



San Fernando Valley East-West Bus Rapid Transit Monthly Project Status Report

SAN FERNANDO VALLEY BUS RAPID TRANSIT (BRT) PROJECT

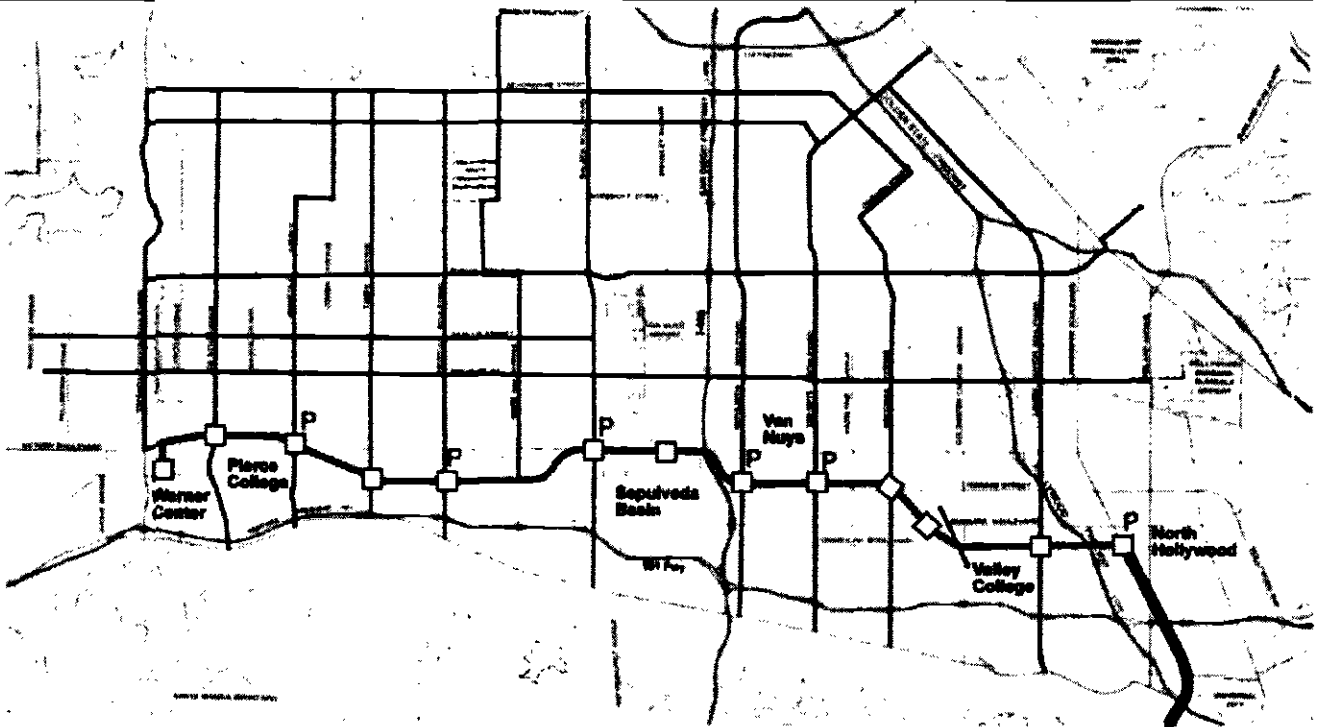
□ Station

p Park-and-Ride
Facility

— Bus Rapid Transit
Alignment

— Improved Bus Service

— Metro Red Line



October 2002

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PROJECT OVERVIEW

The San Fernando Valley East-West 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 Avenue. 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 915 spaces at the North Hollywood Metro Red Line Subway Station and the 150 parking spaces at the Balboa Park and Ride, the SFV BRT will provide approximately 3,240 new parking spaces for the park and ride station locations. Other related project scope includes modifications to an existing Metro bus division, vehicle procurement and implementation of the Universal Fare System (UFS).

The SFV BRT Project completed the Preliminary Engineering and Design Development efforts in June 2002. A major project milestone was achieved when the Design/Build (D/B) Invitation for Bid (IFB) package Contract C0675 was assembled and advertised on June 28, 2002. The two-step bid process began on July 1, 2002. Bidder job walks occurred July 19 through 22, to provide an opportunity to view the current project conditions. Addendum No. 1 and 2 were issued in July 2002 and Addendum No. 3 was issued in August 2002. The first step of the two-step process is the submittal of technical bids which were submitted on September 9, 2002. Bidders found to be technically acceptable, Shimmick-Obayashi, JV, and Granite-Brutoco, JV, were provided Notices of Technical Acceptance on October 31, 2002. A subsequent price bid submittal is planned for early December 2002. Contract C0675 is planned for MTA CEO award in mid-December 2002 with Notice to Proceed (NTP) to follow in mid-January 2003.

MTA completed the final design of the Los Angeles River BRT Bridge on August 23, 2002. The Los Angeles River BRT Bridge design was included as an option in Addendum No. 3 for Contract C0675, which was issued August 29, 2002. Separate from the D/B Contract C0675, MTA prepared an IFB package (Contract C0676) for the construction of the Los Angeles River BRT Bridge. The selection for the method of procurement for the Los Angeles River BRT Bridge is planned for early December 2002 and NTP for the construction is planned for mid-January 2003. Separately, the lawsuit brought upon by the Citizens Organized for Safe Transit (COST) opposed to the project is scheduled for a December 20, 2002 hearing.

Demolition of the Los Angeles River Railroad Bridge began on August 29, 2002. Substantial Completion of the bridge demolition occurred on September 19, 2002.

PROJECT OVERVIEW

MTA Third Party and Environmental groups have been coordinating with the Corp of Engineers, Los Angeles County Flood Control District, and other agencies to obtain the necessary permits for the demolition and construction of the new Los Angeles River BRT Bridge. Demolition permits were obtained in August 2002 and were in place at the commencement of the Los Angeles River Bridge Demolition. Staff are continuing to work on obtaining permits to allow construction to commence as scheduled. To date, construction permit applications have been formally submitted by MTA's Environmental staff to the Army Corps of Engineers, Los Angeles Regional Water Quality Board, and the California Department of Fish and Game.

Staff have prepared an addendum to the Environmental Impact Report (EIR) to support an alternative access road to City of Los Angeles' Tillman Water Reclamation Plant. No new potential environmental impacts were identified. The US Army Corps of Engineers is preparing the National Environmental Protection Act (NEPA) clearance as a Categorical Exclusion.

Additionally, third parties who have license agreements and/or easements on the project right-of-way have been notified of the potential construction impacts on their properties. The handling of the respective third party issues are ongoing. The 90-day formal lease termination notifications were provided in early July 2002 resulting in an effective termination as of September 30, 2002. When requested by tenants, some leases have been extended to December 31, 2002. Property acquisition processes are ongoing. Currently, all Real Estate acquisition and lease termination plans remain on schedule.

MANAGEMENT ISSUES

Concern No. 1: Construction of new Los Angeles 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 allows work in the river channel only during the dry season between April 15, 2003 and October 15, 2003.

Status/Action To mitigate possible construction and schedule risks associated with the limited construction duration, the Project Team requested STV Incorporated to advance design of the new Los Angeles River BRT Bridge to 100%. Design to 100% was completed in August 2002 for inclusion as an option in Addendum No. 3 for Contract C0675. The Project Team also advertised a separate package on September 11, 2002 to bid this work under Contract C0676. Contractors' bids are due on December 2, 2002.

Concern No. 2: Develop contract technical terms and conditions with third party agencies and incorporate into the D/B IFB package prior to last available addendum to the IFB before the bids are submitted.

Status/Action Master Cooperative Agreement (MCA) with City of Los Angeles is being negotiated and reviewed. Utilities crossing the alignment are under licenses or easements. MTA project staff has reviewed interface requirements for design approvals, permits and construction with the various City of Los Angeles functional groups. Terms and conditions have been incorporated into Addendum No. 3 of the D/B IFB package. Final MCA with the City of Los Angeles is forecast to go to the MTA Board in the first quarter of 2003. Separately, the Caltrans Railroad Agreement for the I-405 widening was executed. The Caltrans permit requirements were received and incorporated into Addendum No. 3 of the D/B IFB package. MTA project staff is investigating a permitting process for the Los Angeles County Flood Control District (LACFCD) regarding several storm drain connections that are anticipated to be required for this process. It is anticipated that a uniform permitting process with LACFCD will provide benefits to the MTA and the construction contractor. The MTA has a current Master Cooperative Agreement with the Los Angeles Department of Water and Power (LADWP) and work associated with DWP facilities will be performed under this existing agreement.

MANAGEMENT ISSUES

Concern No. 3: Resolve the street access to the Donald Tillman Water Reclamation Plant and adjoining Air National Guard facility.

Status/Action The preferred alternative titled “Densmore Access Road” was determined to be an acceptable access by the Army Corps of Engineers (property owners), the Air National Guard, City of Los Angeles’ Sanitation Department (Plant operator), Bureau of Engineering, and Department of Transportation. This alternative was taken to a conceptual design level and was incorporated into Addendum No. 3 of Contract C0675 as an option. To date, the MTA has prepared a draft environmental document and has circulated it for comments. The comment period ends December 5, 2002. The US Army Corps of Engineers is preparing the National Environmental Protection Act (NEPA) clearance as a Categorical Exclusion. It is anticipated that the CEQA and the NEPA process will be complete by the end of December 2002, one month ahead of schedule. Additionally, the crossing requires access through Caltrans I-405 on ramp “access denial” right-of-way. MTA has submitted the necessary documentation and anticipates Caltrans approval in March of 2003.

Concern No. 4: Project Revenue Operations Date (ROD) was established as April 29, 2005 by MTA Executive Management without having an approved baseline schedule from a selected D/B contractor.

Status/Action The present schedule anticipates a Notice to Proceed for C0675 to occur on January 15, 2003. This date has slipped by approximately 1 month from the accelerated NTP target of December 17, 2002 due to multiple issues that were identified during the Technical Bid evaluation process. Staff is mitigating further slips by obtaining departmental commitments to allocate resources and overtime to meet the January 15, 2003 target date.

Concern No. 5: Citizens Organized for Safe Transit has filed a lawsuit contesting the validity of the Environmental Impact Report of the SFV BRT.

Status/Action The hearing date has been scheduled for December 20, 2002. The potential impacts of the hearing results will be addressed at a later date.

MANAGEMENT ISSUES

Concern No. 6: City of Burbank plans to build a bikeway project within a portion of MTA right-of-way which interfaces with the underground MTA Communication System for SFV BRT Project.

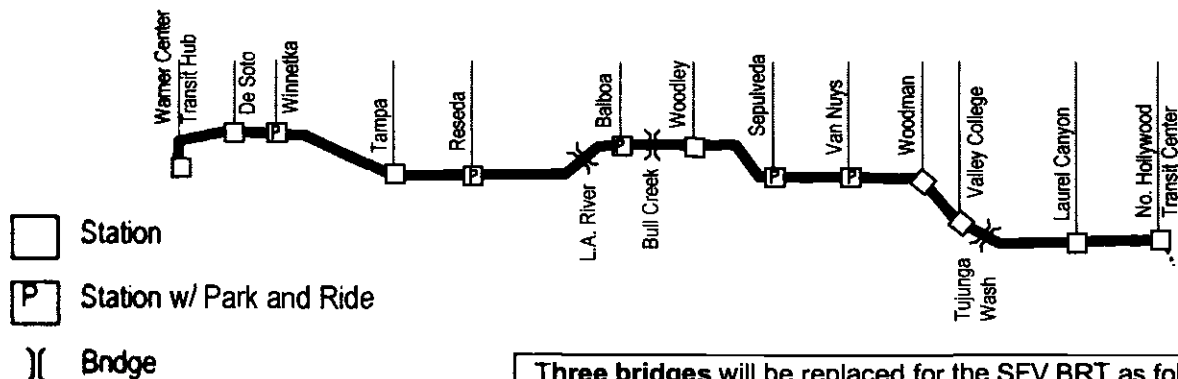
Status/Action MTA is in the process of developing a Memorandum of Understanding with the City of Burbank for the underground conduit system required for the SFV BRT Project to be built as a part of their Bikeway Project. Also, an option has been included in the D/B IFB package (C0675) to perform this work if an agreement cannot be reached with the City of Burbank or if the cost of this work is unacceptable.

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, and soundwalls, 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 division modification and vehicle procurement. Lastly, all the system enhancements will be managed from the Bus Operations Control Center, which will be located in the 6th 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 replaced for the SFV BRT as follows: 1) Bull Creek Bridge, 2) Tujunga Wash Bridge and the 3) Los Angeles River Bridge. The largest of these bridges is the Los Angeles River Bridge located in the in the north end of the Sepulveda Basin. The MTA design consultant will be taking the new Los Angeles 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 Los Angeles River Railroad Bridge during the summer of 2002.

Thirteen Stations will 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 5 stations and will total approximately 4,305 parking spaces for the anticipated customers, which includes the 915 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	Oct-02	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03
Construction Committee: Request for Board delegated CEO authority to award D/B Contract C0675	10/16/02A	◆					
Board Report/Meeting for CEO delegated authority to award Contract C0675	10/24/02A	◆					
MTA staff issue Notice of Technical Acceptability to qualified bidders	10/31/02A	◆					
Issue RFP for Construction Management Support Services	11/15/02*		◆				
Obtain Los Angeles River Bridge Construction Permits Contract C0676	11/30/02		◆				
Price bids due for Contract C0675 and C0676	12/02/02*			□			
CEO review staff recommendation and award Contract C0675	12/20/02*			◆			
Citizens Organized for Safe Transit (COST) hearing date	12/20/02			△			
Issue NTP to Contract C0675	1/15/03*				◆		
C0675 Contractor provide initial submittals for Design Build workscope	1/29/03*				□		
Issue NTP to Bus Manufacturer	1/29/03*				◆		
Issue NTP to Construction Management Support Services Consultant	2/21/03*					◆	
Bus Manufacturer provide Submittals to MTA for review	3/25/03*						□

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

SCHEDULE NARRATIVE

The project schedule includes sequences for the up-front design and agency work as well as for each element of construction. The Project critical path begins with completion of the Design/Build (D/B) Contract C0675 package. This scope was accomplished on June 21, 2002 with subsequent Invitation for Bid (IFB) occurring on June 28, 2002. Parallel project team efforts during October included continued Third-Party coordination for the Master Cooperative Agreements and continued Real Estate activities such as acquisitions and lease terminations.

Following IFB on the critical path is the procurement process for selecting the 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 six months and conclude with selection of a D/B contractor in mid-December 2002 and a subsequent Notice to Proceed (NTP) forecast for mid-January 2003. Contractor bids were received on September 9, 2002 resulting in the commencement of the MTA Technical evaluation process. During October, staff continued technical evaluation and solicited clarifications to technical bids received. Notices of Technical acceptability were issued to bidders on October 31, 2002. Contractor Price Bid period will commence in November 2002 with bids projected to be open first week in December 2002.

On a parallel path with procurement process are activities for the new Los Angeles River BRT bridge. The existing seven-span railroad bridge was demolished and will be 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), three decisions were made to help prevent the construction of the bridge from potentially delaying the project. These decisions allow in-channel construction to begin promptly on April 16, 2003.

- 1) The demolition of the railroad bridge was performed in advance of Contract C0675 or C0676. Start of demolition occurred on August 29, 2002 and was substantially completed on September 19, 2002.
- 2) Bridge design is being performed in advance of Contract C0675 or C0676. The bridge design was completed in August 2002 and incorporated as an option into Addendum No. 3 for Contract C0675.
- 3) The scope of work for the new BRT Bridge has also been issued as a separate IFB package under Contract C0676 which was advertised on September 10, 2002. If this method of procurement is selected, NTP is anticipated in mid-January 2003.

Final design, construction, systems integration, testing, and pre-revenue operations lead to a Revenue Operations Date (ROD) forecast for April 2005. In the August 2002 period, the MTA Chief Executive Officer instructed staff to commit to an April 2005 ROD. As a result, the project team accelerated the planned Notice to Proceed date from late-January 2003 to late-December 2002 to ensure successful accomplishment of the planned ROD. Based on the delayed completion of the Technical Bid evaluation, only two weeks of acceleration has been realized to date. Projected Notice to Proceed is planned for January 15, 2003.

PROJECT COST STATUS

COST SUMMARY

In \$ Million

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	76.7	76.7	0.0	0.0	0.0
Yards & Shops	1.4	1.4	0.0	0.0	0.0
Systems/Equipment	20.3	21.9	1.6	0.0	0.0
Stations	20.5	20.5	0.0	0.0	0.0
Vehicles & Buses	51.8	51.8	0.0	0.0	0.0
Special Conditions	47.7	47.9	0.2	1.8	0.3
Right-of-Way	21.1	21.1	0.0	0.3	0.0
Professional Services	59.0	67.8	8.8	14.3	10.0
Contingency	31.0	20.4	(10.6)	0.0	0.0
TOTAL	329.5	329.5	0.0	16.4	10.3

Note: The Total Project Cost at \$329.5m is consistent with August 2002 5309 application (excludes Bike Path Project cost). Expenditures are cumulative through September 2002.

Project Cost Analysis

The Estimated Cost variances in October consist of Systems/Equipment for \$1.6 million, Special Conditions for \$0.2 million, and Professional Services for \$8.8 million.

Systems/Equipment – Universal Fare System Contract increased to reflect current cost proposal estimate.

Special Conditions – Art Program increased to reflect current cost estimate for 14 contracted artists.

Professional Services – Project Administration increased to reflect current staffing level projections.

The estimated cost increases were offset by a corresponding decrease of \$10.6 million to the Project Contingency and no change to the overall Estimated Project Cost of \$329.5 million.

The Project plans to adopt the formal baseline budget upon the CEO award of Design/Build Contract C0675. The contract award is projected for mid-December 2002. Notice to Proceed (NTP) is anticipated for mid-January 2003.

CHANGE CONTROL STATUS

Description	Award Amount	Approved				Obligated Total Approved Amount	Potential		Total Potential Value
		Executed Changes		LNTPs (NTE)			Pending		
		#	\$	#	\$		#	\$	
Engineering * Design Services	7,139,881	2	25,553	2	35,000	7,200,434	3	230,000	7,430,434
Environmental Services	646,696	0	0	3	10,543	657,239	3	148,500	805,739
Project Management Assistance Support	117,702	3	2,163,296	0	0	2,280,998	0	0	2,280,998
Other Professional Services	109,494	0	0	0	0	109,494	0	0	109,494
TOTAL	8,013,773	5	2,188,849	5	45,543	10,248,165	6	378,500	10,626,665

* Total approved amount includes preliminary engineering, bid period support services, and anticipated design support during construction

FINANCIAL/GRANT STATUS

October 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 %
STATE TCRP	145.0	145.0	47.0	16.1	11%	9.5	7%	9.5	7%
STATE STIP (SHA)	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION "C"	184.2	184.2							
UNBILLED ACCRUALS			0.5			0.5			
TOTAL	329.5	329.5	47.8	16.4	5%	10.3	3%	9.8	3%

(1) Based on March 2002 Section 5309 New Start Report.
 NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 2002.

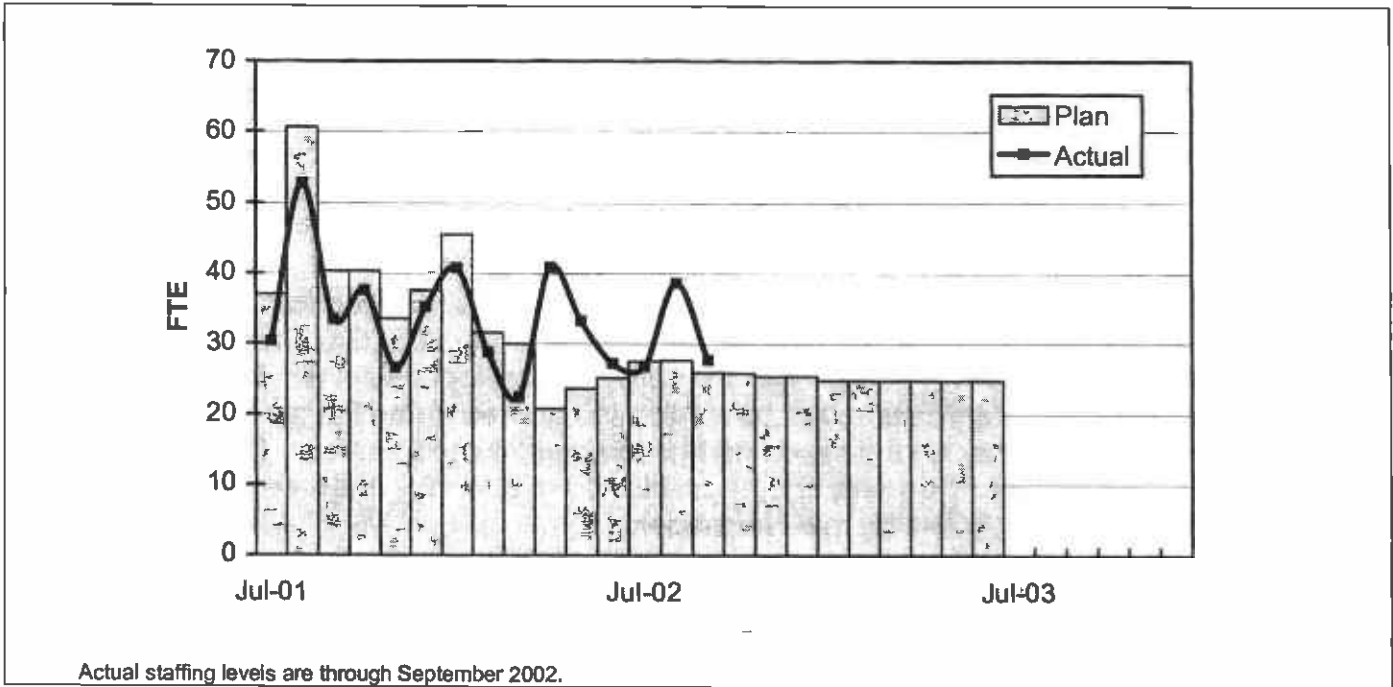
STATUS OF FUNDS ANTICIPATED

STATE TCRP: In April 2002, the CTC approved an MTA application and allocation request for \$54.638 million of State TCRP funds for final design, right-of-way, and construction activities. In June 2002, \$34.7 million of funds out of the \$54.638 million were made available for draw down for final design and right-of-way activities. The remaining balance of \$19.938 million earmarked for construction activities will be available for draw down in February 2002.

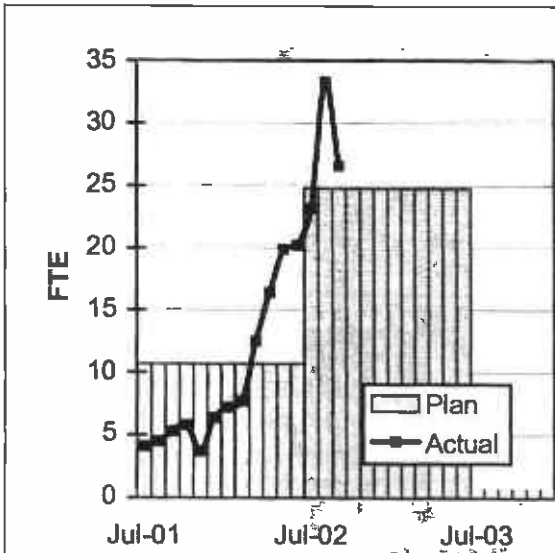
Cumulative to date, \$47 million of State TCRP funds are available for draw down.

STAFFING STATUS

TOTAL STAFFING STATUS

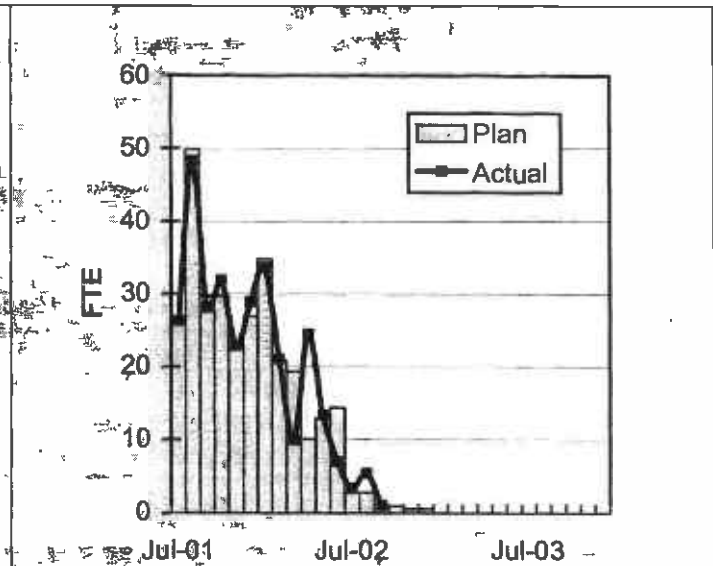


AGENCY STAFFING



The increase in April through June actuals were higher than plan due to increased efforts to issue D/B Contract C0675 in June 2002. Staffing levels increased in August due to the preparation of the third addendum for D/B Contract C0675 and IFB packages for the construction of the Los Angeles River BRT Bridge (C0676). Anticipate staffing level to remain higher than planned through November 2002 due to technical bid and cost bid evaluations (C0675).

PE DESIGN CONSULTANTS



Planned Full Time Equivalents (FTE's) provided by STV Incorporated. July 2002 through December 2002 represents Bid Support Phase only.

REAL ESTATE STATUS

- The number of leases to be terminated for the project is 95, which is reported in the Real Estate's Lease Termination Control Matrix. The effective date of the ninety-day termination notice sent to impacted tenants along the SFV-BRT right-of-way was September 30, 2002. However, in consultation with Construction Project Management, lease extension has been granted to a number of tenants. The extension dates do not conflict with the construction contractor's access dates. As of November 1, 2002, 31 tenants have vacated their leased areas and 7 tenants will require eviction proceedings as they have not vacated nor have they been given an extension.
- Under New Acquisitions, there are nine new properties required for the 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. All nine parcels have been certified. Real Estate has completed the appraisal and Phase 1 due diligence environmental work on the seven non-government owned parcels. Offers have been made to six property owners and negotiations are currently underway. Real Estate will complete making offers by mid-November.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	9	0	9	0	0
Last Period	9	0	9	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	95	95	95	95	7	0	31	31

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	9	5	9	6	0	0	0	0	0	0	0

The parcels will be purchased by MTA Real Estate.

* Offers made contingent to MTA Board approval.

ENVIRONMENTAL STATUS

- Environmental awarded Task Order 27 to CH2MHILL to provide emergency response services during construction of the SFV BRT project. The emergency response will include such services as hazardous material removal/disposal and soil sampling and handling.

COMMUNITY RELATIONS STATUS

- Finalized criteria for right-of-way encroachment policy.

QUALITY ASSURANCE STATUS

- MTA Quality Management hired a new Quality Inspector for the BRT who will report to work on November 5, 2002.
- Procedures are being developed by Quality Management for MTA Quality personnel on the BRT.

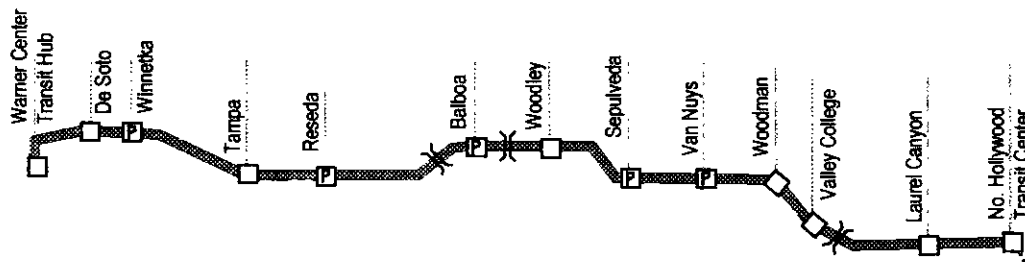
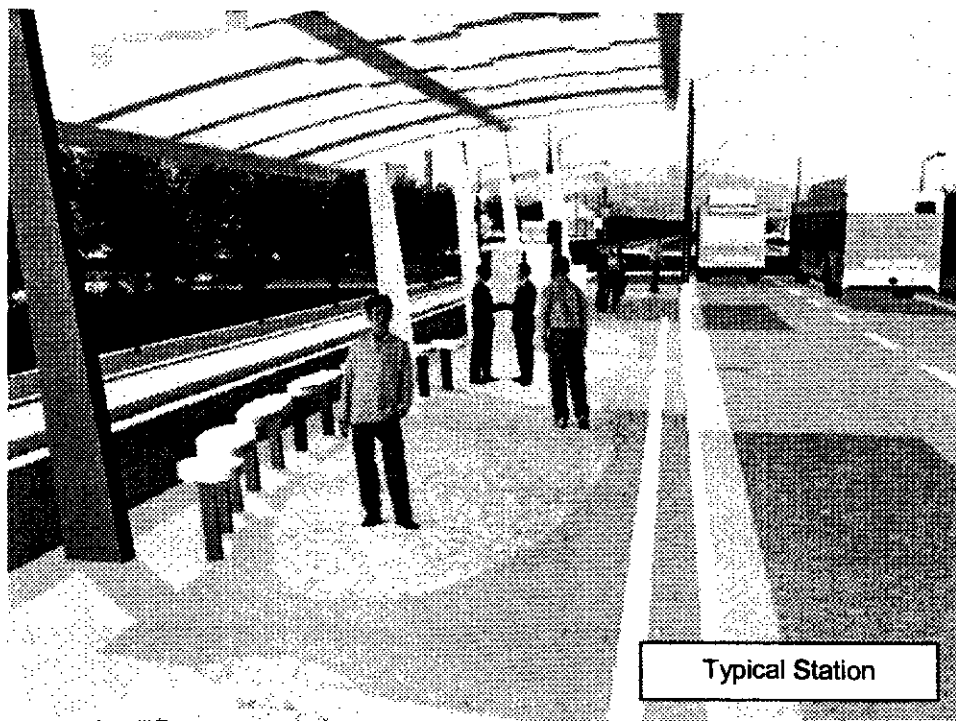
SAFETY STATUS




- Participated in weekly progress meeting and provided safety recommendations to the Construction Management staff.

ART DEVELOPMENT STATUS

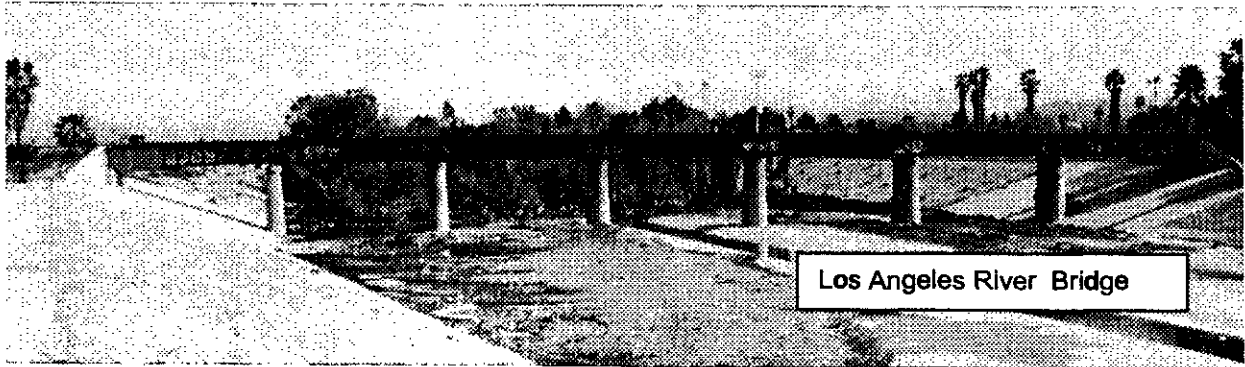
- Lead artist contract assigned number PS7120-1328.
- Finalized criteria for landscape artist qualifications.
- Finalized Request for Qualifications for potential station artists.

ALIGNMENT ILLUSTRATIONS

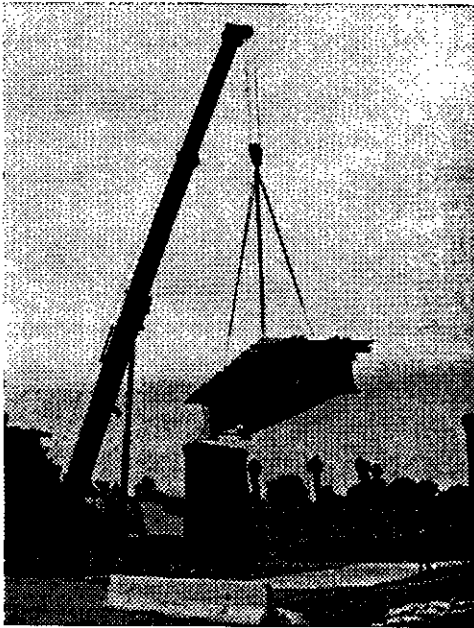


-  Station
-  Station w/ Park and Ride
-  Bridge

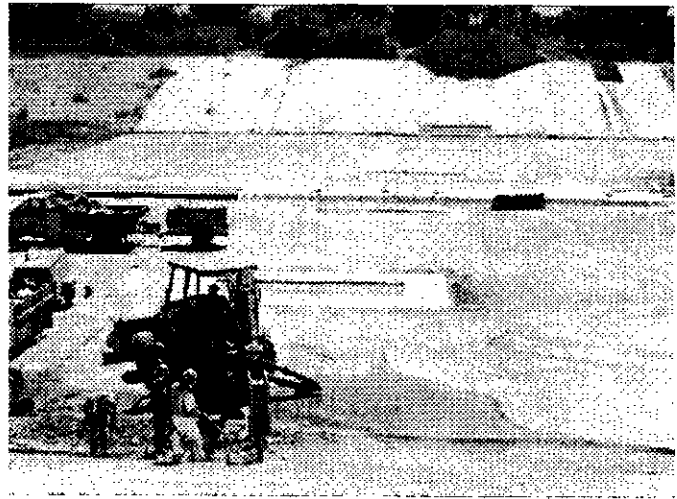
ALIGNMENT ILLUSTRATIONS (Cont'd)



Demolition of existing Los Angeles River Railroad Bridge commenced on August 29, 2002 and was completed on September 17, 2002.

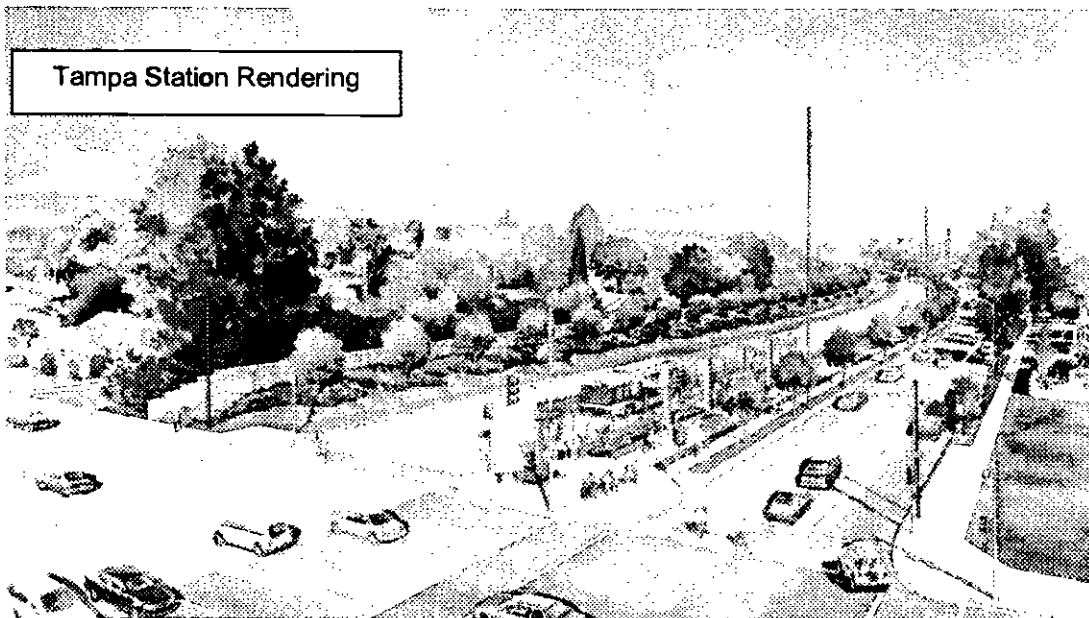
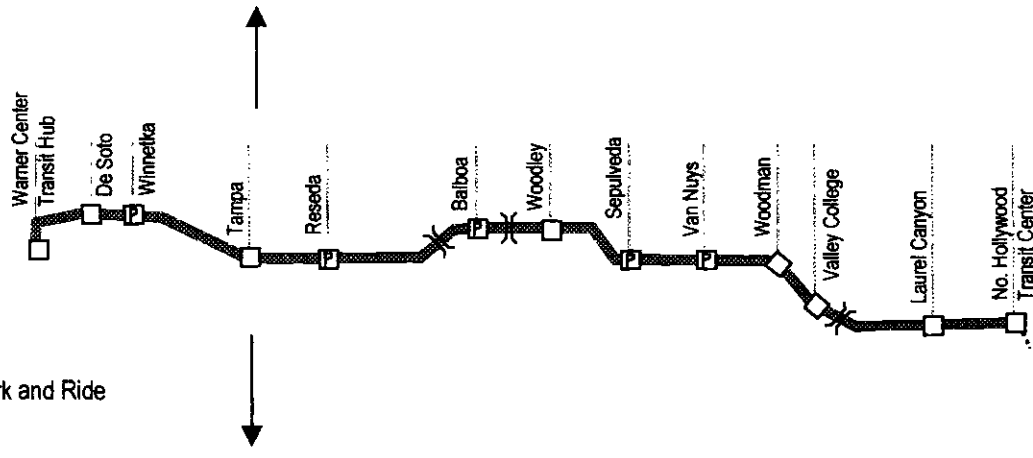
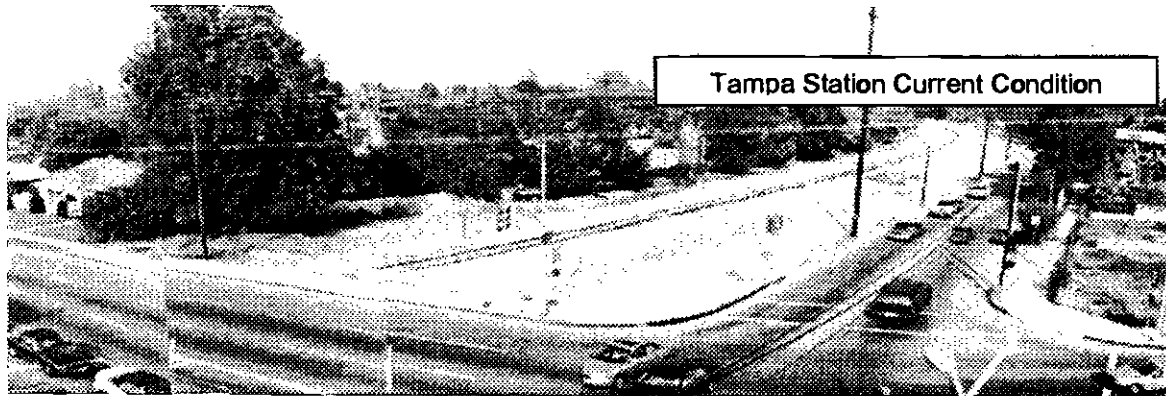


Removal of bridge section.

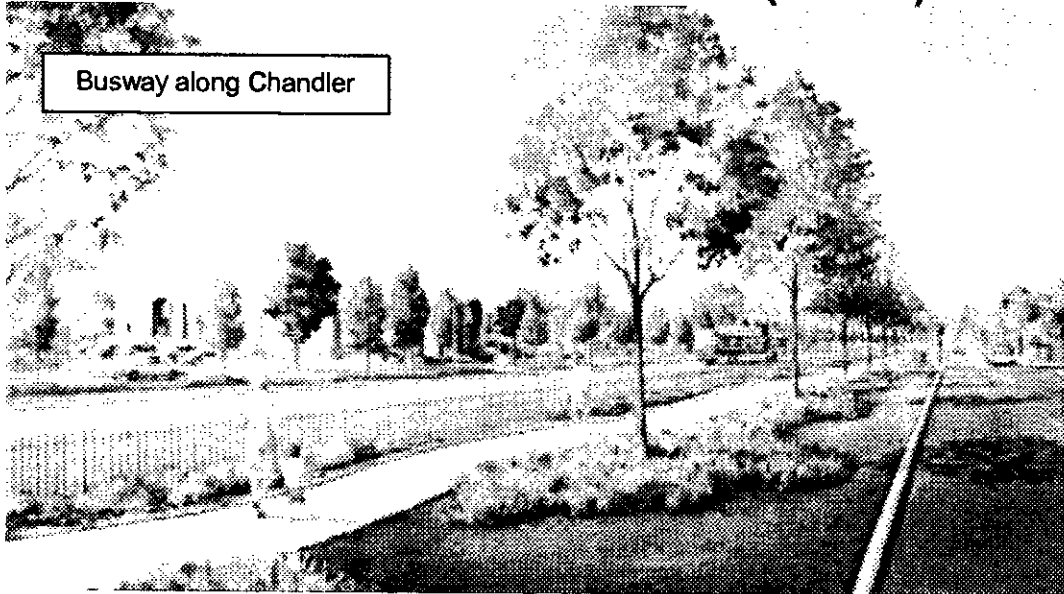


Completion of river channel demolition work.

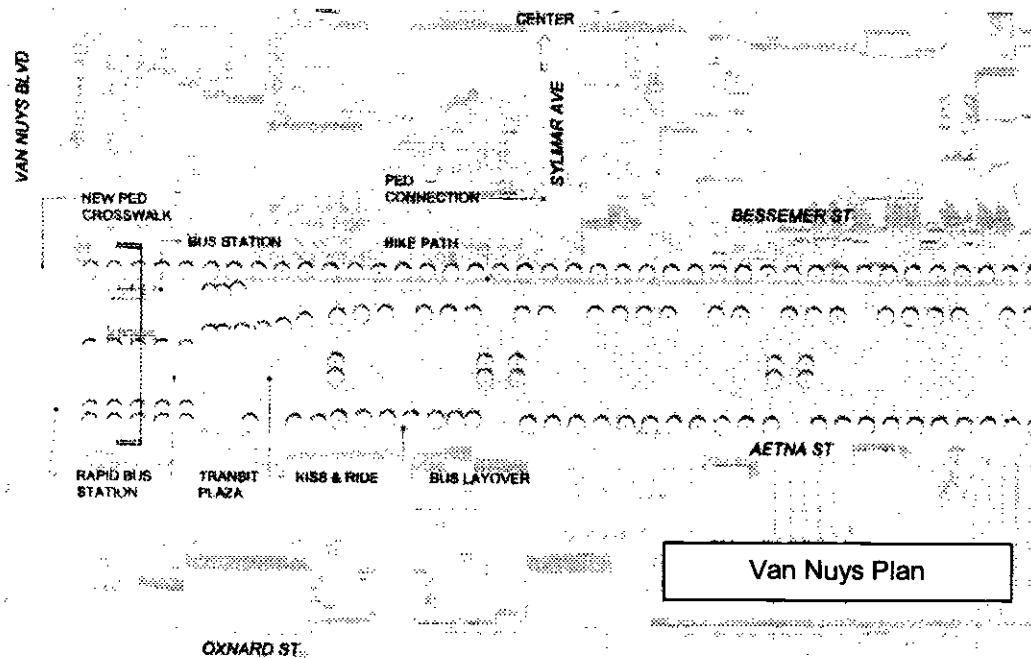
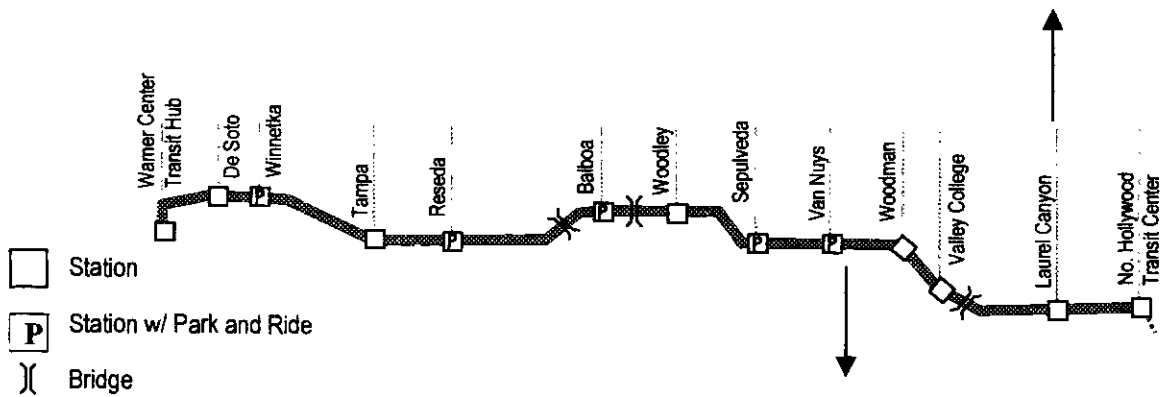
ALIGNMENT ILLUSTRATIONS (Cont'd)



ALIGNMENT ILLUSTRATIONS (Cont'd)



Busway along Chandler



Van Nuys Plan

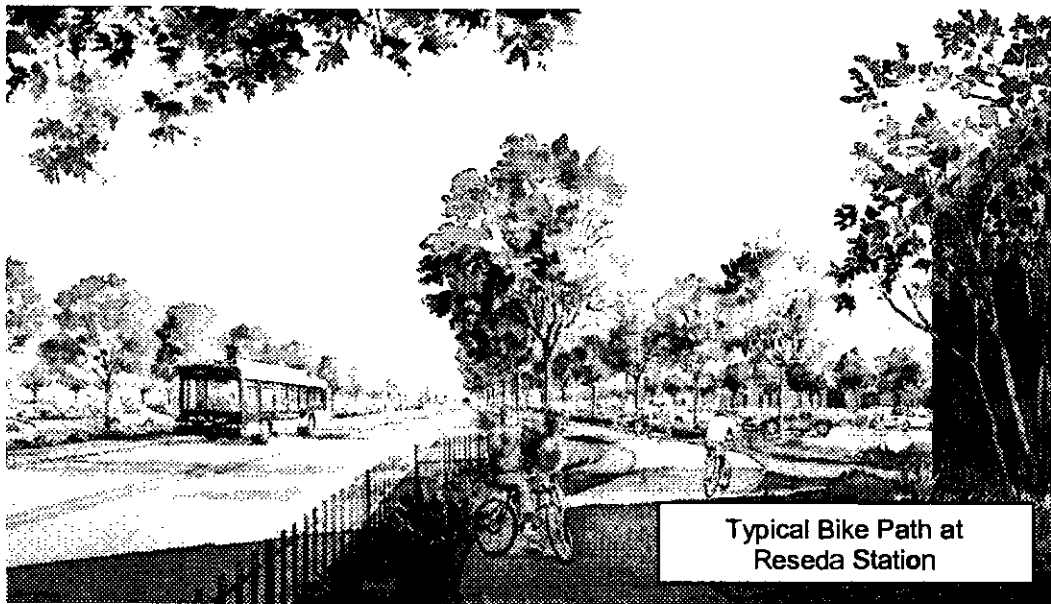
BIKE PATH PROJECT

PROJECT OVERVIEW

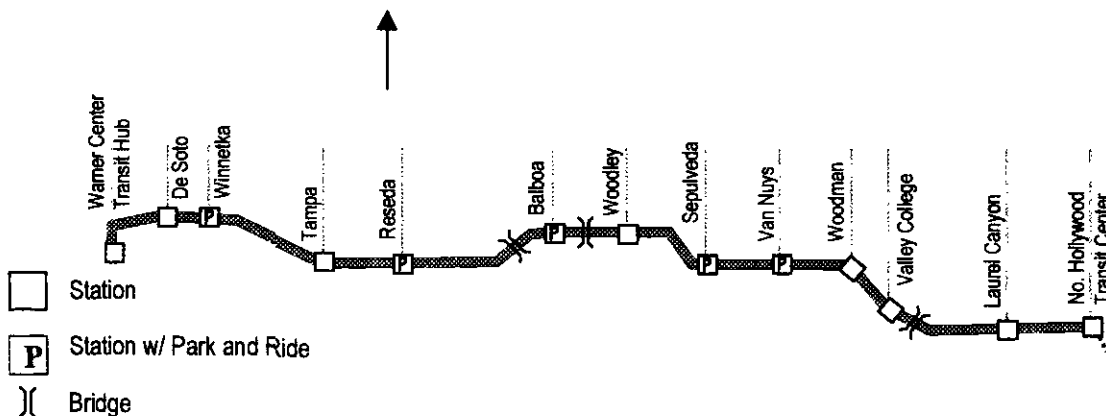
Concurrent with construction of the busway and stations, a Bike Path will be constructed. The Bike Path will be a 15 foot wide concrete pavement consisting of two five foot bike lanes and one five foot pedestrian path. In some locations, the Bike Path size will be reduced to only eight feet with two four foot multi-use lanes. There will also be a two foot graded buffer on each side of the bike lanes and pedestrian path.

The Bike Path will be constructed by the Design/Build Contractor concurrently with the busway and stations. Completion of the Bike Path is forecast to be complete by Spring 2005.

Estimated Project Cost: \$11 million (estimate under review).



Typical Bike Path at Reseda Station



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

ACE	Army Corp of Engineers
AFE	Authorization For Expenditure
BRT	Bus Rapid Transit
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CDFG	California Department of Fish and Game
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
LNTF	Limited Notice To Proceed
LONP	Letter Of No Prejudice
L RTP	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)

ROW	Right-Of-Way
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SFV	San Fernando Valley
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
STV	STV Incorporated
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
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