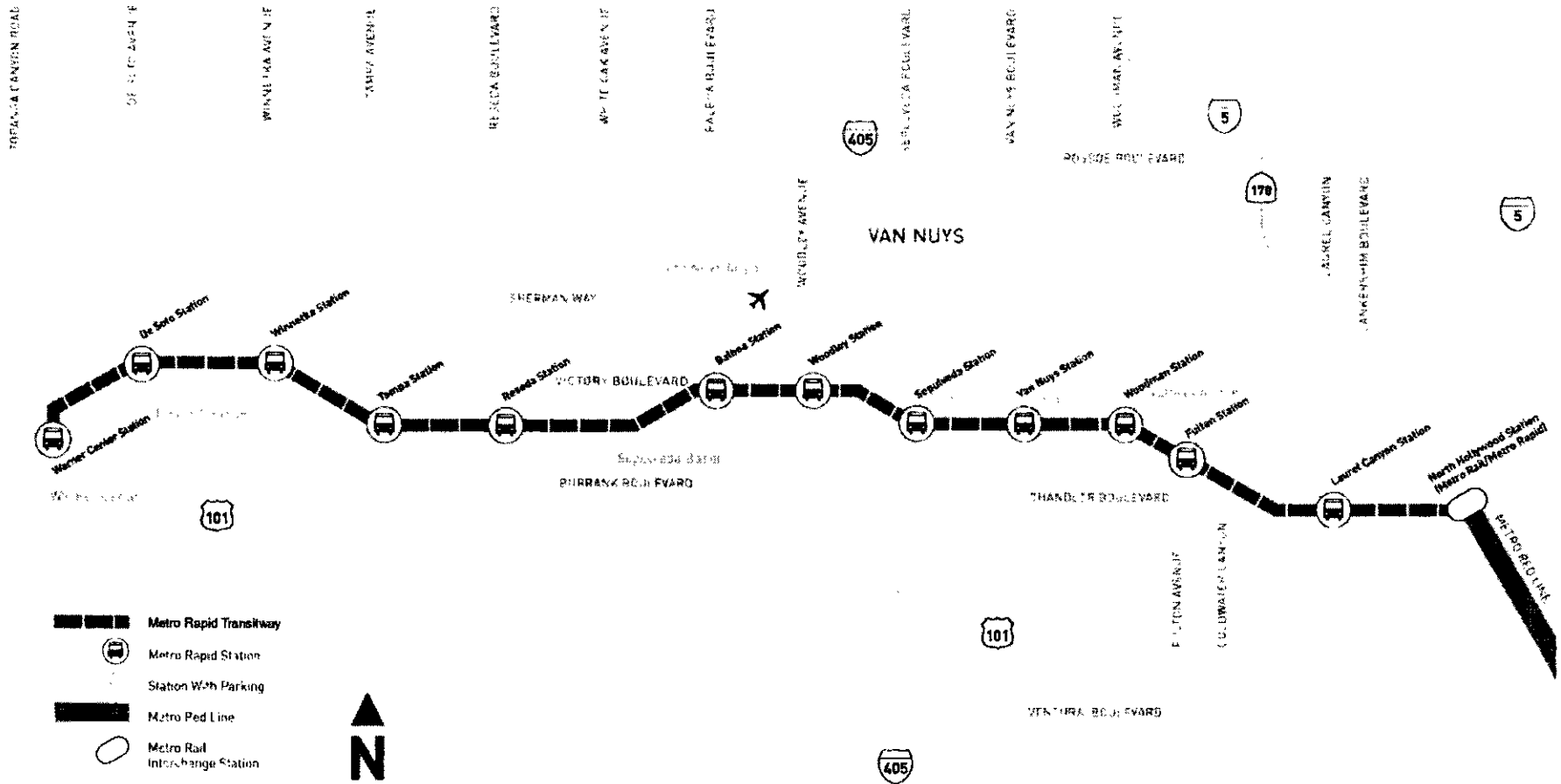




# San Fernando Valley East-West Metro Rapid Transitway



## Monthly Project Status Report

February 2003

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## PROJECT OVERVIEW

*The San Fernando Valley East-West Metro Rapid Transitway (SFV MRT) 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 MRT will have roughly one stop per mile located at major cross streets. MRT 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 MRT 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 San Fernando Valley East-West Metro Rapid Transitway project commenced on February 28, 2002 when the MTA Board of Directors approved a solicitation for a Design/Build delivery system for the project workscope.

The Invitation for Bid (IFB) for a Design/Build Package, Contract C0675, was advertised on June 28, 2002. The IFB stated that a two-step bid process be used which required a technical and price evaluation prior to contract award. Technical bids were received on September 9, 2002 from two bidders-Shimmick/Obayashi, JV, and Granite Brutoco, JV. Both firms were found to be technically acceptable resulting in price bids becoming due on December 2, 2002. Price bids were opened on December 5, 2002, which began the Price bid evaluation. The total evaluated price for Shimmick/Obayashi was \$154,458,468 and the price for Granite Brutoco was \$199,964,660. Upon completion of the Price bid evaluation, staff found Shimmick/Obayashi, JV to be the lowest priced, technically acceptable, responsive and responsible bidder. This resulted in a "Notice of Intent to Award" being issued to both firms on December 17, 2002. Contractually, the bid price is valid up to May 31, 2003. The contract award was planned for January 3, 2003 with "Notice to Proceed" (NTP) planned for January 15, 2003.

On December 17, 2002, the California Transportation Commission (CTC) issued a letter deferring "Traffic Congestion Relief Program" (TCRP) funds until its meeting on February 27, 2003. This resulted in the suspension of the C0675 contract award pending further notification of funding status from the CTC. On February 27, 2003, the CTC put the funding issue on the agenda for the April 3, 2003 CTC Meeting.

Separately, the MTA prepared an IFB for the construction of the Los Angeles River MRT Bridge Construction (Contract C0676). This package was advertised on September 11, 2002 with receipt of a single bid on December 5, 2002. A "Notice of Award" was issued to Brutoco Engineering and Construction Inc. on December 27, 2002 and a "Notice to Proceed" (NTP) was issued on January 28, 2003. The Contractor is proceeding with submitting required contract deliverables in preparation for commencing construction in late March 2003.

## MANAGEMENT ISSUES

**Concern No. 1:** Develop contract technical terms and conditions with third party agencies and incorporate them into the D/B IFB package, prior to last available addendum to the IFB, before the bids are submitted.

**Status/Action** The Master Cooperative Agreement (MCA) between the City of Los Angeles and the MTA has been approved by both parties. The new MCA will be used during the construction of the project.

An executed MCA with Caltrans is anticipated in the first quarter of 2003. Possible financial liability for late performance by either party remains the primary unresolved issue in the agreement. Separately, a Caltrans Railroad Agreement for the I-405 widening has been executed.

The MTA has a current MCA with the Los Angeles Department of Water and Power (LADWP) and work associated with DWP facilities will be performed under this existing agreement

**Concern No. 2:** 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 (ANG), 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. MTA has approved the addendum and recorded the document. The United States Army Corps of Engineers (COE) has prepared and approved a National Environmental Protection Act (NEPA) clearance as a Categorical Exclusion. 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 and Federal Highway Administration (FHWA) approval in March 2003. MTA has met with all parties and is in the process of drafting a four-party agreement (City of L.A., ANG, COE and MTA) to detail the numerous transactions and obligations to satisfy all parties. Anticipate executing agreement by June 2003.

## MANAGEMENT ISSUES

**Concern No. 3:** Project Revenue Operations Date (ROD) was established as April 29, 2005 by MTA Executive Management.

**Status/Action** During the Technical Bid Evaluation phase for Contract C0675, the Project Team targeted a January 3, 2003 Notice of Award and a January 15, 2003 Notice to Proceed which would allow the Project to be completed by April 2005.

However, on December 17, 2002, the California Transportation Commission (CTC) issued a letter deferring additional Traffic Congestion Relief Program (TCRP) funds until its meeting on February 27, 2003. On February 27, 2003, the CTC put the funding issue on the agenda for the April 3, 2003 CTC Meeting. The MTA Board of Directors, on February 27, 2003, adopted a Project Revenue Operation Date calculated as full Notice to Proceed date for Contract C0675 Design/Build plus 27 months contingent upon resolution of CTC funding issues. At this time, MTA is forecasting an April 2003 Notice to Proceed with a forecast Revenue Operations Date of July 2005.

**Concern No. 4:** Citizens Organized for Smart Transit (COST) has filed a lawsuit contesting the validity of the Environmental Impact Report of the SFV MRT.

**Status/Action** The trial was held on December 20, 2002 and the judge ruled in favor of the MTA. The COST group appealed the ruling and requested an injunction to stop the MTA from awarding any construction work. The judge denied the injunction request, however, the appeal of MTA will now progress through the normal court processes.

**Concern No. 5:** City of Burbank plans to build a bikeway project within a portion of MTA right-of-way which interfaces with the underground MTA Communications System proposed for SFV MRT Project.

**Status/Action** The MTA has developed a Memorandum of Understanding with the City of Burbank for the underground conduit system required for the SFV MRT Project to be built as a part of their bikeway project. If the City of Burbank's project falls behind or the cost of the work is unacceptable, the MTA will exercise an option in the C0675 D/B Contract to perform this work. This option must be exercised no later than August 4, 2003. The City of Burbank is anticipated to go to bid with their project in the 2<sup>nd</sup> quarter of 2003.

## MANAGEMENT ISSUES

**Concern No. 6:** MTA is pursuing Metropolitan Water District (MWD) Grant funds.

**Status/Action** The MTA is pursuing a MWD Community Partnering Program (CPP) to improve landscaping and show that landscaping can be exceptional while also using water wisely. The MTA submitted a grant application in January 2003. While the funding grant may not be approved, the MTA believes it is critical to apply for such funds so that the project can be developed to its maximum potential. The MTA plans to hold several meetings with MWD between March 2003 and June 2003 to determine funding and cooperatively develop a landscaping approach.

**Concern No. 7:** Los Angeles Department of Water and Power (DWP) reclaimed water line.

**Status/Action** The DWP is proposing a recycled water line to be installed in MTA's right-of-way over the entire length of the project. STV has developed to 90% level design for a 20" diameter recycled water line to be incorporated into Contract C0676, Los Angeles River Bridge, as a change notice. In April 2003, the C0676 contractor is anticipated to complete the design and request a cost for the modification. DWP has agreed to reimburse the MTA for all the costs associated with the recycled water line across the Los Angeles River Bridge. This would also include environmental clearance work. A final decision on a recycled water line will depend on progress made by DWP in developing a conceptual alignment environmental clearances and in entering into an agreement with the MTA by May 2003. The DWP recycled water line will be constructed only if such work can be guaranteed not to delay the SFV MRT Revenue Operation Date and is approved by the MTA Board of Directors.

**Concern No. 8:** Real Estate Lease Terminations

**Status/Action** Two parcels required by the C0675 D/B contractor may not be available by the July 1, 2003 need date. Adelphia Communications, tenant for Parcels 1601 and 1809, is in bankruptcy court and is protected by an automatic stay against terminations of leases by creditors. County Counsel is monitoring the bankruptcy status of this tenant, as no termination of leases or eviction actions are possible until the bankruptcy court approves.

## MANAGEMENT ISSUES

**Concern No. 9:** New Park-and-Ride Facility at Transitway's western terminus in Warner Center

**Status/Action** The western terminus in Warner Center does not currently include parking for transit patrons. MTA is exploring options for locating a park-and-ride facility in the area and the necessity for additional environmental review.

**Concern No. 10:** City of Los Angeles Bureau of Street Services (BSS) Access

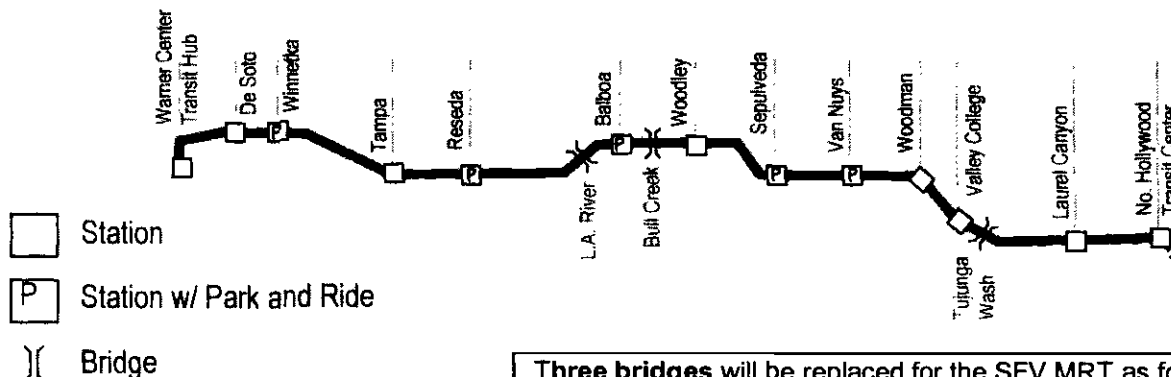
**Status/Action** The BSS currently has a 30-foot permanent ingress and egress easement crossing the MTA right-of-way east of Sepulveda Blvd. This easement was not addressed in the EIR or the C0675 D/B Contract. MTA and BSS are reviewing options to eliminate the existing crossing and to locate ingress and egress access at the end of Calvert Street, a cul-de-sac north of the MTA right-of-way at the end of Calvert Street. If the option discussed above is determined to be feasible and the City of Los Angeles approves this option, MTA will either issue a change order to the C0675 D/B contractor or reach another mutual agreement with the City of Los Angeles. If this option is determined not to be feasible, MTA will complete any environmental analysis and actions, and issue a change order to the C0675 D/B contractor for a private crossing in approximately the same location as the existing access.

## PROJECT SCOPE

The San Fernando Valley East-West Metro Rapid Transitway 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. Concurrent with busway and stations a Bikeway will be constructed. The Bikeway will include a pedestrian path.

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 MRT 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 No. 8 modification and procurement of 22 each 60-foot long articulated buses. Lastly, all the system enhancements will be managed from the Bus 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 MRT. 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 MRT 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 north end of the Sepulveda Basin. To reduce schedule exposure, MTA designed this bridge to 100%. Contract C0676 will construct the new Los Angeles River MRT Bridge.

**Thirteen Stations** will be completed for the SFV MRT 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	Feb-03	Mar-03	Apr-03	May-03	Jun-03	Jul-03
Initial CTC Meeting - Address TCRP/STIP Funding for MTA priority projects	2/27/03*	△					
Follow-up CTC Meeting - Decision on TCRP/STIP Funding for MTA priority projects	4/3/03*			△			
(Forecast) Issue of Notice of Award to Contract C0675	4/7/03*			◆			
Begin Dry Season - Commence Los Angeles River Bridge In-Channel Workscope (Contract C0676)	4/16/03			□			
(Forecast) Issue Notice to Proceed to Contract C0675	4/17/03*			◆			
(Forecast) Contract C0675 - Provide initial submittals for Final Design and Construction	4/17/03			□			
MTA Board Meeting for Construction Management Support Services Contract	4/24/03*			Ⓜ			
Issue LNTP to Construction Management Support Services Contractor	5/21/03				◆		
Contract C0675 Bid Validity Expiration Date	5/31/03				□		
(Forecast) Contract C0675 - Begin Bikeway Project construction workscope	6/30/03*					□	
(Forecast) Contract C0675 - Begin construction on Bus Storage and Maintenance Yard	6/30/03*					□	

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

**SUMMARY SCHEDULE**

**San Fernando Valley East-West Metro Rapid Transitway  
 Level 0 Summary Schedule**

Project Milestones	FY 2002		FY 2003		FY 2004		FY 2005		FY 2006									
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
<p><b>Procurement</b></p> <p><b>Design / Build Contract - C0676</b></p> <p>MTA Board Adopts BR</p> <p>Invitation for Bids - C0676 DB Contractor</p> <p>Notice To Proceed Issued to C0676 Contractor</p> <p>Begin Construction C0676 L.A. River Bridge</p> <p>Complete Construction @ L.A. River Bridge</p> <p>California Transportation Commission Funding Resumption</p> <p>Forecast Award C0676 DB Contract</p> <p>Forecast Notice to Proceed C0676 DB Contractor</p> <p>UFS Equipment Delivery</p> <p>Initial Bus Delivery date (22 Antics)</p> <p>Forecast Substantial Completion</p> <p>Forecast Per Op Date</p>																		
<p><b>Third Party / Vehicles / Systems / L-403</b></p> <p>Master Cooperative Agreements (MCA) Approvals</p> <p>Board Adoption of MCA with City of Los Angeles</p> <p>Execute UFS Procurement Option</p> <p>ATMS Equipment</p> <p>UFS Equipment Option</p>																		
<p><b>Real Estate</b></p> <p>Lease Terminations</p> <p>Property Acquisition</p> <p>Call Trace L-403 Construction</p> <p>Lease Extensions</p> <p>Pieris College Parcel Acq Due Date</p>																		
<p><b>Preliminary Engineering</b></p> <p>STV 40% Design</p>																		
<p><b>Design / Build Contract - C0675</b></p> <p>Mobilization / Final Design / Submittals</p> <p>Grading / Earthwork</p> <p>Soundwalls</p> <p>Bus Resurfaces</p> <p>Bus and Pedestrian Path</p> <p>Park and Ride Lots</p> <p>Station Construction</p> <p>Landscaping</p> <p>Systems Integration Testing</p> <p>Pre-Rev Ops</p> <p>Planned ROD</p>																		
<p><b>Los Angeles River Bridge - C0678</b></p> <p>Migratory Birds - L.A. River Bridge Site Investigation &amp; Monitoring</p> <p>L.A. River Bridges Design</p> <p>L.A. River Bridge Demolition</p> <p>West Season Restriction</p> <p>West Season Restriction</p> <p>Mobilization</p> <p>In Channel Construction</p> <p>Closeout / Completion</p>																		

## SCHEDULE NARRATIVE

The project schedule includes sequences for the front-end design, contract procurement and element details of project construction. The Project critical path begins with completion of the Contract C0675 Design/Build (D/B) package. It continues through contract procurement, final design, bus reach construction, intersections, systems integration and testing, and pre-revenue operations.

At this time the procurement process for Contract C0675 D/B is nearly complete. The project original plan was to award on January 3, 2003 with a subsequent Notice to Proceed (NTP) on January 15, 2003. However, unresolved funding issues from the California Transportation Commission (CTC) have caused the MTA to suspend the Notice of Award of this Contract. The project anticipates a decision on state funding in April 2003 with a full NTP to follow.

On January 28, 2003, a Notice to Proceed was issued to Contract C0676 for the construction of the Los Angeles River Bridge. This decision to award a separate contract instead of exercising an Option for this scope of work in the delayed C0675 D/B contract allows this critical work to commence during the dry season construction period starting on April 15, 2003.

On February 27, 2003, the MTA Board of Directors adopted a Project Revenue Operation Date (ROD) calculated as Full Notice to Proceed (NTP) date for Contract C0675 D/B plus 27 months contingent upon resolution of CTC funding issues. At this time, MTA is forecasting an April 2003 Notice to Proceed with a forecast ROD of July 2005.

### PROJECT COST STATUS

PROJECT 800112 - SAN FERNANDO VALLEY EAST-WEST METRO RAPID TRANSITWAY

\$ in Millions

COST SUMMARY

Description	Original Budget	Current Forecast	Variance	Commitments	Expenditures
Guideways	124.2	124.2	0.0	3.7	0.3
Yards & Shops	1.2	1.2	0.0	0.0	0.0
Systems/Equipment	12.7	12.7	0.0	0.0	0.0
Stations	30.4	30.4	0.0	0.0	0.0
Vehicles & Buses	17.5	17.5	0.0	0.0	0.0
Special Conditions	24.2	24.2	0.0	1.5	0.4
Right-of-Way	24.9	24.9	0.0	3.5	3.3
Professional Services	45.7	45.7	0.0	15.8	12.2
Park-and-Ride Facility	16.5	16.5	0.0	0.0	0.0
Contingency	32.2	32.2	0.0	0.0	0.0
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>0.0</b>	<b>24.5</b>	<b>16.2</b>

Expenditures are cumulative through January 2003.

### PROJECT COST ANALYSIS

The Original Budget of the San Fernando Valley East-West Metro Rapid Transitway Project, which includes an allowance of \$16.5 million for a proposed park-and-ride facility at the Western Terminus of the Transitway, was adopted in February 2003 for a value of \$329.5 million.

#### Commitments

The commitments increased \$4.8 million in February 2003 due to the following: \$3.3 million in the award of construction Contract C0676 (Los Angeles River Bridge), \$0.1 million in the amendment of Environmental Compliance task order for mitigation measures and permits, and \$1.4 million for real property acquisition, appraisals, and escrow fees. The \$24.5 million commitment value to date is 7.4% of the Original Budget.

#### Expenditures

Expenditures are cumulative through period ending January 2003. The expenditures increased \$3.4 million this period due to the following: \$3.1 million for Real Estate, and \$0.3 million for Professional Services. Expenditures to date are 4.9% of the Original Budget.

### PROJECT COST STATUS

PROJECT 800114 - SAN FERNANDO VALLEY EAST-WEST BIKEWAY PROJECT

\$ in Millions

COST SUMMARY

Description	Original Budget	Current Forecast	Variance	Commitments	Expenditures
Guideways	5.8	5.8	0.0	0.0	0.0
Yards & Shops	0.0	0.0	0.0	0.0	0.0
Systems/Equipment	0.0	0.0	0.0	0.0	0.0
Stations	0.0	0.0	0.0	0.0	0.0
Vehicles & Buses	0.0	0.0	0.0	0.0	0.0
Special Conditions	0.2	0.2	0.0	0.0	0.0
Right-of-Way	0.0	0.0	0.0	0.0	0.0
Professional Services	1.3	1.3	0.0	0.0	0.0
Contingency	0.8	0.8	0.0	0.0	0.0
<b>TOTAL</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

### PROJECT COST ANALYSIS

The Original Budget of the San Fernando Valley East-West Bikeway Project was adopted in February 2003 for a value of \$8.1 million.

The same C0675 Design/Build Contractor as the Metro Rapid Transitway will construct the Bikeway Project. Construction activities for the Bikeway are expected to occur concurrent with the construction effort of the Transitway. The Bikeway Project is segregated from the base scope of the Transitway project due to differences in funding sources.

### CHANGE CONTROL STATUS

Description	Award Amount	Approved				Total Approved Amount	Potential		
		Executed Changes		LNTPs (NTE)			Pending		Total Potential Value
		#	\$	#	\$		#	\$	
Engineering * Design Services	7,139,881	2	25,553	2	35,000	7,200,434	4	253,137	7,453,571
Environmental Services	755,503	2	9,043	4	31,000	795,546	3	91,526	887,072
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	1	25,000	134,494
L. A. River Bridge Constr. (C0676)	3,836,576	0	0	0	0	3,836,576	0	0	3,836,576
<b>TOTAL</b>	<b>11,959,156</b>	<b>7</b>	<b>2,197,892</b>	<b>6</b>	<b>66,000</b>	<b>14,223,048</b>	<b>8</b>	<b>369,663</b>	<b>14,592,711</b>

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

## FINANCIAL/GRANT STATUS

### Project 800112 - San Fernando Valley East-West Metro Rapid Transitway

FEBRUARY 2003		STATUS OF FUNDS BY SOURCE							
\$ in millions									
SOURCE	(A) ORIGINAL BUDGET	(B) FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED to FUNDING	(F/B)
				\$	%	\$	%	\$	%
STATE TCRP	47.0	47.0	47.0	24.2	52%	13.9	30%	13.9	30%
STATE STIP	98.3	98.3	0.3	0.3	0%	0.3	0%	0.3	0%
PROPOSITION C	184.2	184.2			0%		0%		0%
UNBILLED ACCRUALS			2.0			2.0			
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>49.3</b>	<b>24.5</b>	<b>7%</b>	<b>16.2</b>	<b>5%</b>	<b>14.2</b>	<b>4%</b>

(1) Based on March 2002 Section 5309 New Start Report.  
 NOTE: Expenditures are cumulative through January 2003.

## STATUS OF FUNDS ANTICIPATED

**STATE TCRP:** Cumulative to date, \$47 million of State TCRP funds are available for draw down. The CTC allocated \$12.3 million in January 2001 and \$34.7 million in June 2002.

**STATE STIP:** Due to the suspension of the TCRP program, MTA has processed a STIP amendment to secure \$98 million of state-only funding to replace TCRP funds previously committed to the project. CTC action is expected to take place on April 3, 2003.

## FINANCIAL/GRANT STATUS

### Project 800114 – San Fernando Valley East-West Bikeway Project

FEBRUARY 2003		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 FUNDING SOURCE \$	%
TEA (FED)	6.0	6.0	0.0		0%		0%		0%
TEA-21 (FED)	1.1	1.1	0.0		0%		0%		0%
CITY OF LA	1.0	1.0	0.0		0%		0%		0%
<b>TOTAL</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0%</b>	<b>0.0</b>	<b>0%</b>	<b>0.0</b>	<b>0%</b>

NOTE: Expenditures are cumulative through January 2003.

## STATUS OF FUNDS ANTICIPATED

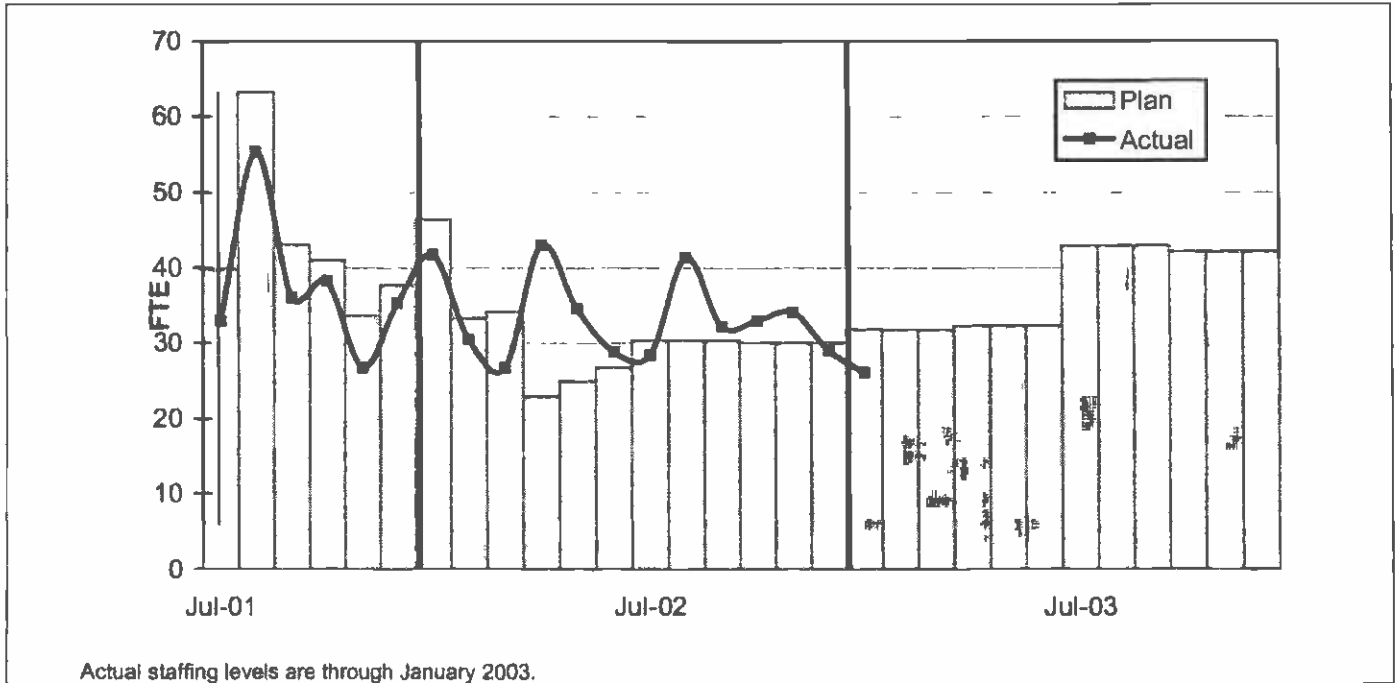
**FEDERAL FUNDS:** The transfer of Federal Funds from the Federal Highway Administration to the FTA has been completed. In April 2003, MTA plans to submit a grant application of \$8.1 million to the FTA.

**CITY OF LA:** The funding agreement for the local match between MTA and the City of Los Angeles was reviewed by the City of Los Angeles and sent back to MTA for review and comments. Execution of the funding agreement is expected around March 2003.

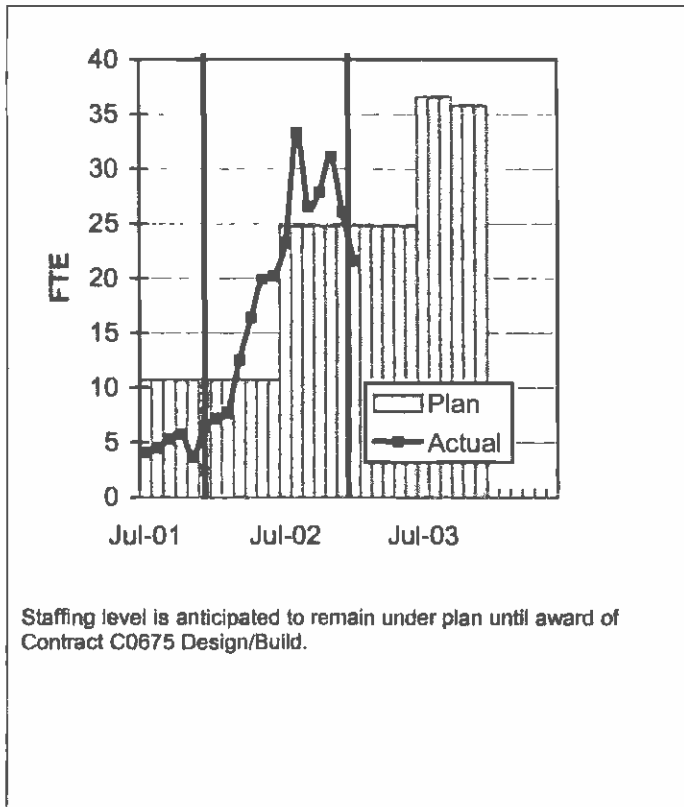


## STAFFING STATUS

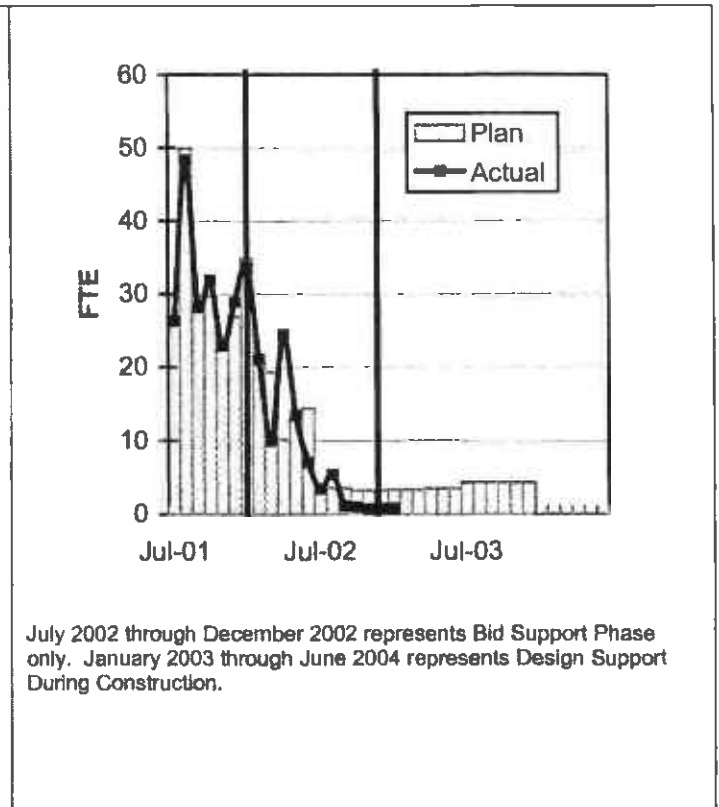
### TOTAL STAFFING STATUS



### AGENCY STAFFING

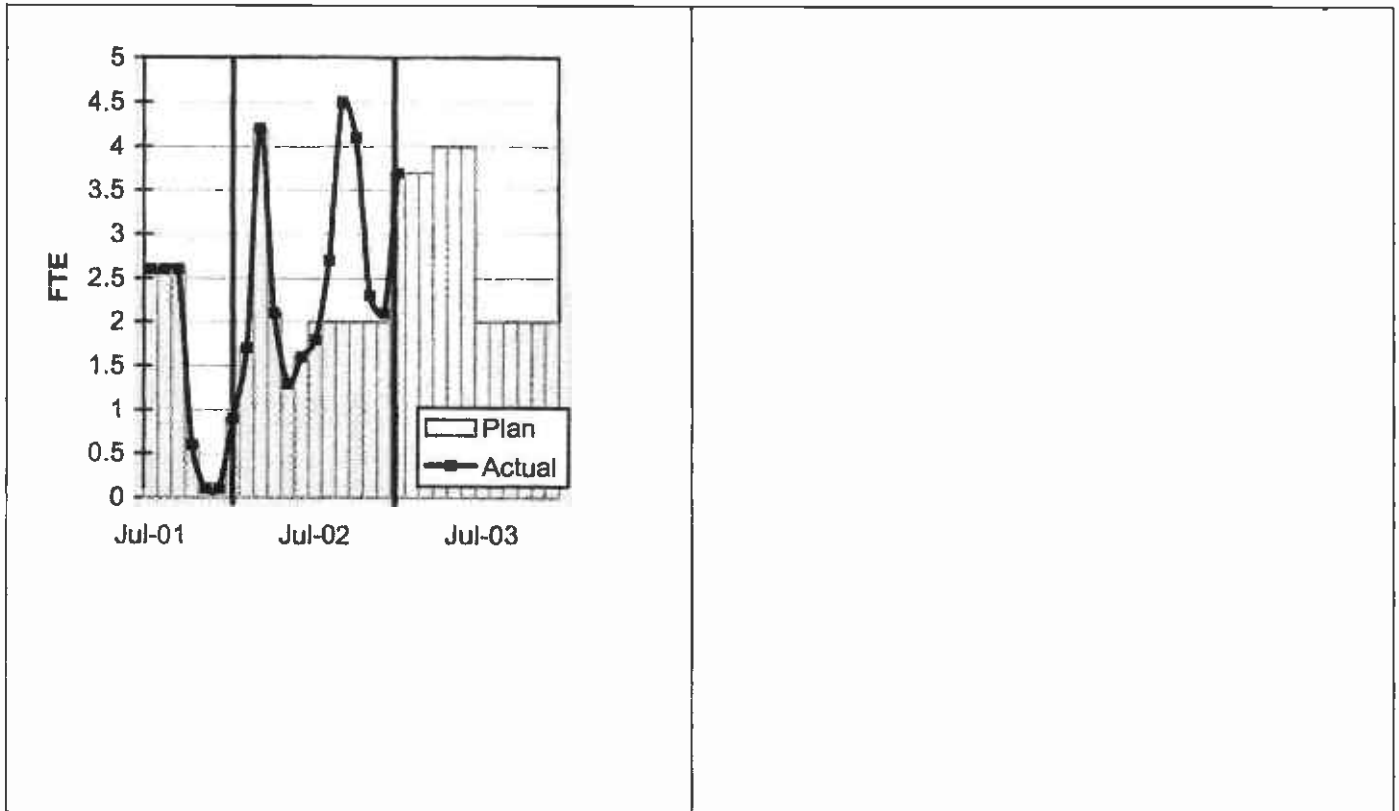


### PE DESIGN CONSULTANTS



### STAFFING STATUS

PMA CONSULTANT



### REAL ESTATE STATUS

- The number of leases to be terminated for the project is 101, 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-MRT right-of-way was September 30, 2002. However, in consultation with Construction Project Management, lease extensions have been granted to a number of tenants. The extension dates do not conflict with the construction contractor's access dates. As of March 1, 2003, 53 tenants have vacated their leased areas and 13 tenants may 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 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 completed the appraisal and Phase 1 due diligence environmental work on the seven non-government owned parcels. One parcel has been acquired. Two parcels are in condemnation, and negotiations are continuing with 2 other property owners.

### REAL ESTATE ACQUISITION SCHEDULE SUMMARY

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	9	1	9	0	0
Last Period	9	1	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	13	0	53	53

### 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	
<b>TOTAL</b>	9	9	9	9	9	9	9	9	3	5	2	9	1	0

The parcels will be purchased by MTA Real Estate.

\* Offers made contingent to MTA Board approval.

## **ENVIRONMENTAL STATUS**

- Reviewed a cost estimate for the theater and concession building on options for asbestos abatement.

## **COMMUNITY RELATIONS STATUS**

- Coordinated community art project in North Hollywood at the site of MTA's construction trailers and the future MRT terminus.
- Developed MRT project web site which is accessible at MTA.net by clicking on [www.mta.net/trans\\_planning/construction/sfv\\_mrt.htm](http://www.mta.net/trans_planning/construction/sfv_mrt.htm).
- Notified residents, businesses, schools, and elected officials of Los Angeles River Bridge construction.

## **QUALITY ASSURANCE STATUS**

- Reviewed Brutoco's Contract C0676 Quality Control Plan and baseline schedule.

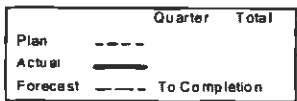
### **SAFETY STATUS**

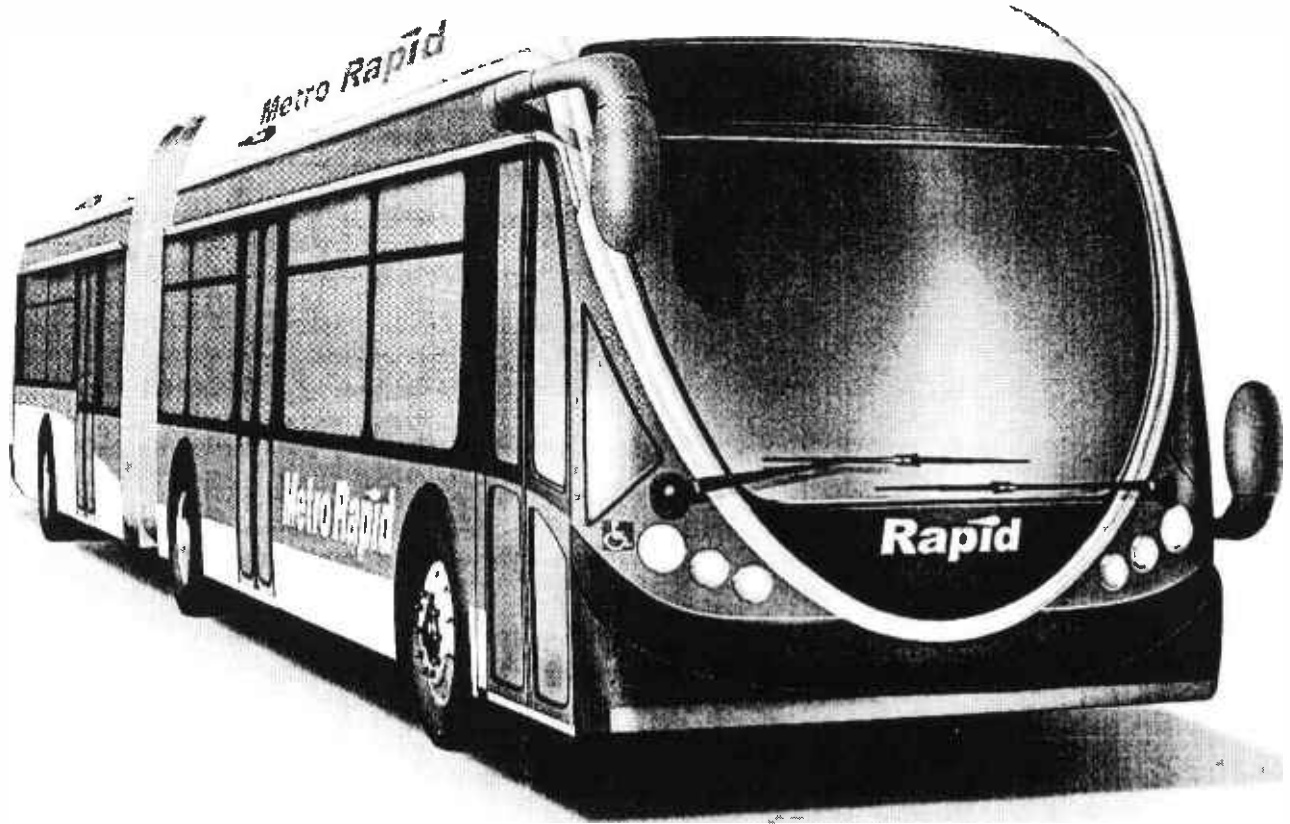
- Participated in weekly progress meetings with Construction Management to discuss safety related issues and construction schedule.
- Reviewed contractor safety submittals for C0676.

### **ART DEVELOPMENT STATUS**

- East Segment Station Artist Selection Panel convened on February 12, 2003. Four artists were selected for the North Hollywood, Laurel Canyon, Valley College, and Woodman Stations.
- Central Segment Station Artist Selection Panel convened on February 19, 2003. Four artists were selected from the Van Nuys, Sepulveda, Woodley, and Balboa Stations.
- Artists picked up boards to prepare artwork. Artists have one (1) month to complete the artwork to put along MTA and Brutoco construction office at North Hollywood.

## CONTRACT CONSTRUCTION STATUS

<p><b>Description: L.A. River Bridge Construction Project</b>  <b>Contractor: Brutoco Engr &amp; Construction, Inc.</b></p>	<p><b>Contract No.: C0676</b>  <b>Status as of: February 28, 2003</b></p>																																								
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>· Contractor submittals received: Baseline Schedule, Schedule of Values, Master List of Submittals, Quality Assurance/Quality Control Plan, Water Pollution Control Plan, Construction Layout Plan, and the Construction Work Plan.</li> <li>· Started process to secure permit to work inside the L. A. River Channel.</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>· Balance of two (2) permits are needed - 1) The Right of Entry Permit. Contractor submitted the Work Plan for MTA's review and approval prior to application for the Permit. This process will need to be accelerated. 2) The Dewatering Permit. Requirements to process the permit to the Regional Water Quality Control Board are a potentially lengthy process. Environmental will identify information required from the Contractor to process the permit.</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>· Preparation of the field offices and mobilization of MTA project team to the field at the North Hollywood Station worksite facility. Existing computers were connected to MTA.net and telephone lines and additional computers were requested from Information &amp; Technology Services.</li> <li>· Review and approval of the Construction Work Plan which relates to the Right of Entry Permit. The Plan explains the scope of work, equipment to be used and means and methods of performing the work.</li> <li>· Preparation and submittal of H-Shaped Piles and Cast In Steel Shell Pile submittals, which are critical to the start of the work.</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>· Contractor to mobilize to site in mid March.</li> <li>· Contractor Submittals.</li> <li>· Procurement of H-Shaped Piles and Cast In Steel Shell Piles.</li> <li>· Preparation of access roads.</li> <li>· Start abutment excavation.</li> </ul>																																								
<p><b>Schedule Summary:</b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">Date of Award:</td> <td style="text-align: right;">12/27/02</td> </tr> <tr> <td>Notice to Proceed:</td> <td style="text-align: right;">01/28/03</td> </tr> <tr> <td>Original Contract Duration:</td> <td style="text-align: right;">320 CD</td> </tr> <tr> <td>Current Contract Duration:</td> <td style="text-align: right;">320 CD</td> </tr> <tr> <td>Elapsed Time from NTP:</td> <td style="text-align: right;">31 CD</td> </tr> </table>	Date of Award:	12/27/02	Notice to Proceed:	01/28/03	Original Contract Duration:	320 CD	Current Contract Duration:	320 CD	Elapsed Time from NTP:	31 CD	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>Original Contract Dates</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance CDs</th> </tr> </thead> <tbody> <tr> <td>Notice to Proceed</td> <td>01/28/03</td> <td>0</td> <td>01/28/03</td> <td>01/28/03</td> <td>0</td> </tr> <tr> <td>Milestone One-Mobilize on site to commence in-channel work</td> <td>04/16/03</td> <td>0</td> <td>04/16/03</td> <td>04/16/03</td> <td>0</td> </tr> <tr> <td>Milestone Two-Complete in-channel work</td> <td>10/15/03</td> <td>0</td> <td>10/15/03</td> <td>10/15/03</td> <td>0</td> </tr> <tr> <td>Milestone Three-Contract completion</td> <td>12/13/03</td> <td>0</td> <td>12/13/03</td> <td>12/13/03</td> <td>0</td> </tr> </tbody> </table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Notice to Proceed	01/28/03	0	01/28/03	01/28/03	0	Milestone One-Mobilize on site to commence in-channel work	04/16/03	0	04/16/03	04/16/03	0	Milestone Two-Complete in-channel work	10/15/03	0	10/15/03	10/15/03	0	Milestone Three-Contract completion	12/13/03	0	12/13/03	12/13/03	0
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<p><b>Physical Percent Complete:</b></p> <p style="text-align: center; font-size: 2em; font-weight: bold;">NO WORK STARTED</p> <div style="display: flex; align-items: center; margin-top: 10px;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); font-weight: bold; margin-right: 10px;">P E R C E N T</div>  </div>	<p><b>Cost Summary:</b> <span style="float: right;"><b>\$ In millions</b></span></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">1. Award Value:</td> <td style="text-align: right;">3.80</td> </tr> <tr> <td>2. Executed Change Orders:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>3. Approved WACNs:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">3.80</td> </tr> <tr> <td>5. Pending Changes:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>6. Incurred Cost:</td> <td style="text-align: right;">0.00</td> </tr> </table>	1. Award Value:	3.80	2. Executed Change Orders:	0.00	3. Approved WACNs:	0.00	4. Current Contract Value (1 + 2 + 3):	3.80	5. Pending Changes:	0.00	6. Incurred Cost:	0.00																												
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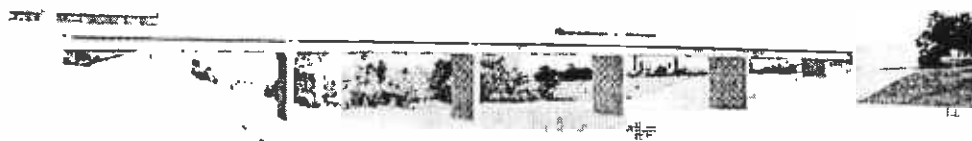
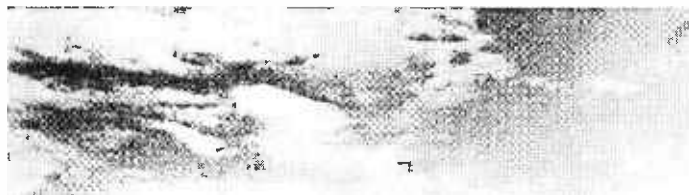


Recommended Low Floor CNG Articulated Vehicle for the San Fernando Valley East-West Metro Rapid Transitway Project manufactured by North American Bus Industries (NABI)

## CONTRACT CONSTRUCTION STATUS



Groundbreaking Ceremony on January 17, 2003 for Contract C0676  
Los Angeles River MRT Bridge.

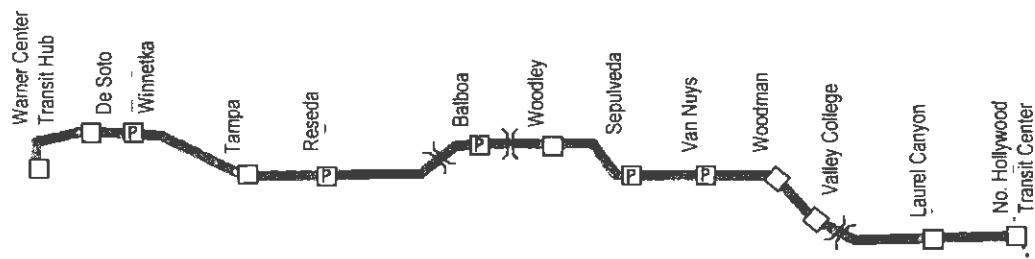


San Fernando Valley East-West Metro Rapid Transitway  
Monthly Project Status Report

Rendering of new Los Angeles River Bridge.

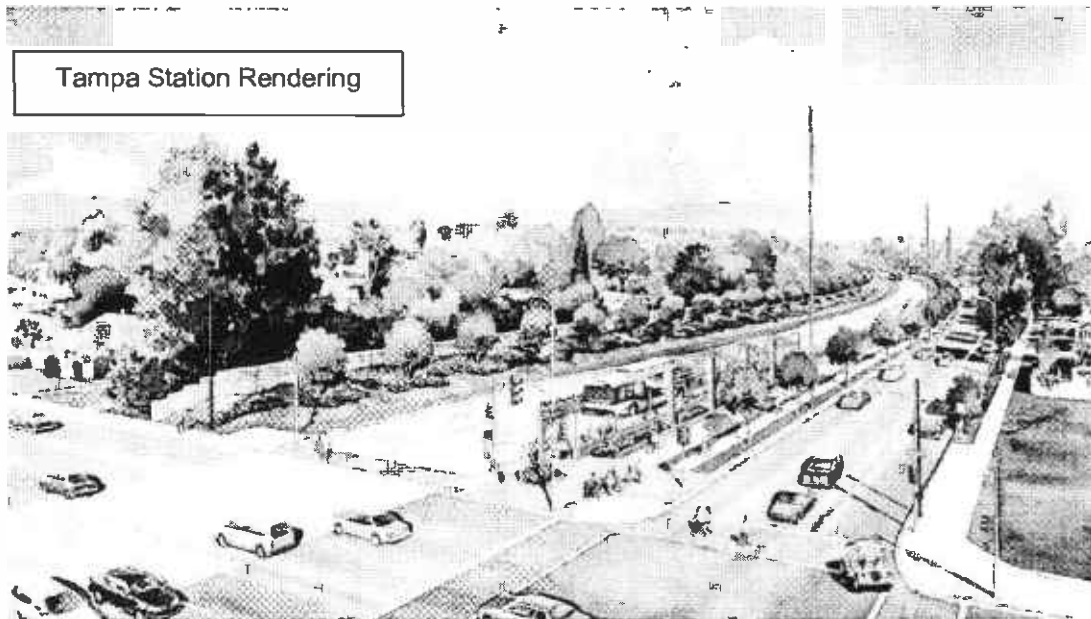
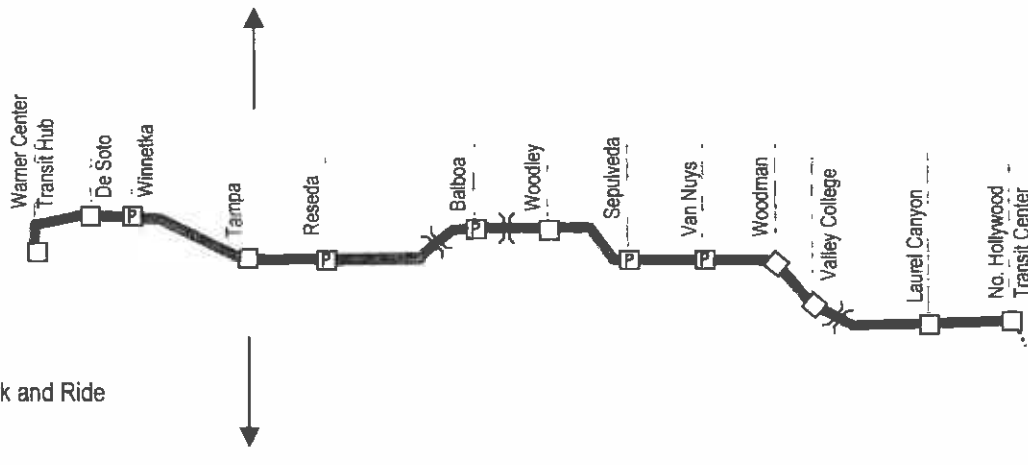
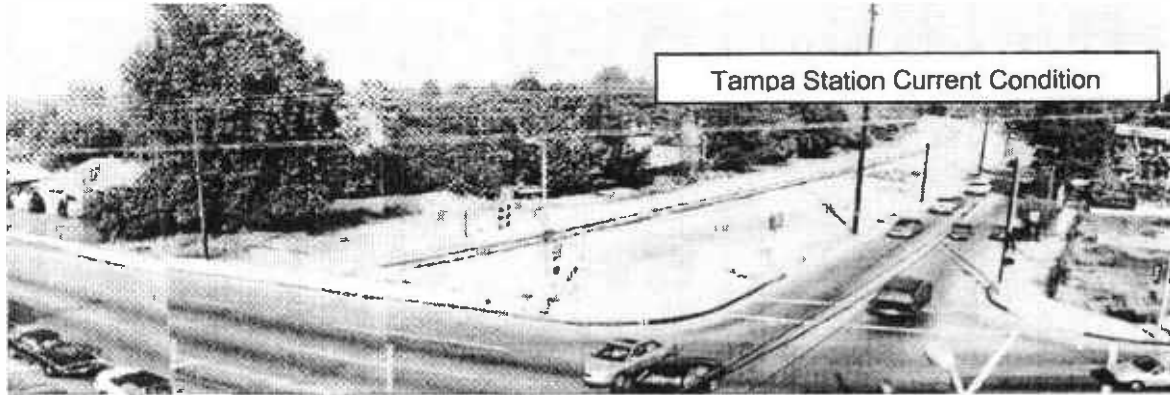


## ALIGNMENT ILLUSTRATIONS

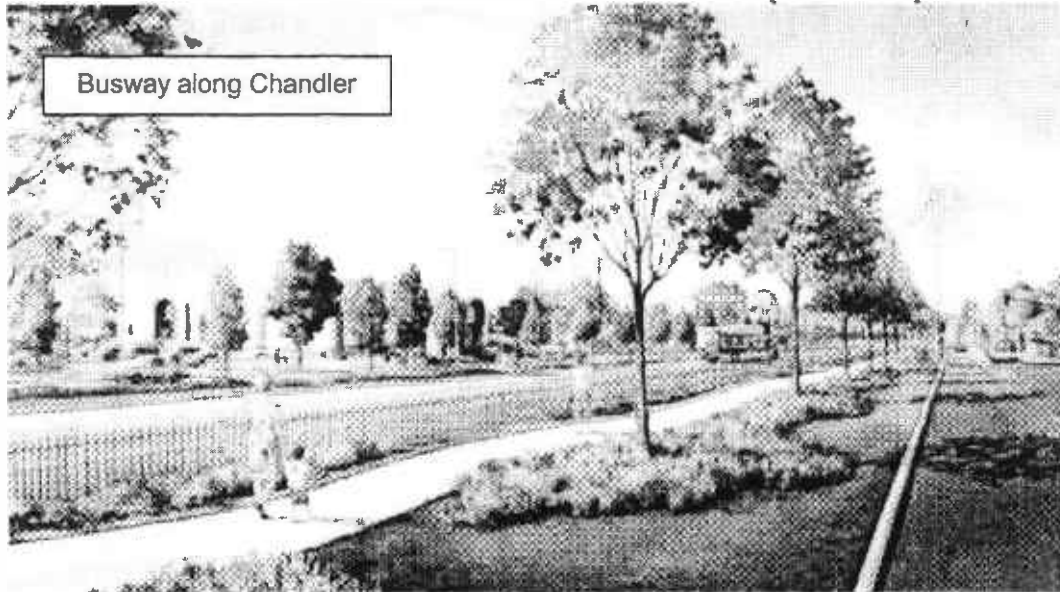


- Station
- P Station w/ Park and Ride
- ( ) Bridge

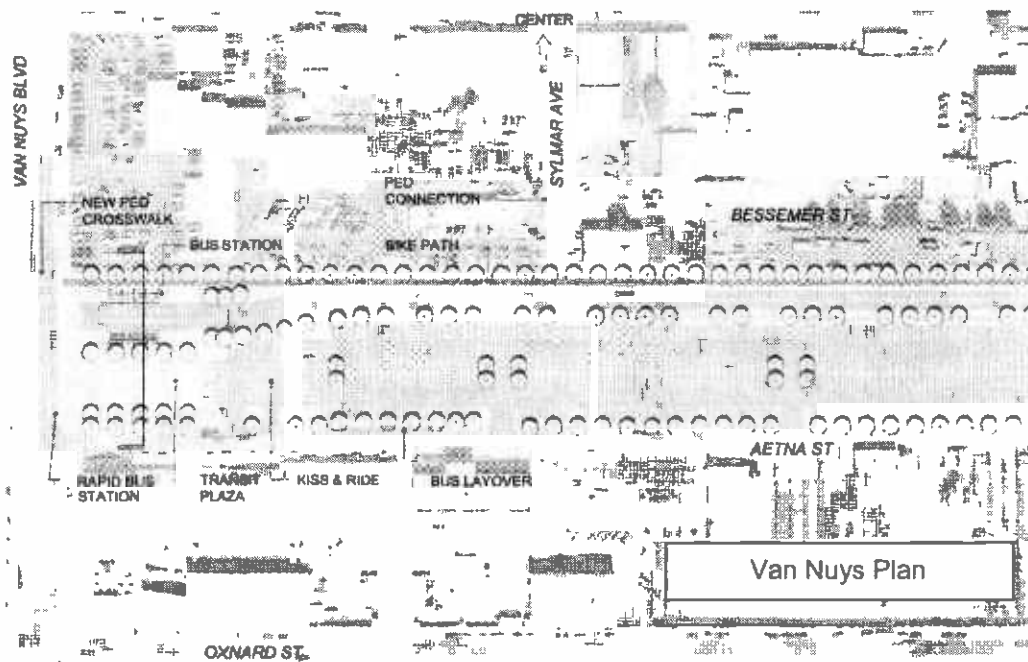
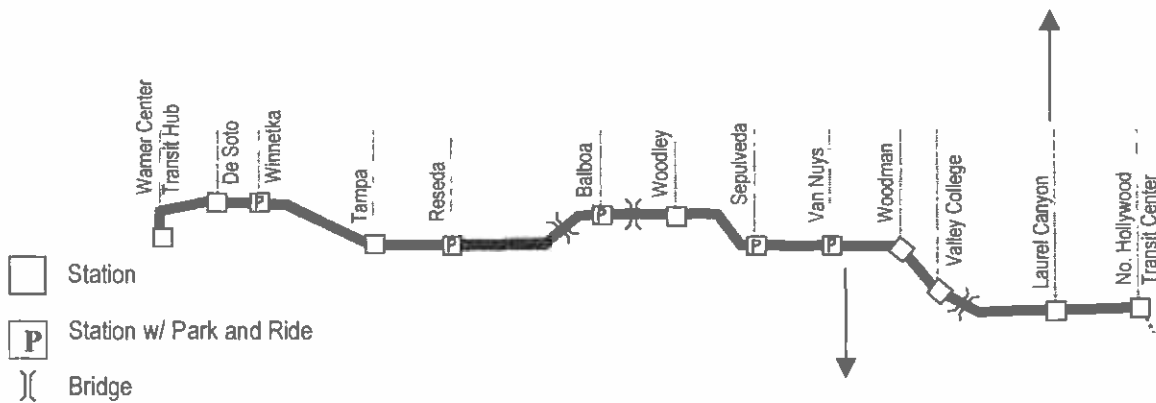
### ALIGNMENT ILLUSTRATIONS (Cont'd)



### ALIGNMENT ILLUSTRATIONS (Cont'd)



Busway along Chandler



## APPENDIX

### COST AND BUDGET TERMINOLOGY

**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 MTA actions which have been spent or result in the obligation of specific expenditures at a future time.

**CONSTRUCTION:** Costs associated with Guideways, Yards and Shops, Systems/Equipment, Stations and Buses.

**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.

**CURRENT BUDGET:** The Original Budget plus all budget amendments approved by formal MTA action. Also referred to as Approved Budget.

**EXPENDITURES:** The total dollar amount of funds expended by MTA for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in MTA's Financial Information System (FIS).

**INCURRED COST:** The total value of work performed to date of services received, and acquired materials or properties.

**ORIGINAL BUDGET:** The Original Project Budget as established by Metropolitan Transportation Authority (MTA) Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

**PARK-AND-RIDE FACILITY:** Proposed park-and-ride facility at the western Transitway terminus.

**PROFESSIONAL SERVICES:** Costs associated with General Engineering, Project Management Assistance, Construction Management Support services, Legal Counsel, Agency (MTA Staff) costs, and other Specialty Consultants.

**RIGHT-OF-WAY:** Includes purchase cost of parcels, easements, right-of-entry permits, escrow fees, and tenant relocation.

**SPECIAL CONDITIONS:** Costs associated with Utilities Relocation, Environmental Mitigation and Compliance, Master Cooperative Agreements, Insurance Programs, Safety Program, Artwork, Systems Integration Testing and Pre-Revenue Operations.

## APPENDIX

### LIST OF ACRONYMS

AFE	Authorization For Expenditure
BRT	Bus Rapid Transit (No longer valid see MRT instead)
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
COE	Corps of Engineers
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
L RTP	Long Range Transportation Plan
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MRT	Metro Rapid Transitway (replaces BRT used prior to December 2002)
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