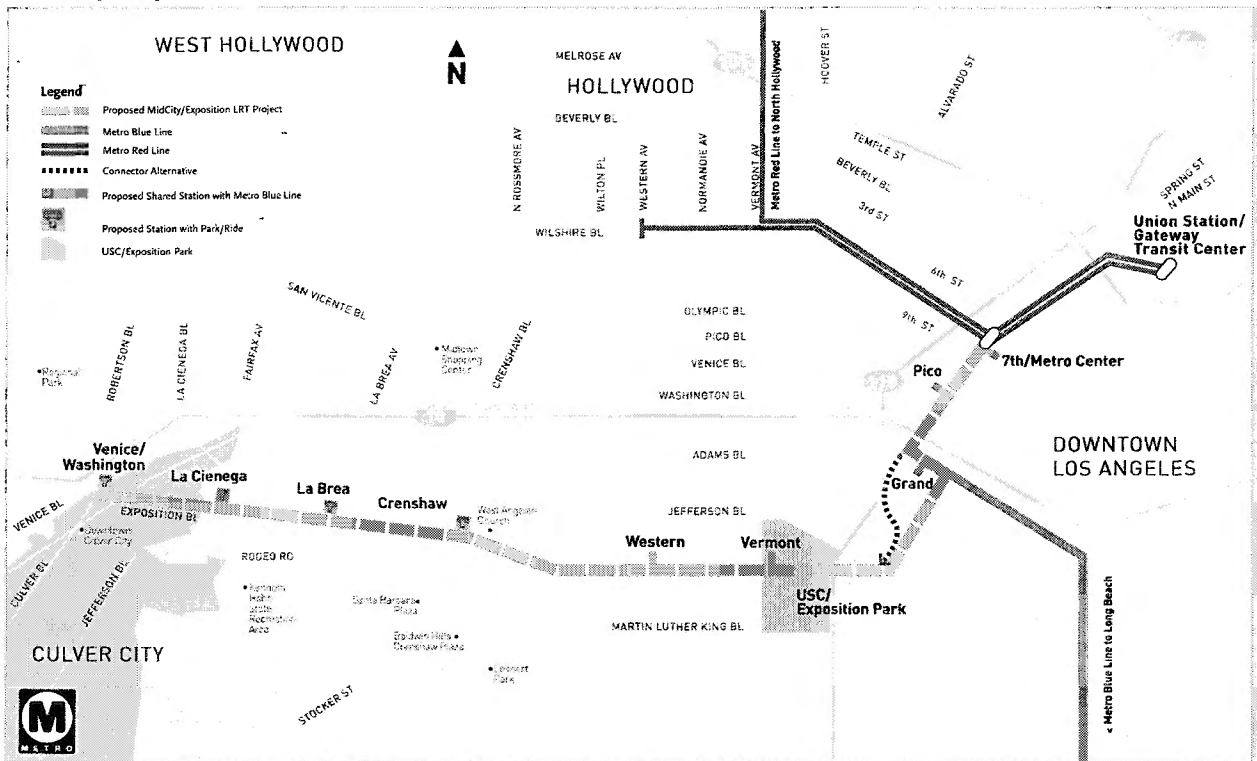




Mid-City/Exposition Light Rail Transit Quarterly Project Status Report

Mid-City/Exposition Light Rail Transit Corridor



03-0494

MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT

QUARTERLY PROJECT STATUS REPORT

DECEMBER 2003

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PROJECT OVERVIEW

The Mid-City/Exposition Light Rail Transit (Exposition LRT) Project is the Locally Preferred Alternative (LPA) for the Exposition Transit Corridor. The Project's LPA is approximately 9.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 or 11 stations consisting of 2-3 existing stations and 7-8 new stations. One of the 8 new stations may be an aerial station.

The LRT Project would operate in a dual track configuration in selected streets and the Exposition Right-of-Way Corridor. The initial design concept is for high-level center and side platform stations (similar to those in use on Metro Gold and Blue Line). LRT is electrically powered (similar to Metro Blue, Green, and Gold Line) receiving its electric power from overhead power lines within the street or Exposition Right-of-Way. The project also includes a bicycle facility. The following bicycle facilities are included in this Contract: a combination of Class 1 Bike Path and Class 2 Bike Lanes from Vermont to Venice/Robertson.

Contract P2550 Procurement of Light Rail Vehicles for the Metro Gold Line Eastside Extension Project has approximately 20-25 vehicles for the Mid-City/Exposition LRT Project included as an option.

The project began Preliminary Engineering in January 2003. The project began its Final Environmental Impact Statement in November 2002.

MANAGEMENT ISSUES

Concern No. 1: Initiate Alternatives Studies.

Status/Action

The Alternatives Studies are underway including:

- a) The Branching Study (which alignment to use between the Central Business District and the Exposition right-of-way).
- b) The Maintenance Yard Study. The Maintenance Yard Study has led to staff and consultants conclusion that use of an expanded existing Division 11 for the Exposition Corridor Light Rail Project's Maintenance Yard will be incorporated in Preliminary Engineering.
- c) The Grade Crossing Policy.

Concern No. 2: Conducted Board directed Peer Review.

Status/Action

APTA facilitated Peer Review has been conducted by the following committee: Alfred E. Fazio, PE, 21st Century Rail Corporation, Dave Conover, Sacramento Regional Transit District, William Grizard, APTA and Don Irwin, Tri-County Metropolitan Transportation District. The Peer Review Panel has completed its report which was accepted by the MTA Board.

Concern No. 3: Completing the preliminary engineering drawings from Vermont to Venice/ Washington.

Status/Action

The Preliminary Engineering drawings from Vermont to Venice/Washington have been revised to incorporate the appropriate third party and MTA comments. Although the comment response notes are still being reviewed by MTA, the drawings are complete for this phase of P.E. This concern is closed.

MANAGEMENT ISSUES

Concern No. 4: Preliminary Engineering Deliverables.

Status/Action

This concern is closed.

Concern No. 5: Preliminary Engineering scope was increased to include a La Brea grade separation and a mitigated Hill Street Alternative.

Status/Action

The time to deliver the Downtown Segment and the La Brea Segment was extended to February 2004.

Concern No. 6: The Administrative Draft FEIS due date was extended due to the scope additions noted in Concern No. 5.

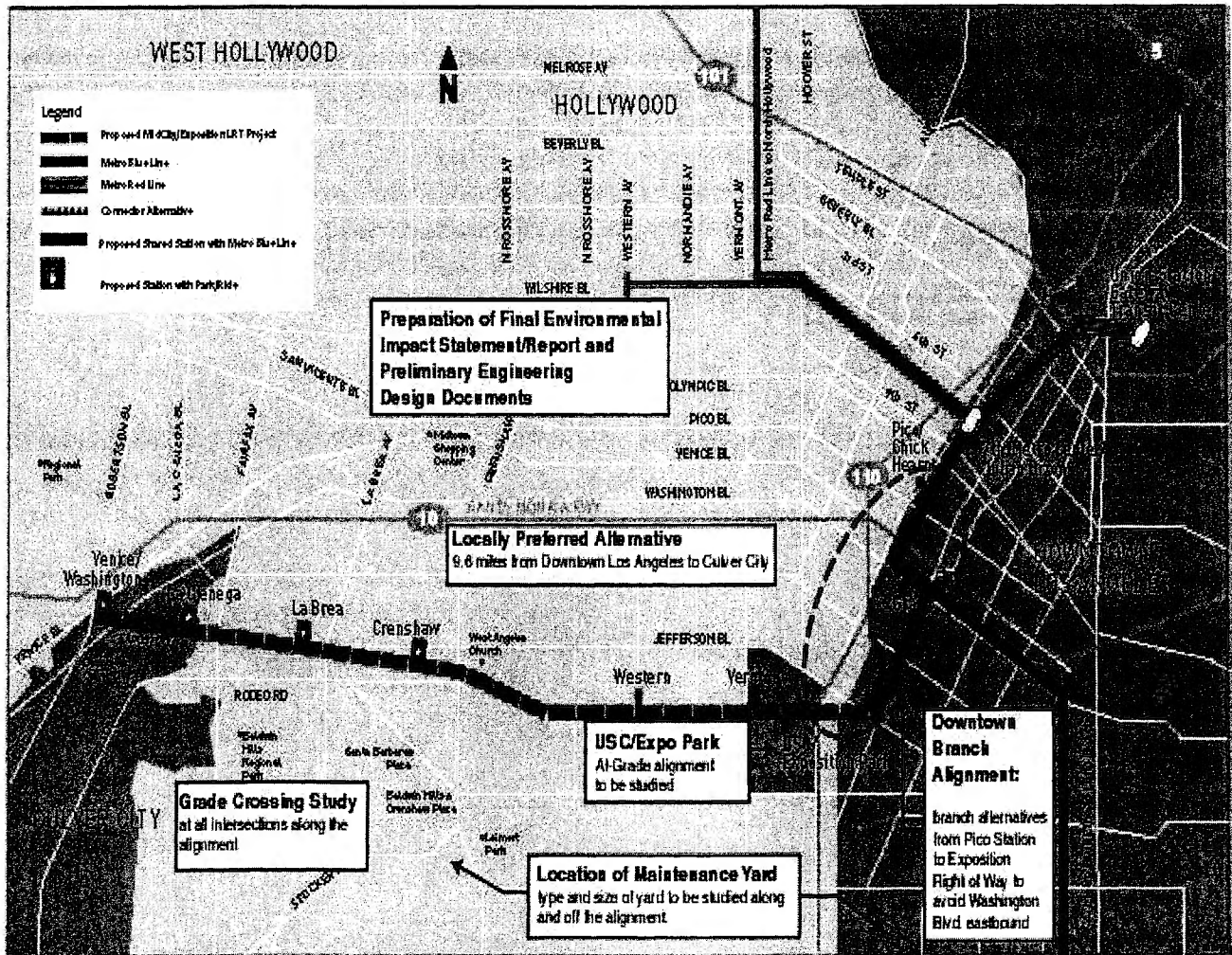
Status/Action

The Administrative Draft FEIS due date was extended to March 30, 2004.

PROJECT SCOPE


The Mid-City/Exposition Light Rail Transit (Exposition LRT) Project is the Locally Preferred Alternative (LPA) for the Exposition Transit Corridor. The Project's LPA is approximately 9.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 or 11 stations consisting of 2-3 existing stations and 7-8 new stations. One of the 8 new stations may be an aerial station.

The LRT Project would operate in a dual track configuration in selected streets and the Exposition Right-of-Way Corridor. The initial design concept is for high-level center and side platform stations (similar to those in use on Metro Gold and Blue Line). LRT is electrically powered (similar to Metro Blue, Green and Gold Line) receiving its electric power from overhead power lines within the street or Exposition Right-of-Way. The project also includes a bicycle facility. The following bicycle facilities are included in this Contract: a combination of Class 1 Bike Path and Class 2 Bike Lanes from Vermont to Venice/Robertson. The currently envisioned stations at this stage of Preliminary Engineering are for the most part shown on the map below: These include existing stations at 7th/Metro Center Julian Dixon Station, Pico/Chick Hern Station and new stations at USC/Exposition Park, Vermont, Western, Crenshaw, La Brea, La Cienega, and Venice Washington. It is also possible that one or two stations may be added as part of the Downtown Branching Study. Options for Downtown Branch stations currently include Jefferson Blvd. Near the northern edge of the USC Campus and 23rd Street near L.A. Trade Technical College.



KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04
PE Deliverables Due	2/1/04			○			
Complete Admin Final EIS/EIR for FTA Review	3/30/04				◆		

◆	MTA Staff Milestone	○	PE Deliverables	FTA	FTA Approval
△	Other Agencies	*	New Date		MTA Board Action

**PROJECT MASTER SCHEDULE
 CRITICAL PATH**

ID	TASK/ACTIVITY	CAL DAYS	START	FINISH
1	Complete Administrative Draft EIS/EIR for FTA Review	1	12/14/00A	12/14/00A
2	FTA Review Period	107	12/14/00A	3/30/01A
3	Approved to Circulate and Notice Availability	15	3/30/01A	4/13/01A
4	Conduct Public Hearings (3 hearings)	32	4/14/01A	5/15/01A
5	Board Action: Adopt Locally Preferred Alternative & Draft EIS/	1	6/28/01A	6/28/01A
6	Consultant Special Studies of Mid-City/Exposition LRT Project Supplemental Grade Crossing Mitigation Analysis	181	10/1/02A	3/31/03A
7	Peer Review of Project Design Standards, Project Cost Estimate and Grade Crossing Mitigation Analysis	14	6/1/03A	6/25/03A
8	MTA Board Consideration of Peer Review Recommendations.			8/28/03A

**PROJECT MASTER SCHEDULE
 CRITICAL PATH**

ID	TASK/ACTIVITY	CAL DAYS	START	FINISH
9	Completion of PE Package to Support Administrative Final FEIS/R for a Design Build Project			2/1/04
10	Complete Administrative Final EIS/EIR for FTA Review	30	3/1/04	3/31/04
11	FTA Review Administrative Final EIS/EIR	90	4/1/04	6/30/04
12	Develop Preliminary Engineering Package to Support Administrative Final EIS/R.	385	1/13/03A	2/02/04
13	Incorporate FTA Comments	15	7/1/04	7/15/04
14	Notice of Availability and Approval to Circulate	25	7/16/04	8/9/04
15	Final EIR Public Review	50	8/10/04	9/30/04
16	MTA Board Certify Final EIS/R	90	10/1/04	12/31/04

CRITICAL PATH NARRATIVE

The Critical Path forward for the Mid-City/Exposition LRT Project will be to continuing developing Preliminary Engineering Design and complete the Final Environmental Impact Statement/Report (FEIS/R) project.

The critical design features being addressed in PE Design, in order to support environmental clearance, are the connection to the Long Beach Blue Line and station area plans (including park and ride lots). Effective resolution of these issues has resulted in approximately a three month slip in the approval of the EIS/R.

PROJECT COST STATUS

In \$ Million

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	54.7	64.1	9.4	0.0	0.0
Yards & Shops	20.3	20.3	0.0	0.0	0.0
Systems/Equipment	63.9	63.6	(0.3)	0.0	0.0
Stations	20.8	24.6	3.8	0.0	0.0
Vehicles	50.8	50.8	0.0	0.0	0.0
Special Conditions	41.6	44.0	2.4	0.0	0.0
Right-of-Way	16.6	16.6	0.0	0.0	0.0
Professional Services	72.1	72.1	0.0	8.8	5.9
Contingency	67.3	70.2	2.9	0.0	0.0
TOTAL	408.1	426.3	18.2	8.8	5.9

The Current Estimated Project Cost is \$426.3 million in unescalated dollars and reflects the additional of a grade separation at La Brea Avenue. This added grade separation is the result of an MTA Board Meeting in September. The subject of the Board Meeting was Grade Crossing Policy for Light Rail Transit.

CHANGE CONTROL STATUS

Description	A	B		C		D=A+B+C	E		F=D+E
	Award Amount	<i>Approved</i>		LNTPs (NTE)		Total Approved Amount	<i>Potential</i>		Total Potential Value
		Executed Changes	Pending						
		#	\$	#	\$		#	\$	
Preliminary Engineering Design Services	4,499,217	0	0	0	0	4,499,217	0	0	4,499,217
Environmental Planning Consultant	931,574	0	0	0	0	931,574	0	0	931,574
Project Management Assistance Support	95,000	0	0	0	0	95,000	1	0	95,000
TOTAL	5,525,791	0	0	0	0	5,525,791	1	0	5,525,791

The award amount for the Environmental Planning Consultant Contract (CWO 3) with Korve Engineering is \$931,574.

The award amount for the Preliminary Engineering Design Services Contract with DMJM+Harris is \$4,499,217.

Project Management Assistance (PMA) support is authorized on a task order basis to support project requirements that are anticipated but unknown at contract award.

FINANCIAL/GRANT STATUS

DECEMBER 2003		STATUS OF FUNDS BY SOURCE							
SOURCE	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) (Escalated \$) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED to FUNDING SOURCE		
			\$	%	\$	%	\$	%	
FEDERAL - SECTION 5309 NEW START	252.7			0%		0%		0%	
FEDERAL - CMAQ	7.9			0%		0%		0%	
FEDERAL RSTP	2.0			0%		0%		0%	
STATE TCRP	11.0	11.0	8.8	80%	5.6	51%	5.6	51%	
STATE RIP	64.2			0%		0%		0%	
PROP C	151.9			0%		0%		0%	
UNBILLED ACCRUALS		0.3			0.3				
TOTAL	489.7	11.3	8.8	2%	5.9	1%	5.6	1%	

(1) Based on August 2003 Section 5309 New Start Report
 NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2003.

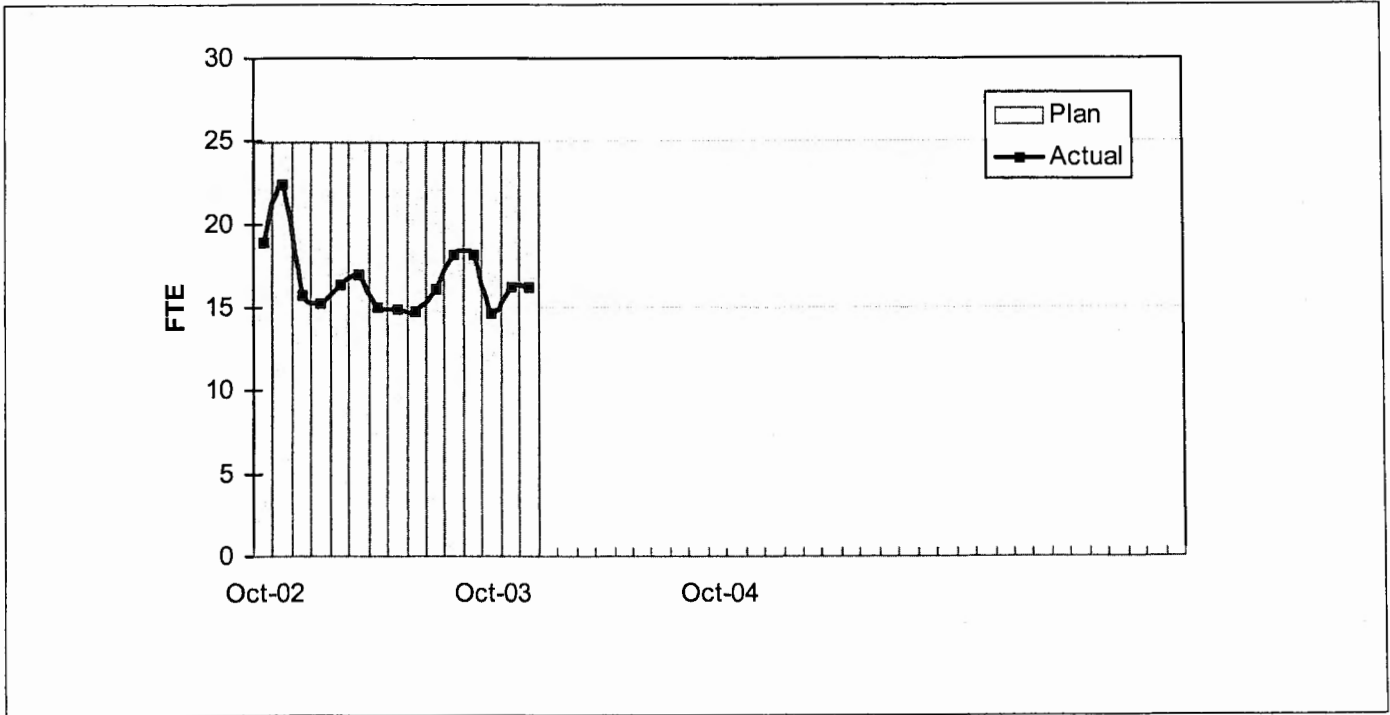
STATUS OF FUNDS ANTICIPATED

STATE TCRP: On August 25, 2003, MTA submitted a request for AB1335 Letter of No Prejudice (LONP) authority to the CTC for Phase 1 Preliminary Engineering and Design Activities for a total of \$14 million. The LONP was approved at the September 25, 2003 CTC Meeting.

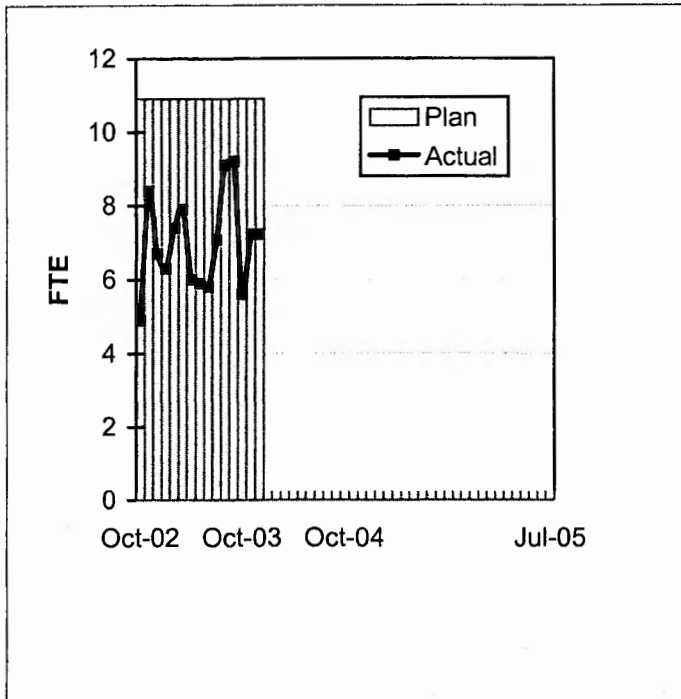
CTC approval to update the estimated project cost and project schedule is expected in January 2004.

STAFFING STATUS

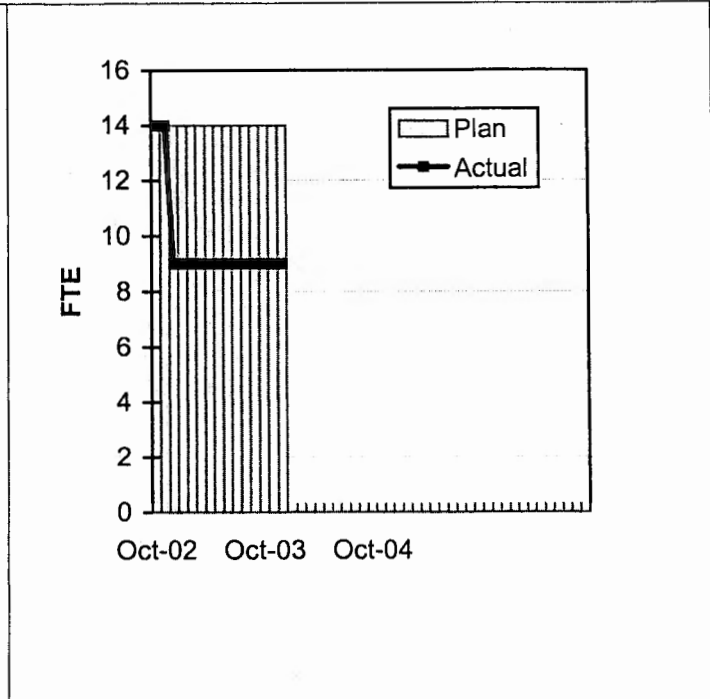
TOTAL PROJECT STAFFING



AGENCY STAFFING



KORVE ENGINEERING



REAL ESTATE STATUS

MTA Real Estate is conducting discussions with Southern California Edison (SCE) concerning the feasibility of renewing and enlarging MTA's lease of land adjacent to MTA Division 11 Light Rail Yard in the City of Carson. SCE has high voltage electric line right-of-way adjacent to Division 11. MTA currently leases SCE right-of-way for light rail maintenance of way material storage for the existing Long Beach Blue Line. MTA Real Estate is discussing with representatives of SCE the feasibility of additional leases at the appropriate time as one alternative for a Mid-City/Exposition LRT maintenance yard. The leased land would be utilized for either for a full yard or just heavier maintenance.

Simultaneously, MTA Real Estate planned and consultants are identifying ownership and lease agreements for several properties beneath regional freeways which might be suitable for a LRT yard or mid-day LRT layover areas.

Other yard and traction power substation and park and ride lot alternatives will also be analyzed during the PE process with the assistance of the MTA Real Estate Department.

ENVIRONMENTAL STATUS

- MTA Environmental Planning Consultant, Korve Engineering, is currently proceeding with Phase IIIB of the Mid-City/Westside Corridor Study. Phase IIIB consists of the following ongoing activities: 1) Public outreach during the environmental process 2) Station area conceptual planning 3) Supplemental environmental analysis for outstanding issues and design alternatives 4) Preparation of the FEIS/R documents 5) Coordination and review with PE Design for environmental compliance compatibility; and 6) Management of the contract.
- Korve Engineering has on-going work with items 2, 3, 4, and 5 of the Phase IIIB contract.

COMMUNITY RELATIONS STATUS

- Held project briefings with the City of Santa Monica, Culver City, Los Angeles and Los Angeles County.
- Conducted Bikeway Vision Working Group Meeting in Los Angeles.
- Attended Friends 4 Expo Transit Steering Committee Meeting in Santa Monica.

QUALITY ASSURANCE STATUS

- Quality Management conducted a surveillance of DMJM/Harris design review and quality assurance processes for the Final Draft Report submittals.

SAFETY STATUS

- No Safety activity this period.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Construction Need Date	Status/Comments
City of Los Angeles	Amendment	TBD	Executed
Los Angeles County	Master	TBD	Executed
Caltrans (All Projects)	Master	TBD	Executed
Culver City	Master	TBD	Draft completed/Undergoing Legal review

Document Development Status To Support Entry Into Final Design

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Capital and Operating Financial Plans		August 2002
Quality Assurance/Quality Control Plan	Accepted by MTA Quality Management.	May 2003
Value Engineering Report	Received final draft and currently under review.	August 2003
Project Management Plan (PMP)	Under review pending MTA Board review of project planning.	January 2004
Rail Fleet Management Plan	Submitting revised version to FTA/PMOC for review.	January 2004
Bus Fleet Management Plan	Submitting revised version to FTA/PMOC for review.	January 2004
NEPA Process	Working on FEIR/FEIS.	January 2004
Objectivity Analysis for PE/FD Contract		

CURRENT PROJECT RENDERINGS

Photographs of stations designed by the Exposition Corridor Architects in Portland, Oregon.



CURRENT PROJECT RENDERINGS

Photographs of stations designed by the Exposition Corridor Architects in Portland, Oregon.



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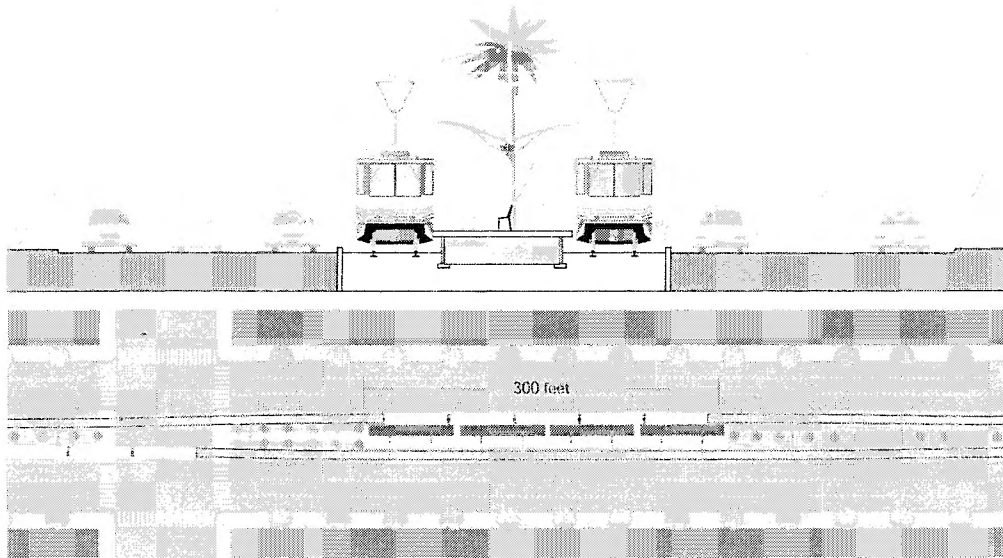


CURRENT PROJECT RENDERINGS

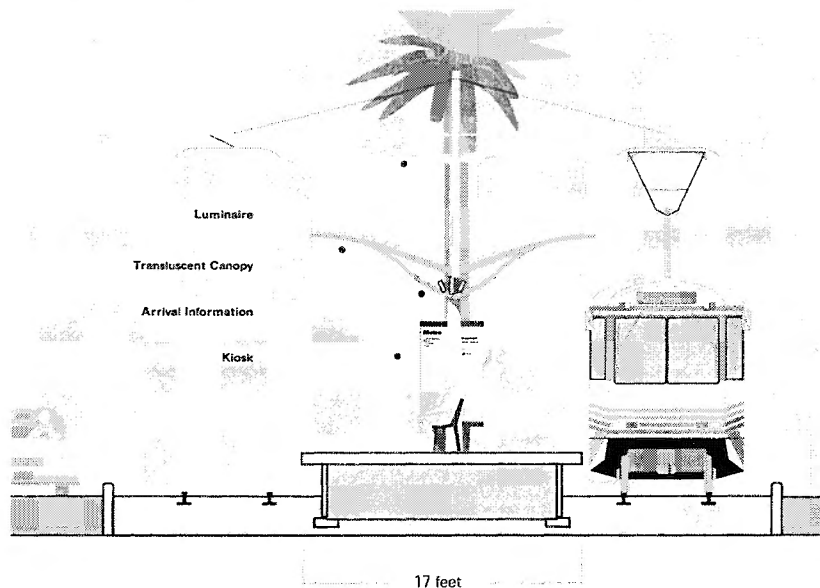


Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Typical Light Rail Station




The typical LRT station on the Exposition corridor would be a raised platform, 300 feet long, located in the center of the roadway. Amenities include a canopy, lighting, paving, maps and schedules, kiosks, landscaping, and public art.

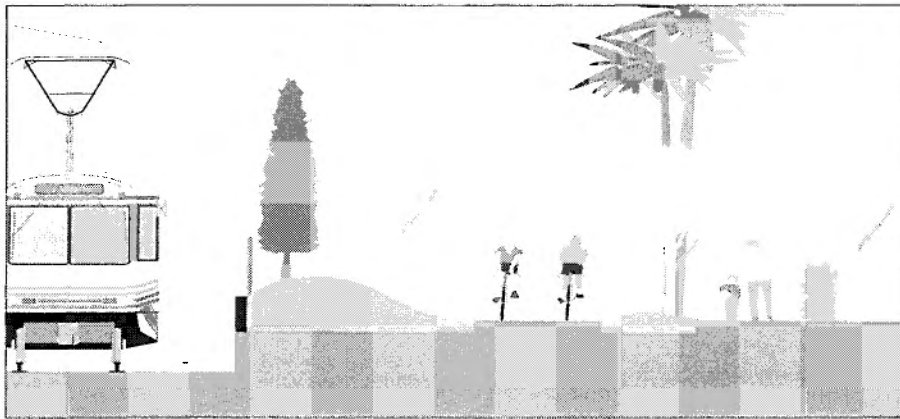


11/031 Graphics by
suiman
urban design

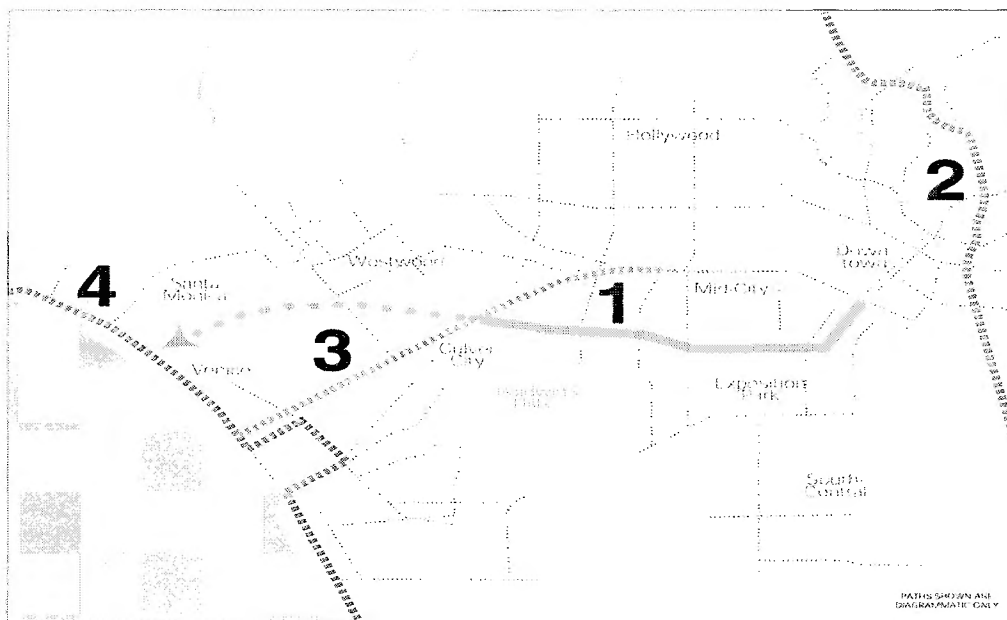
CURRENT PROJECT RENDERINGS

 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Bikeway




The project calls for a continuous bike path along the route of the light rail line.



The Bikeway along the Exposition Transit Parkway (1) would become one of the area's important long-distance bike paths, along with the Los Angeles River Bikeway (2), the Venice Bikeway (3), and the Ocean Bike Path (4).

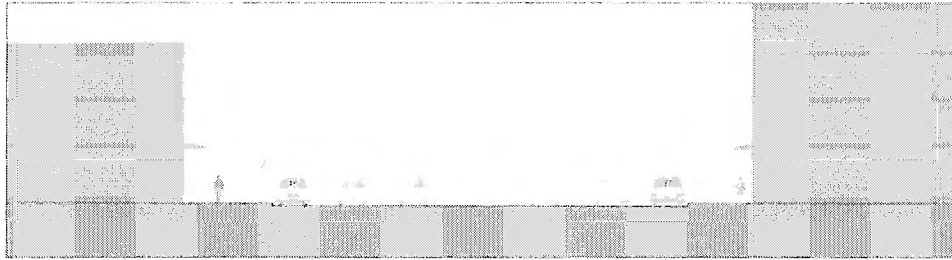
City of Los Angeles
Engineering by
suisman
urban

CURRENT PROJECT RENDERINGS

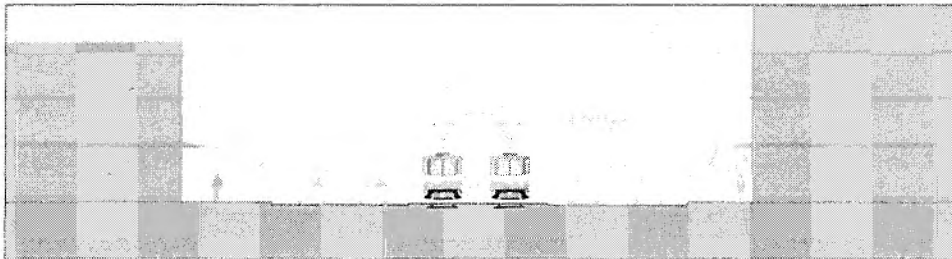
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Downtown Los Angeles

Typical Cross-Section on Flower of Hill between Washington and Exposition



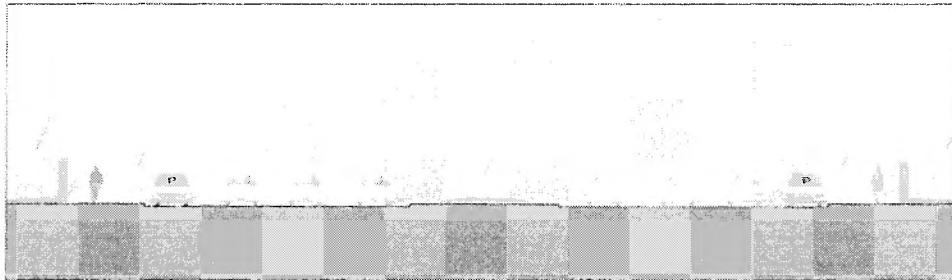
Existing



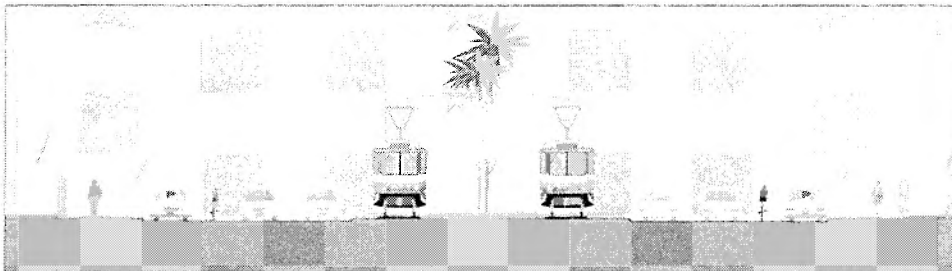
Proposed

Exposition Park / USC

Typical Cross Section on Exposition between Figueroa and Vermont




Existing



Proposed

STV Group, Inc.
suiman
urban design

CURRENT PROJECT RENDERINGS

 Metropolitan Transportation Authority
Mid-City / Exposition Light Rail Transit Project

Western

Typical Cross Section on Exposition Boulevard from Normandy to Western



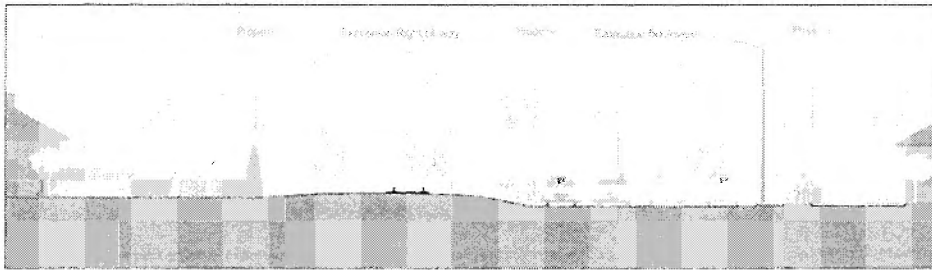
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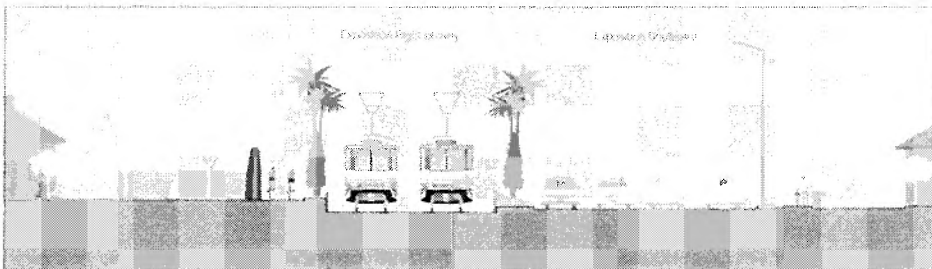
Proposed

Crenshaw

Typical Cross Section on Exposition Boulevard from Arlington to Crenshaw




Existing



Proposed

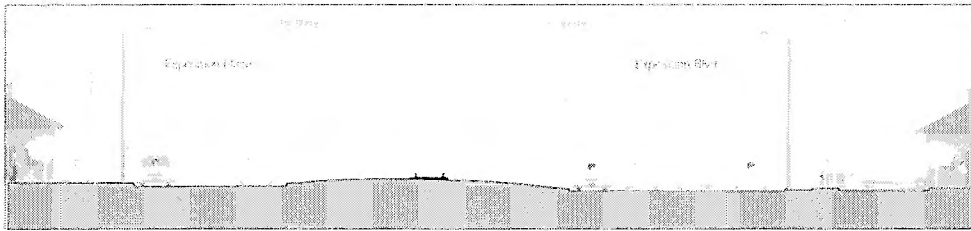
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CURRENT PROJECT RENDERINGS

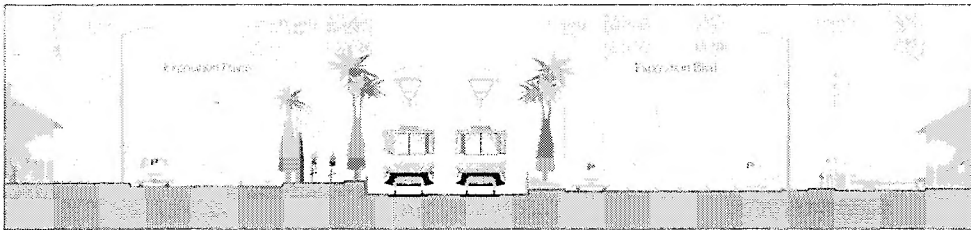
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Dorsey

Typical Cross-Section on Exposition (Boulevard and Plaza) from Crosswalk to Dorsey High



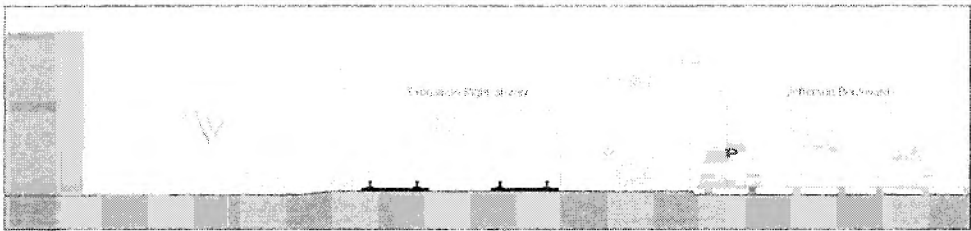
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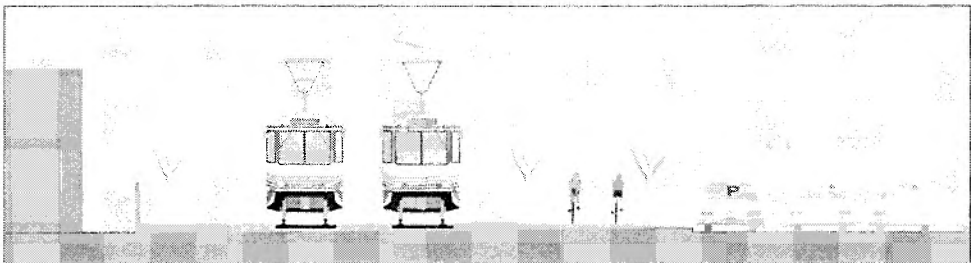
Proposed

La Cienega

Typical Cross-Section on Jefferson from Hauser to La Cienega




Existing



Proposed

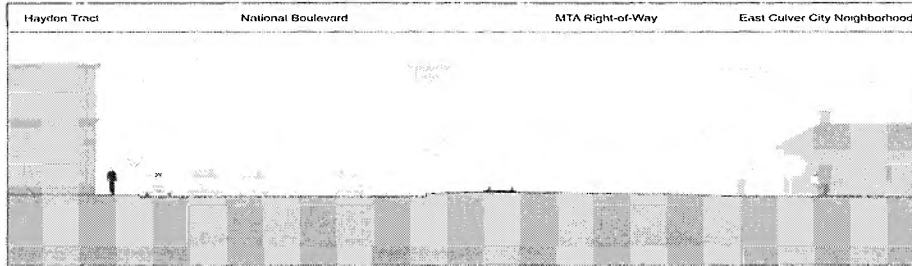
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urban design

CURRENT PROJECT RENDERINGS

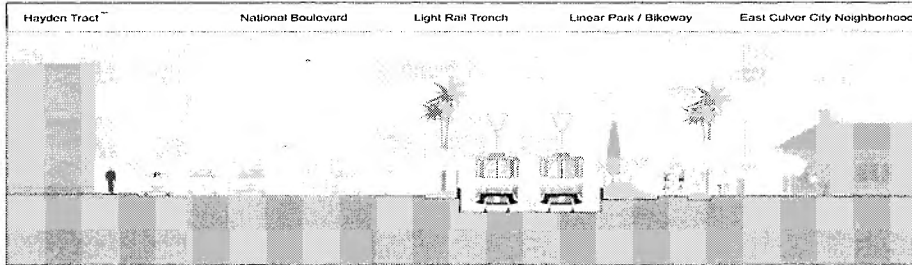
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

East Culver City

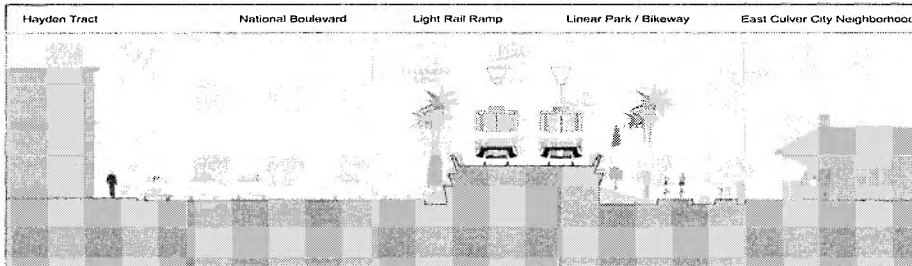
Typical Cross-Section on National from Ballona Creek to Washington Boulevard



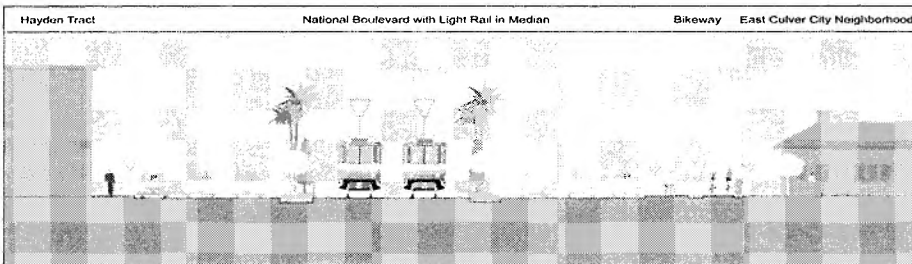
Existing



Proposed - Option A



Proposed - Option B



Proposed - Option C

DESIGNED BY
suisman
URBAN DESIGN

APPENDIX

COST AND BUDGET TERMINOLOGY

ESTIMATED PROJECT COSTS: Estimated project costs are based upon the current project cost estimates that are produced during the engineering design phase.

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions that will result in specific expenditures at a future time.

INCURRED COST: The total value of work performed to date of services received, and acquired materials or properties.

EXPENDITURES: The total dollar amount of checks written by LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in LACMTA's Financial Information System (FIS).

CONSTRUCTION: Includes guideways, yards and shops, systems equipment, stations, and vehicles.

PROFESSIONAL SERVICES: Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (MTA staff) costs.

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

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

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

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

APPENDIX

LIST OF ACRONYMS

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

APPENDIX

LIST OF ACRONYMS (Continued)

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTF	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
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude

APPENDIX

LIST OF ACRONYMS (Continued)

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