



# San Fernando Valley Bus Rapid Transit Quarterly Project Status Report

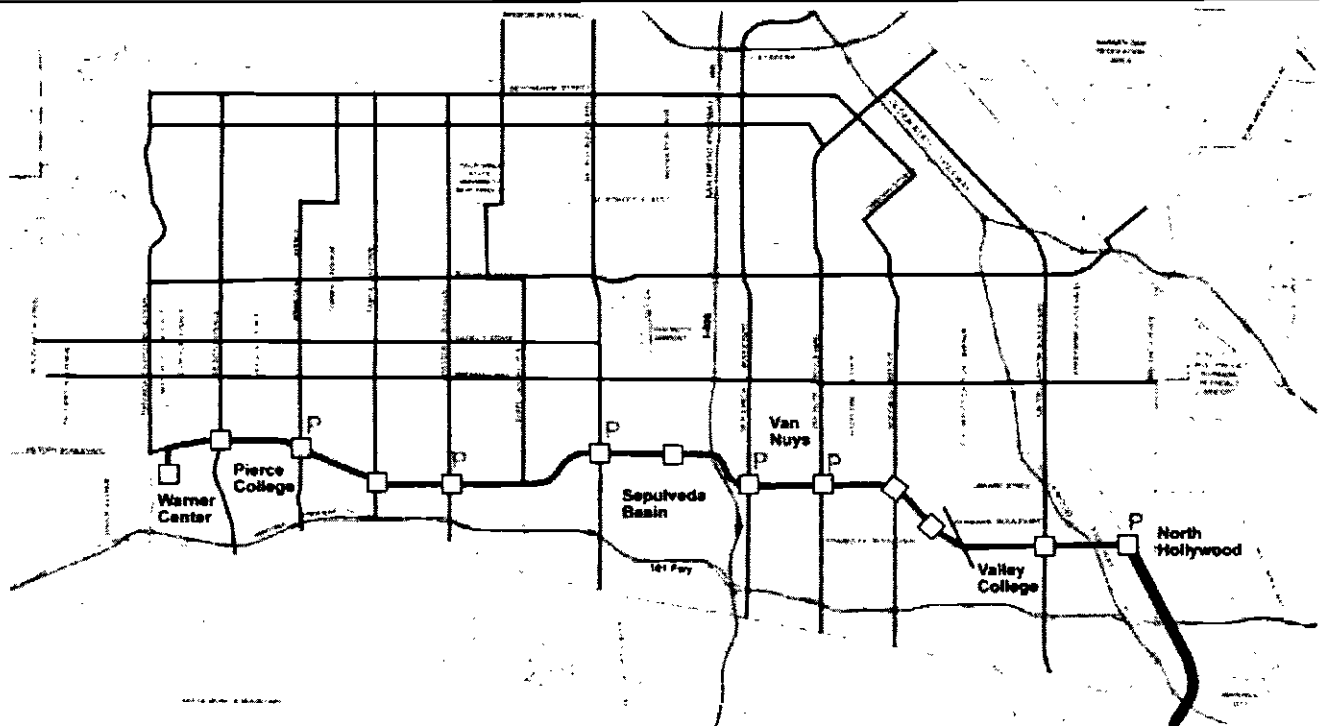
## SAN FERNANDO VALLEY BUS RAPID TRANSIT (BRT) PROJECT

- Station
- p** Park-and-Ride Facility

———— Bus Rapid Transit Alignment

———— Improved Bus Service

———— Metro Red Line



March 2002

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## **PROJECT OVERVIEW**

*The San Fernando Valley Bus Rapid Transit Project (SFV BRT) consists of buses operating in exclusive lanes within an approximate thirteen (13) mile stretch on LACMTA right of way (ROW) and one (1) mile of mixed flow operation within public streets. Terminal stations are located near the North Hollywood Metro Red Line Subway Station and the planned Warner Center Transit Hub. The SFV BRT will have roughly one stop per mile located at major cross streets. BRT low floor vehicles will be given signal priority at grade and at cross streets, which will reduce end to end travel times between the thirteen (13) stations. With the exception of the Warner Center Transit Hub, all stations will provide platforms for east bound and west bound travel. Warner Center Transit Hub is currently being planned by the City of Los Angeles and will include bus stops for loading/unloading of passengers and layover space on Owensmouth. Canopies will be provided at all stations. Station equipment and amenities will include ticket vending machines, stand alone validators, benches, bike racks, map case(s), signage, public telephones, closed circuit television cameras and a public address system. Variable message signs will provide real time information on bus arrival times at the respective station. In addition to the existing 850 spaces at the NH MRL Subway Station and the 150 parking spaces at the Balboa Park and Ride, the SFV BRT will provide approximately 3,230 new parking spaces for the park and ride station locations. Lastly, the SFV BRT Project will include a bike path and a pedestrian path. Other related project scope includes modifications to an existing Metro bus division, vehicle procurement and implementation of the Universal Fare System (UFS).*

At present, the project is in the Design Development phase. The initial contract with STV Incorporated for design services included Phase 1 to perform Preliminary Engineering (March 2001 thru July 2001 and Phase 2 to perform continuing Preliminary Engineering Design Development (August 2001 thru January 2002). In December 2001 MTA initialized the processes to extend the contract performance period from January 2002 to April 2002 to support the Final EIR and complete the D/D effort.

On February 28, 2002, the MTA Board of Directors approved the Final EIR. With this approval, the Construction and Engineering Division began mobilizing staff for the finalization of the Design/Build documents and initializing the procurement processes for the Project. This included notification of real estate lease releases, starting the parcel acquisition process, development of reporting standards, development of baseline budgets and schedules, environmental investigations and site preparation. Included in the site preparation is the demolition of the existing Los Angeles River Railroad Bridge.

The Project Team is targeting a June 2002 timeframe for the Invitation for Bids for the Design/Build Contractor. A Notice to Proceed for the Design/Build Contractor is planned for January 2003

## **MANAGEMENT ISSUES**

**Concern No. 1:** STV Incorporated complete final Design Development submittal by April 19, 2002.

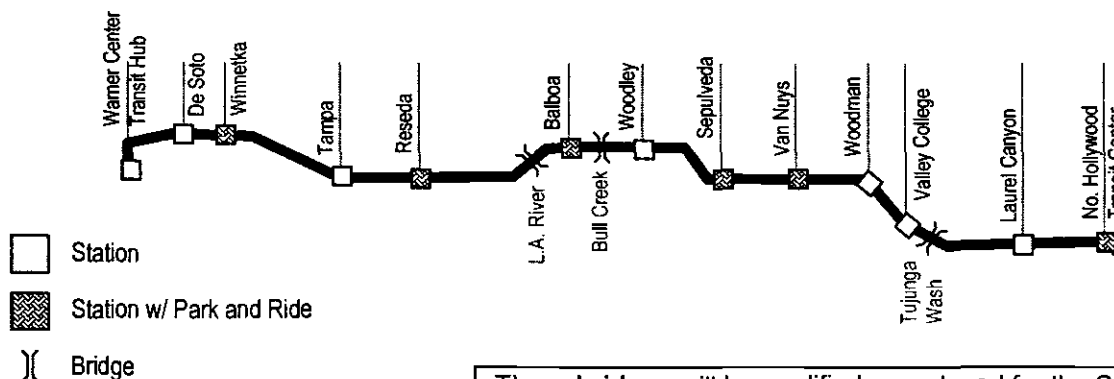
**Status/Action** Final submittal from STV Incorporated may be delayed due to significant amount of comments on Statement of Work as well as late comments from Third Party Agencies. The Project Team is working with STV Incorporated to clarify and resolve comments.

**Concern No. 2:** Construction of new L.A. River BRT Bridge is on the project critical path and work in river channel must take full advantage of the first dry season available after notice to proceed to begin construction. The Flood Control District restricts work in the river channel between October 15 and April 15.

**Status/Action** Currently the Project Team is exploring the option of having STV Incorporated complete an advanced design of the bridge to be provided to the Design/Build Contractor. The new BRT bridge design will be simple with the aim of reducing possible construction and schedule risks. If necessary, the Project Team may request STV Incorporated to advance design to 100%. Completing design to 100% would allow the Design/Build contractor to mobilize and start construction of the BRT bridge by April 16, 2003.

**PROJECT SCOPE**

**The San Fernando Valley Bus Rapid Transit Project** includes a busway, which will be 26 feet wide in most locations consisting of one 13 foot travel lane in each direction. The 26 foot wide busway will be located within the LACMTA Right Of Way (ROW), which is generally 100 feet wide in most locations. Within the ROW, landscaping, fencing, soundwalls, a bike and pedestrian path, will be provided in accordance with the Final EIR requirements. Along the ROW, there are approximately 32 street crossings and three pedestrian crossings, which will require some modifications. Traffic signals will be required where the BRT crosses streets at mid block or at designated pedestrian crossings. Systems enhancements will be included along the Busway alignment, which will allow the stations to provide real time information via Variable Message Signs. Systems included in the project will include, Closed Circuit TV, Public Address, Passenger Assistance Telephones, Public Phones, Fiber Optic Cable Transmission and a Universal Fare System. Other related project scope includes a bus operation modification and vehicle procurement. Lastly, all the system enhancements will be managed from an Operations Control Center, which will be located in the 6<sup>th</sup> floor of the LACMTA Gateway Plaza Headquarters.




**Warner Center Transit Hub**, an LADOT project, is located at the western terminus of the SFV BRT. The D/B contractor (Contract C0675) will only install all underground utilities and system equipment at the station.

Three bridges will be modified or replaced for the SFV BRT as follows:  
 1) Bull Creek Bridge, 2) Tujiunga Wash Bridge and the 3) Los Angeles River Bridge.  
 The largest of these bridges is the L.A. River Bridge located in the north end of the Sepulveda Basin. The MTA design consultant will be taking the new L.A. River BRT Bridge design to 100% due to seasonal Flood Control restrictions and environmental constraints associated with construction activities and to reduce project schedule exposure. Also, to further reduce schedule exposure, MTA will demolish the existing L.A. River Railroad Bridge as a site preparation for the D/B contractor.

**Thirteen Stations** shall be completed for the SFV BRT with locations from east to west identified as follows: 1) No. Hollywood Transit Center, 2) Laurel Canyon, 3) Valley College, 4) Woodman, 5) Van Nuys, 6) Sepulveda, 7) Woodley, 8) Balboa Blvd, 9) Reseda Blvd, 10) Tampa Ave, 11) Winnetka 12) De Soto and 13) Warner Center Transit Hub. The stations enumerated in bold text above indicate the locations for the Park and Ride facilities. Park and ride facilities will be included in 6 stations and will total approximately 4,230 parking spaces for the anticipated customers, which includes the 850 existing spaces at the NH MRL subway station and the 150 spaces at the Balboa park and ride. The D/B contractor (Contract C0675) will build all the stations except for the Warner Center Transit Hub.

**KEY MILESTONE SCHEDULE  
SIX-MONTH LOOK AHEAD**

	Milestone Date	Mar-02	Apr-02	May-02	Jun-02	Jul-02	Aug-02
Notice of Final EIR declaration filing (MTA Board Adoption 2/28/02)	3/1/02	◆					
Issue LNTP for 85% design of new Los Angeles River BRT Bridge to STV Inc.	4/1/02		◆				
Begin Hazardous Material Survey	4/1/02		□				
Begin migratory birds mitigation at old Los Angeles River railroad bridge	4/2/02		□				
Receive City of Los Angeles comments on Master Cooperative Agreement	4/15/02		△				
STV Incorporated issues Final Design Development Package to MTA	4/19/02		○				
Begin Industry Review on Design/Build Contract C0675 design package	4/26/02		△				
Complete Mitigation Measures Status Report Baseline	5/23/02			◆			
Issue 90-day notice of lease termination to lease holders.	6/3/02				◆		
Issue Invitation for Bids for Design/Build Contract C0675.	6/6/02				◆		
Begin demolition of existing Los Angeles River railroad bridge	7/17/02					□	
STV Inc. complete new Los Angeles River BRT bridge 100% design	7/30/02					○	
Last day to send out addendum for Design/Build Contract C0675	8/14/02						◆

◆ MTA Staff	○ P.E. Design Consultants Deliverables	 MTA Approval
△ Other Agencies	□ Contractor	* New Date

**SUMMARY SCHEDULE**

**San Fernando Valley Bus Rapid Transit Project  
Summary Schedule**

Project Milestones	FY 2002			FY 2003			FY 2004			FY 2005		
	J	A	S	J	A	S	J	A	S	J	A	S
<b>Preliminary Engineering</b> STV 40% Design	Board Adopts EIR - 2/29/02 Notice to Proceed - D/B Contractor - 1/2/03 Invitation for Bids - D/B Contractor - 6/6/02 Begin Construction at L.A. River Bridge - 4/15/03 ROD - 4/27/05											
	<b>DRAFT</b>											
	<b>Procurement</b> Design / Build Contractor D/B Package Preparation Industry Review of Package Bid Period Bid Evaluation / Award ATMS Equipment <b>Third Party / Vehicles / Systems</b> Master Cooperative Agreements Vehicle Procurement UFS Equipment Option <b>Real Estate</b> Lease Terminations Property Acquisition											
<b>Los Angeles River Bridge - Pre-Construction</b>	Migratory Birds - L.A. River Bridge Site Investigation & Report L.A. River Bridge Design L.A. River Bridge Demolition Wet Season Restriction											
	Haz Mat Abatement / Demolition Final Design L.A. River Bridge Construction Busway / Station Construction Wet Season Restriction											
<b>Design / Build Contract - C0675</b>	Haz Mat Abatement / Demolition Final Design L.A. River Bridge Construction Busway / Station Construction Systems Installation / Operations Control Center Complete Systems and ATMS Integration											
	Testing Pre-Release Operations											

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## **SCHEDULE NARRATIVE**

The project schedule includes sequences for the ongoing up-front design and agency work as well as for each element of construction. The critical path begins with completion of the Design/Build Contract C0675 package. Elements currently being finalized for inclusion in the package are the Design Development drawings, Statement of Work, General Requirements, Design Criteria, and other reports and documents. Completion of the Design/Build Contract C0675 package leads to Invitation for Bid (IFB) in June of this year. Parallel Project Team efforts include Third-Party coordination and Real Estate activities such as acquisitions and lease terminations.

Following IFB on the critical path is the procurement or selection process for the Design/Build (D/B) contractor. This process is broken into two general phases—the Technical Bid Period and the Price Bid Period. These processes will take about seven months and conclude with selection of a D/B contractor, approval by the Chief Executive Officer, and Notice to Proceed (NTP) forecast for January 2003. Final design, construction, systems integration, testing, and pre-revenue operations lead to a Revenue Operations Date (ROD) forecast for April 2005.

The most complex design and construction element of the project is the new BRT bridge over the Los Angeles River. The existing seven-span railroad bridge will be demolished and replaced with a five-span, two-lane concrete bridge. Because the Corps of Engineers (COE) and Flood Control District (FCD) restrict construction activity in the river channel to the dry season (defined as April 16 – October 15), two decisions were made to help prevent the bridge from potentially delaying the project. Both are designed to allow the D/B contractor to mobilize on site and then begin in-channel construction on April 16, 2003. 1) Demolition will be performed in advance. A CWO to an existing contract EN069 is being prepared to authorize CH2MHill to demolish the bridge during the dry season this year. 2) Bridge design will be performed in advance. A change order to existing contract PS-4350-0972 is being prepared to authorize STV Incorporated to complete design of the new BRT bridge within the next few months. This course of action will allow the MTA to obtain the construction permits in advance and will allow the D/B contractor to begin procurement of pre-cast concrete girders shortly after NTP. This D/B should be able to begin and complete in-channel construction in the 2003 dry season.



**PROJECT COST STATUS**

*In \$ Million*

Description	Estimated Project Cost	Commitments	Expenditures
Guideways	76.3	0.0	0.0
Yards & Shops	0.6	0.0	0.0
Systems/Equipment	21.8	0.0	0.0
Stations	20.5	0.0	0.0
Vehicles & Buses	51.8	0.0	0.0
Special Conditions	47.7	0.3	0.1
Right-of-Way	21.1	0.0	0.0
Professional Services	58.8	8.9	4.2
Contingency	30.8	0.0	0.0
<b>TOTAL</b>	<b>329.4</b>	<b>9.2</b>	<b>4.3</b>

Note: Estimated Project Cost is based upon the 5309 application updated February 2002 (excludes bike path project cost).

**CHANGE CONTROL STATUS**

Description	A	B				C	D=A+B+C	E		F=D+E
	Award Amount	Approved				LNTPs (NTE)	Total Approved Amount	Potential		Total Potential Value
		Executed Changes						Pending		
#	\$	#	\$	#	\$	#	\$			
Engineering Design Services	7,139,881	0	0	0	0	7,139,881	1	50,000	7,189,881	
Environmental Services	61,259	0	0	2	32,500	93,759	1	352,500	446,259	
Project Management Assistance Support	117,702	2	507,842	0	0	625,544	0	0	625,544	
Other Professional Services	109,494	0	0	0	0	109,494	0	0	109,494	
<b>TOTAL</b>	<b>7,428,336</b>	<b>2</b>	<b>507,842</b>	<b>2</b>	<b>32,500</b>	<b>7,968,678</b>	<b>2</b>	<b>402,500</b>	<b>8,371,178</b>	

**FINANCIAL/GRANT STATUS**

March 2002

**STATUS OF FUNDS BY SOURCE**

in \$ millions

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to SOURCE \$	FUNDING SOURCE %
STATE TCRP	145.0	145.0	12.3	8.3	6%	3.2	2%	3.2	2%
STATE STIP (SHA)	0.3	0.3	0.3	0.3	100%	0.3	97%	0.3	100%
PROPOSITION "C"	184.2	184.2							
UNBILLED ACCRUALS			0.8			0.8			
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>13.4</b>	<b>8.6</b>	<b>3%</b>	<b>4.3</b>	<b>1%</b>	<b>3.5</b>	<b>1%</b>

(1) Based on March 2002 Section 5309 New Start Report.

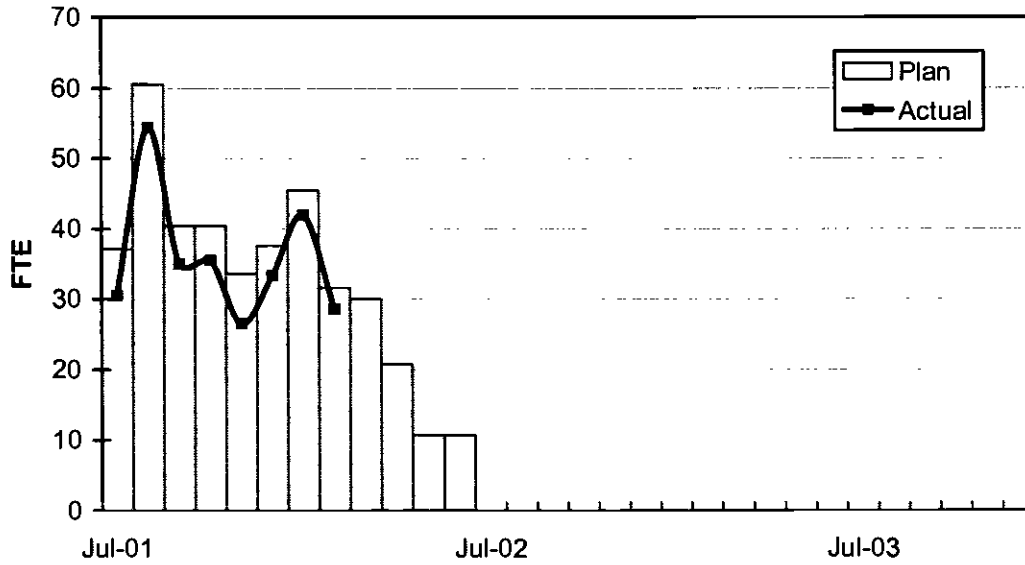
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 2002.

**STATUS OF FUNDS ANTICIPATED**

**STATE TCRP:** CTC is expected to approve in April 2002 an MTA application and allocation request for \$54.6 million of State TCRP funds for final design, right-of-way and construction activities.

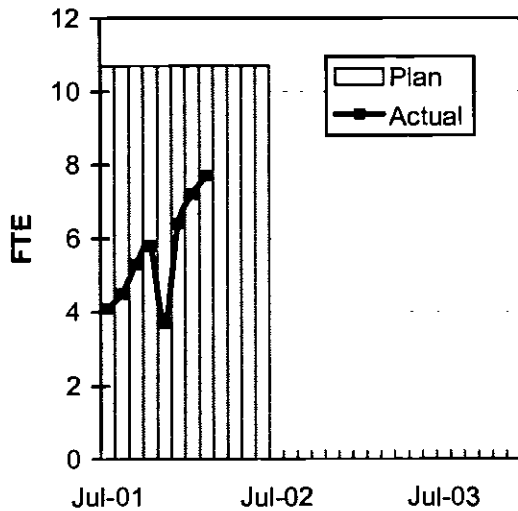
**STAFFING STATUS**

**TOTAL PROJECT STAFFING**

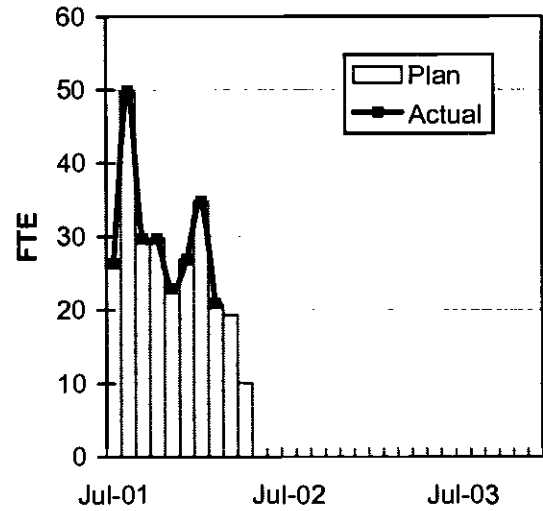


Current staffing levels are adequate. FY03 staffing requirements are being reviewed by management.

**AGENCY STAFFING**



**PE DESIGN CONSULTANTS**



**REAL ESTATE STATUS**

**REAL ESTATE ANALYSIS**

- There are 109 leases that must be terminated for the SFV-BRT Project. A courtesy letter will be sent to all tenants on the SFV-BRT right-of-way to advise them of the MTA Board's approval of the Project and to give them an idea of the timeline regarding their lease terminations. This letter will be sent the week of April 8, 2002.
- Under New Acquisitions, there are nine new properties required for the SFV-BRT Project which are all full takes. Two of the nine parcels belong to the U.S. Government and will be swapped for two MTA parcels with the same square footage area. Initially, the U.S. Government may convey easements for the two sites as the process of exchanging property with the federal government takes several years. All nine parcels have been certified. Real Estate is in the process of soliciting RFPs for appraisal services and Phase I due diligence environmental work on the nine parcels.

**REAL ESTATE ACQUISITION SCHEDULE SUMMARY**

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	0	0	0	0	0
Last Period	0	0	0	0	0

**REAL ESTATE STATUS – LEASES**

	Total Number	Received Courtesy Letters	Received Relocation Plan Letter	Recvd 90 Day Termination Notice	Unlawful Detainer Action	Relocation Completed	Available for Demolition	Available for Construction
Leases	109	0	0	0	0	0	0	0

**REAL ESTATE STATUS – NEW ACQUISITIONS**

Contract	No. of Parcels	Certified		Just Comp Approved		Offers Made		Agreements Signed		Condemnation		Parcels Available		Parcels projected to be unavailable by need date
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
TOTAL	9	9	9	0	0	0	0	0	0	0	0	0	0	0

The parcels will be purchased by MTA Real Estate.

## **ENVIRONMENTAL STATUS**

- In February 2002, MTA Staff and consultants incorporated the final changes into the Final EIR.
- MTA staff and consultants prepared the Findings and Statement of Overriding Considerations and the Mitigation Monitoring Plan.
- On February 28, 2002, the MTA Board adopted both documents, certified the Final EIR and adopted the Locally Preferred Alternative.
- A Notice of Decision was subsequently filed with the State of California Clearinghouse.

## **COMMUNITY RELATIONS STATUS**

- The Community Relations program for the SFV BRT Project provides project information to the SFV Community and relays community information back to the project. It is the intent of the program to receive community concerns regarding the project scope and, when applicable, present these concerns to relevant parties during the final design process.
- The Community Relations program has a broad scope of work which includes, as an example, addressing community concerns regarding landscaping preferences as well as assisting MTA Real Estate in courtesy notifications in advance of Lease Termination Notice distribution. It is anticipated that the program will be in place throughout the project duration to assist the community and project.

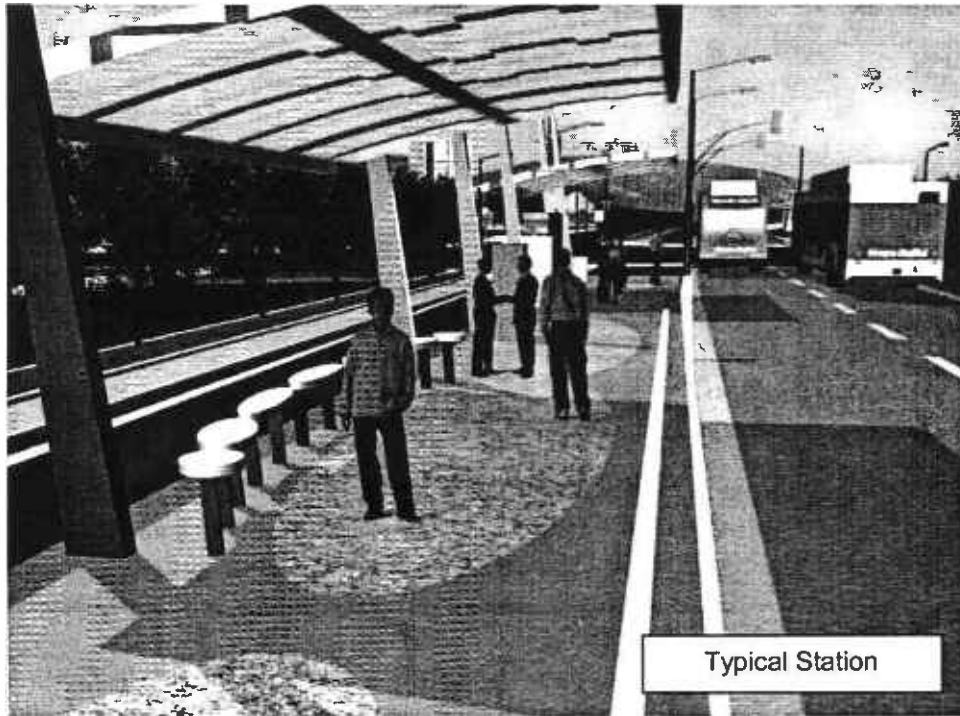
## **QUALITY ASSURANCE STATUS**

- For the March 2002 period, MTA Project Quality Management conducted a surveillance of "STV's Control and Implementation of Client and Third Party Design Review Comments". Results of the surveillance indicated STV Inc. was controlling comments in accordance with their Quality Assurance Procedure.

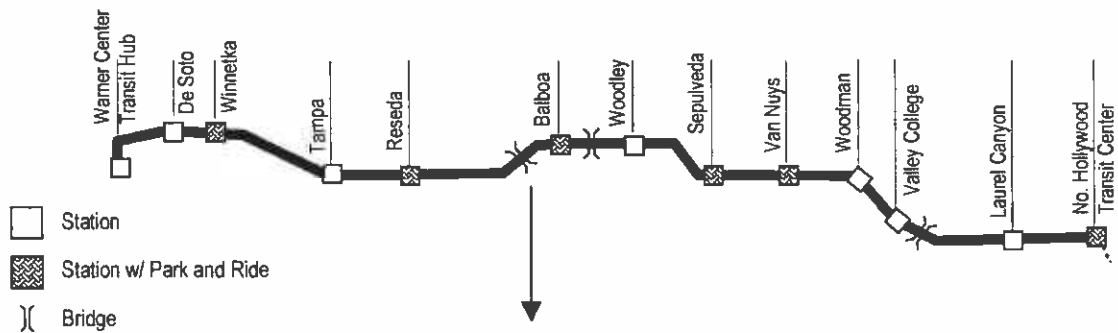
## **SAFETY STATUS**

Safety statistics will be developed during construction.

### ALIGNMENT ILLUSTRATIONS

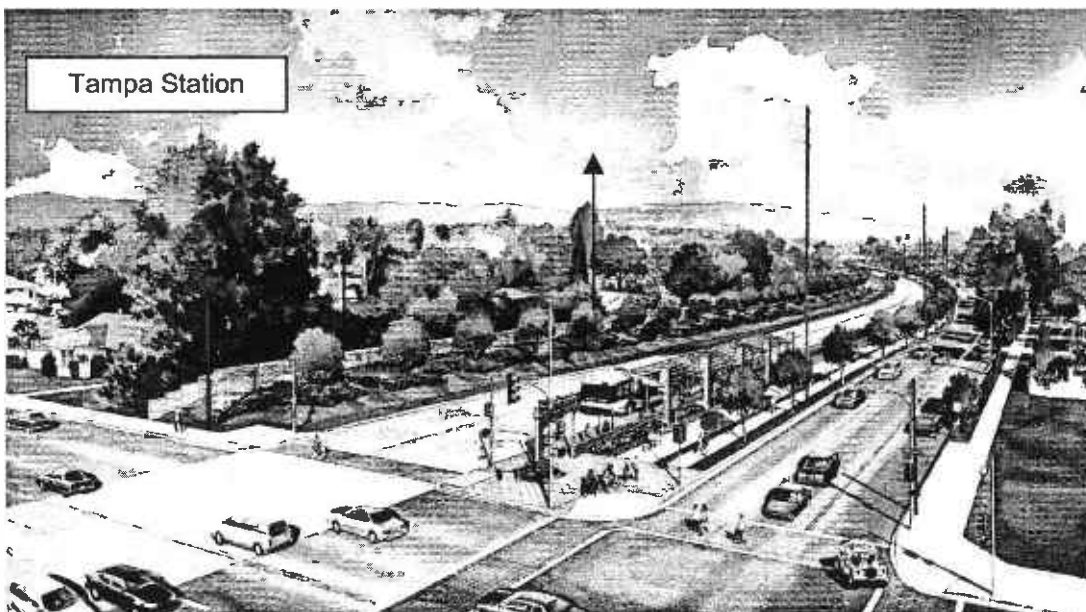
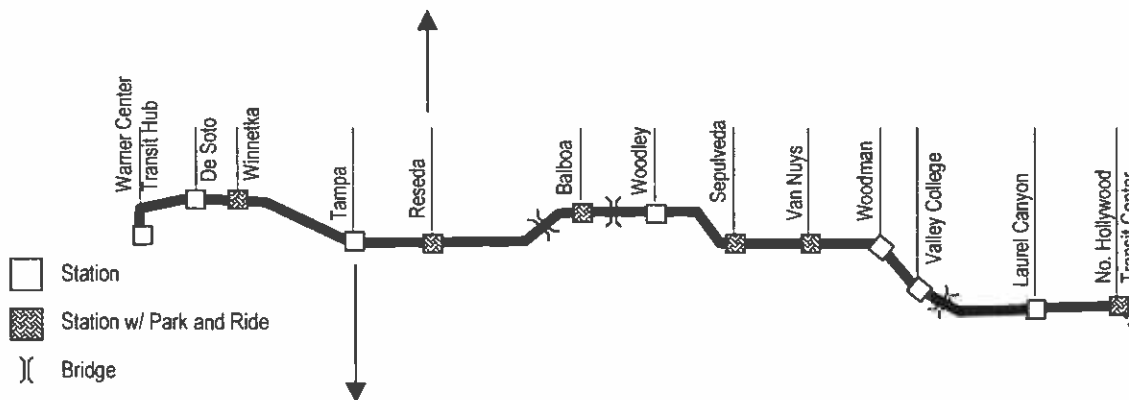
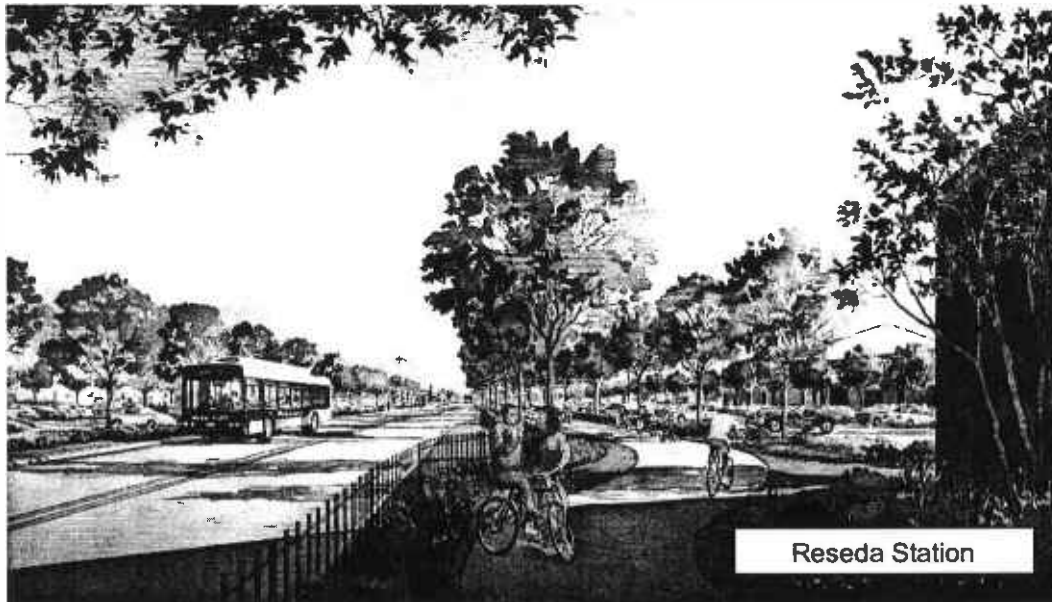


Typical Station



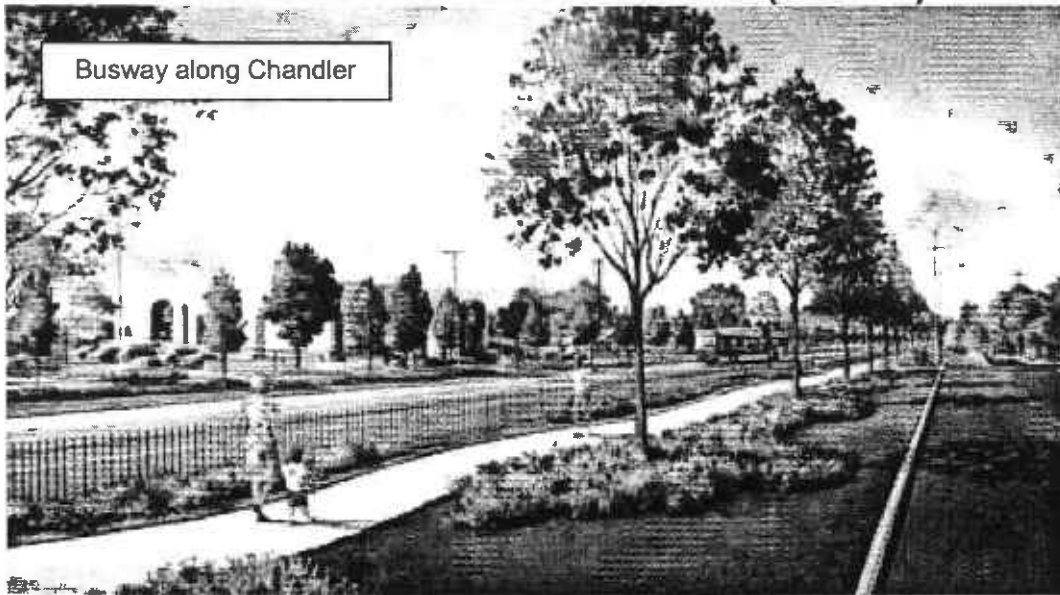
L.A. River Bridge

### ALIGNMENT ILLUSTRATIONS (Cont'd)

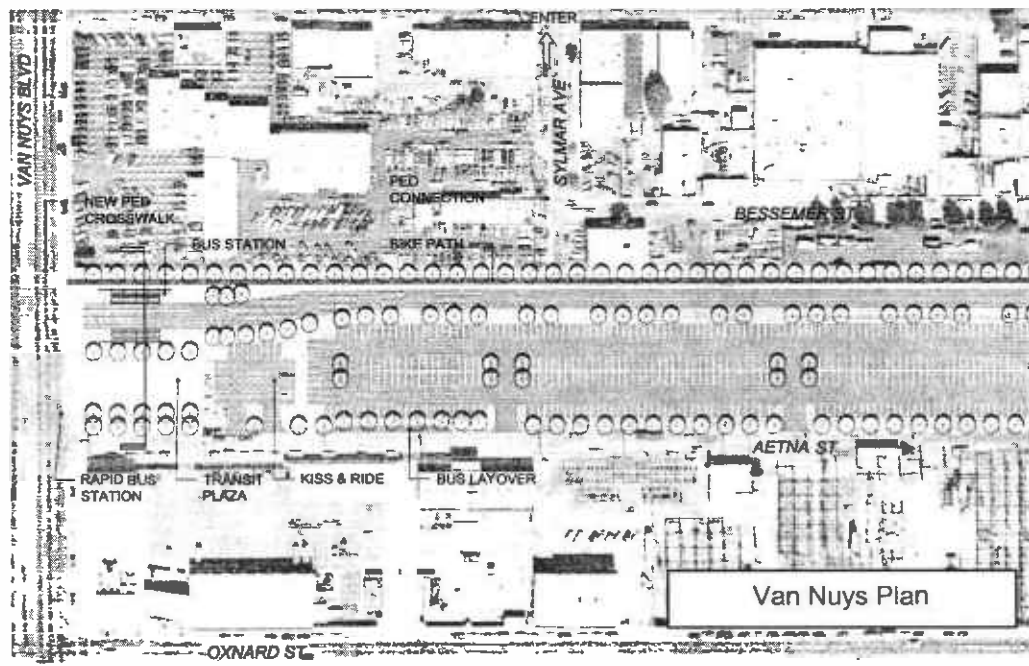
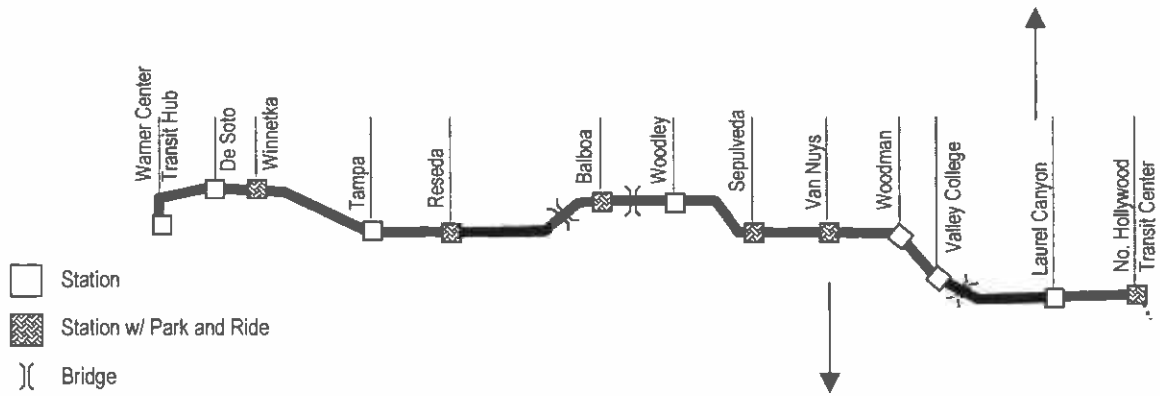




**ALIGNMENT ILLUSTRATIONS (Cont'd)**



Busway along Chandler



## **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, vehicles and buses.

**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
BRT	Bus Rapid Transit
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 Code
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
D/B	Design/Build
D/B/B	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
FEIR	Final Environmental Impact Report
FIS	Financial Information System
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
LRTP	Long Range Transportation Plan
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
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
PUC	Public Utilities Commission
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)**

<b>ROW</b>	Right-Of-Way
<b>SCE</b>	Southern California Edison
<b>SCRRA</b>	Southern California Regional Rail Authority
<b>SFV</b>	San Fernando Valley
<b>SHA</b>	State Highway Account
<b>SHPO</b>	State Historic Preservation Office
<b>SIT</b>	System Integration Testing
<b>SOV</b>	Schedule Of Value
<b>SOW</b>	Statement Of Work
<b>SP</b>	Special Provision
<b>STIP</b>	State Transportation Improvement Program
<b>STP</b>	Surface Transportation Program
<b>STV</b>	STV Incorporated
<b>TBD</b>	To Be Determined
<b>TCRP</b>	Traffic Congestion Relief Program
<b>TRACS</b>	Transit Automatic Control System
<b>UFS</b>	Universal Fare System
<b>USDOT</b>	U.S. Department Of Transportation
<b>VE</b>	Value Engineering
<b>WBS</b>	Work Breakdown Structure
<b>WP</b>	Work Package