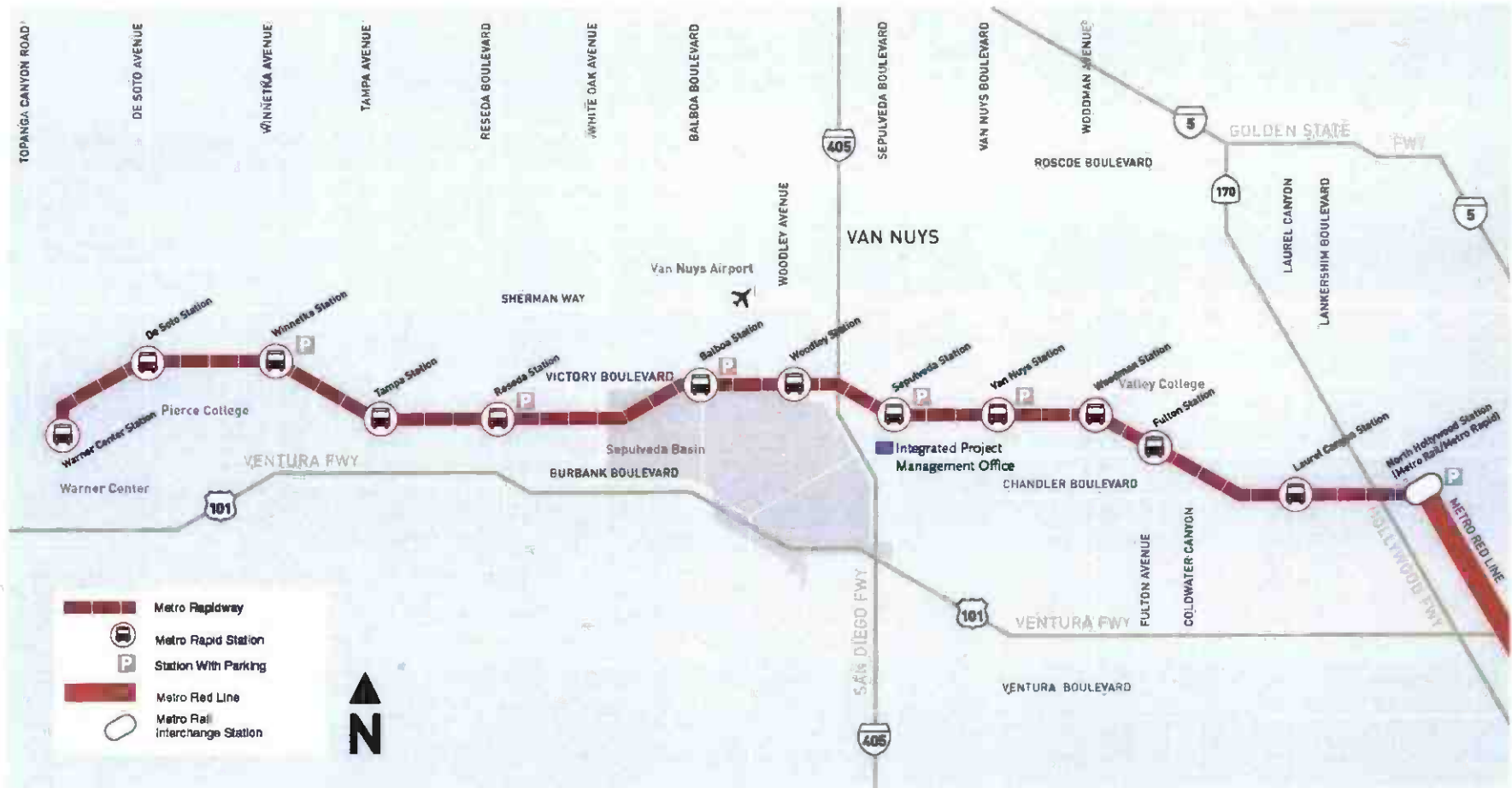




Los Angeles County Metropolitan Transportation Authority

San Fernando Valley Metro Rapidway



Monthly Project Status Report

July 2003

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PROJECT OVERVIEW

The San Fernando Valley Metro Rapidway (SFVMR) 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 certified the final environmental report and approved a solicitation for a Design/Build delivery system for the Project.

The Invitation for Bid (IFB) for a Design/Build package, Contract No. C0675 was advertised on June 28, 2002. During a two-step bid process, technical bids were received from two contractors on September 9, 2002 and the subsequent price bids were received on December 2, 2002. On December 17, 2002, the California Transportation Commission (CTC) issued a letter deferring "Traffic Congestion Relief Program" (TCRP) funds. This resulted in the suspension of the Contract No. C0675 award pending further notification of funding status from the CTC. On April 3, 2003, the CTC approved a funding plan for the Project. This allowed the MTA to issue a Notice of Award to Shimmick Construction Co., Inc/Obayashi Corp., JV (SOJV) on the same date. The Notice to Proceed letter was issued on May 2, 2003 starting 25.5-month contract duration.

The C0675 Contractor has submitted a 60% design package of the first eight intersections (34 intersections in total) at the east end of the Project and MTA is reviewing this design package as well as other submittals received to date. Currently, the Contractor is projecting to submit the first busway 85 % segment design (three segments in total), bridge and bikeway 100% design and intersection group 2 60% design in August 2003. The C0675 Contractor is proceeding in the field with site cleaning, potholing, track removal, demolition work, and installation of temporary fencing within right-of-way.

To ensure Project critical path work proceeded as planned, the MTA prepared an IFB package, Contract No. C0676, for the construction of a new Los Angeles River Bridge. 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 was issued on January 28, 2003.

PROJECT OVERVIEW

The C0676 Contractor is proceeding on schedule with the accomplishment of a major construction milestone, lifting of prestressed precast concrete girders on to bridge piers (see illustrations section) for the Los Angeles River Bridge.

An Integrated Project Management Office has been set up in the field by the C0675 Contractor and MTA Project staff mobilized to the field office in early July 2003.

Project staff is reviewing potential enhancements to current Contract No. C0675 base scope. These enhancements include upgrading to rubberized asphalt busway paving (excluding intersections), upgrade to stabilized decomposed granite for pedestrian path along bikeway and additional permanent landscaping irrigation along the busway between stations. Staff is evaluating the cost and schedule impacts to the overall *project.*

Project staff is also evaluating an opportunity to enhance the SFVMR Project by having the C0675 Contractor design and construct a proposed City of Los Angeles Department of Water and Power (DWP) Recycled Water Pipeline Project for the landscape irrigation within Project right-of-way. Project staff is continuing to evaluate the impact of incorporating the design and construction of the DWP Recycled Water Pipeline Project into the SFVMR Project scope of work including the schedule impact on the C0675 Contractor's preliminary baseline schedule. A proposal from the C0675 Contractor has been received and is under evaluation by MTA and DWP staff.

MANAGEMENT ISSUES

Concern No. 1: 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 September 2003.

Concern No. 2 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.

Concern No. 3: 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. completed on July 15, 2003. The MTA is awaiting City of Burbank's schedule for construction of the Bikeway Project. The MTA provided language to City of Burbank for inclusion into City of Burbank's construction contract to inform the Contractor that MTA has construction activity that may occur within the duration of the contract.

MANAGEMENT ISSUES

Concern No. 4: MTA is pursuing Metropolitan Water District (MWD) Grant and Proposition 50 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 (Proposition 50 applications must be submitted by May 2004).

Concern No. 5: 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 incurred to date. 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.

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 water pipeline will depend on progress made by DWP in developing a conceptual design 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 was received in July 2003 and is under review by DWP.

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.

MANAGEMENT ISSUES

Concern No. 6: 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 leased properties that were a concern, Adelphia (Parcels 1601 and 1809) have been acquired. Presently, there are eight lease and new acquisition parcels that may affect construction activities. MTA Real Estate and Construction Project Management Departments are working to have all rights in place in a timely manner with minimal impact to construction (see Real Estate Section).

Concern No. 7: 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). Additional environmental clearances may also be required.

Concern No. 8: 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 August 2003. Still outstanding is the issue of maintenance vehicle access to this area.

MANAGEMENT ISSUES

Concern No. 9: 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.

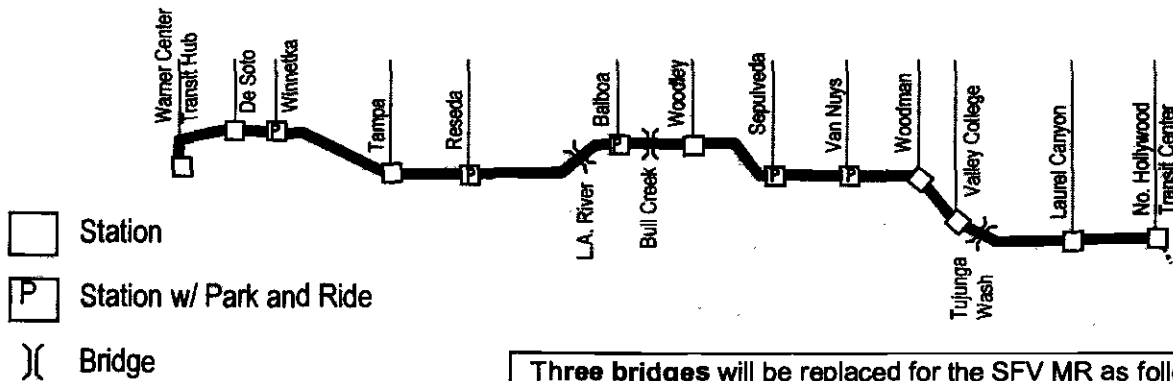
PROJECT SCOPE

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 Bus Division No. 8 modification and procurement of 22 each 60-foot long articulated buses. Lastly, all the systems enhancements will be managed from the Bus Operations Control Center, which will be located on the 6th floor of the LACMTA Gateway Plaza Headquarters.

variable message signs



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

Am these dates?

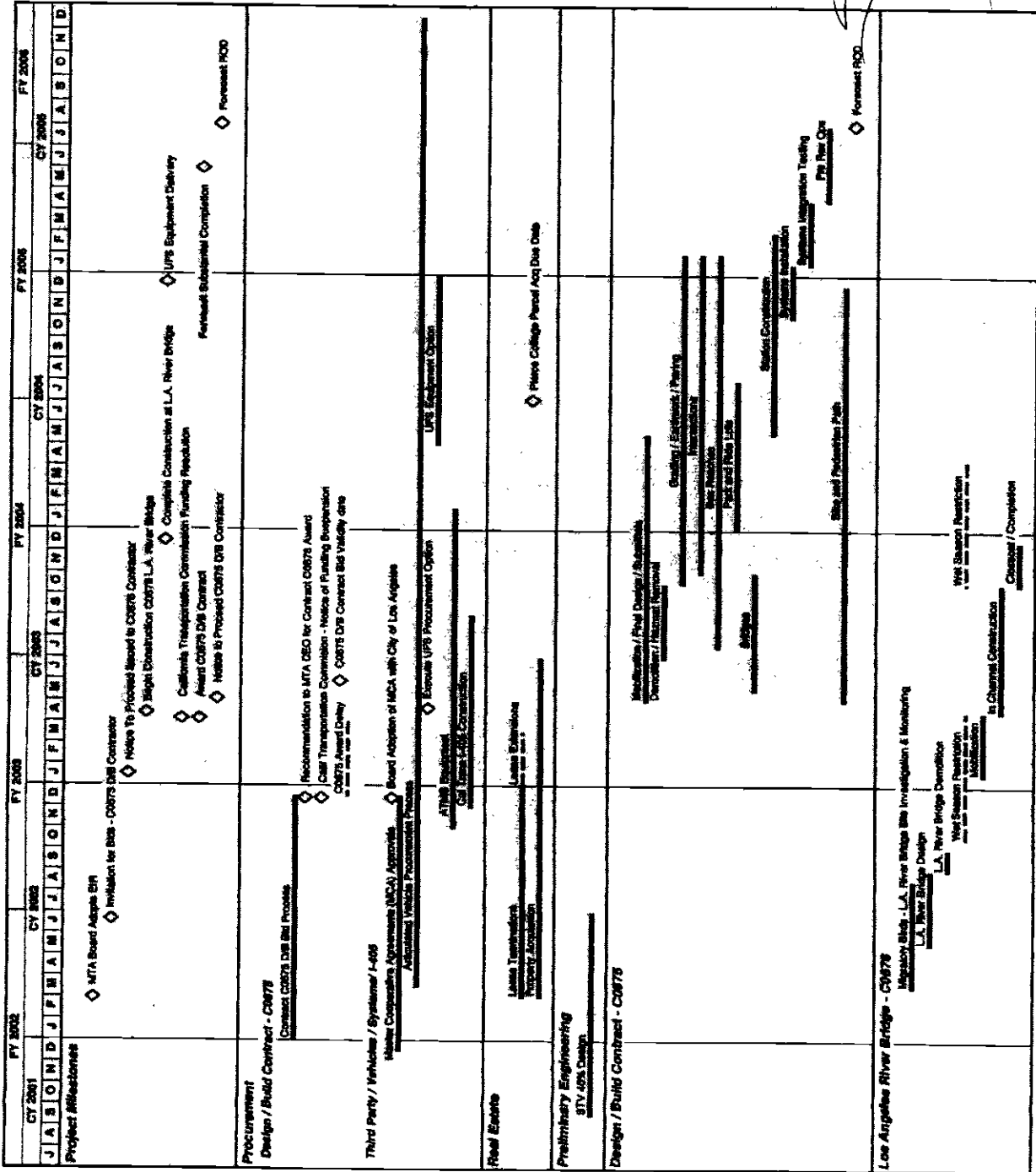
Milestone Date	Jul-03	Aug-03	Sep-03	Oct-03	Nov-03	Dec-03
(Forecast) MTA RE Acquire Parcels: Site Access to Parcels 102, 2101, 2202, 1601 and 1809	7/1/03A	◆				
(Forecast) C0675 - Begin Demolition and Hazmat Removals	7/14/03A	□				
(Forecast) C0675 - Complete Design for Busway Segment 1 Design, Bridges, Station Design (85%) & Station Canopies	8/30/03*		□			
(Forecast) MTA RE Acquire Parcels: Site Access to Parcels 1801 and 2201	8/30/03*		◆			
(Forecast) Contract MC067 - MTA CEO Award Construction Mgmt Support Services	9/2/03*			◆		
(Forecast) C0675: Begin Bridge Construction at Bull Creek and Tujunga Wash	9/12/03*			□		
(Forecast) Completion of 120 Day Schedule Period and Establishment of Contract Baseline Schedule	9/13/03			◆		
(Forecast) C0675: Begin Bus and Maintenance Yard Design	9/23/03*			□		
(Forecast) C0675: Begin Station Work for North Hollywood, Laurel Canyon, Woodley and Reseda	9/24/03*			□		
(Forecast) C0675: Begin Rough Grade and Base Work Along Busways	10/13/03*				□	
(Forecast) Caltrans Contractor: I-405 Bridge Widening Construction Complete	10/15/03*				□	
(Forecast) C0675: Begin Station Work for Valley College, Woodman, Tampa and De Soto	10/23/03*				□	
(Forecast) C0675: Begin Bikeway Project Construction Workslope	11/18/03*					□
(Forecast) C0675: CCTV Option E-2: All CCTV Intersections Installed and Tested (Local Test)	12/10/03*					□
(Forecast) C0675: Begin Soundwall Design 100% Phase	12/18/03*					□
(Forecast) C0675: Begin Station Work for Van Nuys, Sepulveda, Balboa, Winnetka & WCTH	12/22/03*					□
(Forecast) MTA Community Outreach Completion - Station and Soundwall	12/27/03*					□
(Forecast) C0675: Begin Station Design 100% Phase	12/28/03*					□

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

SUMMARY SCHEDULE

*Poor quality
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San Fernando Valley East - West Metro Rapid Transitway
 Preliminary Level 0 Summary Schedule



PRELIMINARY SCHEDULE - TO BE SUPERCEDED BY AN MTA APPROVED CONTRACTOR BASELINE SCHEDULE

SCHEDULE NARRATIVE

The project schedule includes sequences for the front-end design, contract procurement, design and construction. The Project critical path began with completion of the Contract C0675 Design/Build (D/B) package and contract procurement leading to a Notice to Proceed in May 2003. After the issuance of the Notice to Proceed, the critical path continues with final CCTV and intersection design, installation of CCTV cameras at intersections, construction of intersections, and systems integration and testing. The critical path ends with pre-revenue operations and Revenue Operations Date in August 2003.

The C0675 Contractor (Shimmick-Obayashi Joint Venture) is proceeding with critical design submittals and clearing of the right-of-way. During July 2003, SOJV continued the submittal process by providing submittals for multiple construction and engineering disciplines including a revised 120-day schedule, a revised QA/QC Program Manual, a partial schedule of values, a revised master list of submittals and sound wall renderings. SOJV is proceeding with design of Intersection Groups 2 & 3, Busway Segment 1, Bike Path and Bridges. Review of the Intersection Group 1 60% design was completed by L.A. City and MTA and returned to the C0675 Contractor. SOJV is expected to resubmit the baseline schedule for MTA review early in August 2003. Review of this submittal will be expedited with the objective to have it approved early in September 2003. Other submittals expected during August 2003 are: Intersection Group 1 85% design, Busway Segment 1 85% design, Intersection Group 2 60% design, Bridges 100% design and Bike Pathway 100% design.

A parallel critical path of the Project at this point is completing the Los Angeles River Bridge prior to the restricted in-channel construction work period ending on 10/15/03. The C0676 Contractor is proceeding on schedule with the accomplishment of a major construction milestone, lifting of prestressed precast concrete girders on to bridge piers.

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	122.0	122.0	0.0	111.4	13.5
Yards & Shops	1.2	1.2	1.2	0.0	1.1	0.0
Systems/Equipment	12.7	12.4	12.4	0.0	8.2	0.3
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	23.6	23.6	0.0	6.4	4.8
Right-of-Way	24.9	24.9	24.9	0.0	7.7	7.6
Professional Services	45.7	45.0	45.2	0.2	18.0	15.4
Park-and-Ride Facility	16.5	16.5	16.5	0.0	0.0	0.0
Contingency	32.2	37.8	37.6	(0.2)	0.0	0.0
TOTAL	329.5	329.5	329.5	0.0	183.2	41.6

Expenditures are cumulative through June 2003 (Preliminary Report).

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 increased \$0.2 million in the July period for one trend issued against Contract MC067, Construction Management Support Services. The forecast was adjusted to reflect MTA Board authorized limit for staffing requirements and was offset by a corresponding decrease to the Project Contingency, resulting in no net change to the Total Forecast. Please note, Project Contingency represents the available unallocated funds to cover unknown but anticipated changes.

Commitments

The commitments increased \$5.0 million due to the following: \$0.6 million for the execution of Design/Build Contract C0675 Fiber Optic Option and change notice for integrated project office expansion, \$0.4 million for procurement of surveillance cameras, \$0.2 million for the award of Station Artist contracts, \$3.1 million for Real Estate acquisitions and relocation costs, \$0.7 million for execution of Design Consultants' change orders and Agency related costs. The \$183.2 million in commitments to date represents 56% of the Original Budget.

Expenditures

Expenditures are cumulative through period ending June 2003. The expenditures increased \$21.2 million this period due to the following: \$13.8 million for Design/Build Contract C0675, \$1.4 million for Los Angeles River Bridge Construction Contract C0676, \$3.2 million for Real Estate acquisitions and relocations, \$1.3 million for Pollution Legal Liability and Builder's Risk Insurance premium, \$0.4 million for surveillance cameras and equipments, \$0.7 million for Professional Consultant Services and \$0.4 million for Agency related costs. The \$41.6 million in expenditures to date represents 13% 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	0.1
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	0.2
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	0.3

Expenditures are cumulative through June 2003 (Preliminary Report).

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

Commitments remained the same this period. The \$5.3 million in commitments to date represents 65% of the Original Budget.

Expenditures

Expenditures are cumulative through period ending June 2003. The expenditures increased \$0.3 million this period due to the following: \$0.2 million for Design/Build Contract C0675 and \$0.1 million for Pollution Legal Liability and Builder's Risk Insurance premium. The \$0.3 million in expenditures to date represents 4% of the Original Budget.

FINANCIAL/GRANT STATUS

Project 800112 - San Fernando Valley Metro Rapidway

JULY 2003 \$ in millions		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) ORIGINAL BUDGET	(B) FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED to \$	(F/B) FUNDING SOURCE %
	FEDERAL RSTP	17.5	17.5						
STATE TCRP	47.0	47.0	47.0	47.0	100%	21.2	45%	21.2	45%
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION C	264.7	264.7		135.9	51%		0%		0%
UNBILLED ACCRUALS			17.1			20.0			
TOTAL	329.5	329.5	64.4	183.2	56%	41.6	13%	21.5	7%

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

JULY 2003
 in \$ millions

STATUS OF FUNDS BY SOURCE

SOURCE	(A)	(B)	(C)	(D) (D/B)		(E) (E/B)		(F) (F/B)	
	ORIGINAL BUDGET	FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to SOURCE \$	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 June 2003.
 The San Fernando Valley Bike Path funding agreement between the City of Los Angeles and the MTA stipulates a total funding amount of \$10,880,150.

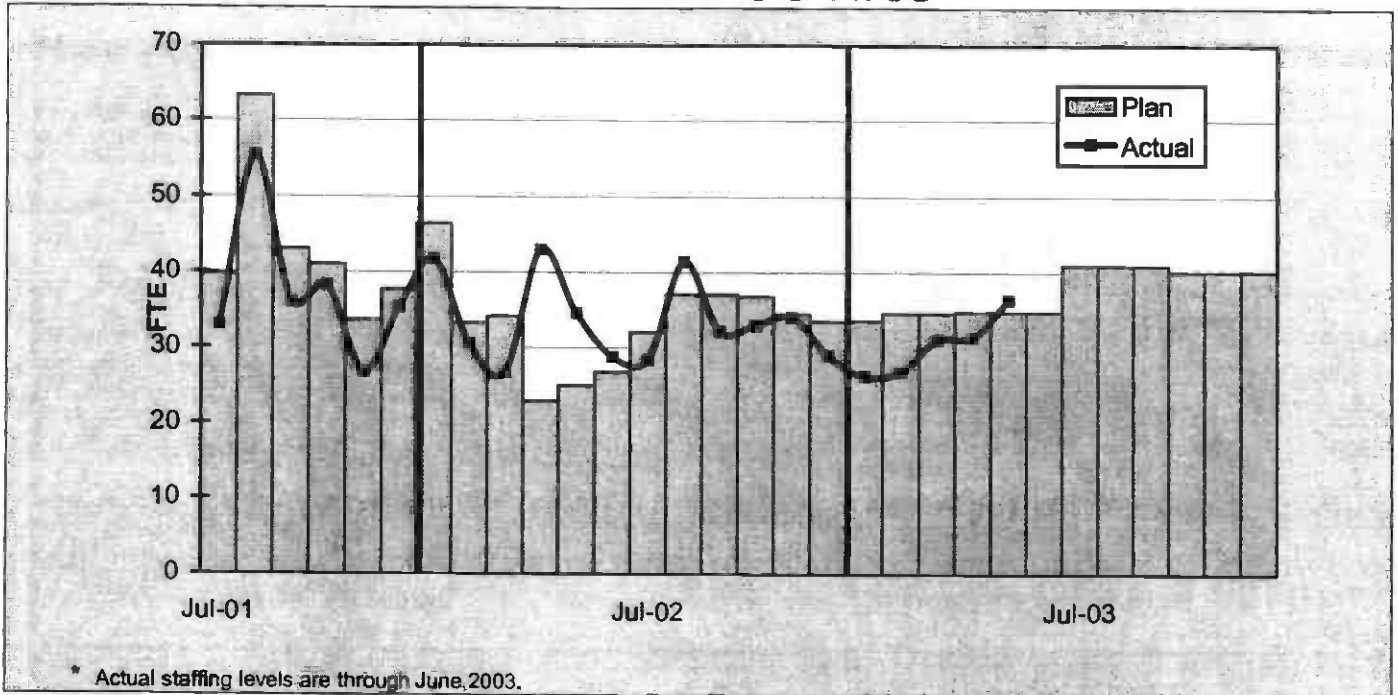
STATUS OF FUNDS ANTICIPATED

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.

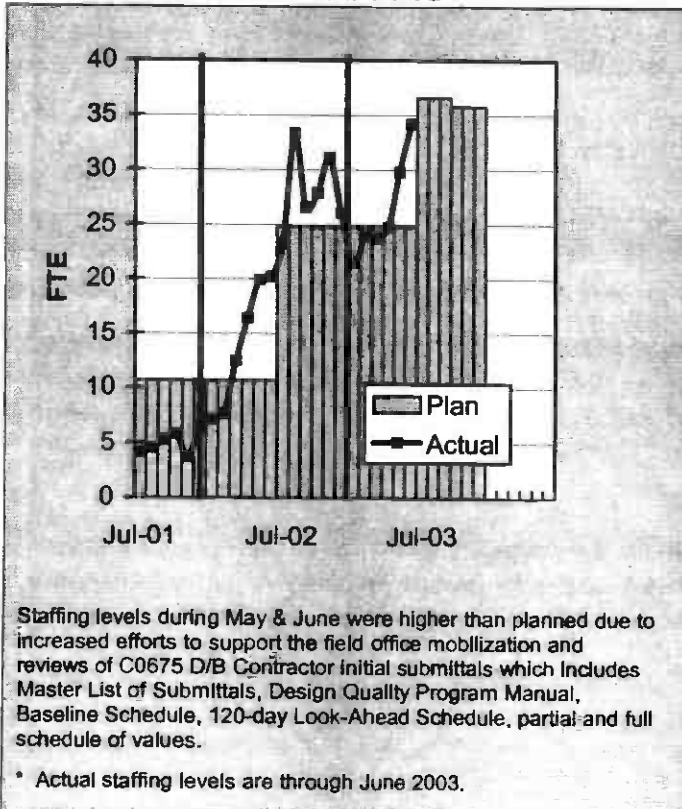
CITY OF LA: The funding agreement for the local match between MTA and the City of Los Angeles was reviewed by the MTA and sent back to the City of Los Angeles for execution. The funding agreement was executed on April 24, 2003.

STAFFING STATUS

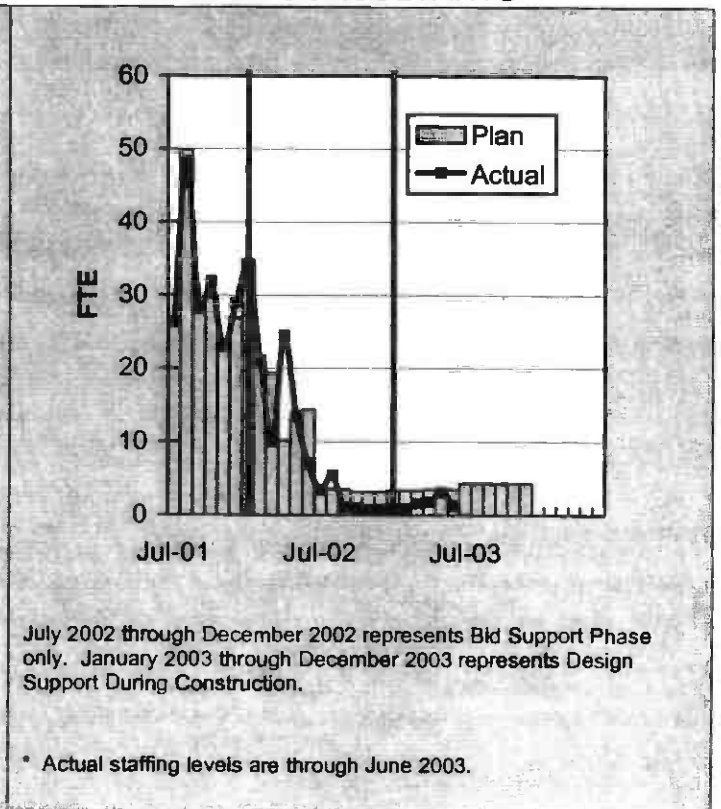
TOTAL STAFFING STATUS



AGENCY STAFFING

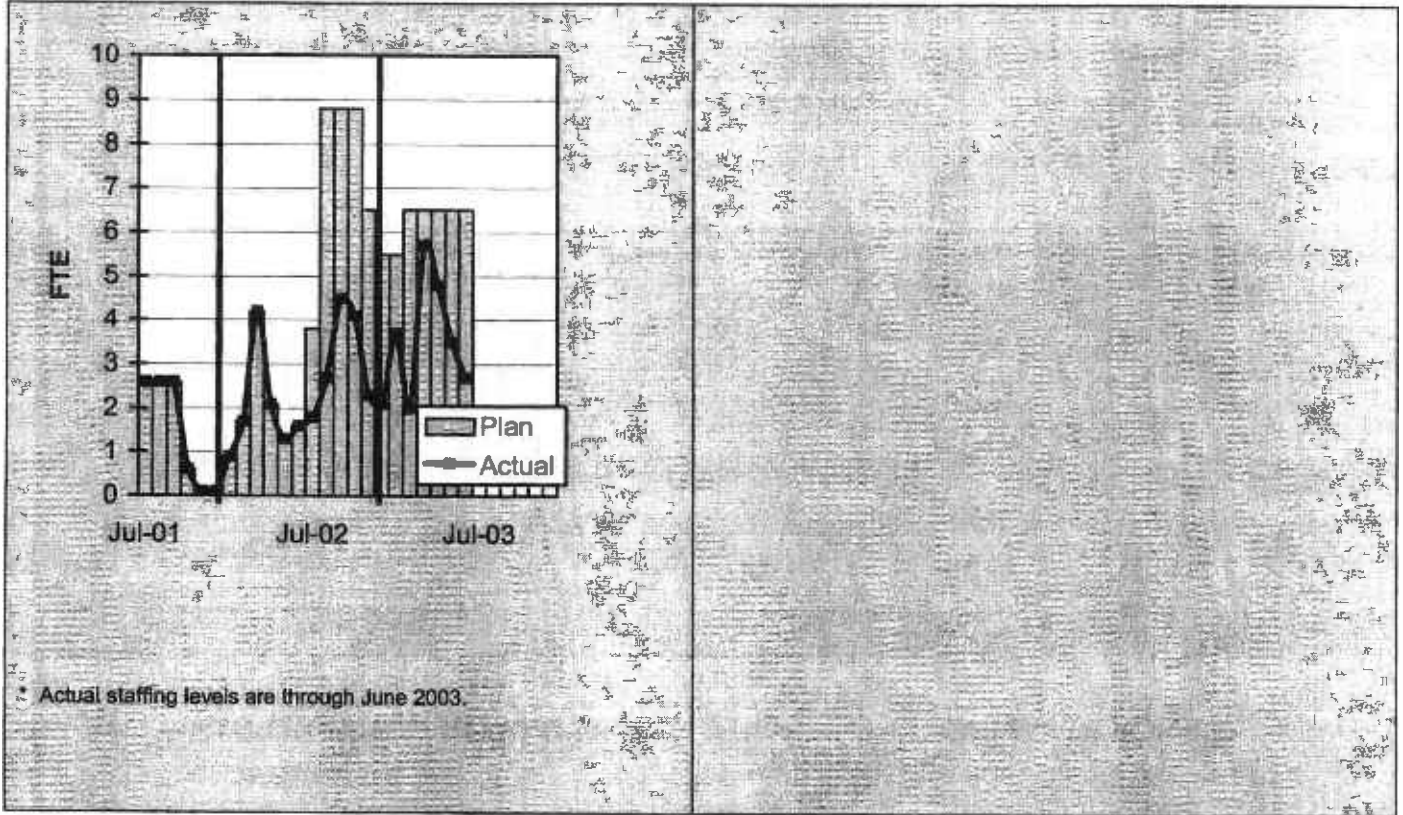


PE DESIGN CONSULTANTS



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. Six parcels are not available to the contractor. However, in consultation with Construction Project Management, lease extensions have been granted to 5 of these tenants. The extension dates do not conflict with the construction contractor's access dates. MTA's Board approved the Resolution of Necessity to condemn Parcel 2701 and MTA is seeking an Order of Possession (OIP) by September 15, 2003. As of July 31, 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. This includes two (2) parcels leased to Adelphia Cable under bankruptcy protection that were vacated and turned over to the contractor on July 1, 2003, per a stipulation and court order from the Bankruptcy Court.
- Under New Acquisitions, nine parcels were originally required and certified as full takes. However, one parcel was 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 to acquire the property in July 2004. To date, two parcels are not available to the contractor until September 1, 2003 due to pending relocation activities.

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	95	95

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	7	5	2

The parcels will be purchased by MTA Real Estate.

* Offers made contingent to MTA Board approval.

ENVIRONMENTAL STATUS

- Completed Addendum for the Fiber Optic Line.
- Initiated Task Order to prepare the Addendum for the Warner Center Park and Ride Facility.
- Prepared Environmental Pro/Con Matrix for SOJV's Alternative Drainage Design.
- Provided comments on SOJV's Soil Sampling, Waste Management, and Storm Water Pollution Prevention Plans.
- Initiated Emergency Response Task #5 for removing hazardous materials at four locations.

COMMUNITY RELATIONS STATUS

- Notified residential and business encroachments in the vicinity of the Valley College and Woodman Stations and coordinated with homeowners on removal of property and fences.
- Implemented public notification strategy for closure of North Hollywood temporary overflow parking lot.
- Conducted project presentations to the Valley Glen, Van Nuys and West Van Nuys Neighborhood Councils.
- Responded to inquiries from the public and elected officials.

QUALITY ASSURANCE STATUS

Contract C0675:

- Reviewed and approved SOJV Quality Assurance Manual and Procedures.
- Reviewed and approved WGI and GE System Design Quality Assurance Managers.
- Reviewed Draft Design Manuals and Design Procedures.
- Reviewed Design Checklists.
- Performed surveillance of 100% Design Package -Demolition Plan.
- Performed part time surveillance of track removal, building hazardous materials abatement and demolition, clearing and grubbing, and installation of temporary construction fencing.

Contract C0676:

- Performed full time surveillance of bridge construction.

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.
- 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 July 2003.

ART DEVELOPMENT STATUS

- Issued Notice to Proceed to ten station artists.
- Held a start up meeting with ten station artists with Lead Artist and Contractor.
- Lead Artist submitted station color specifications for inclusion in station renderings.

CONTRACT CONSTRUCTION STATUS

<p>Description: Design/Build Contractor: Shimmick Construction Co., Inc./ Obayashi Corp, A Joint Venture</p>	<p>Contract No.: C0675</p> <p>Status as of: July 31, 2003</p>																																																				
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> - Site completely cleared at Sepulveda Park & Ride - The Integrated Project Management Office move is complete. - Review of Intersection Group 1 60% Design was completed. - Soundwall Renderings were completed and submitted - MTA to choose 4 of 9 options to move forward with. - Completed CCTV option E.2 conduit repair/replacement and cable pulling. <p>Areas of Concern:</p> <ul style="list-style-type: none"> - City of Los Angeles Review - Certain departments within the City have exceeded the 30 day review period for the Intersection Group 1 (60%) submittal. - Delay in parcel delivery to SOJV due to illegal property encroachment may impact the schedule. MTA staff is diligently working with property owners and SOJV to mitigate the impacts. - The Baseline Schedule has not been approved. The Contractor will resubmitt in August 2003 and approval is targeted for early September 2003. - Potential Enhancements may impact project cost and schedule. MTA Staff is currently analyzing impacts. 	<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. Master List of Submittals. 2. Station Renderings. 3. Intersection Group 1 Design - 85% Submittal. 4. Intersection Groups 2 & 3 Design - 60% Submittal. 5. Busway Segments 1 & 2 Design - 85% Submittals. 6. Bridges & Bike Pathway Design - 100% Submittals. - Property Encroachments - MTA Staff started the legal process to resolve illegal property encroachments. MTA Staff is also working with SOJV to mitigate impact to the right of way demolition and clearing. - Track removal continues on the East portion of the alignment. - Abatement and Demolition is proceeding along the alignment. - Potholing and installation of temporary fencing is on-going. - Recycled Water Pipeline - SOJV is working on a revised cost proposal; the time impact analysis will be performed when the Baseline Schedule is approved. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> - Complete Busway Segments 1 Design - 85% Submittal. - Complete Intersection Group 1 Design - 85% Submittal. - Complete Intersection Group 2 Design - 60% Submittal. - Complete Bridges & Bike Pathway Design - 100% Submittals. - Review of the Baseline Schedule resubmittal. - Receipt of Time Impact Analysis for the Recycled Water Line 																																																				
<p>Schedule Summary:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Date of Award:</td> <td style="text-align: right;">04/03/03</td> </tr> <tr> <td>Notice to Proceed:</td> <td style="text-align: right;">05/02/03</td> </tr> <tr> <td>Original Contract Duration:</td> <td style="text-align: right;">776</td> </tr> <tr> <td>Current Contract Duration:</td> <td style="text-align: right;">776</td> </tr> <tr> <td>Elapsed Time from NTP:</td> <td style="text-align: right;">90</td> </tr> </table>	Date of Award:	04/03/03	Notice to Proceed:	05/02/03	Original Contract Duration:	776	Current Contract Duration:	776	Elapsed Time from NTP:	90	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>Original Contract Dates</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance CD's</th> </tr> </thead> <tbody> <tr> <td>Notice to Proceed</td> <td>05/02/03</td> <td>0</td> <td>05/02/03</td> <td>05/02/03</td> <td>0</td> </tr> <tr> <td>Milestone 1 - Available for UFS Installation</td> <td>01/01/05</td> <td>0</td> <td>01/01/05</td> <td>01/01/05</td> <td>0</td> </tr> <tr> <td>Milestone 2-MTA Division 8 Work Complete</td> <td>02/15/05</td> <td>0</td> <td>02/15/05</td> <td>02/15/05</td> <td>0</td> </tr> <tr> <td>Milestone 3-Systems Infrastructure & Equip Installed/ Tested</td> <td>05/12/05</td> <td>0</td> <td>05/12/05</td> <td>05/12/05</td> <td>0</td> </tr> <tr> <td>Milestone 4-Contract Substantially Complete</td> <td>06/16/05</td> <td>0</td> <td>06/16/05</td> <td>06/16/05</td> <td>0</td> </tr> <tr> <td>Milestone 5-Reliability Demonstration Testing Period</td> <td>ROD + 365CD's</td> <td>0</td> <td>ROD + 365CD's</td> <td>ROD + 365CD's</td> <td>0</td> </tr> </tbody> </table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CD's	Notice to Proceed	05/02/03	0	05/02/03	05/02/03	0	Milestone 1 - Available for UFS Installation	01/01/05	0	01/01/05	01/01/05	0	Milestone 2-MTA Division 8 Work Complete	02/15/05	0	02/15/05	02/15/05	0	Milestone 3-Systems Infrastructure & Equip Installed/ Tested	05/12/05	0	05/12/05	05/12/05	0	Milestone 4-Contract Substantially Complete	06/16/05	0	06/16/05	06/16/05	0	Milestone 5-Reliability Demonstration Testing Period	ROD + 365CD's	0	ROD + 365CD's	ROD + 365CD's	0
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* Based on the contractor's unapproved baseline schedule submittal

* Includes Options E.2, E.3, E.4, E.5, E.6 and E.8

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"> · Completed installation of abutments 1 and 6. · Completed installation of retaining walls 1 and 2. · 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 Cast In Steel Shell (CISS) piles for piers 2, 3, 4 and 5. · Completed installation of piers 2, 3, 4 and 5. · Completed installation of pier caps. · Completed fabrication of bridge concrete girders. · Completed installation of bearing pads for bridge girders. · Lifted prestressed precast concrete girders onto bridge piers. · 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"> · None at this time. 	<p>Contract No.: C0676</p> <p>Status as of: July 31, 2003</p> <p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> · Delivery of material for bridge deck support system. · Delivery of material for bridge deck. · Started channel liner concrete replacement at pier's base. · Review and approval of bridge deck submittals. · Started backfilling at abutments 1 and 6. · Procurement of recycled water line materials. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> · Complete installation of bridge concrete girders. · Complete installation of bridge deck support system. · Start installation of bridge deck. · Complete installation of piers 2, 3, 4 and 5 diaphragms. · Complete installation of bridge end and intermediate diaphragms. · Complete channel liner concrete replacement at pier's base. · Start recycled water line change work. 																														
<p>Schedule Summary:</p> <p>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: 184 CD</p>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th></th> <th>Original Contract Dates</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance CDs</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>04/16/03</td> <td>0</td> <td>04/16/03</td> <td>05/09/03A</td> <td>-23</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>10/15/03</td> <td>0</td> </tr> <tr> <td>Milestone Three-Contract completion</td> <td>12/13/03</td> <td>0</td> <td>12/13/03</td> <td>12/13/03</td> <td>0</td> </tr> </tbody> </table>		Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Notice to Proceed	01/28/03	0	01/28/03A	01/28/03A	0	Milestone One-Mobilize on site to commence in-channel work	04/16/03	0	04/16/03	05/09/03A	-23	Milestone Two-Complete in-channel work	10/15/03	0	10/15/03	10/15/03	0	Milestone Three-Contract completion	12/13/03	0	12/13/03	12/13/03	0
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CHRONOLOGY OF EVENTS

- | | |
|--------------------|---|
| May 15, 2001 | The MTA released the draft environmental study of a proposed 14-mile Bus Rapid Transit (BRT). |
| July 26, 2001 | The MTA Board of Directors adopted the 14-mile Bus Rapidway system, also called a "busway," as the locally preferred alternative for the San Fernando Valley Metro Rapidway Corridor. |
| February 14, 2002 | The MTA issued the final environmental report for the 14-mile Bus Rapid Transit. |
| February 28, 2002 | The MTA Board voted to certify the final environmental report for the Bus Rapid Transit system. The action paved the way for the project's final design phase. |
| June 28, 2002 | The MTA completed the Preliminary Engineering and Design Development efforts. The Design/Build Invitation for Bid package for Contract No. C0675 was assembled and advertised. |
| July 12, 2002 | The MTA issued Addendum No. 1 for Contract No. C0675. |
| July 19-22, 2002 | The MTA conducted job walks for potential bidders providing the opportunity to view current project conditions. |
| July 25, 2002 | The MTA issued Addendum No. 2 for Contract No. C0675. |
| August 23, 2002 | The MTA completed final design of the Los Angeles River Bridge. The final design was completed to mitigate possible construction and schedule risks associated with a limited construction duration within the river channel. |
| August 28, 2002 | San Fernando Valley Metro Rapidway Project held its first Community Transit meeting. The meeting, held in a relatively informal style, included planners, schedule makers, and schedule checkers from the sector office. The meeting's format included plenty of time for attendees to speak to the planners and schedulers about specific issues with specific lines or stops. |
| August 29, 2002 | The MTA issued Addendum No. 3 for Contract No. C0675. This included the option for constructing the Los Angeles River Bridge. |
| August 29, 2002 | Contract No. EN069, CH2M Hill Constructors, Inc., started demolition of the Los Angeles River Bridge. |
| September 9, 2002 | Two bidders submitted technical bids, first step of the two-step bid process for Contract C0675. |
| September 11, 2002 | The MTA advertised Contract No. C0676 Los Angeles River Bridge. |
| September 19, 2002 | Substantial completion of the Los Angeles River Bridge demolition. |
| October 31, 2002 | The MTA issued Notice of Technical Acceptance to two Contract No. C0675 bidders, Shimmick-Obayashi, a Joint Venture and Granite-Brutoco, a Joint Venture. |

CHRONOLOGY OF EVENTS

November 2002	Addendums No. 4, 5, and 6 were issued for Contract No. C0675 to clarify issues identified during the technical evaluation phase.
December 2, 2002	Received price bids for the two contractors for Contract No. C0675 Design/Build.
December 5, 2002	MTA received a single bid for Contract No. C0676 Los Angeles River Bridge.
December 5, 2002	MTA opened two price bids for Contract No. C0675 Design/Build for design and construction.
December 17, 2002	Notice of Intent to Award Contract No. C0675 sent to both contractors.
December 17, 2002	The California Transportation Commission (CTC) issued letter deferring "Traffic Congestion Relief Program" (TCRP) funds until its meeting on February 27, 2003. This resulted in the suspension of Contract No. C0675 contract award pending further notification of funding status from the CTC.
December 20, 2002	A trial was held to hear the lawsuit brought by the Citizens Organized for Smart Transit (COST) opposed to the Project. The judge ruled in favor of MTA.
December 27, 2002	A Notice to Award was issued to Brutoco Engineering and Construction Corporation for Contract No. C0676 Los Angeles River Bridge.
January 17, 2003	MTA held groundbreaking ceremony for Contract No. C0676.
January 17, 2003	CTC held workshop to discuss funding issues.
January 28, 2003	Notice to Proceed was issued to Brutoco Engineering and Construction Corporation for construction of the new Los Angeles River Bridge. The decision to award a separate contract instead of exercising option in Contract No. C0675 Design/Build allowed critical work to commence during the first dry construction period starting April 15, 2003.
February 27, 2003	CTC put the project funding issue on the April 3, 2003 CTC meeting.
February 27, 2003	The MTA Board adopted the Project Budget and Schedule. The Project Revenue Operations Date calculated as full Notice to Proceed for Contract No. C0675 Design/Build plus 27 months contingent upon resolution of CTC funding issues. A budget of \$329.5 million was adopted for the busway and \$8.1 million was adopted for the bikeway.
April 3, 2003	CTC approved funding plan for the San Fernando Valley Metro Rapidway Project.
April 3, 2003	MTA awarded Contract No. C0675 to Shimmick Construction Co./Obayashi Corporation, a Joint Venture for the design and construction of the San Fernando Valley Metro Rapidway. Total value of the Contract was \$150.4 million.

CHRONOLOGY OF EVENTS

- | | |
|----------------|---|
| April 24, 2003 | MTA Board adopted San Fernando Valley Metro Rapidway Project as the official name of the Project. |
| May 2, 2003 | Notice to Proceed (NTP) issued to Shimmick Construction Co., Inc./Obayashi Corporation, a Joint Venture for Contract No. C0675. |
| July 8, 2003 | MTA and Contractor staff complete move into an Integrated Project Management Office for Contract No. C0675. |



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

ALIGNMENT ILLUSTRATIONS



Contract C0676 Los Angeles River Bridge. Contractor lifting prestressed precast concrete girders onto bridge piers.



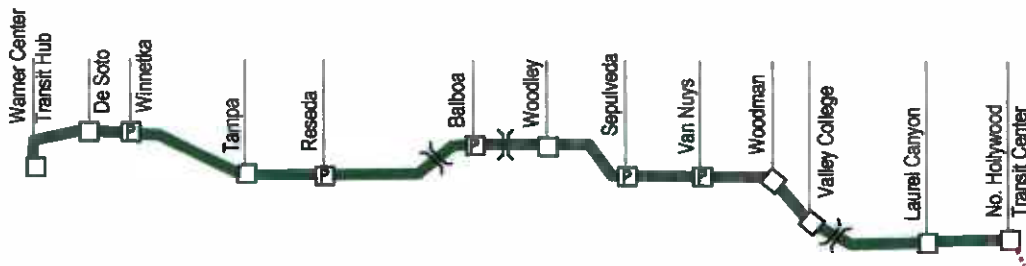
Contract C0676 Los Angeles River Bridge. Contractor completed lifting the twenty girders onto bridge piers.




ALIGNMENT ILLUSTRATIONS (Cont'd)



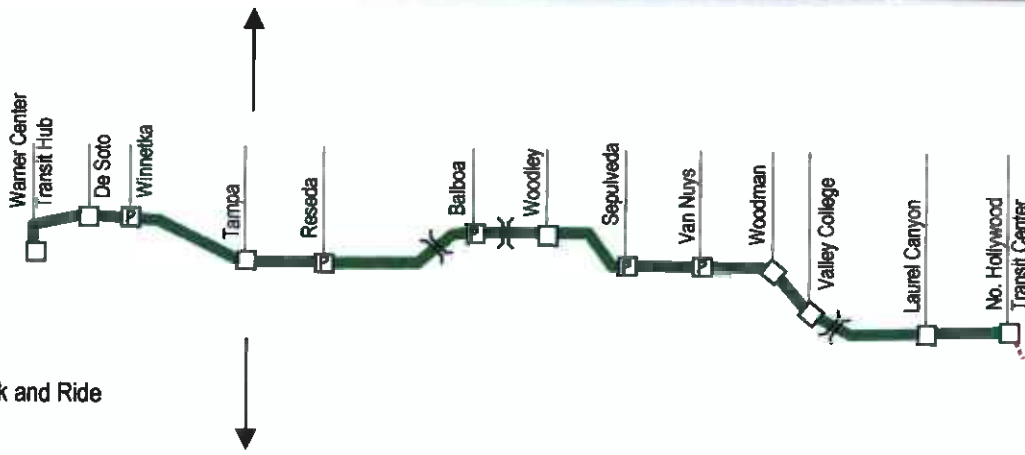
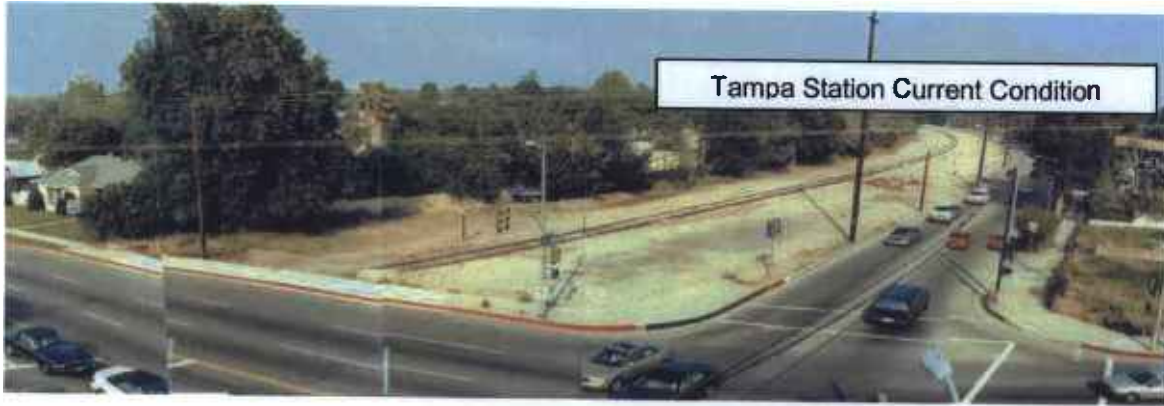
Contract C0675 Design/Build at east end of busway along Chandler Boulevard.
Contractor has cleared site in advance of final design approval and start of busway
construction.

ALIGNMENT ILLUSTRATIONS (Cont'd)



-  Station
-  Station w/ Park and Ride
-  Bridge

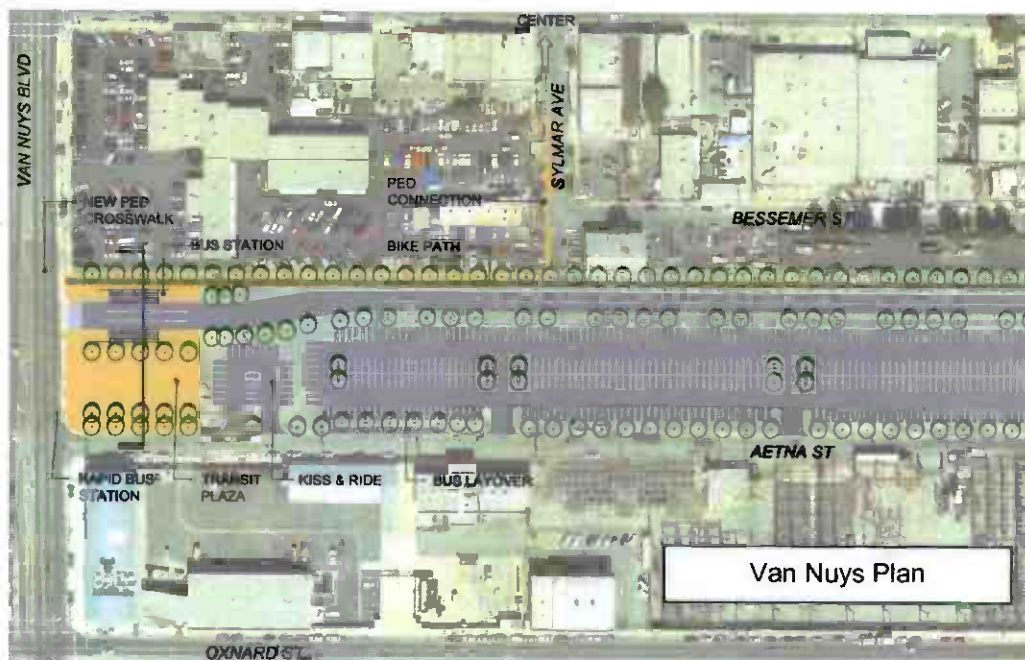
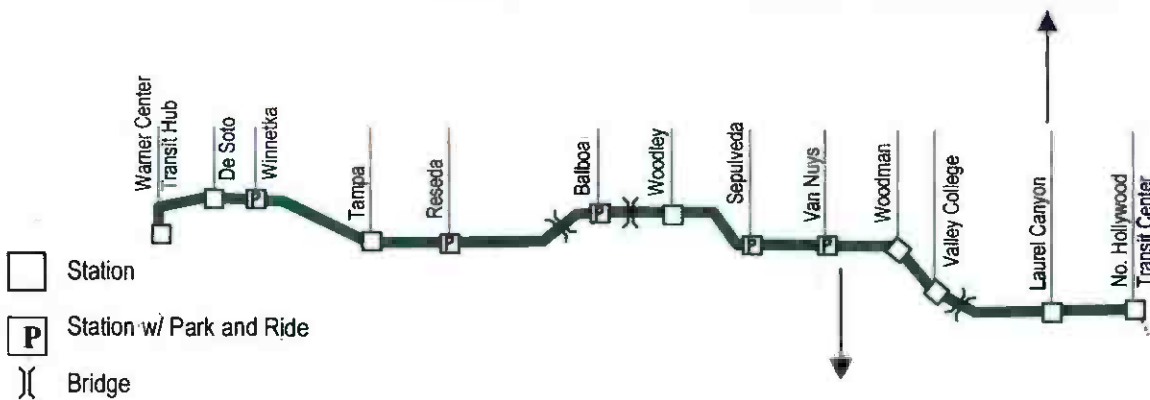
ALIGNMENT ILLUSTRATIONS (Cont'd)



- Station
- P 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