



San Fernando Valley Bus Rapid Transit Monthly Project Status Report

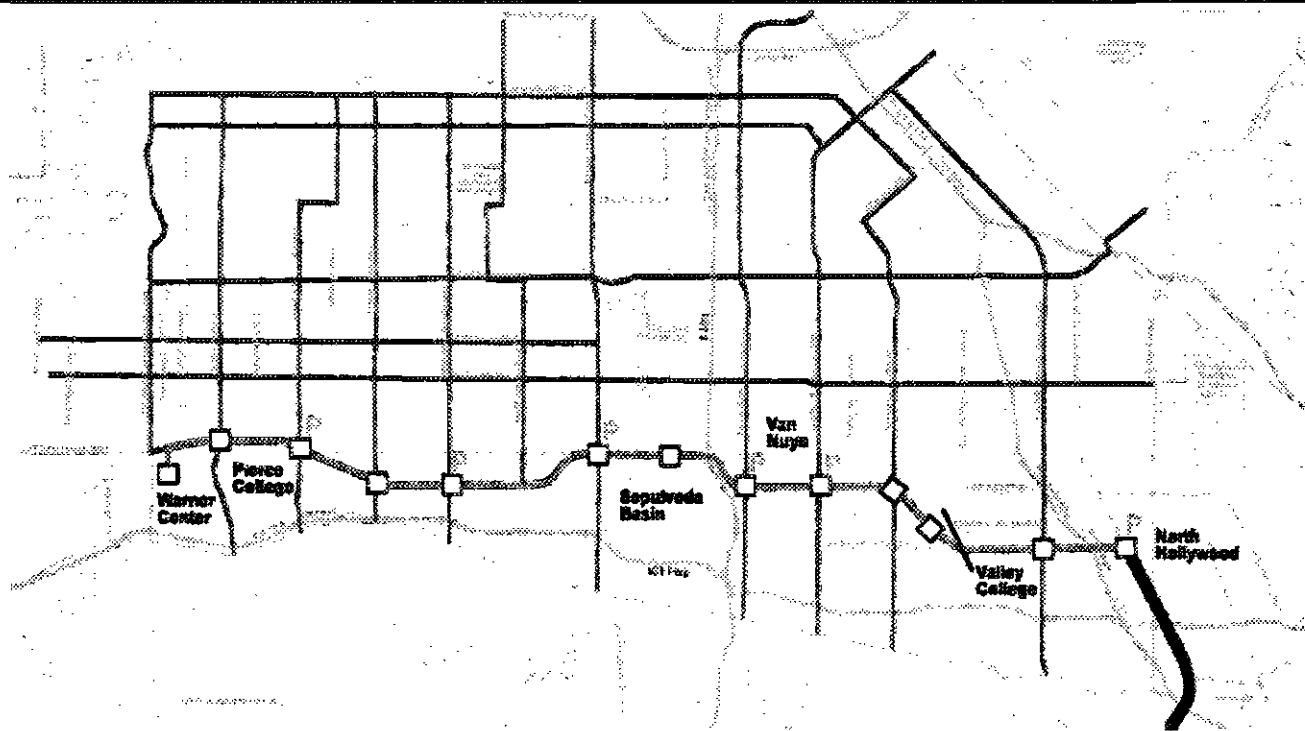


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PROJECT OVERVIEW

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

The SFV BRT Project completed the Preliminary Engineering Design efforts in late 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 development process began on July 1, 2002. The first step of the two-step process is the submittal of technical bids due in September 2002. Bidders found to be technically acceptable will be notified for a subsequent price bid submittal planned for a due date in November 2002. Bidder job walks occurred July 19 through 22, to provide an opportunity to view the current project conditions. Two addendums were issued in the July period with the final addenda planned for late August 2002. Contract C0675 is planned for MTA CEO award in December 2002 with Notice to Proceed (NTP) to follow late January 2003.

MTA is proceeding with final design of the Los Angeles River BRT Bridge. STV Incorporated completed 85% design on June 21, 2002. Design to a 100% level will be complete in early August 2002 for inclusion in the final addenda for Contract C0675. MTA is also preparing an IFB package, Contract C0676, for the construction of the Los Angeles River BRT Bridge separate from the D/B Contract C0675.

To mitigate potential schedule delays, the existing Los Angeles River Railroad Bridge structure will be demolished this year. Start of the Los Angeles River Bridge demolition is planned for August 2002. Whether the bridge replacement contract is awarded to Contract C0675 or C0676, construction NTP is planned for January 2003.

MTA Third Party and Environmental groups have been coordinating with the Corp of Engineers, Los Angeles County Flood Control District, and other agencies to obtain the necessary permits for the demolition and construction of the new Los Angeles River BRT Bridge. Additionally, third parties who have easements on the project right-of-way have been notified of the potential construction impacts on their properties. The handling of the respective third party easements are ongoing.

The 90-day formal lease notifications were provided in early July 2002 resulting in an effective termination as of September 2002. Property acquisition processes are ongoing. Currently, all Real Estate acquisition and lease termination plans remain on schedule for the site availability to the D/B contractor by spring 2003.

MANAGEMENT ISSUES

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

Status/Action To mitigate possible construction and schedule risks associated with the limited construction duration, the Project Team has requested STV Incorporated to advance design of the new BRT Bridge to 100%. Design to 100% will be complete in August 2002 for inclusion in addendum No. 3 for Contract C0675. The Project Team is also preparing a package to bid this work as a separate contract (C0676) by early September 2002.

Concern No. 2: Resolve migrating bird issue prior to beginning demolition of existing Los Angeles River Railroad Bridge.

Status/Action Migratory bird issues appear to be resolved. The Project Team is proceeding with getting required permits with appropriate environmental mitigation prior to issuing notice to proceed to the demolition contractor in late August 2002.

Concern No. 3: 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 MCA's with City of Los Angeles and Caltrans are being negotiated and reviewed. Other utilities crossing the alignment are under licenses or easements. MTA project staff has reviewed with the various City of Los Angeles functional groups interface requirements for design approvals, permits, construction, and terms and conditions which will be incorporated into the D/B IFB package to meet City of Los Angeles requirements. In July, MTA received input from all City of Los Angeles functional groups. Terms and conditions will be incorporated into the last addendum of the D/B IFB package. For the MCA with Caltrans, permit requirements were received in July 2002 and will be incorporated by addendum into the D/B IFB package.

Concern No. 4: Resolve the street access to the Donald Tillman Water Reclamation Plant and adjoining Air National Guard facility.

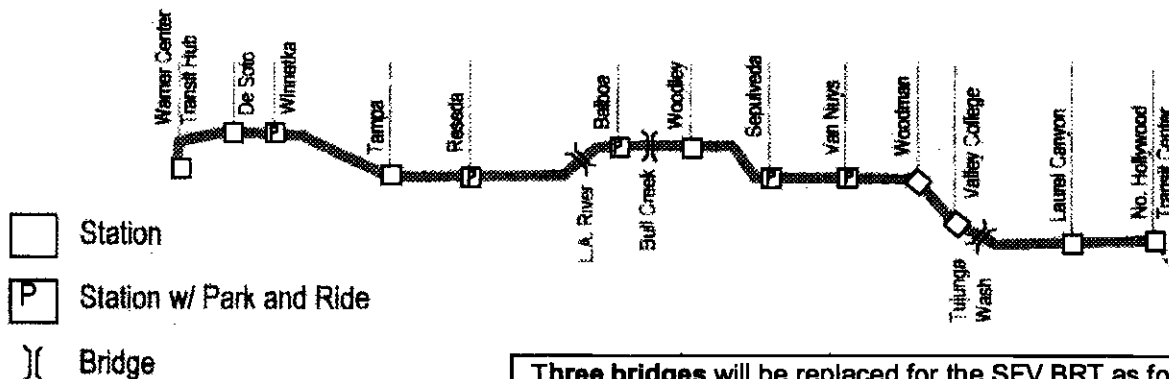
Status/Action After meeting with the Army Corp of Engineers (property owners), City of Los Angeles Sanitation Department (Plant operator), City of Los Angeles Engineering, Street and Department of Transportation, and the Air National Guard, the preferred alternative titled "Densmore Avenue Access Road" was determined to be an acceptable access for all parties. This alternative was taken to an approximately 40% design level and issued as part of the bid package as Addendum #2 and will be bid as an option. Presently, the City of Los Angeles with the help of the MTA will perform the necessary environmental documentation, permitting and community outreach necessary to allow for the construction of the new road. This process is anticipated to take approximately eight months to complete.

PROJECT SCOPE

The San Fernando Valley Bus Rapid Transit Project includes a busway, which will be 26 feet wide in most locations consisting of one 13 foot travel lane in each direction. The 26 foot wide busway will be located within the LACMTA Right Of Way (ROW), which is generally 100 feet wide in most locations. Within the ROW, landscaping, fencing, and soundwalls, will be provided in accordance with the Final EIR requirements.

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

Systems enhancements will be included along the Busway alignment, which will allow the stations to provide real time information via Variable Message Signs. Systems included in the project will include, Closed Circuit TV, Public Address, Passenger Assistance Telephones, Public Phones, Fiber Optic Cable Transmission and a Universal Fare System. Other related project scope includes a bus division modification and vehicle procurement. Lastly, all the system enhancements will be managed from the Bus Operations Control Center, which will be located in the 6th floor of the LACMTA Gateway Plaza Headquarters.



Warner Center Transit Hub, an LADOT project, is located at the western terminus of the SFV BRT. The D/B contractor (*Contract C0675*) will only install all underground utilities and system equipment at the station.

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

The largest of these bridges is the Los Angeles River Bridge located in the north end of the Sepulveda Basin. The MTA design consultant will be taking the new Los Angeles River BRT Bridge design to 100% due to seasonal Flood Control restrictions and environmental constraints associated with construction activities and to reduce project schedule exposure. Also, to further reduce schedule exposure, MTA will demolish the existing Los Angeles River Railroad Bridge during the summer of 2002.

Thirteen Stations will be completed for the SFV BRT with locations from east to west identified as follows: 1) No. Hollywood Transit Center, 2) Laurel Canyon, 3) Valley College, 4) Woodman, 5) **Van Nuys**, 6) **Sepulveda**, 7) Woodley, 8) **Balboa Blvd**, 9) **Reseda Blvd**, 10) Tampa Ave, 11) **Winnetka** 12) De Soto and 13) Warner Center Transit Hub. The stations enumerated in bold text above indicate the locations for the Park and Ride facilities. Park and ride facilities will be included in 5 stations and will total approximately 4,305 parking spaces for the anticipated customers, which includes the 915 existing spaces at the NH MRL subway station and the 150 spaces at the Balboa park and ride. The D/B contractor (*Contract C0675*) will build all the stations except for the Warner Center Transit Hub.

KEY MILESTONE SCHEDULE SIX-MONTH LOOK AHEAD

	Milestone Date	Jul-02	Aug-02	Sep-02	Oct-02	Nov-02	Dec-02
Issue formal 90-day notices of lease terminations to leaser holders	7/01/02A	◆					
City of Los Angeles Master Cooperative Agreement Terms & Conditions for C0675 Addendum	8/16/02*		◆				
STV Inc. complete Los Angeles River BRT bridge 100% design	8/16/02*		○				
Last day for addendum input for Design/Build Contract C0675	8/16/02		◆				
Complete Environmental Mitigation Measures Status Report baseline	8/23/02*		◆				
Begin demolition of existing Los Angeles River railroad bridge	8/27/02*		□				
Issue Invitation for Bids for Los Angeles River BRT Bridge construction Contract C0676	9/3/02*			□			
Technical Bids due - Design/Build Contract C0675	9/9/02*			□			
Complete demolition of existing Los Angeles River railroad bridge	10/15/02*				□		
Price bids due for Contract C0675 and C0676	11/8/02*					□	
Construction Committee: Request for Board delegated CEO authority to award D/B Contract C0675	11/13/02*					Ⓜ	
Obtain Los Angeles River Bridge Construction Permits Contract C0676	11/30/02					□	
Board Report/Meeting for CEO delegated authority to award Contract C0675	12/05/02*						Ⓜ

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

SUMMARY SCHEDULE

		FY 2002		FY 2003		FY 2004		FY 2005		CY 2005			
		J	A	S	O	N	D	J	F	M	A	M	J
		J	A	S	O	N	D	J	F	M	A	M	J
Project Milestones		Board Approval EIR <input type="checkbox"/> Invitation for Bids - CORTS DB Contractor <input type="checkbox"/> Notice to Proceed - DB Contractor <input type="checkbox"/> Begin Construction at L.A. River Bridge <input type="checkbox"/> RISC <input type="checkbox"/>											
Preliminary Engineering		STV Design											
Procurement		SUB Package Preparation Industry Review of Packages Bid Rental Bid Evaluations / Award											
Third Party / Vehicles / Systems		Master Cooperation Agreements Vehicle Procurement <input type="checkbox"/> Electrical UFS Procurement <input type="checkbox"/> ATMCS Equipment UFS Equipment											
Real Estate		Leases Terminated Property Acquisition											
Los Angeles River Bridge		Mandatory Bids - Start Investigation & Monitoring Final Design Demolition Winter Season Restriction Construction (either by CM/RS or DB/RS) Winter Season Restriction											
Design / Build Contract		Final Design Max. Risk Assessment / Demolition Railway / Station Construction / Landscaping Alignment & Demolition Control System Installation Computer Systems Integration											
Start-Up / Testing		Testing Performance Operations Maintenance											

SCHEDULE NARRATIVE

The project schedule includes sequences for the ongoing 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 July included Third-Party coordination regarding Master Cooperative Agreements and 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 seven months and conclude with selection of a D/B contractor in December 2002 and a subsequent Notice to Proceed (NTP) forecast for January 2003.

On a parallel path with procurement process are activities for the new Los Angeles River BRT bridge. The existing seven-span railroad bridge will be demolished and replaced with a five-span, two-lane concrete bridge. Because the Corps of Engineers (COE) and Flood Control District (FCD) restrict construction activity in the river channel to the dry season (defined as April 16 – October 15), three decisions were made to help prevent the construction of the bridge from potentially delaying the project. All are designed to allow in-channel construction to begin promptly on April 16, 2003.

- 1) The demolition of the railroad bridge will be performed in advance. Demolition is forecast to begin in August 2002.
- 2) Bridge design is being performed in advance and will be completed prior to the last addendum for D/B contract C0675.
- 3) The scope of work for the new BRT Bridge will be included as an option under D/B contract C0675 and in a separate IFB package under contract C0676. The separate IFB package will be advertised in September 2002 with anticipated NTP in January 2003

Final design, construction, systems integration, testing, and pre-revenue operations lead to a Revenue Operations Date (ROD) forecast for Spring 2005.

PROJECT COST STATUS

COST SUMMARY

In \$ Million

Description	Estimated Project Cost	Commitments	Expenditures
Guideways	76.3	0.0	0.0
Yards & Shops	1.4	0.0	0.0
Systems/Equipment	21.8	0.0	0.0
Stations	20.5	0.0	0.0
Vehicles & Buses	51.8	0.0	0.0
Special Conditions	47.7	0.6	0.1
Right-of-Way	21.1	0.0	0.0
Professional Services	59.0	10.8	7.6
Contingency	29.9	0.0	0.0
TOTAL	329.5	11.4	7.7

Note: Estimated Project Cost is based upon the 5309 application updated March 2002 (excludes Bike Path Project cost. Expenditures for the June 2002 period excludes FY02 accruals currently in process.

CHANGE CONTROL STATUS

Description	A	B				C	D=A+B+C	E		F=D+E
	Award Amount	Approved		LNTPs (NTE)		Total Approved Amount	Potential		Total Potential Value	
		Executed Changes					Pending			
#	\$	#	\$	#	\$	#	\$			
Engineering Design Services	7,139,881	0	0	2	35,000	7,174,881	4	255,553	7,430,434	
Environmental Services	448,411	0	0	1	4,043	452,454	1	11,848	464,302	
Project Management Assistance Support	117,702	2	507,842	0	0	625,544	2	1,987,000	2,612,544	
Other Professional Services	109,494	0	0	0	0	109,494	0	0	109,494	
TOTAL	7,815,488	2	507,842	3	39,043	8,362,373	7	2,254,401	10,616,774	

FINANCIAL/GRANT STATUS

July 2002		STATUS OF FUNDS BY SOURCE									
in \$ millions											
SOURCE	(A)	(B)	(C)	(D)		(E)		(F)		(F/B)	
	ORIGINAL BUDGET	FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	(D/B) %	EXPENDITURES \$	(E/B) %	BILLED to SOURCE \$	FUNDING %		
STATE TCRP	145.0	145.0	47.0	11.1	8%	6.4	4%	6.4	4%		
STATE STIP (SHA)	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%		
PROPOSITION "C"	184.2	184.2									
UNBILLED ACCRUALS			1.0			1.0					
TOTAL	329.5	329.5	48.3	11.4	3%	7.7	2%	6.7	2%		

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

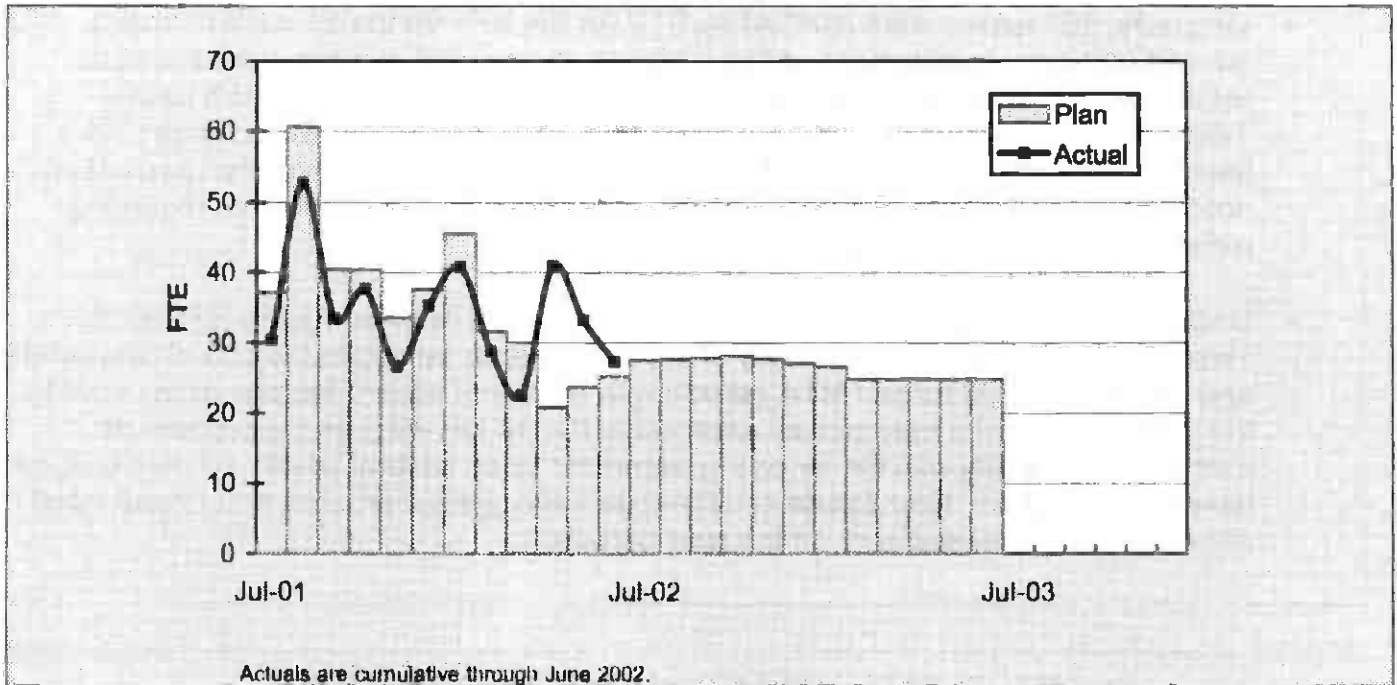
STATUS OF FUNDS ANTICIPATED

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, an additional \$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 November 2002.

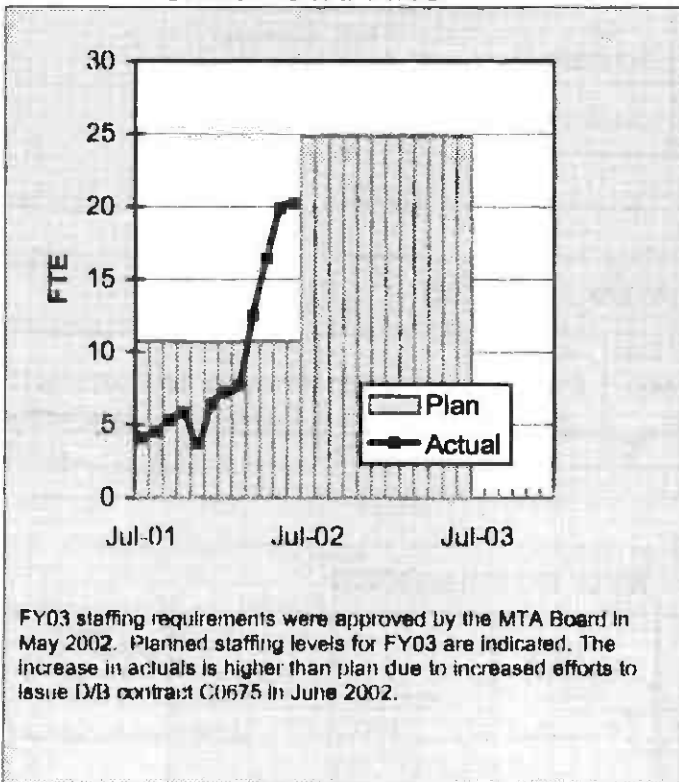
Cumulative to date, \$47 million of State TCRP funds are available for draw down.

STAFFING STATUS

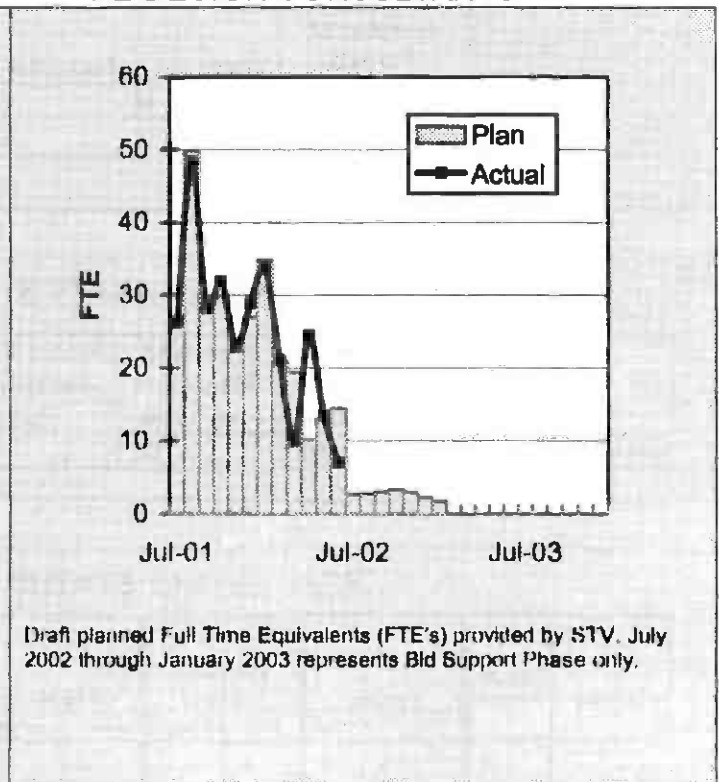
TOTAL STAFFING STATUS



AGENCY STAFFING



PE DESIGN CONSULTANTS



REAL ESTATE STATUS

REAL ESTATE ANALYSIS

- Originally, 101 leases were certified by STV for the SFV for the SFV-BRT Project. With subsequent early terminations of some leases, the revised number of leases to be terminated for project purposes is 95, which are reported in Real Estate's Lease Termination Control Matrix. On June 27, 2002, ninety-day termination notices were sent to all tenants along the SFV-BRT right-of-way. Effective date of the termination notice was July 1, 2002. Discussions are underway with various tenants regarding extension of occupancy on the property.

- Under New Acquisitions, there are nine new properties required for the SFV-BRT Project which are all full takes. Two of the nine parcels belong to the U.S. Government and will be swapped for two MTA parcels with the same square footage area. Initially, the U.S. Government may convey easements for the two sites as the process of exchanging property with the federal government takes several years. All nine parcels have been certified. Real Estate commenced the appraisal process and Phase I due diligence environmental work on the nine parcels.

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	0	0	0	0

REAL ESTATE STATUS – NEW ACQUISITIONS

Contract	No. of Parcels	Certified		Just Comp Approved		Offers Made		Agreements Signed		Condemnation		Parcels Available		Parcels projected to be unavailable by need date
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
TOTAL	9	9	9	0	0	0	0	0	0	0	0	0	0	0

The parcels will be purchased by MTA Real Estate.

ENVIRONMENTAL STATUS

- Environmental Services contractor, CH2MHILL, completed the ballast sampling and analytical work along the right-of-way. A total of ten samples were collected and analyzed for Total Recoverable Petroleum Hydrocarbons (TRPH), Metals, Semi-Volatile Organic Compounds, PCBs and Chlorinated Herbicides. All the samples showed Non-Detect except for two samples, which showed trace amount of TRPH and Semi-Volatile Organic Compounds.
- Environmental Services will issue a contract work order (CWO) to CH2MHILL to provide emergency responses services during construction of the BRT project. This work order will enable the contractor to respond to emergency situations within two hours of notification, therefore, minimizing potential delays during construction activities.

COMMUNITY RELATIONS STATUS

- No significant issues this reporting period.

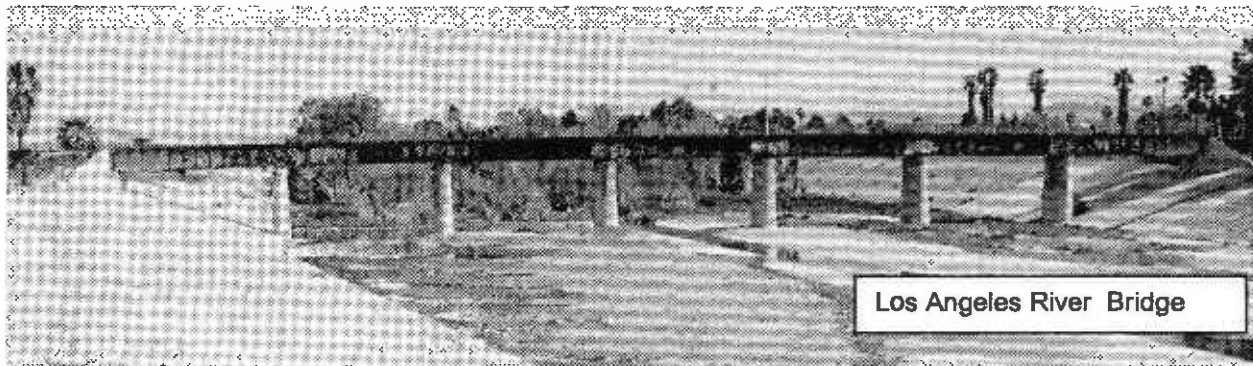
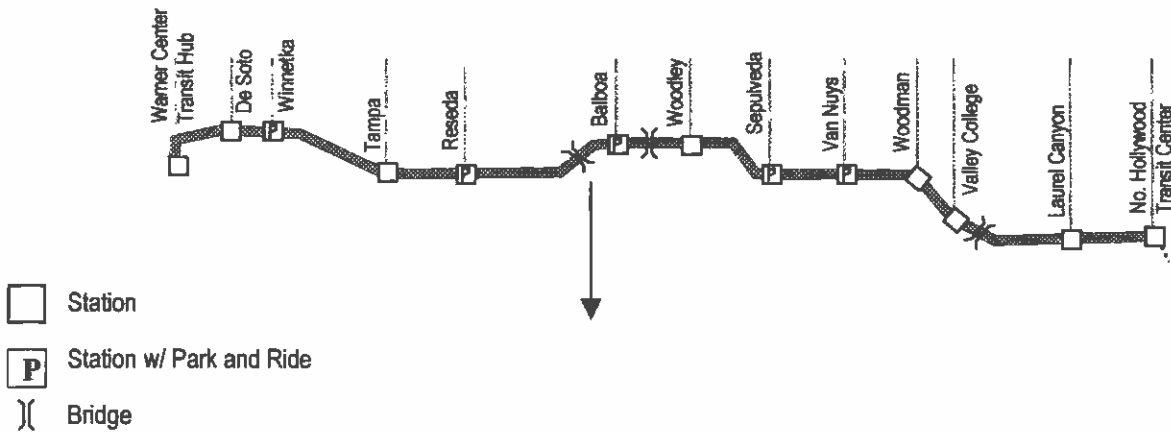
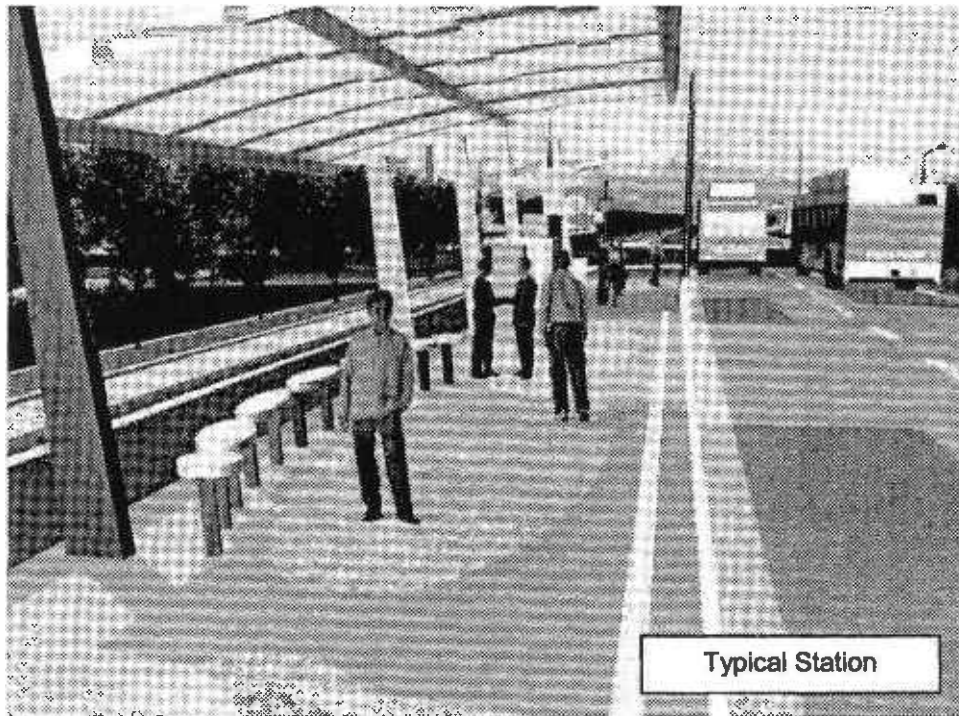
QUALITY ASSURANCE STATUS

- Reviewed and revised Section 01460-Quality Assurance/Quality Control Requirements.
- Reviewed and revised Welding Specification per request of BRT Project Manager and MTA Engineering.
- Reviewed and revised the CDRL requirements for the BRT.

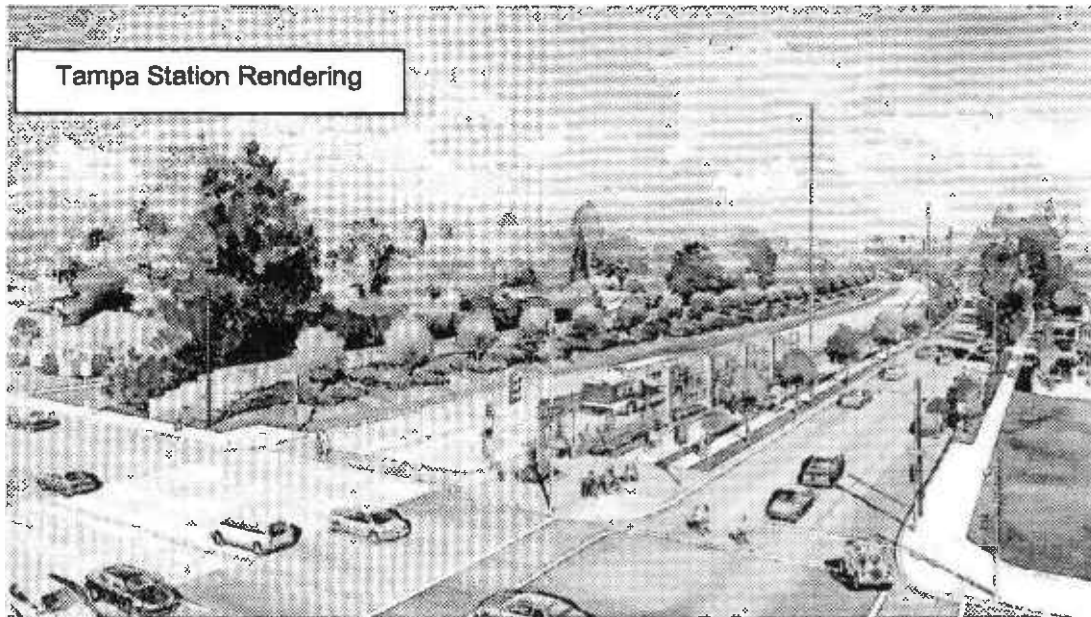
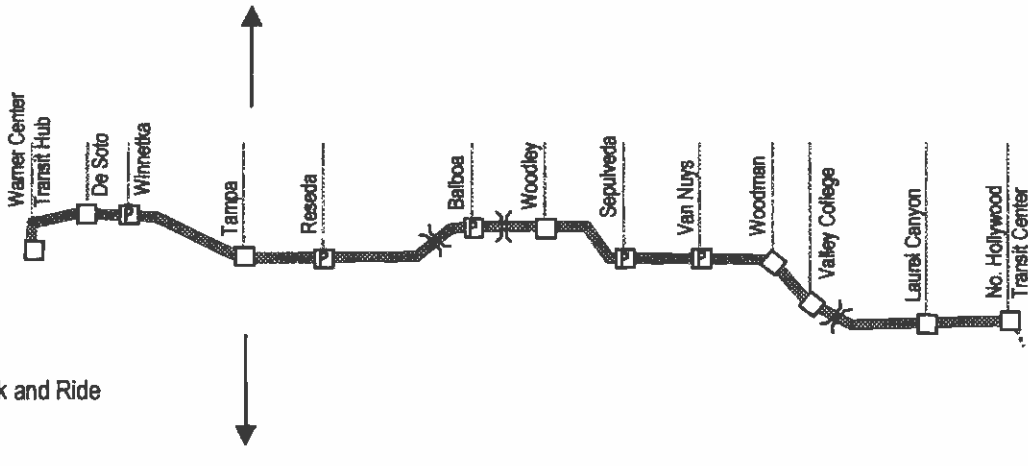
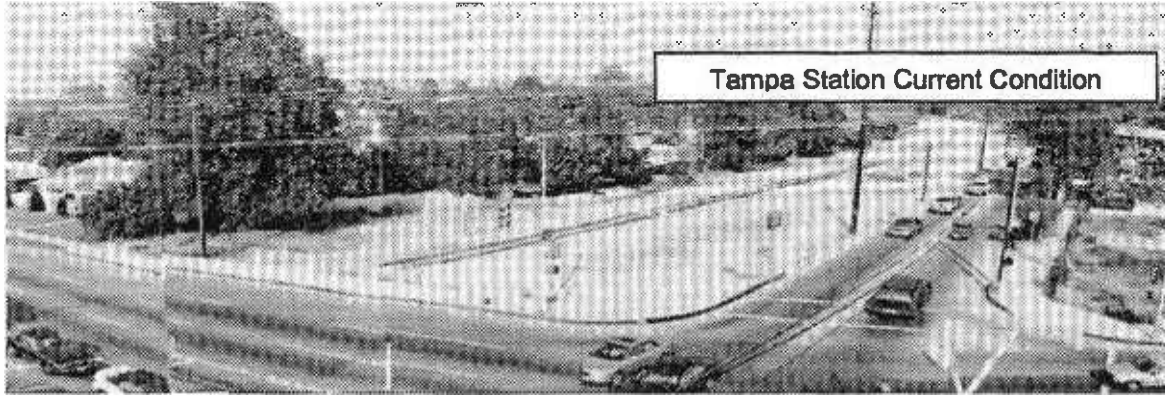
SAFETY STATUS

- Conducted pre-bid tour of the San Fernando Valley BRT (C0675) alignment with prospective bidders.

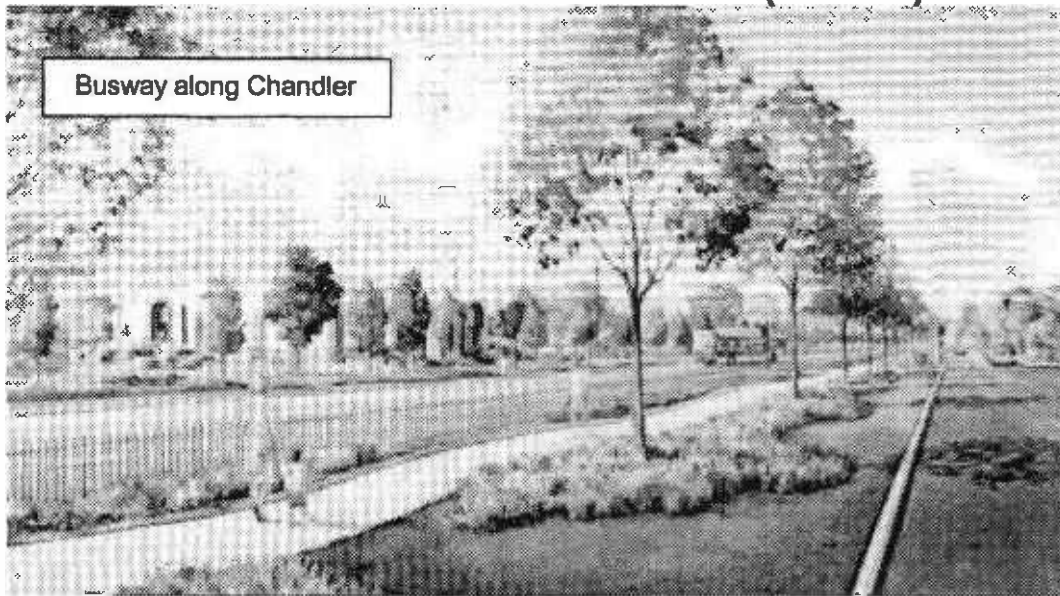
ALIGNMENT ILLUSTRATIONS



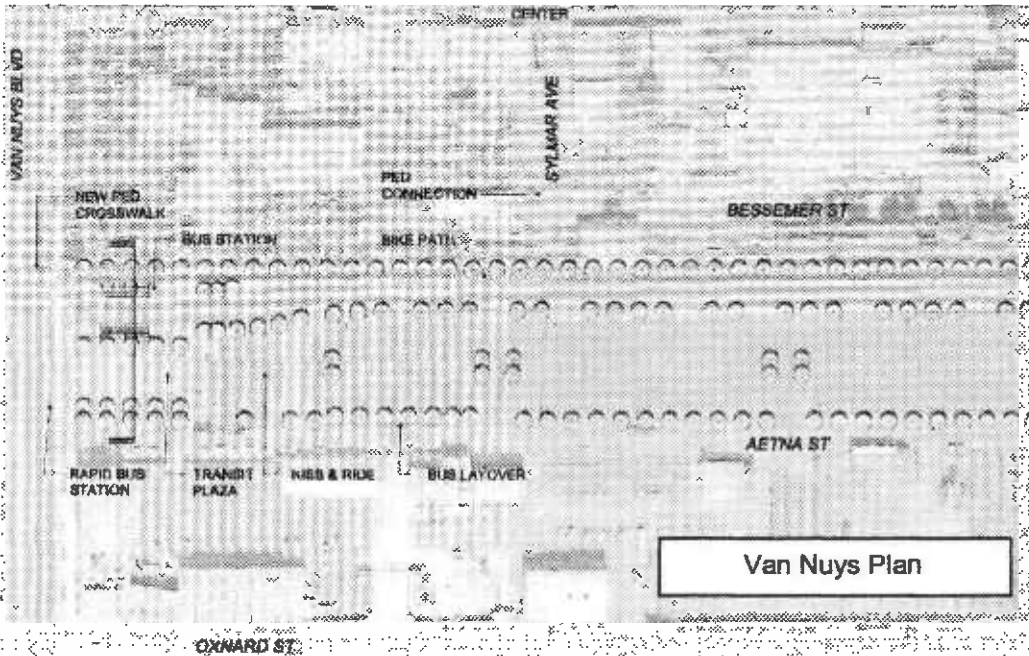
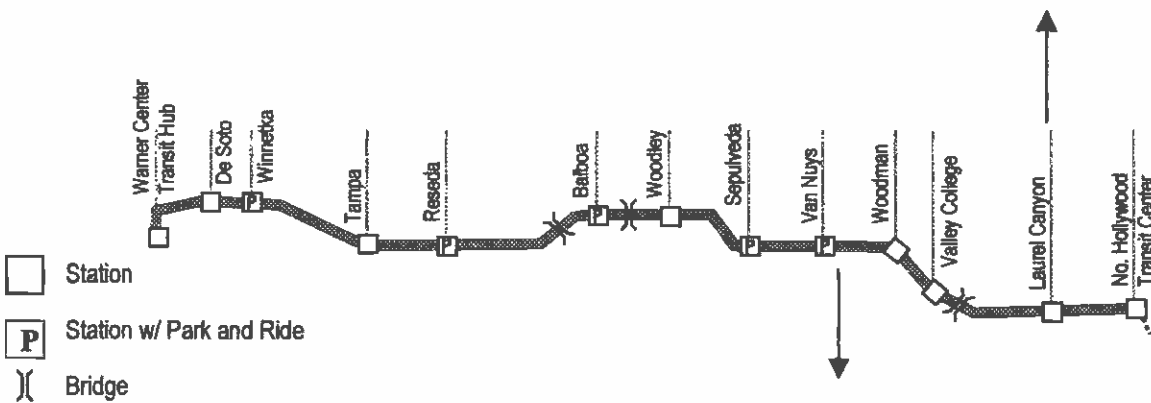
ALIGNMENT ILLUSTRATIONS (Cont'd)



ALIGNMENT ILLUSTRATIONS (Cont'd)



Busway along Chandler



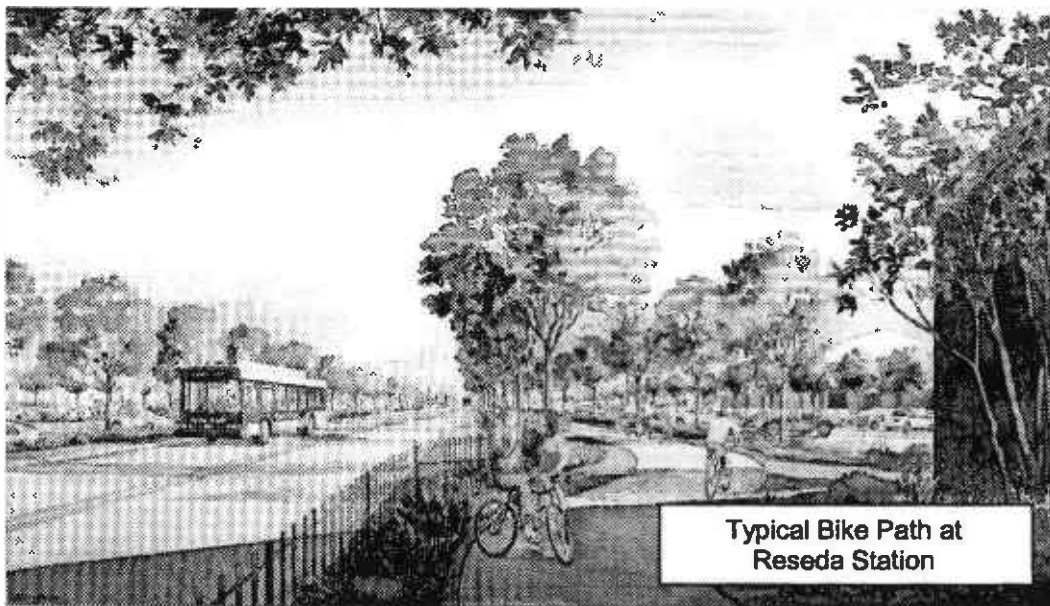
BIKE PATH PROJECT

PROJECT OVERVIEW

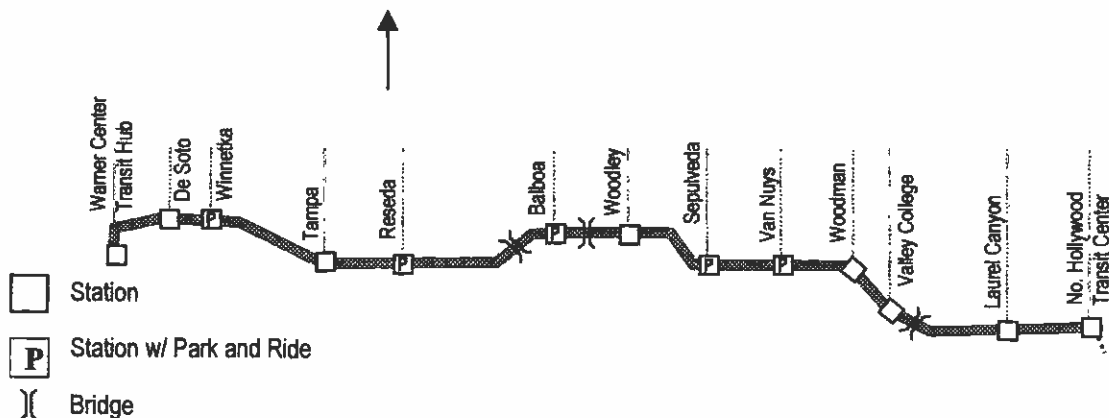
Concurrent with construction of the busway and stations, a Bike Path will be constructed. The Bike Path will be a 15 foot wide concrete pavement consisting of two five foot bike lanes and one five foot pedestrian path. In some locations, the Bike Path size will be reduced to only eight feet with two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

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

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



Typical Bike Path at Reseda Station



APPENDIX

COST AND BUDGET TERMINOLOGY

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

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

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

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

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

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

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

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

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

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

APPENDIX

LIST OF ACRONYMS

AFE	Authorization For Expenditure
BRT	Bus Rapid Transit
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
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
LACFCO	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
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
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