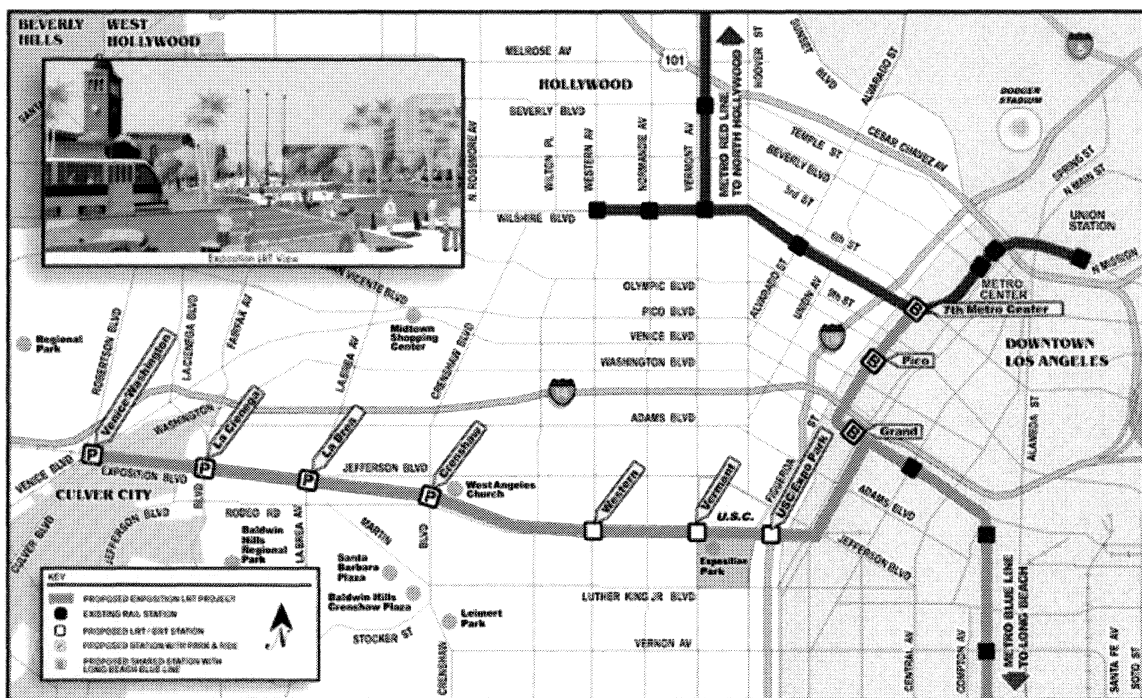




Mid-City/Exposition Light Rail Transit Quarterly Project Status Report



M MIDCITY/WESTSIDE TRANSIT CORRIDOR

EXPOSITION LIGHT RAIL TRANSIT PROJECT

March 2003

MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT

QUARTERLY PROJECT STATUS REPORT

MARCH 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 with a provision for high-level center platform stations (similar to those in use on Metro Blue Line). LRT is electrically powered (similar to Metro Blue Line and Metro Green 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 and are included as an option as part of the Metro Gold Line Eastside Extension car order.

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

MANAGEMENT ISSUES

Concern No. 1: MTA is awaiting receipt of the revised Project Implementation Plan (PIP) from the Consultant.

Status/Action

The revised Project Implementation Plan (PIP) has been received. This issue is closed.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Mar-03	Apr-03	May-03	Jun-03	Jul-03	Aug-03
Grade Separation Analysis	3/1/03	○					
Peer Review/Value Engineering	5/1/03			◆			
MTA Board Consideration of Peer Review	7/24/03					Ⓜ	

◆	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	03/30/01A
3	Approved to Circulate and Notice Availability	15	03/30/01A	04/13/01A
4	Conduct Public Hearings (3 hearings)	32	04/14/01A	05/15/01A
5	Board Action: Adopt Locally Preferred Alternative & Draft EIS/	1	06/28/01A	06/28/01A
6	Consultant Special Studies of Mid-City/Exposition LRT Project Supplemental Grade Crossing Mitigation Analysis	181	10/01/02A	03/31/03A
7	Peer Review of Project Design Standards, Project Cost Estimate and Grade Crossing Mitigation Analysis	14	05/01/03	05/15/03
8	MTA Board Consideration of Peer Review Recommendations Concerning MTA Project Design Standards, Project Cost Estimate and Grade Crossing Mitigation Analysis			07/24/03

**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			10/30/03
10	Complete Administrative Final EIS/EIR for FTA Review	30	11/01/03	11/30/03
11	FTA Review Administrative Final EIS/EIR	120	12/01/03	03/30/04
12	Finalize Preliminary Engineering Package to Support Administrative Final EIS/R Incorporating FTA/MTA Comments and Complete Contract Scope of Work	385	01/13/03A	02/02/04
13	Incorporate FTA Comments	14	04/01/04	04/15/04
14	Notice of Availability and Approval to Circulate	24	04/16/04	05/10/04
15	Final EIR Public Review	50	05/11/04	06/30/04
16	MTA Board Certify Final EIS/R	58	07/01/04	08/26/04

CRITICAL PATH NARRATIVE

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

The Critical Path items in Preliminary Engineering Design (PE) that would proceed immediately are the following: a) the Downtown Los Angeles branch alignment study b) identification of a maintenance yard c) a preliminary operating plan d) all items to immediately support environmental clearance.

The items to be addressed in PE Design, which will support environmental clearance will be to address all potential mitigation measures identified in the Draft Environmental Impact Statement/Report (DEIS/R) including station area planning and station design.

PROJECT COST STATUS

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	84.2	84.2	0.0	0.0	0.0
Yards & Shops	8.9	8.9	0.0	0.0	0.0
Systems/Equipment	70.4	70.4	0.0	0.0	0.0
Stations	18.5	18.5	0.0	0.0	0.0
Vehicles	118.0	118.0	0.0	0.0	0.0
Special Conditions	67.1	67.1	0.0	0.0	0.0
Right-of-Way	4.7	4.7	0.0	0.0	0.0
Professional Services	117.9	117.9	0.0	3.3	1.1
Contingency	141.8	141.8	0.0	0.0	0.0
TOTAL	631.5	631.5	0.0	3.3	1.1

The Current Estimated Project Cost is \$632 million. This is based on cost estimating efforts performed during the EIR/EIS phase of the project. More detailed cost estimate information will be provided as Preliminary Engineering efforts are undertaken in the months ahead.

CHANGE CONTROL STATUS

Description	A	B		C		D=A+B+C	E		F=D+E
	Award Amount	Approved		Obligated		Total Approved Amount	Potential		Total Potential Value
		Executed Changes		LNTPs (NTE)			Pending		
		#	\$	#	\$		#	\$	
Engineering Design Services	0	0	0	0	0	0	0	0	0
Environmental Planning Consultant	931,574	0	0	0	0	931,574	0	0	931,574
Project Management Assistance Support	0	0	0	0	0	0	1	436,476	436,476
TOTAL	931,574	0	0	0	0	931,574	1	436,476	1,368,050

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

FINANCIAL/GRANT STATUS

MARCH 2003		STATUS OF FUNDS BY SOURCE							
SOURCE	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS		(E) EXPENDITURES		(F) BILLED to FUNDING SOURCE		
			\$	(D/B) %	\$	(E/B) %	\$	(F/B) %	
FEDERAL - SECTION 5309 NEW START	315.6			0%		0%		0%	
FEDERAL - CMAQ	34.1			0%		0%		0%	
FEDERAL RSTP	39.9			0%		0%		0%	
STATE TCRP	69.1	11.0	3.1	4%	0.8	1%	0.8	1%	
STATE RIP	112.2			0%		0%		0%	
PROP C	60.6			0%		0%		0%	
UNBILLED ACCRUALS		0.3			0.3				
TOTAL	631.5	11.3	3.1	0%	1.1	0%	0.8	0%	

(1) Based on August 2002 Section 5309 New Start Report
 NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 2003.

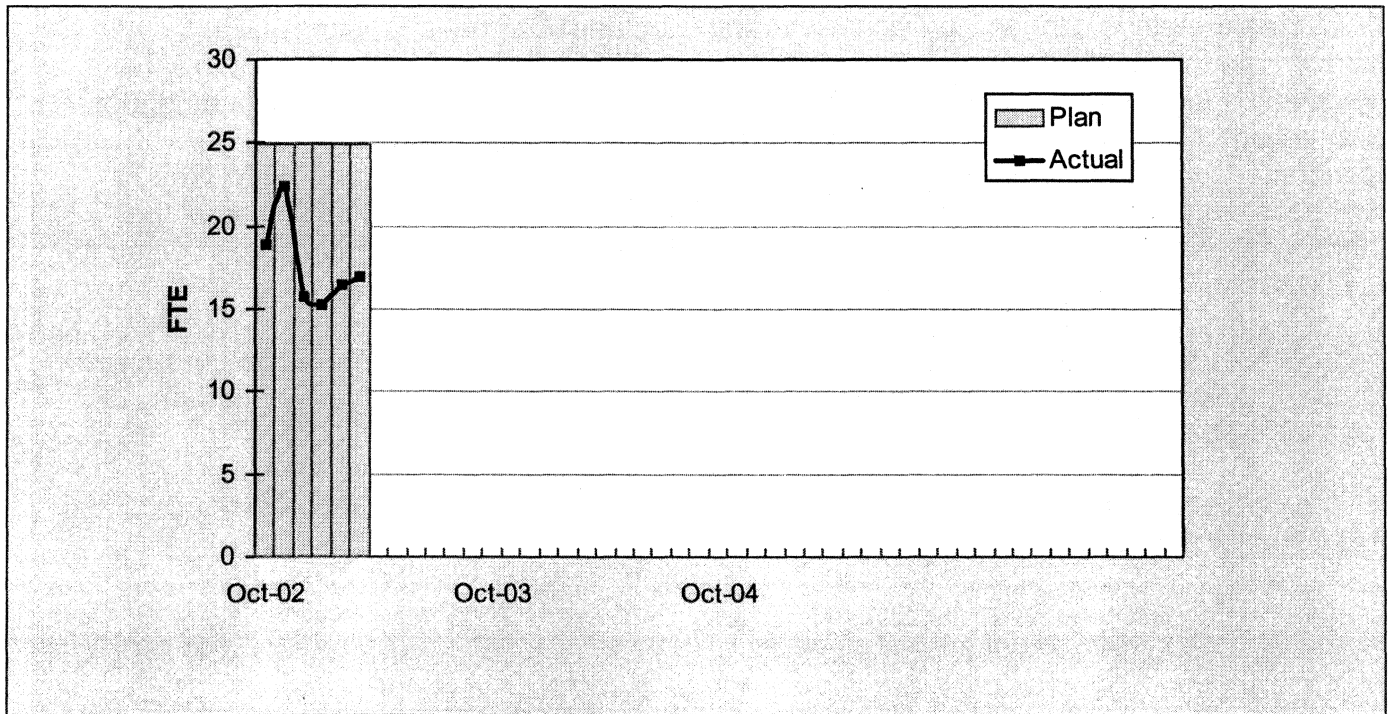
STATUS OF FUNDS ANTICIPATED

STATE TCRP: On May 9, 2002, the CTC approved an MTA application and allocation request for \$11M of State TCRP funds for preliminary engineering activities. Funds are available for draw down effective June 12, 2002.

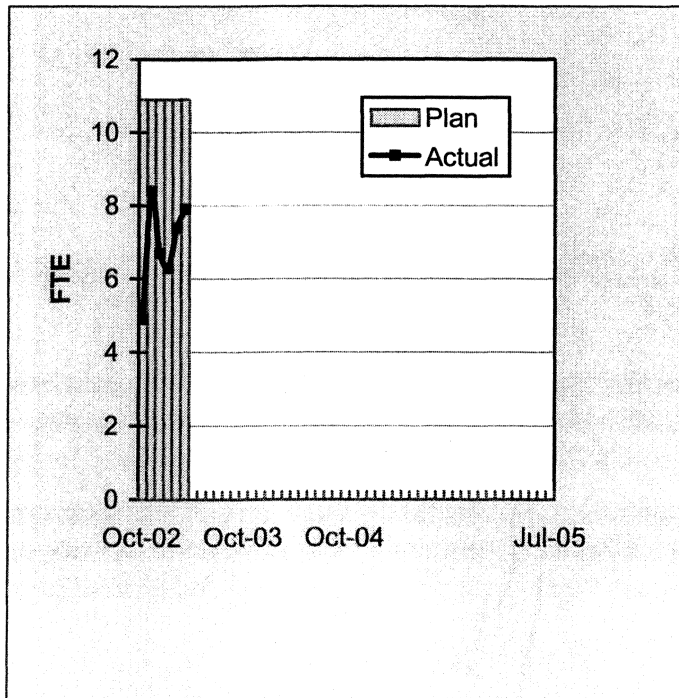
On October 24, 2002 MTA submitted an allocation request for an additional \$14M of State TCRP funds to continue funding preliminary engineering activities. Action on the allocation request has been deferred indefinitely.

STAFFING STATUS

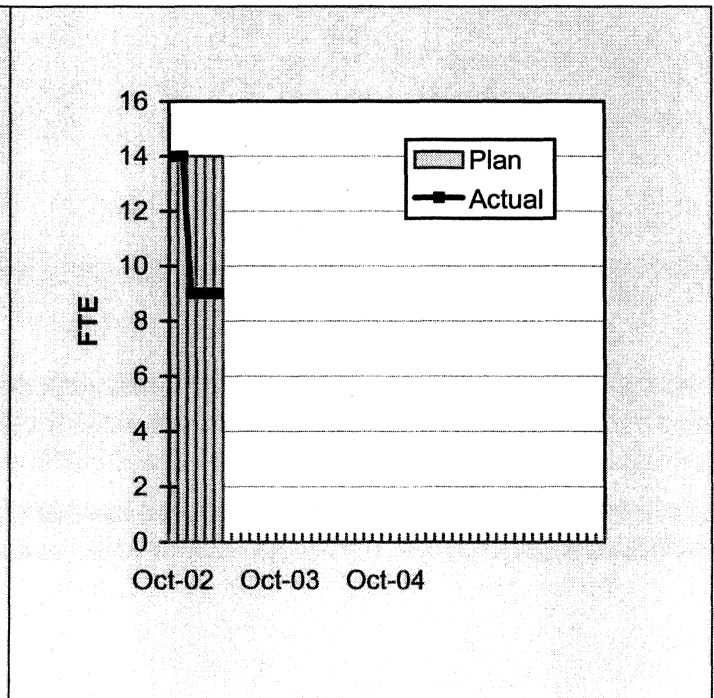
TOTAL PROJECT STAFFING



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 either for a full yard or just heavier maintenance.

Simultaneously, MTA Real Estate is 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 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) Aerial Photography and Mapping of the Project to support PE Design 2) Public Outreach during the environmental process 3) Station area conceptual planning 4) Supplemental environmental analysis for outstanding issues and design alternatives 5) Preparation of the FEIS/R documents 6) Coordination and review with PE Design for environmental compliance compatibility and 7) Management of the contract.
- Korve Engineering is currently proceeding with all items of the Phase IIIB contract.

COMMUNITY RELATIONS STATUS

- Attended Exposition Park Stakeholder's Committee Meeting at the Los Angeles Coliseum.
- Attended Friends 4 Expo Transit community meeting in the Crenshaw District of Los Angeles.

QUALITY ASSURANCE STATUS

- MTA Quality Management reviewed and accepted DMJM/Harris' Project Quality Manual.

SAFETY STATUS

- No Safety activity this period.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Construction Need Date	Forecast Execution Date	Status/ Comments
City of Los Angeles	Amendment	TBD	TBD	1991 Master Cooperative Agreement (MCA) in effect for Design/Bid/Build contracts. The new 2002 MCA and supplement to include Design/Build contracts was approved in December 2002.
Los Angeles County	Master	TBD	TBD	3/27/03 MTA Board approved. Full execution may take 2-3 months.
Caltrans (All Projects)	Master	TBD	TBD	3/27/03 MTA Board approved. Full execution may take 2-3 months.
Culver City	Master	TBD	TBD	Being drafted.

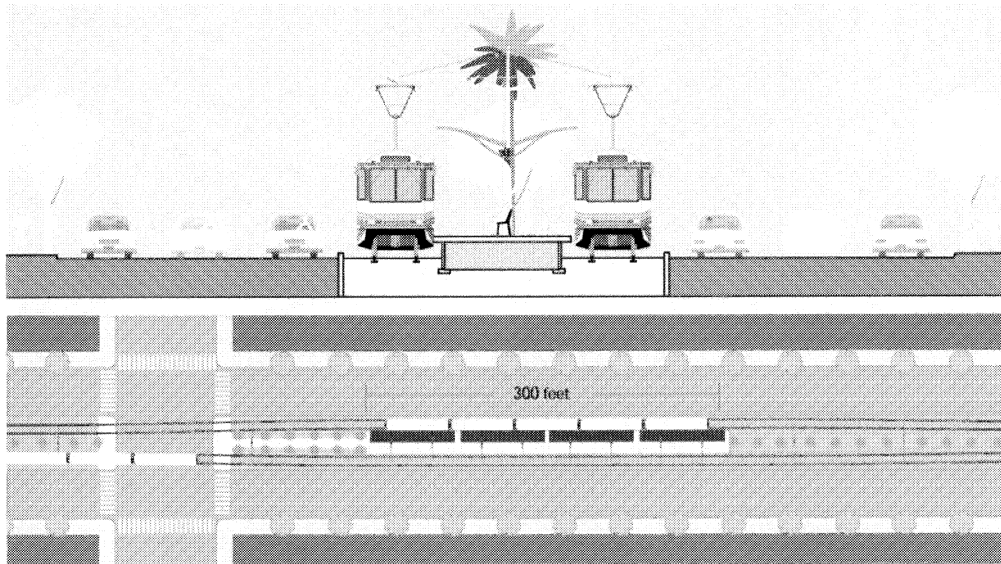
**Document Development Status
 To Support Entry Into Final Design**

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Capital and Operating Financial Plans		August 2002
Rail Fleet Management Plan	Submitted to FTA for review.	February 14, 2003
Bus Fleet Management Plan	Submitted to FTA for review.	February 28, 2003
Quality Assurance/Quality Control Plan	Being completed by contractor and will be reviewed by MTA.	April 2003
Project Management Plan (PMP)	Draft version completed. Waiting for TDI to complete final review.	May 2003
Value Engineering Report	Scheduled to start soon.	June 2003
NEPA Process	Working on FEIR/FEIS.	November 2003
Objectivity Analysis for PE/FD Contract		

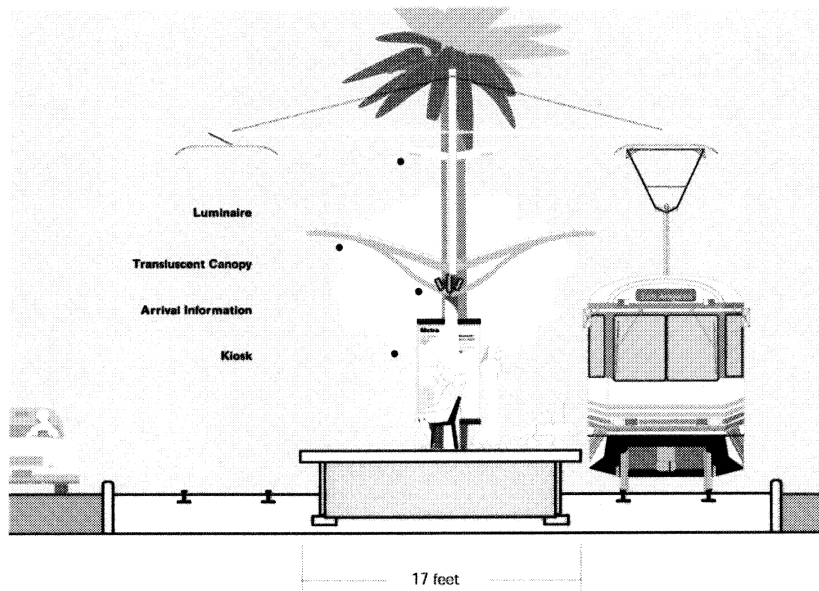
CURRENT PROJECT RENDERINGS

 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.

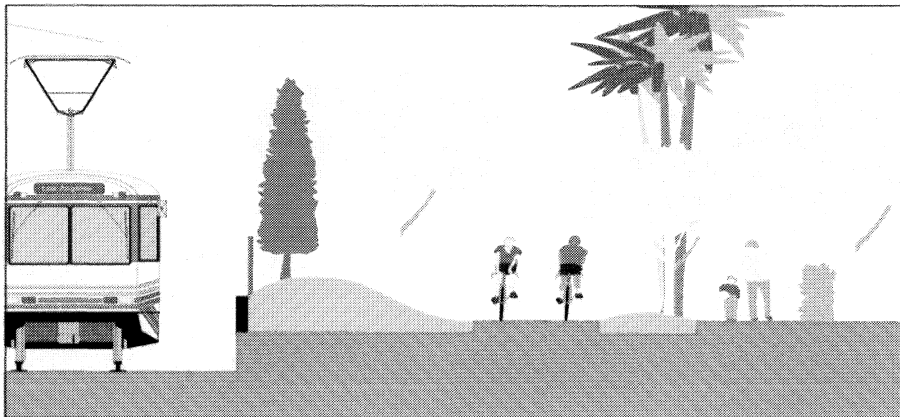


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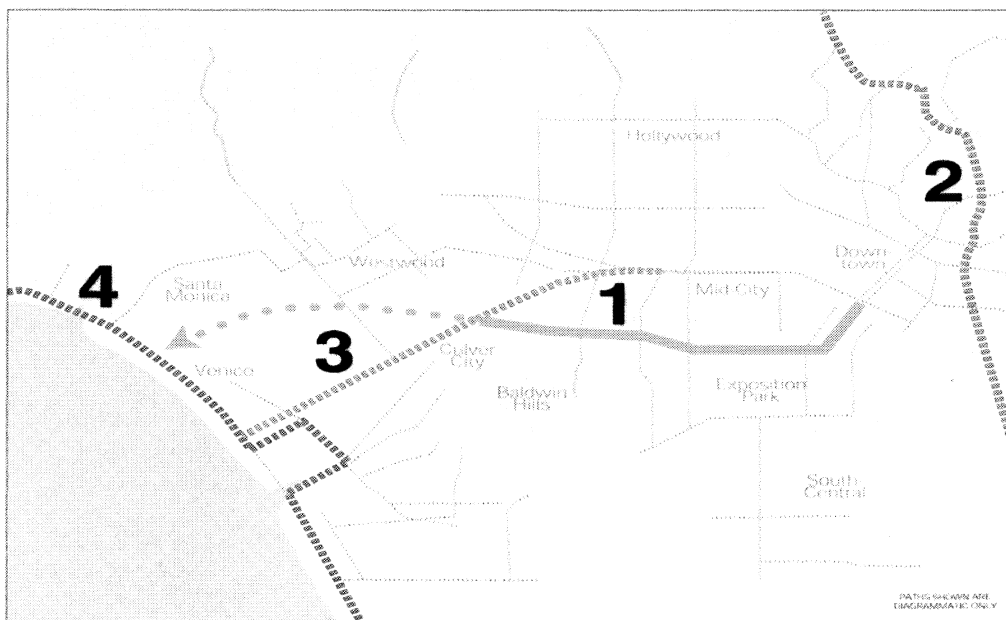
CURRENT PROJECT RENDERINGS

 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).

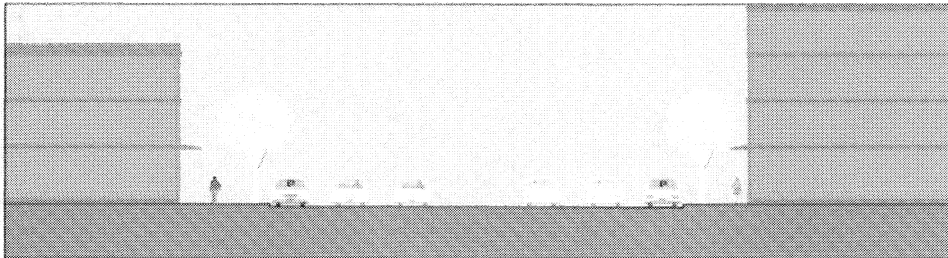
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CURRENT PROJECT RENDERINGS

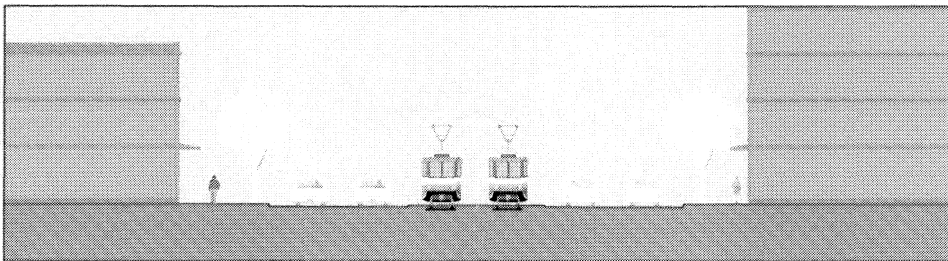
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Downtown Los Angeles

Typical Cross Section on Flower or Hill between Washington and Exposition



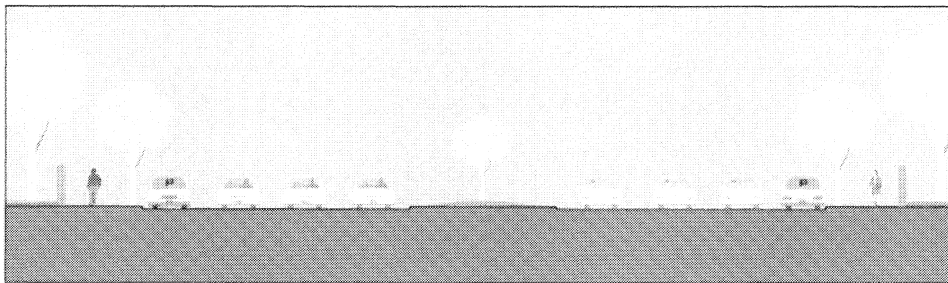
Existing



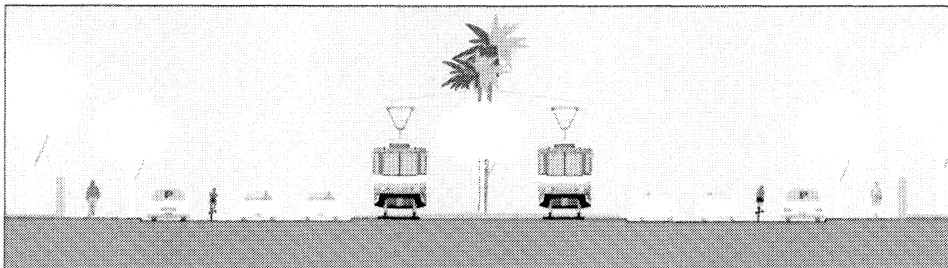
Proposed

Exposition Park / USC

Typical Cross Section on Exposition between Figueroa and Vermont



Existing



Proposed

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CURRENT PROJECT RENDERINGS

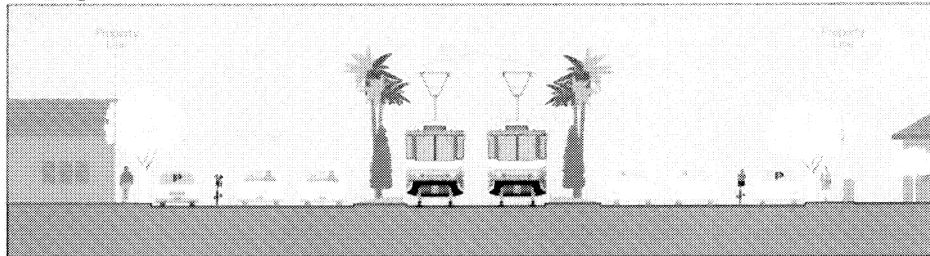
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Western

Typical Cross-Section on Exposition Boulevard from Normandie to Western



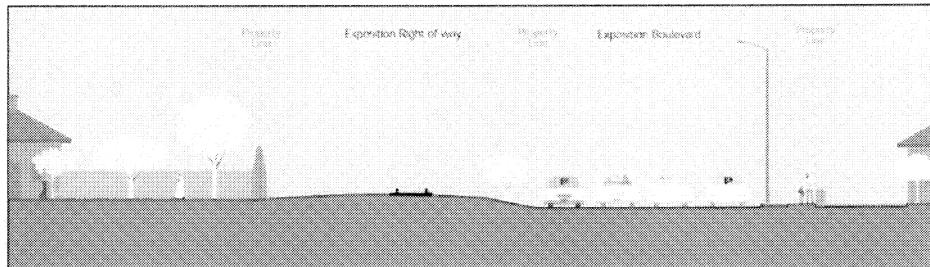
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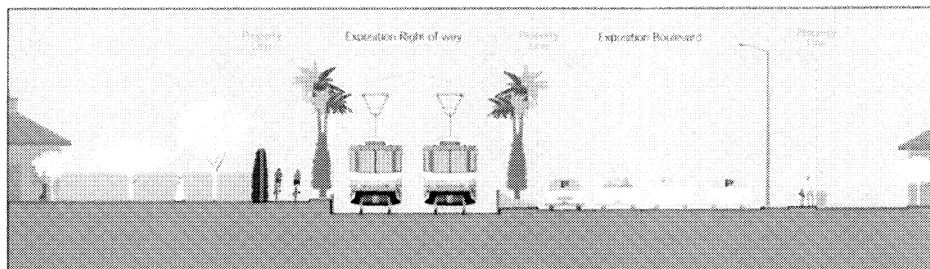
Proposed

Crenshaw

Typical Cross-Section on Exposition Boulevard from Arlington to Crenshaw




Existing



Proposed

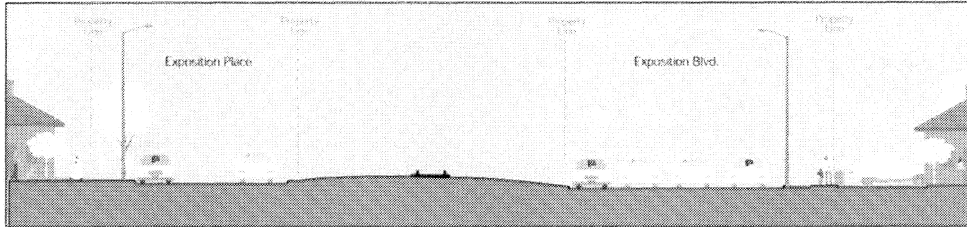
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CURRENT PROJECT RENDERINGS

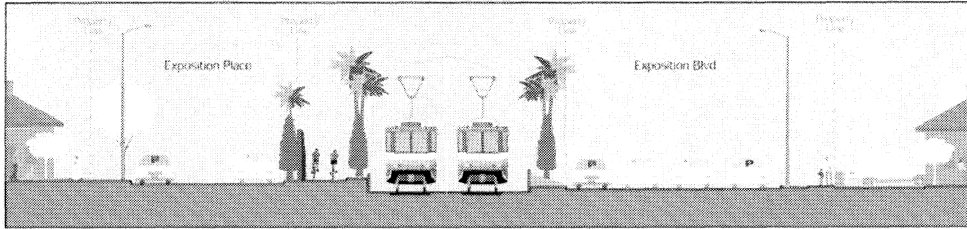
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Dorsey

Typical Cross-Section on Exposition (Boulevard and Place) from Crenshaw to Dorsey High



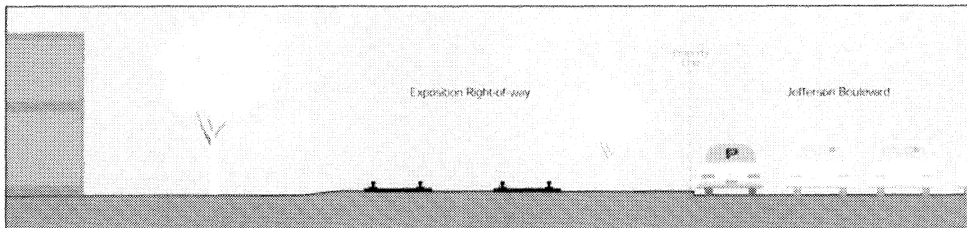
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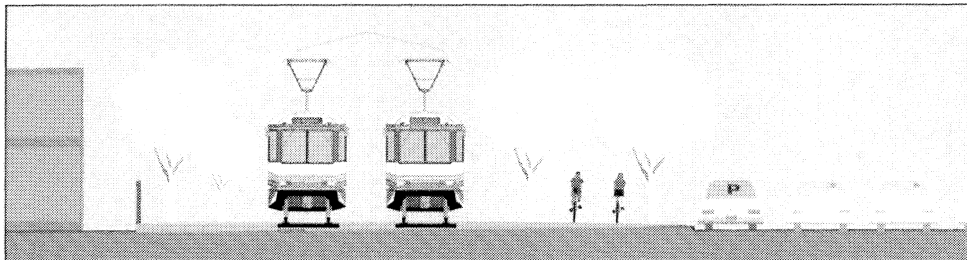
Proposed

La Cienega

Typical Cross-Section on Jefferson from Haysler to La Cienega



Existing



Proposed

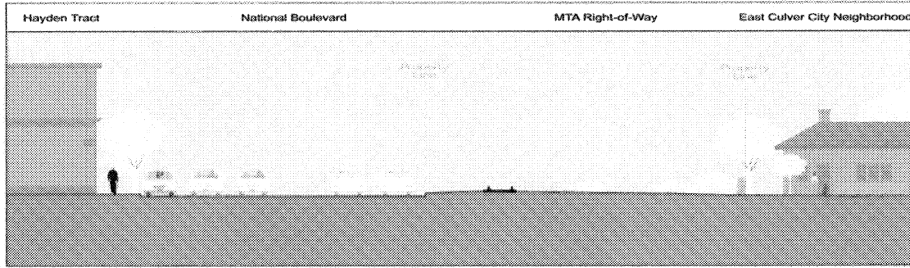
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CURRENT PROJECT RENDERINGS

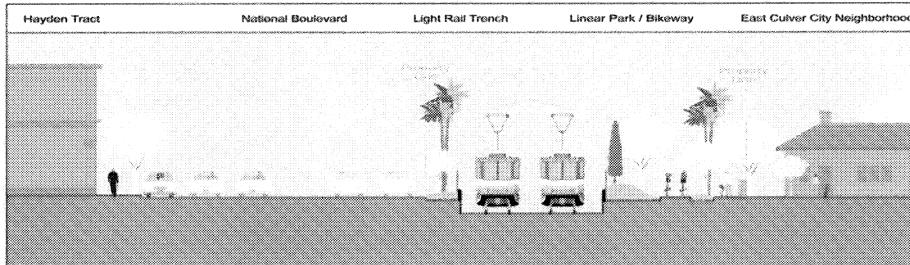
Los Angeles County Metropolitan Transportation Authority
 Mid City / Exposition Light Rail Transit Project

East Culver City

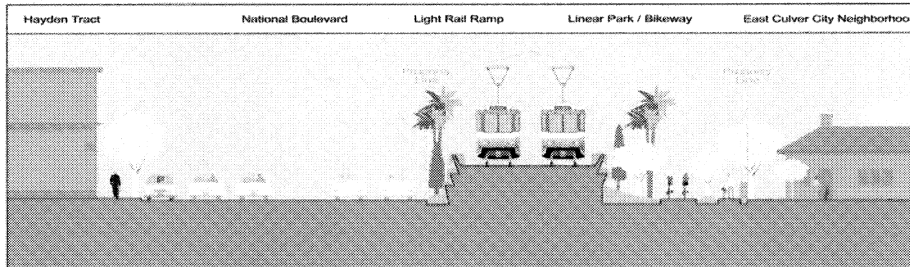
Typical Cross-Section on National from Ballona Creek to Washington Boulevard



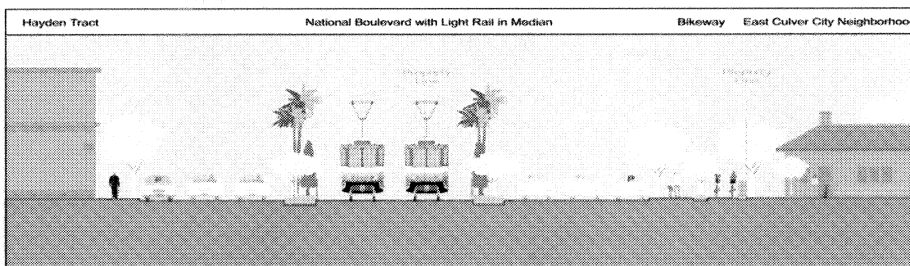
Existing



Proposed - Option A



Proposed - Option B



Proposed - Option C

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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
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LRTP	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