



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

Mid-City/Exposition Light Rail Transit Corridor



03-0494

October 2003

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**MID-CITY/EXPOSITION LIGHT RAIL
TRANSIT PROJECT**

MONTHLY PROJECT STATUS REPORT

OCTOBER 2003

MID-CITY EXPANSION LIGHT RAIL
TRANSIT PROJECT

MONTHLY PROJECT STATUS REPORT

OCTOBER 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: The preliminary engineering drawings from Vermont to Venice Washington to support the final EIS/EIR are undergoing Third Party review.

Status/Action

Comments will be reviewed and necessary revisions made following October comment review period. Early review comments are being categorized and reviewed.

Concern No. 4: The Grade Crossing Policy for Light Rail Transit (LRT) was presented to the MTA Board this period.

Status/Action

The MTA Board added an additional grade separation (at La Brea Avenue) to the Exposition LRT Project. The cost of this new separation will be added to the project estimate this period. This addition is considered a new scope of item.

MANAGEMENT ISSUES

Concern No. 5: Preliminary Engineering Deliverables.

Status/Action

Due to late Third Party reviews, Preliminary Engineering deliverables were delayed. The Consultant was allowed to provide deliverables in November 2003.

Concern No. 6: 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. 7: The Administrative Draft FEIS due date was extended due to the scope additions noted in Concern No. 6.

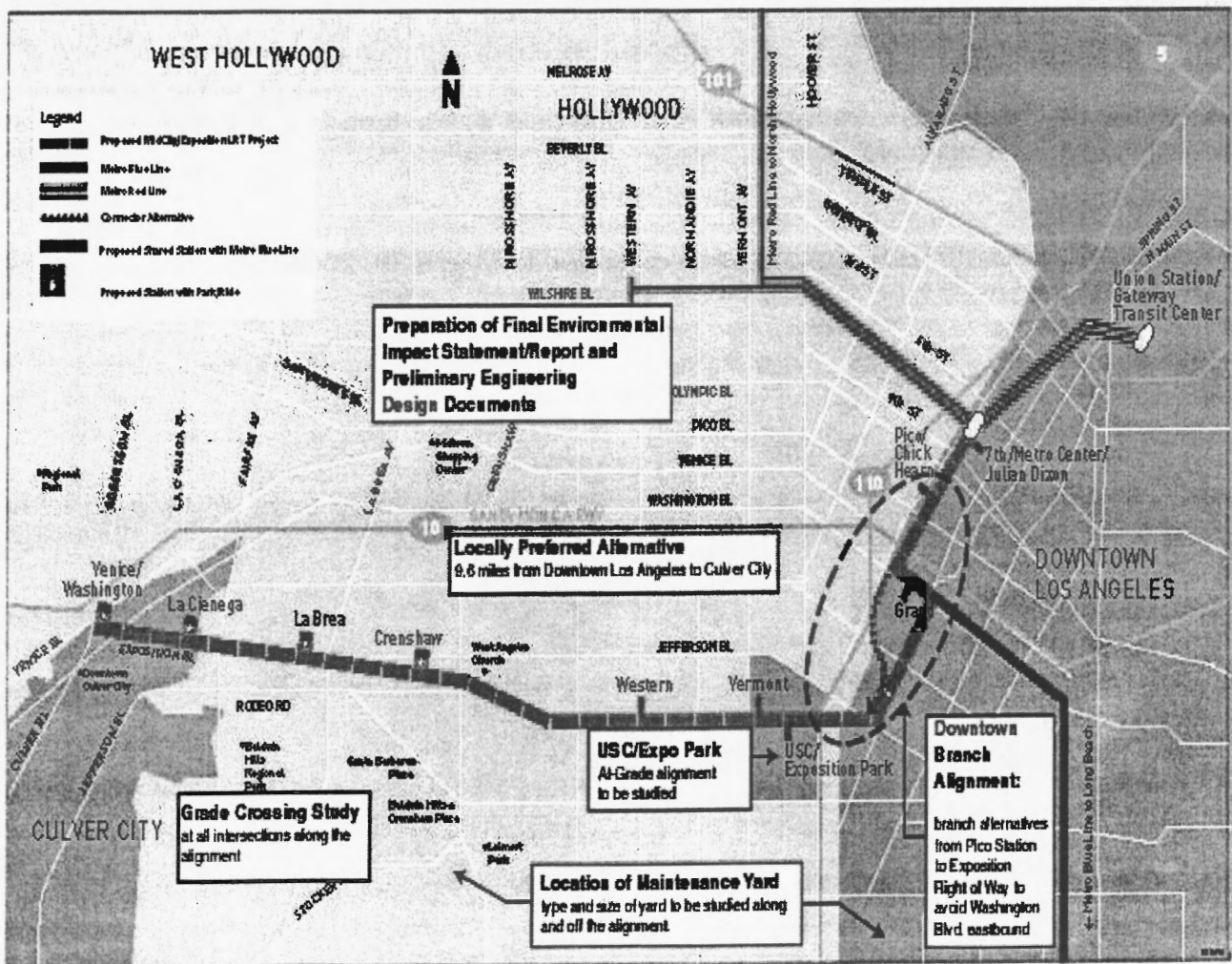
Status/Action

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 the onset of Preliminary Engineering are shown on the map below: These include existing stations at 7th Metro Center/Julian Dixon Station, Pico/Chick Hearn Station and Washington/Grand, and new stations at USC/Exposition Park, Vermont, Western, Crenshaw, La Brea, La Cienega, and Venice/Washington.



KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04	Mar-04
PE Deliverables Due	11/14/03		○				
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	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	06/01/03A	06/25/03A
8	MTA Board Consideration of Peer Review Recommendations.			08/28/03A

**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			11/14/03
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

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	7.9	3.6
Contingency	67.3	70.2	2.9	0.0	0.0
TOTAL	408.1	426.3	18.2	7.9	3.6

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	Approved		Obligated		Total Approved Amount	Potential		Total Potential Value
		Executed Changes		LNTPs (NTE)			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

OCTOBER 2003		STATUS OF FUNDS BY SOURCE							
SOURCE	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(Escalated \$)		in \$ millions				
			(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED to FUNDING SOURCE	(F/B)	
			\$	%	\$	%	\$	%	
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	7.9	71%	3.6	32%	3.6	32%	
STATE RIP	64.2			0%		0%		0%	
PROP C	151.9			0%		0%		0%	
UNBILLED ACCRUALS		0.0			0.0				
TOTAL	489.7	11.0	7.9	2%	3.6	1%	3.6	1%	

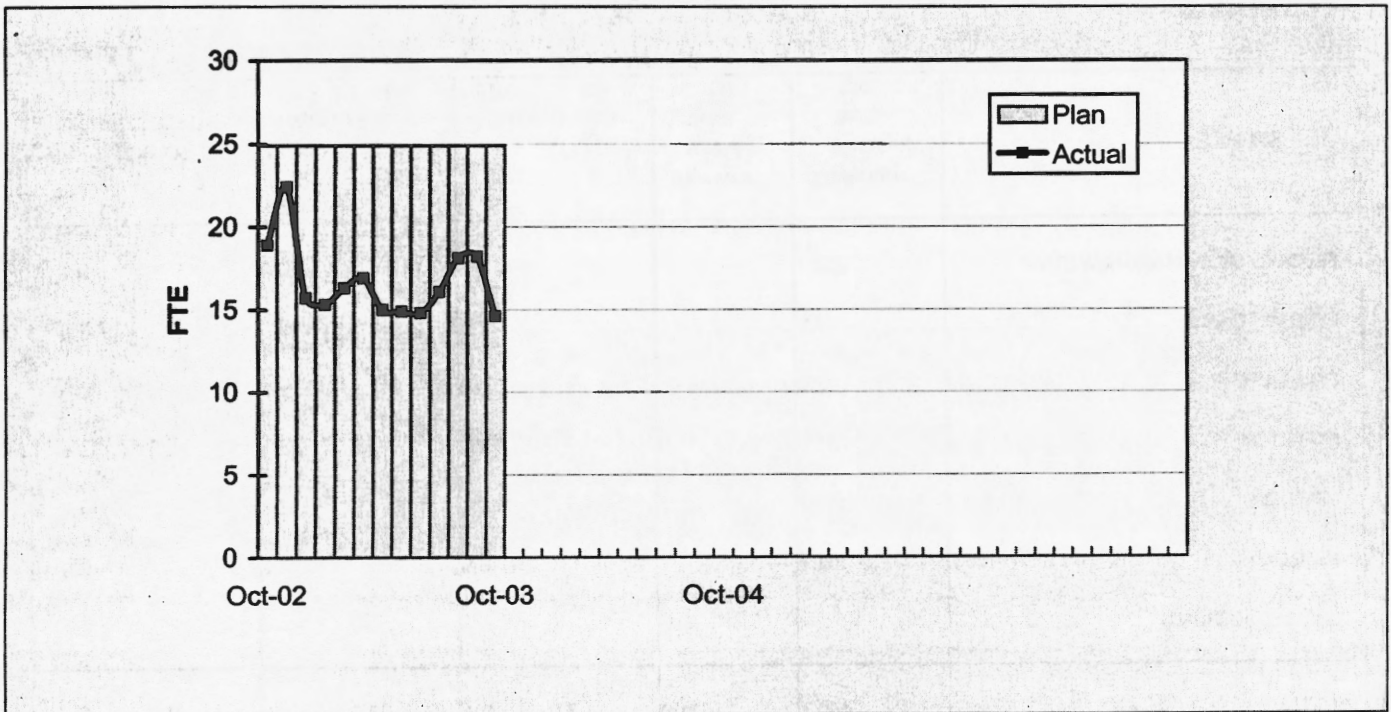
(1) Based on August 2003 Section 5309 New Start Report
 NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2003.

STATUS OF FUNDS ANTICIPATED

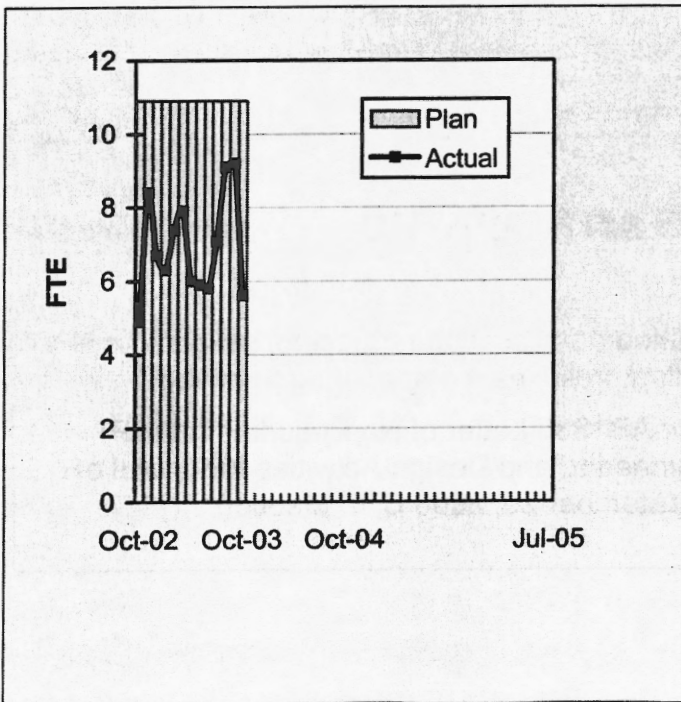
STATE TCRP: On October 24, 2002 MTA submitted an allocation request for an additional \$14 million of State TCRP funds to continue funding preliminary engineering activities.

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 \$16.2 million. The LONP was approved at the September 25, 2003 CTC Meeting.

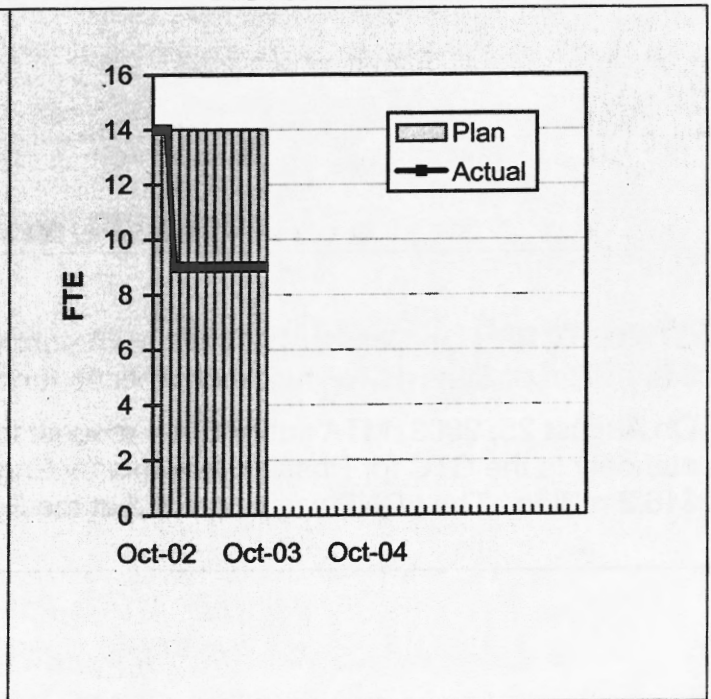
STAFFING STATUS TOTAL PROJECT STAFFING



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 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 3, 4, and 5 of the Phase IIIB contract.

COMMUNITY RELATIONS STATUS

- Conducted project briefings for Mike Bohlke, Supervisor Yvonne Brathwhite Burke's office, Community Redevelopment Agency Community Advisory Committee, Friends 4 Expo Transit, California Public Utilities Commission, Empowerment Congress of the West Neighborhood Council, and Caltrans.
- Conducted working meeting on bikeway and redevelopment issues with Culver City Planning, Public Works, Transportation and Redevelopment Agency.
- Held meeting with the Exposition Bikeway Vision Working Group.
- Held LRT Grade Crossing Policy Meeting with the City of Los Angeles Department of Transportation.

QUALITY ASSURANCE STATUS

- Quality Management is continuing to monitor DMJM/Harris control and status of MTA and Third Party design review comments.

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	Being drafted

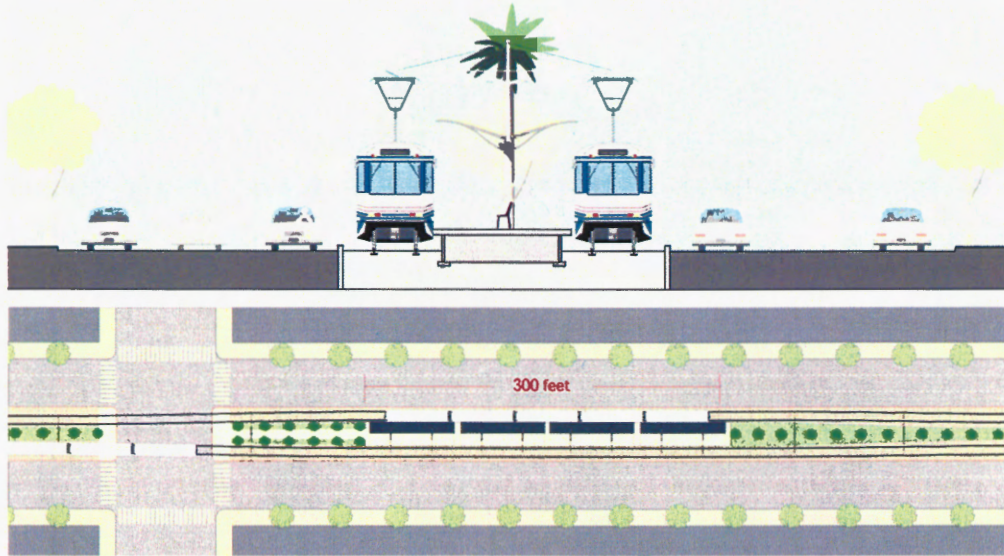
**Document Development Status
 To Support Entry Into Final Design**

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		

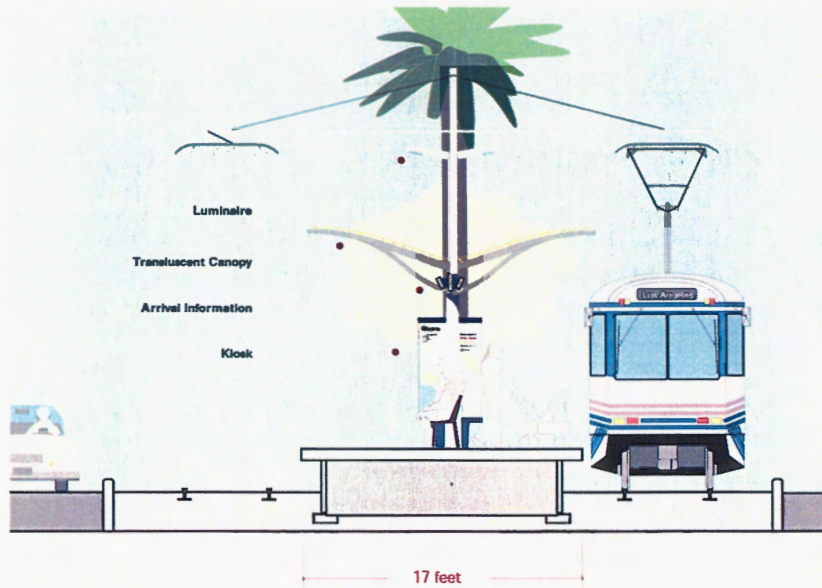
CURRENT PROJECT RENDERINGS

 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.



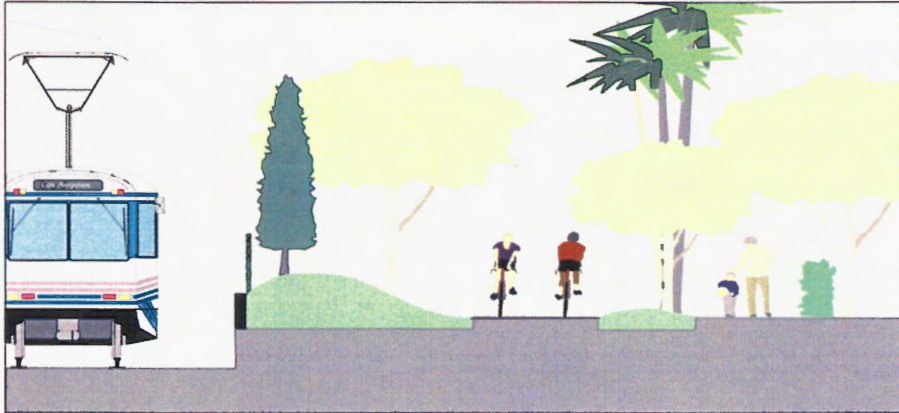
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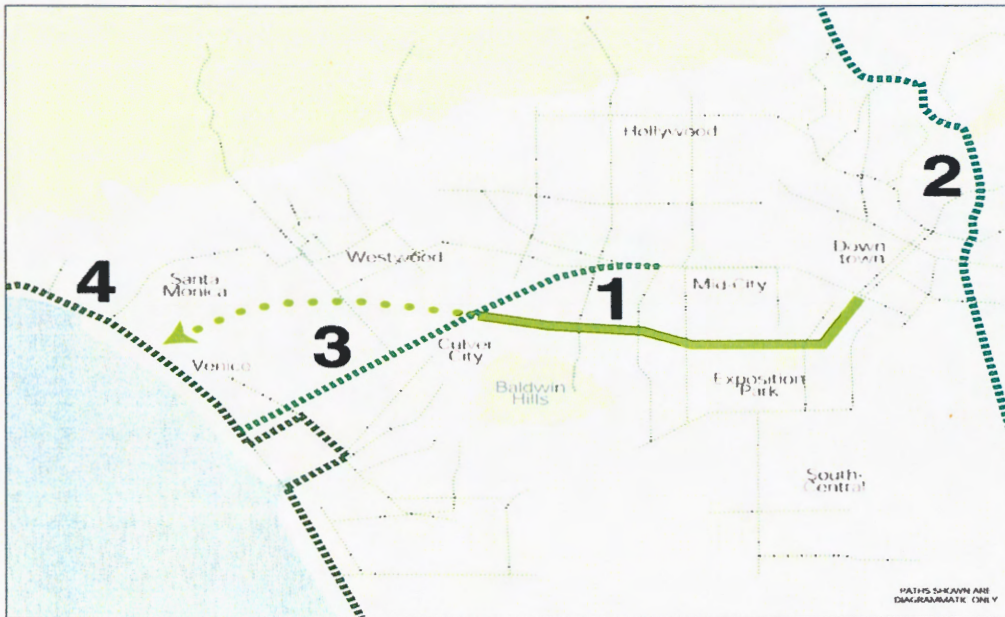
CURRENT PROJECT RENDERINGS

 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

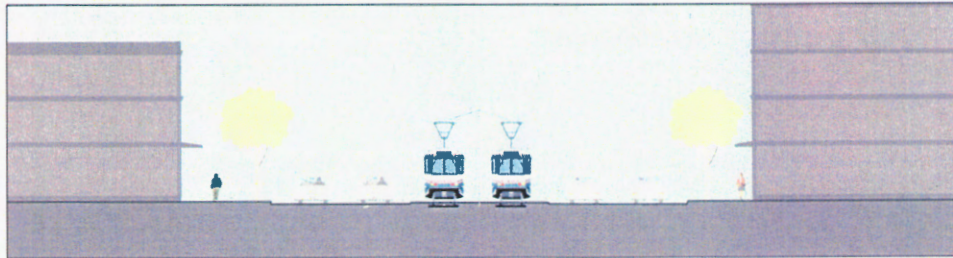
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Downtown Los Angeles

Typical Cross Section on Flower or Hill between Washington and Exposition



Existing



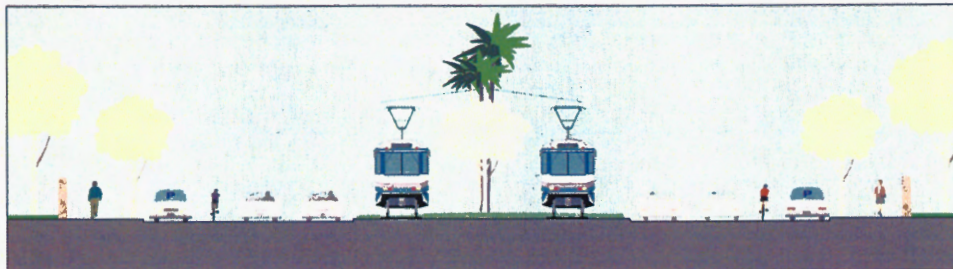
Proposed

Exposition Park / USC

Typical Cross Section on Exposition between Figueroa and Vermont



Existing




Proposed

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urban design

Year	Q1	Q2	Q3	Q4
2018				
2019				
2020				
2021				
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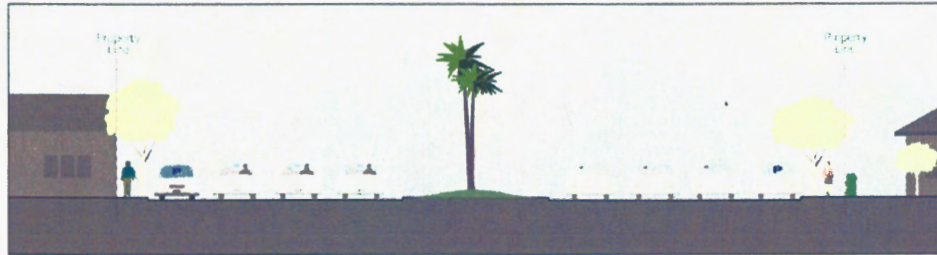


CURRENT PROJECT RENDERINGS

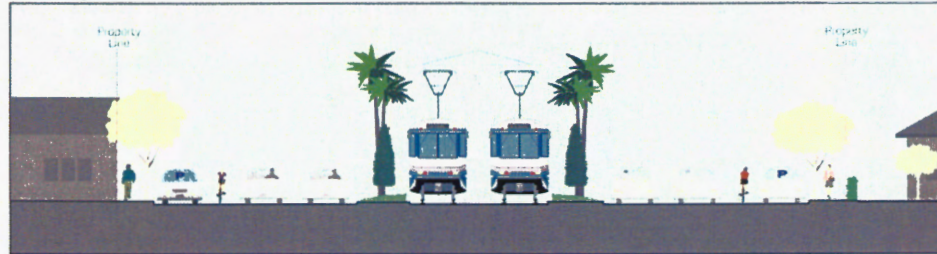
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Western

Typical Cross Section on Exposition Boulevard from Normandie to Western



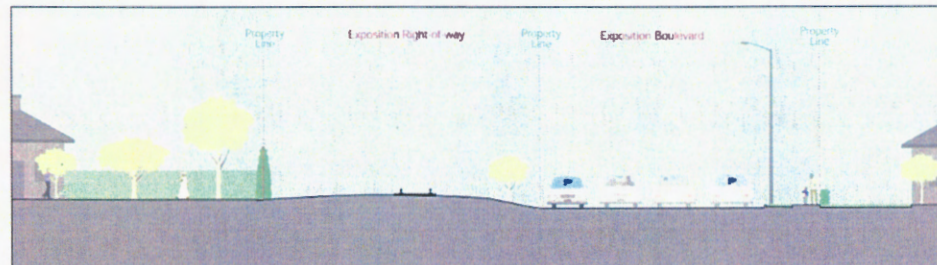
Existing



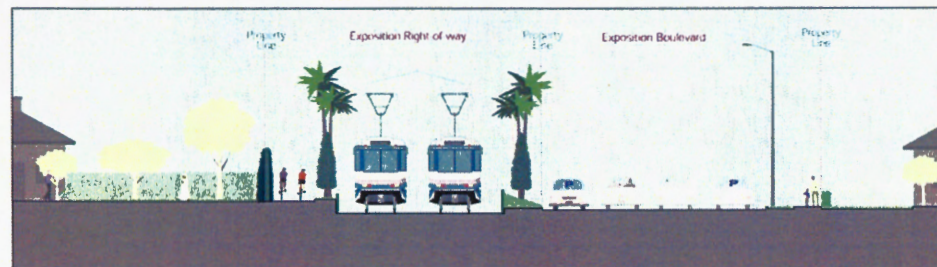
Proposed

Crenshaw

Typical Cross Section on Exposition Boulevard from Arlington to Crenshaw



Existing




Proposed

11/03/03
urban

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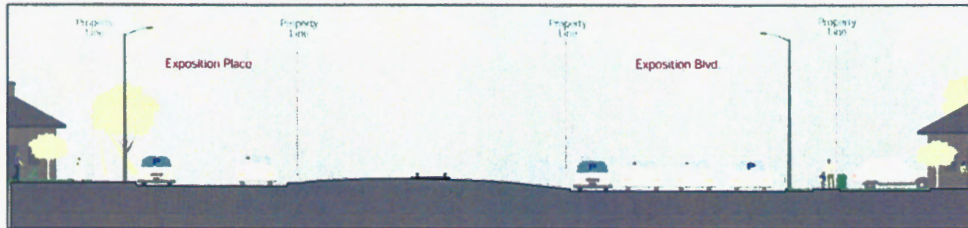


CURRENT PROJECT RENDERINGS

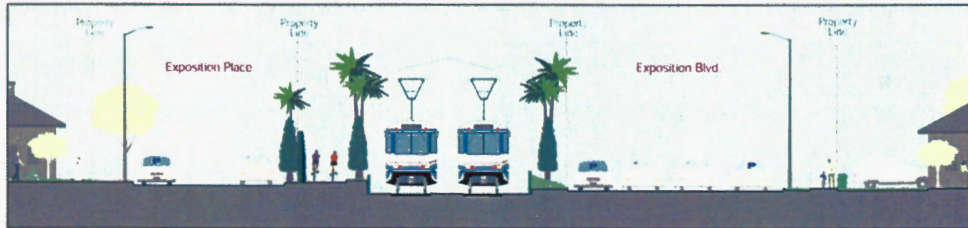
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Dorsey

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



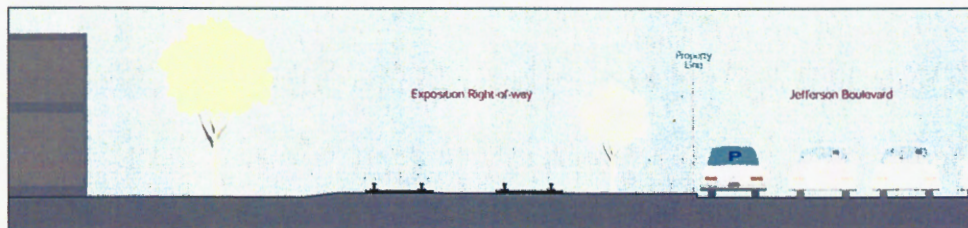
Existing



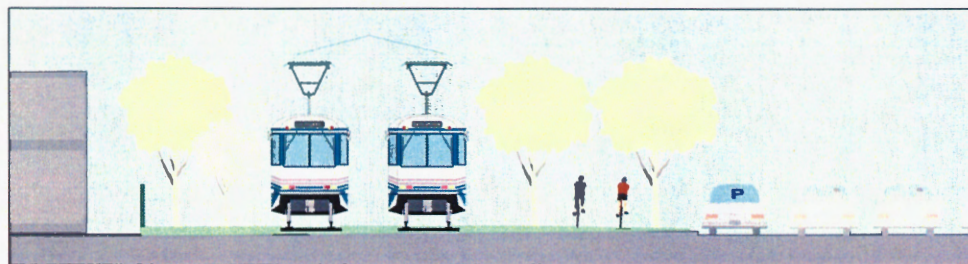
Proposed

La Cienega

Typical Cross Section on Jefferson from Hauser to La Cienega



Existing



Proposed

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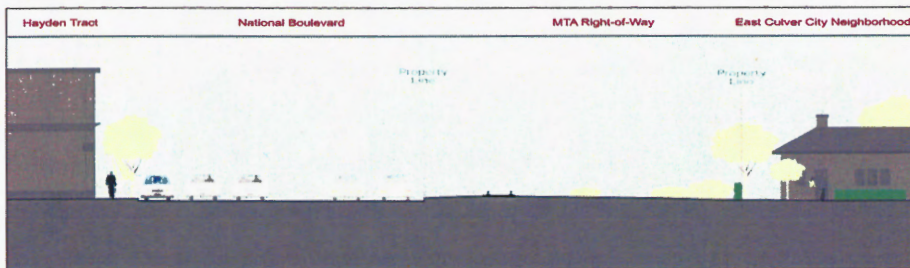


CURRENT PROJECT RENDERINGS

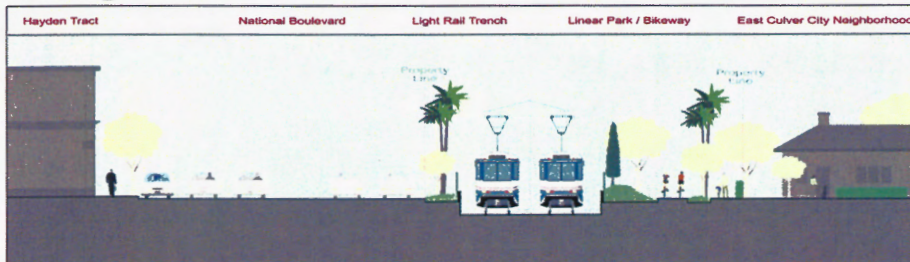
 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

East Culver City

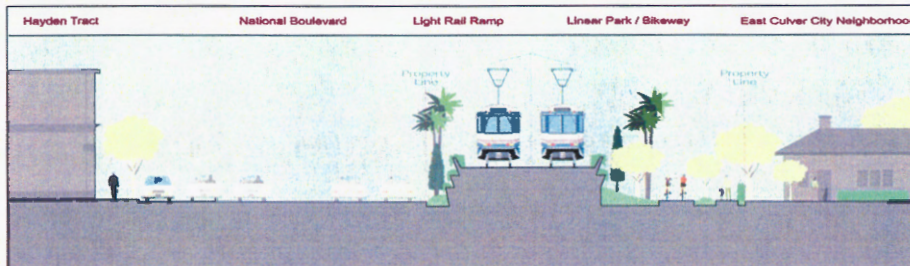
Typical Cross-Section on National from Ballona Creek to Washington Boulevard



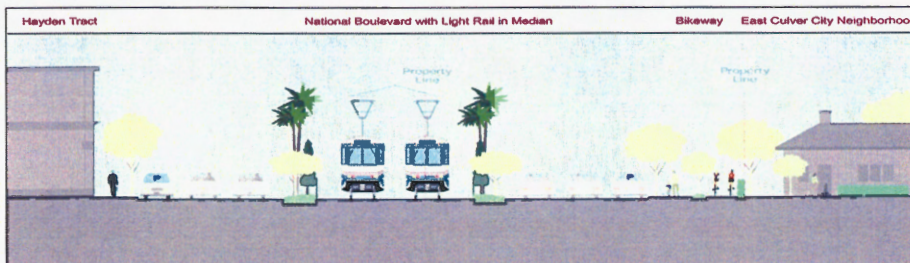
Existing



Proposed - Option A



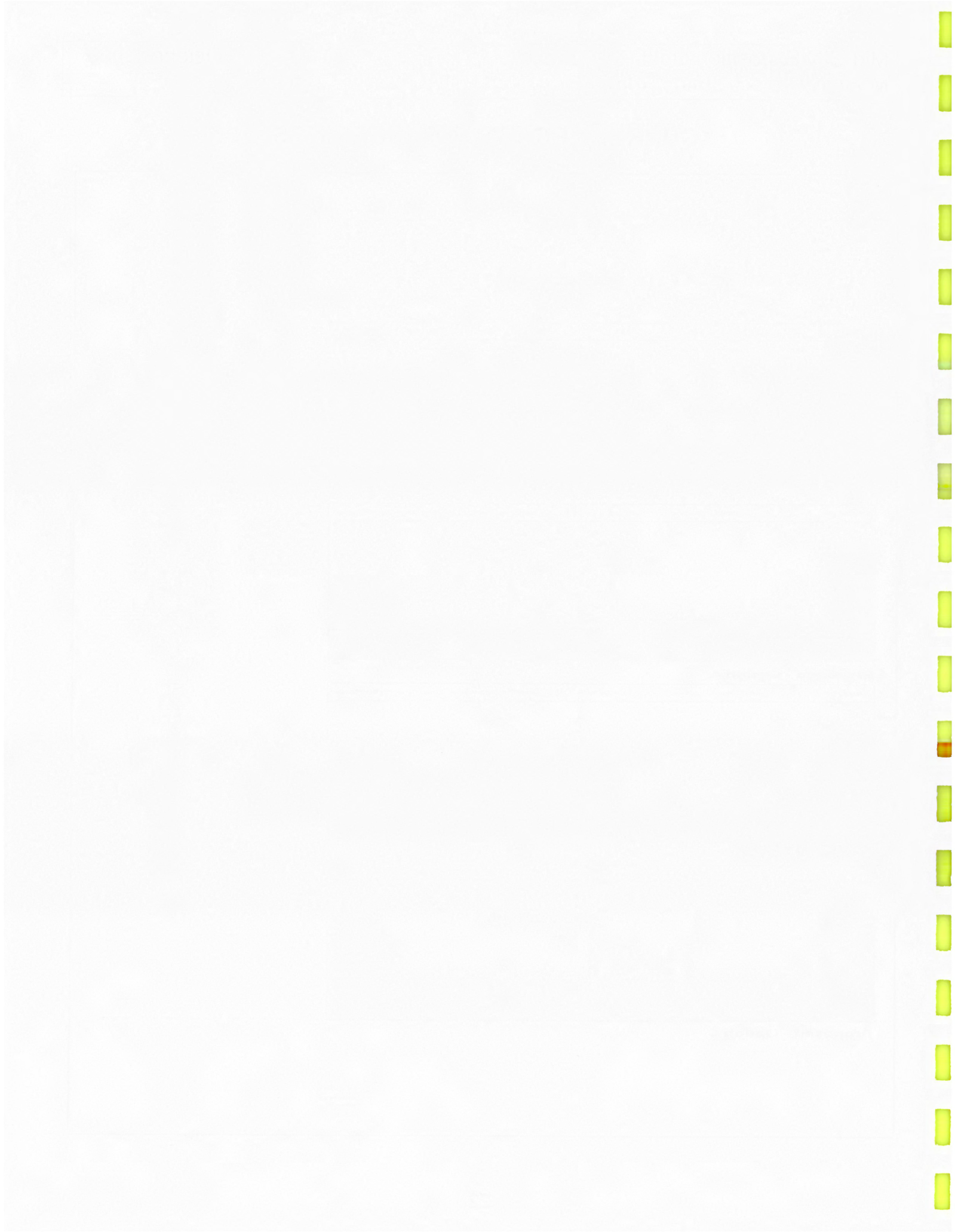
Proposed - Option B



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
LNTF	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