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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. 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 was 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. The Notice to Proceed letter was issued to Shimmick/Obayashi Joint Venture (SOJV) on May 2, 2003. The C0675 Contractor is proceeding with design of the first eight intersections and busway segments. In addition, the C0675 Contractor is proceeding with site cleaning and demolition work.

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 Brutuco Engineering and Construction Inc. on December 27, 2002 and a "Notice to Proceed" (NTP) was issued on January 28, 2003. The C0676 Contractor is proceeding with installation of abutments, and retaining walls for the Los Angeles River Bridge.

An Integrated Project Management Office is being set up in the field by the C0675 Contractor and MTA staff will mobilize to the field office in early July 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 and was executed by Caltrans in June. 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 (DWP) and work associated with DWP facilities will be performed under this existing agreement. (This concern is closed).

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

Status/Action The MTA has obtained all applicable agreements that this new access road is acceptable. To finalize this understanding, MTA is in the process of obtaining signatures on a four party agreement with Army Corps of Engineers (property owners), the Air National Guard, and City of Los Angeles applicable departments detailing the numerous transactions and obligations that each party is to satisfy. MTA is finalizing the agreement and is anticipating the final agreement will be signed in August 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 a 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. MTA issued a May 2, 2003 Notice to Proceed to the C0675 Design/Build Contractor. The forecast Revenue Operations Date is August 2005. (This concern is closed).

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

MANAGEMENT ISSUES

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. Environmental clearance for a fiber optic line east of Lankershim Blvd. is expected to be completed in July 2003. The MTA is awaiting City of Burbank's schedule for construction of the Bikeway Project. The MTA and Burbank are working to provide complementary language into Burbank's construction contract to inform the Burbank Contractor that MTA has construction activity that may occur during the Burbank Contract.

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 Pipeline.

Status/Action The DWP is proposing a recycled water pipeline to be installed in MTA's right-of-way over the entire length of the project. DWP has agreed to reimburse the MTA for all the costs associated with the recycled water pipeline. STV has developed design for a 20" diameter recycled water pipeline 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. Change order for limited work has been issued to the C0676 Contractor for the DWP pipeline. MTA negotiation of this change is anticipated to be completed in July 2003. DWP Board of Commissioners approved the negative declaration environmental clearance document for the recycled pipeline from De Soto Avenue to west of Tujunga Avenue. A final decision on a recycled pipeline will depend on progress made by DWP in developing a conceptual design

MANAGEMENT ISSUES

and reaching an agreement with the MTA on cost, including real estate costs and acceptable mitigation of schedule impacts. MTA provided comments on the conceptual alignment developed by STV in May 2003. DWP is coordinating Third Party reviews. STV completed a draft request for proposal package to the C0675 Contract in June 2003. Appraisal for an easement for the DWP pipeline within the MTA right-of-way is anticipated in July 2003. MTA will seek MTA Board approval after DWP Board of Commissioners has approved scope, cost and schedule for recycled water pipeline. MTA will provide a change order to C0675 Contractor for limited utility investigation and design work for portions of the pipeline located within the C0675 Contractor's early construction activities upon receipt of directions from DWP. MTA staff provided an update to the DWP pipeline to the MTA Board by Board Box item dated June 23, 2003.

Concern No. 8: Real Estate Lease Terminations

Status/Action MTA will not be able to provide several parcels to the Contractor as required in the specifications. MTA and the SOJV are working together to work around the properties that are delayed. The previously identified properties that were a concern, Adelpia (Parcels 1601 and 1809) have been acquired. Presently, there are five late parcels that may affect construction activities. MTA Real Estate Department is working to have all rights in place in a timely manner with little impact to construction. Additional legal action may be required.

Parcel 2701, which was scheduled to be delivered to the contractor by July 1, 2003, may require condemnation by MTA to acquire this small segment of property leased by North Chandler Associates under a long-term lease. If this is the case, MTA will seek an order of immediate possession (OIP) that could possibly be granted later in August.

Parcel 2204, lease termination is connected to the new acquisition of Parcel 2201 and may be delayed being delivered to the contractor until later in July or the first of August due to relocation issues.

Parcels 1502, 1503 (portion of), 2007 and 2601 have been extended on a monthly basis, as approved by Engineering, while design issues requested by these tenants are resolved.

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 evaluating five alternative park-and-ride sites. A preliminary environmental checklist has been done on each site. In coordination with MTA's Real Estate Department, Planning staff is exploring sites for possible acquisition. An addendum to the EIR will be prepared after selection of a preferred site(s).

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 have agreed to signalize and improve the existing private crossing, which will not require a formal environmental clearance. MTA is scheduled to submit a request for proposal package to the C0675 Contract in early August 2003.

Concern No. 11: 200 Articulated Bus Vehicle Procurement

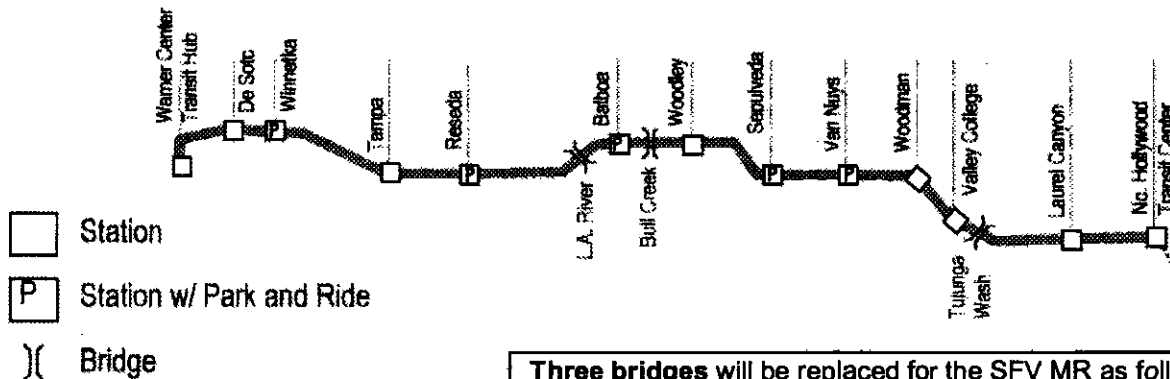
Status/Action The MTA Board has approved the Articulated Vehicle Procurement Contract for 200 buses. Of the 200 buses, 22 units will be assigned to the San Fernando Valley Metro Rapidway Project. The contract duration for the delivery of all 200 buses has been set at approximately 29 months after issuance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

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 on the 6th floor of the LACMTA Gateway Plaza Headquarters.



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.

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.

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	Jun-03	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03
(Forecast) C0675 - Begin Investigation on Bus Storage and Maintenance Yard	6/30/03A	<input type="checkbox"/>					
(Forecast) C0675 - Complete Design on Intersection Group 1 to 60% Level, Survey Controls, and Removals	6/26/03A	<input type="checkbox"/>					
(Forecast) MTA RE Acquire Pcls: Site Access to Pcls 102, 1801, 2101, 2202, 1601, and 1809	7/1/03*		◆				
(Forecast) C0675 - Begin Demolition and Hazmat Removals	7/14/03*		<input type="checkbox"/>				
(Forecast) C0675 - Complete Design for Busway Segment 1 Design, Bridges, Station Design to 85% Level and Station Canopies	7/20/03*		<input type="checkbox"/>				
(Forecast) Contract MC047 - MTA CEO Award Construction Mgmt Support Services	8/10/03*			◆			
(Forecast) Caltrans Contractor: I-405 Bridge Widening Construction Complete	8/21/03*			<input type="checkbox"/>			
(Forecast) C0675: Begin Station Work for No. Hollywood, Laurel Cyn, Woodley and Reseda	8/24/03*			<input type="checkbox"/>			
(Forecast) C0675: Begin Bridge Construction at Bull Creek and Tujung Wash	9/3/03*				<input type="checkbox"/>		
(Forecast) Completion of 120 Day Schedule Period and Establishment of Contract Baseline Schedule	9/13/03				◆		
(Forecast) C0675: Begin Bus and Maintenance Yard Design	9/19/03*				<input type="checkbox"/>		
(Forecast) C0675: Begin Rough Grade and Base Work Along Busways	10/8/03*					<input type="checkbox"/>	
(Forecast) C0675: Begin Station Work for Valley Col, Woodman, Tampa and De Soto	10/23/03*					<input type="checkbox"/>	
(Forecast) C0675: Begin Bikeway Project Construction Workslope	11/12/03*						<input type="checkbox"/>

◆ MTA Staff	○ P.E. Design Consultants	Ⓜ MTA Board Action
△ Other Agencies	<input type="checkbox"/> Deliverables	* New Date
	<input type="checkbox"/> Contractor	

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, busway 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. The Notice to Proceed letter was issued to Shimmick/Obayashi Joint Venture (SOJV) on May 2, 2003.

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. With a Notice to Proceed of May 2, 2003, for Contract C0675 Design/Build, the Revenue Operations date is forecast at 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. The C0676 Contractor is proceeding on schedule with extensive work on concrete placement for abutments, piers and retaining walls for the Los Angeles River Bridge.

During June, the C0675 Contractor continued the submittal process by providing submittals for multiple construction and engineering disciplines including a revised 120-day, baseline schedule, a schedule of values and Intersection Group 1 (60%) design. MTA staff is evaluating the re-submittals and expects the baseline schedule issues to be resolved as a byproduct of the 120-day schedule and schedule of values comments. The Contractor is also proceeding with design of Busway Segments and bridges.

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	122.0	(2.1)	111.2	0.8
Yards & Shops	1.2	1.2	1.2	0.0	1.1	0.0
Systems/Equipment	12.7	12.4	12.4	0.0	7.8	0.0
Stations	30.4	30.4	30.4	0.0	30.4	0.0
Vehicles & Buses	17.5	15.7	15.7	0.0	0.0	0.0
Special Conditions	24.2	23.7	23.6	(0.1)	5.8	0.8
Right-of-Way	24.9	24.9	24.9	0.0	4.6	4.4
Professional Services	45.7	45.0	45.0	0.0	17.3	14.4
Park-and-Ride Facility	16.5	16.5	16.5	0.0	0.0	0.0
Contingency	32.2	35.6	37.8	2.2	0.0	0.0
TOTAL	329.5	329.5	329.5	0.0	178.2	20.4

Expenditures are cumulative through May 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 \$2.2 million during the June period primarily due to the following: \$2.1 million as a result of allocation corrections between Metro Rapidway and Bikeway Projects and \$0.1 million to reflect Phase I Insurance Brokerage services final contract value for administering marketing services. Forecast variances were offset by a corresponding increase to Project Contingency, resulting in no change to the total Project cost for period ending June 2003. Please note, Project Contingency represents the available unallocated funds to cover unknown but anticipated changes.

Commitments

The commitments increased \$1.8 million due to the following: \$1.1 million insurance premium for Pollution Legal Liability and Builder's Risk coverage, \$0.2 million for Real Estate acquisitions and relocation costs, \$0.5 million for execution of Design Consultants change order and Agency related costs. The \$178.2 million in commitments to date represents 54% of the Original Budget.

Expenditures

Expenditures are cumulative through period ending May 2003. The expenditures increased \$1.2 million this period due to the following: \$0.3 million for the Los Angeles River Bridge Construction Contract C0676, \$0.3 million for Real Estate appraisals, acquisitions and relocation, and \$0.1 million for Project Management Assistance consultant and \$0.5 million for Agency related costs. The \$20.4 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	0.3	0.3	0.0	0.2	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	0.7	0.7	0.0	0.0	0.0
TOTAL	8.1	8.1	8.1	0.0	5.3	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

Cost Forecast remained the same this period.

Commitments

The commitments increased \$0.1 million due to insurance premiums for Pollution Legal Liability and Builder's Risk coverage. The \$5.3 million in commitments to date represents 65% of the Original Budget.

FINANCIAL/GRANT STATUS

Project 800112 - San Fernando Valley Metro Rapidway

JUNE 2003 \$ in millions		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) ORIGINAL BUDGET	(B) FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to FUNDING \$	(F/B) SOURCE %
	FEDERAL RSTP	17.5	17.5						
STATE TCRP	47.0	47.0	47.0	47.0	100%	18.1	39%	18.1	39%
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION C	264.7	264.7		130.9	49%		0%		0%
UNBILLED ACCRUALS			1.9			1.9			
TOTAL	329.5	329.5	49.2	178.2	54%	20.4	6%	18.4	6%

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

STATUS OF FUNDS ANTICIPATED

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

STATE STIP: Due to the suspension of the TCRP program, MTA 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

JUNE 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	60%		0%		0%
TEA-21 (FED)	1.1	1.1	0.0	0.6	61%		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	5.3	65%	0.0	0%	0.0	0%

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

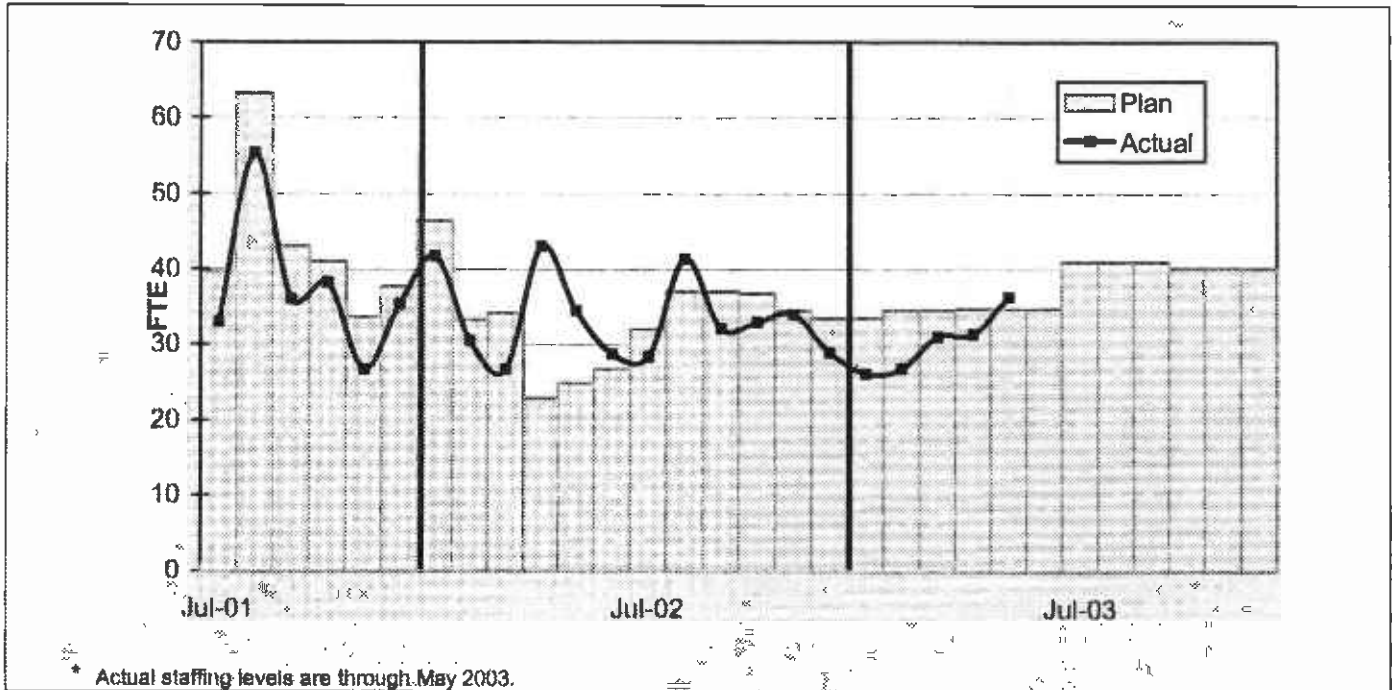
STATUS OF FUNDS ANTICIPATED

FEDERAL FUNDS: The transfer of Federal Funds from the Federal Highway Administration to the FTA has been completed. On May 29, 2003, MTA submitted grant application #CA-90-X970-03 to the FTA for a total amount of \$7,058,600. FTA grant approval is expected in August 2003.

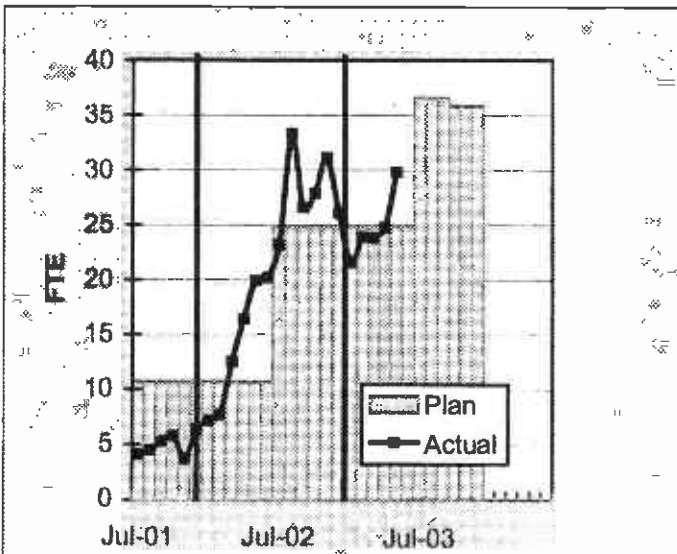
CITY OF LA: The funding agreement for the local match between MTA and the City of Los Angeles was reviewed by the MTA and sent back to the City of Los Angeles for execution. The funding agreement was executed on April 24, 2003.

STAFFING STATUS

TOTAL STAFFING STATUS



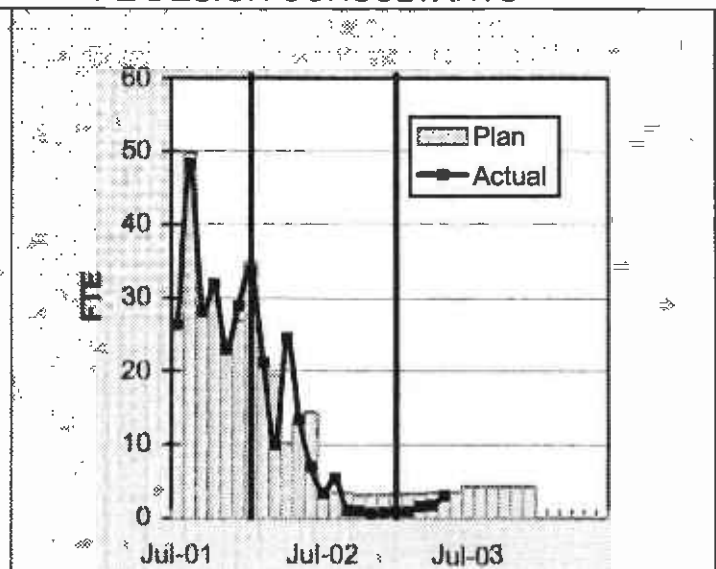
AGENCY STAFFING



Staffing levels during May were higher than planned due to increased efforts to support the field office mobilization and reviews of C0675 D/B Contractor initial submittals which includes Master List of Submittals, Design Quality Program Manual, Baseline Schedule, 120-day Look-Ahead Schedule, partial and full schedule of values.

* Actual staffing levels are through May 2003.

PE DESIGN CONSULTANTS

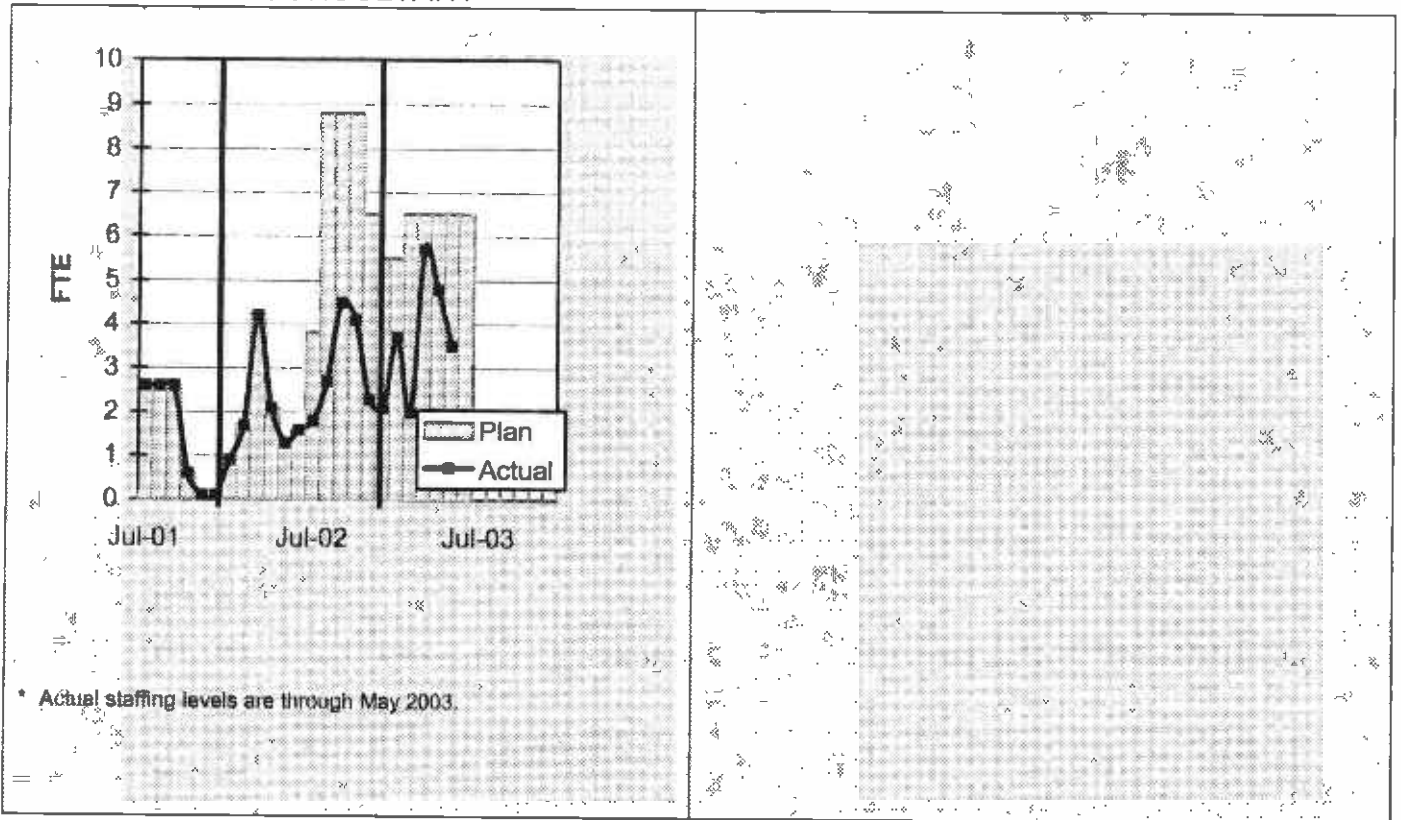


July 2002 through December 2002 represents Bid Support Phase only. January 2003 through December 2003 represents Design Support During Construction.

* Actual staffing levels are through May 2003.

STAFFING STATUS

PMA CONSULTANT



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, lease extensions have been granted to 5 tenants. The extension dates do not conflict with the construction contractor's access dates. As of June 30, 2003, 95 tenants have vacated their leased areas and all eviction proceedings have been completed and the properties have been recovered by MTA and turned over to the contractor. Two (2) parcels leased to Adelphia Cable and under bankruptcy protection will be vacated and turned over to the contractor on July 1, 2003, per a stipulation and court order from the Bankruptcy Court. Negotiations are ongoing for Parcel 2701 and it may delay the July 1, 2003 construction need date for this parcel.
- Under New Acquisitions, nine parcels were originally required and certified as full takes. However, one parcel has been decertified as not required for the Project. Two of the eight remaining parcels have been acquired from the U.S. Government; three have been acquired from private owners and order of possession effective July 1, 2003 were obtained for two parcels. An agreement has been reached with the last property owner.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

Number of Parcels	Required	Acquired	On Schedule	Behind Schedule	
				Number	Avg. Calendar Days
This Period	8	4	8	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	25	58	92	92

REAL ESTATE STATUS – NEW ACQUISITIONS

Contract	No. of Parcels	Certified		Just Comp Approved		Offers Made*		Agreements Signed		Condemnation		Parcels Available		Parcels projected to be unavailable by need date
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
TOTAL	8	8	8	8	8	8	8	8	6	3	2	8	3	0

The parcels will be purchased by MTA Real Estate.

* Offers made contingent to MTA Board approval

ENVIRONMENTAL STATUS

- Environmental Status is not available this reporting period.

COMMUNITY RELATIONS STATUS

- Developed a mailing list of all properties encroaching on the San Fernando Valley Metro Rapidway right-of-way.
- Conducted project presentations to the MTA Accessibility Advisory Committee, Tujunga Business Owners Group and Valley Village Homeowners Association.
- Developed public notification strategy for closure of North Hollywood temporary overflow parking lot.
- Responded to inquiries from the public and elected officials via e-mail, phone, and mail.

QUALITY ASSURANCE STATUS

Contract C0675:

- Continued review of the WGI Design Quality Manual and Procedures.
- Continued review of the SOJV Project Quality Manual and Procedures.
- All Quality personnel were accepted except the WGI Design Quality Manager.
- The SOJV QC continues to inspect and monitor work.
- Contractor started demolition along the MR alignment.
- Contractor started pot-holing work.

Contract C0676:

- Saw cutting and demolition of the channel invert for the new piers was completed.
- Driving of all "H" piles at abutments 1 and 2 was completed.
- Concrete was placed at abutments 1 and 2 for the walls.
- Driving of all CISS piles at piers 2, 3, 4 and 5 was completed.
- Rebar was installed and concrete placed for pile caps 2, 3, 4, and 5.
- Rebar was installed and concrete was placed at column 4.
- All column rebar cages were fabricated, stacked, and are ready for installation.

SAFETY STATUS

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

ART DEVELOPMENT STATUS

- Design Services Contract for Lead Artist Renee Petropoulos was signed and executed.
- Design Services Contract for Landscape Artist Jud Fine was signed and executed.
- Design Services Contracts for twelve station artists have been issued for artist signature and contract execution.

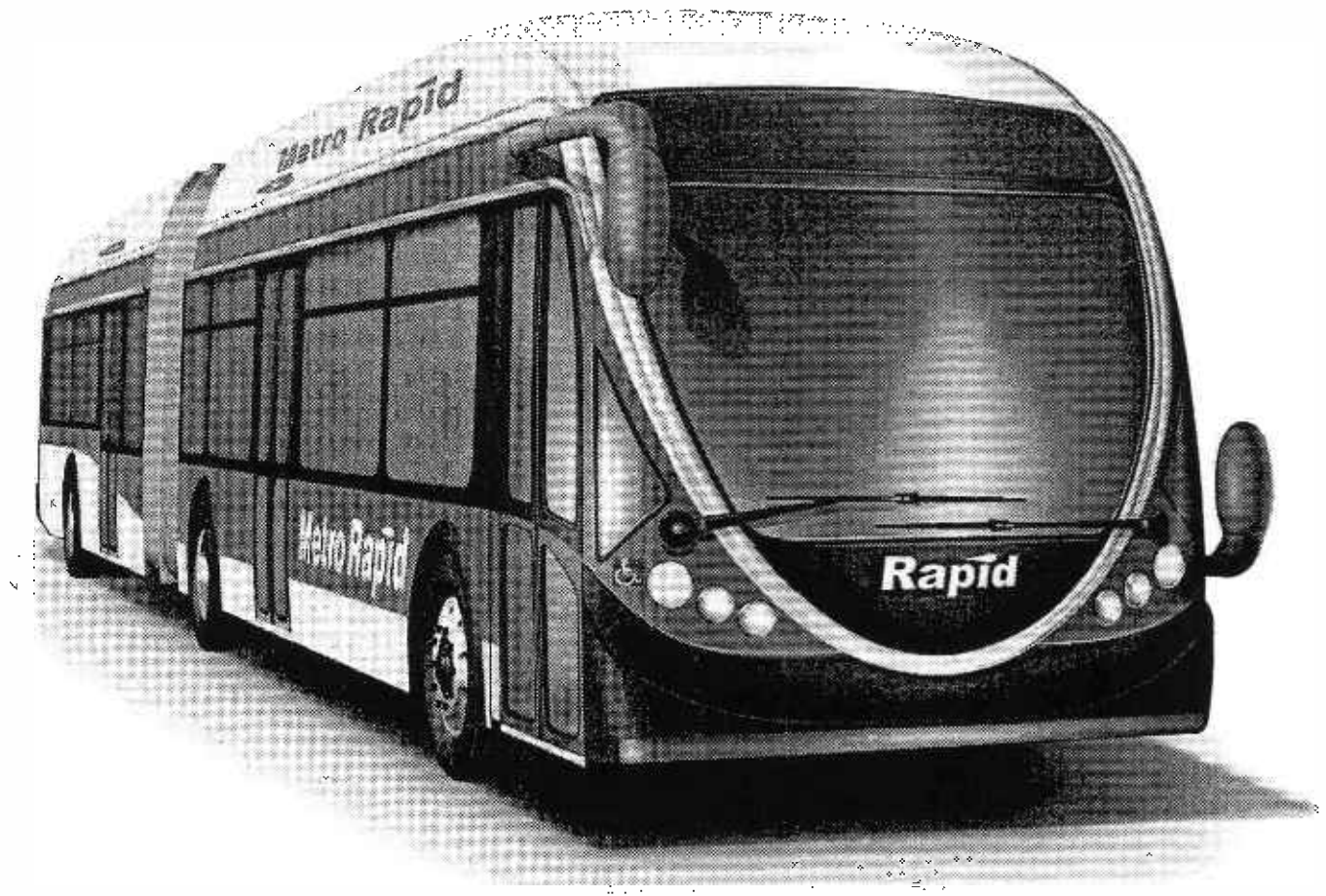
CONTRACT CONSTRUCTION STATUS

<p>Description: Design/Build Contractor: Shimmick Construction Co., Inc./ Obayashi Corp, A Joint Venture</p>	<p>Contract No.: C0675 Status as of: June 30, 2003</p>																																																				
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> • Site cleared at Sepulveda Park & Ride. • Removals and demolitions along the alignment are on-going. • Track removal is on-going. • The integrated Project Management Office setup is complete. • Submitted Intersection Group 1 (60%) design. • Design of Intersection Groups 1 and 2 is ongoing. • Design of Busway Segment 1 and 2 and bridges is ongoing. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • No approval to date on the Baseline schedule. Contractor resubmitting schedule in August 2003. • Potential Enhancements may impact project cost and schedule. • Property encroachments that include back yards and in one case the corner of a house. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • Submittal Reviews are ongoing. Major submittals include: <ol style="list-style-type: none"> 1. Baseline Schedule. 2. 120-day schedule. 3. Intersection Group 1 (60%) Design. 4. Soundwall Renderings - SOJV submitted 9 options - MTA to choose 4 options to move forward with. 5. Master List of Submittals. • Property Encroachments - MTA Construction and Community Relations are working diligently to resolve issues with regard to illegal property encroachments. MTA is attempting to stay ahead of SOJV's removal and demolition operation to prevent any schedule impact. • Track Removal. • Abatement and Demolition. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Ongoing design of Busway Segments 1 and 2 and Bridge Design. • Ongoing Intersection Design Group 1, start Intersection Design Group 2, and Stations design. 																																																				
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* Includes Options E.2, E.3, E.4, E.5 and E.8

CONTRACT CONSTRUCTION STATUS

<p>Description: Los Angeles River Bridge Construction Project Contractor: Brutoco Engr & Constr, Inc.</p>	<p>Contract No.: C0676 Status as of: June 30, 2003</p>																																								
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> · Completed installation of abutments 1 and 6 footings and return walls. · Completed demolition of existing abutments, wingwalls and channel liner cut outs for pier foundations. · Completed H-piles installation at abutments 1 & 6. · Completed installation of abutments 1 & 6 footings and return walls. · Completed installation of retaining walls 1 & 2 footings. · Completed installation of piers 2, 3, 4 and 5 Cast In Steel Shell piles and footings. · Completed installation of pier 4 wall and cap. · Completed assembly of piers 2, 3 and 5 rebar walls and caps. · Change Order 1.01 for the Department of Water and Power Recycled Water Line was issued to the contractor. <p>Areas of Concern:</p> <ul style="list-style-type: none"> · Due to the Contractor's late submittal of the Cast in Steel Shell Pile information, delivery of the piles was delayed. This caused a two week slippage to the schedule. The MTA issued a letter to the Contractor on 4/30/03 requesting recovery plan to mitigate the effects. The contractor submitted a mitigation fragnet, which was approved and will be incorporated into the June 2003 schedule submittal. The delay has been mitigated. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> · Completed retaining walls 1 & 2 walls forms and rebar and poured concrete. · Started piers 2, 3 and 5 walls and caps rebar assembly. · Started pier 5 wall forms assembly and after concrete pouring, forms will move to pier 3. · Started backfilling piers 2, 3, 4 and 5 footings. · Review and approval of prestressed concrete girder submittal. · Place order for fabrication of prestressed concrete girders. · Preparation of recycled water line submittals. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> · Start abutments 1 & 6 and retaining walls 1 & 2 backfill. · Complete installation of piers 2, 3, 5 walls and caps. · Complete installation of piers 2, 3, 4 and 5 diaphragms. · Complete backfilling of piers 2, 3, 4 and 5. · Complete channel liner concrete replacement. · Start prestressed concrete girders fabrication and delivery. · Complete fabrication, delivery and installation of bearing pads. · Procurement of recycled water line materials. 																																								
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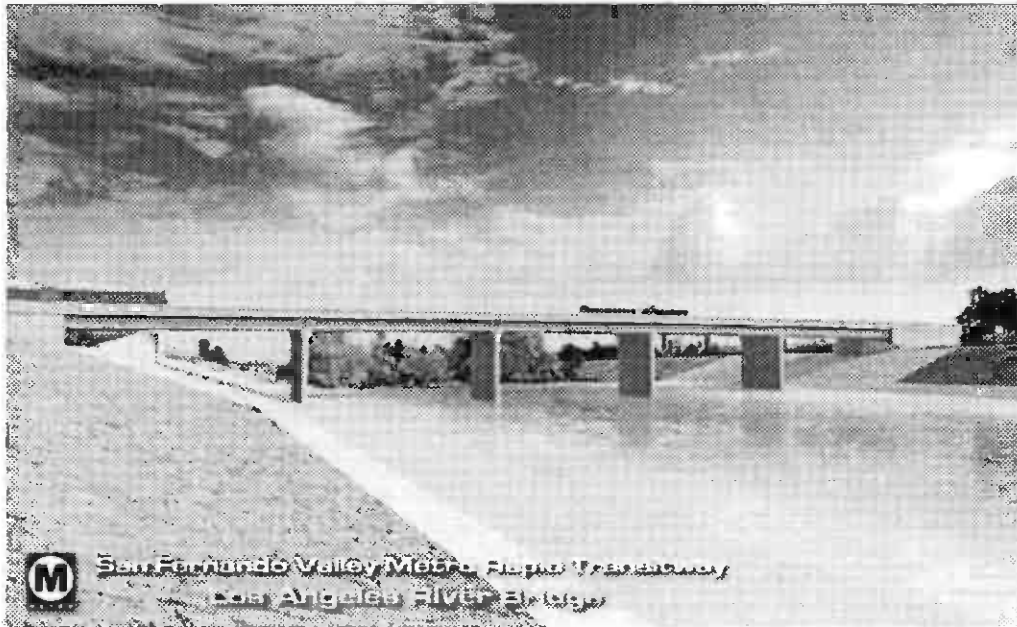


Recommended Low Floor CNG Articulated Vehicle for the San Fernando Valley Metro Rapidway Project manufactured by North American Bus Industries (NABI)

CONTRACT CONSTRUCTION STATUS

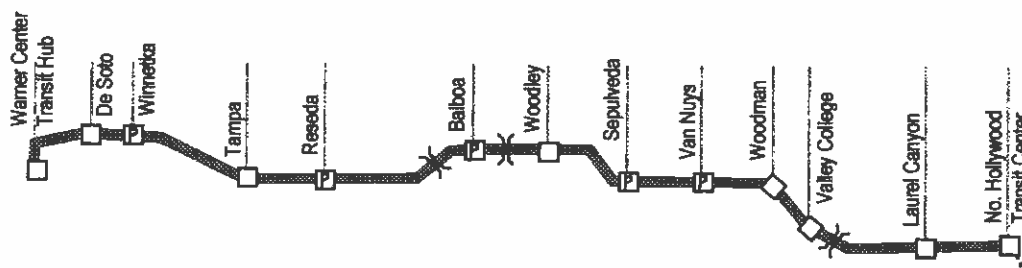
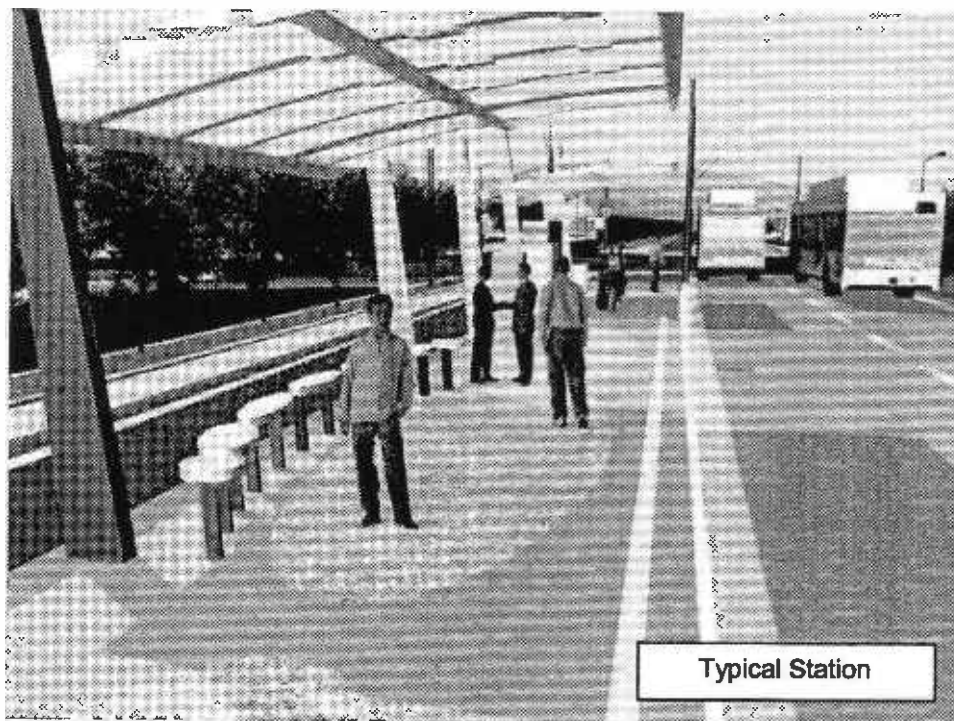


Contract C0676 pile driving and pier construction activities at Los Angeles River Bridge site.



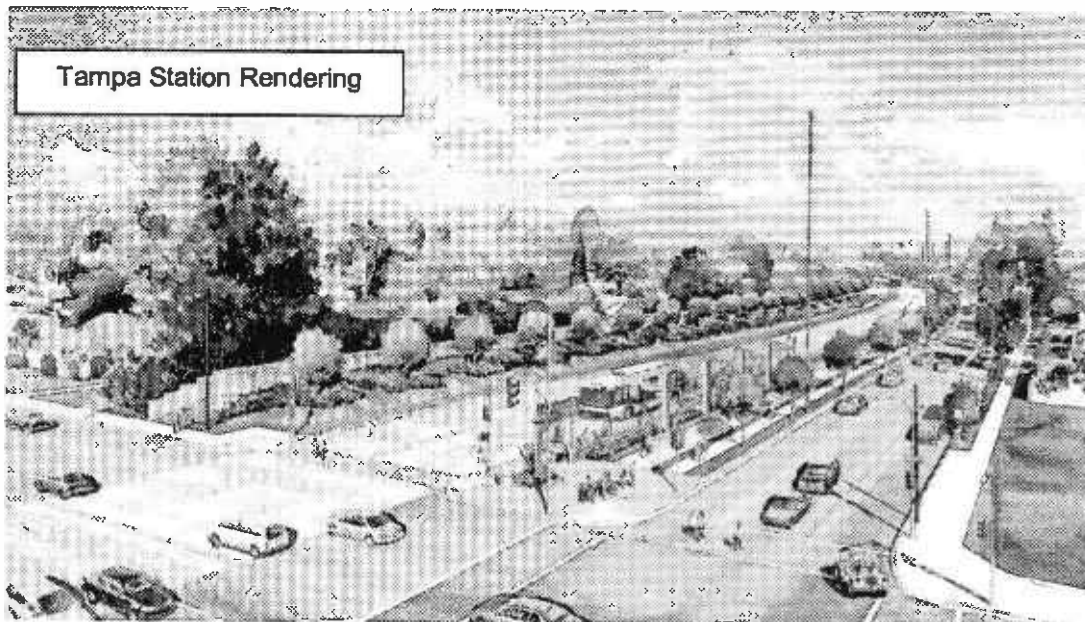
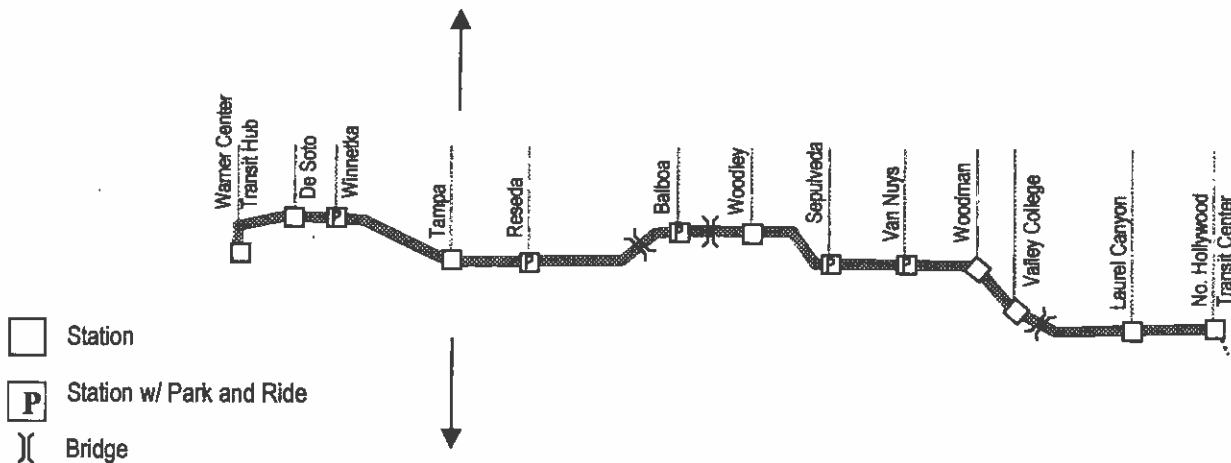
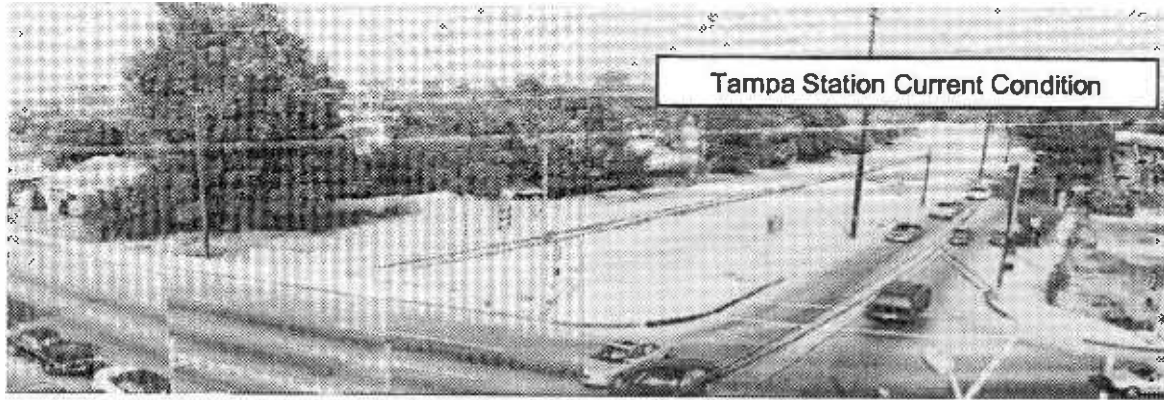
Rendering of new Los Angeles River Bridge.

ALIGNMENT ILLUSTRATIONS

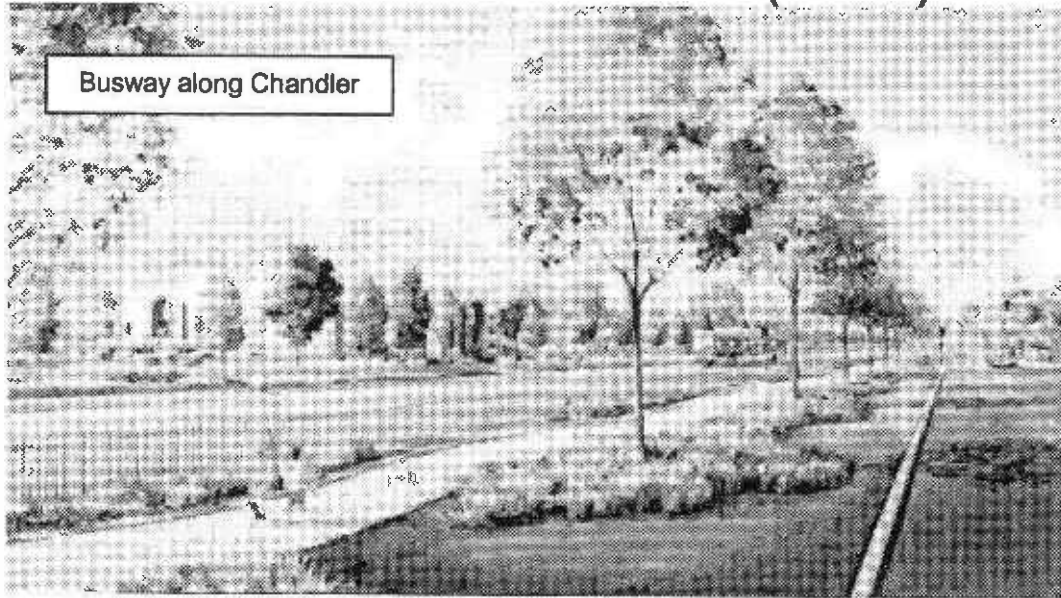


- Station
- P Station w/ Park and Ride
- () Bridge

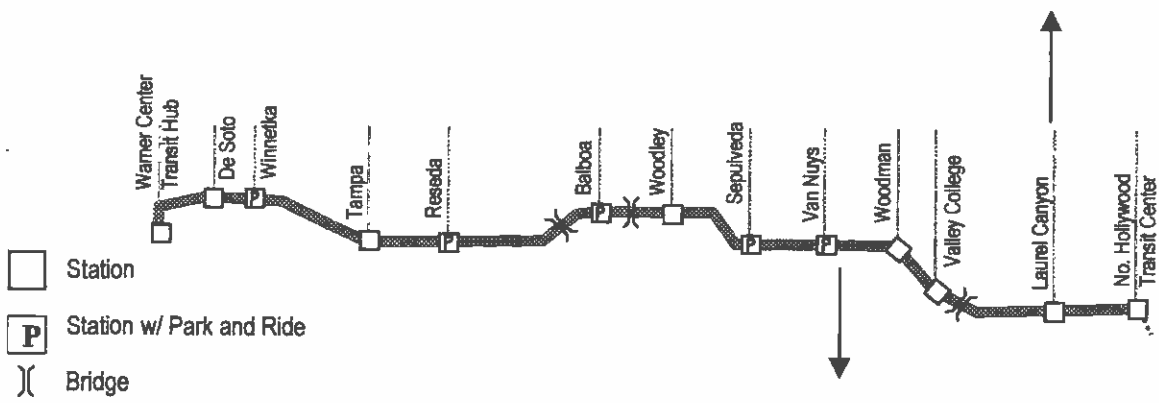
ALIGNMENT ILLUSTRATIONS (Cont'd)



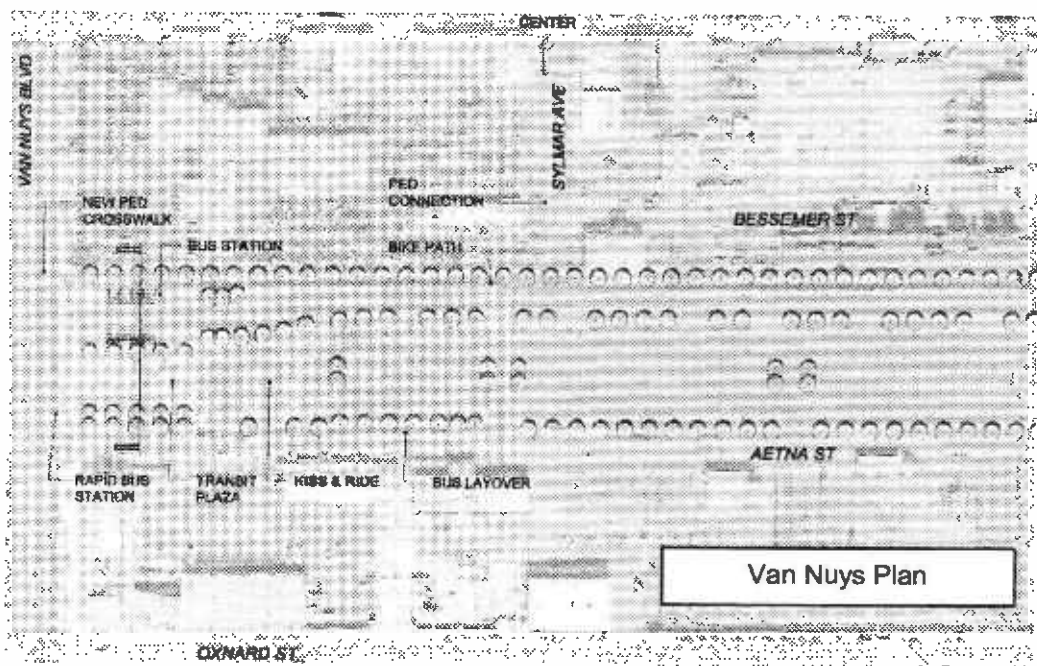
ALIGNMENT ILLUSTRATIONS (Cont'd)



Busway along Chandler



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



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
LNTP	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