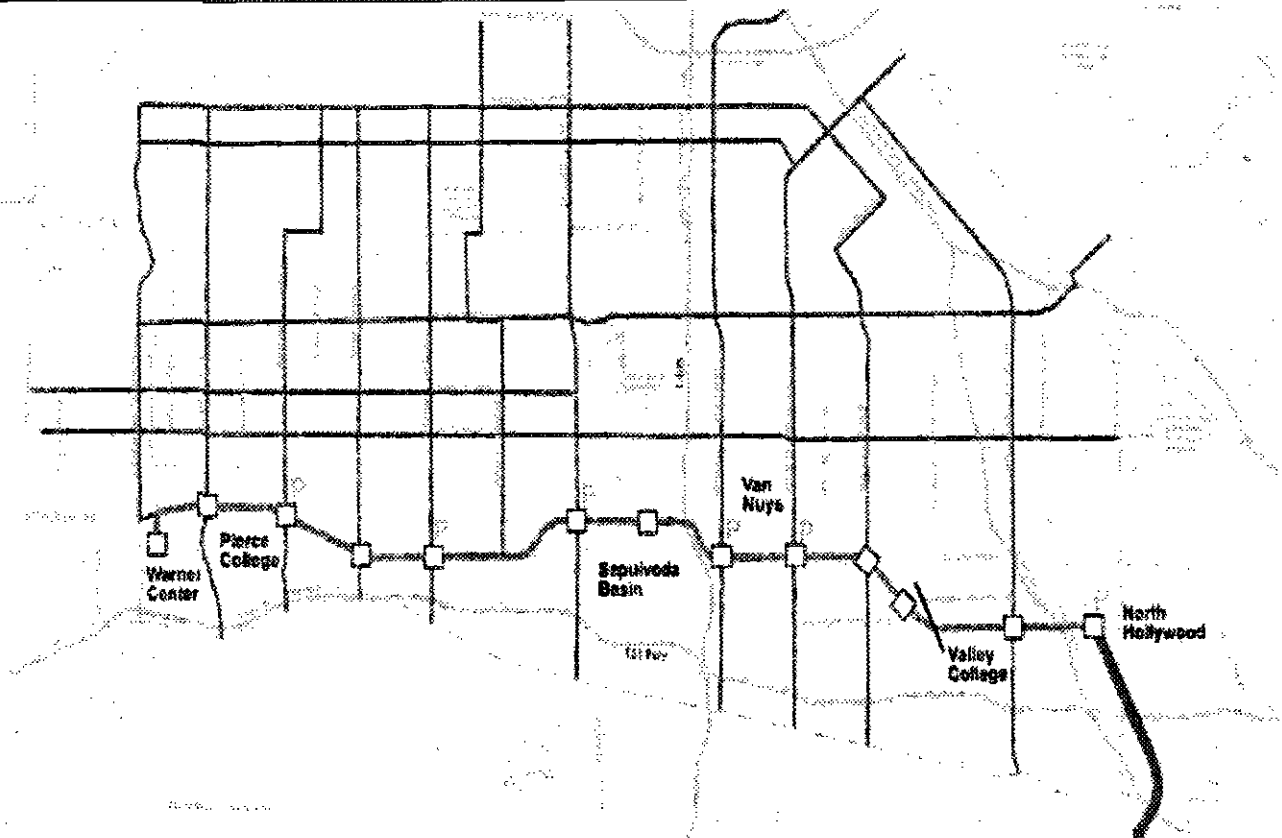




# San Fernando Valley East-West Metro Rapid Transitway Monthly Project Status Report

**San Fernando Valley East-West Metro Rapid Transitway**

Station	Metro Rapid Transitway Alignment	Improved Bus Service
Park-and-Ride Facility		Metro Red Line



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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 SFV MRT Project completed the Preliminary Engineering and Design Development efforts in June 2002. A major project milestone was achieved when the Design/Build (D/B) Invitation for Bid (IFB) package Contract C0675 was assembled and advertised on June 28, 2002. The two-step bid process began on July 1, 2002. Bidder job walks occurred July 19 through 22, to provide an opportunity to view the current project conditions. Addendum No. 1 and 2 were issued in July 2002 and Addendum No. 3 was issued in August 2002. The first step of the two-step process is the submittal of technical bids which were submitted on September 9, 2002. Bidders found to be technically acceptable, Shimmick-Obayashi, JV, and Granite-Brutoco, JV, were provided Notices of Technical Acceptance on October 31, 2002. Addendums No. 4, 5, and 6 were issued in November 2002 to clarify multiple issues identified during the Technical Bid evaluation process. A subsequent price bid submittal is planned for December 5, 2002. Contract C0675 is planned for MTA Chief Executive Officer award in early January 2003 with Notice to Proceed (NTP) to follow in January 2003.

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

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

## PROJECT OVERVIEW

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

Staff have issued an addendum to the Environmental Impact Report (EIR) to support an alternative access road to City of Los Angeles' Tillman Water Reclamation Plant. No new potential environmental impacts were identified. The US Army Corps of Engineers is preparing the National Environmental Protection Act (NEPA) clearance as a Categorical Exclusion that is anticipated to be completed at the beginning of December 2002.

This new road shall require additional permits. MTA is in the process of preparing the necessary permits and anticipates submitting the permits in December 2002.

Additionally, outside parties who have license agreements and/or easements on the project right-of-way have been notified of the potential construction impacts on their properties. The handling of the respective issues are ongoing. The 90-day formal lease termination notifications were provided in early July 2002 resulting in an effective termination as of September 30, 2002. On a case-by-case basis, lease extensions are being granted based upon the scheduled dates property is to be available to Contractor. Property acquisition processes are ongoing. Currently, all Real Estate acquisition and lease termination plans remain on schedule.

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

The Bikeway will be constructed by the Design/Build Contractor concurrently with the busway and stations. Completion of the Bikeway is forecast to be concurrent with the MRT.

The project name was changed this month to the San Fernando Valley East-West Metro Rapid Transitway Project to be consistent with MTA's overall marketing plan.

## MANAGEMENT ISSUES

**Concern No. 1:** Construction of new Los Angeles River MRT Bridge is on the project critical path and work in river channel must take full advantage of the first dry season available after notice to proceed to begin construction. The Flood Control District allows work in the river channel only during the dry season between April 15, 2003 and October 15, 2003.

**Status/Action** To mitigate possible construction and schedule risks associated with the limited construction duration, the Project Team requested STV Incorporated to advance design of the new Los Angeles River MRT Bridge to 100%. Design to 100% was completed in August 2002 for inclusion as an option in Addendum No. 3 for Contract C0675. The Project Team also advertised a separate package on September 11, 2002 to bid this work under Contract C0676. Contractors' bids are due on December 5, 2002. Project team will evaluate bids submitted and prepare recommendation for award in December 2002.

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

**Status/Action** Master Cooperative Agreement (MCA) with City of Los Angeles is being negotiated and reviewed. Utilities crossing the alignment are under licenses or easements. MTA project staff has reviewed interface requirements for design approvals, permits and construction with the various City of Los Angeles functional groups. Terms and conditions have been incorporated into Addendum No. 3 of the D/B IFB package. Final MCA with the City of Los Angeles is forecast to go to the MTA Board in the first quarter of 2003. Until such time that the new MCA is signed MTA is seeking verification from the City to operate under the existing MCA. Separately, the Caltrans Railroad Agreement for the I-405 widening was executed. MTA met with Caltrans' contractor who is scheduled to start construction in December 2002 and complete by June 2003. To avoid conflict issues MTA's contractor will not start construction in this until such time that the Caltrans contractor finishes. The Caltrans permit requirements were received and incorporated into Addendum No. 3 of the D/B IFB package.

MTA project staff is investigating a permitting process for the Los Angeles County Flood Control District (LACFCD) regarding several storm drain connections that are anticipated to be required for this process. It is anticipated that a uniform permitting process with LACFCD will provide benefits to the MTA and the construction contractor.

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

## MANAGEMENT ISSUES

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

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

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

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

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

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

## MANAGEMENT ISSUES

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

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

**Concern No. 7:** Air National Guard Entrance.

**Status/Action** MTA and the Air National Guard (ANG) have met to discuss the new entrance that is required due to the closing of the existing entrance. The new entrance will be off the "Densmore Access Road." This entrance will require working on the military base and may require special security clearances for workers. MTA (Construction and Third Party) are discussing providing the ANG with the funds to perform the work with their own forces or contractor. MTA anticipates finalizing the amount and who will perform the construction by June of 2003 allowing enough time to construct the new entrance prior to closing the old entrance.

**Concern No. 8:** MTA is pursuing Metropolitan Water District (MWD) Grant funds.

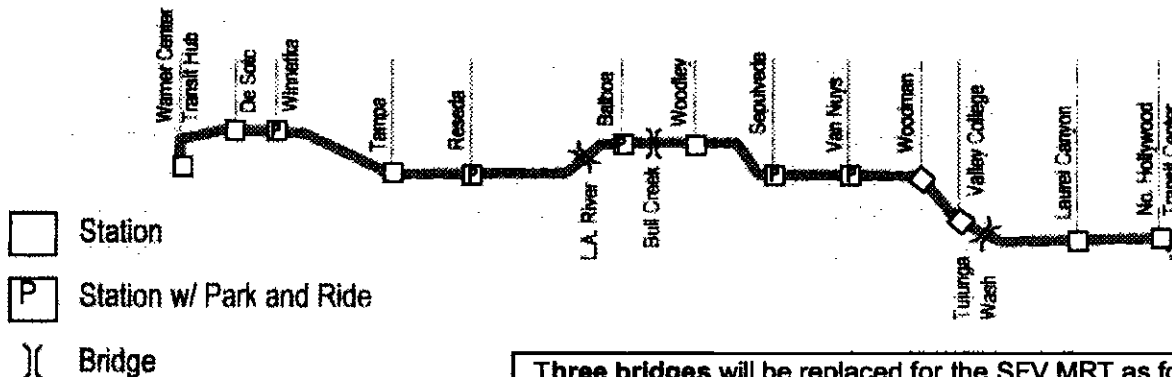
**Status/Action** MTA is pursuing a MWD Community Partnering Program (CPP) to improve landscaping and show that landscaping can be exceptional while also using water wisely. MTA plans on submitting the application in late December 2002 or early January 2003.

**Concern No. 9:** Los Angeles Department of Water and Power (DWP) reclaimed water line.

**Status/Action** DWP is proposing to have built by our contractor a reclaimed water line installed in MTA's right-of-way the entire length of the project. The DWP reclaimed water line will only be allowed to be constructed if such work can be guaranteed not to delay the SFV MRT revenue operation date of April 2005. A final decision on a reclaimed water line is anticipated by May of 2003.

## 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 modification and vehicle procurement. 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.



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. The MTA design consultant will be taking the new Los Angeles River MRT Bridge design to 100% due to seasonal Flood Control restrictions and environmental constraints associated with construction activities and to reduce project schedule exposure. Also, to further reduce schedule exposure, MTA demolished the existing Los Angeles River Railroad Bridge in September 2002.


**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.

**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	Nov-02	Dec-02	Jan-03	Feb-03	Mar-03	Apr-03
Issue RFP for Construction Management Support Services	11/22/02A	◆					
Price bids opened for Contract C0675 and C0676	12/05/02*		□				
CEO review staff recommendation and award Contract C0675	12/20/02*		◆				
Citizens Organized for Safe Transit (COST) hearing date	12/20/02		△				
Issue NTP to Contract C0675	1/15/03*			◆			
C0675 Contractor provide initial submittals for Design Build workscope	1/29/03*			□			
Issue NTP to Bus Manufacturer	1/29/03*			◆			
Issue LNTP to Construction Management Support Services Contractor	3/24/03*					◆	
Bus Manufacturer provide Submittals to MTA for review	3/25/03*					□	
Begin Dry Season - Commence L.A. River Bridge In-Channel Workslope	4/16/03*						□

◆	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**

CY 2001	FY 2002			FY 2003			FY 2004			FY 2005													
	J	A	S	O	N	D	J	A	S	O	N	D	J	A	S	O	N	D	J	F	M	A	M
<b>Project Milestones</b>	◇ Board Adopts EIR ◇ Invitation for Bids - D/B Contractor ◇ Notice to Proceed - D/B Contractor ◇ Begin Construction at L.A. River Bridge ROD ◇																						
<b>Preliminary Engineering</b>	STV 40% Design																						
<b>Procurement / Third Party</b>	D/B Package Preparation Industry Review of Package Bid Development Period Bid Evaluation / Award																						
<b>Vehicles / Systems</b>	Master Cooperative Agreements Vehicle Procurement ATMS Equipment UFS Equipment Option																						
<b>Real Estate</b>	Lease Terminations Property Acquisition																						
<b>Los Angeles River Bridge - Pre-Construction</b>	Migrate Birds - L.A. River Bridge Site Investigation & Monitoring L.A. River Bridge Design L.A. River Bridge Demolition Wet Season Restriction																						
<b>Design / Build Contract - C0675</b>	Haz Mat Abatement / Demolition Final Design L.A. River Bridge Construction Busway / Station Construction Systems Installation / Operations Control Center Complete Systems and ATMS Integration																						
<b>Start-Up / Testing</b>	Testing Pre-Revenue Operations																						

## SCHEDULE NARRATIVE

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

Following IFB on the critical path is the procurement process for selecting the D/B contractor. This process is broken into two general phases—the Technical Bid Period and the Price Bid Period. These processes will take about six months and conclude with selection of a D/B contractor in December 2002 and a subsequent Notice to Proceed (NTP) forecast for mid-January 2003. Contractor bids were received on September 9, 2002 resulting in the commencement of the MTA Technical evaluation process. During October, staff continued technical evaluation and solicited clarifications to technical bids received. Notices of Technical acceptability were issued to bidders on October 31, 2002. Contractor Price Bid period commenced in November 2002 with price bids projected to be opened December 5, 2002.

On a parallel path with the procurement process are activities for the new Los Angeles River MRT bridge. The existing seven-span railroad bridge was demolished and will be replaced with a five-span, two-lane concrete bridge. Because the Corps of Engineers (COE) and Flood Control District (FCD) restrict construction activity in the river channel to the dry season (defined as April 16 – October 15), decisions were made to help prevent the construction of the bridge from potentially delaying the project. These decisions allow in-channel construction to begin promptly on April 16, 2003. The bridge scope of work for the new MRT Bridge was incorporated as an option in Contract C0675 and was also advertised as a separate IFB package under Contract C0676 on September 10, 2002. Contractor's price bids for Contract C0675 are due on December 5, 2002. Project Team will evaluate bids submitted and prepare recommendations for award in December 2002. If the Contract C0676 is the preferred method of procurement, NTP is anticipated for January 2003.

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

### PROJECT COST STATUS

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

\$ in Millions

COST SUMMARY

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	76.7	76.7	0.0	0.0	0.0
Yards & Shops	1.4	1.4	0.0	0.0	0.0
Systems/Equipment	21.9	21.9	0.0	0.0	0.0
Stations	20.5	20.5	0.0	0.0	0.0
Vehicles & Buses	51.8	51.8	0.0	0.0	0.0
Special Conditions	47.9	47.9	0.0	1.8	0.3
Right-of-Way	21.1	21.1	0.0	0.3	0.2
Professional Services	67.8	67.8	0.0	14.9	10.9
Contingency	20.4	20.4	0.0	0.0	0.0
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>0.0</b>	<b>17.0</b>	<b>11.4</b>

Note: The Total Project Cost at \$329.5M is consistent with August 2002 5309 application.  
 Expenditures are cumulative through October 2002.

PROJECT 800114 - BIKEWAY PROJECT

\$ in Millions

COST SUMMARY

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideways	9.0	9.0	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	0.0	0.0	0.0	0.0	0.0
Right-of-Way	0.0	0.0	0.0	0.0	0.0
Professional Services	1.9	1.9	0.0	0.0	0.0
Contingency	0.0	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>10.9</b>	<b>10.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Note: The Total Project Cost at \$10.9M is consistent with the 5307 application.  
 Expenditures are cumulative through October 2002.

### PROJECT COST ANALYSIS

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

### CHANGE CONTROL STATUS

Description	Award Amount	Approved				Obligated Total Approved Amount	Potential		Total Potential Value
		Executed Changes		LNTPs (NTE)			Pending		
		#	\$	#	\$		#	\$	
Engineering * Design Services	7,139,881	2	25,553	2	35,000	7,200,434	3	230,000	7,430,434
Environmental Services	646,696	2	9,043	2	6,500	662,239	2	135,735	797,974
Project Management Assistance Support	117,702	3	2,163,296	0	0	2,280,998	0	0	2,280,998
Other Professional Services	109,494	0	0	0	0	109,494	0	0	109,494
<b>TOTAL</b>	<b>8,013,773</b>	<b>7</b>	<b>2,197,892</b>	<b>4</b>	<b>41,500</b>	<b>10,253,165</b>	<b>5</b>	<b>365,735</b>	<b>10,618,900</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

November 2002		STATUS OF FUNDS BY SOURCE							
\$ in millions									
SOURCE	(A)	(B)	(C)	(D) (D/B)		(E) (E/B)		(F) (F/B)	
	ORIGINAL BUDGET	FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to SOURCE \$	FUNDING SOURCE %
STATE TCRP	145.0	145.0	47.0	16.7	12%	9.5	7%	9.5	7%
STATE STIP (SHA)	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION "C"	184.2	184.2			0%		0%		0%
UNBILLED ACCRUALS			1.6			1.6			
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>48.9</b>	<b>17.0</b>	<b>5%</b>	<b>11.4</b>	<b>3%</b>	<b>9.8</b>	<b>3%</b>

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 2002.

### STATUS OF FUNDS ANTICIPATED

**STATE TCRP:** In April 2002, the CTC approved an MTA application and allocation request for \$54.638 million of State TCRP funds for final design, right-of-way, and construction activities. In June 2002, \$34.7 million of funds out of the \$54.638 million were made available for draw down for final design and right-of-way activities. The remaining balance of \$19.938 million earmarked for construction activities will be available for draw down in February 2003.

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

**FINANCIAL/GRANT STATUS**  
**Project 800114 - Bikeway Project**

November 2002

**STATUS OF FUNDS BY SOURCE**

In \$ millions

SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	(D/B) %	EXPENDITURES \$	(E/B) %	BILLED to \$	(F/B) FUNDING SOURCE %
TEA (FED)	6.0	6.0	0.0		0%		0%		0%
TEA-21 (FED)	1.9	1.9	0.0		0%		0%		0%
STIP (FED)	0.6	0.6	0.0		0%		0%		0%
CITY OF LA	2.4	2.4	0.0		0%		0%		0%
<b>TOTAL</b>	<b>10.9</b>	<b>10.9</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>

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 2002.

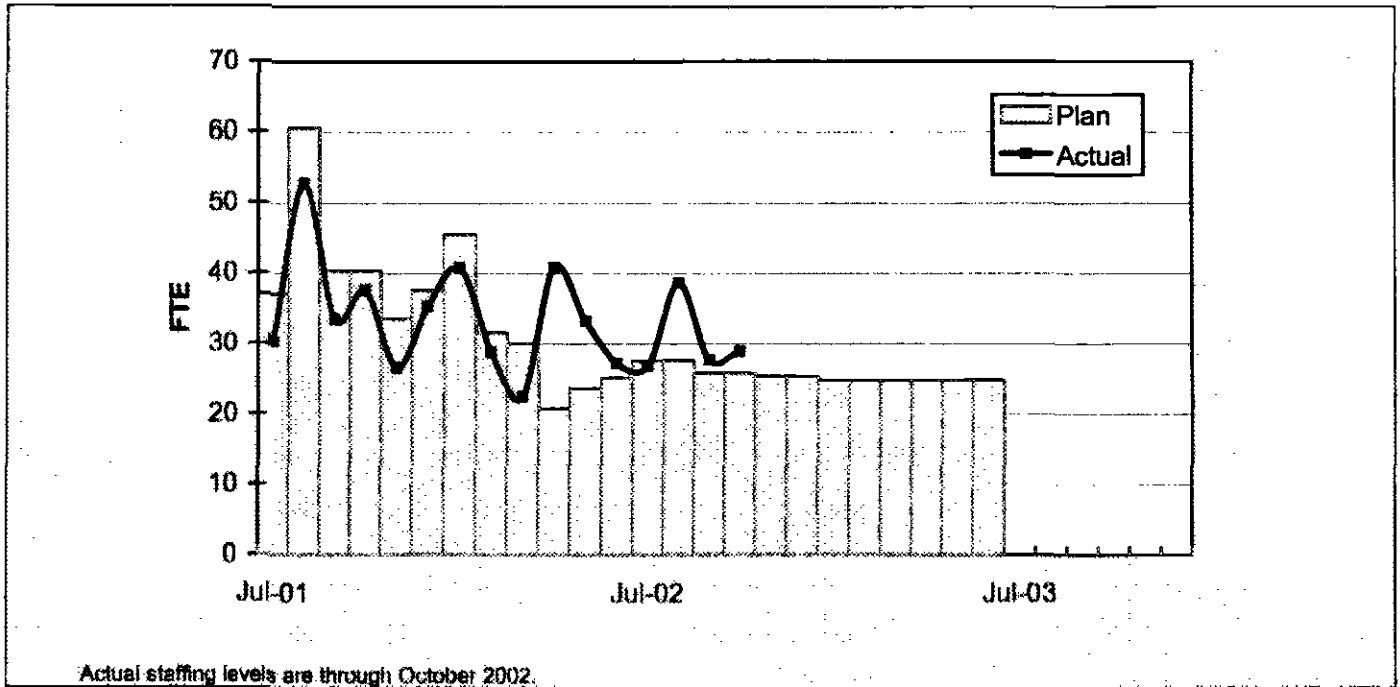
**STATUS OF FUNDS ANTICIPATED**

**FEDERAL FUNDS:** The transfer of Federal Funds from the Federal Highway Administration to the FTA is in process. The transfer will not be completed until the Federal Budget is approved. Once the transfer is completed, MTA will submit a grant application of \$8.438 million to the FTA.

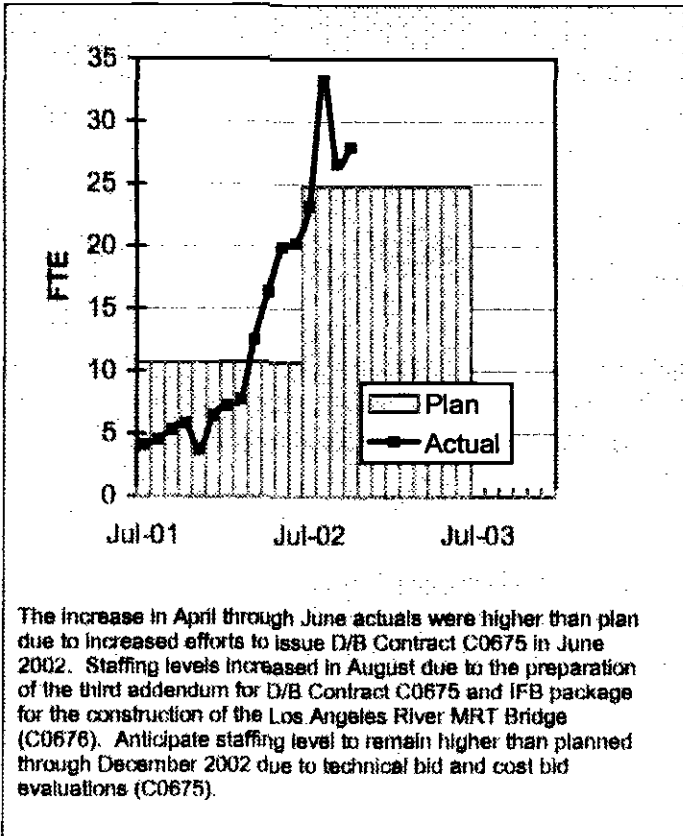
**CITY OF LA:** The funding agreement for the local match between MTA and the City of LA was reviewed by MTA Legal Counsel and has been forwarded to the City of LA for their review and comments. Execution of the funding agreement is expected around March 2003.

## STAFFING STATUS

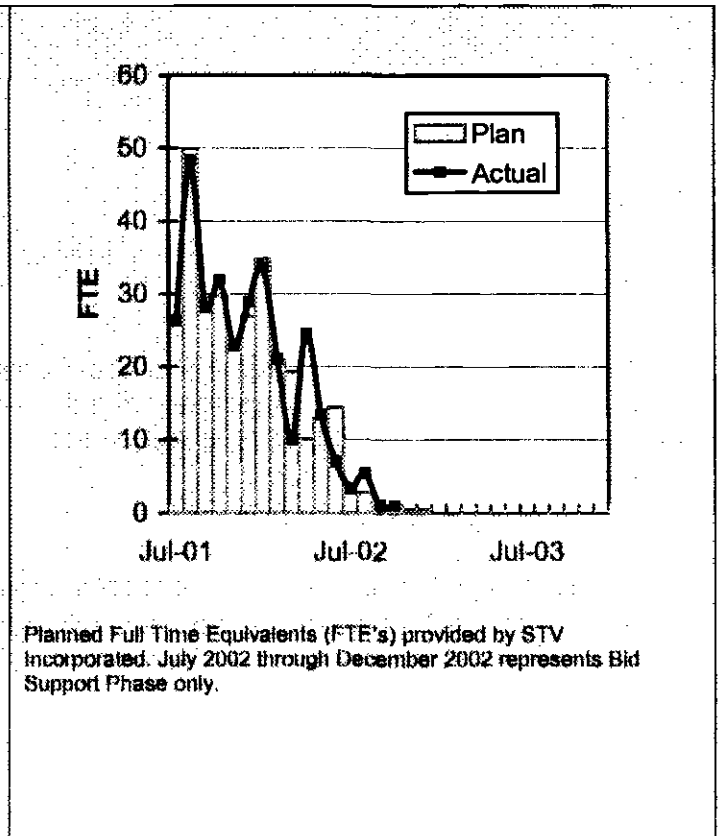
### TOTAL STAFFING STATUS



### AGENCY STAFFING



### PE DESIGN CONSULTANTS





### REAL ESTATE STATUS

- The number of leases to be terminated for the project is 95, which is reported in the Real Estate's Lease Termination Control Matrix. The effective date of the ninety-day termination notice sent to impacted tenants along the SFV-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 December 1, 2002, 33 tenants have vacated their leased areas and 7 tenants will require eviction proceedings as they have not vacated nor have they been given an extension.
- Under New Acquisitions, there are nine new properties required for the Project which are full takes. Two of the nine parcels belong to the U.S. Government and will be swapped for two MTA parcels with the same square footage. All nine parcels have been certified. Real Estate has completed the appraisal and Phase 1 due diligence environmental work on the seven non-government owned parcels. Offers have been made to seven property owners. Agreements have been reached with one property owner and escrow has been opened. Negotiations are under way with other property owners.

### REAL ESTATE ACQUISITION SCHEDULE SUMMARY

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

### REAL ESTATE STATUS – LEASES

	Total Number	Received Courtesy Letters	Received Relocation Plan Letter	Recvd 90 Day Termination Notice	Unlawful Detainer Action	Relocation Completed	Available for Demolition	Available for Construction
Leases	95	95	95	0	7	0	33	33

### 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	7	9	7	9	1	0	0	0	0	0

The parcels will be purchased by MTA Real Estate.

\* Offers made contingent to MTA Board approval.

## **ENVIRONMENTAL STATUS**

- Environmental Services is finalizing CWO 47 for Harding ESE to provide for water and wastewater sampling, monitoring, and reporting during construction of the SFV MRT Project to ensure compliance with the Los Angeles Regional Water Quality Control Board and Los Angeles County Sanitation District requirements.

## **COMMUNITY RELATIONS STATUS**

- Met with CRA and Councilman La Bonge's office to discuss community improvement in North Hollywood.

## **QUALITY ASSURANCE STATUS**

- MTA Quality Management served on the evaluation team for the SFV MRT.

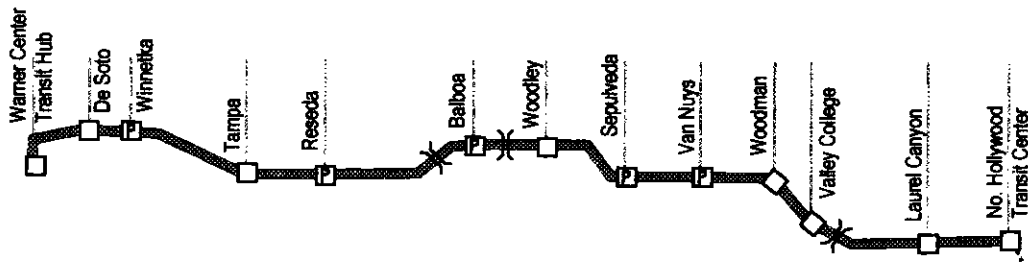
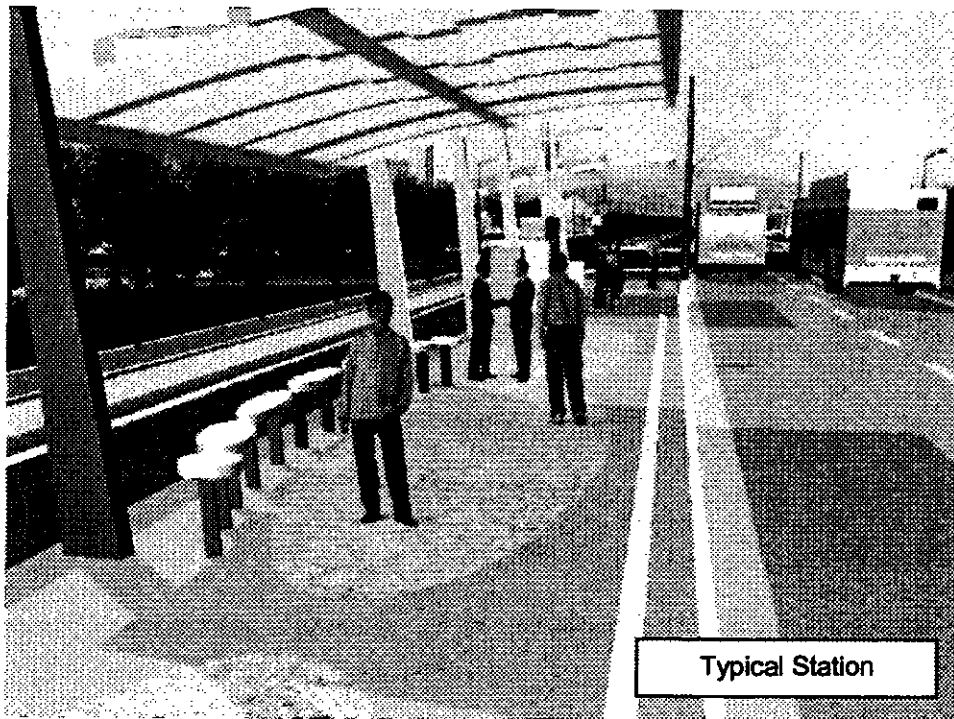
## **SAFETY STATUS**

- Participated in weekly progress meetings with Construction Management to discuss safety related issues and construction schedule.

## **ART DEVELOPMENT STATUS**

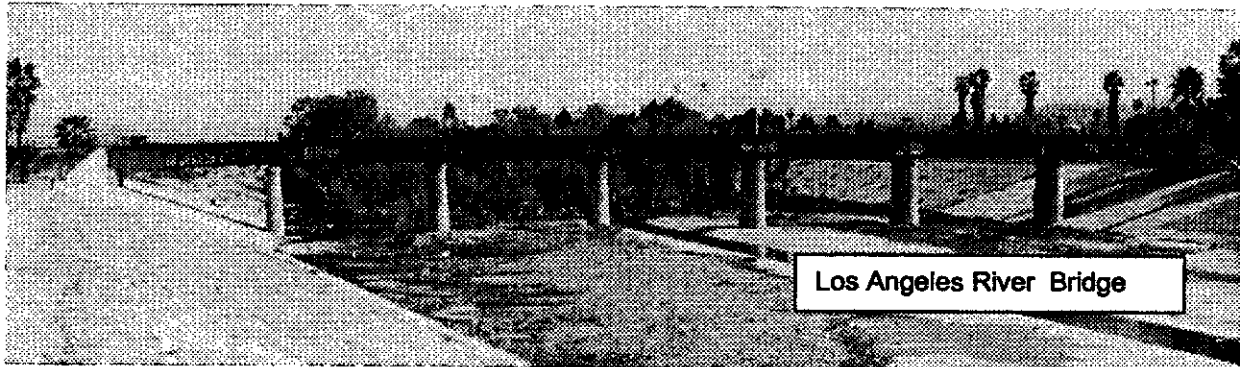
- Lead artist contract assigned purchase order no. FY03810.
- Completed landscape artist scope of work. Sent invitation packets to twenty-four nominees.
- Request for Quotation notices mailed to potential artists and posted on MTA website.

## ALIGNMENT ILLUSTRATIONS

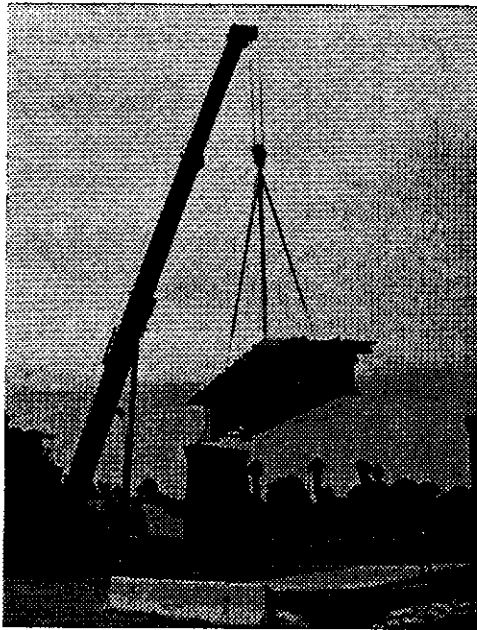


- Station
- P** Station w/ Park and Ride
- Bridge

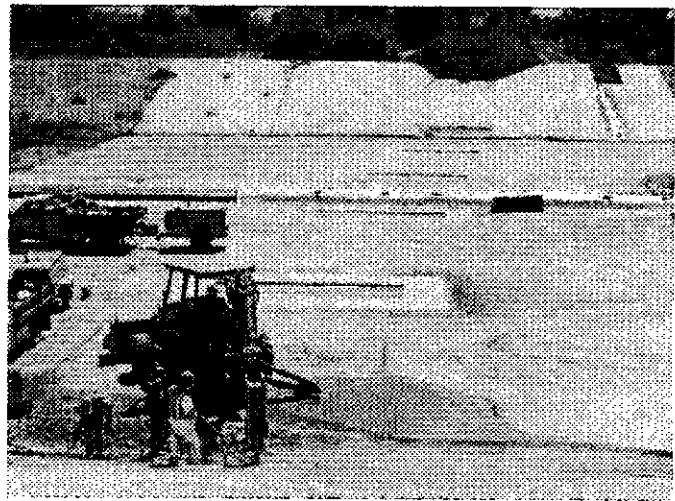
## ALIGNMENT ILLUSTRATIONS (Cont'd)



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

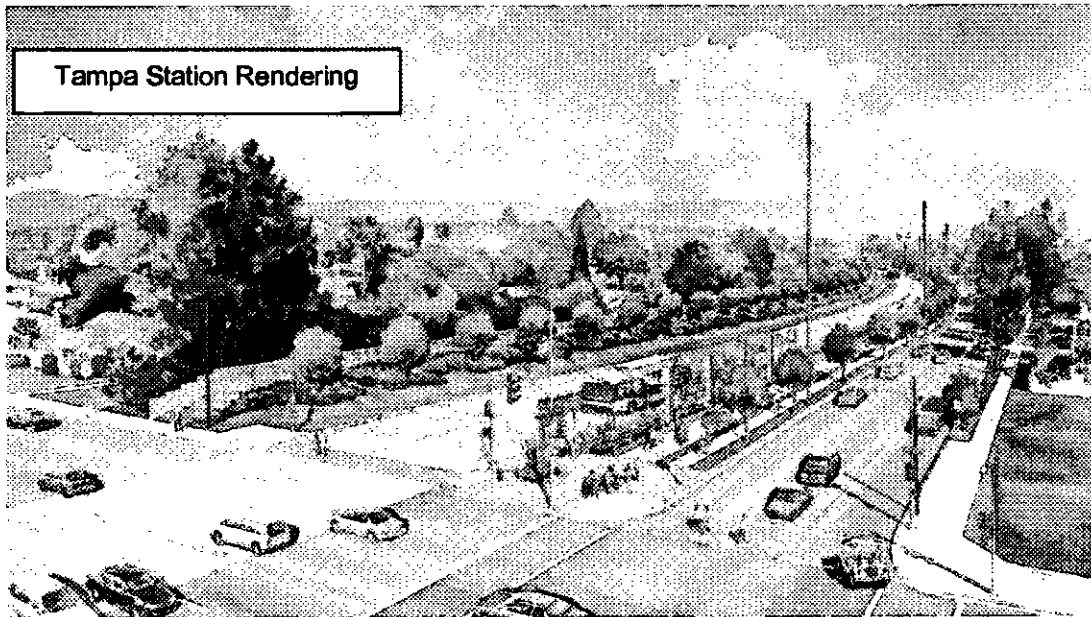
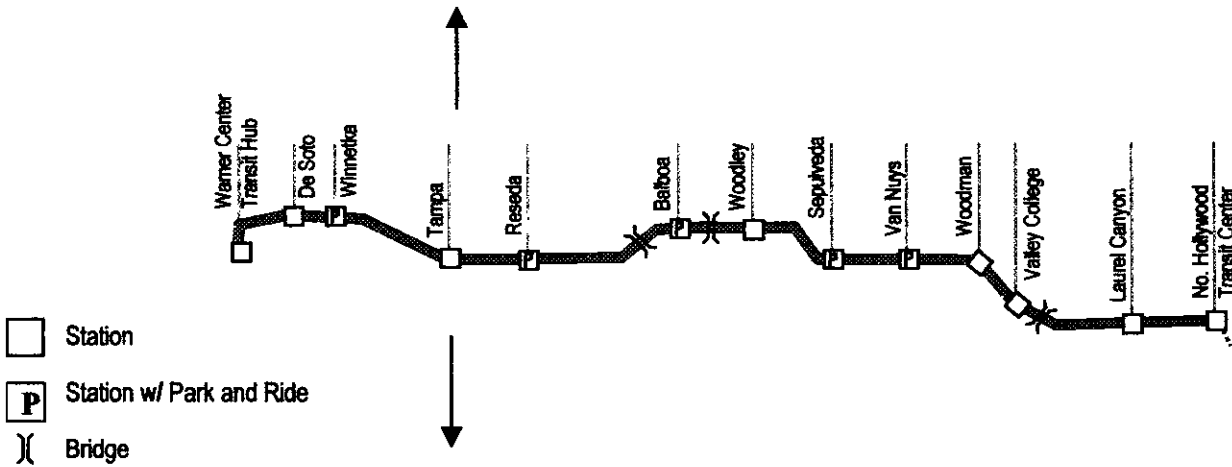
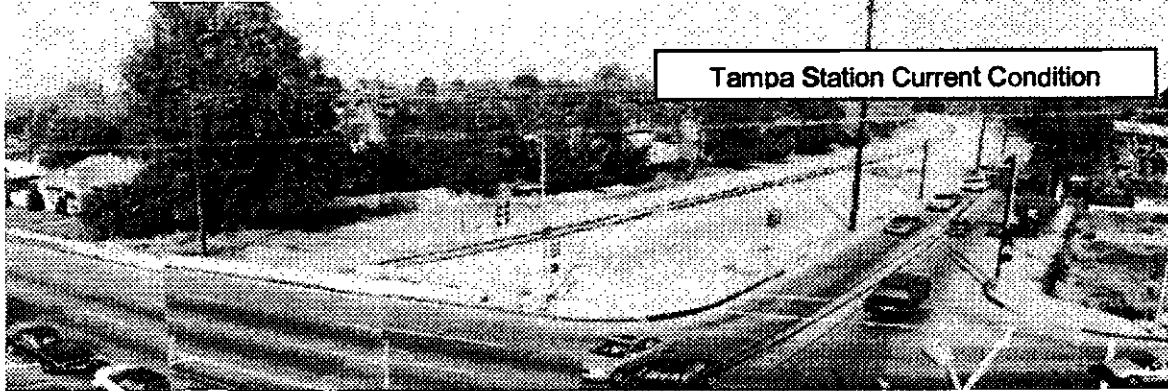


Removal of bridge section.

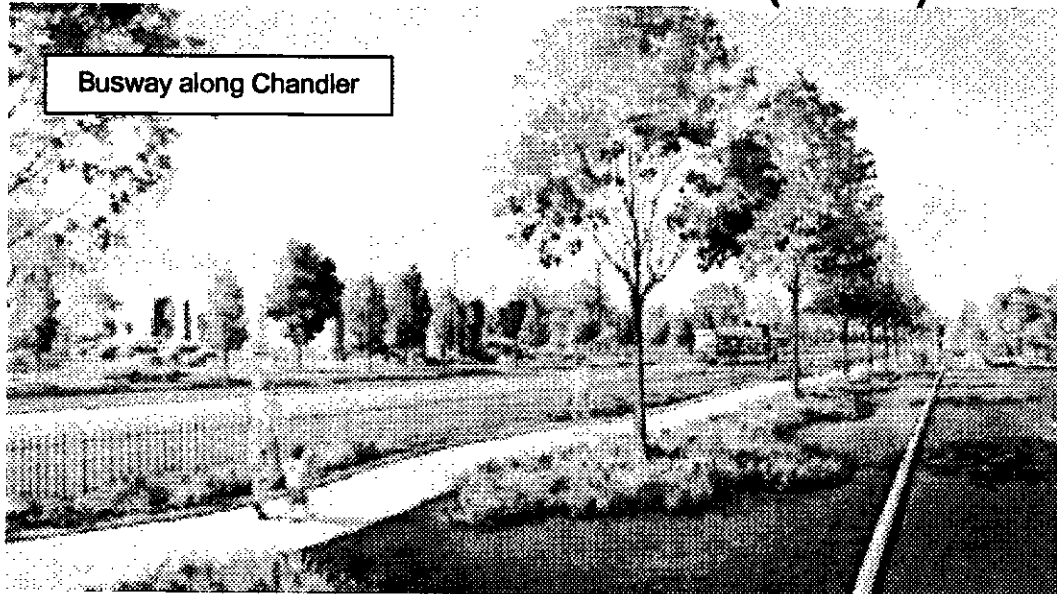


Completion of river channel demolition work.

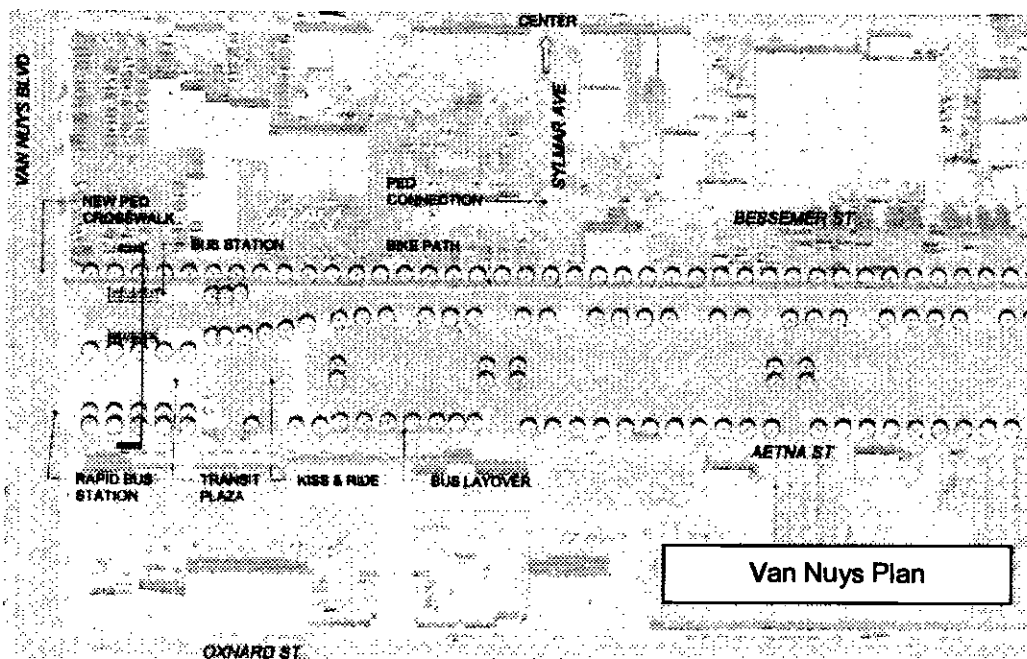
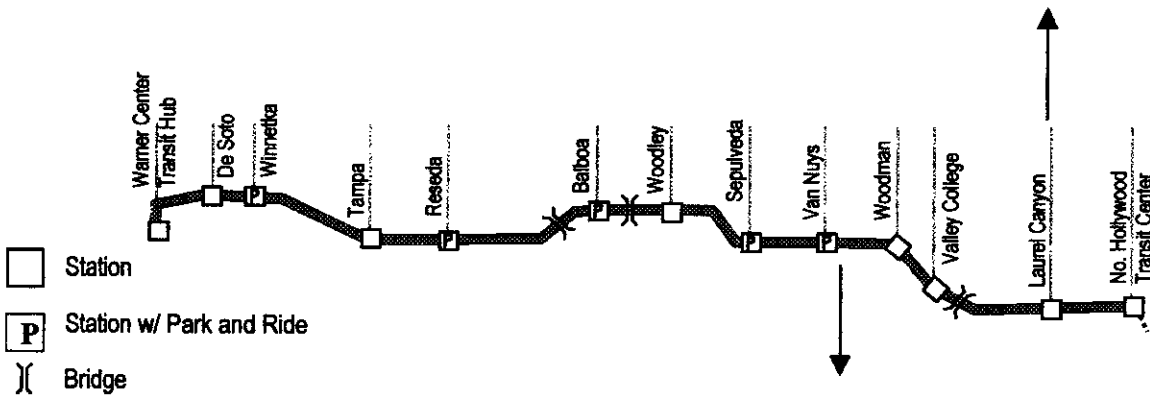
### ALIGNMENT ILLUSTRATIONS (Cont'd)



### ALIGNMENT ILLUSTRATIONS (Cont'd)



Busway along Chandler



## APPENDIX

### COST AND BUDGET TERMINOLOGY

**ESTIMATED PROJECT COSTS:** Estimated project costs are based upon the current project cost estimates that are produced during the engineering design phase.

**COMMITMENTS:** The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions that will result in specific expenditures at a future time.

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

**EXPENDITURES:** The total dollar amount of checks written by LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in LACMTA's Financial Information System (FIS).

**CONSTRUCTION:** Includes guideways, yards and shops, systems/equipment, stations, vehicles and buses.

**PROFESSIONAL SERVICES:** Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (MTA staff) costs.

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

**UTILITY/AGENCY FORCE ACCOUNT:** Includes work by outside agencies and utilities in design coordination and review.

**CONTINGENCY:** A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.

**SPECIAL CONDITIONS:** Includes utilities relocation, environmental compliance and mitigation, master cooperative agreements, insurance program, artwork, systems integration testing and pre-revenue operations.



## APPENDIX LIST OF ACRONYMS

ACE	Army Corp of Engineers
AFE	Authorization For Expenditure
BRT	Bus Rapid Transit (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
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
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