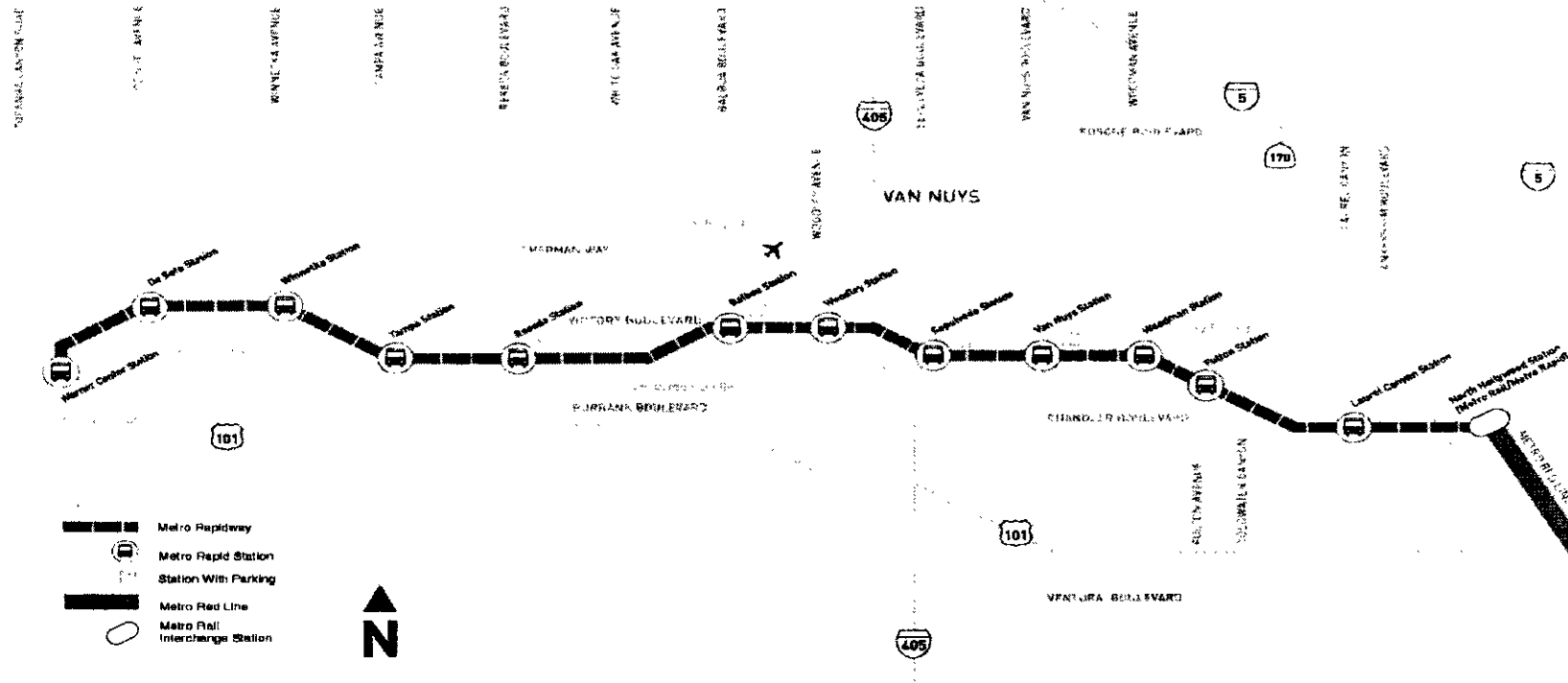




San Fernando Valley Metro Rapidway



Monthly Project Status Report

April 2003

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PROJECT OVERVIEW

The San Fernando Valley Metro Rapidway (SFV MR) 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 MR will have roughly one stop per mile located at major cross streets. MR 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 MR will provide approximately 3,240 new parking spaces for the park and ride station locations. Other related project scope includes modifications to an existing Metro bus division, vehicle procurement and implementation of the Universal Fare System (UFS).

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

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

On December 17, 2002, the California Transportation Commission (CTC) issued a letter deferring "Traffic Congestion Relief Program" (TCRP) funds until its meeting on February 27, 2003. This resulted in the suspension of the C0675 contract award pending further notification of funding status from the CTC. On April 3, 2003, the CTC approved the funding plan for the project. This resulted in the issuance of the Notice of Award on the same date. Issuance of the Notice to Proceed is anticipated on May 2, 2003.

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

MANAGEMENT ISSUES

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

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

An MCA with Caltrans has been approved by the MTA Board of Directors on March 27, 2003. The MCA is forecast to be executed in May 2003. Separately, a Caltrans Railroad Agreement for the I-405 widening has been executed and work is underway.

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

Concern No. 2: Resolve the street access to the Donald Tillman Water Reclamation Plant and adjoining Air National Guard facility.

Status/Action The preferred alternative titled "Densmore Access Road" was determined to be an acceptable access by the Army Corps of Engineers (property owners), the Air National Guard (ANG), City of Los Angeles' Sanitation Department (Plant operator), Bureau of Engineering, and Department of Transportation. This alternative was taken to a conceptual design level and was incorporated into Addendum No. 3 of Contract C0675 as an option. MTA has approved the addendum to the EIR and recorded the document. The United States Army Corps of Engineers (COE) has prepared and approved a National Environmental Protection Act (NEPA) clearance as a Categorical Exclusion. Additionally, the crossing requires access through Caltrans I-405 on ramp "access denial" right-of-way. MTA has submitted the necessary documentation and anticipates Caltrans and Federal Highway Administration (FHWA) approval in May 2003. MTA has met with all parties and is in the process of drafting a four-party agreement (City of L.A., ANG, COE and MTA) to detail the numerous transactions and obligations by each party to satisfy all parties. Anticipate executing agreement by June 2003.

MANAGEMENT ISSUES

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

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

However, on December 17, 2002, the California Transportation Commission (CTC) issued a letter deferring additional Traffic Congestion Relief Program (TCRP) funds until its meeting on February 27, 2003. On February 27, 2003, the CTC put the funding issue on the agenda for the April 3, 2003 CTC Meeting. The MTA Board of Directors, on February 27, 2003, adopted a Project Revenue Operation Date calculated as full Notice to Proceed date for Contract C0675 Design/Build plus 27 months contingent upon resolution of CTC funding issues. The funding issue was resolved on April 13, 2003. The MTA submitted a plan to the California Transportation Commission (CTC) which called for the MTA to advance itself the state's funding share by borrowing money against future sales tax revenue in return for guarantees that the CTC would repay the money in future years. The CTC approved the plan. Contract C0675 Design/Build was subsequently awarded on April 3, 2003. Based on this award date, MTA is forecasting a May 2, 2003 Notice to Proceed for Contract C0675 Design/Build with a forecast Revenue Operations Date of August 2005.

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

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

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

Status/Action The City of Burbank could not support the MTA schedule requirement for installation of the fiber optic duct. MTA has decided to execute Option No. E.6 in Contract C0675 Design/Build to construct the fiber optic duct through this portion of the alignment. The Bikeway Project is projected to begin construction in October 2003. Therefore, no Master Cooperative Agreement is necessary with the City of Burbank.

MANAGEMENT ISSUES

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

Status/Action The MTA is pursuing a MWD Community Partnering Program (CPP) to improve landscaping and show that landscaping can be exceptional while also using water wisely. The MTA submitted a grant application in January 2003. While the funding grant may not be approved, the MTA believes it is critical to apply for such funds so that the project can be developed to its maximum potential. MTA has met with MWD and several funding alternatives are being investigated including seeking funds from Proposition 50 approved by voters.

Concern No. 7: Los Angeles Department of Water and Power (DWP) Recycled Water Line.

Status/Action The DWP is proposing a recycled water line to be installed in MTA's right-of-way over the entire length of the project. STV has developed design for a 20" diameter recycled water line to be incorporated into Contract C0676, Los Angeles River Bridge, as a change notice. In April 2003, STV completed the design and MTA has requested a proposal from the C0676 Contractor for the modification. DWP has agreed to reimburse the MTA for all the costs associated with the recycled water line. DWP is performing the environmental clearance work. A final decision on a recycled water line will depend on progress made by DWP in developing a conceptual alignment, environmental clearances and reaching an agreement with the MTA on cost, including real estate costs. STV submitted a conceptual alignment based on input received from various MTA Departments and MTA will submit review comments in May 2003. DWP is coordinating Third Party reviews. DWP will provide directions to MTA on the extent of design to be completed for a request for proposal package, to be submitted to the C0675 Contractor. The DWP recycled water line will be constructed only if such work can be guaranteed not to delay the SFV MR Revenue Operation Date and is approved by the MTA Board of Directors.

Concern No. 8: Real Estate Lease Terminations

Status/Action Two parcels required by the C0675 D/B contractor may not be available by the July 1, 2003 need date. Adelphia Communications, tenant for Parcels 1601 and 1809, is in Chapter 11 bankruptcy court and is protected by an automatic stay against terminations of leases by landlords/creditors. County Counsel has retained outside counsel to file a motion with the court for relief from the stay for these two parcels in early May 2003. If the motion is approved by the court, which could take as much as 30 days, and if Adelphia voluntarily vacates at that time, MTA will recover possession of the parcels. If Adelphia does not voluntarily vacate, MTA will then have to go through an unlawful detainer action (eviction) to gain possession of the parcels. This could take as long as 90 additional days.

MANAGEMENT ISSUES

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

Status/Action The western terminus in Warner Center does not currently include parking for transit patrons. MTA's Planning Department is pursuing two options for a park-and-ride facility in the area: the acquisition of a Boeing property currently on the market and negotiation for a parking easement for 1,000 car spaces with Topanga Canyon Plaza. A scope of work has been prepared to review impacts on the park-and-ride facility at each alternative location and related route modifications.

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

Status/Action The BSS currently has a 30-foot permanent ingress and egress easement crossing the MTA right-of-way east of Sepulveda Blvd. This easement was not addressed in the EIR or the C0675 D/B Contract. MTA and BSS determined that the option to eliminate the existing crossing by locating ingress and egress access at the end of Calvert Street, (a cul-de-sac north of the MTA right-of-way at the end of Calvert Street) is not feasible. MTA and BSS has agreed to signalize and improve the existing private crossing, which will not require a formal environmental clearance. STV will develop a request for proposal package in May 2003 which will be submitted to the C0675 Contractor.

Concern No. 11: 200 Articulated Bus Vehicle Procurement

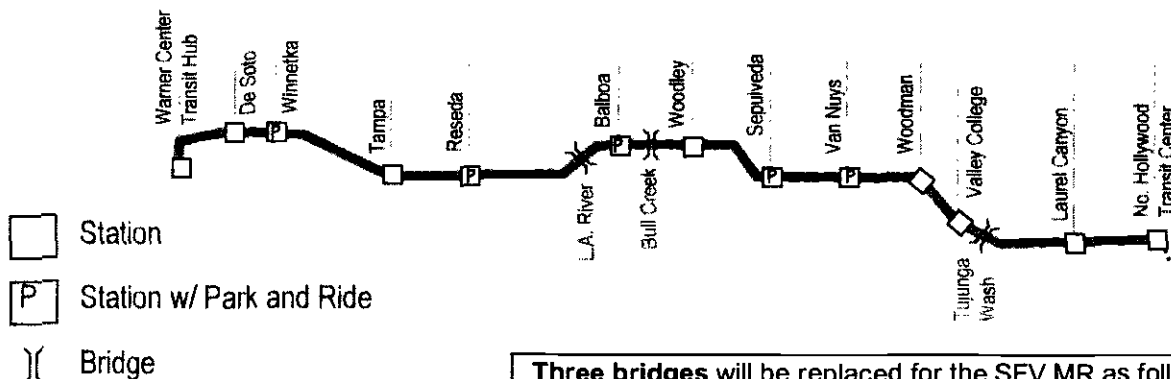
Status/Action The Articulated Vehicle Procurement Contract for 200 buses has been approved by the MTA Board. Of the 200 buses, 22 units will be assigned to the San Fernando Valley Metro Rapidway Project. The contract duration for the delivery of all 200 buses has been set at approximately 29 months after issuance of Notice to Proceed. At this time, the vehicle procurement team has indicated that the Project Management Plan (PMP) is under review. Upon completion of the PMP review, a pre-production meeting will follow with the NTP to be issued shortly thereafter. As a result, Vehicle Production NTP is currently projected at mid-summer 2003. Due to the longer contract duration and the mid-summer 2003 NTP, the worst case scenario for the availability of articulated buses is forecast at approximately 4-5 months after the San Fernando Valley Metro Rapidway Project Revenue Operations Date. San Fernando Valley project staff has requested to be on distribution of the vehicle delivery schedule as soon as possible.

PROJECT SCOPE

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

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

Systems 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 6th floor of the LACMTA Gateway Plaza Headquarters.



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

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

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

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

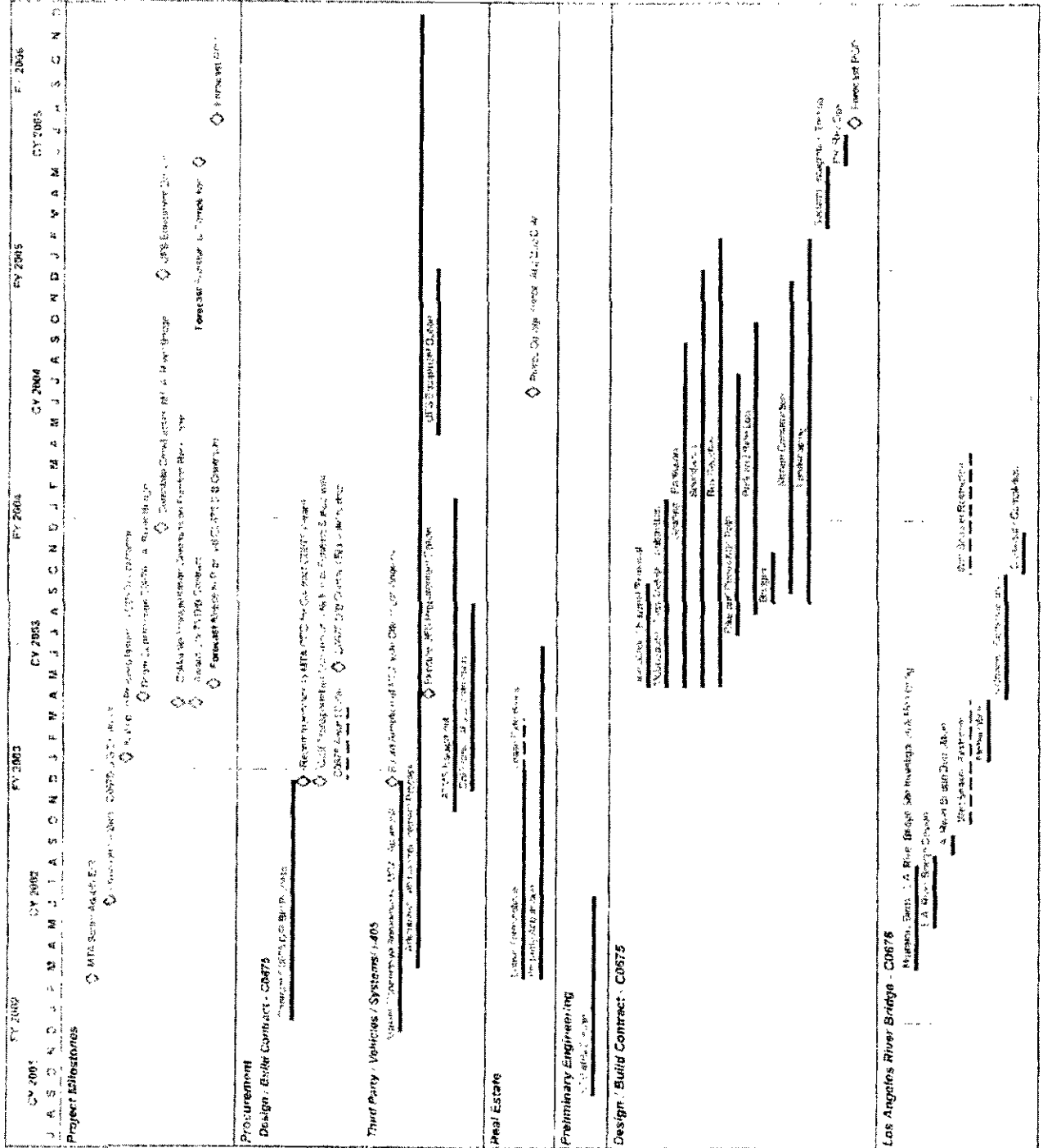
KEY MILESTONE SCHEDULE SIX-MONTH LOOK AHEAD

	Milestone Date	Apr-03	May-03	Jun-03	Jul-03	Aug-03	Sep-03
Follow-up CTC Meeting - Decision on TCRP/STIP Funding for MTA priority projects	4/3/03A	△					
Issue Notice of Award to Contract C0675	4/3/03A	◆					
(Forecast) Issue Notice to Proceed to Contract C0675	5/2/03*		◆				
Begin Dry Season - Commence Los Angeles River Bridge In-Channel Contract C0676 Workslope	5/7/03*		□				
(Forecast) C0675 D/B Contractor Initial Submittals for MTA Review	5/16/03*		□				
(Forecast) Contract MC067 Construction Management Support Services - MTA Board Approve CEO Authority to Negotiate/Execute Contract	5/22/03*		M				
Contract C0675 Bid Validity Expiration Date	5/31/03		□				
(Forecast) Contract C0675 - Begin Bikeway Project Construction Workslope	6/30/03*			□			
(Forecast) MTA RE Acquire Parcels: Site Access to Parcels 102, 1801, 2101, 2202, 1601, and 1809	7/1/03*				◆		
(Forecast) Contract MC067 - MTA CEO Award Construction Mgmt Support Services	7/1/03*				◆		
(Forecast) Caltrans Contractor: I-405 Bridge Widening Construction Complete	8/21/03*					□	

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

SUMMARY SCHEDULE

San Fernando Valley East-West Metro Rapid Transway
Preliminary Level 0 Summary Schedule



SCHEDULE NARRATIVE

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

At this time the procurement process for Contract C0675 D/B is complete. A Notice of Intent to Award was issued on January 3, 2003. The project originally planned for Notice to Proceed (NTP) to occur on January 15, 2003. However, unresolved funding issues from the California Transportation Commission (CTC) suspended the Contract Award until April 3, 2003 when MTA issued the Notice of Award after the CTC approved the project funding.

On February 27, 2003, the MTA adopted a Project Revenue Operation Date (ROD) calculated as Full Notice to Proceed (NTP) date for Contract C0675 Design/Build plus 27 months contingent upon resolution of CTC funding issues. Based on the April 3, 2003 award date, MTA is forecasting a May 2, 2003 Notice to Proceed for Contract C0675 Design/Build with a forecast Revenue Operations Date of August 2005.

On January 28, 2003, an NTP 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 16, 2003. However, Contractor is behind schedule and in-channel work will not commence until early May 2003. A mitigation plan has been requested from the contractor. Contractor continues preparation of required submittals and has begun demolition and excavation of abutment footings outside of channel area.

PROJECT COST STATUS

PROJECT 800112 - SAN FERNANDO VALLEY METRO RAPIDWAY

\$ in Millions

COST SUMMARY

Description	Original Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	124.2	124.1	124.1	0.0	111.2	0.3
Yards & Shops	1.2	1.2	1.2	0.0	1.1	0.0
Systems/Equipment	12.7	12.7	12.4	(0.3)	8.0	0.0
Stations	30.4	30.4	30.4	0.0	30.4	0.0
Vehicles & Buses	17.5	17.5	15.7	(1.8)	0.0	0.0
Special Conditions	24.2	23.6	23.7	0.1	4.6	0.8
Right-of-Way	24.9	24.9	24.9	0.0	4.2	3.9
Professional Services	45.7	45.8	45.0	(0.8)	16.6	13.5
Park-and-Ride Facility	16.5	16.5	16.5	0.0	0.0	0.0
Contingency	32.2	32.8	35.6	2.8	0.0	0.0
TOTAL	329.5	329.5	329.5	0.0	176.1	18.5

Expenditures are cumulative through March 2003.

PROJECT COST ANALYSIS

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

Current Forecast

The forecast decreased \$2.9 million during the April period primarily due to the following: \$0.3 million as a result of final negotiations of Universal Fare System contract change order, \$1.8 million to reflect Contractor's proposed fully-loaded contract cost for CNG Articulated Vehicles procurement contract, and \$0.8 million to reflect revised staffing estimate for Construction Management Support Services. Forecast variances were offset by a corresponding increase to insurance coverage under Special Conditions and Project Contingency, resulting in a no change to the total Project cost for period ending April 2003. Please note, Project Contingency represents the available unallocated funds to cover unknown but anticipated changes.

Commitments

The commitments increased \$150.9 million due to the following: \$145.2 million in the award of construction Contract C0675 (San Fernando Valley Metro Rapidway Design/Build), \$4.8 million for execution of Universal Fare System change order, \$0.1 million for the award of Lead Landscape and Station Artists, \$0.3 million for Real Estate appraisals, acquisitions and relocation costs, \$0.5 million for Design Consultants and Agency related costs. The \$176.1 million in commitments to date represents 53% of the Original Budget.

Expenditures

Expenditures are cumulative through period ending March 2003. The expenditures increased \$1.5 million this period due to the following: \$0.4 for Contract C0676 Contractor--Controlled Insurance, \$0.5 for Real Estate acquisitions and relocation, and \$0.6 million for Design Consultants and Agency related costs. The \$18.5 million in expenditures to date represents 6% of the Original Budget.

PROJECT COST STATUS

PROJECT 800114 - SAN FERNANDO VALLEY BIKEWAY PROJECT

\$ in Millions

COST SUMMARY

Description	Original Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	5.8	5.8	5.8	0.0	5.1	0.0
Yards & Shops	0.0	0.0	0.0	0.0	0.0	0.0
Systems/Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Stations	0.0	0.0	0.0	0.0	0.0	0.0
Vehicles & Buses	0.0	0.0	0.0	0.0	0.0	0.0
Special Conditions	0.2	0.2	0.3	0.1	0.1	0.0
Right-of-Way	0.0	0.0	0.0	0.0	0.0	0.0
Professional Services	1.3	1.3	1.3	0.0	0.0	0.0
Contingency	0.8	0.8	0.7	(0.1)	0.0	0.0
TOTAL	8.1	8.1	8.1	0.0	5.2	0.0

PROJECT COST ANALYSIS

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

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

Current Forecast

The forecast increased \$0.1 million during the April period due to insurance coverage under Special Conditions. The forecast increase was offset by a corresponding decrease of \$0.1 million to the forecast Project Contingency.

Commitments

The commitments increased \$5.2 million due to the award of construction Contract C0675. The \$5.2 million in commitments to date represents 64% of the Original Budget.

FINANCIAL/GRANT STATUS

Project 800112 - San Fernando Valley Metro Rapidway

APRIL 2003		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 \$	(F/B) FUNDING SOURCE %
STATE TCRP	47.0	47.0	47.0	47.0	100%	16.3	35%	16.3	35%
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION C	282.2	282.2		128.8	46%		0%		0%
UNBILLED ACCRUALS			1.9			1.9			
TOTAL	329.5	329.5	49.2	176.1	53%	18.5	6%	16.6	5%

(1) Based on May 1, 2003 Draft Short Range Transportation Plan.
 NOTE: Expenditures are cumulative through March 2003.

STATUS OF FUNDS ANTICIPATED

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

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

FINANCIAL/GRANT STATUS

Project 800114 – San Fernando Valley Bikeway Project

APRIL 2003		STATUS OF FUNDS BY SOURCE							
in \$ millions									
SOURCE	(A) ORIGINAL BUDGET	(B) FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED to FUNDING SOURCE	
				\$	%	\$	%	\$	%
TEA (FED)	6.0	6.0	0.0	3.6	59%		0%		0%
TEA-21 (FED)	1.1	1.1	0.0	0.6	60%		0%		0%
CITY OF LA	1.0	1.0	1.0	1.0	100%		0%		0%
UNBILLED ACTUALS			0.0			0.0			
TOTAL	8.1	8.1	1.0	5.2	65%	0.0	0%	0.0	0%

NOTE: Expenditures are cumulative through March 2003.

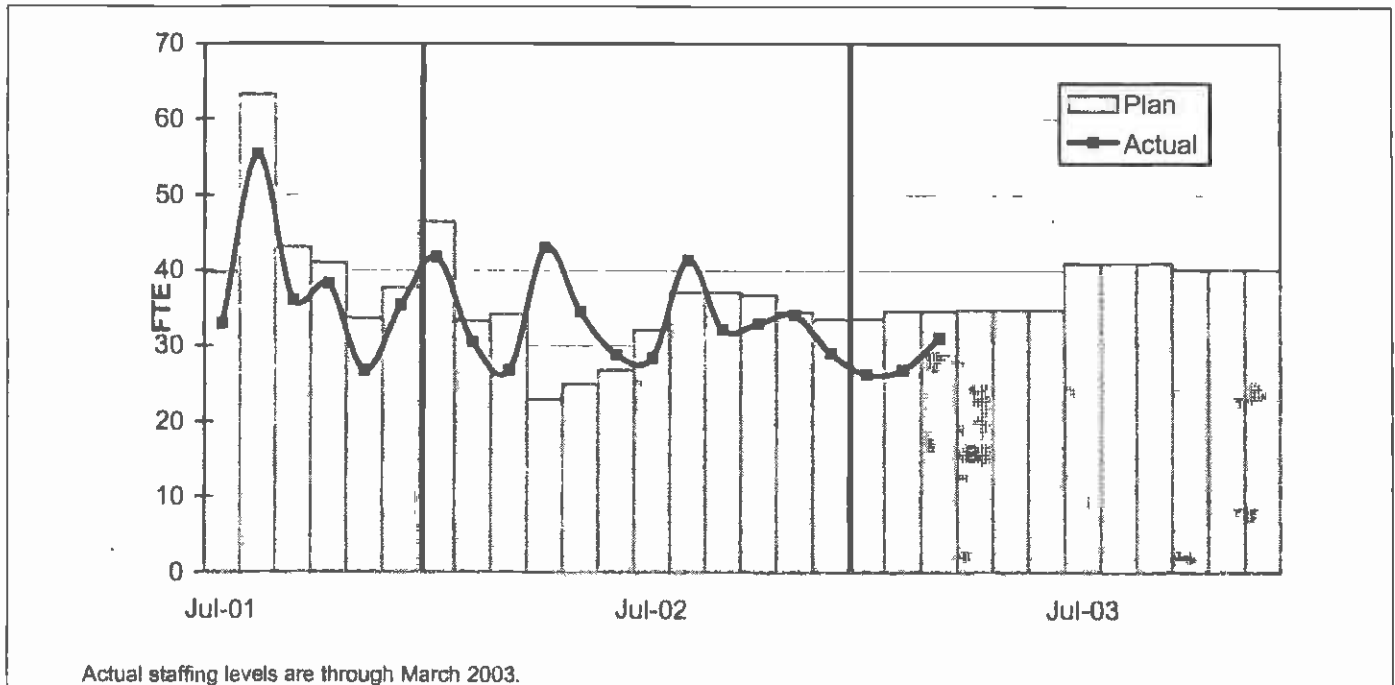
STATUS OF FUNDS ANTICIPATED

FEDERAL FUNDS: The transfer of Federal Funds from the Federal Highway Administration to the FTA has been completed. In May 2003, MTA plans to submit a grant application to the FTA. Once approved, funding of \$7,058,600 will be available for draw down.

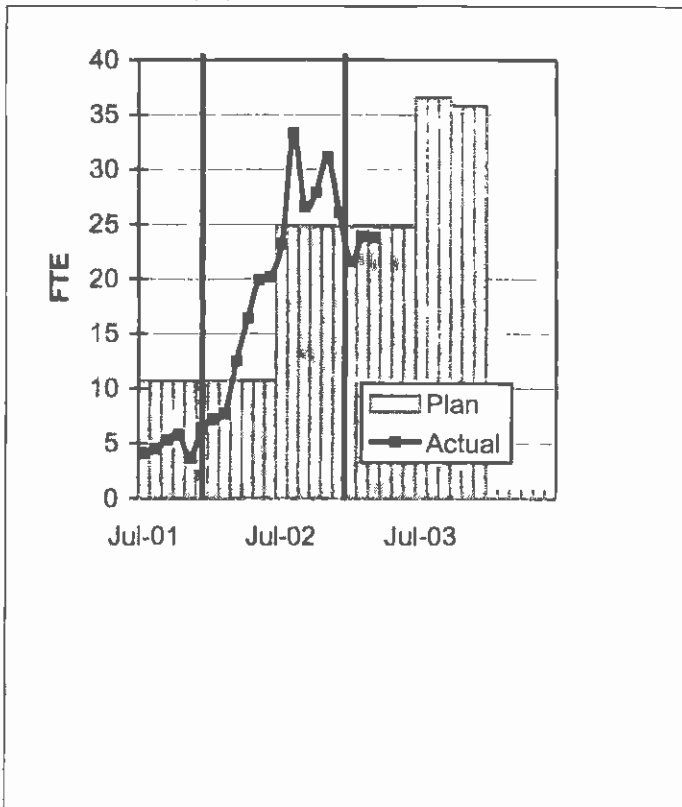
CITY OF LA: The funding agreement for the local match between MTA and the City of Los Angeles was reviewed by the MTA and sent back to the City of Los Angeles for execution. The funding agreement was executed on April 24, 2003.

STAFFING STATUS

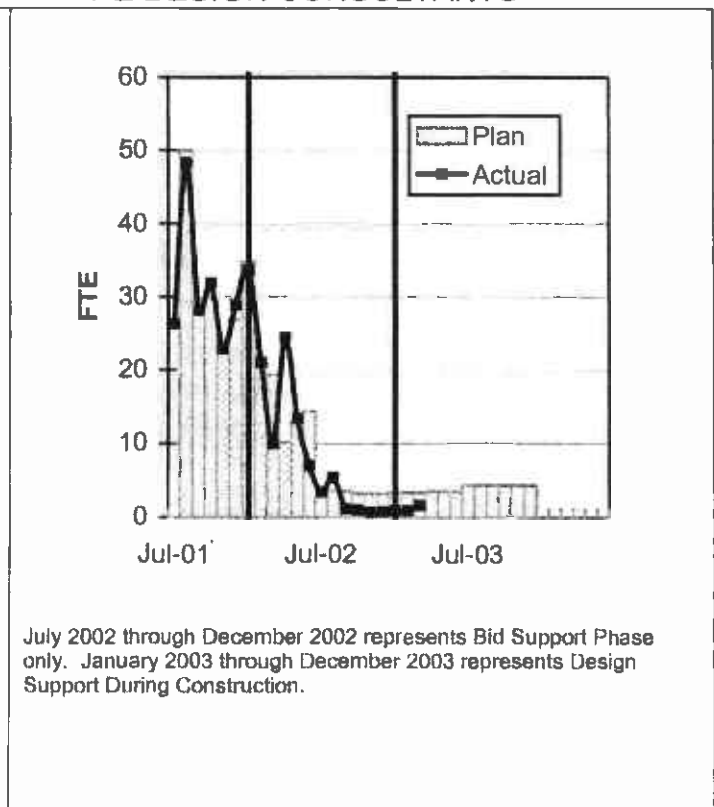
TOTAL STAFFING STATUS



AGENCY STAFFING

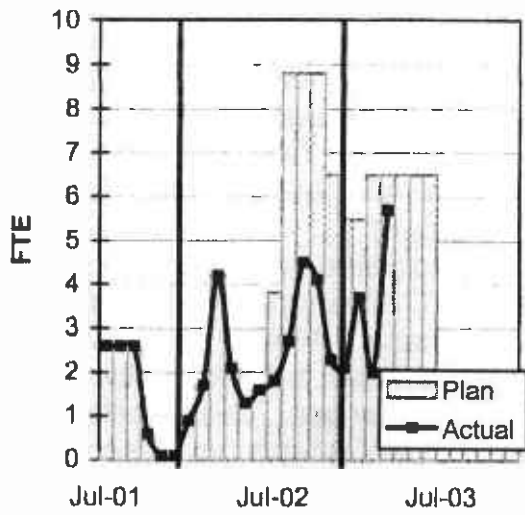


PE DESIGN CONSULTANTS



STAFFING STATUS

PMA CONSULTANT



Note: PMA planned revised to reflect July 2002 MTA Board authorized Full time Equivalents (FTE's).

REAL ESTATE STATUS

- The number of leases to be terminated for the project is 101, which is reported in the Real Estate's Lease Termination Control Matrix. The effective date of the ninety-day termination notice sent to impacted tenants along the SFV MR right-of-way was September 30, 2002. However, in consultation with Construction Project Management, 14 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 April 30, 2003, 87 tenants have vacated their leased areas and 2 tenants require eviction proceedings as they have not vacated nor have they been given an extension. Two (2) parcels leased to Adelphia Cable and under bankruptcy protection allow Adelphia to continue to occupy the parcels (see Management Issue Concern No. 8).
- Under New Acquisitions, there are nine new properties required for the Project which are full takes. Two of the nine parcels belong to the U.S. Government and will be swapped for two MTA parcels with the same square footage. All nine parcels have been certified. Real Estate completed the appraisal and Phase 1 due diligence environmental work on the seven non-government owned parcels. Two parcels have been acquired. Three parcels are in condemnation, and settlements have been reached with the other 2 other property owners.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	9	2	9	0	0
Last Period	9	1	9	0	0

REAL ESTATE STATUS - LEASES

	Total Number	Received Courtesy Letters	Received Relocation Plan Letter	Recvd 90 Day Termination Notice	Unlawful Detainer Action	Relocation Completed	Available for Demolition	Available for Construction
Leases	101	101	101	101	2	0	87	87

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	9	9	9	9	9	4	5	3	9	2	0

The parcels will be purchased by MTA Real Estate.

* Offers made contingent to MTA Board approval

ENVIRONMENTAL STATUS

- CH2MHILL Contractor installed one (4 inch diameter) groundwater well at the Los Angeles River to a depth of 20 feet below grade. Soil samples and groundwater samples were taken and analyzed for Total Petroleum Hydrocarbons, Metals, Semi-Volatile Organics, Volatile Organics, Creosote, pH, sulfides and Cyanide. The purpose of the well was to determine the depth to groundwater and potential contaminants, which may be encountered during the bridge construction work. The volatile and semi-volatile organics were below the detection limit for both soil and groundwater samples. The groundwater sample, however, showed elevated levels of metals, which is above the Regional Water Quality Control Board's screening level. If groundwater is encountered during the excavation work, provisions will need to be made to collect the water for disposal to either the sanitary sewer or to a treatment facility.

COMMUNITY RELATIONS STATUS

- Gave project presentations to the Reseda Neighborhood Council, Tarzana Neighborhood Council, North Hollywood/Universal City Chamber of Commerce, Encino Chamber of Commerce, Sepulveda Basin Wildlife Areas Steering Committee and Van Nuys Rotary Club.
- Hosted a Construction Update Meeting in western San Fernando Valley in coordination with local elected officials.
- Coordinated ongoing response to public inquiries about the SFV MR via-e-mail, phone, and mail.
- Project website: www.mta.net/trans_planning/construction/sfv_mrt.htm.

QUALITY ASSURANCE STATUS

Contract C0675:

- Met with the contractor to view and access various sites along the Metro Rapidway alignment.
- Attended Partnering meeting with MTA, L.A. Flood Control, L. A. DWP, L.A. City B.O.E., L.A. C.O.N.A.D.

Contract C0676:

- Oversaw the survey of the bridge alignment and location.
- Oversaw the drilling and installation of the water monitoring well located just south of pier #1 in the flood control channel.
- Oversaw the site preparation for upcoming construction activities including the grading of the railroad ballast to make access roads in and out of the jobsite.
- Oversaw the cutting and demo of existing Abutments #1 and #2.
- Assisted Brutoco in preparing and submitting an acceptable Project Quality Program.
- Reviewed and assisted with the contractor's fabrication welding submittal for the CISS pile fabrication.
- Conducted Readiness Review Meeting for the demolition of existing structures located at the C0676 project site including Abutments 1 and 2.

SAFETY STATUS

- Participated in weekly progress meetings with Construction Management to discuss safety related issues and construction schedule for Contract No. C0675 Design/Build and Contract No. C0676 Los Angeles River Bridge.
- Reviewed and accepted contractor safety submittals.
- Monitored construction activities to ensure contractor compliance per contract specifications.
- Participated in weekly Contractor Tool Box Safety Meeting.

ART DEVELOPMENT STATUS

- Assigned one Landscape Artist contract and twelve artist contracts for the following stations: Woodman Station, Laurel Canyon, Valley College, North Hollywood, Van Nuys, Sepulveda, Balboa Blvd., Woodley, Reseda, Tampa, De Soto, and Winnetka.

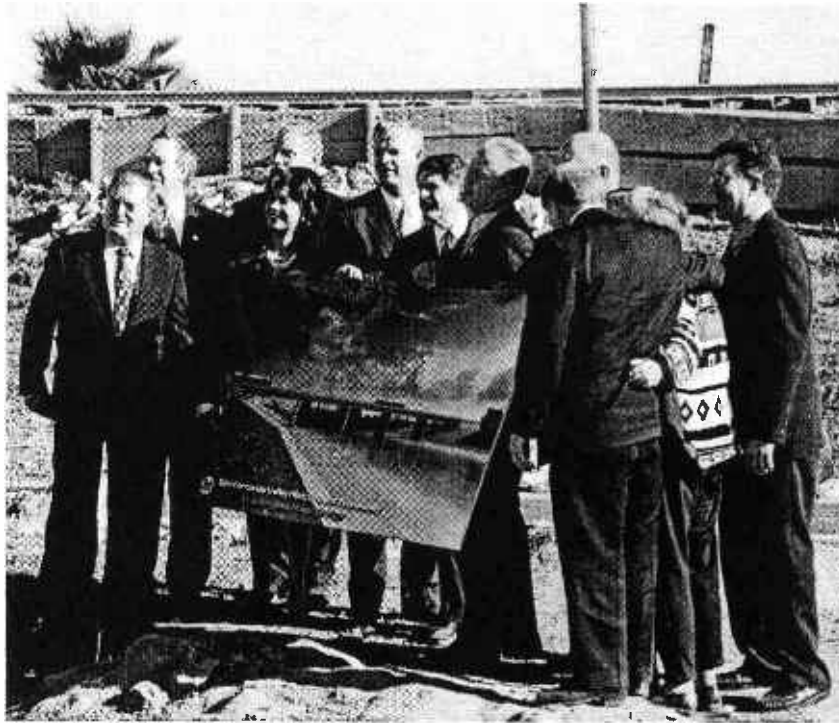
CONTRACT CONSTRUCTION STATUS

<p>Description: Los Angeles River Bridge Construction Project Contractor: Brutoco Engr & Construction, Inc.</p> <p>Progress/Work Completed:</p> <ul style="list-style-type: none"> · MTA approved Contractor's Cast in Shell Steel Pile Fabrication and Inspection Procedures Submittal. · Flood Control Authority partially removed the dirt pile from the L.A. River Channel. · MTA completed installation of a Channel water monitoring well. · Contractor set up lay down area with field trailers and fencing. · Completed access roads to the work site. · Contractor completed the clearing and grubbing, pulled up spikes, cut rails and removed materials off site. · Contractor began excavation on abutment 6 footing outside the channel and demolished existing abutment. <p>Areas of Concern:</p> <ul style="list-style-type: none"> · The Right of Entry Permit. Right of Entry permit was approved by the Flood Control Authority on 4/24/03 to sawcut channel liner and excavate pier foundations. Still awaiting approval for full unrestricted channel access expected 5/6/03 from the Structural Engineer from the US Army Corp of Engineers. · Entrance to Contractors lay down area being blocked by parents dropping off and picking up children from nearby school. Sheriff department will be contacted to issue warnings to parents. · Delivery of Cast in Shell Steel Piles. Due to the Contractor's late submittal of the Cast in Shell Steel Pile information, delivery of the piles is delayed. This has caused the schedule to slip and a recovery plan has been requested from the Contractor. 	<p>Contract No.: C0676</p> <p>Status as of: April 30, 2003</p> <p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> · Processing the Right of Entry Permit. · Community Relations put up signs to inform the public that construction will begin on the bridge. · The Department of Water and Power will provide the pipes specified for the new Recycled Water Line. The Contractor will submit two (2) cost proposals for the change modification - 1) to cover the cost of the pipes and 2) for installation. · Approval of H-Shaped Piles, which are necessary to the start of the abutment foundations. · Demolition of existing abutments and wingwalls. · Issued CN for the DWP recycled water line. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> · Obtain full unrestricted Right of Entry Permit. · Contractor to finish preparation of submittals. · Delivery of H-Shaped Piles and start delivery of Cast in Shell Steel Piles. · Contractor complete submittal of Construction Work Plans (CWPS). · Complete abutment footings, excavation and drive H-Shaped Piles. · Complete demolition of existing abutments and wingwalls. · Finalize price negotiation with Contractor on the DWP recycled water line. 																																								
<p>Schedule Summary:</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;">92 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:	92 CD	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 20%;"></th> <th style="width: 10%;">Original Contract Dates</th> <th style="width: 10%;">Time Extension</th> <th style="width: 10%;">Current Contract</th> <th style="width: 10%;">Forecast</th> <th style="width: 10%;">Variance COs</th> </tr> </thead> <tbody> <tr> <td>Notice to Proceed</td> <td>01/28/03</td> <td>0</td> <td>01/28/03A</td> <td>01/28/03A</td> <td>0</td> </tr> <tr> <td>Milestone One-Mobilize on site to commence in-channel work</td> <td>04/18/03</td> <td>0</td> <td>04/16/03</td> <td>05/07/03</td> <td>-21</td> </tr> <tr> <td>Milestone Two-Complete in-channel work</td> <td>10/15/03</td> <td>0</td> <td>10/15/03</td> <td>10/31/03</td> <td>-16</td> </tr> <tr> <td>Milestone Three-Contract completion</td> <td>12/13/03</td> <td>0</td> <td>12/13/03</td> <td>12/30/03</td> <td>-17</td> </tr> </tbody> </table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance COs	Notice to Proceed	01/28/03	0	01/28/03A	01/28/03A	0	Milestone One-Mobilize on site to commence in-channel work	04/18/03	0	04/16/03	05/07/03	-21	Milestone Two-Complete in-channel work	10/15/03	0	10/15/03	10/31/03	-16	Milestone Three-Contract completion	12/13/03	0	12/13/03	12/30/03	-17
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Recommended Low Floor CNG Articulated Vehicle for the San Fernando Valley Metro Rapidway Project manufactured by North American Bus Industries (NABI)

CONTRACT CONSTRUCTION STATUS

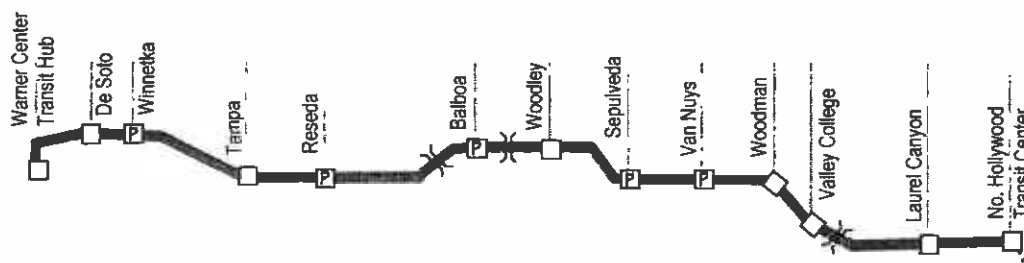
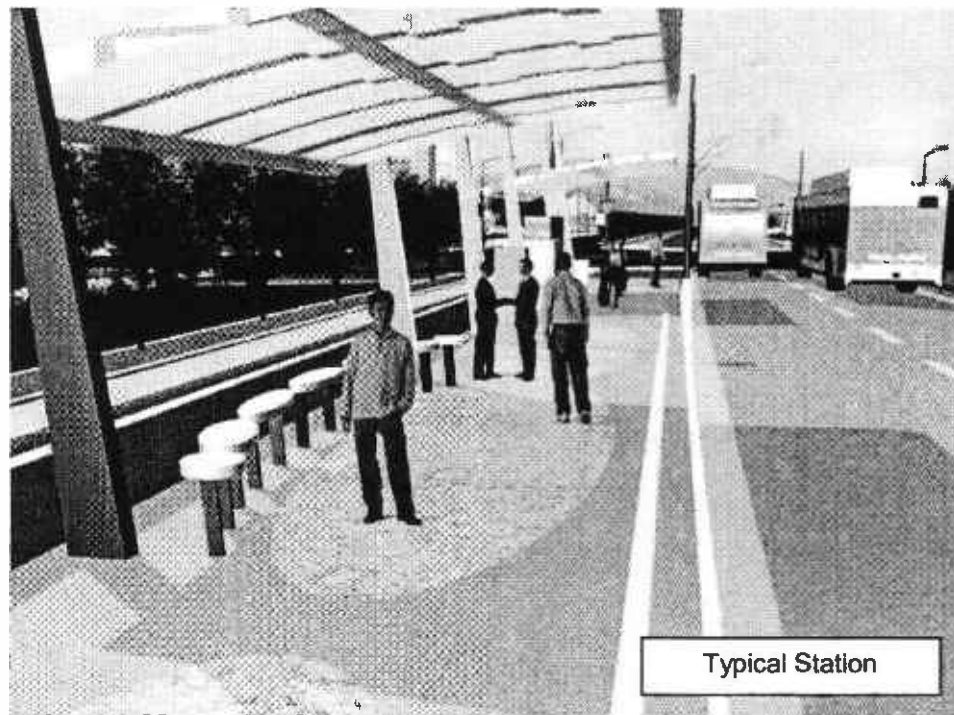





Groundbreaking Ceremony on January 17, 2003 for Contract C0676
Los Angeles River MR Bridge.



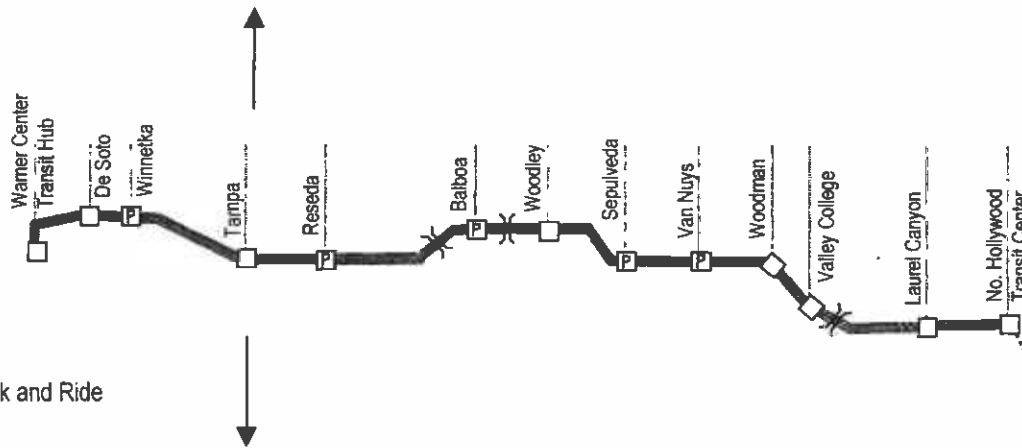
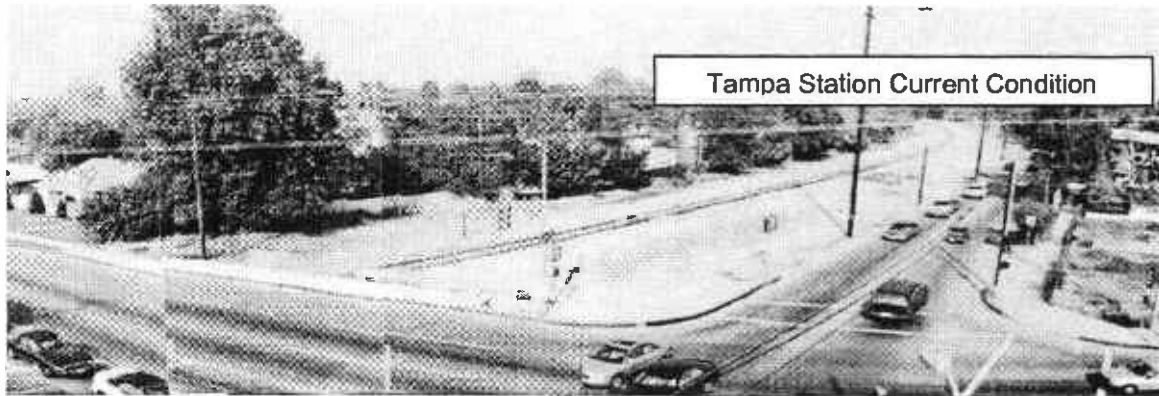
Rendering of new Los Angeles River Bridge.




ALIGNMENT ILLUSTRATIONS

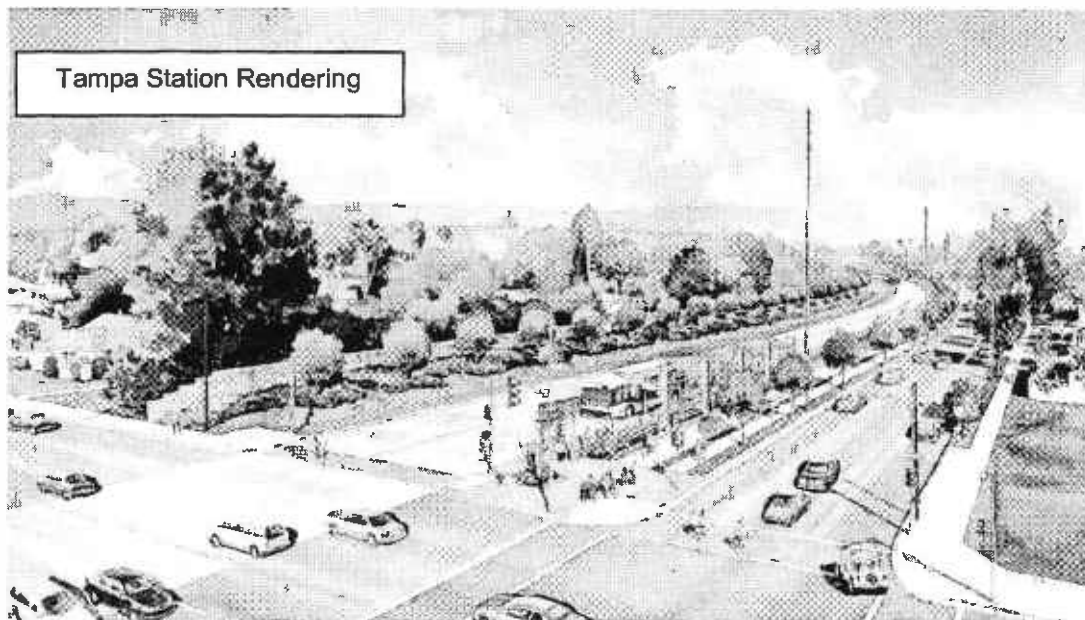


-  Station
-  Station w/ Park and Ride
-  Bridge

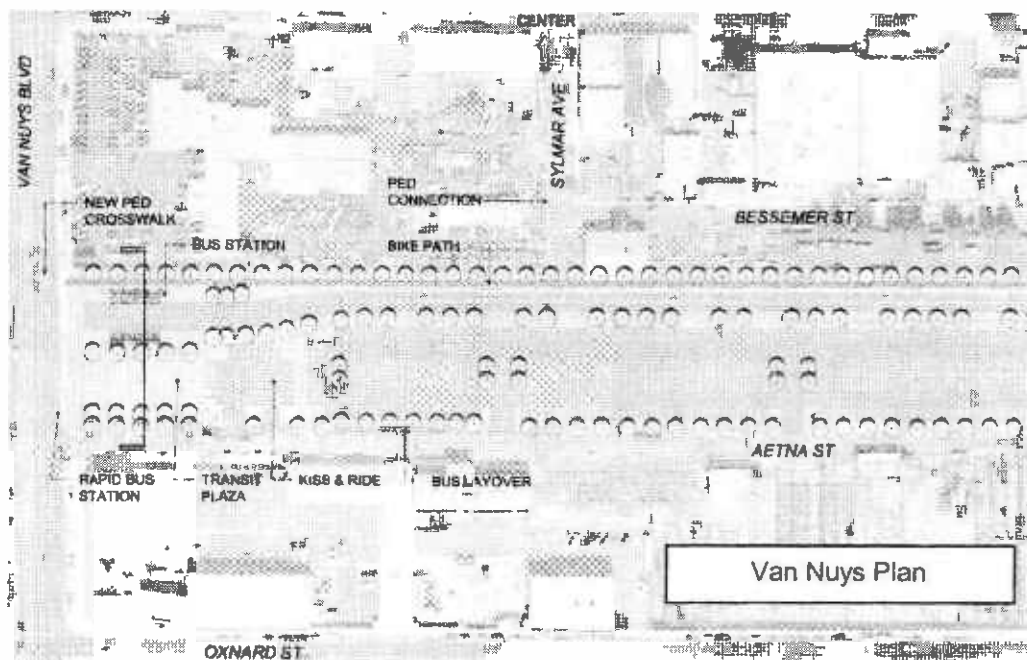
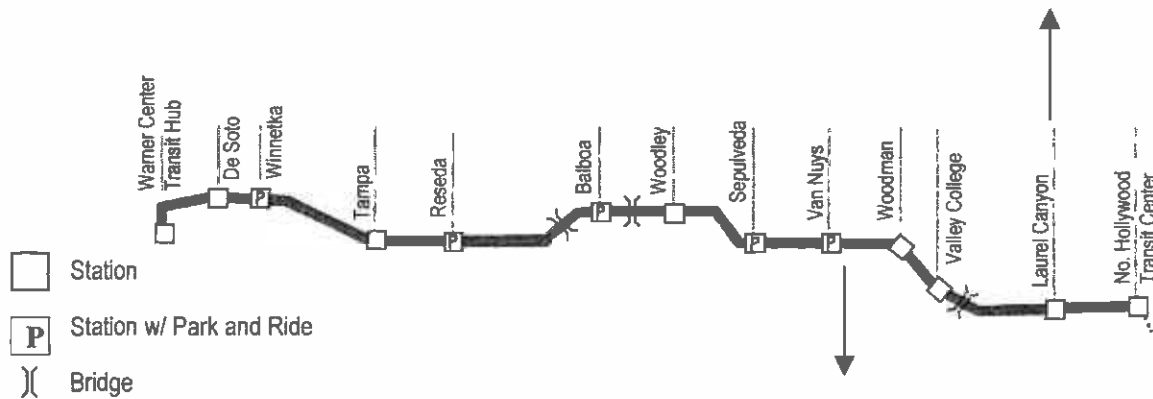
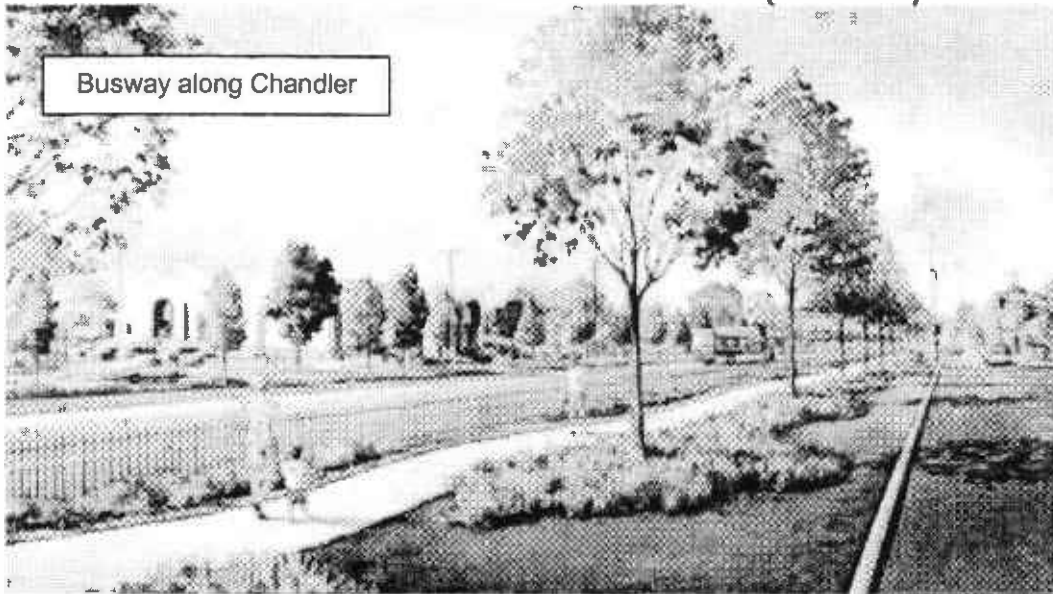
ALIGNMENT ILLUSTRATIONS (Cont'd)



-  Station
-  Station w/ Park and Ride
-  Bridge



ALIGNMENT ILLUSTRATIONS (Cont'd)



APPENDIX

COST AND BUDGET TERMINOLOGY

COMMITMENTS: The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other MTA actions which have been spent or result in the obligation of specific expenditures at a future time.

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

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

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

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

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

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

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

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

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

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

APPENDIX

LIST OF ACRONYMS

AFE	Authorization For Expenditure
BRT	Bus Rapid Transit (No longer valid see MRT instead)
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CDFG	California Department of Fish and Game
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
COE	Corps of Engineers
CPM	Critical Path Method
CPUC	California Public Utilities Code
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
D/B	Design/Build
D/B/B	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
FAR	Federal Acquisition Regulation
FD	Final Design
FEIR	Final Environmental Impact Report
FIS	Financial Information System
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

APPENDIX
LIST OF ACRONYMS (Continued)

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTF	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LRTP	Long Range Transportation Plan
MIS	Major Investment Study
MPSR	Monthly Project Status Report
MR	Metro Rapidway
MRT	Metro Rapid Transitway (replaces BRT used prior to December 2002)
MTA	Metropolitan Transportation Authority
N/A	Not Applicable
NEPA	National Environmental Protection Act
NTE	Not to Exceed
NTP	Notice To Proceed
OCIP	Owner-Controlled Insurance Program
P3	Primavera Project Planner® (scheduling software)
PC	Project Control
PE	Preliminary Engineering
PEER	Permit Engineering Evaluation Report
PIP	Project Implementation Plan
PM	Project Manager
PMA	Project Management Assistance
PMIP	Project Management Implementation Plan
PMOC	Project Management Oversight Consultant
PMP	Project Management Plan (manual)
P&P	Policies & Procedures
PR	Project Report
PSR	Project Study Report
PUC	Public Utilities Commission
QA	Quality Assurance
QAR	Quality Assurance Report
QC	Quality Control
QPSR	Quarterly Project Status Report
RAC	Review Advisory Committee
RAG	Rail Activation Group
RFC	Request For Change
RFP	Request For Proposal
ROD	Record Of Decision
ROD	Revenue Operations Date
ROM	Rough Order of Magnitude

APPENDIX
LIST OF ACRONYMS (Continued)

ROW	Right-Of-Way
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SFV	San Fernando Valley
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STV	STV Incorporated
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package