

# Crenshaw/LAX Transit Corridor



# **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).

**MAY 2012**

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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. An administrative record continues to be prepared.

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 have commenced by third parties and right-of-way properties certified by the project can now be acquired by MTA.

MTA continues working with the FTA to include changes due to design refinements post ROD that are being evaluated in a supplemental environmental assessment to the FEIS as well as a CEQA addendum to the environmental documents. A public meeting **was held on** May 10, 2012 with **a second public meeting scheduled July 16, 2012 following the circulation of the Supplemental Environmental Assessment.**

### **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 and continues incorporating review comments and completing technical documents to support the release of an upcoming RFP **scheduled for release June 22, 2012** for a design-build main alignment Contract C0988 Crenshaw/LAX Transit Corridor.

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 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. The optional stations will not be constructed unless the upcoming contractor's proposals fall within the established project budget or additional funding is identified and made available.

The technical documents for Contract C0990 Crenshaw/LAX Advance Utility Relocations were completed and Contract was advertised on February 10, 2012. A bid opening was held on April 18, 2012. Contract award **was** May 30, 2012 with notice-to-proceed planned for **early July 2012.**

## PROJECT OVERVIEW (Continued)

### Third Party Agreements and Advanced Utility Relocations

*Staff continues to coordinate outstanding design issues with FAA, LAWA, LADOT, LABOE, LABSL, DWP, City of Inglewood, Caltrans and CPUC on a regular basis. MTA is working on finalizing all remaining agreements, where appropriate, with the third parties by July 2012. Some third parties have commenced advanced utility relocations. VCI has commenced relocations, such as vault relocation at Manchester Avenue. VCI has commenced relocation of conduits at Arbor Vitae. Other third party relocations will be commencing in the next few months as gas, water and power are relocated.*

### 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, parcels increased from 50 to 75 due to engineering refinements in Preliminary Engineering. ***There are 64 parcels certified which include 33 full takes, 21 partial takes and 10 temporary construction easements (TCE's). Additional appraisals will be ordered in June. With receipt of ROD in December 2011, offers can now be made on right-of-way parcels certified by the project. Four offers have been made.*** MTA is requesting an increased threshold in the value for property acquisitions from FTA based on similar requests made for Eastside and Expo Projects.

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 pending formal abandonment by the Surface Transportation Board. 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. An agreement between BNSF and MTA was executed on April 30, 2012. The executed agreement includes a reduction in maintenance costs along the Harbor Branch and is included in the agreement, along with remnant property acquisitions to be quit-claimed by BNSF to MTA. With no freight traffic on this five mile segment of the Harbor Branch for the last two years, the abandonment qualifies for an expedited notice of exemption process with the Surface Transportation Board. This is the basis of the filing that BNSF has initiated.

### Systems

***MTA staff initiated a study to explore possible alternative layouts to accommodate the central control functions associated with new project needs, such as Crenshaw/LAX project, within the existing ROC facility instead of requiring construction of an entirely new facility. The MTA has determined that the best course of action is to expand the existing functional operations at the ROC to support the future rail lines and extensions including the Crenshaw/LAX project. The existing ROC will be expanded and will reconfigure the existing ROC service control and closed circuit television monitoring areas.***

## PROJECT OVERVIEW (Continued)

### 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 remaining funding for the Southwestern Yard is committed by systemwide funding and other Measure R Projects that will utilize the consolidated maintenance facility.***

***The project commitments to date are \$84.1 million or 4.8% of the Original Budget. The project expenditures to date are \$55.6 million or 3.2% of the Original Budget. The expenditures to date are for Environmental/Planning, Preliminary Engineering and Third Party 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. The forecast for revenue service will be updated upon award of the design-build main alignment Contract C0988 Crenshaw/LAX Transit Corridor (***See Management Concern No. 6.***)

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 was conducted in January 2012 and a final Risk Assessment Report was issued in February 2012. An updated Risk Management Plan was distributed in March 2012. ***Comments pertaining to escalation and secondary cost mitigations were received from the FTA/PMOC in April on the Risk Assessment Report and are under review by Project staff. A meeting with MTA and PMOC is scheduled for June.***

## **MANAGEMENT ISSUES**

**Concern No. 1:** Complete definition of FAA/LAWA south runway construction requirements for procurement documents and file 7460-1 form for signoff on constructability. 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. A conditional Notice to Proceed was received from LAWA this period. ***Construction of advance utility relocation work on airfield property is authorized to begin.***

**Status/Action** Regular meetings are being held with the local FAA/LAWA offices to resolve outstanding issues. Notifications of Proposed Construction Alterations (7460-1 form) are being processed “on airfield” through the local FAA office to expedite signoff. Approval was received from FAA on the guideway configuration. A 7460-1 was filed in March for constructability which includes the agreed time of day limitations. A construction ***safety phasing plan (CSPP)*** for the advance utility work was approved on south ***runways 25R and 25L*** by FAA on April 26, 2012. MTA is complying with the conditions that include insurance provisions, payment bonds and indemnification which have been incorporated into the advance utility contract.

**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, 2011, MTA has prepared the final agreement based on the negotiated term sheet to BNSF and both parties executed the agreement on April 30, 2012. The agreement with BNSF includes a reduction on maintenance cap for Harbor Branch. Eight remnant parcels have been included to allow BNSF to quit-claim to MTA. A quitclaim deed is included in the agreement, which has now been executed. Execution of the agreement initiated the first payment to BNSF of \$1 Million and commits BNSF to file a formal abandonment to the Surface Transportation Board (***STB***) within 45 days. With no freight traffic on this five mile segment of the Harbor Branch for the last two years, the abandonment qualifies for an expedited notice of exemption process with the Surface Transportation Board. This is the basis of the filing that BNSF has initiated ***which includes an initial step to prepare environmental and historic reports scheduled to be filed with STB in June.***

**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.



## **MANAGEMENT ISSUES (Continued)**

**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. Preliminary engineering design has been completed for a station platform without park and ride facilities to include as bid option to design-build Contract C0988 Crenshaw/LAX Transit Corridor.

**Concern No. 4:** Some right-of-way parcels for the Southwestern Yard have required relocations that currently support car rental facilities including Dollar Rent-A-Car and Avis Rent-A-Car may take considerably longer than planned.

**Status/Action** Although the Southwestern Yard is not on the project critical path, staff has evaluated schedule impacts to the start of construction and procurement options on how MTA could move forward to minimize delays to schedule. Relocation consultants have been brought on board by MTA to work directly with the car rental companies. LAWA continues to work directly with Dollar/Thrifty Rent-A-Car for possible use of the former Lot E parking lot on 111<sup>th</sup> Street as a relocation site for Dollar/Thrifty Rent-A-Car. Both MTA and Dollar are meeting with LAWA to reinforce the urgency to provide a commitment to Dollar in order to start the CEQA environmental process and relocation plans by June 2012. A timeline to complete the environmental process and relocation is estimated by Dollar at 18 months; or approximately December 31, 2013. The other rental car company impacted by the Southwestern Yard is Avis who is amenable to consolidating its facilities at its main rental car facility but **is requesting** a lease extension with LAWA. The Southwestern Yard is planned to be released for bid in January/February 2013 and a two step Notice to Proceed is under consideration with an initial NTP for design.

**Concern No. 5:** Current estimate on the Southwestern Yard exceeds the project budget allocation for the maintenance facility. A stop work order was issued in January pending review and implementation of cost reduction strategies.

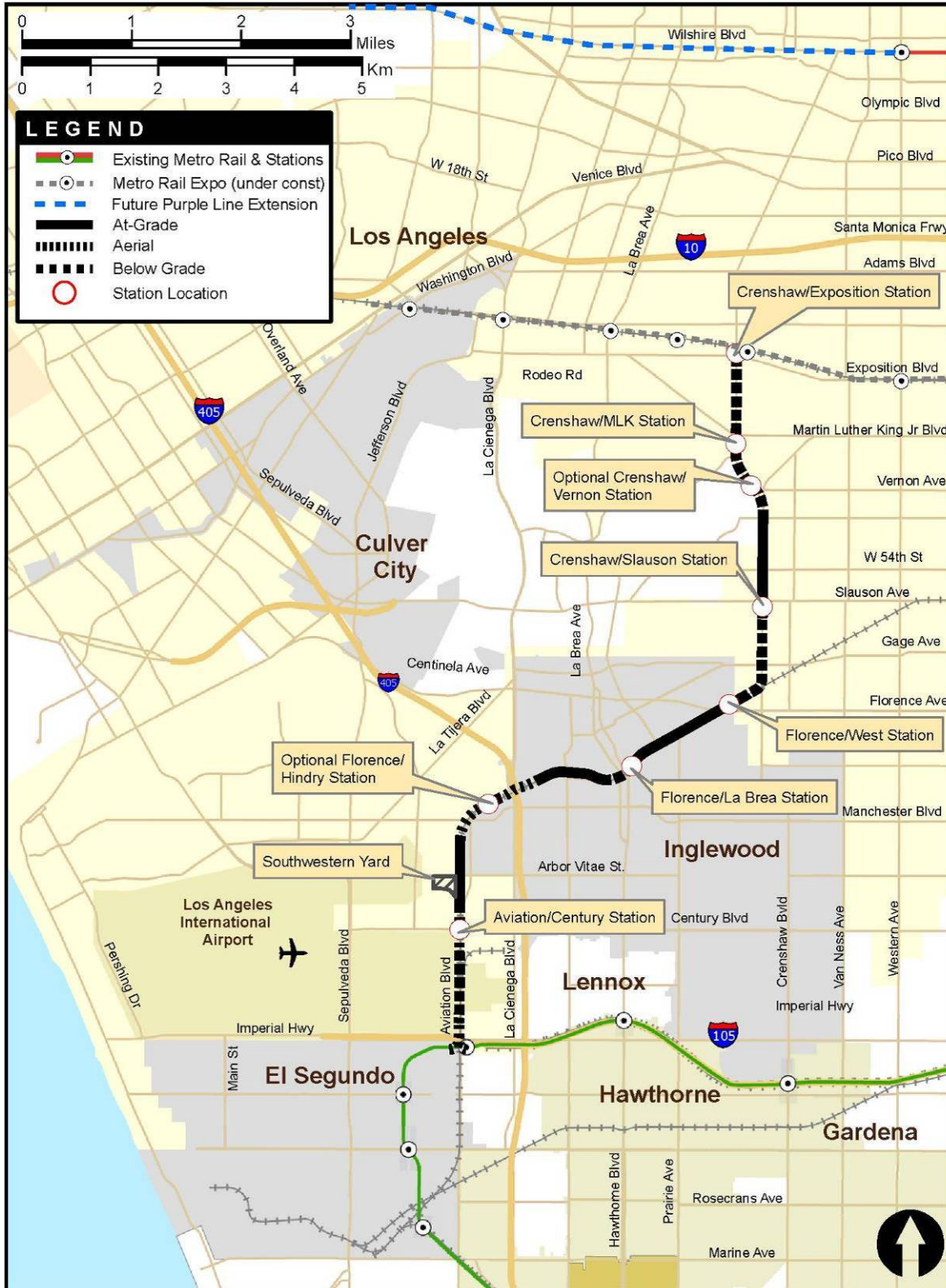
**Status/Action** A cost reduction strategy has been developed that reviewed all elements of the Southwestern Yard maintenance facility including deferral of non-essential elements and phasing the yard and shop facilities for initial two-car consists. MTA has authorized the design consultant in March 2012 to re-start preliminary engineering activities. The design consultant is incorporating value engineering/cost reductions and has developed a more simplified and cost effective layout **accepted** by Operations. The Southwestern Yard is a consolidated Maintenance Facility to be used by several Measure R Projects in the South Bay Area with funding provided by each project.

## **MANAGEMENT ISSUES (Continued)**

**Concern No. 6:** *Reduction in schedule contingency in master schedule due to the longer procurement process for developing the Request for Proposals for design-build Contract C0988 Transit Corridor.*

**Status/Action** *Up to this point we have maintained the FTA requested schedule contingency of almost 20% (19%). However, with the procurement of the design-build Contract on the schedule critical path, the delay in issuance of the Request for Proposal (Part II) has reduced the required schedule contingency to only 14%. This action was taken at this time, instead of rescheduling the forecast of revenue service, until we award the design-build contract and establish the baseline revenue service date.*

**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 and adopted by the MTA Board as part of the Project Budget. 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 changed to below-grade segment from Exposition Boulevard to 39<sup>th</sup> Street;
- 2) La Brea Avenue Grade Separation changed from aerial to below-grade;
- 3) Fully cut and cover segment changed to partially covered trench adjacent to LAX as an interim condition; and
- 4) Cost sharing of a consolidated maintenance & storage facility near LAX (Arbor Vitae/Bellanca) called Southwestern Yard.

Additional engineering refinements developed through Preliminary Engineering are being addressed through an environmental addendum. These include demolition of two existing BNSF bridge structures that allow for realignment of the LRT tracks and significant cost savings; and additional right-of-way acquisitions with the majority being small partial takings and temporary construction easements for grade crossing safety improvements, sidewalk and bus bay modifications.

The two proposed optional stations, Crenshaw/Vernon (Leimert Park Village) and Westchester (Florence/Hindry), are not included in the adopted base project. However, a bid option will be included in the design-build contract for constructing an in-street underground Crenshaw/Vernon Station just north of Vernon Avenue that includes two options for station entrances as well as an additional bid option to cover a Westchester at-grade station without parking facilities near Florence/Hindry. The Crenshaw/Vernon in street station option is a change from the off-street station location cleared with the FEIS/FEIR. This alternative in-street location is being addressed through a supplemental environmental assessment for NEPA and a separate CEQA addendum. The Florence/Hindry Station option was previously cleared with the FEIS/FEIR but has been renamed from Manchester at-grade to Florence/Hindry.

## **BASE PROJECT SCOPE (Continued)**

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.

### **Contract C0990 Crenshaw/LAX Advanced Utility Relocations**

The design of several early utility relocations was advanced sufficiently into final design 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. New ductbank infrastructure will be built by MTA with the fiber replacement work and cut-over by FAA/LAWA. 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 Invitation 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, communications, and systems tie-in to the existing Metro Green Line. Two optional stations will be included as bid options as well as improvements to the Crenshaw/Slauson intersection and additional fire suppression measures in tunnel/cut and cover segments.

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 with an option at MTA's discretion for best and final offers (BAFO).

## **BASE PROJECT SCOPE (Continued)**


### **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.

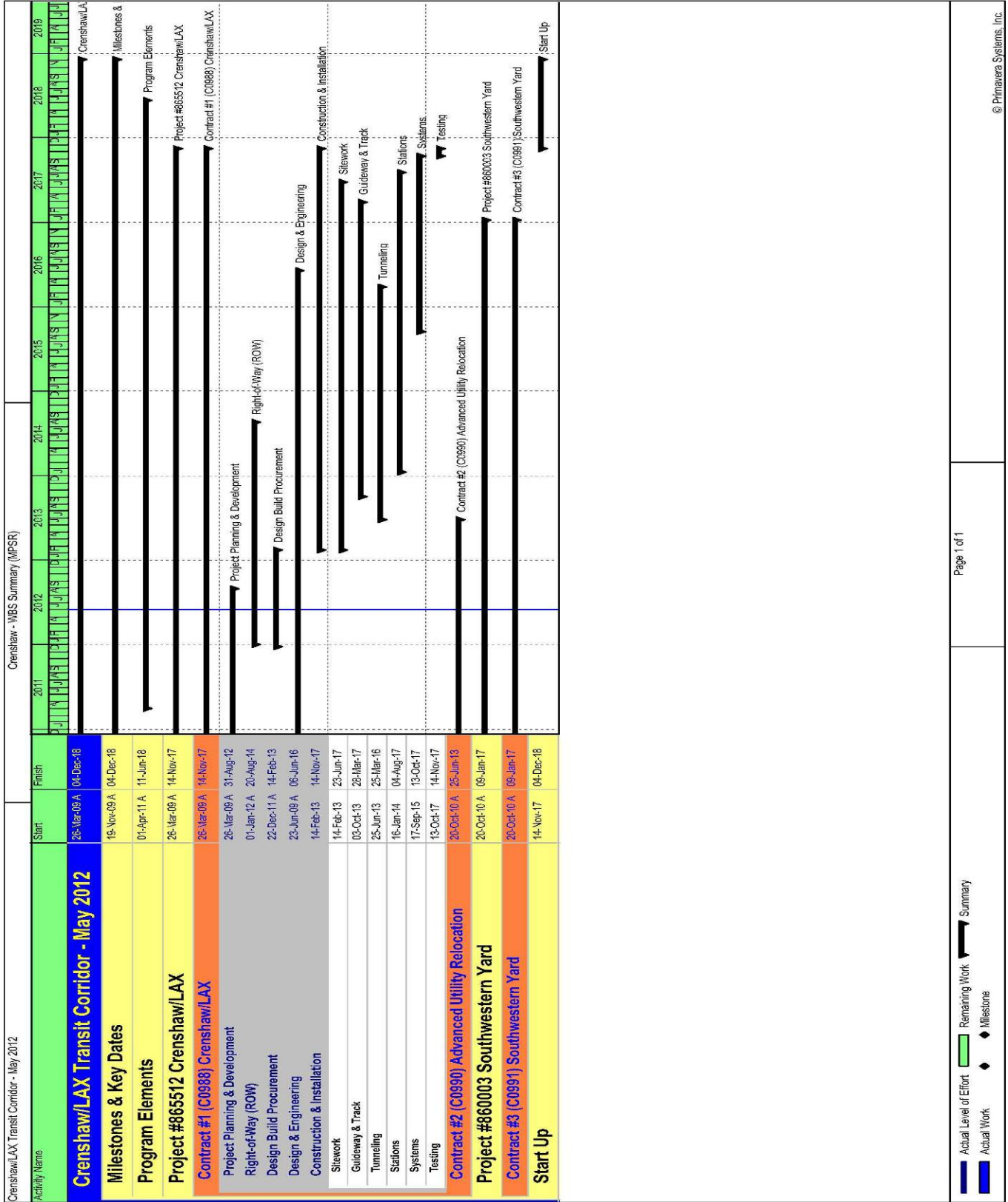
The project delivery method for this contract is design-build Invitation for Bid (IFB) approach and is currently scheduled to be released in January/February 2013.

**KEY MILESTONES SIX- MONTH LOOK AHEAD**

	Milestone Date	May-12	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12
Issue Request for Proposals Contract C0988 "D-B Transit Corridor"	06/22/12*		◆				
Award Contract C0990 Advanced Utility Relocations	05/30/12A	◆					
BNSF Files with STB Application for Abandonment	06/14/12		△				
NTP Contract C0990 Advanced Utility Relocations	06/25/12		◆				
Supplemental EA FONSI and ROD	08/31/12*				FTA		
Contract C0988 Technical & Price Proposals Due	10/25/12						□

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

PROJECT SUMMARY SCHEDULE





## **CRITICAL PATH NARRATIVE**

**Critical Path:**

The longest path to project substantial completion continues with the solicitation of the Design/Build Contract #1 Crenshaw/LAX Transit Corridor.

Upon notice to proceed to C0988 contractor, 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 construction activities prior to the TBMs arrival, assembly and testing.

The critical path then flows to remaining construction elements; tunneling, guideway construction, station construction, and systems installation. Critical work concludes with phase I systems integration testing by the C0988 contractor, phase 2 systems integration testing by MTA and then pre-revenue operations.

**PROJECT COST STATUS - 865512**

**COST REPORT BY ELEMENT**  
**UNITS IN MILLIONS**

ELEM- 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	1,052.6	-	1,052.6	(0.1)	5.6	0.1	0.8	-	1,052.6	-
R	RIGHT-OF-WAY	132.3	-	132.3	0.1	0.4	0.1	0.1	-	132.3	-
V	VEHICLES / BUSES	87.8	-	87.8	-	-	-	-	-	87.8	-
P	PROFESSIONAL SERVICES	273.1	-	273.1	15.7	52.1	1.8	29.3	-	273.1	-
PC	PROJECT CONTINGENCY	177.2	-	177.2	-	-	-	-	-	177.1	-
PF	PROJECT FINANCE	-	-	-	-	-	-	-	-	-	-
865512 - SUBTOTAL		1,723.0	-	1,723.0	15.7	58.1	2.0	30.2	-	1,723.0	-
EP	ENVIRONMENTAL/PLANNING-405512	5.5	-	5.5	-	5.5	-	5.5	-	5.5	-
EP	ENVIRONMENTAL/PLANNING-465512	20.5	-	20.5	-	20.5	-	19.9	-	20.5	-
405512 & 465512 - SUBTOTAL		26.0	-	26.0	-	26.0	-	25.4	-	26.0	-
405512, 465512 & 865512 - TOTAL		1,749.0	-	1,749.0	15.7	84.1	2.0	55.6	-	1,749.0	-

Note-1: 405512, 465512, and 865512 are internal MTA project numbers to differentiate between Environmental/Planning and construction components of the project. Project numbers 405512 and 465512 will have no further commitments or expenditures after June 2012.  
 Note-2: Project 865512 expenditures are cumulative through April 2012.

**PROJECT COST ANALYSIS**

**Original Budget and Current Budget:**

The Board in October 2011 established the Life-of-Project (LOP) budget of \$1,749 million for the Crenshaw/LAX Transit Corridor Project. The budget includes the 49% cost allocation share that the Project is responsible for paying for the design and construction of the Southwestern Yard. The breakout by element above has been revised to allocate the Southwestern Yard cost to all appropriate cost elements instead of only within the Construction element.

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

**Commitments:**

The commitments are cumulative through May 2012. The total commitments increased by \$15.7 million this period. In the Construction element there was a decrease of \$0.1 million due to purchase order close out and de-commitments for third party scope of work with the Los Angeles City. In the Right-Of-Way element there was an increase of \$0.1 million for appraisals scope of work. In the Professional Services element there was an increase of \$15.7 million for executed contract modifications for engineering services consultant associated with design services during construction, IPMO field office lease, legal services, and miscellaneous specialty services. The \$84.1 million in commitments to date represents 4.8% of the current budget.

## **PROJECT COST ANALYSIS (Continued)**

### **Expenditures:**

The expenditures are cumulative through April 2012. In the construction element there was an increase of \$0.1 million for third party scope of work with Los Angeles City. In the Right-Of-Way element there was an increase of \$0.1 million for costs associated with appraisals. In the Professional Services element there was an increase of \$1.8 million for costs associated with the engineering services consultant, MTA project administration, IPMO field office lease and related expenses, construction management support services, legal services, community outreach program, and miscellaneous specialty services. The \$55.6 million in expenditures to date represents 3.2% of the current budget.

**FINANCIAL/GRANT STATUS**

\$ 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	2.4	2.4	6%	2.4	6%	2.4	6%
FEDERAL - SECTION 5309 BUS CAPT	8.6	8.6	8.6	8.6	100%	7.1	83%	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							
FEDERAL - TIFIA LOAN (Measure R)	545.9	545.9							
MEASURE R	661.1	661.1	53.4	53.4		41.6		40.8	
LOCAL AGENCY FUNDS	52.4	52.4							
PROP C 25% HIGHWAY	148.9	148.9	3.8	18.5		3.3		3.3	
PROP A 35% RAIL CAPITAL	4.8	4.8							
<b>TOTAL</b>	<b>1,749.0</b>	<b>1,749.0</b>	<b>69.4</b>	<b>84.1</b>	<b>4.8%</b>	<b>55.6</b>	<b>3.2%</b>	<b>54.8</b>	<b>3.1%</b>

NOTE: Expenditures are cumulative through April 2012.

Original Budget based on Board approved October 2011 Funding/Expenditure Plan

## **STATUS OF FUNDS ANTICIPATED**

**FEDERAL SECTION 5309 BUS CAPITAL:** FTA approved MTA 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:** \$178.6K was allocated by the State during the Planning Stage of the Project (FY07). \$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 was submitted to the US Department of Transportation (DOT) in November 2011. On January 25, 2012 MTA made a presentation to the TIFIA Office on the projects description, financial capacity, and other related items. Negotiations between USDOT and MTA continue on the terms and conditions of the TIFIA loan. TIFIA Office has requested additional clarification and negotiations are continuing. Loan application is expected to be executed by September 1, 2012 pending completion of the Supplemental Environmental Assessment and publishing a Finding of No Significant Impact (FONSI).

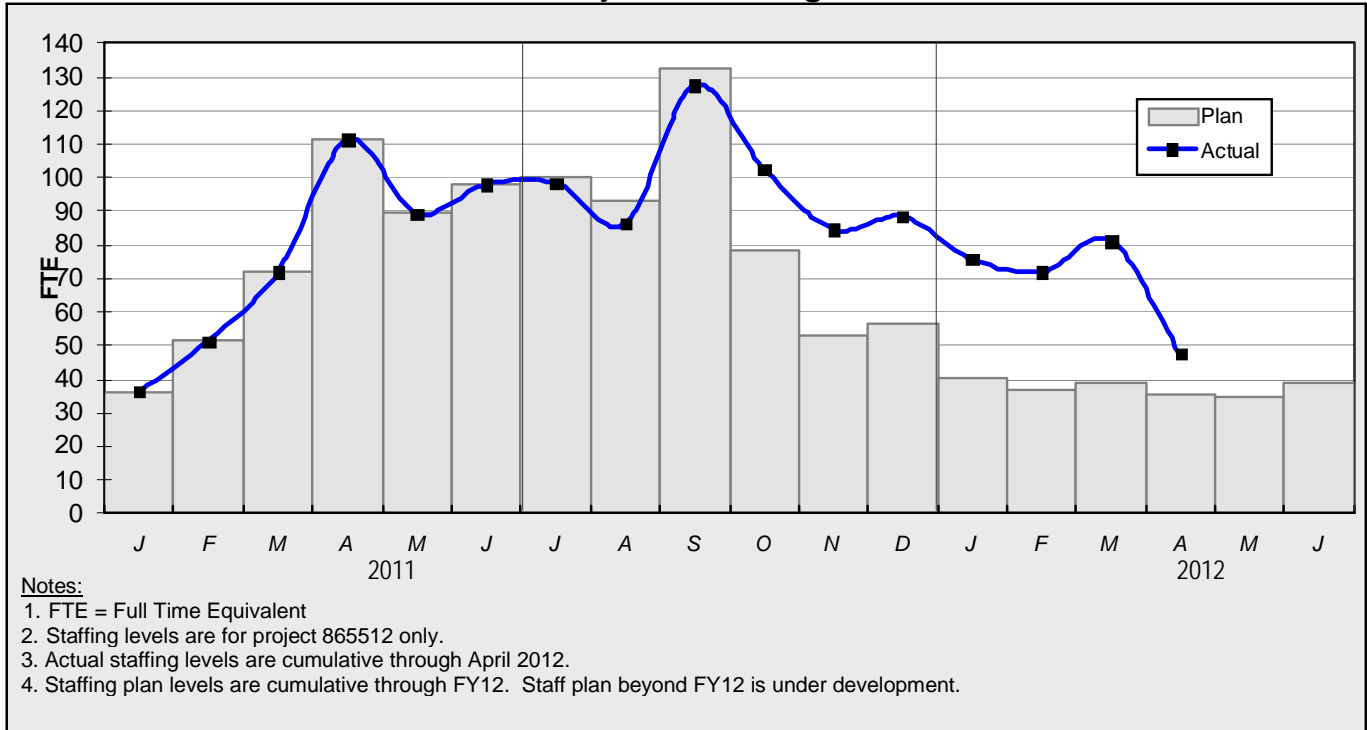
**STATE PROP 1B – PTMISEA:** A request for an allocation of \$38.4M was submitted to the State on June 1, 2011. A revised allocation request for \$12M was submitted in February 2012. This revised amount will fund ROW and final design activities. The revised allocation request won't be approved until the State Bond Sale is completed (June 2012). An additional funding allocation request of \$160M was submitted to Caltrans in March 2012. Approval is not expected until Fall 2012.

**MEASURE R:** \$53.4M has been allocated to the project based on the January 2012 Funding Plan. Funds are available for drawdown.

**PROP C 25% HIGHWAY:** \$3.8M has been allocated to the project based on the January 2012 Funding Plan. Funds are available for drawdown.

## STAFFING STATUS

### Total Project Staffing – FTES



## TOTAL PROJECT STAFFING

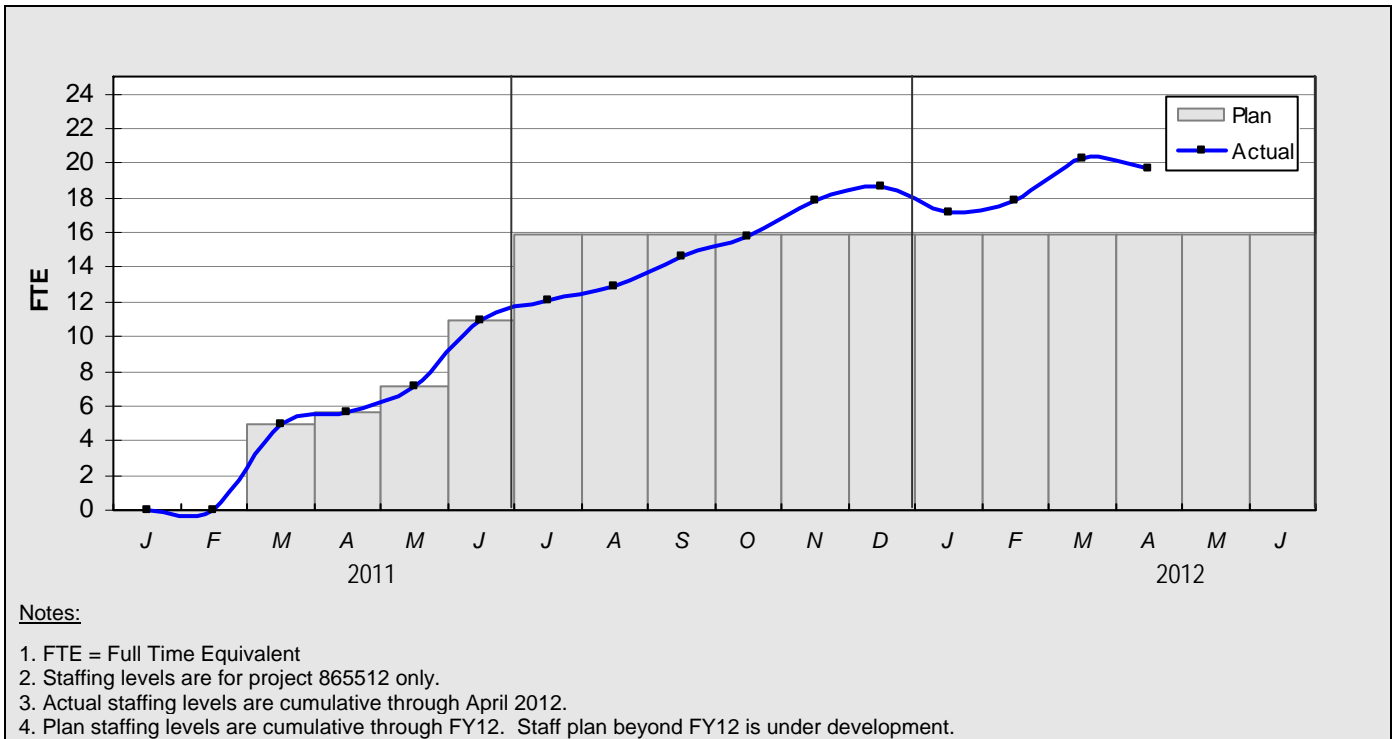
The overall FY12 Total Project Staffing plan averages 61.2 FTE's per month.

For April 2012, there were a total of 19.7 FTE's for MTA's Project Administration staff and 27.8 FTE's for consulting staff. The total project staffing was 47.5 FTE's for April 2012.

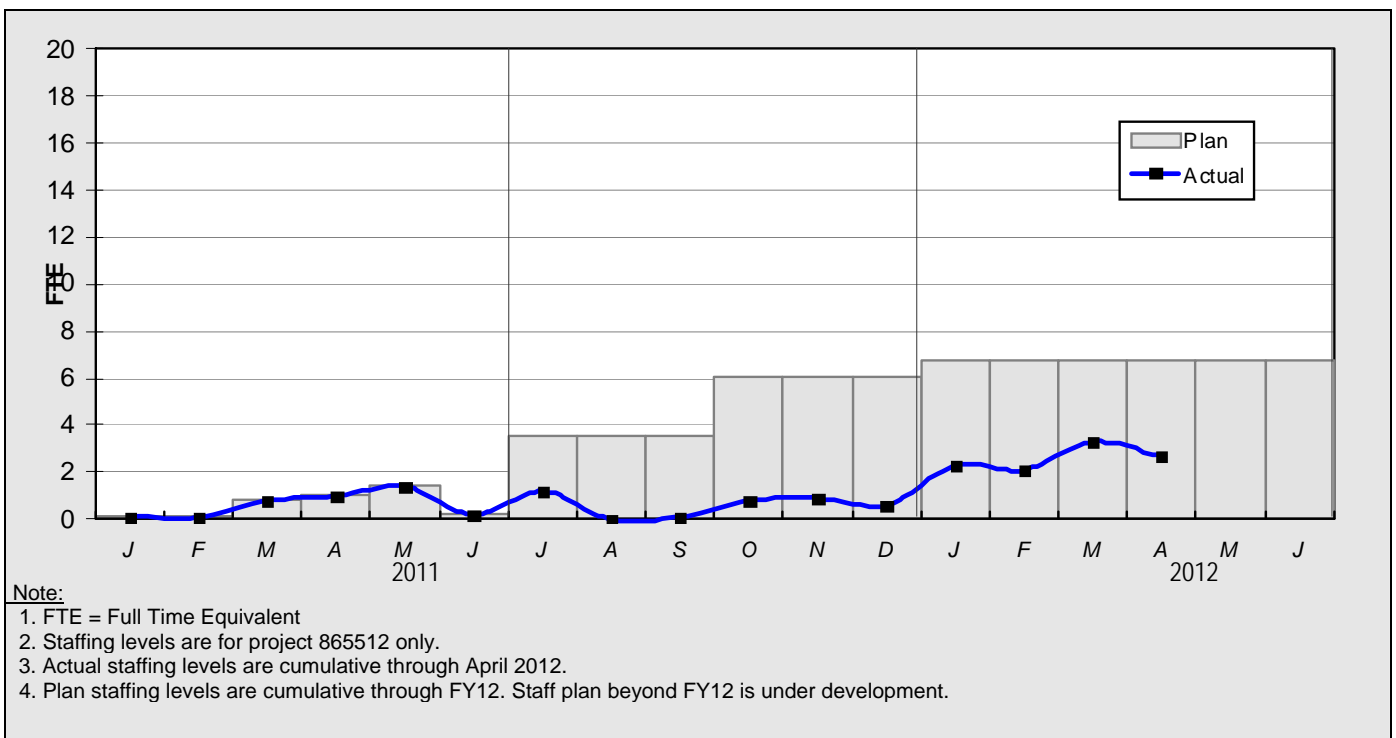
Project staffing beyond FY12 is under development.

**STAFFING STATUS (Continued)**

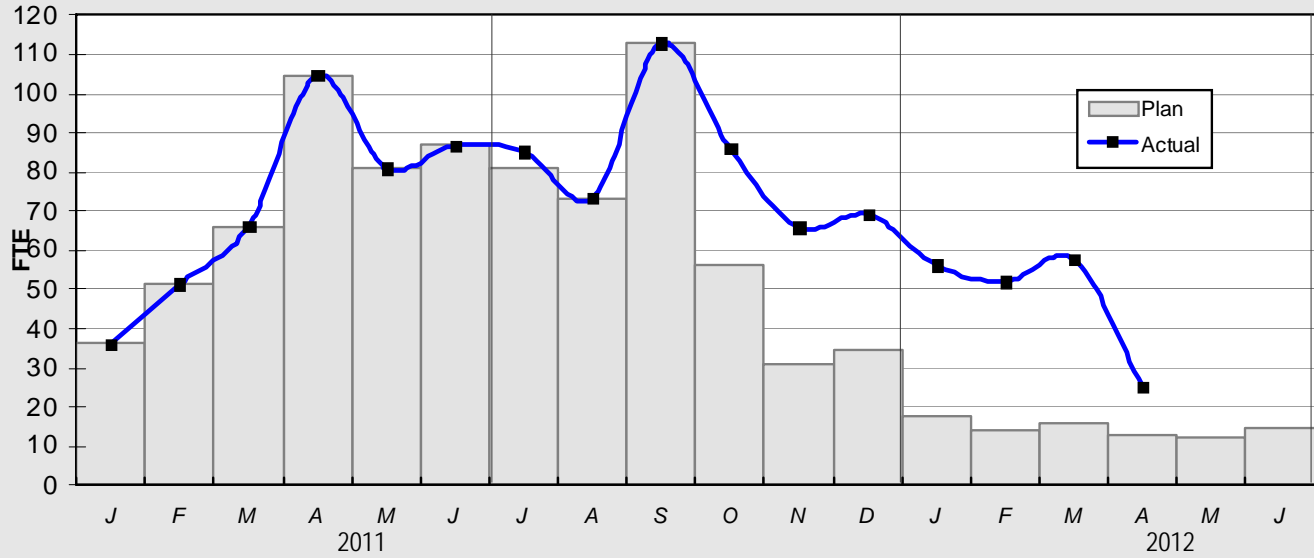
**MTA STAFFING – FTES**



**CONSTRUCTION MANAGEMENT**  
**SUPPORT SERVICES CONSULTANT – FTES**



**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 April 2012.
4. Plan staffing levels are cumulative through FY12.Phase II only. Staff plan beyond FY12 is under development.



**REAL ESTATE STATUS**

Contract No.	Number of Parcels	Certified	Appraisals in Process	Offers Made	Agreements Signed	Condemnation Filed	Relocations Complete	Parcels Available
<b>C0988 C/LAX Transit Corridor (D-B):</b>								
<b>Crenshaw</b>								
Full Takes	12	11	7	3				
Part Takes (PT or SE)	10	7						
TCE	10	8						
Subtotal Parcels	32	26	7	3	0	0	0	0
Relocations	15							
<b>Harbor Subdivision</b>								
Full Takes	14	14	13					
Part Takes (PT or SE)	18	14						
TCE	3	2						
Subtotal Parcels	35	30	13	0	0	0	0	0
Relocations	34							
Total Parcels:	67	56	20	3	0	0	0	0
<b>C0991 Southwestern Yard (D-B):</b>								
Full Takes	8	8	7	1				
Part Takes	0							
TCE	0							
Total Parcels:	8	8	7	1	0	0	0	0
Relocations	4							
<b>C0990 C/LAX Advance Utility Relocations:</b>								
Total Parcels:	0							
<b>Total Project Parcels</b>	<b>75</b>	<b>64</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

- 27 appraisals in various stages of completion.
- 20 environmental investigations underway.
- Update to the March 2012 RAMP is underway in response to the PMOC comments dated May 5, 2012.
- **Four offers have been made to property owners with board action set for July.**

**QUALITY ASSURANCE STATUS**

**C0991 Southwestern Yard**

- **Reviewed concept for revised design.**

## **ENVIRONMENTAL STATUS**

- *Worked on the Supplemental Environmental Assessment covering the post ROD Design changes document with the Consultant and FTA.*
- *Attended the Public Information Meeting on the post-rod design changes.*
- *Finalizing the documentation with FTA for the Section 106 process to be submitted to State Historic Preservation Office (SHPO) for concurrence of no significant impacts.*
- *Worked with consultant to further the Phase I Environmental work for an expanded records search for potential contaminated sites along the corridor.*
- *Responded to inquiries on Southwestern yard design needs.*

## **CONSTRUCTION RELATIONS STATUS**

- *Attended project briefing for the Los Angeles Council of Black Professional Engineers, 33<sup>rd</sup> Annual Awards and Scholarship Banquet, City of Los Angeles Board of Public Works Commissioner Valarie Shaw and Crenshaw Leadership Council's Construction Mitigation POD Meeting.*
- *Arranged and attended NEPA Supplemental Environmental Assessment Design Changes Open House.*
- *Attended AT&T Pre-Construction Meeting.*
- *Met with Representative of Governor Brown's office regarding assistance with small business owners on the Crenshaw Corridor.*
- *Participated in planning and walk-thru meetings regarding the Mayoral and Metro Advanced Utility Relocation press events scheduled for June 4, 2012.*
- *Continued the door to door business survey along the corridor.*

## **ART DEVELOPMENT STATUS**

- Reviewed and commented on station design submittals.
- Reviewed and commented on system signage design documents.
- Coordinated Crenshaw/LAX video project – *six "trailers" in production.*

## **SAFETY & SECURITY STATUS**

- *Participated in Advanced Utility Pre-Construction Meeting with C0990 Advanced Utility Relocations Contractor Management staff.*

**THIRD PARTY AGREEMENT STATUS**

<b>Third Party</b>	<b>Type of Agreement</b>	<b>Forecast Execution Date</b>	<b>Required Need Date</b>	<b>Status/ Comments</b>
City of Los Angeles	Master Cooperative Agreement	06/12	<b>07/12</b>	Negotiations taking place with City; updated language on remaining terms developed and under review by MTA.
Los Angeles World Airports	<b>N/A</b>	06/12	<b>N/A</b>	<b>Letter of Agreement is not required.</b>
City of Inglewood	Master Cooperative Agreement	06/12	06/12	Interim LOA was executed on April 17, 2012. Held meeting on April 25, 2012 to negotiate MCA; negotiations; both parties appear to be in basic agreement on the MCA.
Los Angeles Department of Water and Power	Memorandum of Understanding	06/12	<b>07/12</b>	MTA 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 06/12	<b>07/12</b>	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	1/26/12A	2/6/12A	3/28/12(A) - 3/30/12(A)	07/06/12	07/20/12	09/12/12	11/12/12
2	1/26/12A	2/6/12A	3/28/12(A) - 3/30/12(A)	07/06/12	07/20/12	09/12/12	11/12/12
3	1/26/12A	2/6/12A	3/28/12(A) - 3/30/12(A)	07/06/12	07/20/12	09/12/12	11/12/12
4	1/26/12A	2/6/12A	3/28/12(A) - 3/30/12(A)	07/06/12	07/20/12	09/12/12	11/12/12
5	1/26/12A	2/6/12A	3/28/12(A) - 3/30/12(A)	07/06/12	07/20/12	09/12/12	11/12/12

(\*) Rail Crossing Hazard Analysis Report (RCHAP)

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

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 (FAA)/ LOS ANGELES WORLD AIRPORTS (LAWA) SUMMARY STATUS

- MTA has included 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. FAA approved a formal Notification of Proposed Construction Alteration (Form 7460-1) for the partially covered configuration on February 29, 2012. Metro has filed an additional 7460-1 permit application on March 1, 2012 to define construction phasing requirements and time of day limitations for construction. These requirements have been incorporated into the RFP technical documents. ***MTA is proceeding with preparation of a construction safety phasing plan as recommended by FAA staff to expedite approval.***
- FAA provided written notice of late comments on the SDEIS/RDEIR for the Southwestern Yard site that was adopted by the MTA Board in April 2011. Comments requested the filing of a 7460-1 application for the yard site at Arbor Vitae and Bellance. An evaluation was performed by MTA and a written response with analysis submitted to FAA that indicates a 7460-1 is not required.

## **CHRONOLOGY OF EVENTS**


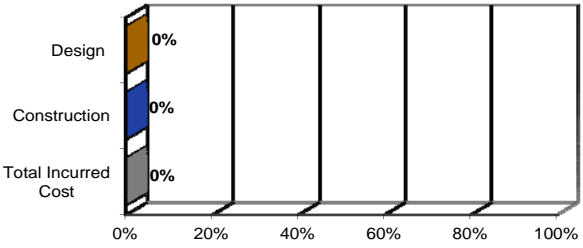
2003	Major Investment Study
April 2007	Board authorized the CEO to award Contract PS 4330-1968 to complete environmental clearance and conceptual engineering.
December 2009	Board adopted the LRT Alternative as the Locally preferred Alternative and received and filed the Crenshaw Transit Corridor DEIS/DEIR.
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.
February 10, 2012	Released Invitation for Bid for Contract C0990 Crenshaw/LAX Advanced Utility Relocations.
March 12, 2012	Received Statement of Qualifications for Contract C0988 C/LAX Transit Corridor.
April 26, 2012	Board authorized the CEO to exercise option with Contract No. E0117 for Phase III Design Services During Construction.

**CHRONOLOGY OF EVENTS (Continued)**

- |                     |   |
|---------------------|---|
| <i>May 16, 2012</i> | <i>Notification of pre-qualified proposers for Contract C0988 C/LAX Transit Corridor.</i>                       |
| <i>May 30, 2012</i> | <i>Awarded Contract No. C0990 C/LAX Advanced Utility Relocations to Metro Builders and Engineers Group LTD.</i> |



**CONTRACT C0988 STATUS**  
*Crenshaw/LAX Transit Corridor*

<p><b>PE Design Contractor:</b> Hatch Mott MacDonald (HMM)  <b>Contractor:</b> - TBD</p>	<p><b>Contract No.:</b> C0988  <b>Status as of:</b> June 1, 2012</p> 																																													
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>- Issued Request for Qualification (RFQ) in December 2011.</li> <li>- Received Statement of Qualifications in March 2012.</li> <li>- Notices for pre-qualified teams issued May 2012.</li> <li>- Continued preparing solicitation package for issue in early June 2012.</li> </ul>	<p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>- Delay in issuing RFP has impacted overall project schedule. See Management Issues for further details.</li> </ul>																																													
<p><b>Schedule Assessment:</b></p>	<p><b>Cost Assessment:</b></p>																																													
<p><b>Schedule Summary:</b></p> <ol style="list-style-type: none"> <li>1. Date of Award:</li> <li>2. Notice to Proceed:</li> <li>3. Original Substantial Completion Duration:</li> <li>4. Current Substantial Completion Duration:</li> <li>5. Elapsed Time from NTP:</li> </ol>	<p><b>Cost Summary:</b> <span style="float: right;"><b>\$ In 000's</b></span></p> <ol style="list-style-type: none"> <li>1. Award Value:</li> <li>2. Executed Modifications:</li> <li>3. Approved Change Orders:</li> <li>4. Current Contract Value (1 + 2 + 3): -</li> <li>5. Incurred Cost:</li> </ol>																																													
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**CONTRACT C0990 STATUS**  
*Crenshaw/LAX Advanced Utility Relocations*

<b>PE Design Contractor:</b> Hatch Mott MacDonald (HMM) <b>Contractor:</b> - Metro Builders and Engineers Group LTD	<b>Contract No.:</b> C0990 <b>Status as of:</b> June 1, 2012																																			
<b>Progress/Work Completed:</b> - Awarded contract May 30, 2012. - Contractor working on administration requirements prior to MTA issuing notice-to-proceed in mid June 2012.	<b>Areas of Concern:</b> - None.																																			
<b>Schedule Assessment:</b>	<b>Cost Assessment:</b>																																			
<b>Schedule Summary:</b> 1. Date of Award: 05/30/12 2. Notice to Proceed (forecast): 06/25/12 3. Original Substantial Completion Duration: 365 4. Current Substantial Completion Duration: 365 5. Elapsed Time from NTP: -	<b>Cost Summary:</b> <span style="float: right;"><b>\$ In 000's</b></span> 1. Award Value: 7.83 2. Executed Modifications: 0.00 3. Approved Change Orders: 0.00 4. Current Contract Value (1 + 2 + 3): 7.83 5. Incurred Cost: 0.00																																			
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**CONTRACT C0991 STATUS**  
*Southwestern Yard*

<b>PE Design Contractor:</b> Hatch Mott MacDonald (HMM) <b>Contractor:</b> - TBD	<b>Contract No.:</b> C0991 <b>Status as of:</b> June 1, 2012																																													
<b>Progress/Work Completed:</b> - HMM is continuing design to support advertising this contract in February 2013. - Incorporating value engineering and cost reduction strategies.	<b>Areas of Concern:</b> - Increased time for relocation of car rental facilities located on yard parcels. - Relocation consultant being selected to determine relocation needs of existing tenants on yard parcels.																																													
<b>Schedule Assessment:</b>	<b>Cost Assessment:</b>																																													
<b>Schedule Summary:</b> 1. Date of Award: 2. Notice to Proceed: 3. Original Substantial Completion Duration: 4. Current Substantial Completion Duration: 5. Elapsed Time from NTP:	<b>Cost Summary:</b> <span style="float: right;"><b>\$ In 000's</b></span> 1. Award Value: 2. Executed Modifications: 3. Approved Change Orders: 4. Current Contract Value (1 + 2 + 3): - 5. Incurred Cost:																																													
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## CONSTRUCTION PHOTOGRAPHS

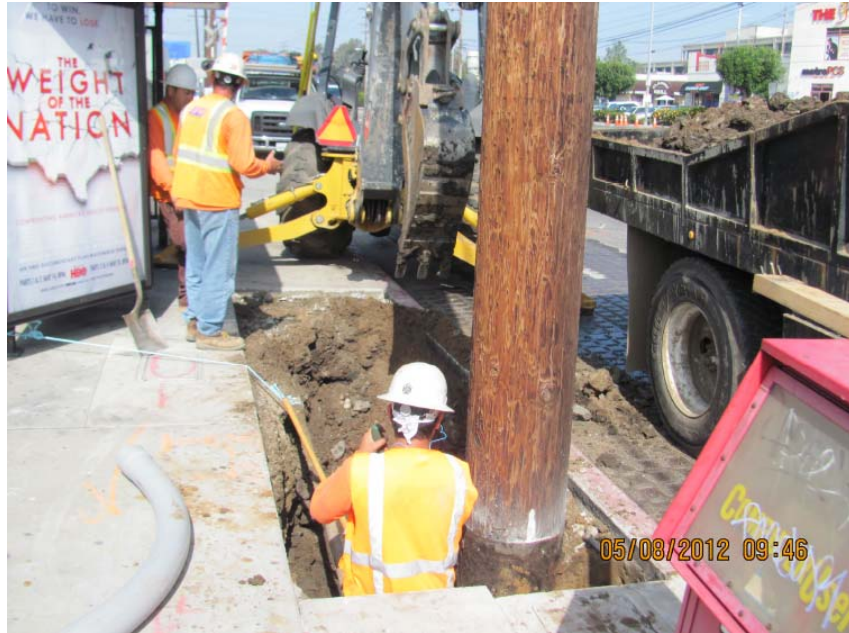


VCI, third party contractor, is excavating for vault installation at Arbor Vitae.



Team Fishel, third party contractor, is beginning utility relocation at Martin Luther King Blvd.

## CONSTRUCTION PHOTOGRAPHS



VCI, third party contractor, is trenching in sidewalk area at Manchester Avenue.

**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
BAFO	Best and Final Offer
BIM	Building Information Modeling
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
CSPP	Construction Safety Phasing Plan
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
FLSR	Fire Life Safety Report
FRA	Federal Railroad Administration
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GBR	Geotechnical Baseline Report
GDSR	Geotechnical Design Summary Report
HMM	Hatch Mott MacDonald

**APPENDIX**  
**LIST OF ACRONYMS (Continued)**

IFB	Invitation for Bid
IPMO	Integrated Project Management Office
ITS	Intelligent Transportation System
JPO	Joint Program 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
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
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LPA	Locally Preferred Alternative
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
OSHA	Occupational Health and Safety Administration
PA/VMS	Public Address/Visual Messaging Sign
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PGL	Pasadena Gold Line
PIP	Project Implementation Plan
PLA	Project Labor Agreement
PM	Project Manager
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan



**APPENDIX**  
**LIST OF ACRONYMS (Continued)**

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
RCHAR	Rail Crossing Hazards Analysis Report
RCMP	Risk Assessment Management Plan
RFC	Request For Change
RFP	Request For Proposals
RFSC	Request for Special Consideration
RHA	Risk Hazard Analysis
RLPE	Red Light Photo Enforcement
ROCC	Rail Operations Control Center
ROD	Record Of Decision
ROM	Rough Order of Magnitude
ROW	Right-Of-Way
RPZ	Runway Protection Zone
RSD	Revenue Service Date
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
SOQ	Statement of Qualification
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

**APPENDIX**  
**LIST OF ACRONYMS (Continued)**

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