

Mid-City/Exposition Light Rail Transit



MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT

QUARTERLY PROJECT STATUS REPORT

DECEMBER 2004

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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. Two of the new stations may be aerial.

The LRT Project would operate in a dual track configuration in either Hill or Flower Streets within the Los Angeles Downtown and in the Exposition Right-of-Way Corridor for the remainder of the project. The design concept is for high-level center and side platform stations (similar to those in use on the Metro Gold and Blue Lines). LRT is electrically powered (similar to the Metro Blue, Green, and Gold Lines) receiving its electric power from overhead power lines within the street or Exposition Right-of-Way. The project also includes a bicycle facility. The bicycle facility included in this project is a combination of reserved Bike Lanes on street and an off street Bike Path 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. The Administrative Draft Final Environmental Impact Statement was submitted to the FTA for review on May 12, 2004. The Final Environmental Impact Statement/Report was submitted to the FTA for review in December 2004.

MANAGEMENT ISSUES

Concern No. 1: Initiate Alternatives Studies.

Status/Action

The Alternatives Studies have been carried far enough to allow preparation of a Final Environmental Impact Statement Report (FEIS/R).

- a) The Branching Study results were incorporated into the Administrative Draft FEIS/R. Three alternatives (Hill Street, Hill Street Mitigated and Flower Street Mitigated) will be available for MTA Board review and selection through the FEIS process.
- b) The Maintenance Yard Study. Use of an expanded existing Division 11 has been selected for inclusion in the Administrative Draft FEIS and the necessary drawings prepared.
- c) The MTA Grade Crossing Policy has been adopted by the MTA Board and revisions to drawings made as necessary (see Concern No. 3).

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: Preliminary Engineering scope was increased to include a La Brea grade separation and mitigated Hill Street and mitigated Flower Street Alternatives.

Status/Action


The Downtown Segment and the La Brea Segment Drawings were completed.






Concern No. 4: The Administrative Draft FEIS due date was extended due to the scope additions noted in Concern No. 3.

Status/Action

The Administrative Draft FEIS was delivered to FTA staff in May 2004 and has undergone FTA staff review. The comments were provided to MTA in September 2004 and were incorporated into the document. The FEIS was completed in December 2004 and submitted to FTA for review.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Dec-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05
Complete FTA Review of Admin Final EIS/EIR.	2/17/05			FTA			
MTA Board Certify Final EIS/EIR	3/24/05				 Metro		

 MTA Staff Milestone	 PE Deliverables	 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 final EIR/EIS drawings to Support Administrative Final FEIS/R for a Design Build Project			2/2/04A
10	Complete Administrative Final EIS/EIR for FTA Review	30	3/1/04A	5/10/04A
11	FTA Review Administrative Final EIS/EIR	90	5/11/04A	8/10/04A
12	Develop Preliminary Engineering Package to Support Administrative Final EIS/R.	385	1/13/03A	2/02/04A
13	Incorporate FTA Comments	14	8/11/04A	12/13/04A
14	Complete Phase I, Part 2 of Engineering Package to Support the Design/Build Bid Process	198	12/1/04	6/17/05
15	Notice of FTA Approval and Availability to Circulate	65	12/14/04A	2/17/05
16	Final EIR Public Review	45	2/18/05	4/4/05
17	MTA Board Certify Final EIS/R			3/24/05
18	FTA Record of Decision (ROD)	108	3/25/05	7/11/05

CRITICAL PATH NARRATIVE

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). Completion of the Phase I, Part 2 P.E. Design effort is critical to support the Design/Build Bid Process.

PROJECT COST STATUS

In \$ Million

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideway & Track	68.2	72.7	4.5	0.0	0.0
Stations	24.6	33.2	8.6	0.0	0.0
Yards & Shops	20.3	12.9	(7.4)	0.0	0.0
Site Wrk & Spec Cond	46.7	37.2	(9.5)	0.0	0.0
Systems/Equipment	63.6	64.0	0.4	0.0	0.0
Right-of-Way	16.6	5.3	(11.3)	0.0	0.0
Vehicles	50.8	40.4	(10.4)	0.0	0.0
Soft Costs	74.1	112.8	38.7	15.7	11.2
Finance Charges	0.0	0.0	0.0	0.0	0.0
Contingency	70.2	66.0	(4.2)	0.0	0.0
TOTAL	435.1	444.5	9.4	15.7	11.2

The Previous Estimated Project Cost is the cost in January 2003 dollars. The Current Estimated Project Cost of \$444.5 million in January 2004 dollars includes a cost escalation of approximately 2% for the 12 month period (Jan. 1, 2003 to Jan. 1, 2004) and will be included in the MTA 2004 August submittal of the FTA 5309 New Starts Report.

The Current Estimate also reflects the new FTA standard cost categories for New Starts Projects. The FTA standard cost categories were established this year and provide a consistent format for the reporting and estimating of Capital Costs.

While Section 5309 New Starts remains the project's first funding priority, the MTA Board approved at its September meeting a motion to sell bonds for \$1.1 billion. Under the motion, the Exposition LRT Project is earmarked for \$240.9M in order to expedite construction and commence operations in FY2010.

FINANCIAL/GRANT STATUS

DECEMBER 2004									
STATUS OF FUNDS BY SOURCE									
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(Escalated \$)		in \$ millions			
				(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to SOURCE \$	(F/B) FUNDING %
FEDERAL - SECTION 5309 NEW START	276.0	276.0			0%		0%		0%
FEDERAL - CMAQ	80.2	80.2			0%		0%		0%
STATE TCRP	11.0	11.0	11.0	11.0	100%	11.0	100%	11.0	100%
STATE RIP	31.5	31.5		4.7	15%		0%		0%
PROP A/C	148.9	148.9			0%		0%		0%
LEASE REVENUES	4.5	4.5			0%		0%		0%
UNBILLED ACCRUALS						0.2			
TOTAL	552.1	552.1	11.0	15.7	3%	11.2	2%	11.0	2%

(1) Based on August 2003 Section 5309 New Start Report
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2004.

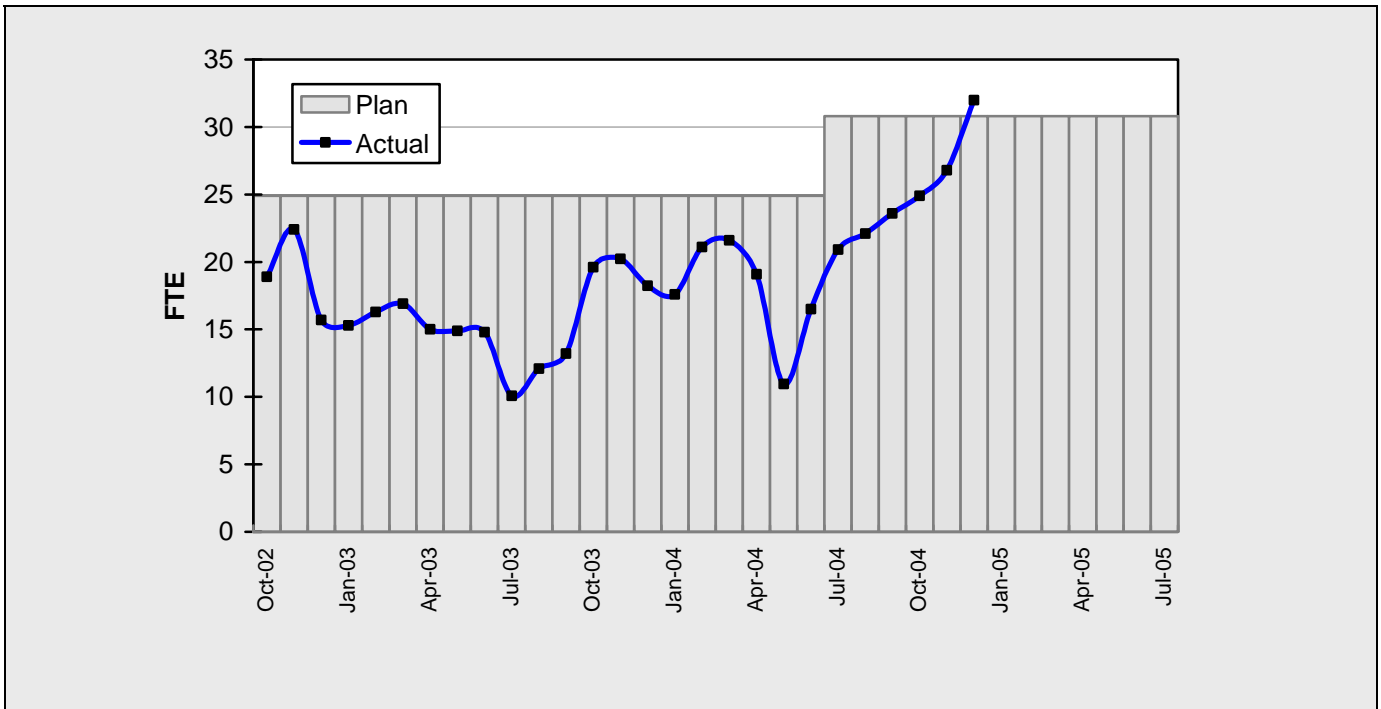
STATUS OF FUNDS ANTICIPATED

FEDERAL CMAQ: FTA Grant #CA-90-Y305 for a total amount of \$8.2 million for preliminary engineering activities was executed on December 8, 2004.

STATE TCRP: MTA submitted a request to the CTC to program \$44.1 million for preliminary engineering, design and construction phases at the CTC's August 2004 meeting. The CTC did not act on the request and has deferred any action on the request indefinitely.

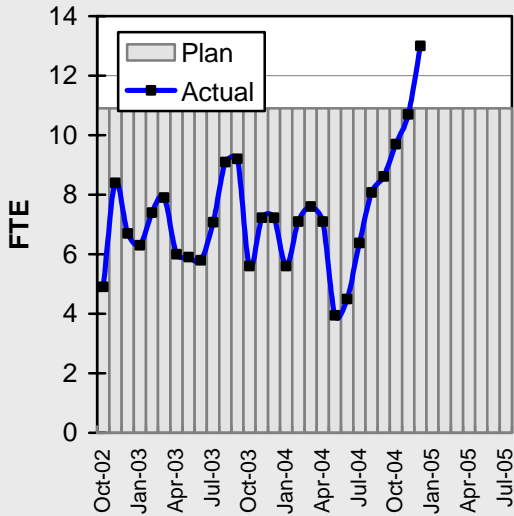
STAFFING STATUS

TOTAL PROJECT STAFFING



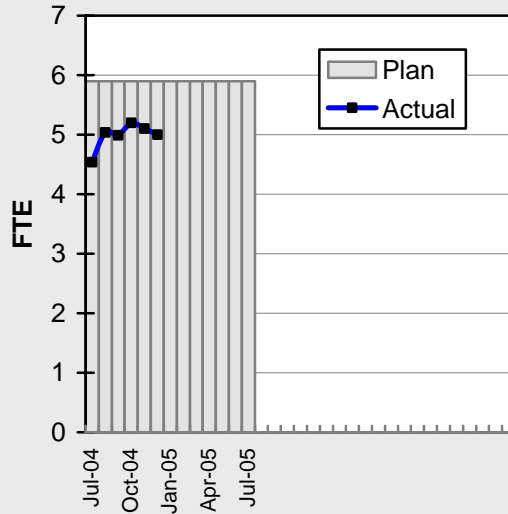
STAFFING STATUS

AGENCY STAFFING



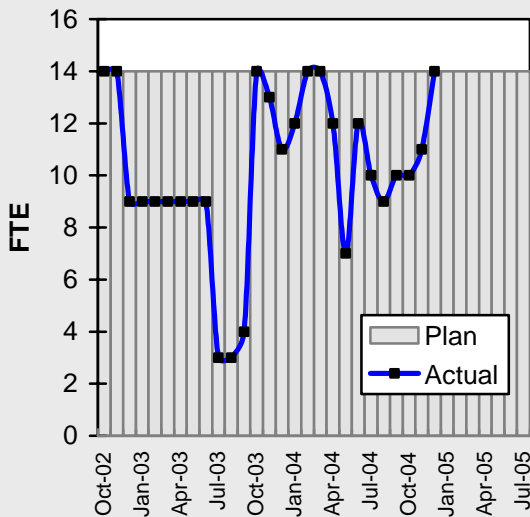
Agency staff consist of directly billed charges from those departments that are assigned to the Project.

INDIRECT STAFFING



Indirect staff are allocated to the Project through monthly budgeted percentage of overhead charges.

CONSULTANT STAFFING



Combined Korve Engineering (Environmental Support services) and DMJM (P.C. Design Services Support).

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 for a Mid-City/Exposition LRT maintenance yard. The leased land would be utilized for the Exposition LRT Project Maintenance Yard.

Traction power substation and park and ride lot alternatives have been analyzed during the PE process with the assistance of the MTA Real Estate Department.

ENVIRONMENTAL STATUS

- MTA Environmental Planning Consultant, Korve Engineering, has completed the following activities of the Phase IIIB of the Mid-City/Westside Corridor Study: 1) Public outreach during the environmental process 2) Station area traffic analysis 3) Supplemental environmental analysis for outstanding issues and design alternatives 4) Preparation of the FEIS/R documents for FTA review 5) Coordination and review with PE Design for environmental compliance compatibility; and 6) Management of the contract.
- The Study contract also includes preparation of the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Administrative Draft of the Final EIS/EIR was submitted to FTA on May 12, 2004. Addenda to the Administrative Draft EIS/EIR and a draft Executive Summary were submitted to FTA on August 3, 2004. FTA completed the review of the Administrative Draft EIS/EIR in August.
- Korve Engineering is completing all responses to FTA comments, prior to completion of the Final EIS/EIR. The PE Design Team lead by DMJM/Harris is providing support work for technical studies, which PE Design related. Studies critical to the Final EIS/EIS being completed by the PE Team are: 1) a Historic Resources Study (Section 106 Report); 2) Parking Utilization Survey; 3) Supplemental Noise and Vibration analysis.
- Copies of the final EIS/EIR were submitted to FTA for permission to release the document to public on December 15, 2004.

COMMUNITY RELATIONS STATUS

- Held project briefings for the City of Los Angeles Council District 8, 9, and 10, Culver City Homeowner's Association, Mobility 21, State Board, the Los Angeles Mayor's Office, Central City Association, and Figueroa Business Improvement District.
- Attended stakeholder meetings at Exposition Park, Friends 4 Expo Transit Steering Committee Meeting, and Culver City Council Meeting.
- Conducted alignment tours for state and county elected officials.
- Held meetings with the Los Angeles Community College District, the Mid- Corridor Working Group and Bikeway Working Group.

QUALITY ASSURANCE STATUS

- Conducted a surveillance of the project design office activities for December 3, 2004 design 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 and Los Angeles County Flood Control District	Master	TBD	Executed.
Caltrans (All Projects)	Master	TBD	General MCA executed.
City of Culver City	Master	TBD	Negotiations in progress.
Los Angeles Department of Water and Power	Master	TBD	Negotiations in progress.
Southern California Edison Company	Master	TBD	Redraft in progress. Negotiations in progress.
The Gas Company	Master	TBD	Executed. Waiting on Board approval.
SBC	Master	TBD	Executed. Waiting on Board approval.
Southern California Water Company	Master	TBD	Executed. Waiting on Board approval.
Pacific Pipelines System	Master	TBD	Not yet drafted.
BP Pipelines	Master	TBD	Not yet drafted.
U.S. Army Corps of Engineers	Master	TBD	Not yet drafted. Agreement will be crossing specific.

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

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Quality Assurance/Quality Control Plan	Accepted by MTA Quality Management.	May 2003
Value Engineering Report	Completed.	August 2003
Capital and Operating Financial Plans	Revised plans submitted to FTA as part of New Starts Annual Report	August 2004
Bus Fleet Management Plan	Updated BFMP submitted to FTA/PMOC for review.	August 2004
Project Management Plan (PMP)	The PMOC has completed its review of the PMP and has issued a Spot Report indicating the Plan is generally acceptable but will require updates.	December 2004
NEPA Process	Comments received from FTA. Revisions being made to FEIS/EIS prior to issuance for public review.	January 2005

CURRENT PROJECT RENDERINGS



CURRENT PROJECT RENDERINGS

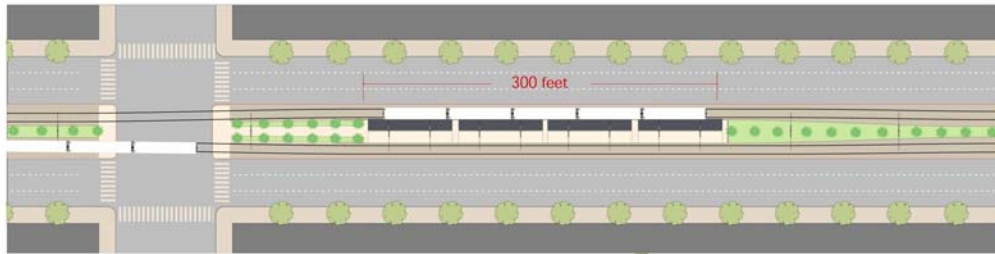
Photographs of stations designed by the Exposition Corridor Architects in Portland, Oregon.



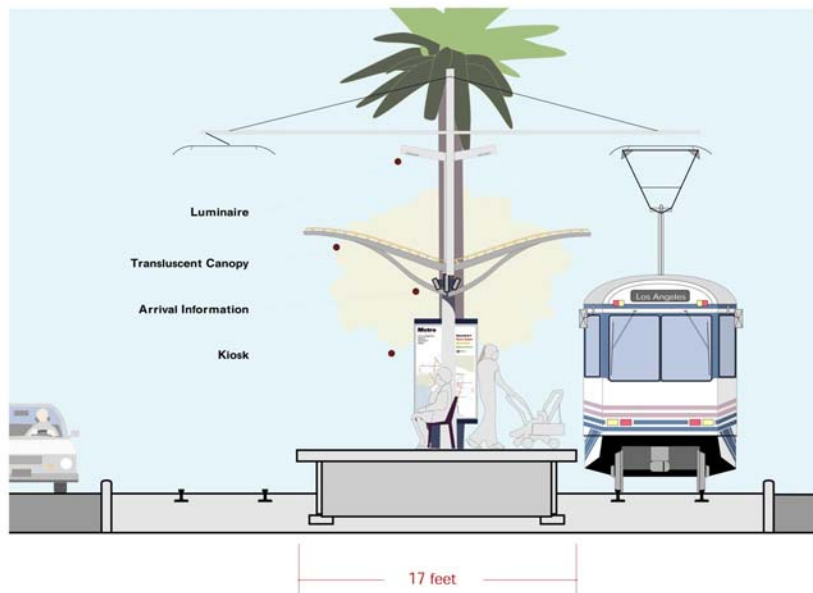
CURRENT PROJECT RENDERINGS

 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.

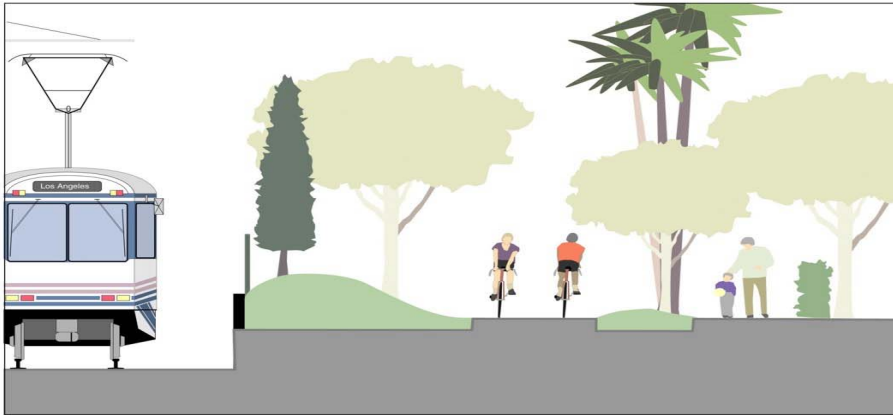


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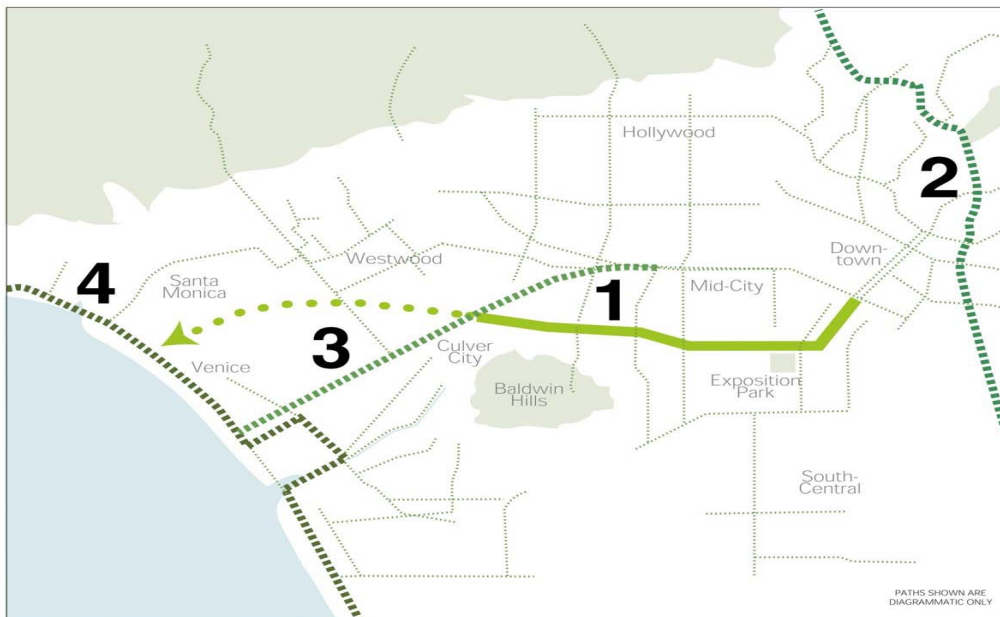
CURRENT PROJECT RENDERINGS

 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

Western

Typical Cross-Section on Exposition Boulevard from Normandie to Western



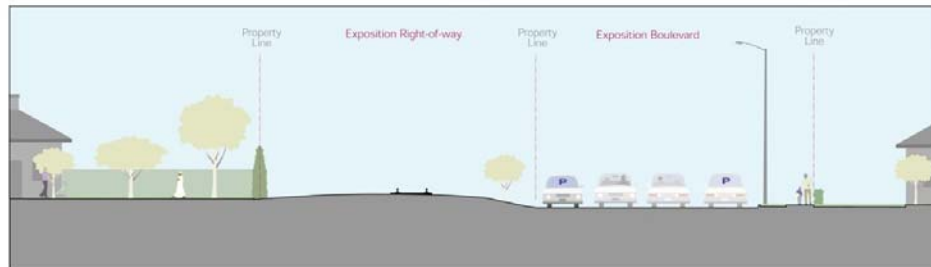
Existing



Proposed

Crenshaw

Typical Cross-Section on Exposition Boulevard from Arlington to Crenshaw



Existing



Proposed

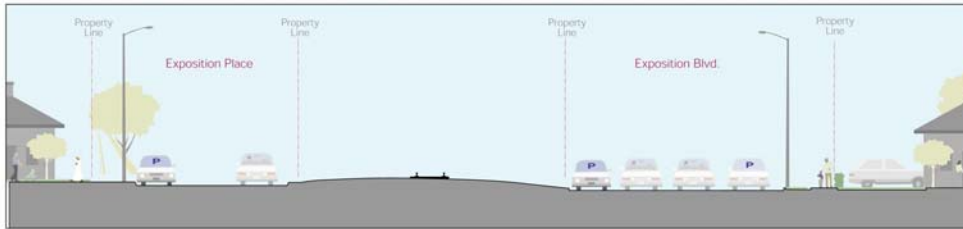
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CURRENT PROJECT RENDERINGS

 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



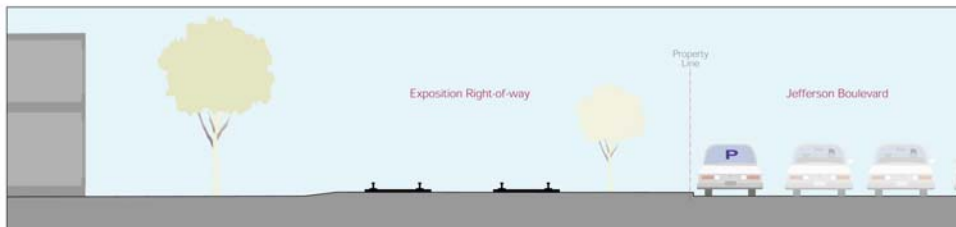
Existing



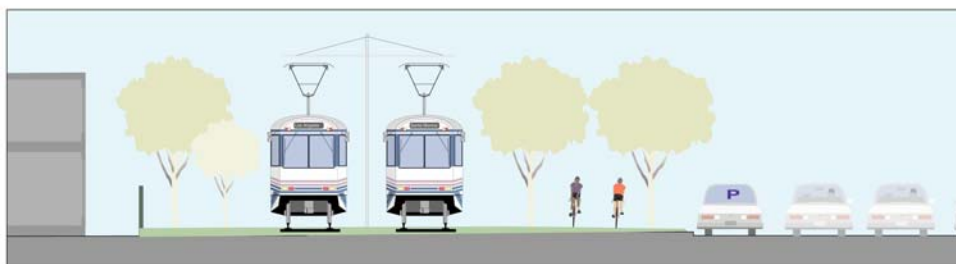
Proposed

La Cienega

Typical Cross-Section on Jefferson from Hauser to La Cienega



Existing



Proposed

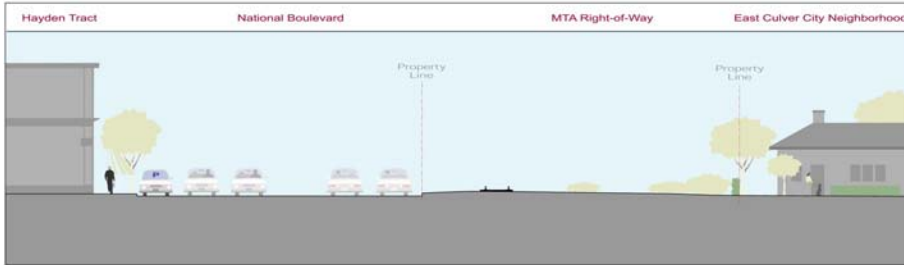
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CURRENT PROJECT RENDERINGS

 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

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