

March 2006

# Mid-City/Exposition Light Rail Transit



**EXPOSITION METRO LINE CONSTRUCTION  
AUTHORITY**

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

**QUARTERLY PROJECT STATUS REPORT**

**MARCH 2006**

## **TABLE OF CONTENTS**

	Page No.
Project Overview.....	1
Project Alignment.....	2
Executive Summary.....	3
Management Issues.....	4
Financial/Cost Status.....	5-6
Key Milestone Lookahead.....	7
Critical Path Narrative.....	7
Fiscal Year Staffing Status.....	8
Real Estate Status.....	9
Environmental Status.....	9
Community Relations Status.....	9
Quality Assurance Status.....	9
Safety Status.....	9
Chronology of Events.....	10
Project Renderings.....	11-12
Appendices.....	13-16

## **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 8.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 stations consisting of 2 existing stations and 8 new stations. Two of the new stations are aerial.

The LRT Project will operate in a dual track configuration from downtown Los Angeles along Flower Street to Culver City and then into 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 Ballona Creek to Wesley Street in Culver City.

Initial Planning commenced in 2000 and the Locally Preferred Alternative & an Administrative Draft Environmental Impact Statement/Report (EIS/R) was approved by the Metro Board in 2001. The project began Preliminary Engineering in January 2003 and an Administrative Draft Final EIS/EIR an was submitted to the FTA for review on May 12, 2004. Based on FTA comments, required revisions to this Draft Final EIS/EIR were made, and it was resubmitted to the FTA in July 2005. Approval to circulate was received on October 4, 2005, and the Public Review Period began October 14, 2005 and ended November 28, 2005. The Metro Board certified the Final EIS/EIR and adopted the revised LPA on December 15, 2005. The FTA issued a Record of Decision on February 27, 2006.

**PROJECT ALIGNMENT**

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 8.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 stations consisting of 2 existing stations and 8 new stations. Two of the new stations will be aerial.

The LRT Project will operate in a dual track configuration in Flower Street and the Exposition Right-of-Way Corridor. 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 consisting of a combination of an off street Bike Path and reserved on street Bike Lanes from Vermont to Wesley Street in Culver City. The stations are shown on the map below: These include existing stations at 7<sup>th</sup>/Metro Center Julian Dixon Station and Pico/Chick Hern Station and new stations at 23<sup>rd</sup> Street, Jefferson, Vermont, Western, Crenshaw, La Brea, La Cienega, Washington National and an optional station at USC/Exposition Park.



## **EXECUTIVE SUMMARY**

### **KEY ACTIVITIES January thru March 2006**

#### **Planning:**

- No legal challenges filed against FEIS/FEIR during the 30-day statutory period following December 15, 2005 Metro Board certification.
- CEQA Environmental Clearance was achieved on January 17, 2006.
- Record of Decision comments received from FTA on January 19, 2006.
- Responses provided to FTA on January 25, 2006.
- Met with FTA Region 9 staff in San Francisco to clarify response to comments.
- Obtained Record of Decision from FTA on February 27, 2006.

#### **Project Management:**

- Conducted comprehensive project cost and schedule review with FTA's Project Management Oversight consultant.
- Submitted the Project Management Plan to FTA for review.
- Prepared a draft of the proposed Procurement Manual.
- Commenced hiring staff positions approved for FY06.
- Set up Authority Integrated Project Office.

#### **Government Relations:**

- Developed draft Master Cooperative Agreement with Metro.
- Met with FTA national office in Washington, D.C. to review project.
- Presented STIP funding recommendations to California Transportation Commission (CTC) on March 9, 2006.

#### **Design:**

- Completed design of major utility relocations.
- Continued Flower Street design development.

#### **Procurement:**

- Evaluated Design/Build Contract proposals received on January 5, 2006.
- Completed negotiations with the top ranked Design/Build Proposer, FCI/Fluor/Parsons.
- Obtained Authority Board authorization to award Design/Build Contract and issue Notice to Proceed with Design and Professional Services.

### **FINANCIAL**

- FY06 Budget: \$43.75 M
- Inception to Date Budget: \$62.05M
- Inception to Date Expenditures: \$22.8 M

### **FEIS/R CAPITAL COST ESTIMATE (year of expenditure \$)**

- Approved Project Scope: \$640 million

### **CRITICAL PATH**

- Mobilization and design preparation by the Design/Build Contractor and design approval by jurisdictional agencies.

## **MANAGEMENT ISSUES**

**Concern No. 1:** Receipt of FTA Record of Decision.

**Status/Action**

The Final EIS/EIR was resubmitted to the FTA in July 2005. FTA approval to circulate the Final EIS/EIR was received on October 4, 2005. The public review period began on October 14, 2005 and ended on November 28, 2005. The Metro Board of Directors certified the Final EIS/EIR on December 15, 2005. The FTA Record of Decision was received on February 27, 2006 and this issue is closed.

**Concern No. 2:** Obtain remaining commitments for the Project Full Funding Plan.

**Status/Action**

In April 2005, the Metro Board adopted a Full Funding Plan of \$640 million based on the recommended project configuration which includes unsecured funding of \$50 million in local contributions and \$15 million in Federal Bus and Bus Facilities Discretionary Funding. In December the Los Angeles City Council approved a funding contribution of \$40 million, including \$5 million for mitigations at Los Angeles Trade Technical College. On March 16, 2006, the California Transportation Commission (CTC) approved the allocation of \$208 million of TCRP funding for the Project. On April 27, 2006, the CTC will be requested to approve the programming of \$314.6 in STIP funds for the Project. Project staff are continuing to work with other stakeholders to establish the remaining funding commitments.

**FINANCIAL STATUS**

MARCH 2006		STATUS OF FUNDS BY SOURCE							
		(Escalated \$)						in \$ millions	
SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	(D/B) %	EXPENDITURES \$	(E/B) %	BILLED to FUNDING SOURCE \$	(F/B) %
FEDERAL - CMAQ	15.6	15.6	15.6	15.6	100%	11.8	76%	10.7	69%
STATE TCRP	249.8	249.8	11.0	13.1	5%	11.0	4%	11.0	4%
STATE STIP	314.6	314.6			0%		0%		0%
PROPOSITION C 25%	25.0	25.0			0%		0%		0%
LOCAL CONTRIBUTION	35.0	35.0			0%		0%		0%
<b>TOTAL</b>	<b>640.0</b>	<b>640.0</b>	<b>26.6</b>	<b>28.7</b>	<b>4%</b>	<b>22.8</b>	<b>4%</b>	<b>21.7</b>	<b>3%</b>

(1) Based on Draft March 2006 Full Funding Plan

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 2006.

**PROJECT COST STATUS**

COST SUMMARY			
<i>In \$ Million</i>			
Description	Current Estimated Project Cost	Commitments	Expenditures
Design/Build Contract	400.2	0.0	0.0
Right-of-Way	24.5	0.1	0.0
Vehicles	40.4	0.0	0.0
Special Conditions	43.3	2.4	1.0
Professional Services	65.3	26.2	21.8
Contingency	66.3	0.0	0.0
<b>TOTAL</b>	<b>640.0</b>	<b>28.7</b>	<b>22.8</b>



## **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. Funds are available for drawdown. LACMTA submitted a grant application amendment in June 2005 to FTA for \$7.4 million. The grant application was approved on July 25, 2005. Funds are available for drawdown.

### **State TCRP**

LACMTA submitted a request to the CTC for the allocation of \$208.1 million for construction activities. The CTC approved the request at their March 2006 meeting. LACMTA submitted a request to the CTC for the allocation of \$14 million to liquidate a LONP for preliminary engineering (Phase 1) activities. The CTC approved the request at their February 2006 meeting. LACMTA also submitted to the CTC to program \$314.6 million of STIP funds for construction activities at the April 27, 2006 CTC Meeting.

### **State STIP**

LACMTA submitted a request to the CTC to program \$314.6 million of STIP funds for construction activities at the April 27, 2006 CTC Meeting.

## **PROJECT COST SUMMARY**

### **Current Estimated Project Cost**

The Estimated Project Cost remains unchanged at the Board approved full funding plan amount of \$640 million (Year of Expenditure dollars). Costs include the Flower Street configuration design, additional grade separations as directed by the Board, construction cost escalation, additional real estate acquisition, required split platforms and environmental mitigation recommended in the Final EIS/EIR. The Design/Build (D/B) Contract amounts for design, professional services, insurance and the contract allowance for construction are \$400.2 million. The D/B Contract provides for a \$20 million contingency which is included within the overall \$66.3 million Project contingency.


### **Commitments**




The Commitments increased by \$0.1 million for the period for a total of \$28.7 million, or 4.5% of the Current Estimated Project Cost. The commitments increased due to issuance of purchase requisitions for various real estate professional services (relocation services, environmental assessment).

### **Expenditures**

The Expenditures for the period December 2005 thru February 2006 were \$2.8 million. Cumulative Project Expenditures total \$22.8 million. The expenditures were for agency staff (\$1.0 M), third party (\$.5 M) and preliminary engineering activities (\$1.3M). All expenditures remain within the Authority and Metro Board approved Fiscal Year 06 Budget and the total Project Cost identified in the Metro Board approved Full Funding Plan.

**KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD**

	Milestone Date	Feb-05	Mar-06	Apr-06	May-06	Jun-06	Apr-06
Record of Decision by FTA	2/27/06	FTA					
NTP Design/Build Contract	Mar 06		 Expo				

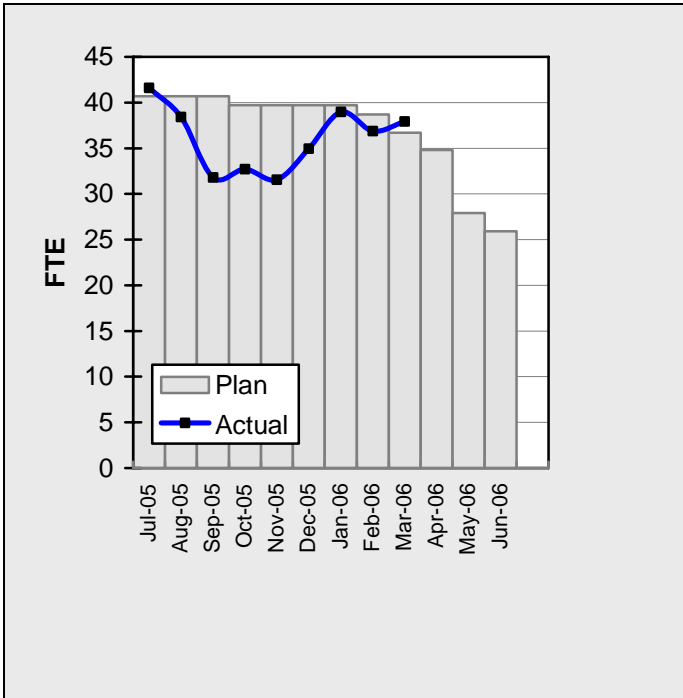
 Expo	Exposition Metro Line Constructor Authority	<b>FTA</b>	FTA Approval
 Other Agencies	* New Date	 Metro	LACMTA Board Action

**CRITICAL PATH NARRATIVE**

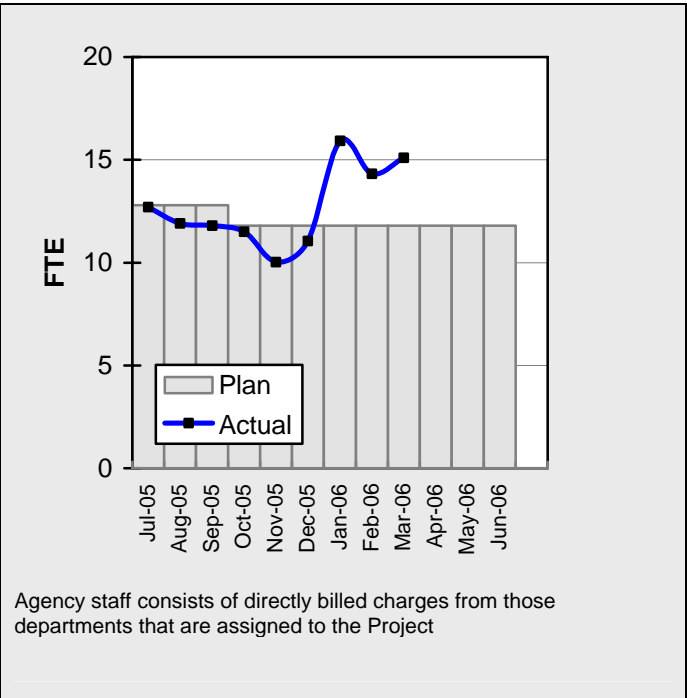
The Project Critical Path is the award and NTP of the D/B Contract in March 2006. The D/B Contract provides for completion of Design Development, Final Design approvals and construction by February 1, 2010. A detailed implementation schedule is being prepared by the D/B and Authority approval of this schedule is expected in the next quarter. Upon approval, key milestones will be included in this summary.

**FISCAL YEAR STAFFING STATUS**

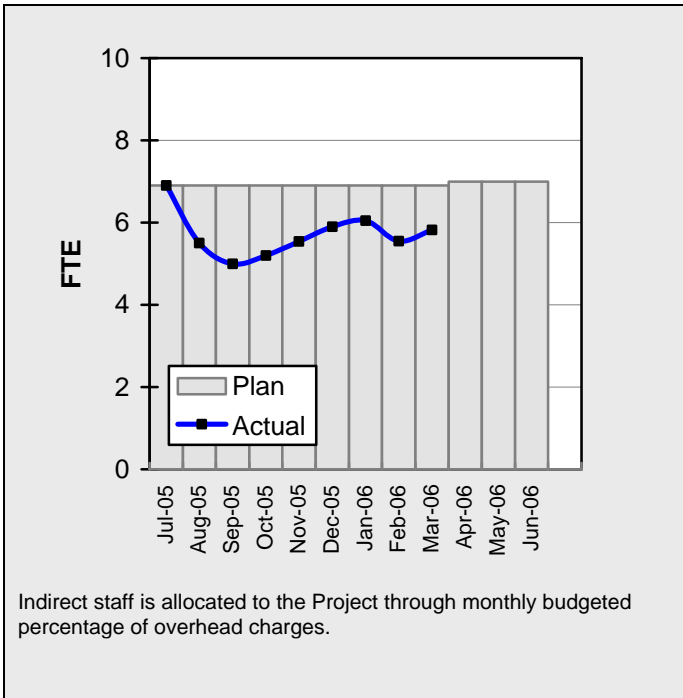
**TOTAL PROJECT STAFFING**



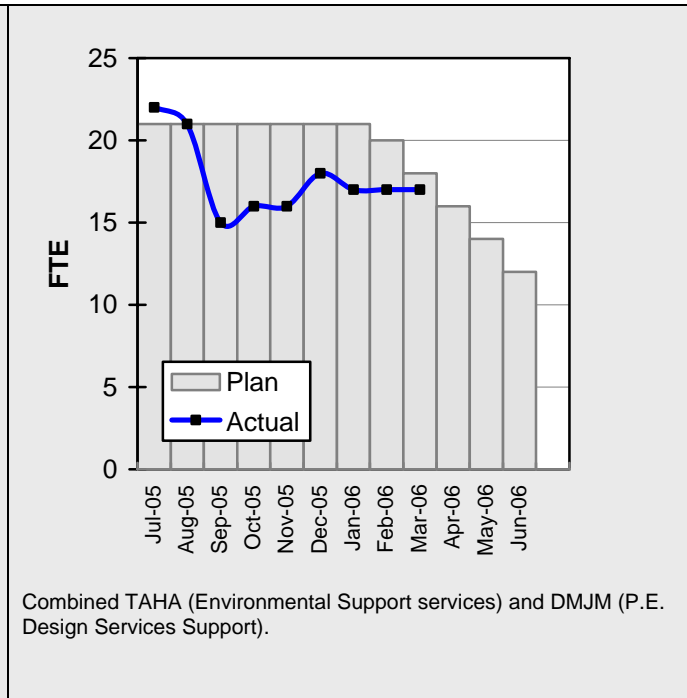
**METRO AGENCY STAFFING**



**INDIRECT METRO STAFFING**



**CONSULTANT STAFFING**



## **DESIGN/BUILD CONTRACT STATUS**

- Four Design/Build proposals received on January 5, 2006.
- Comprehensive Proposal evaluation conducted in January and February 2006.
- Authority Board authorized D/B contract award on March 2, 2006.

## **REAL ESTATE STATUS**

- Metro Real Estate is refining ownership information in order to move into project implementation. Preliminary pre-acquisition activities have been initiated such as title work, preparation of scope of work for appraisals and Phase 1 environmental assessments. Letters of Notification have been sent to lease holders and property owners.

## **ENVIRONMENTAL STATUS**

- CEAQ Environmental Clearance was achieved on January 17, 2006.
- Record of Decision comments received from FTA on January 19, 2006.
- Responses provided to FTA on January 25, 2006.
- FTA Record of Decision received on February 27, 2006.

## **COMMUNITY RELATIONS STATUS**

- Gathered contact information for businesses along the alignment.
- Developed outreach materials, including new alignment map and alignment signage.
- Conducted presentations to groups along Exposition Phase 1 alignment.

## **QUALITY ASSURANCE STATUS**

- Provided Quality Assurance Review for the Flower Street Alignment design development drawings.

## **SAFETY STATUS**

- No Safety activity this period.

## **CHRONOLOGY OF EVENTS**

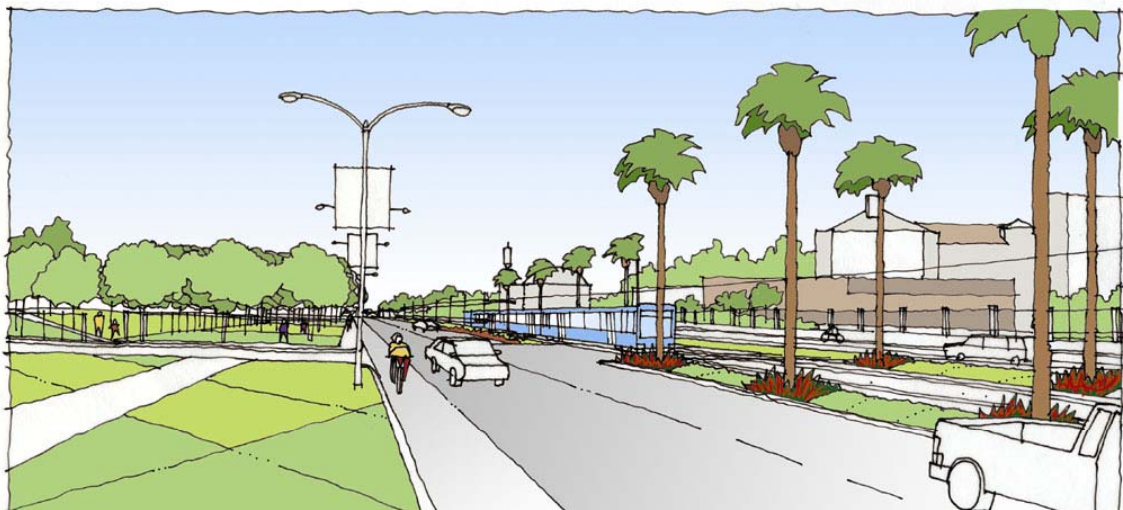
December 14, 2000	Completed Administrative Draft EIS/EIR for FTA review.
December 14, 2000	Begin FTA Administrative Draft EIS/EIR review period.
March 30, 2001	Approved to circulate and notice availability.
April 14, 2001	Conducted Public Hearings (3 hearings).
June 28, 2001	Metro Board adopts Locally Preferred Alternative and Draft EIS/EIR.
October 1, 2002	Begin Consultant Special Studies of Mid-City/Exposition LRT Project Supplemental Grade Crossing Mitigation Analysis.
January 13, 2003	Commenced Preliminary Engineering to support Administrative Final EIS/EIR.
June 1, 2003	Conducted Peer Review of Project Design Standards, Project Value Engineering, Cost Estimate and Grade Crossing Mitigation Analysis.
August 28, 2003	Metro Board Consideration of Peer Review & Value Engineering recommendations.
February 2, 2004	Completed initial Preliminary Engineering drawings to support Administrative Final EIS/EIR.
March 1, 2004	Completed Administrative Draft EIS/EIR for FTA review.
December 1, 2004	Completed Initial Preliminary Engineering.
December 13, 2004	Begin FTA Administrative Draft EIS/EIR review period.
July 29, 2005	FTA review Final EIS/EIR.
October 4, 2005	FTA approves release of the Final EIS/EIR for Public Review.
November 2005	Final EIS/EIR Public Review. Three Open House events were conducted.
December 15, 2005	Metro Board certifies the Final EIS/EIR.
January 17, 2006	CEQA Environmental Clearance was achieved.
February 27, 2006	FTA issues Record of Decision.

## PROJECT RENDERINGS



Mid-Corridor Alignment with striped Bike Lane.

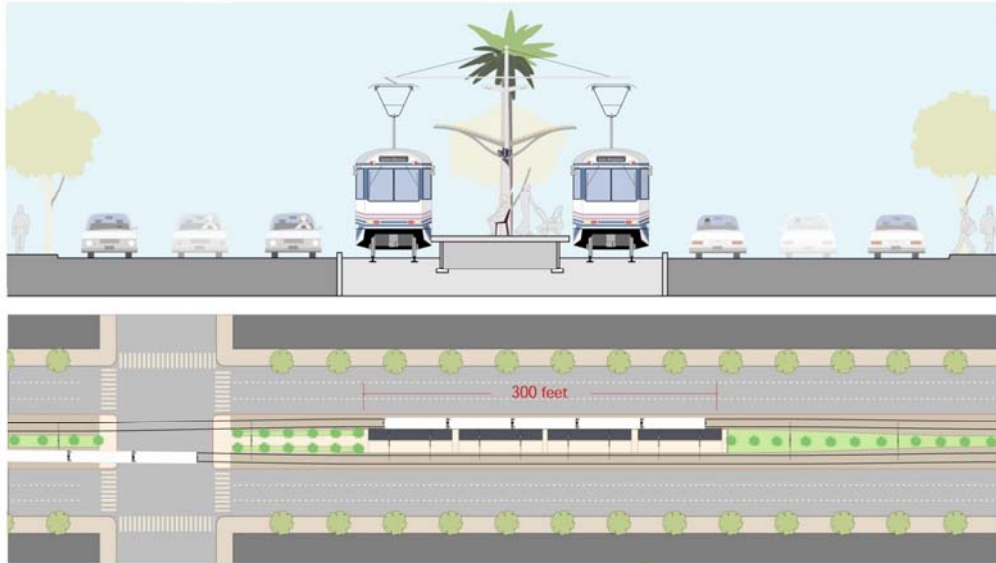
West End Alignment with dedicated Bikeway.



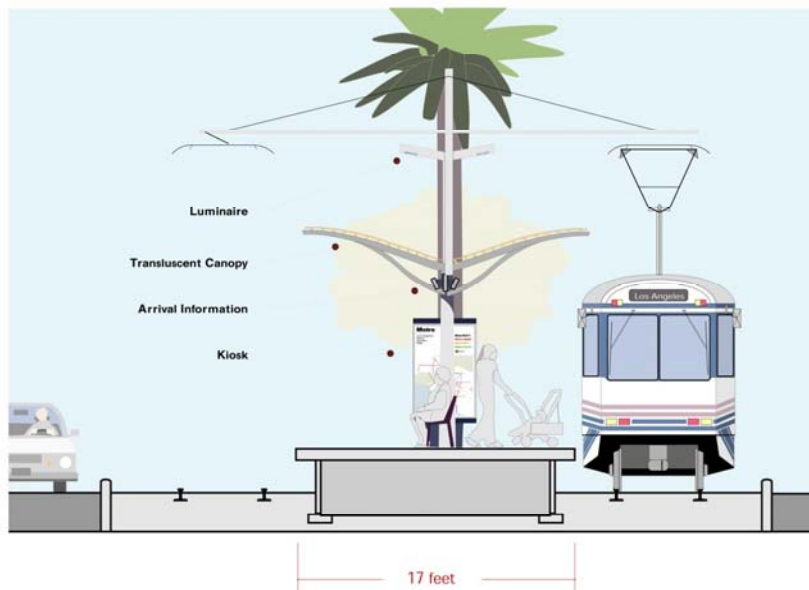
Exposition Blvd. Alignment adjacent to USC and Exposition Park.

## PROJECT RENDERINGS

### 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 02) Graphics 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 (LACMTA 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
METRO	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
MPSR	Monthly Project Status Report
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