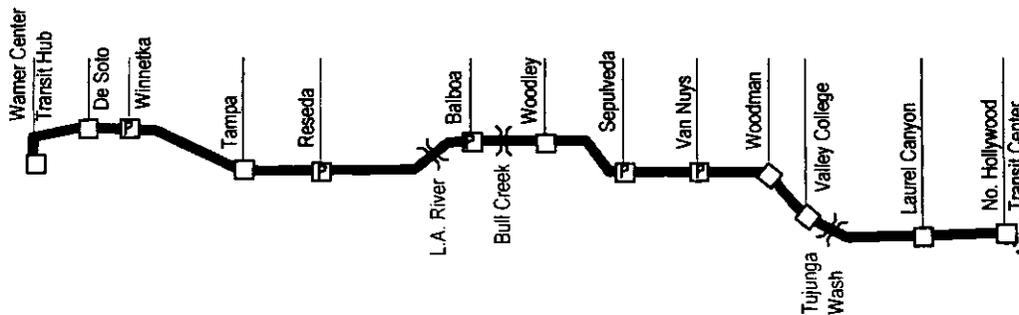




# San Fernando Valley East-West Metro Rapid Transitway Monthly Project Status Report



January 2003

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## PROJECT OVERVIEW

*The San Fernando Valley East-West Metro Rapid Transitway (SFV MRT) consists of buses operating in exclusive lanes within an approximate thirteen (13) mile stretch on LACMTA right-of-way (ROW) and one (1) mile of mixed flow operation within public streets. Terminal stations are located near the North Hollywood Metro Red Line Subway Station and the planned Warner Center Transit Hub. The SFV MRT will have roughly one stop per mile located at major cross streets. MRT low floor vehicles will be given signal priority at grade and at cross streets, which will reduce end to end travel times between the thirteen (13) stations. With the exception of the Warner Center Transit Hub, all stations will provide platforms for east bound and west bound travel. Warner Center Transit Hub is currently being planned by the City of Los Angeles and will include bus stops for loading/unloading of passengers and layover space on Owensmouth Avenue. Canopies will be provided at all stations. Station equipment and amenities will include ticket vending machines, stand alone validators, benches, bike racks, map case(s), signage, public telephones, closed circuit television cameras and a public address system. Variable message signs will provide real time information on bus arrival times at the respective station. In addition to the existing 915 spaces at the North Hollywood Metro Red Line Subway Station and the 150 parking spaces at the Balboa Park and Ride, the SFV MRT will provide approximately 3,240 new parking spaces for the park and ride station locations. Other related project scope includes modifications to an existing Metro bus division, vehicle procurement and implementation of the Universal Fare System (UFS).*

The San Fernando Valley East-West Metro Rapid Transitway project commenced on February 28, 2002 when the MTA Board of Directors approved a solicitation for a Design/Build delivery system for the project workscope.

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

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

Separately, the MTA prepared an IFB for the construction of the Los Angeles River MRT Bridge Construction (Contract C0676). This package was advertised on September 11, 2002 with receipt of a single bid on December 5, 2002. A "Notice of Award" was issued to Brutuco Engineering and Construction Inc. on December 27, 2002 and a "Notice to Proceed" (NTP) was issued on January 28, 2003.

## 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** Issued resolved – final report. To mitigate possible construction and schedule risks associated with the limited construction duration, the Project Team completed the design of the Los Angeles River MRT Bridge to 100%. The design was incorporated as an option into Design/Build Contract C0675 and was also advertised as a separate package on September 11, 2002, under Contract C0676. A single bid was received on December 5, 2002 for Contract C0676. To ensure work in the Los Angeles River channel will commence during the dry season construction period starting on April 15, 2003, the Project team recommended proceeding with award to the only Contract C0676 bidder. A Notice to Proceed was issued to Brutuco on January 28, 2003, which establishes the completion date at December 13, 2003. The award of this contract removes the construction of the Los Angeles River MRT Bridge from the Project critical path. However, Contract C0676 remains highly visible as any delays in this contract will put it back into the Project critical path.

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

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

MTA project staff is investigating a permitting process for the Los Angeles County Flood Control District (LACFCD). This is regarding several storm drain connections that are anticipated to be required for this project. MTA will use a uniform permitting process with LACFCD, which will provide benefits to the MTA and the Design/Build Contract C0675 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. MTA has approved the addendum and recorded the document. The US Army Corps of Engineers has prepared and approved a National Environmental Protection Act (NEPA) clearance as a Categorical Exclusion. Additionally, the crossing requires access through Caltrans I-405 on ramp "access denial" right-of-way. MTA has submitted the necessary documentation and anticipates Caltrans and Federal Highway administration (FHWA) approval by March of 2003.

**Concern No. 4:** Project Revenue Operations Date (ROD) was established as April 29, 2005 by MTA Executive Management.

**Status/Action** During the Technical Bid Evaluation phase for Contract C0675, the Project Team targeted a January 3, 2003 Notice of Award and a January 15, 2003 Notice to Proceed which was an accelerated schedule over the original NTP date of January 30, 2003. In prior months, the Project team attempted to accelerate the Contract NTP date to December 17, 2002 but was delayed due to Technical Evaluation issues. To mitigate the technical evaluation delays, the project team and supporting administrative staff accelerated price evaluation related effort to achieve the revised target dates. The contract was ready for Notice of Award in line with the January 3, 2003 target.

However, on December 17, 2002, the California Department of Transportation (CTC) issued a letter deferring additional Traffic Congestion Relief Program (TCRP) funds until its meeting on February 27, 2003. Funding issues will delay the planned January 15, 2003 Notice to Proceed for C0675. A new ROD will be established once state funding issues are resolved and a full Notice to Proceed is issued to the C0675 contractor.

**Concern No. 5:** Citizens Organized for Smart Transit (COST) has filed a lawsuit contesting the validity of the Environmental Impact Report of the SFV MRT.

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

## 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 Communications 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 crossing the proposed busway at Hudgeon's Way. Alternatives for a new access road include access from Woodley Avenue and 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 workscope, cost, schedule and who will perform the construction by June of 2003 allowing enough time to construct the new entrance prior to closing the existing entrance at Hudgeon's Way.

**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 submitted a grant application in January 2003. While the funding grant may not be approved, MTA believes it is critical to apply for such funds so that the project can be developed to its maximum potential.

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

**Status/Action** DWP is proposing a recycled water line to be installed in MTA's right-of-way over the entire length of the project. In December 2002, a contract modification was processed for STV's contract to allow the design consultant to develop a design change package for a 20" diameter reclaimed water line across the Los Angeles River Bridge as part of a contract modification to the C0676 contract. DWP has agreed to pay the costs associated with the recycled water line across

## MANAGEMENT ISSUES

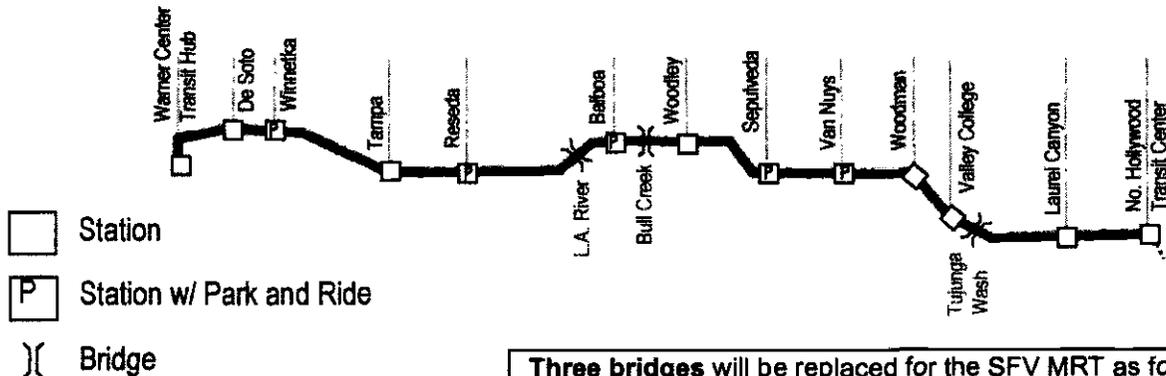
the Los Angeles River Bridge. STV is scheduled to complete the design change package in early March 2003. A final decision on a recycled water line will depend on progress made by DWP in developing a conceptual alignment and entering into an agreement with the MTA and is anticipated by May of 2003. The DWP recycled water line will only be allowed to be constructed, other than work at Los Angeles River Bridge, if such work can be guaranteed not to delay the SFV MRT Revenue Operation Date and is approved by the MTA Board. DWP must also agree to pay for all costs associated with such work, provide environmental clearance and enter into an agreement acceptable to the MTA.

## PROJECT SCOPE

The San Fernando Valley East-West Metro Rapid Transitway includes a busway, which will be 26 feet wide in most locations consisting of one 13 foot travel lane in each direction. The 26 foot wide busway will be located within the LACMTA Right Of Way (ROW), which is generally 100 feet wide in most locations. Within the ROW, landscaping, fencing, and soundwalls, will be provided in accordance with the Final EIR requirements. Concurrent with busway and stations a Bikeway will be constructed. The Bikeway will include a pedestrian path.

Along the ROW, there are approximately 32 street crossings and three pedestrian crossings, which will require some modifications. Traffic signals will be required where the MRT crosses streets at mid block or at designated pedestrian crossings.

Systems enhancements will be included along the Busway alignment, which will allow the stations to provide real time information via Variable Message Signs. Systems included in the project will include, Closed Circuit TV, Public Address, Passenger Assistance Telephones, Public Phones, Fiber Optic Cable Transmission and a Universal Fare System. Other related project scope includes a Bus Division No. 8 modification and procurement of 22 each 60-foot long articulated buses. Lastly, all the system enhancements will be managed from the Bus Operations Control Center, which will be located in the 6<sup>th</sup> floor of the LACMTA Gateway Plaza Headquarters.



**Three bridges** will be replaced for the SFV MRT as follows: 1) Bull Creek Bridge, 2) Tujiunga Wash Bridge and the 3) Los Angeles River Bridge.

The largest of these bridges is the Los Angeles River Bridge located in the north end of the Sepulveda Basin. To reduce schedule exposure, MTA designed this bridge to 100%. Contract C0676 will construct the new Los Angeles River MRT Bridge.

**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	Jan-03	Feb-03	Mar-03	Apr-03	May-03	Jun-03
Expiration of Protest Period for Contract C0675	1/02/03 (A)	◆					
Groundbreaking Ceremony for Contract C0676	1/17/03 (A)	◆					
California Transportation Commission (CTC) workshop	1/17/03 (A)	◆					
Issue NTP to C0676 Contractor	1/28/03 (A)	◆					
CTC Meeting - Decision on TCRP/STIP Funding	2/27/03		△				
(Forecast) Issue of Notice of Award to Contract C0675	2/28/03*		◆				
(Forecast) Issue Notice to Proceed to C0675 Contractor	3/17/03*			◆			
C0675 Contractor provide initial submittals for Design Build workscope	3/28/03*			□			
Begin Dry Season - Commence work in Los Angeles River Channel	4/15/03				□		
Issue LNTP to Construction Management Support Services Contractor	4/17/03				◆		
Contract C0675 Bid Validity Expiration Date	5/31/03					□	

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



## SCHEDULE NARRATIVE

The project schedule includes sequences for the up-front design and agency work as well as for each element of construction. The Project critical path begins with completion of the Design/Build (D/B) Contract C0675 package. This scope was accomplished on June 21, 2002 with subsequent Invitation for Bid (IFB) occurring on June 28, 2002.

Following IFB on the critical path is the procurement process for selecting the D/B contractor. This process was completed on January 3, 2003, with staff recommending award to the low bidder pending resolution of California Transportation Commission funding issues. The planned date of January 15, 2003 for issuing Notice to Proceed to the C0675 D/B contractor has been delayed due to funding issues. There is a day-to-day slip in the critical path leading to the planned Revenue Operations Date in late April 2005.

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

### 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	0.4	0.3
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	1.4	0.4
Right-of-Way	21.1	21.1	0.0	2.1	0.2
Professional Services	67.8	67.8	0.0	15.8	11.9
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>19.7</b>	<b>12.8</b>

Note: The Total Project Cost at \$329.5M is consistent with August 2002 5309 application.  
 Expenditures are cumulative through December 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	0.2	0.2	0.0	0.0	0.0
Right-of-Way	0.0	0.0	0.0	0.0	0.0
Professional Services	1.6	1.6	0.0	0.0	0.0
Contingency	0.1	0.1	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 December 2002.

### PROJECT COST ANALYSIS

Staff is preparing a February Board report requesting formal adoption of the Project baseline budget and schedule. Cost allocations across all project elements will be revised to incorporate Contractors bid pricing.

### CHANGE CONTROL STATUS

Description	Award Amount	Approved				Total Approved Amount	Potential		
		Executed Changes		LNTPs (NTE)			Pending		Total Potential Value
		#	\$	#	\$		#	\$	
Engineering * Design Services	7,139,881	2	25,553	2	35,000	7,200,434	4	253,137	7,453,571
Environmental Services	646,696	2	9,043	3	17,500	673,239	2	135,735	808,974
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>5</b>	<b>52,500</b>	<b>10,264,165</b>	<b>6</b>	<b>388,872</b>	<b>10,653,037</b>
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\* 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

January 2003		STATUS OF FUNDS BY SOURCE							
\$ in millions									
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to SOURCE \$	FUNDING SOURCE %
STATE TCRP	145.0	145.0	47.0	19.4	13%	11.6	8%	11.6	8%
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			0.9			0.9			
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>48.2</b>	<b>19.7</b>	<b>6%</b>	<b>12.8</b>	<b>4%</b>	<b>11.9</b>	<b>4%</b>

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2002.

### STATUS OF FUNDS ANTICIPATED

**STATE TCRP:** In April 2002, the California Transportation Commission (CTC) approved an MTA application and allocation request for \$54.638 million of State Traffic Congestion Relief Program (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 should be available for draw down in February 2003.

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

MTA processed a STIP amendment in January 2003 to secure \$91 million of state-only funding to complete the project. CTC action is expected to take place on April 3, 2003.

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

January 2003		STATUS OF FUNDS BY SOURCE							
In \$ millions									
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to SOURCE \$	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>

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2002.

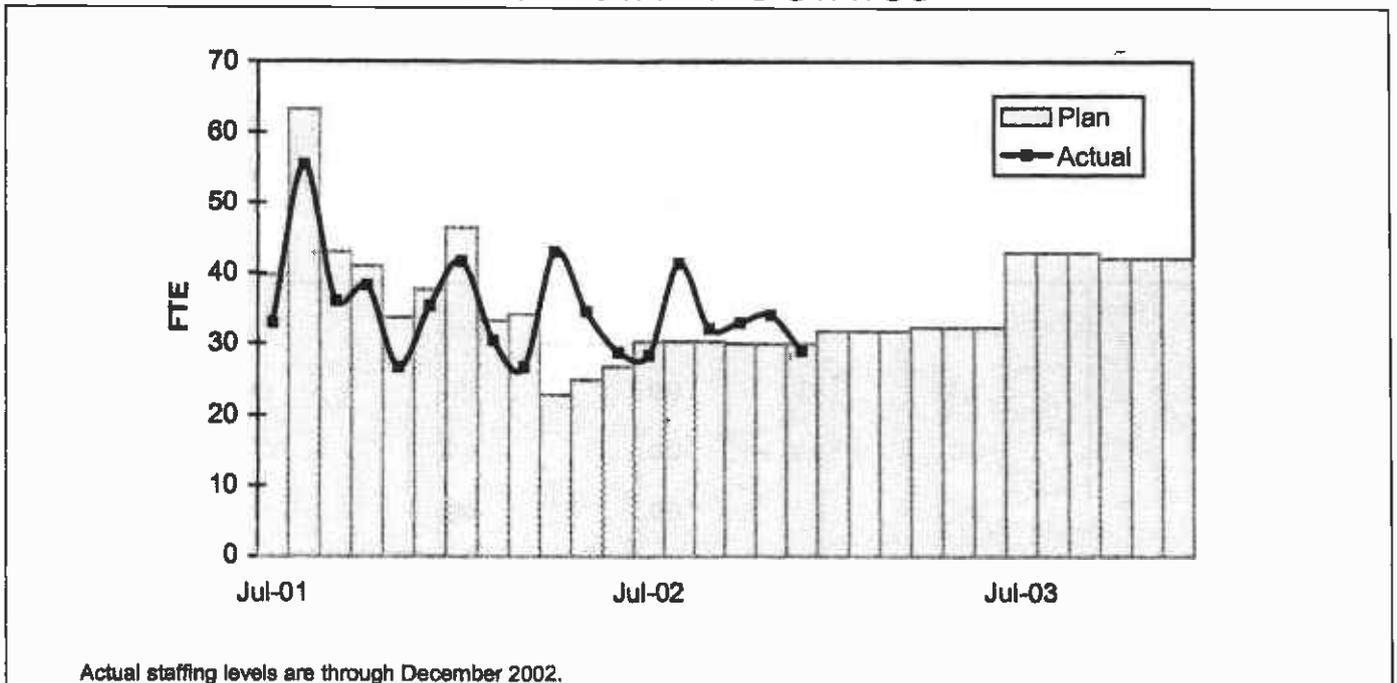
**STATUS OF FUNDS ANTICIPATED**

**FEDERAL FUNDS:** The transfer of Federal Funds from the Federal Highway Administration to the FTA has been completed. MTA plans to submit a grant application of \$8.438 million to the FTA.

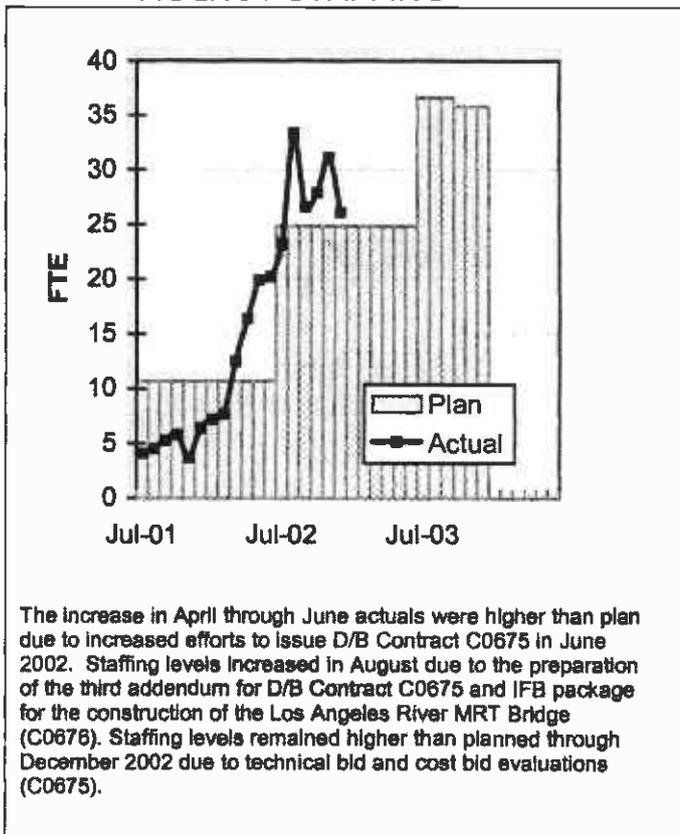
**CITY OF LA:** The funding agreement for the local match between MTA and the City of LA was reviewed by the City of LA and sent back to MTA for review and comments. Execution of the funding agreement is expected around March 2003.

## STAFFING STATUS

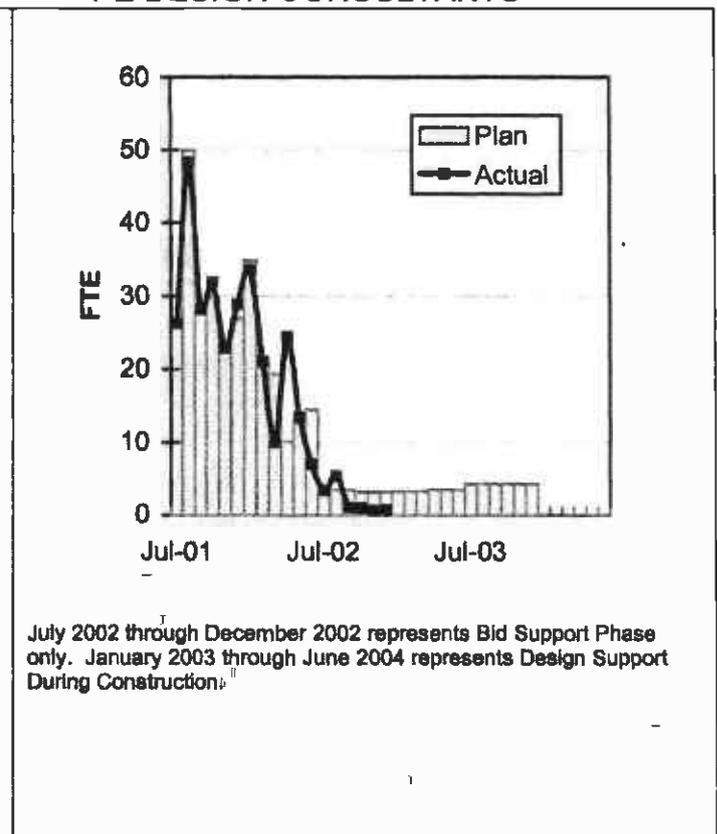
### TOTAL STAFFING STATUS



### AGENCY STAFFING

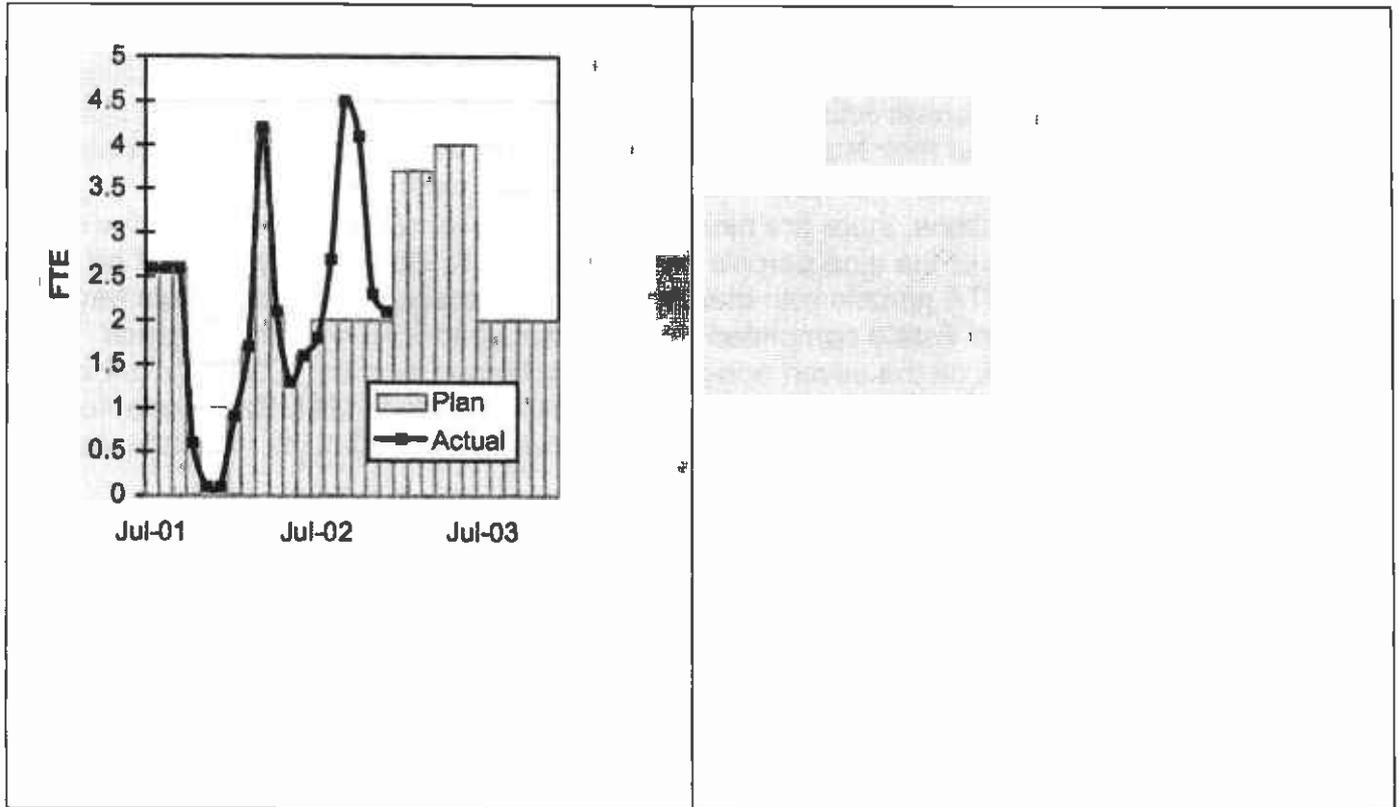


### PE DESIGN CONSULTANTS



### STAFFING STATUS

#### PMA CONSULTANT



### REAL ESTATE STATUS

- The number of leases to be terminated for the project is 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 January 1, 2003, 37 tenants have vacated their leased areas and 4 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 completed the appraisals and Phase 1 due diligence environmental work on the seven non-government owned parcels. Offers have been made to the property owners. One parcel has been acquired. MTA Board adopted a Resolution of Necessity to condemn 5 parcels, however, negotiations are underway with 3 of the property owners.

### REAL ESTATE ACQUISITION SCHEDULE SUMMARY

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

### REAL ESTATE STATUS - LEASES

	Total Number	Received Courtesy Letters	Received Relocation Plan Letter	Recvd 90 Day Termination Notice	Unlawful Detainer Action	Relocation Completed	Available for Demolition	Available for Construction
Leases	95	95	95	95	4	0	31	31

### REAL ESTATE STATUS - NEW ACQUISITIONS

Contract	No. of Parcels	Certified		Just Comp Approved		Offers Made*		Agreements Signed		Condemnation		Parcels Available		Parcels projected to be unavailable by need date
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
<b>TOTAL</b>	9	9	9	9	9	9	9	9	1	5	0	9	1	0

The parcels will be purchased by MTA Real Estate.

\* Offers made contingent to MTA Board approval.

## **ENVIRONMENTAL STATUS**

- CH2MHILL completed a hazardous material survey of one additional building along the San Fernando Valley ROW that had been inadvertently left off the original list of buildings to be demolished. The building was a former drive-in movie concession stand and projection booth located southwest of the intersection of Victory Blvd. and Sepulveda Blvd.

## **COMMUNITY RELATIONS STATUS**

- Coordinated January 17, 2003 Ground Breaking Ceremony at the site of the Los Angeles River Bridge for elected officials, key community members and the media.
- Made a project presentation at a Town Hall meeting sponsored by Council Member Tom LaBonge.
- Assisted MTA Real Estate with resolving encroachment issues for backyard leaseholders on the project alignment.

## **QUALITY ASSURANCE STATUS**

- Reviewed contractor's RFI's (C0676) for the removal of rail and ties adjacent to the abutments for access to the bridge site.
- Attended pre-construction meetings for the C0676 contract.
- Conducted oversight of the sampling and testing for lead based paint and asbestos.
- Assisted in setting up the C0676 field office.

## **SAFETY STATUS**

- Participated in weekly progress meetings with Construction Management to discuss safety related issues and construction schedule.
- Conducted safety overview at pre-construction meeting for Contract C0676 Los Angeles River MRT Bridge.
- Participated in groundbreaking kick-off ceremony with MTA management staff, local, state and federal officials.
- Reviewed contractor safety submittals for Contract C0676.

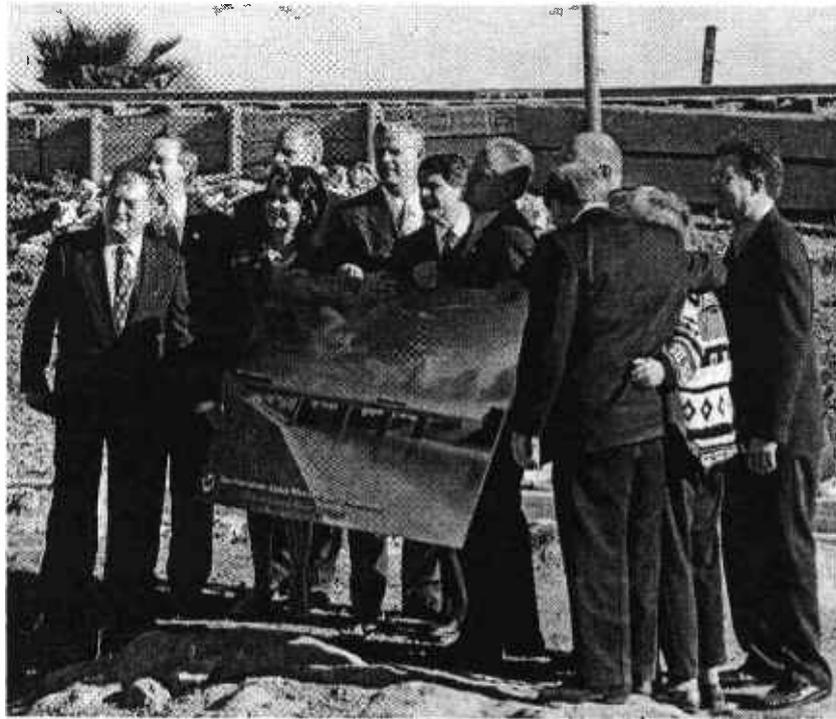
## **ART DEVELOPMENT STATUS**

- Landscape artist selection committee convened on January 14, 2003 to select artists.
- Station artists selection panels, comprised of two community representatives, two art administrators, and one artist are scheduled to convene in February and March.
- Two hundred-twenty RFQ submissions have been received from interested artists for the east, central, and west valley segments.

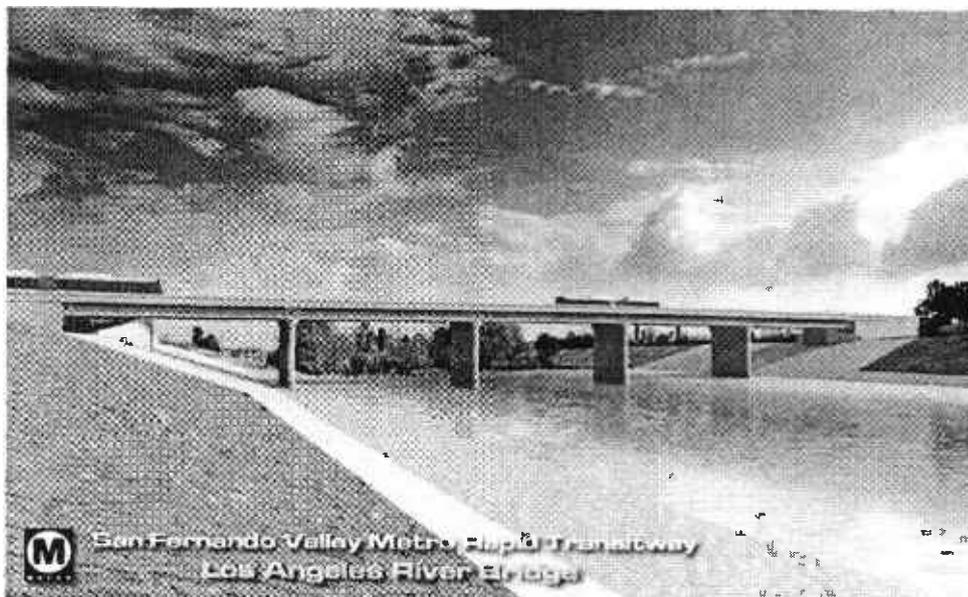
## CONTRACT CONSTRUCTION STATUS

<p><b>Description: L.A. River Bridge Construction Project</b>  <b>Contractor: Brutoco Engr &amp; Construction, Inc.</b></p>	<p><b>Contract No.: C0676</b>  <b>Status as of: January 31, 2003</b></p>																																																				
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>· Contractor's insurance was submitted and Notice To Proceed (NTP) was issued on January 28, 2003.</li> <li>· Coordination meetings with Department of Water and Power's (DWP) staff are being held.</li> <li>· DWP proposed Recycled Water Line - Attended meeting with DWP regarding design and water line issues.</li> <li>· Received Army Corps of Engineers 404 Permit.</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>· Several permits are needed - MTA requested submittal of the Contractor's work plan and many technical requirements to support a permit application to the L.A. County Flood Control for access to channel and a potential Dewatering Permit. Third Party to identify required information from Contractor to process the permit.</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>· Preparation of the field offices and mobilization of MTA project team to move to the field: Information Technology Services and project team coordinating the logistical preparation of the field trailer across from the North Hollywood Station. Existing computers were connected to MTA.net and telephone lines and additional computers were requested from ITS.</li> <li>· Contractor developing baseline schedule, Quality Control Plan and Environmental submittals.</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>· Contractor to mobilize to site in mid-March 2003.</li> <li>· Procurement of steel piles (CISS).</li> </ul>																																																				
<p><b>Schedule Summary:</b></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">Date of Award:</td> <td style="text-align: right;">12/27/02</td> </tr> <tr> <td>Notice to Proceed:</td> <td style="text-align: right;">01/28/03</td> </tr> <tr> <td>Original Contract Duration:</td> <td style="text-align: right;">320 CD</td> </tr> <tr> <td>Current Contract Duration:</td> <td style="text-align: right;">320 CD</td> </tr> <tr> <td>Elapsed Time from NTP:</td> <td style="text-align: right;">3 CD</td> </tr> </table>	Date of Award:	12/27/02	Notice to Proceed:	01/28/03	Original Contract Duration:	320 CD	Current Contract Duration:	320 CD	Elapsed Time from NTP:	3 CD	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Original Contract Dates</th> <th style="text-align: center;">Time Extension</th> <th style="text-align: center;">Current Contract</th> <th style="text-align: center;">Forecast</th> <th style="text-align: center;">Variance CD's</th> </tr> </thead> <tbody> <tr> <td>Notice to Proceed</td> <td style="text-align: center;">01/28/03</td> <td style="text-align: center;">0</td> <td style="text-align: center;">01/28/03</td> <td style="text-align: center;">01/28/03</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone One</td> <td style="text-align: center;">04/18/03</td> <td style="text-align: center;">0</td> <td style="text-align: center;">04/18/03</td> <td style="text-align: center;">04/18/03</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone Two</td> <td style="text-align: center;">10/15/03</td> <td style="text-align: center;">0</td> <td style="text-align: center;">10/15/03</td> <td style="text-align: center;">10/15/03</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone Three</td> <td style="text-align: center;">12/13/03</td> <td style="text-align: center;">0</td> <td style="text-align: center;">12/13/03</td> <td style="text-align: center;">12/13/03</td> <td style="text-align: center;">0</td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CD's	Notice to Proceed	01/28/03	0	01/28/03	01/28/03	0	Milestone One	04/18/03	0	04/18/03	04/18/03	0	Milestone Two	10/15/03	0	10/15/03	10/15/03	0	Milestone Three	12/13/03	0	12/13/03	12/13/03	0												
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<p><b>Physical Percent Complete:</b></p> <p style="text-align: center; font-weight: bold; font-size: 1.2em;">TO BE DEVELOPED</p> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="text-align: center; font-size: 0.8em;">Quarter</td> <td style="text-align: center; font-size: 0.8em;">Total</td> </tr> <tr> <td>Plan</td> <td style="text-align: center;">----</td> <td></td> </tr> <tr> <td>Actual</td> <td style="text-align: center;">———</td> <td></td> </tr> <tr> <td>Forecast</td> <td style="text-align: center;">- - - -</td> <td style="text-align: center;">To Completion</td> </tr> </table> </div>		Quarter	Total	Plan	----		Actual	———		Forecast	- - - -	To Completion	<p><b>Cost Summary:</b> <span style="float: right;"><b>\$ In millions</b></span></p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">1. Award Value:</td> <td style="text-align: right;">3.80</td> </tr> <tr> <td>2. Executed Change Orders:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>3. Approved WACNs:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">3.80</td> </tr> <tr> <td>5. Pending Changes:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>6. Incurred Cost:</td> <td style="text-align: right;">0.00</td> </tr> </table>	1. Award Value:	3.80	2. Executed Change Orders:	0.00	3. Approved WACNs:	0.00	4. Current Contract Value (1 + 2 + 3):	3.80	5. Pending Changes:	0.00	6. Incurred Cost:	0.00																												
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## CONTRACT CONSTRUCTION STATUS

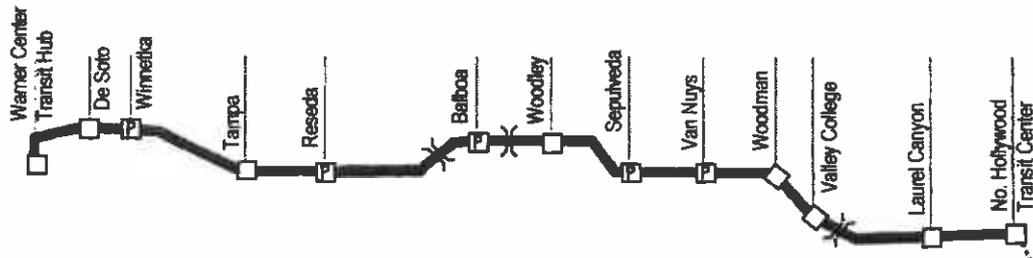
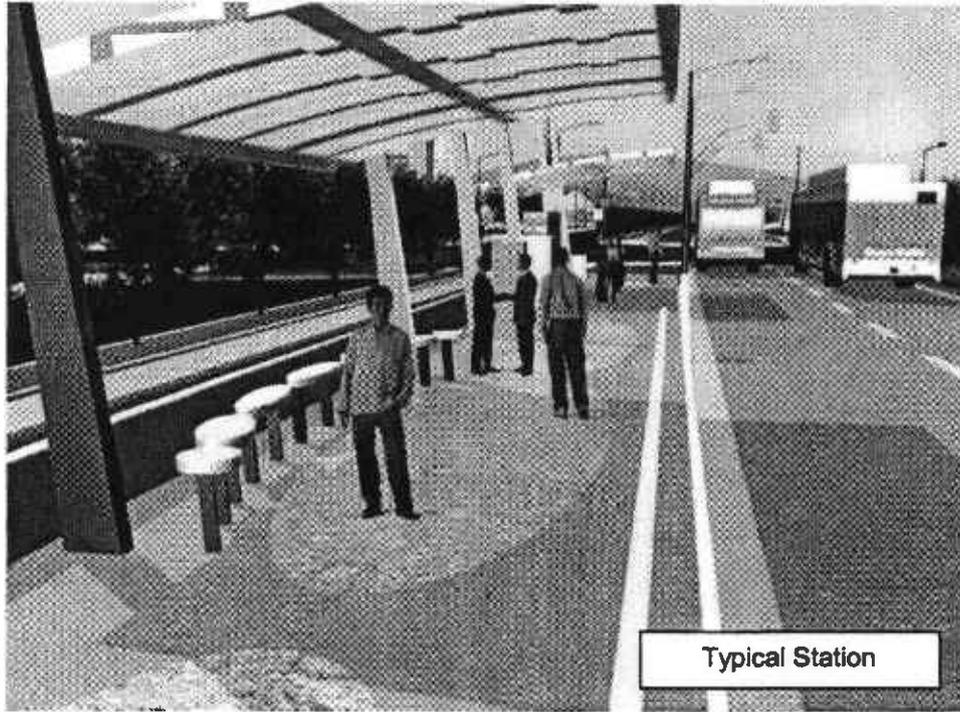


Groundbreaking Ceremony on January 17, 2003 for Contract C0676  
Los Angeles River MRT Bridge.



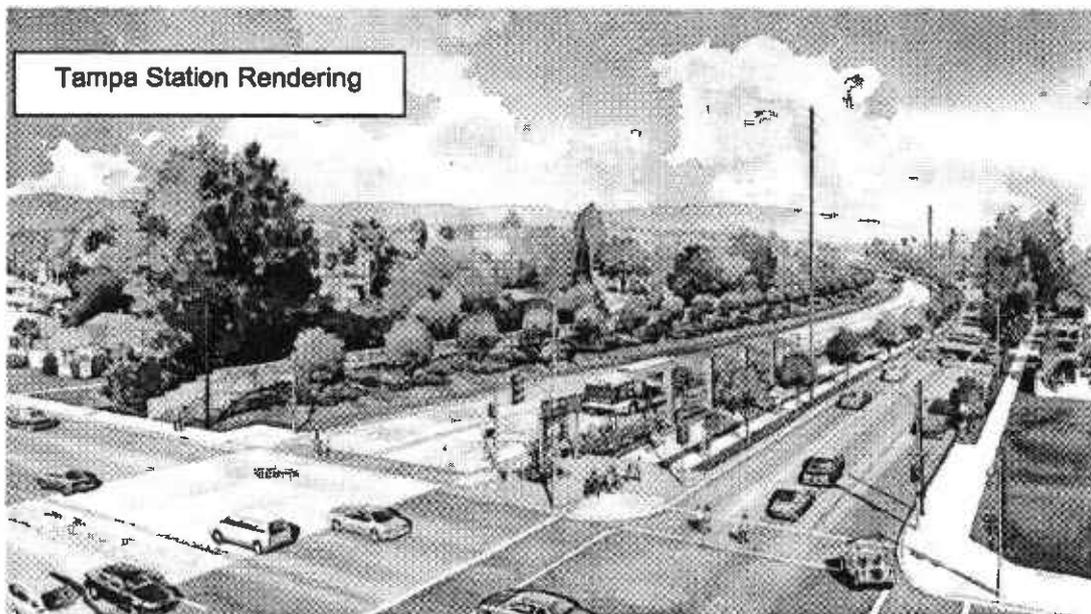
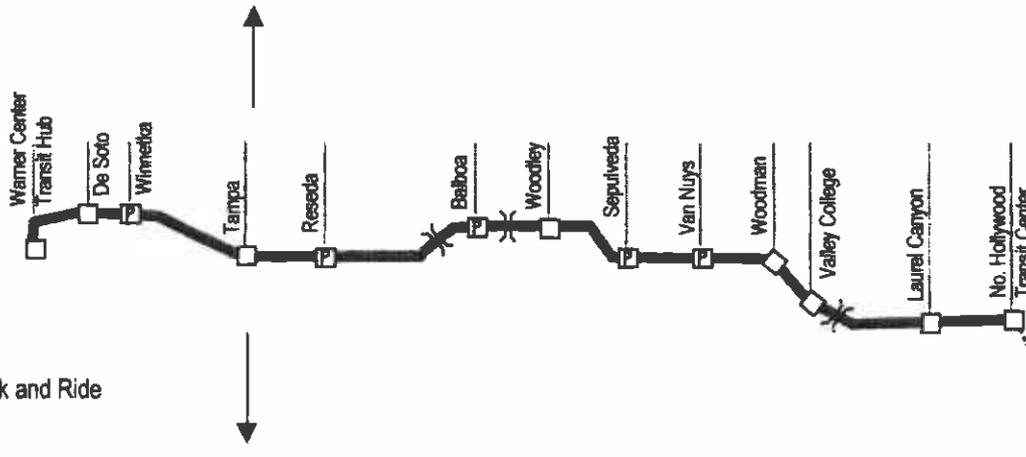
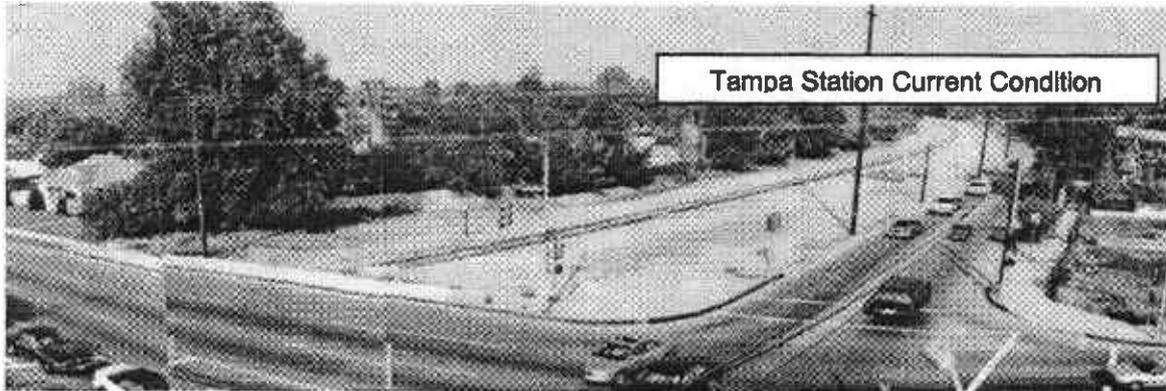
Rendering of new Los Angeles River Bridge.

### ALIGNMENT ILLUSTRATIONS

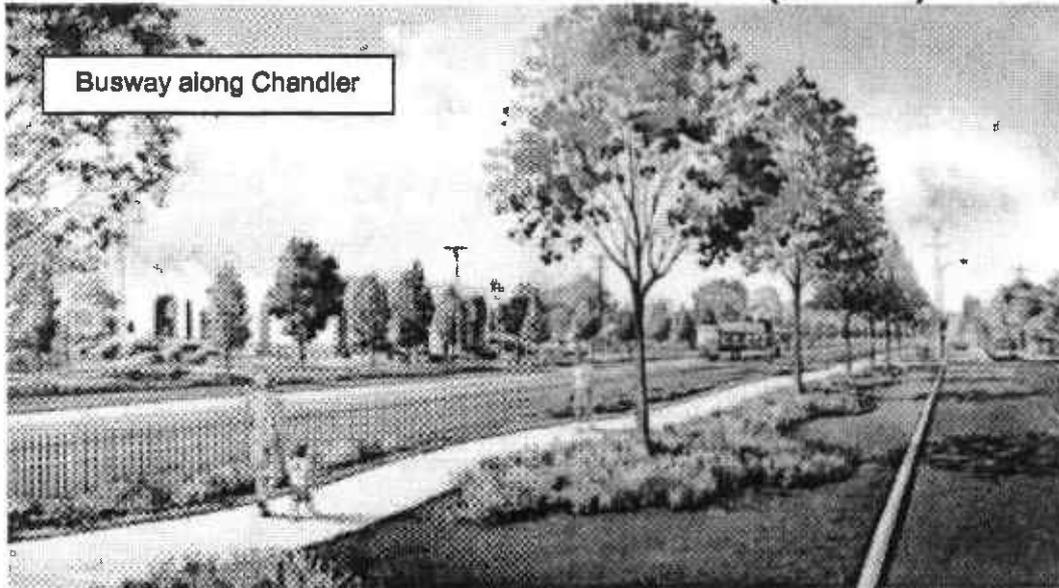


- Station
- P Station w/ Park and Ride
- ( ) Bridge

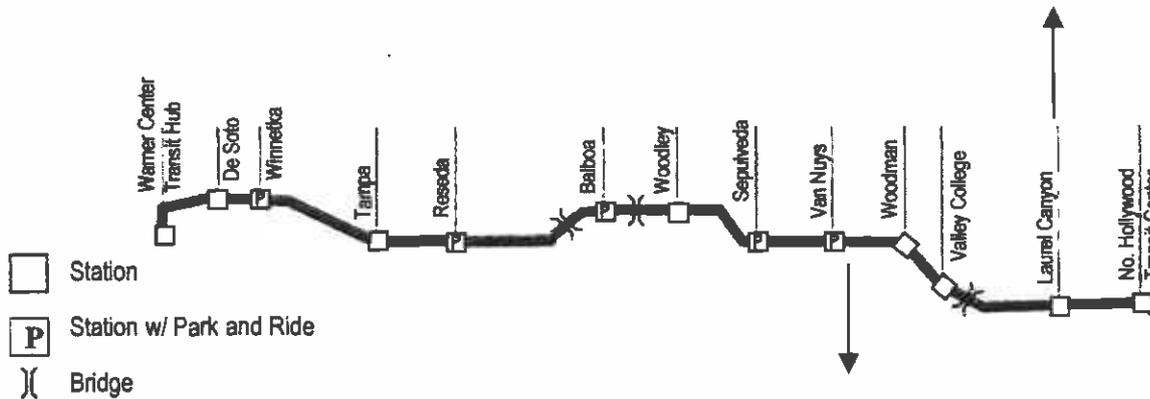
### ALIGNMENT ILLUSTRATIONS (Cont'd)



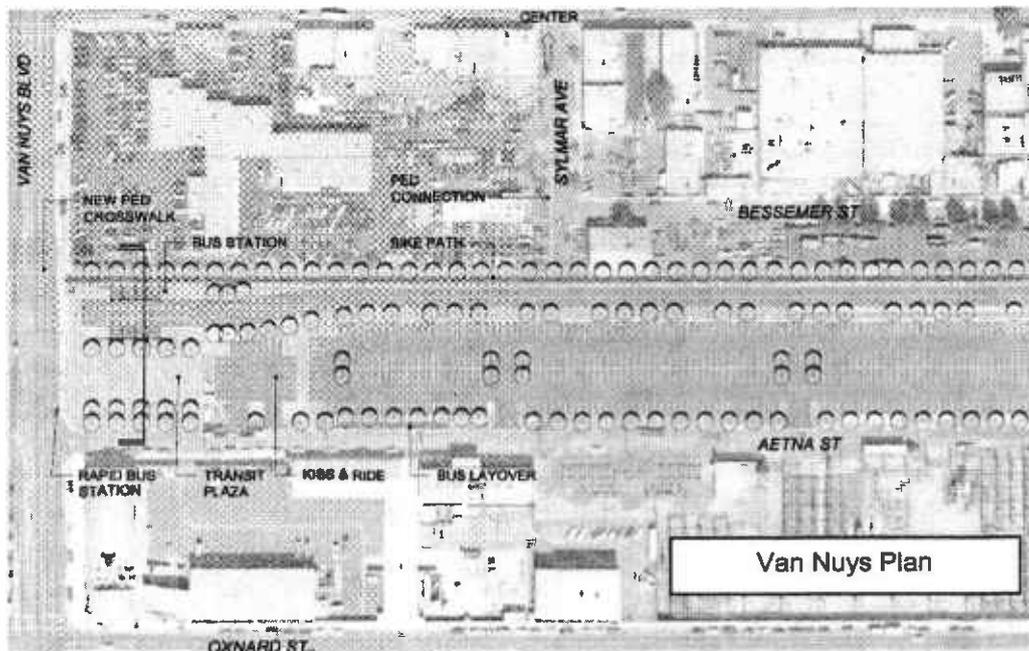
**ALIGNMENT ILLUSTRATIONS (Cont'd)**



Busway along Chandler



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



Van Nuys Plan

## **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
LACFCDD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

**APPENDIX**  
**LIST OF ACRONYMS (Continued)**

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTP	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRTP	Long Range Transportation Plan
MIS	Major Investment Study
MPSR	Monthly Project Status Report
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