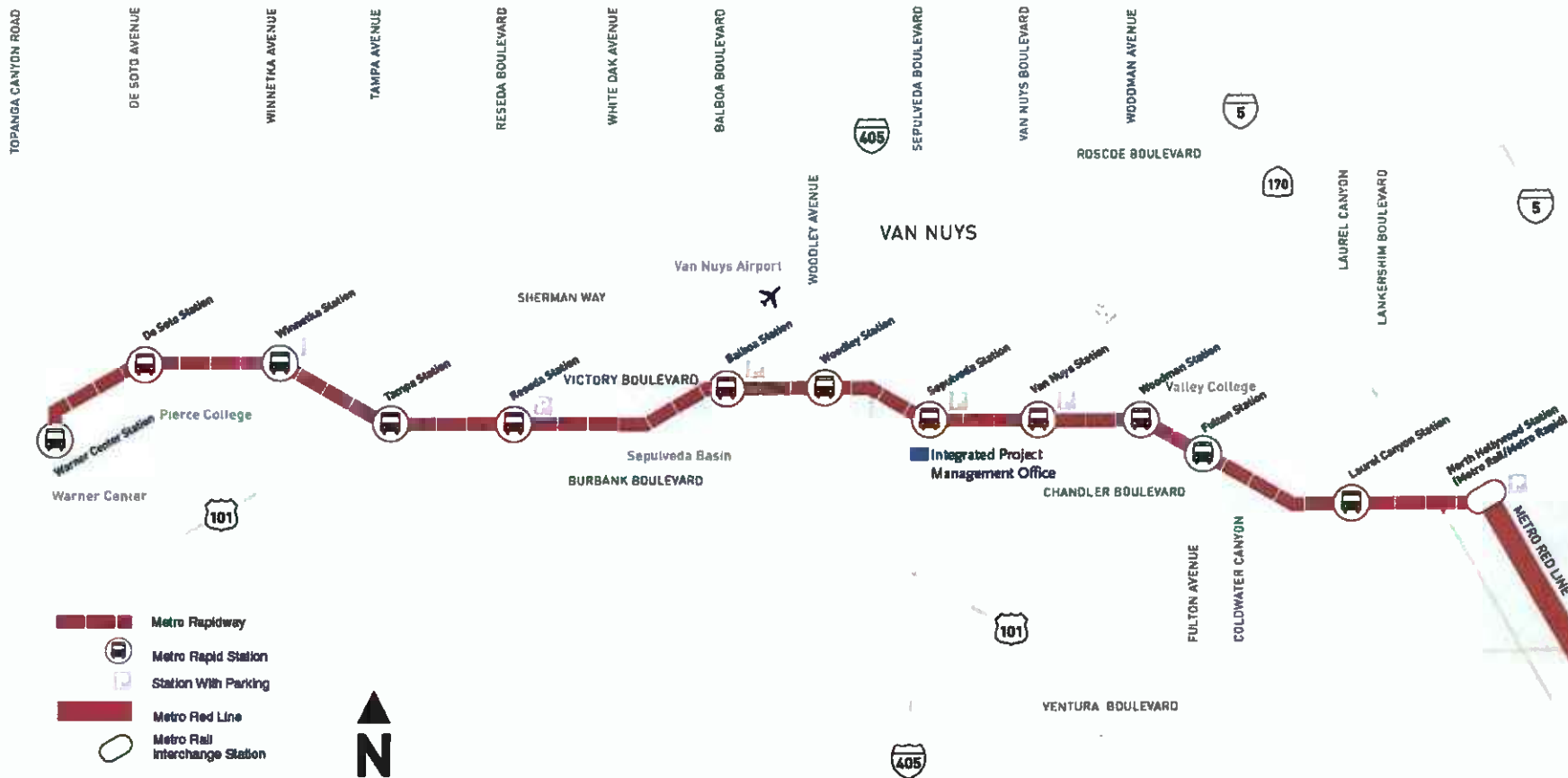




# San Fernando Valley Metro Rapidway



## Quarterly Project Status Report

September 2003

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## PROJECT OVERVIEW

*The San Fernando Valley Metro Rapidway (SFVMR) 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 SFVMR will have roughly one stop per mile located at major cross streets. Low floor CNG-powered articulated 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 SFVMR 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 Metro Rapidway Project commenced on February 28, 2002 when the MTA Board of Directors certified the final environmental report and approved a solicitation for a Design/Build delivery system for the Project.

The Invitation for Bid (IFB) for a Design/Build package, Contract No. C0675 was advertised on June 28, 2002. During a two-step bid process, technical bids were received from two contractors on September 9, 2002 and the subsequent price bids were received on December 2, 2002. On December 17, 2002, the California Transportation Commission (CTC) issued a letter deferring "Traffic Congestion Relief Program" (TCRP) funds. This resulted in the suspension of the Contract No. C0675 award pending further notification of funding status from the CTC. On April 3, 2003, the CTC approved a funding plan for the Project. This allowed the MTA to issue a Notice of Award to Shimmick Construction Co., Inc/Obayashi Corp., JV (SOJV) on the same date. The Notice to Proceed letter was issued on May 2, 2003 starting 25.5-month contract duration.

The C0675 Contractor continues to submit design packages for City of Los Angeles and MTA review. Also, the C0675 Contractor is continuing construction efforts with site clearing, potholing, track removal, demolition work, temporary fencing installation within right-of-way and CCTV camera installation at intersections. SOJV is preparing for major construction by starting the demolition of the bridges and busway drainage installation.

Project staff is reviewing potential enhancements to current Contract No. C0675 base scope. These enhancements include upgrade to rubberized asphalt for portions of busway and some intersections in residential areas, upgrade to stabilized decomposed granite for pedestrian path along bikeway and alternative drainage design "swale" in portions of the busway. Staff is evaluating the cost and schedule impacts of the potential enhancements to the overall Project.

## PROJECT OVERVIEW

On September 16, 2003, the Los Angeles Department of Water and Power (LADWP) Board of Commissioners adopted the proposed recycled water pipeline for an initial amount of \$5,000,000. Subsequently, on September 25, 2003, the MTA Board approved a \$5,000,000 initial budget and authorized the issuance of Change Orders in the amount not to exceed \$2,500,000 to the C0675 contractor for initial funding of the design and construction of the LADWP recycled water pipeline. The MTA Board adopted the project on the condition that LADWP reimburse MTA for all costs associated with design, construction and administration of the project. MTA and LADWP still are continuing to identify and implement schedule-critical work and develop a strategy for completion of the recycled water pipeline.

To ensure Project critical path work proceeded as planned, the MTA prepared an IFB package, Contract No. C0676, for the construction of a new Los Angeles River Bridge. 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 Brutuco Engineering and Construction Inc. on December 27, 2002 and a Notice to Proceed was issued on January 28, 2003.

The C0676 Contractor remains on schedule with the completion of workscope prior to the restricted in-channel construction work period ending on October 15, 2003. During the September period, the C0676 Contractor proceeded with the concrete placement of the bridge deck, backfilling abutments and retaining walls, and installation and testing of the LADWP recycled water pipeline section that crosses the bridge.

## MANAGEMENT ISSUES

**Concern No. 1:** Resolve the street access to the Donald Tillman Water Reclamation Plant and adjoining Air National Guard facility.

**Status/Action** The MTA has obtained all applicable agreements that this new access road is acceptable. To finalize this understanding, MTA is in the process of obtaining signatures on separate Agreements with Army Corps of Engineers (property owners), the Air National Guard, and City of Los Angeles applicable departments detailing the numerous transactions and obligations that each party is to satisfy. MTA is finalizing the Agreements and is anticipating the final agreements will be signed in October 2003. MTA Real Estate has prepared an easement granting permission for the roadway crossing MTA right-of-way. (This concern is closed).

**Concern No. 2** Citizens Organized for Smart Transit (COST) has filed a lawsuit contesting the validity of the Environmental Impact Report of the SFV MR.

**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. The MTA sued to recover approximately \$32,000 in legal fees and won the appeal and the COST group appealed the fee decision. The judge has combined the two appeals and it is expected that oral arguments will be heard either the end of this year or early next year and the written decision will be provided several months after the oral decision.

**Concern No. 3:** 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 MR Project.

**Status/Action** The City of Burbank could not support the MTA schedule requirement for installation of the fiber optic duct. Consequently, MTA has executed Option No. E.6 in Contract C0675 Design/Build to construct the fiber optic duct through this portion of the alignment. The Bikeway Project is projected to begin construction in November 2003. Therefore, no Master Cooperative Agreement is necessary with the City of Burbank. Environmental clearance for a fiber optic line east of Lankershim Boulevard was completed on July 15, 2003. The MTA provided language to City of Burbank for inclusion into City of Burbank's construction contract to inform the Contractor that MTA has construction activity that may occur within the duration of the contract. Based on current schedules, the C0675 Contractor will construct the fiber optic duct prior to the City of Burbank bikeway contractor starting construction activities. (This concern is closed).

## MANAGEMENT ISSUES

**Concern No. 4:** MTA is pursuing Metropolitan Water District (MWD) Grant and Proposition 50 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. This funding grant application was turned down. MTA has met with MWD and several funding alternatives are being investigated including seeking funds from Proposition 50 approved by voters (Proposition 50 applications must be submitted by May 2004).

**Concern No. 5:** Los Angeles Department of Water and Power (LADWP) Recycled Water Pipeline.

**Status/Action** The LADWP is proposing a recycled water pipeline to be installed in MTA's right-of-way over the entire length of the project. LADWP has agreed to reimburse the MTA for all the costs associated with the recycled water pipeline incurred to date.

To maintain Busway Project schedule, the MTA has taken preliminary actions such as authorizing the C0675 Design/Build Contractor to pothole some intersections to gather as-built utility information to support the design effort. In addition, a change order was issued to the C0676 Los Angeles River Bridge Contractor to install a short section pipeline across the bridge. Both of these actions are fully 100% reimbursable by LADWP. On September 16, 2003, the LADWP Board of Commissioners approved a \$5.0 million budget under an existing Master Cooperative Agreement with MTA for partial funding for schedule critical portions of the LADWP recycled water pipeline. On September 25, 2003, the MTA Board approved a \$5,000,000 initial budget and authorized the issuance of Change Orders in the amount not to exceed \$2,500,000 to Contract No. C0675 Design/Build for initial funding of design and construction of the LADWP recycled water pipeline project. MTA and LADWP staff will continue to identify and implement schedule-critical work and develop strategy for completion of the recycled water pipeline.

## MANAGEMENT ISSUES

### **Concern No. 6:** Real Estate Lease Terminations and New Acquisition Parcels

**Status/Action** MTA will not be able to provide several parcels to the Contractor as required in the specifications. MTA and the SOJV are working together to work around the properties that are delayed. Presently, there are six (6) lease and one (1) new acquisition parcels that may affect construction activities. MTA Real Estate and Construction Project Management Departments are working to have all rights in place in a timely manner with minimal impact to construction (see Real Estate Section).

### **Concern No. 7:** New Park-and-Ride Facility at Metro Rapidway's western terminus in Warner Center

**Status/Action** The western terminus at the Warner Center Transit Hub does not currently include parking for transit patrons. MTA's Planning Department in coordination with Construction Project Management and Real Estate staff, selected three candidate sites for evaluation in an addendum to the Project EIR. Staff has recommended a preferred site and Real Estate have made a formal offer to purchase the property. MTA Environmental staff and consultants are preparing the addendum and expect completion by December 2003. Staff anticipates submitting a report to the MTA Board in January 2004 with recommendations to adopt the preferred site, certify the addendum and approve site acquisitions.

## MANAGEMENT ISSUES

### **Concern No. 8:** 200 Articulated Bus Vehicle Procurement

**Status/Action** The MTA Board has approved the Articulated Vehicle Procurement Contract for 200 buses. Of the 200 buses, 22 units will be assigned to the San Fernando Valley Metro Rapidway Project. The contract duration for the delivery of all 200 buses has been set at approximately 29 months after issuance of Notice to Proceed, which was issued in May 2003. The first 30 vehicles (of which 22 will be provided to the San Fernando Valley Metro Rapidway Project) are to be delivered to the MTA in June 2005; the remaining deliveries of buses are due in Fiscal Year 2006. The as executed C0675 Contract promised that MTA buses would be available for testing by January 15, 2005. In the event that the C0675 Contractor needs a test bus this early (unlikely due to the delay in issuing C0675 NTP to May 2, 2003) MTA will make a 40-foot bus with similar ATMS and UFS equipment available to commence system interface testing in lieu of one of the new 60-foot buses. A schedule has been received from the bus manufacturer and MTA Project staff will closely monitor the contractor's performance.

### **Concern No. 9:** Caltrans' alignment interference at Interstate 405 freeway bridge intersecting with busway construction (busway Segment 3 – stationing 404+00 to 416+00)

**Status/Action** Caltrans is in the process of widening Interstate 405 on a bridge that passes over the Segment 3 portion of the busway alignment. This Caltrans' work is forecast to be complete by the end of October 2003. MTA is obligated by Contract with the C0675 Design/Build Contractor, to turn this area over to the Contractor by February 1, 2004. An interface issue has developed as a column constructed as a part of the widening project encroaches into the busway alignment. MTA is working with Caltrans to develop alternatives for resolving this issue prior to the required turnover date to the C0675 Contractor.

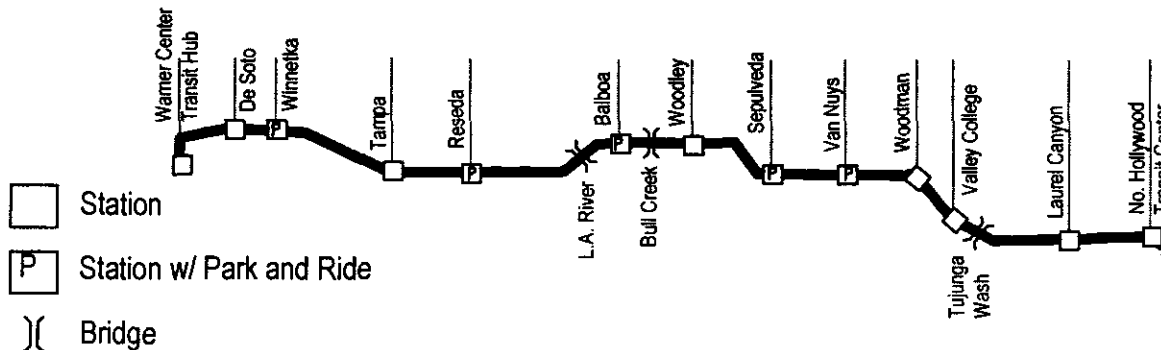


## PROJECT SCOPE

The San Fernando Valley Metro Rapidway 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 MR crosses streets at mid block or at designated pedestrian crossings.

Systems included in the project are variable message signs, Closed Circuit TV, Public Address, Passenger Assistance Telephones, Public Phones, Fiber Optic Cable Transmission and a Universal Fare System. Other related project scope includes Bus Division No. 8 modifications and procurement of twenty-two 60-foot long articulated buses. Lastly, all the systems will be managed from the Bus Operations Control Center, which will be located on 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 MR. 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 MR 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 is constructing the new Los Angeles River MR Bridge.

**Recycled Water Pipeline**, a LADWP Project is to be incorporated within the MTA right-of-way as part of the Rapidway and Bikeway Projects. The Project includes a combination of 24-inch and 12-inch diameter pipelines, which will deliver recycled water from the Tillman Water Reclamation Plant along the alignment to enhance landscape irrigation and to Pierce College and North Hollywood Park. Opening of this pipeline and the bikeway/pedestrian walkway that will be placed above the pipeline in most areas may occur after the opening of the Rapidway for revenue service.

**Thirteen Stations** will be completed for the SFV MR 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	Sep-03	Oct-03	Nov-03	Dec-03	Jan-04	Feb-04
	Date						
Completion of 120 Day Schedule Period	9/2/03A	◆					
(Forecast) Contract MC067 - MTA CEO Issue Notice to Proceed for Construction Mgmt Support Services	9/15/03A	◆					
(Forecast) C0675: Complete Intersection Group 1 100% Design - Submit for Review Process	9/19/03A	□					
(Forecast) Caltrans Contractor: I-405 Bridge Widening Construction Complete	10/10/03*		□				
(Forecast) C0675: Complete Busway Segment 1 100% Design - Issue for Construction	10/26/03*		□				
(Forecast) C0675: Complete Intersection Group 1 100% Design - Issue for Construction	11/10/03*			□			
(Forecast) C0675: Begin Rough Grade and Base Work Along Busways (613+00 - 669+79)	11/17/03*			□			
(Forecast) C0675: Intersection - Install Traffic Control: Tujunga, Corteen, Bellaire & Chandler	11/20/03*			□			
(Forecast) C0675: Bikeway Segment 1 100% Design - Issue for Construction	12/3/03*				□		
(Forecast) C0675: Begin Bikeway Construction Workscope	12/4/03*				□		
(Forecast) C0675: Begin ATSAC Fiber Installation (669+79 - 735+08)	12/23/03*				□		
(Forecast) C0675: Busway Segment 2 100% Design - Issue for Construction	12/24/03*				□		
(Forecast) C0675: Intersection Group 2 100% Design Issue for Construction	12/24/03*				□		
(Forecast) C0675: Intersection - Install Traffic Control: Woodman, Balboa, Kester & De Soto	12/26/03*				□		
(Forecast) C0675: Intersection - Install Traffic Control: Hazeltine, Victory, Tampa & Lindley	12/31/03*				□		
(Forecast) C0675: Bus & Maintenance Yard 100% Design Complete - Issue for Construction	1/21/04*					□	
(Forecast) C0675: Winnetka/Warner Ctr - Shop Drawing & Fabrication of Steel Canopies	1/29/04*					□	
(Forecast) C0675: Corteen Place Intersection - Open for Traffic	2/4/04*						□
(Forecast) C0675: Park & Ride 100% Design Complete - Issue for Construction	2/7/04*						□
(Forecast) C0675: Bellaire Intersection - Open for Traffic	2/19/04*						□
(Forecast) C0675: Station Design 100% Complete - Issue for Construction	2/28/04*						□

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

SUMMARY SCHEDULE

San Fernando Valley Metro Rapid Transitway  
Level 0 Project 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	J	F	M	A	M	J	J	A	S	O	N
<p>MTA Board Adopts EIR</p> <p>Invitation for Bids - C0675 D/B Contractor</p> <p>Notice To Proceed Issued to C0676 Contractor</p> <p>Begin Construction C0676 L.A. River Bridge</p> <p>California Transportation Commission Funding Resolution</p> <p>Award C0675 D/B Contract</p> <p>Notice to Proceed C0675 D/B Contractor</p> <p>Forecast C0675 Substantial Completion</p> <p>UFS Equipment Delivery</p> <p>Forecast C0675 Substantial Completion</p> <p>Forecast ROD</p>																													
<p><b>Procurement</b></p> <p><b>Design / Build Contract - C0675</b></p> <p>Contract C0675 D/B Bid Process</p> <p>Recommendation to MTA CEO for Contract C0675 Award</p> <p>Call Transportation Commission - Notice of Funding Suspension</p> <p>C0675 Award Delay</p> <p>C0675 D/B Contract Bid Validity date</p>																													
<p><b>Third Party / Vehicles / Systems / I-405</b></p> <p>Master Cooperative Agreements (MCA) Approvals</p> <p>Articulated Vehicle Procurement/Fabrication Process</p> <p>Board Adoption of MCA with City of Los Angeles</p> <p>Execute UFS Procurement Option</p> <p>ATMS Equipment</p> <p>Cal Trans I-405 Construction</p> <p>Delivery Articulated Bus #1: Initial Testing</p> <p>UFS Equipment Option</p> <p>Delivery Articulated Bus #22</p>																													
<p><b>Real Estate</b></p> <p>Lease Terminations</p> <p>Property Acquisition</p> <p>Lease Extensions</p> <p>Pierce 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>Demolition / Hazmat Removal</p> <p>Grading / Earthwork / Paving</p> <p>Intersections</p> <p>Bus Reaches</p> <p>Park and Ride Lots</p> <p>Bridges</p> <p>Station Construction</p> <p>Systems Installation</p> <p>Systems Integration Testing</p> <p>Punchlist/Pre Rev Ops</p>																													
<p><b>Los Angeles River Bridge - C0676</b></p> <p>Migratory Birds - L.A. River Bridge Site Investigation &amp; Monitoring</p> <p>L.A. River Bridge Design</p> <p>L.A. River Bridge Demolition</p> <p>Wet Season Restriction</p> <p>Mobilization</p> <p>In Channel Construction</p> <p>Closure / Completion</p> <p>Wet Season Restriction</p>																													

\*PROJECT SCHEDULE BASED ON AN MTA APPROVED C0675 CONTRACTOR BASELINE SCHEDULE\*

## SCHEDULE NARRATIVE

The project schedule includes sequences for the front-end design, contract procurement, design and construction. The Project critical path began with completion of the Contract C0675 Design/Build (D/B) package and contract procurement leading to a Notice to Proceed in May 2003. After the issuance of the Notice to Proceed, the critical path continues with final CCTV and intersection design, installation of CCTV cameras at intersections, construction of intersections, and systems integration and testing. The critical path ends with pre-revenue operations and Revenue Operations Date in August 2005.

During September 2003, the Contract C0675 Contractor's Baseline Schedule was approved by the MTA. The C0675 Contractor (Shimmick-Obayashi Joint Venture) is continuing with critical design submittals and clearing of the right-of-way. Ongoing activities by SOJV included continuing design of Intersection Groups 1, 2 & 3, Busway Segments 1 & 2, Stations, Bike Path Segment 1 and Landscape/Irrigation. Also, SOJV began installation of CCTV Cameras at critical intersections and prepared to start major construction along the Busway for Bridge Demolition and Drainage in Segment 1.

Submittals planned for the October 2003 period are: Intersection Groups 2, 3 and 4 60% Design, Landscape/Irrigation 85% Design and Busway Segment 1 – Issue for Construction. The following design packages are under review by MTA and/or the City of Los Angeles: Intersection Group 1 100% Systems 60%, Busway Segment 1 100%, Bike Path Segment 1 85%, and Bridges 100%.

The approved Baseline Schedule was updated this period by the Contractor and reflects a 19-calendar day delay to the Contract Substantial Completion Milestone. According to the Contractor, the delay is attributed to the rejection of the Intersection Group 1 85% design submittals by the City of Los Angeles. MYA Project Staff does not concur with the Contractor's assessment and has countered that it is the quality of the design being submitted that is causing rejection of submittals and delays to critical design submittal completion dates. In addition, the Contractor has also noted other delays to Contract milestones ranging as high as 33-calendar day delay (Milestone 1, Area Available for USF Installation). MTA's assessment is that there are mitigation opportunities that can be implemented by the Contractors to mitigate these delays.

MTA has requested the Contractor submit mitigation plans to address these forecast delays. Potential mitigation measures include design acceleration of the remaining Intersection Groups 2 through 5 as well as improved quality control on future submittals.

A parallel critical path of the Project at this point is completing the critical in-channel work on the Los Angeles River Bridge prior to the restricted in-channel construction work period ending on 10/15/03. The C0676 Contractor is proceeding on schedule with the concrete placement of the bridge deck, backfilling of abutments, and retaining walls, installation and testing of the LADWP recycled water pipeline section that crosses the bridge. The C0676 Contractor is forecast to complete Contract Milestone No. 2 (of three milestones) as scheduled on October 15, 2003. The last milestone is Substantial Completion on December 13, 2003.

## PROJECT COST STATUS

PROJECT 800112 - SAN FERNANDO VALLEY METRO RAPIDWAY

\$ in Millions

COST SUMMARY

Description	Original Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	124.2	122.0	124.5	2.5	111.4	19.9
Yards & Shops	1.2	1.2	1.2	0.0	1.1	0.0
Systems/Equipment	12.7	12.4	12.4	0.0	8.2	0.5
Stations	30.4	30.4	30.4	0.0	30.4	0.0
Vehicles & Buses	17.5	15.7	15.7	0.0	0.0	0.0
Special Conditions	24.2	23.6	23.6	0.0	6.4	4.9
Right-of-Way	24.9	24.9	20.5	(4.4)	7.9	7.7
Professional Services	45.7	45.2	47.3	2.1	23.3	16.5
Park-and-Ride Facility	16.5	16.5	16.5	0.0	0.1	0.0
Contingency	32.2	37.6	37.4	(0.2)	0.0	0.0
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>329.5</b>	<b>0.0</b>	<b>188.8</b>	<b>49.5</b>

Expenditures are cumulative through August 2003.

## PROJECT COST ANALYSIS

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

### Current Forecast

The net Project forecast remained the same at \$329.5 million for the September period. Cost forecast increases occurred among the line items for \$4.6 million due to the identification of proposed community enhancements for Design/Build Contract C0675 for \$2.5 million and unknown legal costs associated with potential litigation and future claims for 2.1 million. Forecast increases were offset by corresponding decreases to Real Estate for parcel cancellation and Project Contingency, resulting in no change to the total Project cost for the period ending September 2003. Please note, Project Contingency represents the available unallocated funds to cover unknown but anticipated changes.

### Commitments

Commitments increased \$5.1 million due to the following: \$3.8 million for the award of Contract MC067 for Construction Management Support Services, \$0.9 million for Agency related costs, \$0.2 million for Legal Services, \$0.1 million for execution of task order to Ultrasystems Environmental contract to prepare traffic and parking impact study for the Warner Center Park and Ride Facility, and \$0.1 million for Real Estate acquisitions and relocation costs. The \$188.8 million in commitments to date represents 57% of the Original Budget.

### Expenditures

Expenditures are cumulative through period ending August 2003. The expenditures increased \$7.6 million this period due to the following: \$6.7 million for Design/Build Contract C0675, and \$0.9 million due to Agency related costs. The \$49.5 million in expenditures to date represents 15% of the Original Budget.

## PROJECT COST STATUS

### PROJECT 800114 - SAN FERNANDO VALLEY BIKEWAY

\$ in Millions

#### COST SUMMARY

Description	Original Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	5.8	5.8	6.3	0.5	5.1	0.1
Yards & Shops	0.0	0.0	0.0	0.0	0.0	0.0
Systems/Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Stations	0.0	0.0	0.0	0.0	0.0	0.0
Vehicles & Buses	0.0	0.0	0.0	0.0	0.0	0.0
Special Conditions	0.2	0.3	0.3	0.0	0.2	0.2
Right-of-Way	0.0	0.0	0.0	0.0	0.0	0.0
Professional Services	1.3	1.3	1.4	0.1	0.2	0.0
Contingency	0.8	0.7	0.1	(0.6)	0.0	0.0
<b>TOTAL</b>	<b>8.1</b>	<b>8.1</b>	<b>8.1</b>	<b>0.0</b>	<b>5.5</b>	<b>0.3</b>

Expenditures are cumulative through August 2003.

## PROJECT COST ANALYSIS

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

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

#### Current Forecast

The net Project forecast remained the same at \$8.1 million for the September period. Cost forecast increases occurred among the line items for \$0.6 million due to the identification of proposed community enhancements for Design/Build Contract C0675 for \$0.5 million and unknown legal costs associated with potential litigation and future claims for \$0.1 million. Forecast increases were offset by a corresponding decrease to Project Contingency.

#### Commitments

Commitments increased \$0.2 million due to the award of Contract MC067 for Construction Management Support Services. The \$5.5 million in commitments to date represents 68% of the Original Budget.

#### Expenditures

Expenditures are cumulative through period ending August 2003 and remained at \$0.3 million. The \$0.3 million in expenditures to date represents 4% of the Original Budget.

## FINANCIAL/GRANT STATUS

### Project 800112 - San Fernando Valley Metro Rapidway

SEPTEMBER 2003		STATUS OF FUNDS BY SOURCE							
\$ in millions									
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED to	(F/B) FUNDING SOURCE
				\$	%	\$	%	\$	%
FEDERAL RSTP	17.5	17.5							
STATE TCRP	47.0	47.0	47.0	47.0	100%	21.2	45%	21.2	45%
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION C	264.7	264.7		141.5	53%		0%		0%
UNBILLED ACCRUALS			28.0			28.0			
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>75.3</b>	<b>188.8</b>	<b>57%</b>	<b>49.5</b>	<b>15%</b>	<b>21.5</b>	<b>7%</b>

(1) Based on August 2003 Adopted Short Range Transportation Plan  
NOTE: Expenditures are cumulative through August 2003.

### STATUS OF FUNDS ANTICIPATED

**STATE TCRP:** Cumulative to date, \$47 million of State TCRP funds are available for draw down. The California Transportation Commission (CTC) allocated \$12.3 million in January 2001 and \$34.7 million in June 2002. At the June 25, 2003 CTC Meeting, the CTC approved the transfer of TCRP funds remaining in preliminary engineering to be used for final design efforts.

**STATE STIP:** Due to the suspension of the TCRP program, MTA processed a STIP amendment to secure \$98 million of STIP substitute funding to replace TCRP funds previously committed to the project. On April 3, 2003, the CTC approved the MTA's request for the STIP amendment.

**FINANCIAL/GRANT STATUS**

**Project 800114 – San Fernando Valley Bikeway**

SEPTEMBER 2003 STATUS OF FUNDS BY SOURCE									
in \$ millions									
SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	(D/B) %	EXPENDITURES \$	(E/B) %	BILLED to \$	(F/B) FUNDING SOURCE %
TEA (FED)	6.0	6.0	0.0	3.8	63%		0%		0%
TEA-21 (FED)	1.1	1.1	0.0	0.7	64%		0%		0%
CITY OF LA	1.0	1.0	1.0	1.0	100%		0%		0%
UNBILLED ACTUALS			0.3			0.3			
<b>TOTAL</b>	<b>8.1</b>	<b>8.1</b>	<b>1.4</b>	<b>5.5</b>	<b>68%</b>	<b>0.3</b>	<b>4%</b>	<b>0.0</b>	<b>0%</b>

NOTE: Expenditures are cumulative through August 2003.  
The San Fernando Valley Bike Path funding agreement between the City of Los Angeles and the MTA stipulates a total funding amount of \$10,880,150.

**STATUS OF FUNDS ANTICIPATED**

**FEDERAL FUNDS:** The transfer of Federal Funds from the Federal Highway Administration to the FTA has been completed. On May 29, 2003, MTA submitted grant application #CA-90-X970-03 to the FTA for a total amount of \$7,058,600. The FTA grant was executed on August 27, 2003 and is now available for drawdown.

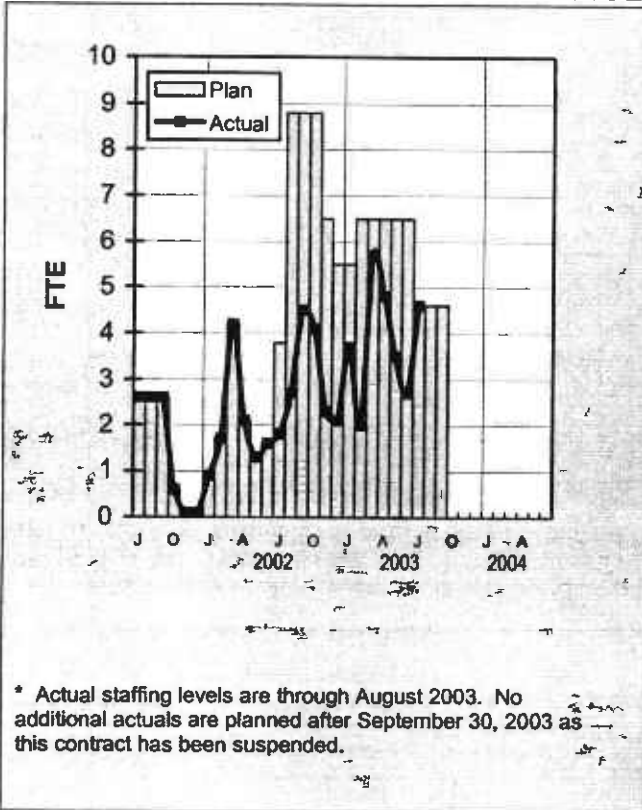
**CITY OF LA:** The funding agreement for the local match between MTA and the City of Los Angeles was reviewed by the MTA and sent back to the City of Los Angeles for execution. The funding agreement was executed on April 24, 2003.



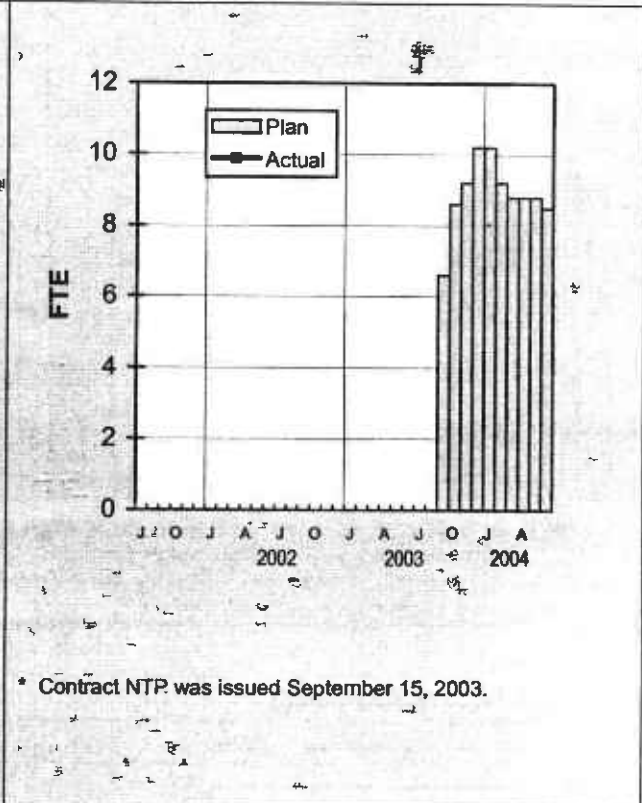


### STAFFING STATUS

PROJECT MANAGEMENT ASSISTANCE



CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



## REAL ESTATE STATUS

- The number of leases to be terminated for the project is 101 with 95 available to the C0675 Design/Build Contractor. The following six parcels were scheduled to be available to the C0675 Contractor on July 1, 2003 and are not yet available.
  1. Parcel 1502 Allegheny Properties (required for construction of Sepulveda Park-and-Ride). The lease on a portion of this parcel is being extended on a month-to-month basis pending design review at the tenant's request to retain a portion of the lease area.
  2. Parcel 1503 Chesapeake Properties (required for construction of Sepulveda Park-and-Ride). A small portion of the lease on the western edge of this parcel is being extended on a month-to-month basis pending review at the tenant's request to retain a portion of the lease area.
  3. Parcel 2204 Alcalá (required for construction of busway). The tenant on this parcel is in the process of relocating its body shop operations to another property, but has yet to obtain all of the required city permits for the new site. It is estimated that this tenant will be relocated by October 15, 2003. (See also Parcel 2201)
  4. Parcel 2207 Mohler (required for construction of busway). A design review of this parcel indicates that it can continue to be leased to the current tenant without any impact to the project. This tenant will execute a new lease.
  5. Parcel 2601 LA Soccer Club (required for construction of busway). The lease on a portion of this parcel is being extended on a month-to-month basis pending review at the tenant's request to retain a portion of the lease area.
  6. Parcel 2701 North Chandler Associates (required for construction of North Hollywood terminal bus station). MTA is negotiating with this long-term tenant to acquire this parcel without having to resort to an action in eminent domain. It is anticipated that possession will be acquired by October 15, 2003.
  
- Under New Acquisitions, nine parcels were originally required and certified as full takes. However, one parcel was decertified as not required for the Project. Status of the eight parcels: two parcels have been acquired from the U.S. Government; three have been acquired from private owners and orders of possession effective July 1, 2003 were obtained for two parcels. An agreement has been reached for Parcel 301 Pierce College (required for construction of Winnetka Park-and-Ride) to acquire the property by July 2004 for the C0675 Contractor's use. Parcel 2201 Alcalá (See the notes above for Parcel 2204) has been delayed due to pending relocation activities.

### REAL ESTATE STATUS

#### 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	101	101	101	101	25	58	95	95

#### 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	8	8	8	8	8	8	8	8	8	2	2	7	6	1

The parcels will be purchased by MTA Real Estate.  
 \* Offers made contingent to MTA Board approval.

## **ENVIRONMENTAL STATUS**

- Submitted traffic study Memorandum of Understanding with the City of Los Angeles DOT for the Warner Center Park-and-Ride.
- Negotiated scope of work and costs associated with the Warner Center Park-and-Ride Addendum to the Environmental Impact Report.
- Requested extension of the CDFG Permit to 10/31/04 for work at the Los Angeles River and its tributaries.

## **COMMUNITY RELATIONS STATUS**

- Worked with businesses and residents to mitigate impacts from demolition.
- Distributed construction notices to over eight thousand Valley residents.
- Conducted project presentations for residents in Tarzana, Van Nuys and Warner Center.
- Responded to inquiries from the public and elected officials.

## QUALITY ASSURANCE STATUS

### Contract C0675:

- Reviewed and approved the Washington Group, Inc. (WGI) Design Quality Assurance Manual.
- Reviewed and approved the General Electric (GE), subcontractor to prime, System Design Quality Assurance Manual and Procedures.
- Reviewed and approved three Contractor Independent Test Laboratory submittals.
- Reviewed and approved SOJV Audit Schedule.
- Performed a surveillance of 85% Group 1 Intersections design.
- Closed three Quality Assurance Reports (QARs), two are open.

### SAFETY STATUS

- Participated in weekly progress meetings with Construction Management to discuss safety related issues and construction schedule for Contract C0675 Design/Build and Contract C0676 Los Angeles River Bridge.
- Reviewed and accepted contractor safety submittals.
- Monitored construction activities daily to ensure contractor compliance.
- Participated in weekly Contractor Tool Box Safety Meetings.
- Contractors reported zero lost-time incidents for the month of September 2003.

Contractor	Project To Date										
	Work-Hours	Cases			Days Lost			Incident Rates			
		Total Cases	Total Lost Time	Retricted Duty	Current	Carry Over	Total	Total Cases	Total Lost Time	Retricted Duty	Days Lost
SOJV	73,255.0	1.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0
Brutoco	13,041.0	1.0	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0	0.0
Subtotals	86,296.0	2.0	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0
MTA Const. Mgmt	11,776.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Totals	98,072.0	2.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0

### ART DEVELOPMENT STATUS

- Preliminary terrazzo design concepts were submitted by Caryl Davis, North Hollywood Station artist, Phung Huyng, Laurel Canyon Station Artist, Roxene Rockwell, Van Nuys Station Artist, John Roloff, Woodley Station Artist, Jody Zellen, Reseda Station Artist, Sandow Birk, Tampa Station Artist, and Pat Warner, Winnetka Station Artist.
- Landscape Artist Jud Fine presented his preliminary design concepts in collaboration with Landscape Architect David Tatsumi.

## CONTRACT CONSTRUCTION STATUS

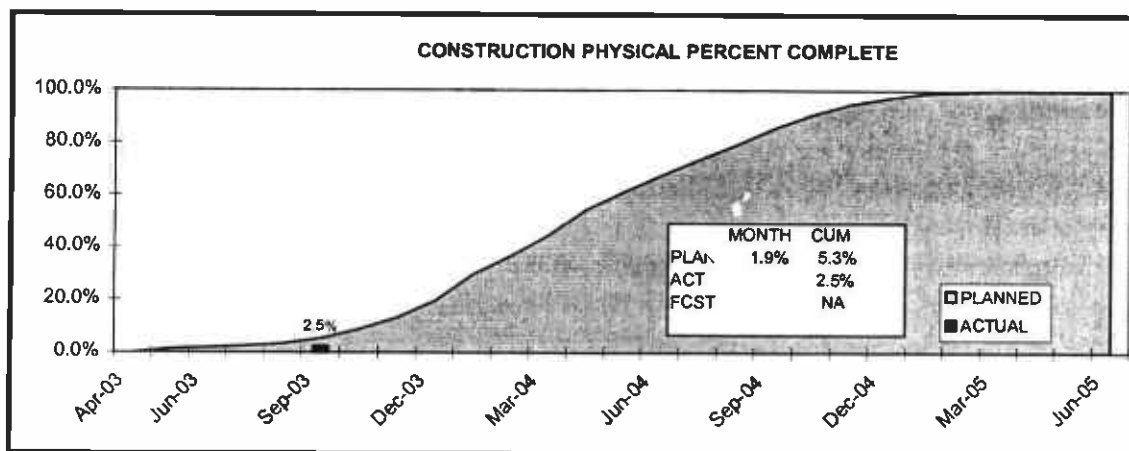
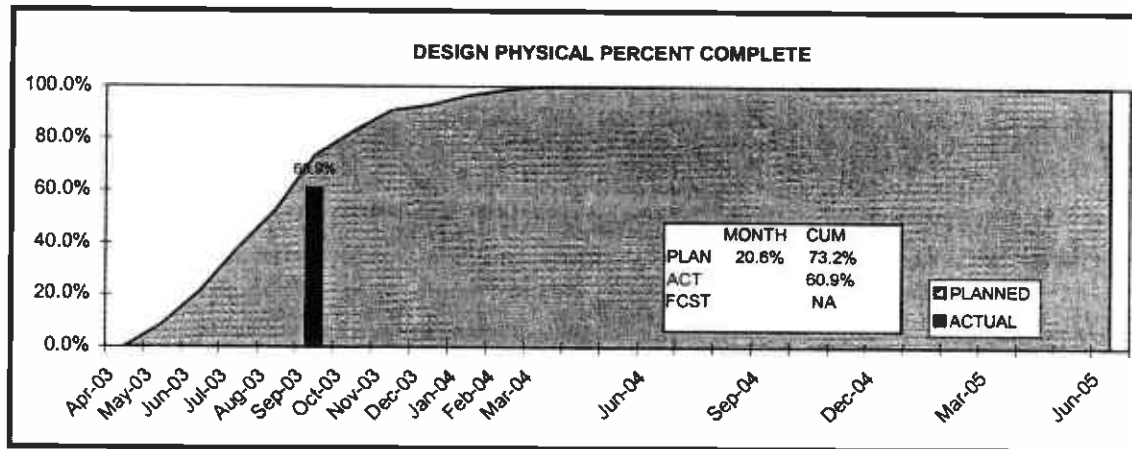
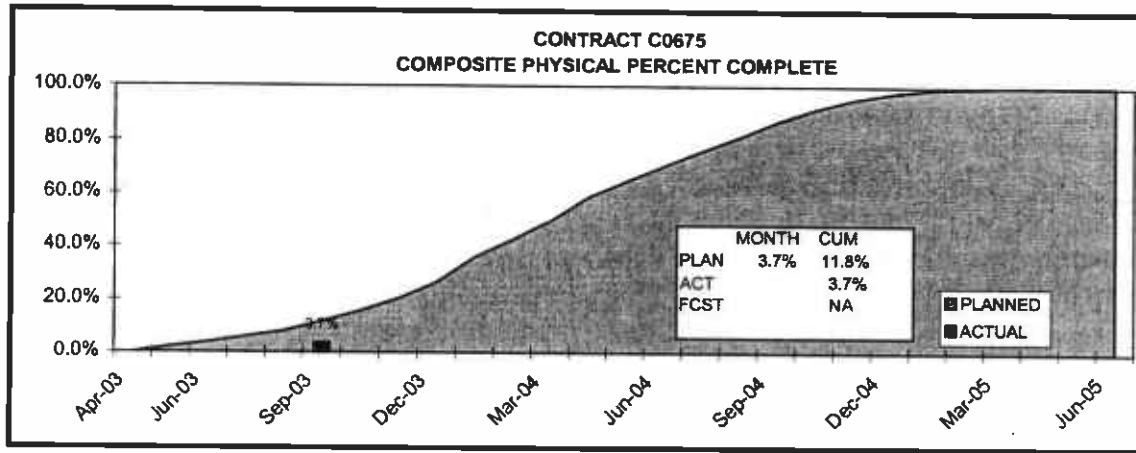
<p><b>Description: Design/Build</b> <b>Contractor: Shimmick Construction Co., Inc./ Obayashi Corp, A Joint Venture</b></p>	<p><b>Contract No.: C0675</b> <b>Status as of: September 30, 2003</b></p>																																				
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>· Completed Review of Busway Segment 1 Design - 85% Submittal.</li> <li>· Submitted Busway segment 1 design - 100% submittal.</li> <li>· Re-submitted Bridges Design - 100% submittal.</li> <li>· Completed Review of Communication Design - 60% Submittal.</li> <li>· Completed Review of Intersection Design - Group 1 85% submittal and Group 2 60% submittal</li> <li>· Approved the Baseline Schedule.</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>· City of Los Angeles Review of Design Submittals - MTA and SOJV are working with the City of Los Angeles to assure submittals are adequate, clear and complete and to maintain adequate staffing to support the submittal review schedule.</li> <li>· Delay in parcel delivery to SOJV due to illegal property encroachment may impact the schedule. MTA staff is diligently working with property owners, Third Parties and SOJV to mitigate the impacts.</li> <li>· The Baseline Schedule has been approved. The Contractor stautsed it with progress for September 2003 with the following result: Milestone 1 is 33 calendar days (cd) behind schedule, Milestone 3 is 25 cd behind schedule and Milestone 4 is 19 cd behind schedule. Incomplete Design Submittals have delayed the start of intersections, bridge construction and fabrication of station canopies. SOJV has been requested to prepare a mitigation plan to recover the lost time.</li> <li>· Potential Enhancements may impact project cost and schedule. MTA Staff is currently analyzing impacts.</li> <li>· The Contractor has introduced an alternative drainage design consisting of drainage swales in lieu of curb and gutter in segments of the Busway. MTA staff is currently evaluating the proposal with all the environmental, operations and maintenance ramifications.</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>· Submittal Reviews are ongoing. Major submittals include:               <ol style="list-style-type: none"> <li>1. Bridges Design - 100% submittal.</li> <li>2. Station and Soundwall Renderings.</li> <li>3. Busway Segment 1 Design - 100% Submittal.</li> <li>4. Systems Design - 60% Submittals.</li> <li>5. Station's Canopy Design - 100% Submittals.</li> </ol> </li> <li>· Property Encroachments - MTA Staff continued the legal process to resolve illegal property encroachments. MTA Staff continued working with SOJV to mitigate impact to the right of way demolition and clearing.</li> <li>· Track removal and site clearing continues on the west potion of the alignment.</li> <li>· Potholing and installation of temporary fencing is on-going.</li> <li>· Recycled Water Pipeline - MTA &amp; Third Party staffs are working to allow SOJV to start construction at selected intersections.</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>· Complete site clearing, demolition and track removal from Median of Chandler to Warner Center</li> <li>· Continue installation of CCTV cameras at several intersections.</li> <li>· Start installation of Busway drainage between N. Hollywood and Median of Chandler.</li> <li>· Complete Review of Busway Segment 1 Design and Bridge Design - 100% Submittal.</li> <li>· Submit Intersection Design - Group 1 100 % submittal and Group 2 85% submittal</li> <li>· Submit Landscape &amp; Irigation Design - 85% Submittal.</li> <li>· Submit Intersection Groups 3 &amp; 4 Design - 60% Submittal.</li> </ul>																																				
	<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>Milestone 1 -Available for UFS Installation</td> <td>01/01/05</td> <td>0</td> <td>01/01/05</td> <td>02/03/05</td> <td>-33</td> </tr> <tr> <td>Milestone 2-MTA Division 8 Work Complete</td> <td>02/15/05</td> <td>0</td> <td>02/15/05</td> <td>02/16/05</td> <td>-1</td> </tr> <tr> <td>Milestone 3-Systems Infrastructure &amp; Equip Installed/Tested</td> <td>05/12/05</td> <td>0</td> <td>05/12/05</td> <td>06/06/05</td> <td>-25</td> </tr> <tr> <td>Milestone 4-Contract Substantially Complete</td> <td>06/16/05</td> <td>0</td> <td>06/16/05</td> <td>07/05/05</td> <td>-19</td> </tr> <tr> <td>Milestone 5-Reliability Demonstration Testing Period</td> <td>ROD + 365CD's</td> <td>0</td> <td>ROD + 365CD's</td> <td>ROD + 365CD's</td> <td>-25</td> </tr> </tbody> </table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Milestone 1 -Available for UFS Installation	01/01/05	0	01/01/05	02/03/05	-33	Milestone 2-MTA Division 8 Work Complete	02/15/05	0	02/15/05	02/16/05	-1	Milestone 3-Systems Infrastructure & Equip Installed/Tested	05/12/05	0	05/12/05	06/06/05	-25	Milestone 4-Contract Substantially Complete	06/16/05	0	06/16/05	07/05/05	-19	Milestone 5-Reliability Demonstration Testing Period	ROD + 365CD's	0	ROD + 365CD's	ROD + 365CD's	-25
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\* Includes Options E.2, E.3, E.4, E.5, E.6 (exercised after award) and E.8

\*\* Excludes recycled water pipeline



### CONTRACT C0675 PHYSICAL PERCENT COMPLETE



\* Plan is based on approved Contract C0675 Baseline Schedule

## CONTRACT CONSTRUCTION STATUS

<p><b>Description:</b> Los Angeles River Bridge Construction Project <b>Contractor:</b> Brutoco Engr &amp; Construction, Inc.</p>	<p><b>Contract No.:</b> C0676 <b>Status as of:</b> September 30, 2003</p>																																								
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>- Completed installation of bridge deck support system.</li> <li>- Completed rebar and formwork installation for bridge deck.</li> <li>- Completed bridge deck concrete pour.</li> <li>- Completed stray current protection for bridge deck.</li> <li>- Stray current testing was completed.</li> <li>- Completed erection, welding and testing of Los Angeles Department of Water and Power Recycled Water Pipeline.</li> <li>- The Contractor is proceeding ahead of schedule.</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>- None at this time.</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>- Curing of bridge deck.</li> <li>- Removal of bridge deck support system and forms.</li> <li>- Started drainage for approach slabs.</li> <li>- Started conduit installation in bridge deck and abutments.</li> <li>- Continue backfilling at abutments and retaining walls.</li> <li>- Placement of LADWP WaterLine steel jacket at abutments.</li> <li>- Cleanup at the bottom of the channel.</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>- Complete backfill at abutments and retaining walls.</li> <li>- Complete approach slabs.</li> <li>- Complete installation of bridge barrier rail.</li> <li>- Complete removal of bridge overhang.</li> <li>- Complete conduit installation in bridge deck and abutments.</li> <li>- Complete installation of LADWP Recycled Water Line.</li> <li>- Apply anti-graffiti coating.</li> <li>- Install chain link fence.</li> </ul>																																								
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## CHRONOLOGY OF EVENTS

May 15, 2001	The MTA released the draft environmental study of a proposed 14-mile Bus Rapid Transit (BRT).
July 26, 2001	The MTA Board of Directors adopted the 14-mile Bus Rapidway system, also called a "busway," as the locally preferred alternative for the San Fernando Valley Metro Rapidway Corridor.
February 14, 2002	The MTA issued the final environmental report for the 14-mile Bus Rapid Transit.
February 28, 2002	The MTA Board voted to certify the final environmental report for the Bus Rapid Transit system. The action paved the way for the project's final design phase.
June 28, 2002	The MTA completed the Preliminary Engineering and Design Development efforts. The Design/Build Invitation for Bid package for Contract No. C0675 was assembled and advertised.
July 12, 2002	The MTA issued Addendum No. 1 for Contract No. C0675.
July 19-22, 2002	The MTA conducted job walks for potential bidders providing the opportunity to view current project conditions.
July 25, 2002	The MTA issued Addendum No. 2 for Contract No. C0675.
August 23, 2002	The MTA completed final design of the Los Angeles River Bridge. The final design was completed to mitigate possible construction and schedule risks associated with a limited dry season construction restriction within the river channel.
August 28, 2002	San Fernando Valley Metro Rapidway Project held its first Community Transit meeting. The meeting, held in a relatively informal style, included planners, schedule makers, and schedule checkers from the sector office. The meeting's format included plenty of time for attendees to speak to the planners and schedulers about specific issues with specific lines or stops.
August 29, 2002	The MTA issued Addendum No. 3 for Contract No. C0675. This included the option for constructing the Los Angeles River Bridge.
August 29, 2002	Contract No. EN069, CH2M Hill Constructors, Inc., started demolition of the Los Angeles River Bridge.
September 9, 2002	Two bidders submitted technical bids, first step of the two-step bid process for Contract C0675.
September 11, 2002	The MTA advertised Contract No. C0676 Los Angeles River Bridge.
September 19, 2002	Substantial completion of the Los Angeles River Bridge demolition.
October 31, 2002	The MTA issued Notice of Technical Acceptance to two Contract No. C0675 bidders, Shimmick-Obayashi, a Joint Venture and Granite-Brutoco, a Joint Venture.

## CHRONOLOGY OF EVENTS

November 2002	Addendums No. 4, 5, and 6 were issued for Contract No. C0675 to clarify issues identified during the technical evaluation phase.
December 2, 2002	Received price bids from the two contractors for Contract No. C0675 Design/Build.
December 5, 2002	MTA received a single bid for Contract No. C0676 Los Angeles River Bridge.
December 5, 2002	MTA opened two price bids for Contract No. C0675 Design/Build for design and construction.
December 17, 2002	Notice of Intent to Award Contract No. C0675 sent to both contractors.
December 17, 2002	The California Transportation Commission (CTC) issued letter deferring "Traffic Congestion Relief Program" (TCRP) funds until its meeting on February 27, 2003. This resulted in the suspension of Contract No. C0675 contract award pending further notification of funding status from the CTC.
December 20, 2002	A trial was held to hear the lawsuit brought by the Citizens Organized for Smart Transit (COST) opposed to the Project. The judge ruled in favor of MTA.
December 23, 2002	Los Angeles Department of Water and Power (LADWP) agrees to reimburse MTA for actual costs incurred to review and update Los Angeles River Bridge design to incorporate a future reclaimed waterline.
December 27, 2002	A Notice to Award was issued to Brutoco Engineering and Construction Corporation for Contract No. C0676 Los Angeles River Bridge.
January 17, 2003	MTA held groundbreaking ceremony for Contract No. C0676.
January 17, 2003	CTC held workshop to discuss funding issues.
January 28, 2003	Notice to Proceed was issued to Brutoco Engineering and Construction Corporation for construction of the new Los Angeles River Bridge. The decision to award a separate contract instead of exercising option in Contract No. C0675 Design/Build allowed critical work to commence during the first dry construction period starting April 15, 2003.
February 27, 2003	CTC put the project funding issue on the April 3, 2003 CTC meeting.
February 27, 2003	The MTA Board adopted the Project Budget and Schedule. The Project Revenue Operations Date calculated as full Notice to Proceed for Contract No. C0675 Design/Build plus 27 months contingent upon resolution of CTC funding issues. A budget of \$329.5 million was adopted for the busway and \$8.1 million was adopted for the bikeway.
April 3, 2003	CTC approved funding plan for the San Fernando Valley Metro Rapidway Project.
April 3, 2003	MTA awarded Contract No. C0675 to Shimmick Construction Co./Obayashi Corporation, a Joint Venture for the design and construction of the San Fernando Valley Metro Rapidway. Total value of the Contract was \$150.4 million.

## CHRONOLOGY OF EVENTS

- |                    |   |
|--------------------|---|
| April 24, 2003     | MTA Board adopted San Fernando Valley Metro Rapidway Project as the official name of the Project.   |
| May 2, 2003        | Notice to Proceed (NTP) was issued to Shimmick Construction Co., Inc./Obayashi Corporation, a Joint Venture for Contract No. C0675.   |
| May 20, 2003       | The LADWP Board of Commissioners certified the Mitigated Negative Declarations for the West Valley Water Recycling Project (known as the Recycled Water Pipeline Project).  |
| July 9, 2003       | MTA and Contractor staff complete move into an Integrated Project Management Office for Contract No. C0675.   |
| September 15, 2003 | NTP was issued to Carter & Burgess for Contract MC067 Construction Management Services.   |
| September 16, 2003 | On September 16, 2003, the LADWP Board of Commissioners approved a \$5.0 million budget under an existing Master Cooperative Agreement with MTA for partial funding for schedule-critical portions of the LADWP Recycled Water Pipeline Project.      |
| September 25, 2003 | The MTA Board approved a \$5,000,000 initial budget and authorized the issuance of change orders in the amount not to exceed \$2,500,000 to the C0675 Contractor for initial funding of design and construction of the LADWP Recycled Water Pipeline. |



Recommended Low Floor CNG-Powered Articulated Vehicle for the San Fernando Valley Metro Rapidway Project manufactured by North American Bus Industries (NABI)

## ALIGNMENT ILLUSTRATIONS



Contract C0676 Los Angeles River Bridge. Rendering of completed bridge.



Contract C0676 Los Angeles River Bridge Contractor completed deck placement.



**ALIGNMENT ILLUSTRATIONS (Cont'd)**



Contract C0676 Los Angeles River Bridge Contractor installing LADWP Recycled Water Pipeline adjacent to Bridge.



### ALIGNMENT ILLUSTRATIONS (Cont'd)

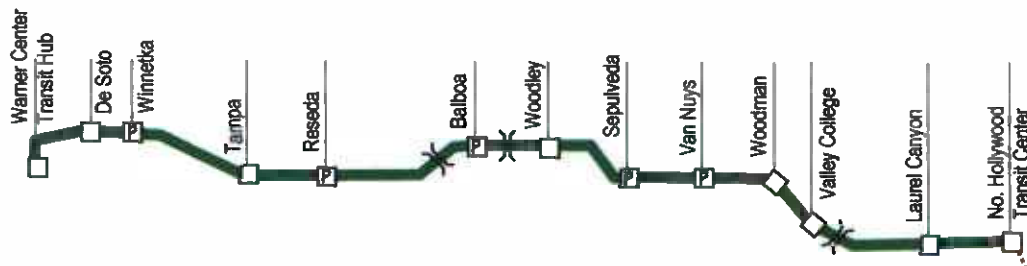


Contract C0675 Design/Build Contractor has placed tree protection fencing along east end of busway along Chandler Boulevard.

### ALIGNMENT ILLUSTRATIONS (Cont'd)

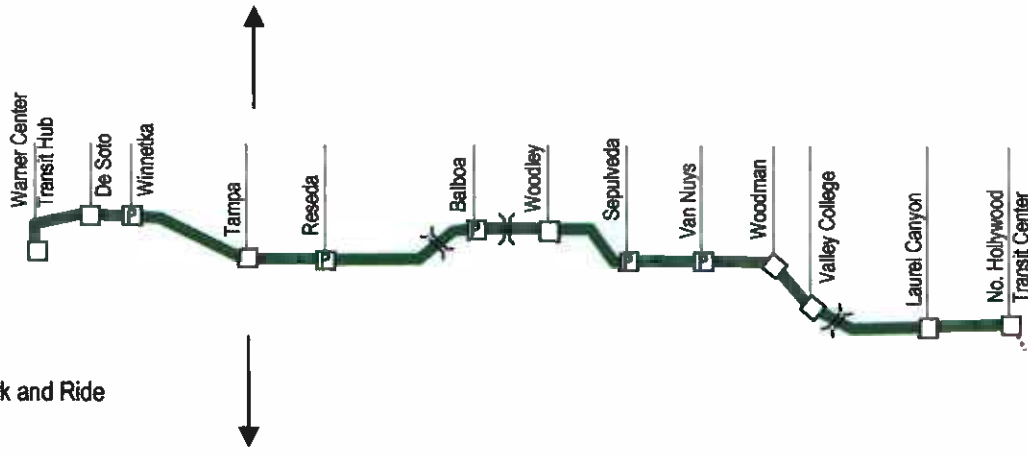


Typical Station



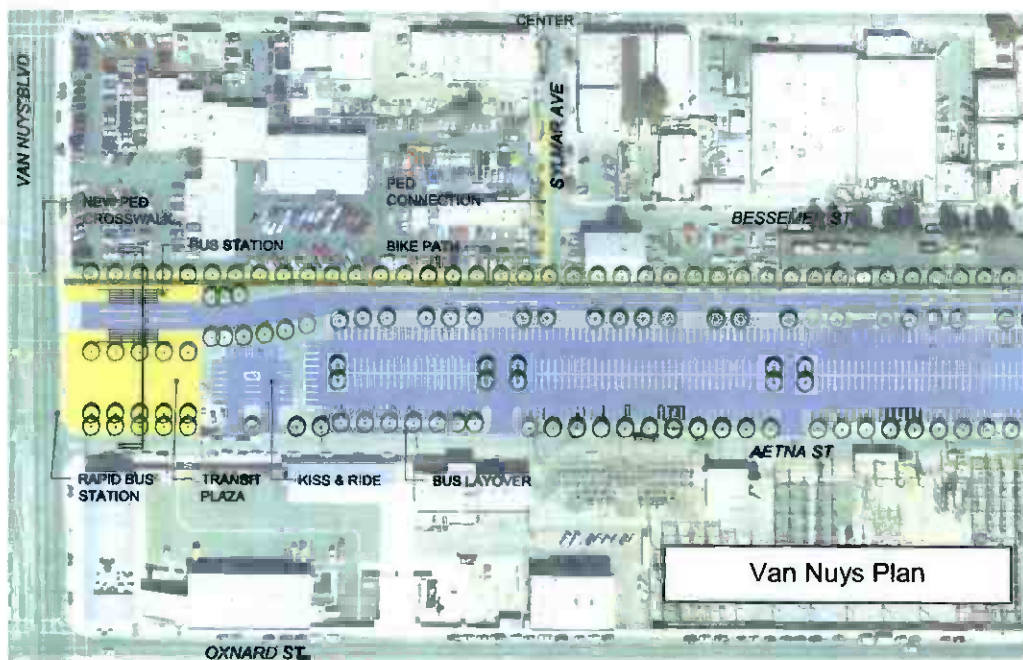
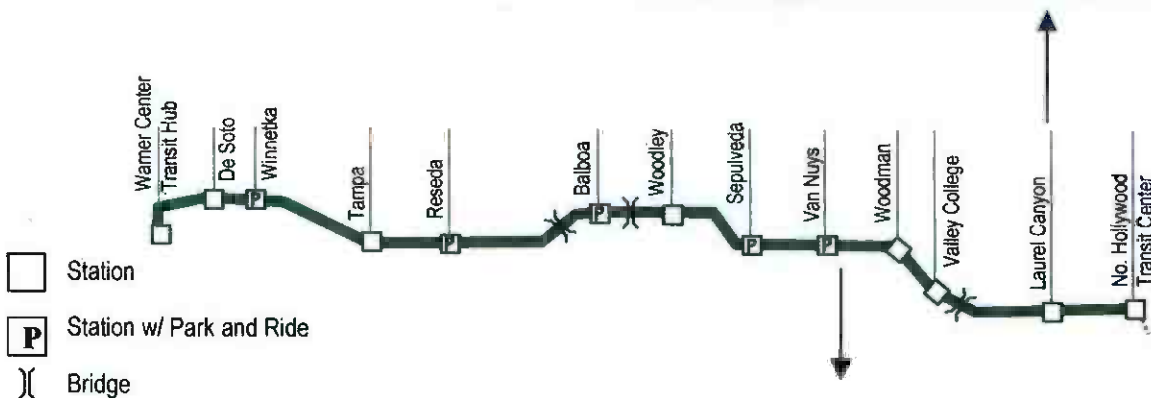
- Station
- Station w/ Park and Ride
- Bridge

### ALIGNMENT ILLUSTRATIONS (Cont'd)





**ALIGNMENT ILLUSTRATIONS (Cont'd)**



## **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 Rapidway 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
LNTF	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRTP	Long Range Transportation Plan
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MR	Metro Rapidway
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