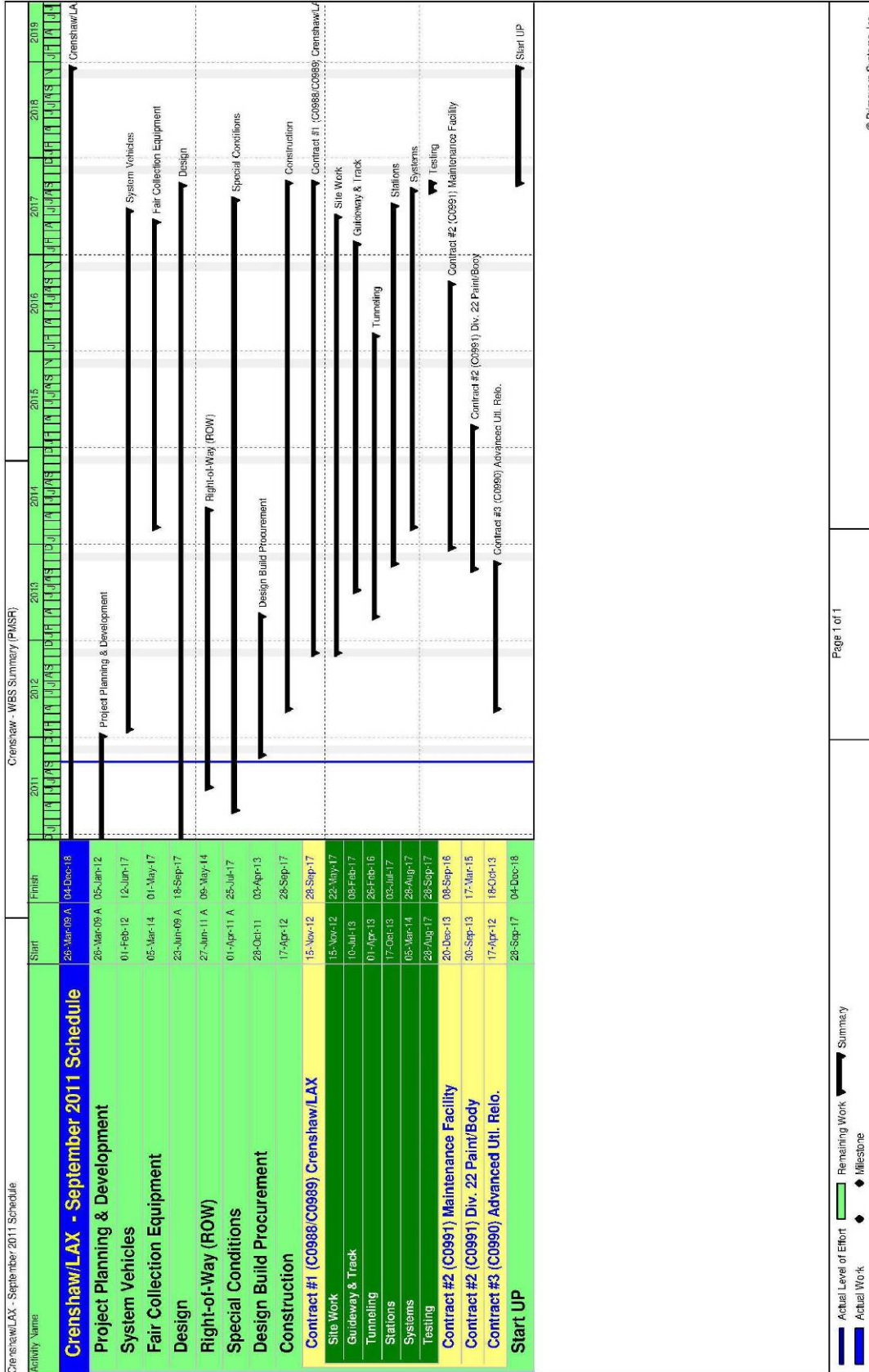
The project delivery method for this contract is design-build Information for Bid (IFB) approach.

KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	Oct-11	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12
Adopt Life of Project Budget	10/27/2011A						
Receive Record of Decision from FTA	11/04/11		FTA				
Issue Request for Qualification Contract C0988 "D-B Transit Corridor"	11/07/11						
Receive Final Preliminary Engineering Cost Estimate	11/07/11						
Commence Early Utility Relocations by Third Parties	11/07/11						
Complete Base Project PE Design	11/17/11						
Approve Agreement with BNSF for Abandonment of RR Tracks	11/17/11						
Issue Information for Bid Contract C0990 "Adv. Util. Relocation"	12/12/11						
Complete Industry Review	01/05/12						
Issue Request for Proposals Contract C0988 "D-B Transit Corridor"	01/27/12						
Approve Design Consultant Phase III Support	01/27/12						
Receive Bids Contract C0990 "Adv. Util. Relocation"	02/01/12						

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

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.

The critical path then moves through final design, tunnel boring machine (TBM) procurement/tunneling, guideway construction, station construction, and systems installation. The critical path concludes with systems integration testing and acceptance.

PROJECT COST STATUS - 865512

COST REPORT BY ELEMENT
 UNITS IN MILLIONS

ELEMENT	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	-	-	-	-	-	1,133.6	-
R	RIGHT-OF-WAY	69.2	-	69.2	-	-	-	-	-	69.2	-
V	VEHICLES	87.8	-	87.8	-	-	-	-	-	87.8	-
P	PROFESSIONAL SERVICES	257.6	-	257.6	-	26.6	-	17.4	-	257.6	-
PC	PROJECT CONTINGENCY	174.8	-	174.8	-	-	-	-	-	174.8	-
PF	PROJECT FINANCE COST	-	-	-	-	-	-	-	-	-	-
865512 - SUBTOTAL		1,723.0	-	1,723.0	-	26.6	-	17.4	-	1,723.0	-
EP	ENVIRONMENTAL/PLANNING	25.2	-	26.0	-	26.0	-	25.2	-	26.0	-
405512, 465512 & 865512 - TOTAL		1,749.0	-	1,749.0	-	52.6	-	42.6	-	1,749.0	-

NOTE: 865512 EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 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 a 49% 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 October 2011 are \$52.6 million. The \$52.6 million in commitments to date represents 3.0% of the current budget.

Expenditures:

The expenditures are cumulative through September 2011. In the Professional Services element there has been a total of \$17.4 million for costs associated with the Preliminary Engineering phase including preliminary engineering design, tunnel advisory panel services, risk assessment and Metro project administration. In addition, there has been a total of \$25.2 million expenditures related to the Environmental/Planning Phase. The \$42.6 million in expenditures to date represents 2.4% of the current budget.

FINANCIAL/GRANT STATUS - 865512

\$ in millions

SOURCE	(A)	(B)	(C)	(D)	(DB)	(E)	(E/B)	(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	2.3	2.3	6%	2.3	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	
STATE PROP 1B PTMSEA	201.2	201.2		10.4		0.4			
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	42.2	52.6	3.0%	42.6	2.4%	23.2	1%

NOTE: Expenditures are cumulative through September 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: \$2.3M was allocated by the California Transportation Commission on January 28, 2011 for Preliminary Engineering work.

FEDERAL OTHER: \$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. A response is expected from the US DOT 60 days after submission.

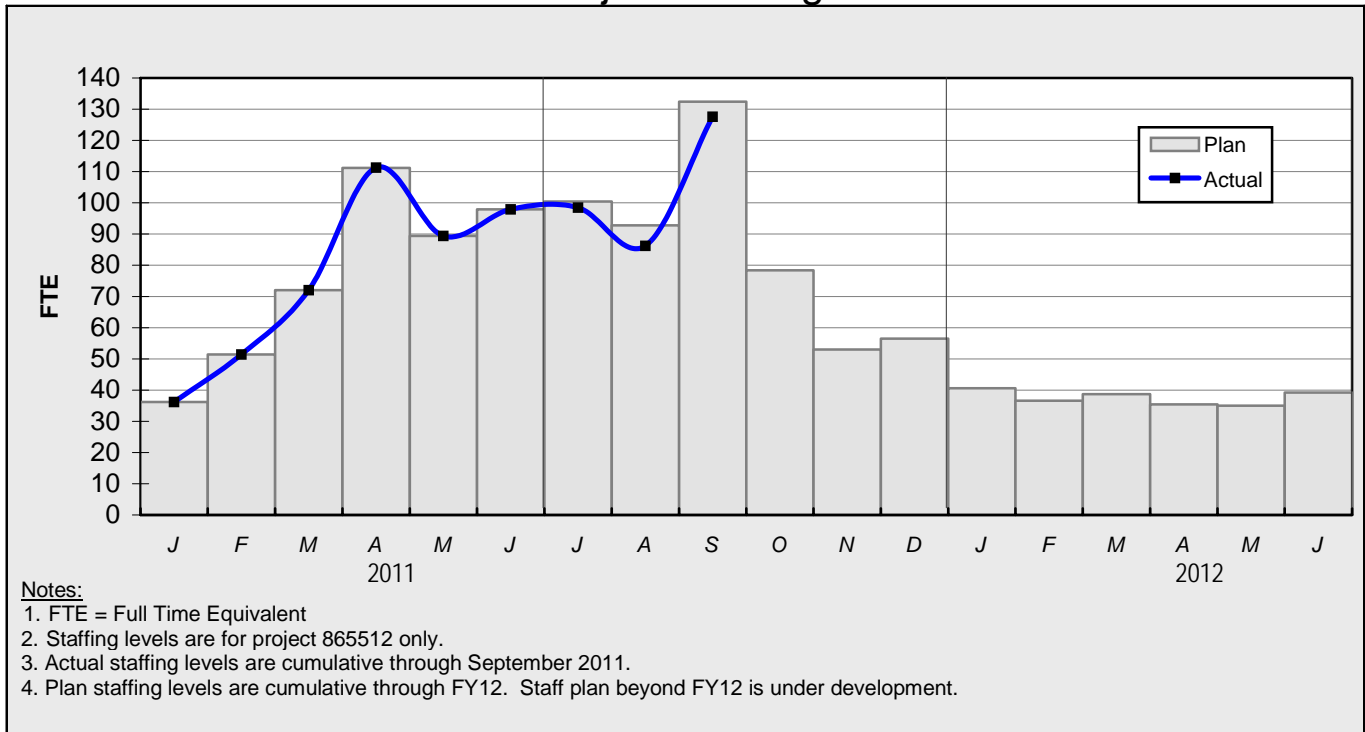
STATE PROP 1B – PTMISEA: A request for an allocation of \$38.4M was submitted to the State on June 1, 2011. Approval is pending bond funds availability.

MEASURE R: \$26M 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

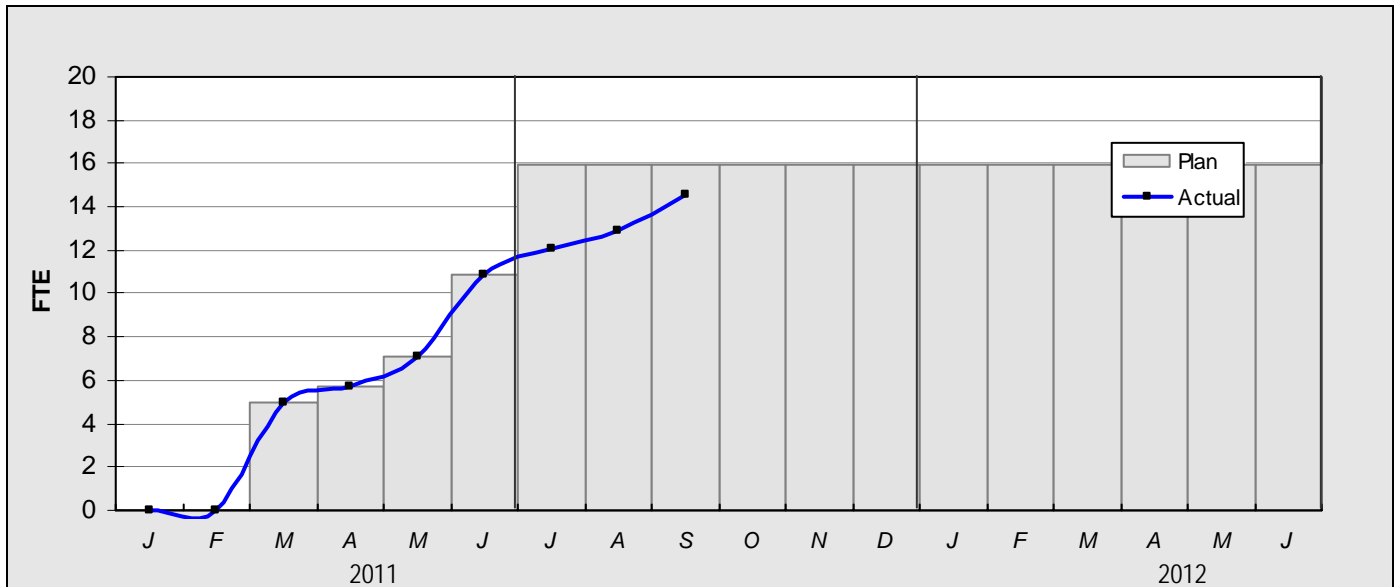
The overall FY12 Total Project Staffing plan averages 61.6 FTE's per month.

For September 2011, there were a total of 14.6 FTE's for MTA's Project Administration staff and 113.0 FTE's for consulting staff. The total project staffing was 127.6 FTE's for September 2011.

Project staffing beyond FY12 is under development.

STAFFING STATUS (Continued)

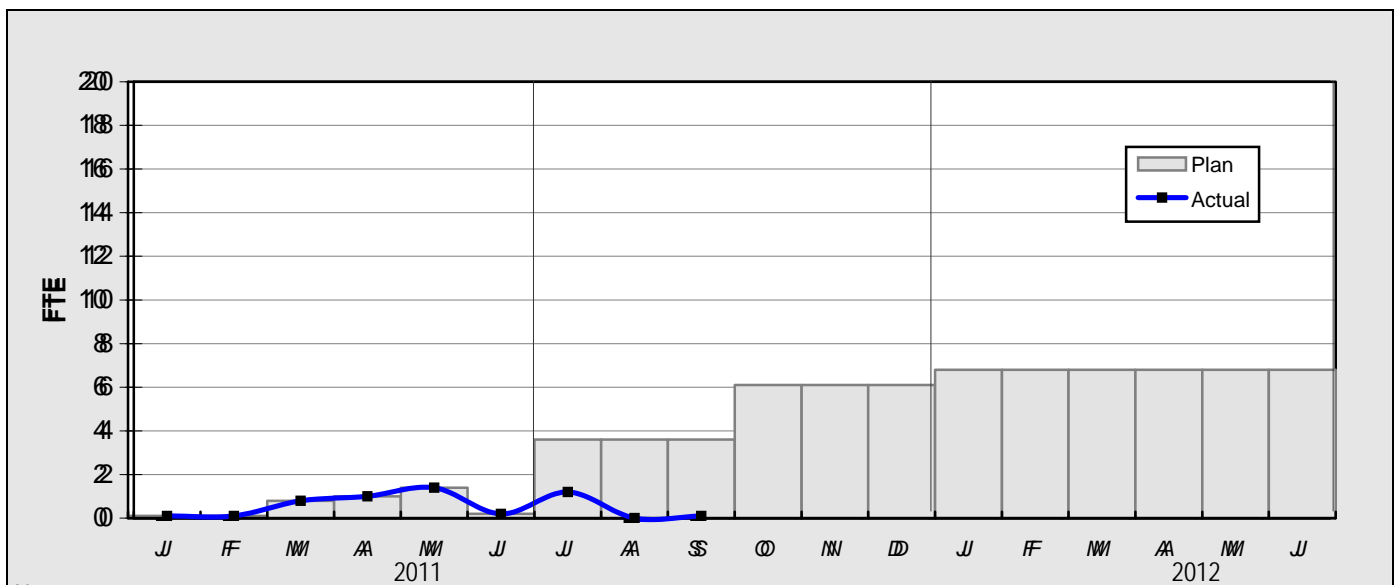
MTA STAFFING – FTES



Notes:

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

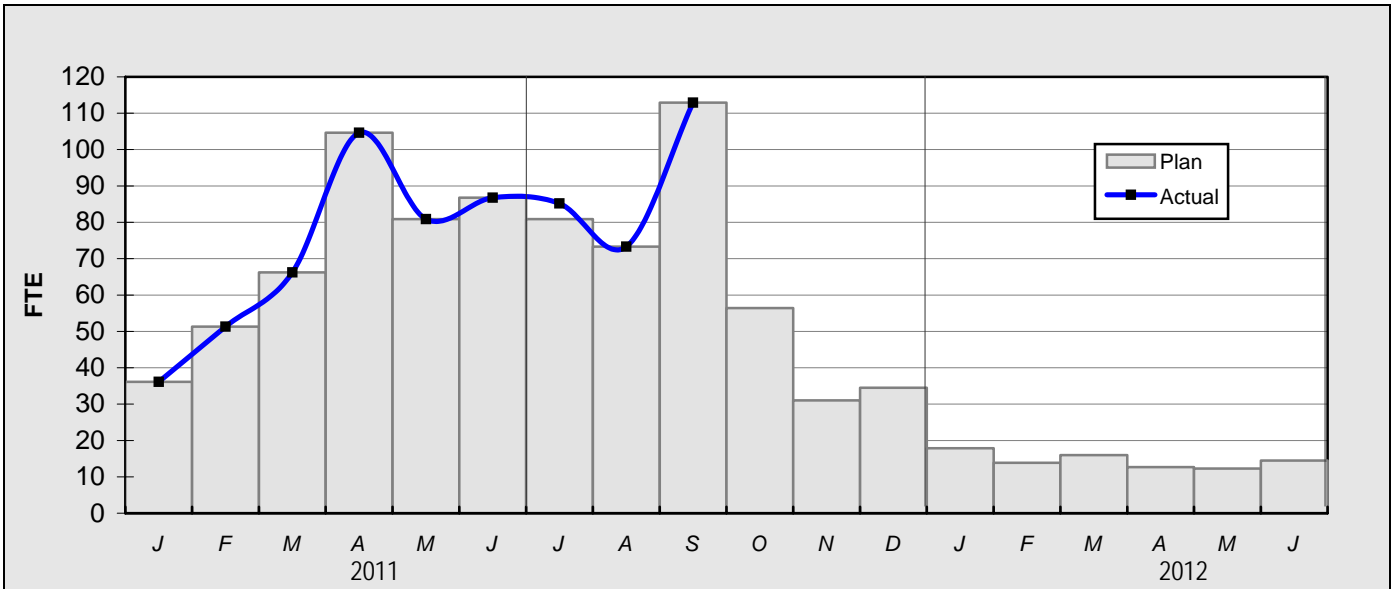
**CONSTRUCTION MANAGEMENT
 SUPPORT SERVICES CONSULTANT – FTES**



Note:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through September 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 September 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							

- Submitted updated RAMP to the PMOC.
- Met with PMOC to review RAMP and to tour the Project Alignment.
- Initiated the development of a Relocation Plan by Epic Land Solutions.
- Initiated appraisal of 15 parcels.

QUALITY ASSURANCE STATUS

- Participated in review of preliminary engineering submittal reviews.

ENVIRONMENTAL STATUS

- Board certified the FEIR on September 22, 2011.
- CEQA Lawsuit Filing period began on September 22, 2011, and ended October 24, 2011.
- A tour of the Crenshaw/LAX Transit Corridor was conducted on October 5, 2011 for the Environmental Consultants.
- A Record of Decision from FTA is expected to be received in late November 2011.

CONSTRUCTION RELATIONS STATUS

- Sponsored and disseminated project information at the Taste of Soul, 6th Annual Family Festival (approximately 250,000 attendees).
- Attended Crenshaw Leadership Council Open House on 10/22/11 and 10/29/11 (approximately 200 attendees).

ART DEVELOPMENT STATUS

- Participated in station design team meetings.
- Participated in two community workshops sponsored by the Crenshaw/LAX Leadership Committee.
- Completed an in-house proposal for contemporary fence public art project.

SAFETY & SECURITY STATUS

- Safety statistics will be reported on a monthly basis once construction starts.
- Preliminary Hazard Analysis and Threat Vulnerability Analysis was completed with participation by Metro, Consultant and Security personnel.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Master cooperative Agreement	02/12	03/12	Negotiations taking place with City.
Los Angeles World Airports	Letter of Agreement	12/11	03/12	Discussions in progress.
City of Inglewood	Master Cooperative Agreement	03/12	03/12	Interim LOA expected to be executed by December 1, 2011. MCA is still under discussion
Los Angeles Department of Water and Power	Memorandum of Understanding	12/11	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
Federal Aviation Administration	Utility Relocation	01/12	03/12	Discussions are on-going; delay due to furlough.
Private Utilities	LOA, MOU or UCA	05/11 to 12/11	03/12	Discussions continuing with Third Party entities.

CPUC CROSSING SUMMARY

Package	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	Under Revision	09/08/11	1/12/12	11/17/11	11/7/11	11/10/11	01/5/12	06/2012
2	Under Revision	09/08/11	1/19/12	11/17/11	11/7/11	11/10/11	01/5/12	06/2012
3	Under Revision	09/08/11	1/26/12	11/17/11	11/7/11	11/10/11	01/5/12	06/2012
4	Under Revision	09/08/11	2/2/12	11/17/11	11/7/11	11/10/11	01/5/12	06/2012
5	Under Revision	09/08/11	2/16/12	11/17/11	11/7/11	11/10/11	01/5/12	06/2012

Package Description	
<p>1 Harbor Subdivision At Grade</p> <p>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>	<p>4 Crenshaw At Grade</p> <p>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>
<p>2 Harbor Subdivision At Grade</p> <p>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>	<p>5 Crenshaw Grade Separation</p> <p>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>
<p>3 Harbor Subdivision Grade Separation</p> <p>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</p>	


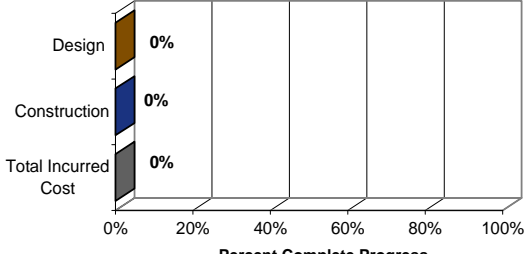
**FEDERAL AVIATION ADMINISTRATION (FTA)/
LOS ANGELES WORLD AIRPORTS (LAWA) SUMMARY STATUS**

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 billion. 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 permit (Form 7460) approval for the partially covered configuration from FAA, and is working on defining construction requirement for procurement documents.

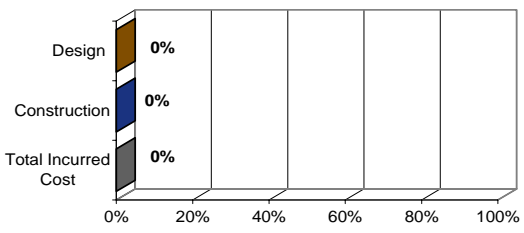
CHRONOLOGY OF EVENTS

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.


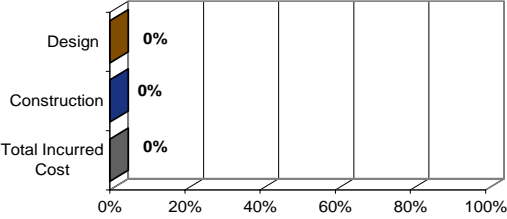
CONTRACT C0988 STATUS
Crenshaw/LAX Transit Corridor

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) Contractor: - TBD</p>	<p>Contract No.: C0988 Status as of: October 28, 2011</p> 																																													
<p>Progress/Work Completed: - Industry review was initiated in August 2011 and will continue until January 2012. - A Request for Qualification (RFQ) will be issued November 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

PE Design Contractor: Hatch Mott MacDonald (HMM) Contractor: - TBD	Contract No.: C0990 Status as of: October 28, 2011																																								
Progress/Work Completed: - HMM is proceeding with completing products required to support advertising this contract in December 2011.	Areas of Concern:																																								
Schedule Assessment:	Cost Assessment:																																								
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CONTRACT C0991 STATUS
Southwestern Yard

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) Contractor: - TBD</p>	<p>Contract No.: C0991 </p> <p>Status as of: October 28, 2011</p>																																													
<p>Progress/Work Completed: - HMM is continuing design to support advertising this contract in October 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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ALIGNMENT ILLUSTRATIONS

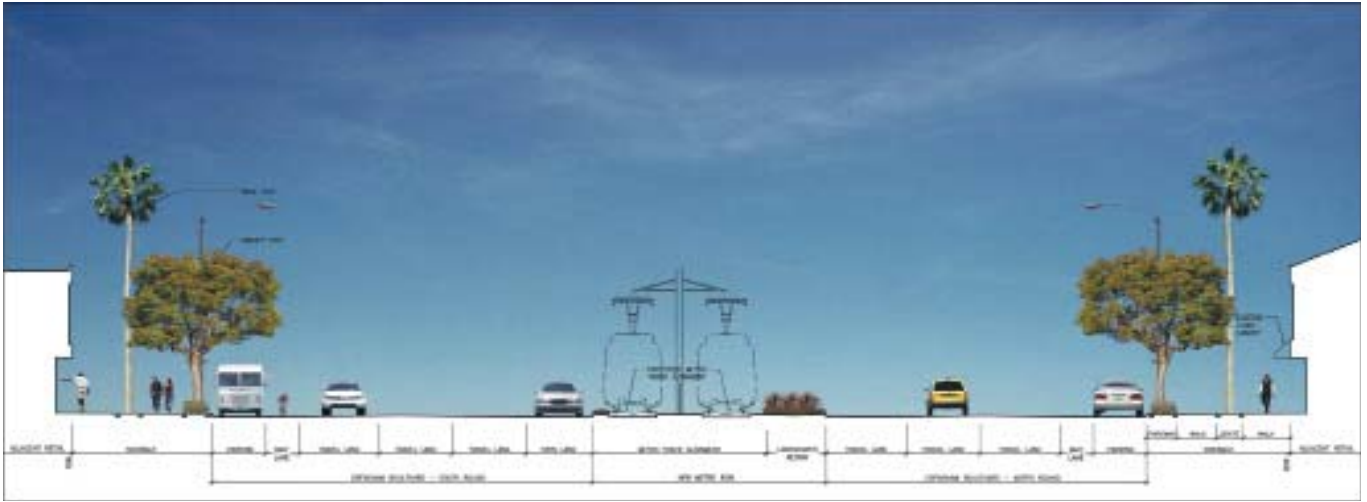


Rendering of portal for the below-grade Crenshaw/Exposition Station that is adjacent to the operation of the at-grade Exposition Line.



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

ALIGNMENT ILLUSTRATIONS (Continued)



Rendering of cross-sectional view of Crenshaw Boulevard between 54th and 57th Streets.

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
BNSF	Burlington Northern Santa Fe Railway Company
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAQ	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
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
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation
LADPW	Los Angeles Department of Public Works

APPENDIX
LIST OF ACRONYMS (Continued)

LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
LNTP	Limited Notice To Proceed
LOA	Letter of Agreement
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
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
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
RAMP	Real Estate Acquisition Plan
RCMP	Risk Assessment Management Plan
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROM	Rough Order of Magnitude
RSD	Revenue Service Date
ROW	Right-Of-Way
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority

APPENDIX
LIST OF ACRONYMS (Continued)

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
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
TVA	Threat Vulnerability Analysis
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package