

Los Angeles County
Metropolitan Transportation Authority

Crenshaw/LAX Transit Project



Metro[®]

CRENSHAW/LAX TRANSIT PROJECT

QUARTERLY PROJECT STATUS REPORT

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SEPTEMBER 2013


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PROJECT SUMMARY

LOCATION: Crenshaw Blvd south to LAX Airport DESIGN/CONSULTANT: Hatch Mott MacDonald				CONSTRUCTION MANAGEMENT CONSULTANT: Stantec CONTRACTOR: Walsh-Shea Corridor Constructors			
PROJECT PHOTO: 67th/Crenshaw installation of 18" clay pipe				WORK COMPLETED PAST MONTH:			
				<ul style="list-style-type: none"> o Issued notice to proceed to design-builder, Walsh-Shea Corridor Constructors (WSCC) on September 10, 2013. Commenced mobilization to Integrated Project Management Office near LAX Airport. Submitted early required contract submittals. 			
EXPENDITURE STATUS (\$ In Millions)				SCHEDULE ASSESSMENT			
ACTIVITIES	CURRENT ESTIMATE	EXPENDED AMOUNT	PERCENT EXPENDED	MAJOR SCHEDULE ACTIVITIES	PRIOR PLAN	CURRENT PLAN	VARIANCE WEEKS
DESIGN	\$ 136.7	\$ 31.3	22.9%	Environmental			
				FEIS/FEIR	Sep-11	Sep-11	Complete
				Record of Decision	Dec-11	Dec-11	Complete
RIGHT-OF-WAY	\$ 127.4	\$ 80.0	62.8%	Design			
CONSTRUCTION	\$ 1,353.1	\$ 8.3	0.6%	Preliminary Engineering	Nov-11	Nov-11	Complete
OTHER	\$ 440.8	\$ 45.9	10.4%	Final Design	Nov-17	Nov-17	Complete
TOTAL	\$ 2,058.0	\$ 165.5	8.0%	Right-of-Way			
				All parcels available	Aug-14	Oct-14	8 weeks
AREAS OF CONCERN				Construction			
<ul style="list-style-type: none"> o Right-of-way acquisition forecast dates are trending later than planned. o Timely future reviews of WSCC's designs by City of Los Angeles, City of Inglewood, Caltrans and Los Angeles World Airports. o CPUC suspension of 164-D process has delayed approval of crossing applications. 				D-B Notice to Proceed	Sep-13	Sep-13	Complete
				D-B Substantial Complete	Sep-18	Sep-18	On schedule
				Revenue Service Date	Oct-19	Oct-19	On schedule
ROW ACQUISITION	PLAN	ACQUIRED	REMAINING	CRITICAL ACTIVITIES / 3 MONTH LOOK AHEAD			
PERMANENT PARCELS	34	4	30	<ul style="list-style-type: none"> o WSCC begins design mobilization. o WSCC submits required early contract submittals. o WSCC commences final design. o WSCC begins construction mobilization. 			
TEMPORARY PARCELS	42	1	41	<ul style="list-style-type: none"> o Third parties continue utility relocations. o Metro Builders continues advanced utility relocations. o Metro continues right of way acquisition. 			
TOTAL PARCELS	76	5	71				

PROJECT OVERVIEW

Major Contract Procurement

The Board awarded Contract C0988 Crenshaw/LAX Transit Corridor to Walsh-Shea Corridor Constructors (WSCC) on June 27, 2013. A notice of execution of the contract was issued on August 8, 2013. Notice to proceed **was** issued on September 10, 2013. ***This concludes the procurement phase for the design-build contract.***

Continue solicitation of Contract C0992 Rail and Tie Procurement. Received bids for rail and ties from proposers on August 27, 2013. Continuing evaluation of received bids. ***This solicitation remains in a procurement information blackout phase.***

Solicitation of the last design-build contract to be issued for this project is Contract C0991 Southwestern Yard, which is planned to be advertised in 2015.

Construction

Contract C0990 - The advanced utility relocations Contractor, Metro Builders and Engineers Group. LTD (MBE) is completed with the installation of a 10" sewer line in 59th Place and has moved onto Crenshaw Blvd to construct the remaining portion to its terminus at 60th Street. Work continues on the 67th Street portion of the contract. Work has been completed east of Crenshaw Blvd and is now centered on work within Crenshaw Blvd. on the 18" sewer line near the Metro right-of-way. These two phases of work relocate existing sewer lines that are in conflict with the underground segment on south Crenshaw.

Work is also progressing on the 42" storm drain between Vernon and 48th near Leimert Park. This relocation is making way for the south portal of the tunnel segment. Work is scheduled for completion by the end of October 2013.

Metro's work on the two communication duct relocations near LAX is complete. The FAA has a contractor ready to pull the new fiber lines into the inner duct as soon as runway outages can be secured.

The contractor is preparing for the relocation of the four DWP water lines crossing the right-of-way in Park Mesa Heights. Preparations include material submittals, work plans, and permits. See the Contract C0990 Status sheet on page 32 for more information.

Contract C0988 – The design-builder, Walsh-Shea Corridor Constructors (WSCC) after receiving a notice to proceed on September 10, 2013, commenced mobilization to the Integrated Project Management Office (IPMO) near Los Angeles International Airport. Initial efforts in September were made to accommodate administrative and design personnel in the new IPMO and to prepare and submit early required contract submittals. See the Contract C0988 Status sheet on page 31 for more information.

PROJECT OVERVIEW (Continued)

Right-of-Way

The Real Estate Acquisition and Management Plan (RAMP) and Relocation Plan were completed on October 24, 2012. Metro requested and FTA approved increasing the threshold value for property acquisitions from \$500,000 to \$1,500,000. There are a total of 76 parcels but three parcels have been de-certified. Of the remaining 73 parcels certified, there are 34 full takes, 27 partial takes and 12 temporary construction easements (TCE's) Thirty-four offers have been made and nine agreements have been signed. Five parcels have been acquired and one parcel is available. The focus in September was increasing the number of appraisals underway or completed from 44 to 68.

Systems

Metro 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 as an interim measure. Metro has determined that the best interim course of action is to expand the existing functional operations at the ROC under a Phase 1 approach to support five new 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 to increase overall space requirements by approximately 22 percent. A full build-out of a combined BOC/ROC is also being planned under a Phase 2 approach on land to be acquired by Metro as a separate Capital Improvement Project near Division 20. **Conceptual design was completed and preliminary engineering design is progressing toward completion by the end of October 2013.**

Light Rail Vehicle

The Board approved exercising Option 1 of Contract P3010 with Kinkisharyo International, LLC to provide light rail vehicles (LRV) for the Crenshaw/LAX project. By exercising this option prior to **August 20, 2013**, the Project has avoided incurring any price escalation costs. The total number of vehicles in the option is 28 that include 20 LRVs for the Crenshaw/LAX project with two additional cars for spares.

Program Management

In May 2013, the Board approved a Motion that amended the fiscal year 2014 Proposed Metro Budget to include funding for an underground station at Leimert Park Village and an at-grade station at Hindry as part of the baseline project. This Motion will add \$135 million to the LOP budget which included \$80 million in uncommitted fiscal year 2014 funding and \$55 million from City of Los Angeles. Metro needs to secure a legally binding agreement with the City of Los Angeles to cover the incremental cost of the stations above the \$80 million identified in fiscal year 2014 funding.

With board approval on June 27, 2013, the additional \$135 million is included in the sources of funds chart as well as the additional \$160.1 million for the increased cost of the base work. All recommendations were approved by the Board on June 27, 2013 except that change order

PROJECT OVERVIEW (Continued)

authority was maintained at \$500,000. This board action amended the life of project budget to \$2,058 million.

The current budget includes the 49% cost allocation share that the Project is responsible for paying for the design and construction of the Southwestern Yard. This amount is \$139.4 million of the \$285.2 million forecast cost for the Southwestern Yard. The \$139.4 million is allocated in the various SCC categories.

The amount of funding available for the Crenshaw/LAX Transit Corridor Project, excluding the Southwestern Yard \$139.4 million allocation and Environmental/Planning budget of \$26.0 million is \$1,892.6 million.

The LOP budget is funded by various sources of funds which include local, state and federal funding. The TIFIA Loan is categorized under local funds as the loan is secured by a pledge of Measure R local sales tax funds. The federal percentages are as follows; local funding 79.9%, state funding 14.0% and federal funding 6.1%.

The project commitments thru September 2013 are \$248.2 million or 12.1% of the Current Budget. The project expenditures thru September 2013 are \$165.5 or 8.1% of the Current budget. The expenditures to date are for environmental/planning, preliminary engineering, third party utility relocation work, agency reviews/coordination, advance utility relocation construction, right-of-way and professional services. ***Expenditures to date include the Southwestern Yard expenditures that are part of the 49% cost allocation share that the Project is responsible for paying for.***

The project master schedule ***continues to*** reflect a forecast of October 2019 for Revenue Service which includes the additional two station options, Leimert Park Station and Hindry Station. This Baseline Revenue Service Date reflects the award of the design-build contract and ratification of a board motion to execute the bid options in the RFP conditioned upon amendment to the TIFIA loan agreement and execution of an agreement with the City of Los Angeles.

The project schedule contingency remains the same this period at 8.7 months.

A Risk Register has been developed for the project and is being updated quarterly to reflect any new risks that derive from concerns or issues. The next formal risk assessment workshop will be scheduled for the end of this year.

Metro has been coordinating on lessons learned with the U.S. Department of Transportation (USDOT) on a TIGER Project Delivery Initiative. This initiative is to look at best practices and lessons learned on major transit projects. A final report was provided to Metro in January 2013. There will be further discussions on lessons learned later this year.

MANAGEMENT ISSUES

Concern No. 1: *Complete Construction Safety Phasing Plan (CSPP) for design-builder scope of work near LAX and receive FAA approval.*

Status/Action *A CSPP has been previously completed and submitted and approved by FAA for the Advanced Utility Relocation Contractor. Now a CSPP has to be submitted by the design-builder for their scope of work and get FAA approval before work can commence in the LAX area.*

Concern No. 2: 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 **Closed:** As part of the BAFO process for the Design-Build Contract C0988, the right-of-way parcels for the Southwestern Yard were made available for a period of time during final design and construction. Metro is evaluating if all Southwestern Yard parcels will be available for use when required. Use of the parcels includes space for laydown, construction staging and a project office for co-location between the Design-Builder and Metro staff. The right-of-way parcel required for the joint project office was provided to the design-builder on schedule. ***In the future, any issues for remaining parcels required for Southwestern Yard will be covered under Management Issues Concern No. 6.***

Concern No. 3: *Metro has submitted five applications to the California Public Utilities Commission (CPUC) for approval of grade crossing improvements. None have been approved.*

Status/Action *Metro completed and submitted all formal applications. There have been protests on two of the five applications. Metro continues to work with the CPUC on at least getting approval this year on the three applications that have had no protests.*

Notices of Protest were received from the Faithful Central Bible Church and the City (FCBC) of Inglewood on the first applications covering Eucalyptus Avenue, a pedestrian underpass west of Eucalyptus and Centinela Avenue. CPUC held a pre-hearing on April 9, 2013 to discuss the merits of the protests. Metro and the Faithful Central Bible Church have subsequently signed a settlement agreement and has petitioned CPUC requesting approval of two of the crossings in the first application. Awaiting approval by CPUC on joint motion filed by Metro and FCBC for crossings at Eucalyptus and pedestrian undercrossing. Metro has asked the City of Inglewood to participate in an Alternative Dispute Resolution (ADR) process.

Administrative Law Judge issued scoping memo which only requires briefs.

An additional protest was also received on Package #4 covering the street running section on Crenshaw Blvd and has been transferred from the examiner to an Administrative Law Judge.

MANAGEMENT ISSUES

A pre-hearing on the protest covering the street running segment on Crenshaw Boulevard was held June 14, 2013.

Concern No. 4: Execution of Local Match Agreements for 3 percent project funding is required with the City of Inglewood.

Status/Action *The City of Inglewood has a draft Agreement and they will be getting back to Metro on specifics in October 2013.*

Concern No. 5: Execution of Grant Agreement with City of Los Angeles for \$55.0 Million.

Status/Action *The Agreement that will provide for the City of Los Angeles 3% contribution to all the Measure R projects is scheduled for review and approval at the planned combined November/December Metro Board of Directors meeting. A final Agreement is being circulated at the City of Los Angeles for signature.*

Concern No. 6: Right-of-way acquisition forecast dates are trending later than planned.

Status/Action Metro is evaluating the current schedule status of all parcels that are required to be turned over, per contract, to the C0988 Design-Build contractor for construction.

Concern No. 7: Variance to nighttime working hours.

Status/Action Variances to nighttime working hours on all five construction segments *had* been approved by the Los Angeles Police Commission. See page 26 for map of variance segments. Variances have to be renewed every six months. Renewals on the first four segments were signed off by the Commission with written approvals issued to Metro. One approved variance for Segment D (59th Street to West Blvd) was temporarily suspended by the Los Angeles Police Commission prior to start of advanced utility relocation construction work. Metro has reached out to Council District 8 outlining the planned construction work, outreach conducted and the impacts if the variance is not restored.

Metro received from Council District 8 in September support for the following exemptions for the Advanced Utility work that is continuing:

- *Nighttime construction at 67th Street, and*
- *A.M. peak hours at 59th Street for southbound traffic only.*

Metro will seek reestablishment of the variance by the Los Angeles Police Commission in October.

MANAGEMENT ISSUES (Continued)

Metro is also seeking this variance for nighttime working hours and Peak Hour Variances on Crenshaw Blvd. for the design-build contractor for when construction commences in 2014.

Concern No. 8: *New: Timely future reviews of WSCC final design submittals by City of Los Angeles, City of Inglewood, Caltrans and Los Angeles World Airports.*

Status/Action *Metro is coordinating with all third party agencies in advance of the first submittals by WSCC to ensure that timely review requirements will be met to support WSCC's baseline schedule submittal dates. The final design submittals will be submitted for review by third parties according to the most critical submittals to ensure the third party agencies are reviewing the most important designs first.*

Also, along with the concern above is the potential for third party agencies review comments leading to potential change requests outside of the original design signed off by the agencies during the preliminary engineering phase of the project. Metro will take action and strictly monitor the review comments from the agencies.

Concern No. 9: *New: Additional scope of work for the design-builder to accommodate the Los Angeles World Airports (LAWA) Specific Plan Amendment Study (SPAS).*

Status/Action *There is a potential for Metro to undertake a parallel design effort and construct changes in the vicinity of the Aviation/Century Station to accommodate elements of the SPAS. Metro is currently reviewing the requirements that LAWA has for such work and will seek Metro Board authorization to proceed with any future design or construction effort.*

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, eight stations, park and ride facilities at three locations, utilities, landscaping, roadway improvements required by the project and a maintenance & storage facility (Southwestern Yard).

The scope of work for the three construction contracts and one owner-supplied equipment contract is shown below.

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 Metro 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 eight 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. Street improvements at the Slauson intersection have been added to the base work for which Metro will continue to seek partial reimbursement from the City of Los Angeles.

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 Metro'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 Metro 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 with a two step evaluation process for technical qualifications and responsive low bid.

Owner-Supplied Equipment - Contract C0992 Crenshaw/LAX Rail and Tie Procurement

Metro has added a new contract for procuring owner-supplied equipment for the Design-Build Contract C0988 Crenshaw/LAX Transit Corridor Contractor. This equipment will include running rail, bumping posts, concrete ties and hardware with an option for running rail for another Measure R Project: Regional Connector.

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

KEY MILESTONES SIX- MONTH LOOK AHEAD

	Milestone Date	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14
Contract C0988 NTP	9/10/13A	◆					
Contract C0992 Rail & Tie Board Approval	12/07/13*				Ⓜ		

◆ MTA Staff

Ⓜ MTA Board Action

FTA (Federal Transportation Authority)

△ Other Agencies

□ Contractors

○ HMM Design

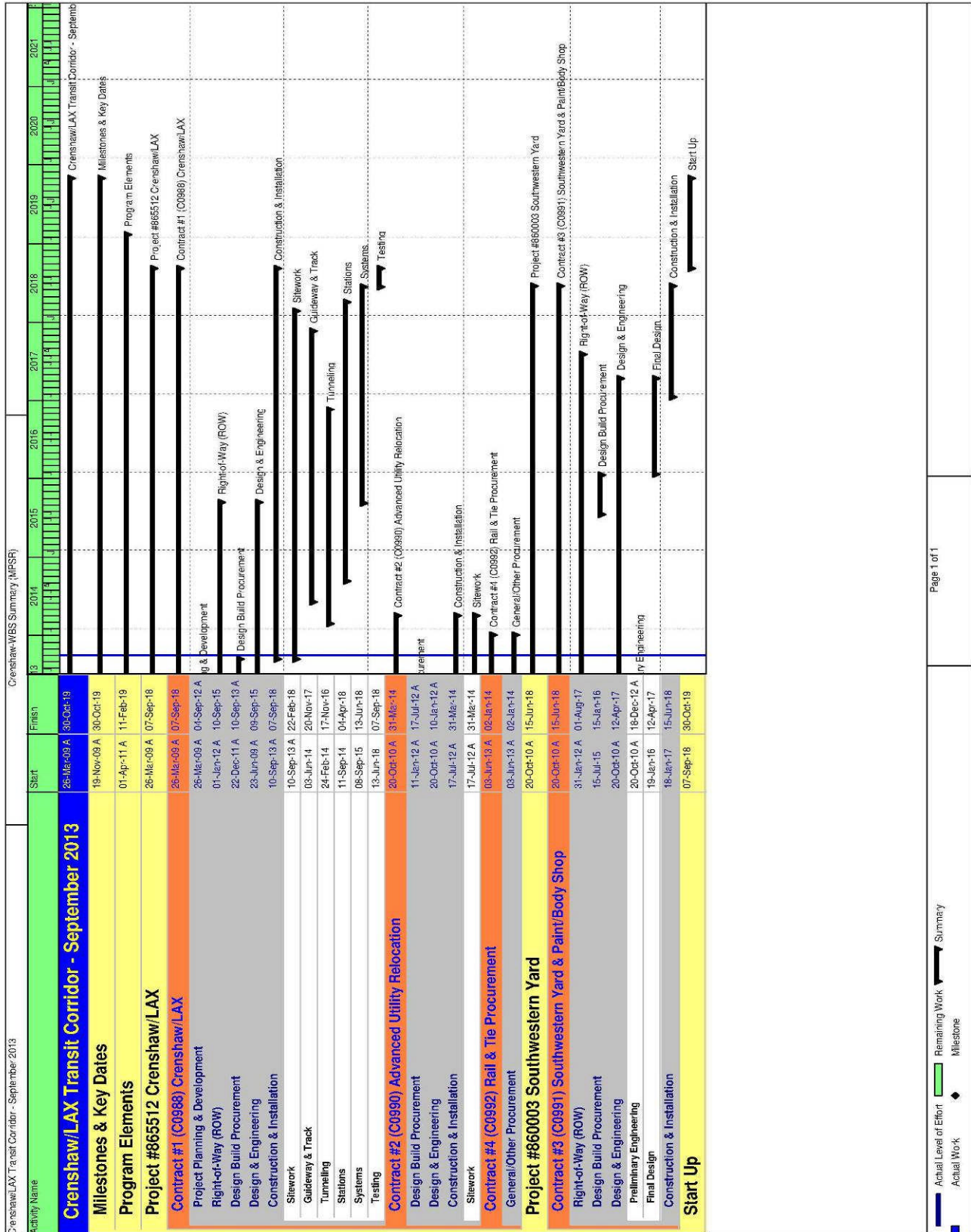


Walsh Shea Corridor Constructors

"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 final design of the Design/Build Contract #C0988 Crenshaw/LAX Transit Corridor.

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 1 systems integration testing by the C0988 contractor, phase 2 systems integration testing by MTA and then pre-revenue operations.

PROJECT COST STATUS

Crenshaw/LAX Transit Corridor
 COST REPORT BY ELEMENT
 PERIOD ENDING: 27-SEPTEMBER-2013
 UNITS IN DOLLARS

SCC CODE	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
10	GUIDEWAYS	471,335,000	-	452,500,001	-	-	-	-	-	452,500,001	-
20	STATIONS	153,906,000	-	316,050,000	-	-	-	-	-	316,050,000	-
30	SOUTHWESTERN YARD	66,673,000	-	66,673,000	-	-	-	-	-	66,673,000	-
40	SITWORK/SPECIAL CONDITIONS	235,576,000	-	348,565,999	20,907	14,541,464	872,461	8,347,456	-	348,565,999	-
50	SYSTEMS	125,132,000	-	169,311,000	-	-	-	-	-	169,311,000	-
10-50	CONSTRUCTION	1,052,622,000	-	1,353,100,000	20,907	14,541,464	872,461	8,347,456	-	1,353,100,000	-
60	RIGHT-OF-WAY (Note 3)	132,294,000	-	127,400,000	41,834	116,869,776	1,158,438	79,996,837	-	127,400,000	-
70	LRT VEHICLES	87,780,000	-	82,100,000	-	8,205,089	-	-	-	82,100,000	-
80	PROFESSIONAL SERVICES (Note 4)	273,147,000	-	295,900,000	249,844	82,559,769	825,723	51,625,989	-	295,900,000	-
90	UNALLOCATED CONTINGENCY	177,157,000	-	173,500,000	-	-	-	-	-	173,500,000	-
	865512 & 860003 - SUBTOTAL	1,723,000,000	-	2,032,000,000	312,586	222,176,098	2,856,623	139,970,281	-	2,032,000,000	-
99	PROJECT REVENUE	-	-	-	-	-	-	-	-	-	-
100	FINANCE CHARGES	-	-	-	-	-	-	-	-	-	-
	865512 & 860003 - SUBTOTAL	1,723,000,000	-	2,032,000,000	312,586	222,176,098	2,856,623	139,970,281	-	2,032,000,000	-
	ENVIRONMENTAL/PLANNING-405512	5,526,150	-	5,526,150	-	5,524,858	(1,292)	5,524,858	(1,292)	5,524,858	(1,292)
	ENVIRONMENTAL/PLANNING-465512	20,473,850	-	20,473,850	-	20,475,142	191	20,023,238	1,292	20,475,142	1,292
	405512 & 465512 - SUBTOTAL	26,000,000	-	26,000,000	-	26,000,000	(1,101)	25,548,097	-	26,000,000	-
	405512, 465512, 865512 & 860003 - TOTAL	1,749,000,000	-	2,058,000,000	312,586	248,176,098	2,855,522	165,518,378	-	2,058,000,000	-

Note-1: 405512, 465512, 865512 and 860003 are internal MTA project numbers to differentiate between environmental/planning and construction components of the project.
 Note-2: Project 865512 & 860003 expenditures are cumulative through 27-Sep-2013.
 Note-3: Includes \$57,239,767 commitments and \$56,738,305 expenditures for the Southwestern Yard project 860003 (49% of \$285.2 million forecast budget).
 Note-4: Includes \$2,136,400 commitments and \$392,644 expenditures for the Southwestern Yard project 860003 (49% of \$285.2 million forecast budget).

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.

Current Budget:

There have been two increases in the LOP to date:

- The Board in December 2012 approved an increase of \$13.9 million for a new LOP total of \$1,762.9 million. The Unallocated Contingency Standard Cost Category (SCC) 90 budget line item was increased by the \$13.9 million for a new total of \$191.1 million.
- The Board in June 2013 approved an increase of \$295.1 million for a new LOP total of \$2,058.0 million. The total increase was based on two actions:
 - Increase LOP base project scope in the amount of \$160.1 million, and
 - Increase LOP to include the options for Crenshaw/Vernon Station (Leimert Park Village) and Florence/Hindry Station in the amount of \$135.0 million.

The current budget above continues to include the 49% cost allocation share that the project is responsible for paying which includes funding of the design and construction for the

PROJECT COST ANALYSIS (Continued)

Southwestern Yard. This amount is \$139.4 million of the \$285.2 million forecast for the Southwestern Yard. The \$139.4 million is spread among the appropriate SCC categories in the Project Cost Status table on previous page. The categories include SCC 30, 60, 80 and 90.

The amount of funding available for the Crenshaw/LAX Transit Corridor Project, excluding the Southwestern Yard \$139.4 million allocation and Environmental/Planning budget of \$26.0 million, is \$1,892.6 million.

Current Forecast:

The total project forecast is \$2,058 million. There is no variance with the Current Budget.

Commitments:

The commitments are cumulative through September 27, 2013. The total commitments increased by \$0.3 million this period due to the following:

- SCC-80 (Professional Services) has increased by \$0.3 million for legal services and environmental consultant services.

The \$248.2 million in commitments to date represents 12.1% of the current budget.

Expenditures:

The expenditures are cumulative through September 27, 2013. The total expenditures increased by \$2.9 million this period due to the following:

- SCC-40 (Sitework and Special Conditions) has increased by \$0.9 million for costs associated with the Advance Utility Relocation contract C0990 with Metro Builders and Engineers LTD and third party scope of work with Los Angeles Department of Water and Power.
- SCC-60 (Right-of-Way) has increased by \$1.2 million for costs associated with real estate appraisal, acquisition, environmental and relocation.
- SCC-80 (Professional Services) has increased by \$0.8 million primarily for costs associated with Metro project administration, IPMO field office lease and utilities, construction management support services, legal services, third party scope of work with Los Angeles City Departments, community relations and environmental consultant services.

The \$165.5 million in expenditures to date represents 8.1% of the Current Budget.

Unallocated and Allocated Contingency:

The project current budget of \$2,058,000,000 includes an "unallocated contingency" amount of \$173,500,000 which is included as a separate Standard Cost Category Element. Also included within the current budget is an "allocated contingency" of \$40,366,792 which is allocated, where applicable, among specific contracts within each SCC Element. The allocated contingency is not broken out separately in the current budget as this amount is to cover anticipated but unknown contract modifications issued by Metro. The total project cost contingency which includes unallocated and allocated, is \$213,866,792 or 10.4%. Next month, a Project Contingency Drawdown chart will be added to the monthly report.

FINANCIAL/GRANT STATUS

\$ in millions

SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	(D/B) %	EXPENDITURES \$	(E/B) %	BILLED to FUNDING SOURCE \$	(F/B) %
FEDERAL - CMAQ	68.2	54.0	0.0	0.0	0%	0.0	0%	0.0	0%
FEDERAL - SECTION 5309 BUS CAPT	8.6	8.6	8.6	7.2	84%	7.2	84%	7.2	84%
FEDERAL - REGIONAL STP	20.0	48.2	0.0	0.0	0%	0.0	0%	0.0	0%
FEDERAL - ALTERNATIVE ANALYSIS	1.2	1.2	1.2	1.2	100%	1.2	100%	1.2	100%
FEDERAL - TIGER II	0.0	13.9	13.9	13.9	100%	2.7	9%	2.7	9%
FEDERAL REGIONAL IMPROV PROG	34.3	34.4	0.0	0.0	0%	0.0	0%	0.0	0%
STATE REGIONAL IMPROVEMENT PROG	2.2	2.2	2.2	2.2	100%	2.2	100%	2.2	100%
STATE PPM	0.178	0.178	0.178	0.178	100%	0.178	100%	0.178	100%
STATE PROP 1B PTMSEA	201.2	201.2	12.0	23.4	12%	23.4	12%	23.4	12%
STATE PROP 1 B LOCAL PARTNER PROG	0.0	49.5	0.0	0.0	0%	0.0	0%	0.0	0%
MEASURE R - TIFIA LOAN	545.9	545.9	545.9	0.0	0%	0.0	0%	0.0	0%
MEASURE R	661.1	661.1	347.1	191.8	29%	120.4	18%	58.2	9%
OTHER FUNDS*	52.4	187.5	0.0	0.0	0%	0.0	0%	0.0	0%
PROP C 25% HIGHWAY	148.9	189.6	3.8	3.4	2%	3.4	2%	3.4	2%
PROP C 40% DISCRETIONARY	0.0	10.2	0.0	0.0	0%	0.0	0%	0.0	0%
PROP A 35% RAIL CAPITAL	4.8	50.4	4.9	4.9	0%	4.9	0%	4.8	10%
TOTAL	1,749.0	2,058.0	939.7	248.2	12.1%	165.5	8.1%	103.4	5.0%

NOTE: Expenditures are cumulative through September 2013.

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

Total Funds Anticipated based on Board approved June 2013 Revised Funding

* Other funds include: Local Agency Funds (\$107.470), CNG Tax Credit (\$54.000) and 3rd Party Lease Contingency (\$26.000)

STATUS OF FUNDS ANTICIPATED

FEDERAL – CMAQ: Metro plans to submit to FTA in October 2013 a grant application for \$30M.

STATE PROP 1B – PTMISEA: An allocation request for \$12M was approved in May 2012 and funds are available for drawdown. ***In March 2013, allocation requests of \$11.4M and \$98.9M were submitted to Caltrans. The \$11.4M allocation request was approved in June 2013. Funds are available for drawdown. The \$98.9M allocation request is expected to be approved by December 2013.***

STATE PROP 1B LP: ***An allocation request of \$49.5M was submitted in April 2013 and approved in July 2013. Expected execution from Caltrans in October 2013.***

MEASURE R – TIFIA LOAN (Transportation Infrastructure Finance & Innovation Act): Application for a loan of \$545.9 M was submitted to the US Department of Transportation (DOT) in November 2011. Loan agreement was executed on September 12, 2012. The current financial plan is to drawdown funds not prior than FY16.

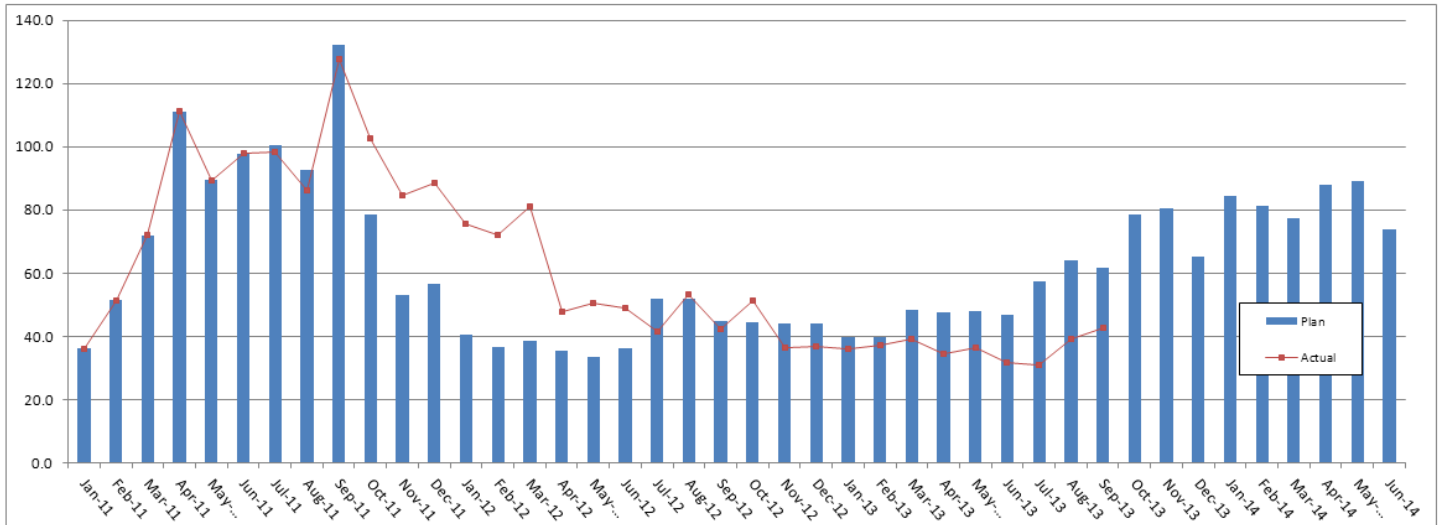
MEASURE R: \$53.4M has been allocated to the project based on the January 2012 Funding Plan. Funds are available for drawdown. An additional \$293.7M for FY13 has been allocated to the project based on the proposed May 2012 Measure R Extension Long Range Plan.

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

PROP A 35% RAIL CAPITAL: Based on November 2011 Long Range Transportation Plan, \$4.8 M of Proposition A 35% Rail Capital was allocated in FY2012 for the project. No Proposition A 35% Rail Capital Funds are allocated for Fiscal 2013 and 2014.

STAFFING STATUS

Total Project Staffing – FTES



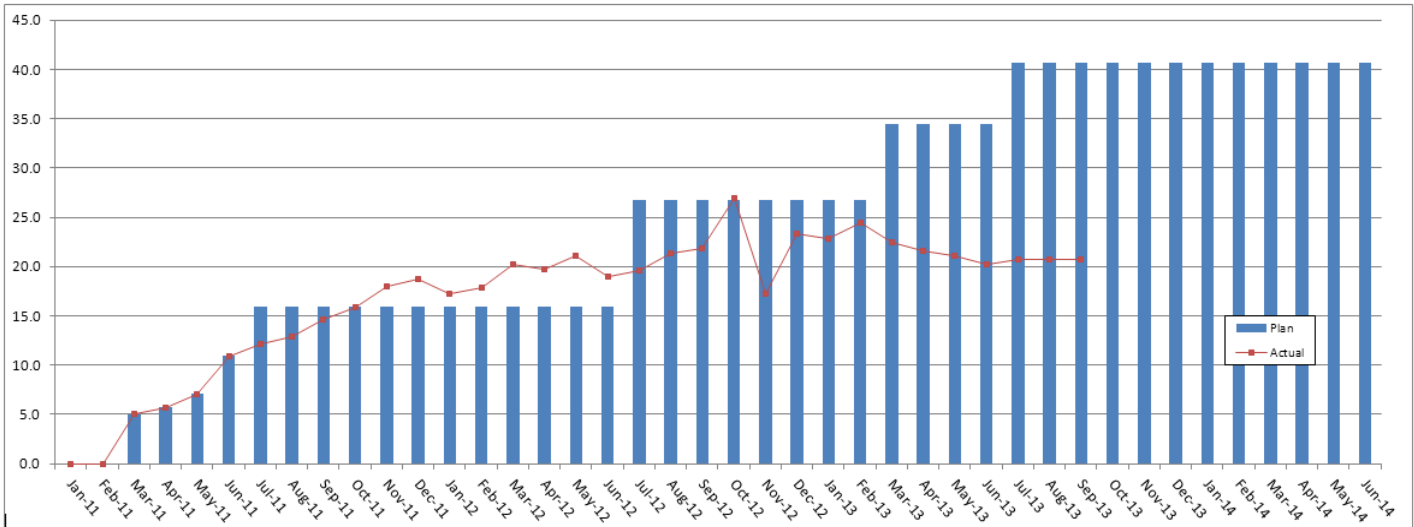
Notes:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through September 2013.

TOTAL PROJECT STAFFING

For September 2013, there were a total of 20.7 FTE's for MTA's Project Administration staff and 22.2 FTE's for consulting staff. The total project staffing was 42.9 FTE's for September 2013. The overall FY14 Total Project Staffing plan averages 75.1 FTE's per month.

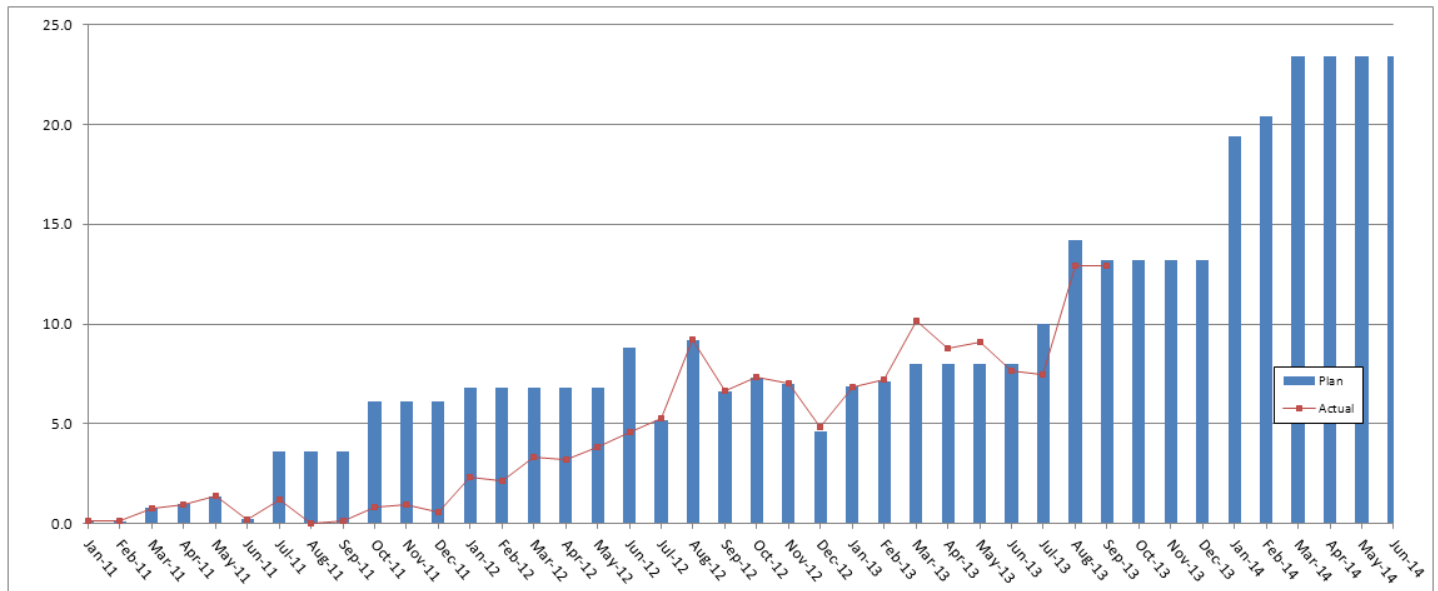
**STAFFING STATUS (Continued)
METRO STAFFING – FTES**



Notes:

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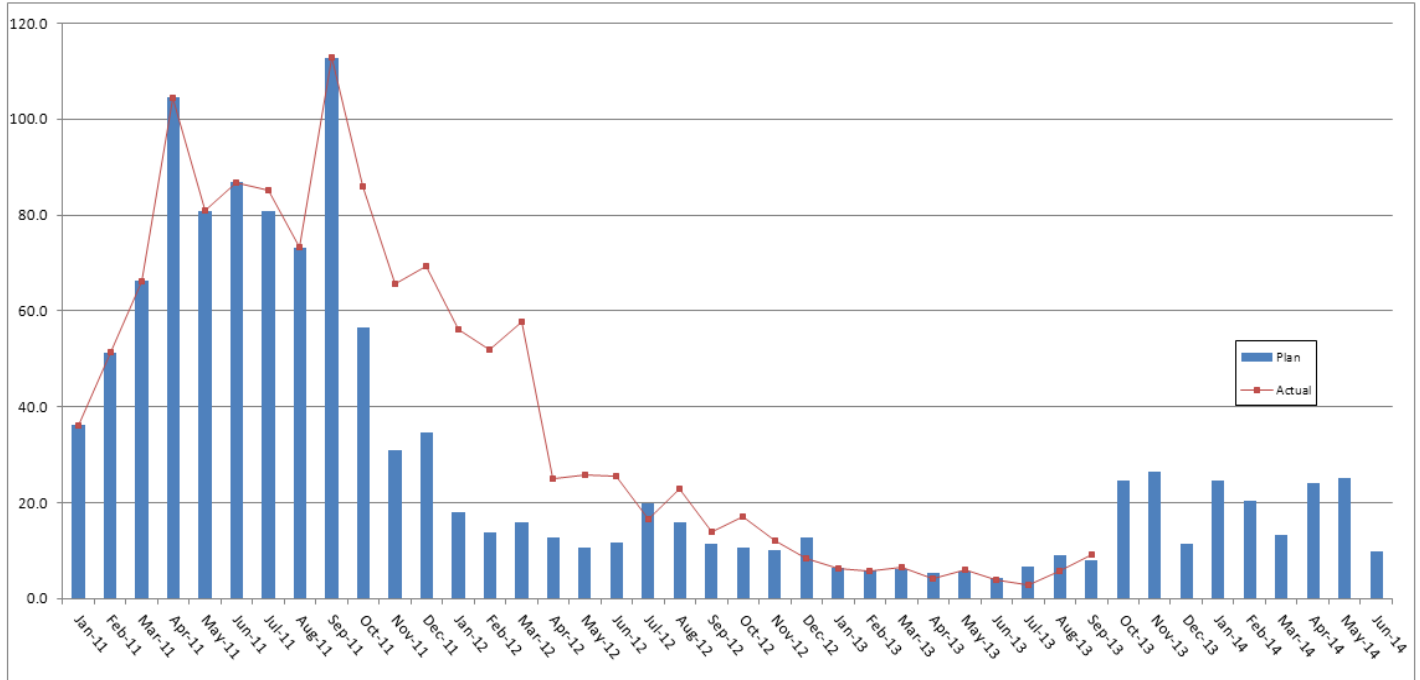
**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT – FTES**



Notes:

1. FTE = Full Time Equivalent
2. Staffing levels are for project 865512 only.
3. Actual staffing levels are cumulative through September 2013.

**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 2013.

REAL ESTATE STATUS

Contract No.	Number of Parcels	Certified	Decertified	Appraisals in Process/Compl	Offers Made	Agreements Signed	Condemnation Filed	Relocations Complete	Parcels Available
C0988 C/LAX Transit Corridor (D-B):									
Crenshaw									
Full Takes	12	12		12	8	2	4		2
Part Takes (PT or SE)	10	9	1	9	1	1			
TCE	10	10		8					
Subtotal Parcels	32	31	1	29	9	3	4		2
Relocations	15							1	
C0988 Harbor Subdivision									
Full Takes	14	14		14	14	4	5		2
Part Takes (PT or SE)	19	18	1	15	3				
TCE	3	2	1	2					
Subtotal Parcels	36	34	2	31	17	4	5		2
Relocations	34							5	
Total HS/CR Parcels:	68	65	3	36	22	7	9	6	1
C0991 Southwestern Yard (D-B):									
Full Takes	8	8		8	8	2	4		
Part Takes	0								
TCE	0								
Subtotal Parcels:	8	8	0	8	8	2	4		1
Relocations	4							0	
C0990 C/LAX Advance Utility Relocations:									
Total Parcels:	0								
Total Project Parcels	76	73	3	68	34	9	13	6	5

- 68 appraisals in various stages of completion.
- 36 environmental investigations underway.
- 41 owner and tenant relocations in various stages.
- Thirty-four offers made to property owners.
- Nine agreements have been signed.
- 5 parcels acquired.

QUALITY ASSURANCE STATUS

C0990 Advanced Utility Relocations

- Attended weekly Project staff meetings with the Contractor.

C0988 Crenshaw/LAX Transit Corridor Design-Build

- *Attended weekly Project staff meetings and Pre-Construction Meeting with Contractor.*
- *Conducted the Initial Quality Meeting.*
- *Reviewed and provided comments on the draft Project Quality Manual (Design and Construction).*

ENVIRONMENTAL STATUS

C0988 Crenshaw/LAX Transit Corridor Design Build

- *Continued to work* with Rail Fans to help them obtain salvage items.
- *Initiated development of Mitigation Measures Status Report.*

Advanced Utilities Contract

- Continued monitoring for Archaeological, Stormwater and Hazardous Materials issues.
- *Provided construction noise monitoring readings for the Leimert Park area.*

Real Estate

- Continued review and advising for the Phase 1 and Phase 2 Environmental Site Assessment to Real Estate.

CONSTRUCTION RELATIONS STATUS

- Participated in bi-weekly briefing with Office of Supervisor Mark Ridley-Thomas and Project staff.
- Participated in a meeting with the City of Los Angeles, Mayor Eric Garcetti's Office, Councilmember Bernard Parks and Department of Transportation representatives regarding parking/street configuration issues.
- ***Participated in pre-construction meetings and pre-job conference with project staff and Design-Builder Walsh-Shea Corridor Constructors.***
- ***Participated in Station Designs Meeting with staff of Office of Supervisor and Board Member Mark Ridley-Thomas.***
- ***Participated in discussion regarding Advanced Utility Relocation Contractor Holiday Moratorium Meeting.***
- ***Participated in meeting with City of Los Angeles, Council Member Bernard Parks, and members of the Mayor's office regarding Peak-Hour and Nighttime Variance reinstatement requests.***

ART PROGRAM STATUS

- Artist selection development.
- Ongoing community outreach.
- Artwork location identification.

SAFETY & SECURITY STATUS

- Participated in weekly progress meetings with Construction Manager and Contractor Management to discuss safety/security related issues and construction schedule.
- Monitored construction activities on a daily basis including night construction activities to ensure compliance with contract specifications.
- ***Conducted Construction Safety Orientation for Metro's IPO field staff.***
- ***Met with WSCC's safety personnel to review contract safety/security and specific Cal/OSHA Mining and Tunneling requirements.***
- ***Reviewed several contractor submittals and work plans to ensure compliance with contract specifications.***
- Metro Builders reported **3,803** work hours and zero incidents for the month of **September 2013**. Total Project-to-Date work hours are **36,606** with one recordable incident. The incident rate for the project is **5.4**. The national recordable rate average is 3.8.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Amendment to Master Cooperative Agreement	N/A	N/A	Parties will work under 2003 MCA.
City of Inglewood	Master Cooperative Agreement	9/13	N/A	Executed Letter of Agreement April 2012. City still working and reviewing draft MCA.
Los Angeles Department of Water and Power	Amendment to Memorandum of Understanding	N/A	N/A	Metro and LADWP will work under 2002 Utility Cooperative Agreement which remains in effect.
Los Angeles County Public Works	Letter of Agreement	4/11	3/12	Executed
Caltrans	Amendment	8/11	3/12	Executed
Private Utilities	LOA, MOU or UCA	5/11 to 5/13	N/A	Metro is working with affected third party utilities under work orders unless license agreements dictate relocation by utility company. No additional agreements required.

ADVANCED UTILITY RELOCATION STATUS

- Relocation of Qwest ducts near completion, cable placement in progress, should complete by October 2013.
- Relocation of DWP-Power conduits, and manholes completed at Manchester Avenue; Installation of cable started August 2013.
- Advance relocation of DWP-Power conduits, manholes and conduits completed at MLK and Expo Station sites. Installation of the cable started in August 2013. Work to be complete by March 2014.
- Design complete by DWP-Water for advance relocation of eleven (11) water lines along Crenshaw Boulevard. Construction will start in late September 2013. Work is forecast to complete by April 2014.
- Design in progress by SCE for advance relocation of fiber crossings and pole supports along the Harbor Subdivision. Completion expected by December 2013.
- Design in progress by SCE for the advance relocation of power crossings and pole supports on Redondo Blvd. at High St. completion expected June 2014.



CPUC CROSSING SUMMARY

Package	PE Consultant submits RCHAR* to MTA	MTA submits RCHAR* to CPUC	Field Diagnostic Meeting	CPUC Preliminary Recommendations to MTA	Revise RCHAR* & Submit to PUC for Additional Technical Evaluation	Submit Formal Application to PUC	CPUC Approval
1	1/26/2012A	2/6/2012A	03/28/12 - 3/30/12A	8/1/2012A	9/24/12A	Nov12/Feb13A	04/28/14
2	1/26/2012A	2/6/2012A	03/28/12 - 3/30/12A	8/1/2012A	9/24/12A	Nov12/Feb13A	12/30/13
3	1/26/2012A	2/6/2012A	03/28/12 - 3/30/12A	8/1/2012A	9/24/12A	Nov12/Feb13A	12/30/13
4	1/26/2012A	2/6/2012A	03/28/12 - 3/30/12A	8/1/2012A	9/24/12A	Nov12/Feb13A	04/28/14
5	1/26/2012A	2/6/2012A	03/28/12 - 3/30/12A	8/1/2012A	9/24/12A	Nov12/Feb13A	12/30/13

(*) [Rail Crossing Hazard Analysis Report \(RCHAR\)](#)

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 5-FA 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 (877)-88B 111th Street 39-88B Imperial Highway 40-164D I-405 West Hyde Park 	

CPUC General Order No. 164-D process has been suspended by Commission. Project has been directed to file formal applications.

Protests were received on CPUC Application Packages 1 and 4. A pre-hearing was held April 9, 2013 on Package 1 to review the elements of the protests. A pre-hearing for a Protest received on Package 4 was held on June 14, 2013. The Administrative Law Judge at the meeting encouraged all parties to seek Alternative Dispute Resolution and established the overall process time line concluding in April 2014.

Since no protests were received to packages 2, 3 and 5, Metro anticipates CPUC approval by December 2013.

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.


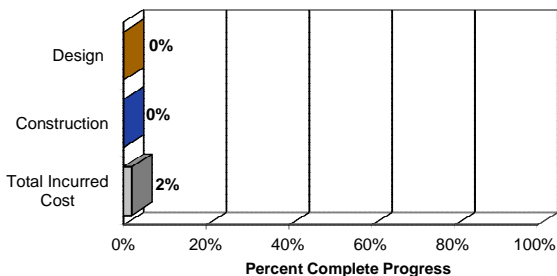
CHRONOLOGY OF EVENTS (Continued)

May 16, 2012	Notification of pre-qualified proposers for Contract C0988 C/LAX Transit Corridor.
May 30, 2012	Awarded Contract No. C0990 C/LAX Advanced Utility Relocations to Metro Builders and Engineers Group LTD.
June 22, 2012	Released Request for Proposals for Contract C0988 C/LAX Transit Corridor.
August 24, 2012	Received approval from the Surface Transportation Board regarding BNSF Railway Company abandonment along five-mile Crenshaw Segment of the Harbor Branch ROW.
September 4, 2012	Preparation of a FONSI for Supplemental Environmental Assessment to the FEIS was approved by FTA.
September 28, 2012	Completed abandonment process with BNSF.
September 28, 2012	TIFIA and TIGER II Grants approved.
December 6, 2012	Received proposals for Contract C0988 C/LAX Transit Corridor.
February 22, 2013	Issued Amendment No. 8 requesting Best and Final Offers (BAFO) for Contract C0988 C/LAX Transit Corridor.
March 15, 2013	Received BAFO's for Contract C0988 C/LA Transit Corridor.
May 23, 2013	Board amended the Agency's FY14 Proposed Budget to include funding of \$80 million for an underground station at Leimert Park Village as part of the baseline project.
June 27, 2013	The Board awarded Contract C0988 Crenshaw/LAX Transit Corridor to Walsh-Shea Corridor Constructors.
July 10, 2013	Issued notice of award to Walsh-Shea Corridor Constructors, Contract C0988 Crenshaw/LAX Transit Corridor.


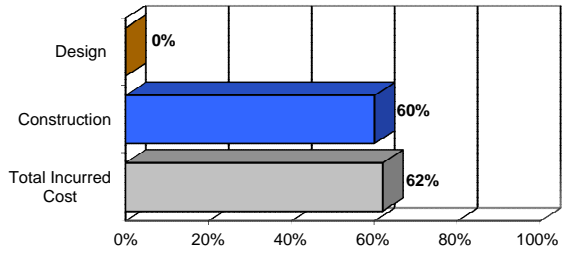
CHRONOLOGY OF EVENTS (Continued)

August 1, 2013	United States Department of Transportation approves Metro's request to increase the Crenshaw/LAX Project Budget to \$2,058 million.
August 8, 2013	Issued notice of execution of the contract was issued to Walsh-Shea Corridor Constructors, Contract C0988 Crenshaw/LAX Transit Corridor.
September 10, 2013	<i>Issued Notice to Proceed to Walsh-Shea Corridor Constructors, Contract C0988 Crenshaw/LAX Transit Project.</i>


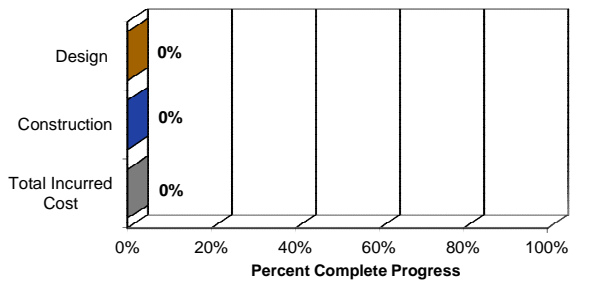
CONTRACT C0988 STATUS
Crenshaw/LAX Transit Corridor

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: - Walsh-Shea Corridor Constructors (WSCC)</p>	<p>Contract No.: C0988 Status as of September 27, 2013</p> 																																			
<p>Progress/Work Completed: - Metro issued NTP to Contract C0988 WSCC on September 10, 2013</p>	<p>Areas of Concern: - None</p>																																			
<p>Schedule Assessment: Contractor 120 day schedule submittal was approved by MTA.</p>	<p>Cost Assessment: The current construction contract cost forecast is \$1,272.63 million and within the Board authorized budget. The Contractor submitted their 1st payment application in the approved amount of \$29,857,740.</p>																																			
<p>Schedule Summary:</p> <table border="0"> <tr> <td>1. Date of Award:</td> <td>06/27/13</td> </tr> <tr> <td>2. Notice to Proceed:</td> <td>09/10/13</td> </tr> <tr> <td>3. Original Substantial Completion Duration:</td> <td>1824</td> </tr> <tr> <td>4. Current Substantial Completion Duration:</td> <td>1824</td> </tr> <tr> <td>5. Elapsed Time from NTP:</td> <td>17</td> </tr> </table>	1. Date of Award:	06/27/13	2. Notice to Proceed:	09/10/13	3. Original Substantial Completion Duration:	1824	4. Current Substantial Completion Duration:	1824	5. Elapsed Time from NTP:	17	<p>Cost Summary: \$ In millions</p> <table border="0"> <tr> <td>1. Award Value:</td> <td style="text-align: right;">1,272.63</td> </tr> <tr> <td>2. Executed Modifications:</td> <td></td> </tr> <tr> <td>3. Approved Change Orders:</td> <td></td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">1,272.63</td> </tr> <tr> <td>5. Incurred Cost:</td> <td style="text-align: right;">29.86</td> </tr> </table>	1. Award Value:	1,272.63	2. Executed Modifications:		3. Approved Change Orders:		4. Current Contract Value (1 + 2 + 3):	1,272.63	5. Incurred Cost:	29.86															
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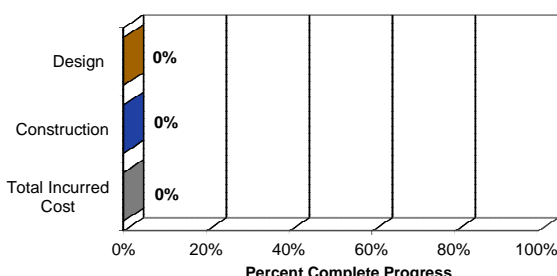
CONTRACT C0990 STATUS
Crenshaw/LAX Advanced Utility Relocations

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: - Metro Builders and Engineers Group LTD</p>	<p>Contract No.: C0990 Status as of September 27, 2013</p> 																																								
<p>Progress/Work Completed: - Contractor continued development of construction work plans, traffic control plans, shop drawings for City and DWP utility relocations. - Work has continued at 59th Street & Crenshaw with sewer excavation, sewer shoring, bedding/laying of sewer pipe, and sewer encasement. - Work has continued at 67th sewer relocation; excavation, shoring, bedding/laying of sewer pipe. - Work has continued at Crenshaw & Liemert Park storm drain relocation; excavation, shoring, bedding/laying of sewer pipe.</p>	<p>Areas of Concern: - Sandy soils conditions at 59th & Crenshaw has resulted in a slower than anticipated rate of excavation for sewer relocation with an estimated production loss of 82%. These sandy soil conditions are anticipated at 67th & Crenshaw with an estimated production loss 'to be determined'. - The construction of DWP water connection crossings along Crenshaw Blvd. cannot start due to the delay of the Cement Mortar Lined & Coated pipe procurement, which is expected to be delivered on Nov 1st, 2013.</p>																																								
<p>Schedule Assessment: The forecast dates for Contract Milestones shown in the table below are based on the Contractor's Sep13 Schedule Update.</p> <p>MTA's assessment of the Contractor's forecast completion date shown in the table below (and projected current cash flow burn rates) is a potential completion of June, 2014.</p> <p>The Contractor submitted TIA#3 requested an extension of 56 work days to contract completion as a result of continued Sandy Soils Conditions at 59th & Crenshaw. MTA has reviewed TIA 3.0 and agrees to 42 work days (59 calendar day) as result of lost excavation production.</p> <p>The Contractor submitted TIA#4 requesting an extension of 39 work days. This TIA was rejected by MTA as no approved revised installation methodology and construction work plans exist for the sewer line work at 59th & Crenshaw .</p>	<p>Cost Assessment: The current construction contract cost forecast is \$7.19 million and within the Board authorized budget. The forecast has increased from the previous reporting period primarily due to approved change orders</p> <p>The Contractor previously submitted their 10th Payment application in the approved amount of \$365,316.</p> <p>Increase in costs to the construction contract award value are a result of design enhancements and change orders. Decreases are the result of scope deletions.</p>																																								
<p>Schedule Summary:</p> <table border="0"> <tr> <td>1. Date of Award:</td> <td align="right">05/30/12</td> </tr> <tr> <td>2. Notice to Proceed:</td> <td align="right">07/17/12</td> </tr> <tr> <td>3. Original Substantial Completion Duration:</td> <td align="right">365</td> </tr> <tr> <td>4. Current Substantial Completion Duration:</td> <td align="right">409</td> </tr> <tr> <td>5. Elapsed Time from NTP:</td> <td align="right">437</td> </tr> </table>	1. Date of Award:	05/30/12	2. Notice to Proceed:	07/17/12	3. Original Substantial Completion Duration:	365	4. Current Substantial Completion Duration:	409	5. Elapsed Time from NTP:	437	<p>Cost Summary: \$ In millions</p> <table border="0"> <tr> <td>1. Award Value:</td> <td align="right">7.83</td> </tr> <tr> <td>2. Executed Modifications:</td> <td align="right">(0.64)</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td align="right">0.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td align="right">7.19</td> </tr> <tr> <td>5. Incurred Cost:</td> <td align="right">4.47</td> </tr> </table>	1. Award Value:	7.83	2. Executed Modifications:	(0.64)	3. Approved Change Orders:	0.00	4. Current Contract Value (1 + 2 + 3):	7.19	5. Incurred Cost:	4.47																				
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CONTRACT C0991 STATUS
Southwestern Yard

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: - TBD</p>	<p>Contract No.: C0991 Status as of: September 27, 2013</p> 																																								
<p>Progress/Work Completed: - PE drawing package completed December 2012. - IFB contract package on hold. Reaffirmation of contract delivery approach slated for April 2014.</p>	<p>Areas of Concern: - None.</p>																																								
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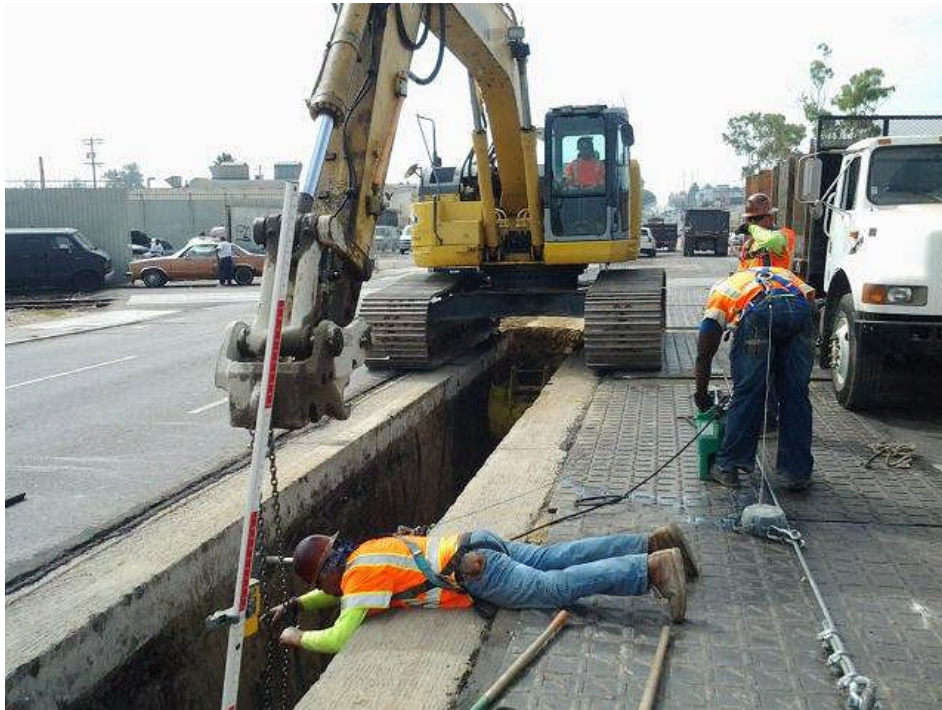
CONTRACT C0992 STATUS
Rail and Tie

<p>PE Design Contractor: Hatch Mott MacDonald (HMM) CM Consultant: Stantec Contractor: - TBD</p>	<p>Contract No.: C0992 Status as of: September 27, 2013</p> 																																													
<p>Progress/Work Completed: - Bids received on August 27, 2013 and currently under review</p>	<p>Areas of Concern:</p>																																													
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CONSTRUCTION PHOTOGRAPHS



67th/Crenshaw installation of 18" Vitrified Clay Pipe (VCP).



Excavation on 67th/Crenshaw.

APPENDIX
COST AND BUDGET TERMINOLOGY

Project Cost Descriptions -

ORIGINAL BUDGET	The Original Project Budget as established by the Metropolitan Transportation Authority (Metro) Board on October 27, 2011.
CURRENT BUDGET	The Original Budget plus all budget amendments approved by formal Metro 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 Metro 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 Metro for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in Metro'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 Metro as a direct result of project activities. This includes cost sharing construction items, insurance premium rebates, and the like.

APPENDIX
LIST OF ACRONYMS

ADJ	Alternative Dispute Resolution
ALJ	Administrative Law Judge
ATC	Alternative Technical Concept
ATC	Automatic Train Control
ATSAC	Automated Traffic Surveillance and Control
BAFO	Best and Final Offer
BID	Business Improvement Development
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway Company
BOC	Bus Operations Control
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CCTV	Closed Circuit Television
CD	Calendar Day
CD	Council District
CDRL	Contract Data Requirement List
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
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
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
DRB	Dispute Review Board
DWP	Department of Water and Power
EEO	Equal Employment Opportunity
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

APPENDIX
LIST OF ACRONYMS (Continued)

FIS	Financial Information System
FLSR	Fire Life Safety Report
FONSI	Finding of No Significant Impact
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
GFE	Good Faith Effort
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
LABSL	Los Angeles Bureau of Street Lighting
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
LOA	Letter of Agreement
LONP	Letter Of No Prejudice
LOP	Life-of-Project
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
L RTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
MBE	Metro Builders and Engineers Group, Ltd.
MCA	Master Cooperative Agreement
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPSR	Monthly Project Status Report
N/A	Not Applicable

APPENDIX
LIST OF ACRONYMS (Continued)

NEPA	National Environmental Protection Act
NOD	Notice of Determination
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCC	Operations Control Center
OCS	Overhead Catenary System
OSHA	Occupational Health and Safety Administration
PA/VMS	Public Address/Visual Messaging Sign
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
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
P&P	Policies & Procedures
POD	Project Oriented Discussions
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
ROC	Rail Operations 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

APPENDIX
LIST OF ACRONYMS (Continued)

SCADA	Supervisory Control and Data Acquisition
SCC	Standard Cost Category
SCE	Southern California Edison
SCG	Southern California Gas Company
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
SWPP	Storm Water Prevention Plan
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCE	Temporary Construction Easement
TCRP	Traffic Congestion Relief Program
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TOD	Transit Oriented Development
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
WSCC	Walsh/Shea Corridor Constructor
YOE	Year of Expenditure