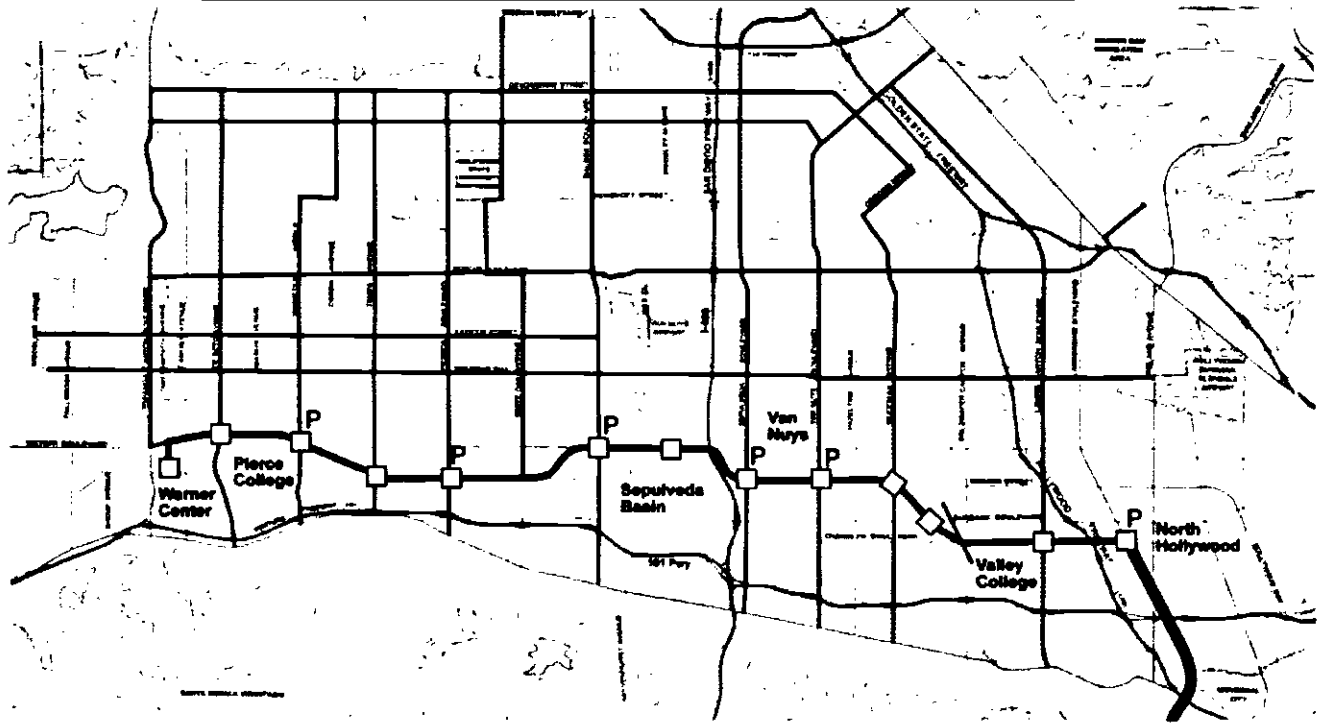




San Fernando Valley Bus Rapid Transit Monthly Project Status Report

SAN FERNANDO VALLEY BUS RAPID TRANSIT (BRT) PROJECT

- Station
- Park-and-Ride Facility
- Bus Rapid Transit Alignment
- Improved Bus Service
- Metro Red Line



May 2002

TABLE OF CONTENTS

| | Page No. |
|---|----------|
| Project Overview..... | 1 |
| Management Issues..... | 2 |
| Project Status | |
| • Project Scope..... | 3 |
| • Schedule | |
| ○ Key Milestones Six-Month Look Ahead | 4 |
| ○ Summary Schedule..... | 5 |
| ○ Schedule Narrative | 6 |
| • Cost Summary | 7 |
| • Change Control Summary..... | 7 |
| • Financial/Grant Status..... | 8 |
| • Staffing..... | 9 |
| • Real Estate..... | 10 |
| • Environmental..... | 11 |
| • Community Relations..... | 11 |
| • Quality Assurance..... | 11 |
| • Safety..... | 12 |
| Alignment Illustrations..... | 13-15 |
| Bike Path Project..... | 16 |
| Appendices..... | 17-20 |

PROJECT OVERVIEW

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

The SFV BRT Project is nearing the end of Preliminary Engineering. On May 10, 2002 STV Incorporated submitted the final Design Development document package. MTA distributed the complete Design/Build (D/B) package for industry review and received comments at a meeting held May 20, 2002. MTA staff are incorporating comments and finalizing documents, and will perform a final executive review the week of June 17, 2002. The project will be advertised for bid in late June with Notice to Proceed (NTP) forecast for January 2003.

STV Incorporated is also performing final design on the Los Angeles River BRT Bridge. The existing single-track railroad bridge will be demolished and replaced with a two-lane concrete bridge. To mitigate potential schedule delays, the existing structure will be demolished in July 2002. Design will be completed in late July 2002 for the new BRT Bridge. Construction of the bridge will either be performed as an option under the D/B Contract or under a separate contract.

A hazardous materials survey report covering leased properties was completed and submitted to MTA in late May 2002. A similar survey for parcels to be acquired is awaiting the right-of-entry permits being obtained by Real Estate. Official notices of lease terminations will be sent in June to tenants of MTA property who will be displaced by the project. Terminations will become effective at the end of September 2002. The property acquisition process for other parcels needed for project construction is also ongoing, with all sites expected to be available for construction by Spring, 2003.

Sixty foot articulated buses will be the vehicles used for this project. At their May meeting, the MTA Board authorized vendor procurement by competitive negotiations.

A draft of the Environmental Mitigation Measures Matrix was submitted in late May and is being reviewed and finalized for inclusion with the D/B package.

MTA received comments from the City of Los Angeles on the draft Master Cooperative Agreement (MCA). Negotiations are ongoing and will lead to a Terms and Conditions document to be added to the D/B package by addendum in August 2002.

MANAGEMENT ISSUES

Concern No. 1: STV Incorporated complete final Design Development submittal by April 19, 2002.

Status/Action Final submittal from STV Incorporated was submitted on May 10, 2002.

Concern No. 2: Construction of new Los Angeles River BRT Bridge is on the project critical path and work in river channel must take full advantage of the first dry season available after notice to proceed to begin construction. The Flood Control District restricts work in the river channel during the rainy season between October 15 and April 15.

Status/Action To mitigate possible construction and schedule risks associated with the limited construction duration, the Project Team has requested STV Incorporated to advance design of the new BRT Bridge to 100%. Completing design to 100% allows flexibility in either bidding this scope of work as a separate contract or allows the D/B contractor to mobilize and start construction of the new BRT Bridge by April 16, 2003.

Concern No. 3: Resolve migrating bird issue prior to beginning demolition of existing Los Angeles River Railroad Bridge in July 2002.

Status/Action Netting has been installed on bridge to prevent any nest building by migrating birds. The Project Team is reviewing mitigation measures that may be required prior to start of demolition of bridge due to nesting birds in upstream culvert.

Concern No. 4: Develop contract technical terms and conditions with third party agencies and incorporate into the D/B IFB package prior to last available addendum to the IFB before the bids are submitted.

Status/Action MCA's with City of Los Angeles and Caltrans need to be negotiated and executed. Other utilities crossing the alignment are under licenses or easements. MTA project staff is reviewing with the various City of Los Angeles functional groups interface requirements for design approvals, permits, construction, and terms of conditions which will be incorporated into the D/B IFB package to meet City of Los Angeles requirements. Comments have been received from the City of Los Angeles. Negotiations are ongoing and a Terms and Conditions document is to be added by addendum to D/B contract C0675.

Concern No. 5: Resolve the street access to the Donald Tillman Water Reclamation Plant.

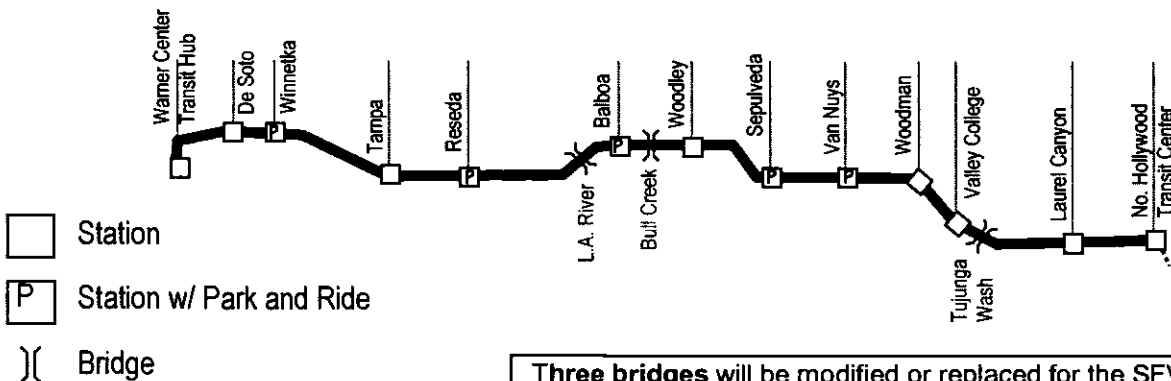
Status/Action MTA has generated nine accesses alternatives to the facility and presented the alternatives to the City (LADOT, and the City Sanitation Department). The preferred alternative is a new access road across from Densmore Avenue. MTA and the City plan to present this to both the Army Corp of Engineers (property owner) and Air National Guard (property lessee) and have this concern resolved during July 2002.

PROJECT SCOPE

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

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

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



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

Three bridges will be modified or replaced for the SFV BRT as follows:







1) Bull Creek Bridge, 2) Tujunga Wash Bridge and the 3) Los Angeles River Bridge.

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

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

KEY MILESTONE SCHEDULE SIX-MONTH LOOK AHEAD

| | Milestone Date | May-02 | Jun-02 | Jul-02 | Aug-02 | Sep-02 | Oct-02 |
|--|----------------|--------|--------|--------|--------|--------|--------|
| Receive City of Los Angeles comments on Master Cooperative Agreement | 5/10/02 | △ | | | | | |
| STV Incorporated issues Final Design Development Package to MTA | 5/10/02 | ○ | | | | | |
| Industry Review Meeting on Design /Build Contract C0675 design package | 5/20/02 | △ | | | | | |
| Issue 90-day notice of lease termination to lease holders | 6/17/02* | | ◆ | | | | |
| Issue invitation for Bid for Design/Build Contract C0675 | 6/28/02* | | ◆ | | | | |
| Begin demolition of existing Los Angeles River railroad bridge | 7/9/02* | | | □ | | | |
| STV Inc. complete new Los Angeles River BRT bridge 100% design | 7/22/02* | | | ○ | | | |
| Complete Environmental Mitigation Measures Status Report baseline | 7/26/02* | | | ◆ | | | |
| Complete demolition of existing Los Angeles River railroad bridge | 8/5/02 | | | | □ | | |
| City of Los Angeles Master Cooperative Agreement Terms & Conditions for C0675 | 8/15/02 | | | | ◆ | | |
| Last day to send out addendum for Design/Build Contract C0675 | 8/16/02 | | | | ◆ | | |
| Issue invitation for Bids for Los Angeles River Bridge construction contract C0676 | 8/20/02 | | | | ◆ | | |
| Technical Bids due - Design/Build contract C0675 | 8/26/02 | | | | □ | | |
| Technical Bids due - Los Angeles River Bridge construction contract C0676 | 10/15/02 | | | | | | □ |

| | | |
|--|--|--|
|  MTA Staff |  P.E. Design Consultants Deliverables |  MTA Approval |
|  Other Agencies |  Contractor |  New Date |

SUMMARY SCHEDULE

| | | San Fernando Valley Bus Rapid Transit Project Level 0 Summary Schedule | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---------|--|---------|--------------------------------------|---|---|---|---|---------|---|---|---|---|---|---|---|-------|---|---|---|---|
| | | FY 2002 | | | FY 2003 | | | FY 2004 | | | FY 2005 | | | | | | | | | | | | |
| | | CY 2001 | CY 2002 | CY 2003 | CY 2004 | CY 2005 | | | | | | | | | | | | | | | | | |
| | | J | A | S | O | N | D | J | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J |
| Project Milestones | | ◇ Board Adopts EIR | | ◇ Invitation for Bids - D/B Contractor | | ◇ Notice to Proceed - D/B Contractor | | ◇ Begin Construction at L.A. River Bridge | | | | | | | | | | | ROO ◇ | | | | |
| Preliminary Engineering | STV 40% Design | | | | | | | | | | | | | | | | | | | | | | |
| Procurement | Design / Build Contractor | | | | | | | | | | | | | | | | | | | | | | |
| | D/B Package Preparation | | | | | | | | | | | | | | | | | | | | | | |
| | Industry Review of Package | | | | | | | | | | | | | | | | | | | | | | |
| | Bid Period | | | | | | | | | | | | | | | | | | | | | | |
| | Bid Evaluation / Award | | | | | | | | | | | | | | | | | | | | | | |
| Third Party / Vehicles / Systems | Master Cooperative Agreement | | | | | | | | | | | | | | | | | | | | | | |
| | Vehicle Procurement | | | | | | | | | | | | | | | | | | | | | | |
| | ATMS Equipment | | | | | | | | | | | | | | | | | | | | | | |
| | UFS Equipment Option | | | | | | | | | | | | | | | | | | | | | | |
| Real Estate | Lease Terminations | | | | | | | | | | | | | | | | | | | | | | |
| | Property Acquisition | | | | | | | | | | | | | | | | | | | | | | |
| Los Angeles River Bridge | Migratory Birds - Site Investigation & Monitoring | | | | | | | | | | | | | | | | | | | | | | |
| | Final Design | | | | | | | | | | | | | | | | | | | | | | |
| | Demolition | | | | | | | | | | | | | | | | | | | | | | |
| | Wet Season Restriction | | | | | | | | | | | | | | | | | | | | | | |
| | Construction | | | | | | | | | | | | | | | | | | | | | | |
| | Wet Season Restriction | | | | | | | | | | | | | | | | | | | | | | |
| Design / Build Contract | Final Design | | | | | | | | | | | | | | | | | | | | | | |
| | Haz Mat Abatement / Demolition | | | | | | | | | | | | | | | | | | | | | | |
| | Busway / Station Construction / Landscaping | | | | | | | | | | | | | | | | | | | | | | |
| | Alignment & Operational Control Center Systems Installation | | | | | | | | | | | | | | | | | | | | | | |
| | Complete Systems Integration | | | | | | | | | | | | | | | | | | | | | | |
| Start-Up / Testing | Testing | | | | | | | | | | | | | | | | | | | | | | |
| | Pre-Revenue Operations | | | | | | | | | | | | | | | | | | | | | | |

SCHEDULE NARRATIVE

The project schedule includes sequences for the ongoing up-front design and agency work as well as for each element of construction. The critical path begins with completion of the Design/Build (D/B) Contract C0675 package. Elements currently being finalized for inclusion in the package are the Design Development drawings, Statement of Work, General Requirements, Design Criteria, and other reports and documents. Completion of the D/B Contract C0675 package leads to Invitation for Bid (IFB) in June of this year. Parallel Project Team efforts include Third-Party coordination and Real Estate activities such as acquisitions and lease terminations.

Following IFB on the critical path is the procurement or selection process for the D/B contractor. This process is broken into two general phases—the Technical Bid Period and the Price Bid Period. These processes will take about seven months and conclude with selection of a D/B contractor with a Notice to Proceed (NTP) forecast for January 2003. Final design, construction, systems integration, testing, and pre-revenue operations lead to a Revenue Operations Date (ROD) forecast for April 2005.

The most complex design and construction element of the project is the new Los Angeles River BRT bridge. The existing seven-span railroad bridge will be demolished and replaced with a five-span, two-lane concrete bridge. Because the Corps of Engineers (COE) and Flood Control District (FCD) restrict construction activity in the river channel to the dry season (defined as April 16 – October 15), three decisions were made to help prevent the bridge from potentially delaying the project. All are designed to allow in-channel construction to begin promptly on April 16, 2003. 1) Demolition will be performed in advance. A CWO to existing contract EN069 is being prepared to authorize CH2MHill to demolish the bridge during the dry season this year. 2) Bridge design is being performed in advance. STV Incorporated was authorized by change order to existing contract PS-4350-0972 to complete design of the new bridge by mid-July 2002. 3) Construction of the new BRT bridge will either be performed as an option under the D/B contract or under a separate contract. If under separate contract, advertisement could be as early as August 2002 with anticipated NTP in January 2003.

PROJECT COST STATUS
COST SUMMARY

In \$ Million

| Description | Estimated Project Cost | Commitments | Expenditures |
|-----------------------|------------------------|-------------|--------------|
| Guideways | 76.3 | 0.0 | 0.0 |
| Yards & Shops | 1.4 | 0.0 | 0.0 |
| Systems/Equipment | 21.8 | 0.0 | 0.0 |
| Stations | 20.5 | 0.0 | 0.0 |
| Vehicles & Buses | 51.8 | 0.0 | 0.0 |
| Special Conditions | 47.7 | 0.2 | 0.1 |
| Right-of-Way | 21.1 | 0.0 | 0.0 |
| Professional Services | 59.0 | 9.9 | 6.0 |
| Contingency | 29.9 | 0.0 | 0.0 |
| TOTAL | 329.5 | 10.1 | 6.1 |

Note: Estimated Project Cost is based upon the 5309 application updated March 2002 (excludes Bike Path Project cost. Expenditures are cumulative through April 2002.

CHANGE CONTROL STATUS

| Description | A | B | | | | C | D=A+B+C | E | | F=D+E |
|---------------------------------------|------------------|------------------|----------------|-------------|---------------|-----------------------|-----------|------------------|-----------------------|-------|
| | Award Amount | Approved | | LNTPs (NTE) | | Total Approved Amount | Potential | | Total Potential Value | |
| | | Executed Changes | | | | | Pending | | | |
| # | \$ | # | \$ | # | \$ | # | \$ | | | |
| Engineering Design Services | 7,139,881 | 0 | 0 | 1 | 20,000 | 7,159,881 | 4 | 185,000 | 7,344,881 | |
| Environmental Services | 100,236 | 0 | 0 | 2 | 32,500 | 132,736 | 3 | 583,391 | 716,127 | |
| Project Management Assistance Support | 117,702 | 2 | 507,842 | 0 | 0 | 625,544 | 1 | 1,987,000 | 2,612,544 | |
| Other Professional Services | 109,494 | 0 | 0 | 0 | 0 | 109,494 | 0 | 0 | 109,494 | |
| TOTAL | 7,467,313 | 2 | 507,842 | 3 | 52,500 | 8,027,655 | 8 | 2,755,391 | 10,783,046 | |

FINANCIAL/GRANT STATUS

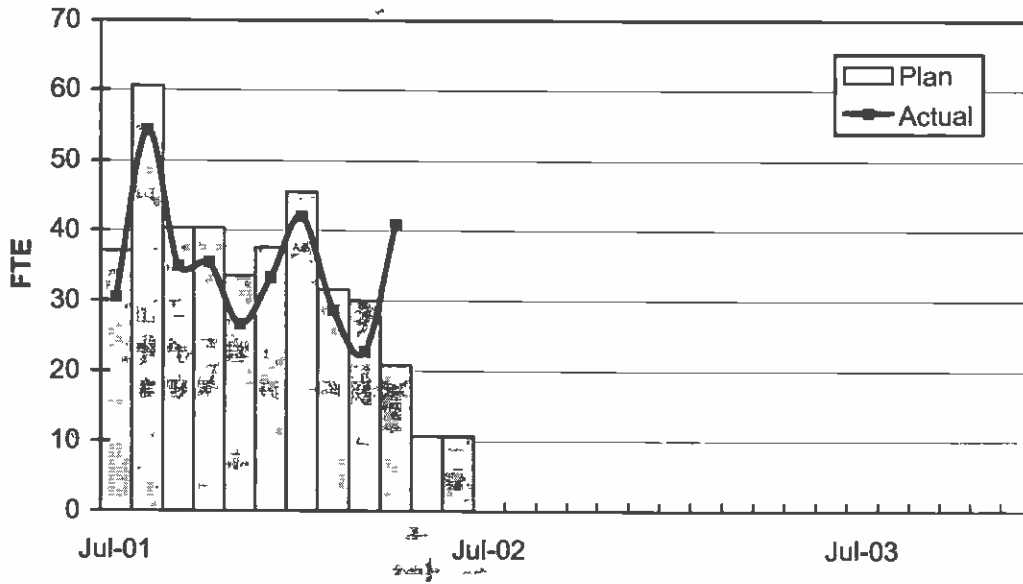
| May 2002 | | STATUS OF FUNDS BY SOURCE | | | | | | | |
|-------------------|-----------------|---------------------------|-----------------------|----------------|-----------|-----------------|-----------|-----------------------------|-----------|
| in \$ millions | | | | | | | | | |
| SOURCE | (A) | (B) | (C) | (D) (D/B) | | (E) (E/B) | | (F) (F/B) | |
| | ORIGINAL BUDGET | FUNDS ANTICIPATED (1) | TOTAL FUNDS AVAILABLE | COMMITMENTS \$ | % | EXPENDITURES \$ | % | BILLED to FUNDING SOURCE \$ | % |
| STATE TCRP | 145.0 | 145.0 | 12.3 | 9.8 | 7% | 4.4 | 3% | 4.4 | 3% |
| STATE STIP (SHA) | 0.3 | 0.3 | 0.3 | 0.3 | 100% | 0.3 | 97% | 0.3 | 100% |
| PROPOSITION "C" | 184.2 | 184.2 | | | | | | | |
| UNBILLED ACCRUALS | | | 1.4 | | | 1.4 | | | |
| TOTAL | 329.5 | 329.5 | 14.0 | 10.1 | 3% | 6.1 | 2% | 4.7 | 1% |

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

STATUS OF FUNDS ANTICIPATED

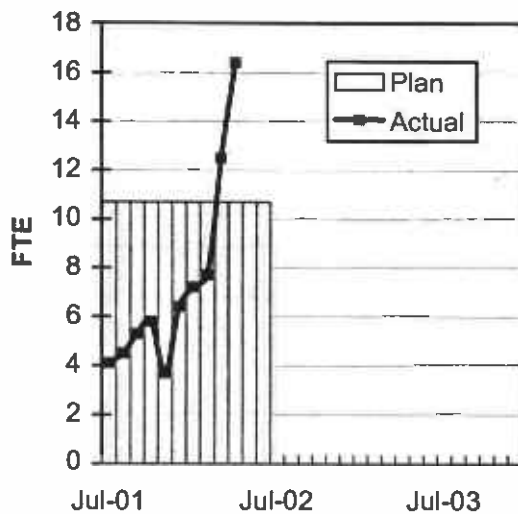
STATE TCRP: On April 4, 2002, the CTC approved an MTA application and allocation request for \$54.638 million of State TCRP funds for final design, right-of-way and construction activities. Funds are expected to be available for draw down by June 2002.

STAFFING STATUS TOTAL PROJECT STAFFING



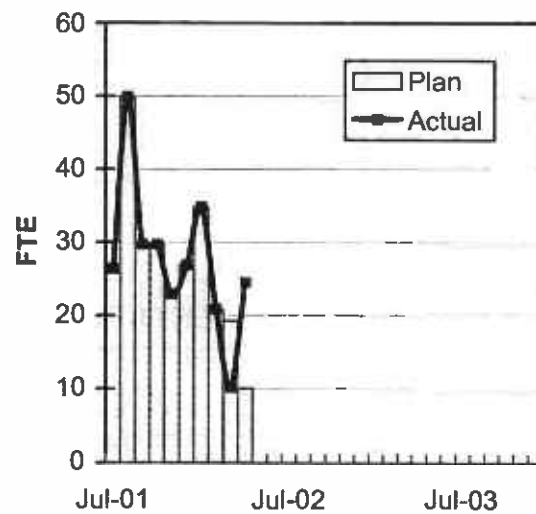
Current staffing levels are adequate. Actuals are cumulative through April 2002.

AGENCY STAFFING



FY03 staffing requirements are being reviewed by management. Upon approval of the FY03 Budget, planned staffing levels will be indicated. The increase in actuals is higher than plan due to increased efforts to issue D/B contract C0675 in June 2002.

PE DESIGN CONSULTANTS



REAL ESTATE STATUS

REAL ESTATE ANALYSIS

- There are 109 leases that must be terminated for the SFV-BRT Project. On April 8, 2002 courtesy letters were sent to all tenants on the SFV-BRT right-of-way to advise them of the MTA Board's approval of the Project and to give them an idea of the timeline regarding their lease terminations.
- Under New Acquisitions, there are nine new properties required for the SFV-BRT Project which are all full takes. Two of the nine parcels belong to the U.S. Government and will be swapped for two MTA parcels with the same square footage area. Initially, the U.S. Government may convey easements for the two sites as the process of exchanging property with the federal government takes several years. All nine parcels have been certified. Real Estate commenced the appraisal process and Phase I due diligence environmental work on the nine parcels.

REAL ESTATE ACQUISITION SCHEDULE SUMMARY

| <i>Number of Parcels</i> | Required | Acquired | On Schedule | Behind Schedule | |
|------------------------------|----------|----------|----------------|-----------------|-----------------------|
| | | | | Number | Avg. Calendar Days |
| This Period | 9 | 0 | 9 | 0 | 0 |
| Last Period | 9 | 0 | 9 | 0 | 0 |

REAL ESTATE STATUS – LEASES

| | Total Number | Received Courtesy Letters | Received Relocation Plan Letter | Recvd 90 Day Termination Notice | Unlawful Detainer Action | Relocation Completed | Available for Demolition | Available for Construction |
|--------|-----------------|---------------------------------|---------------------------------------|---------------------------------------|--------------------------------|-------------------------|-----------------------------|-------------------------------|
| Leases | 109 | 109 | 109 | 0 | 0 | 0 | 0 | 0 |

REAL ESTATE STATUS – NEW ACQUISITIONS

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

The parcels will be purchased by MTA Real Estate.

ENVIRONMENTAL STATUS

- Environmental Compliance staff assessed the entire alignment for migratory bird issues.
- Met with potential bidders for the Los Angeles River Bridge demolition.
- Met with MTA Security and the Los Angeles Police Department to discuss vandalism to the bird netting at the Los Angeles River Bridge.
- Met with the US Army to review Section 404 permitting for the project.
- Met with the Los Angeles Regional Water Quality Control Board regarding Section 401 certification.

COMMUNITY RELATIONS STATUS

- Conducted a survey of schools along the alignment to assess the need for construction site fences.
- Participated in a survey of businesses impacted by ROW acquisition.
- Met with the Director of the Child Care Center at Pierce College to discuss relocation sites.
- Prepared large station renderings for project presentations.

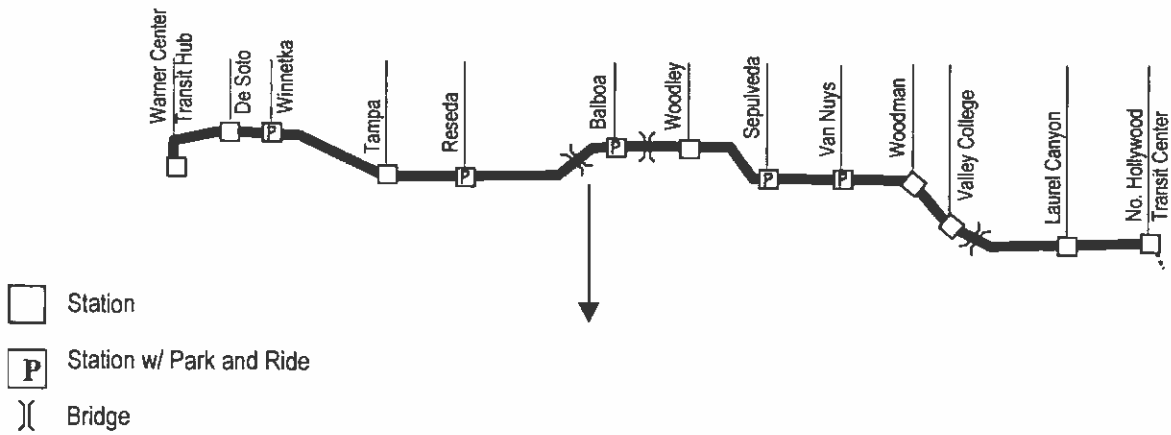
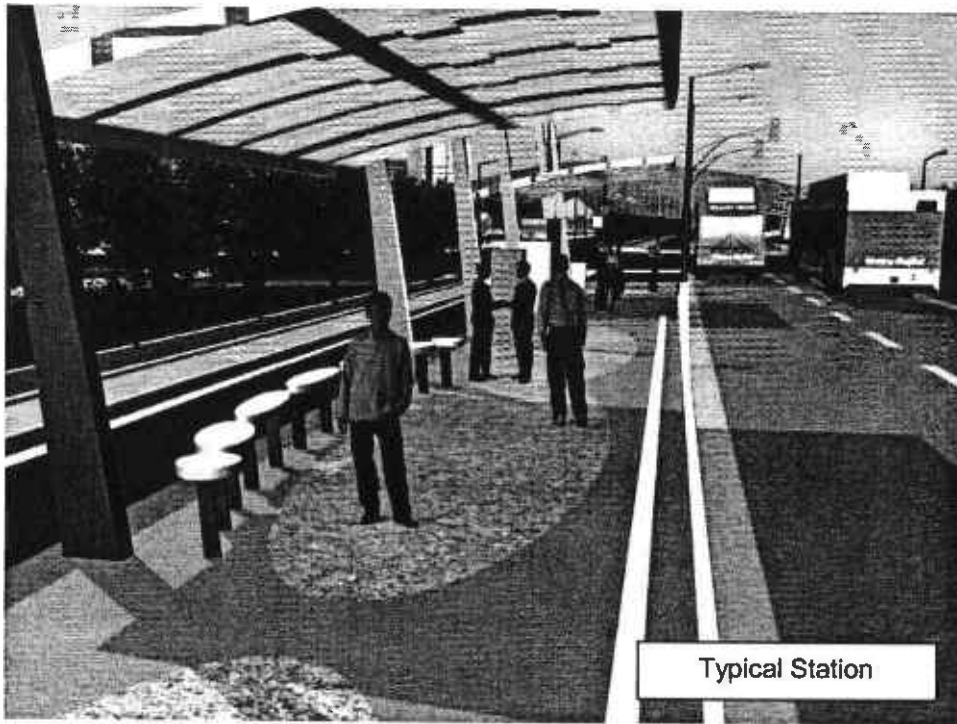
QUALITY ASSURANCE STATUS

- MTA Quality Management issued a surveillance report on STV control of MTA and Third Party design review comments, the effectiveness of STV's design review process, and the effectiveness of STV's final quality assurance review process.

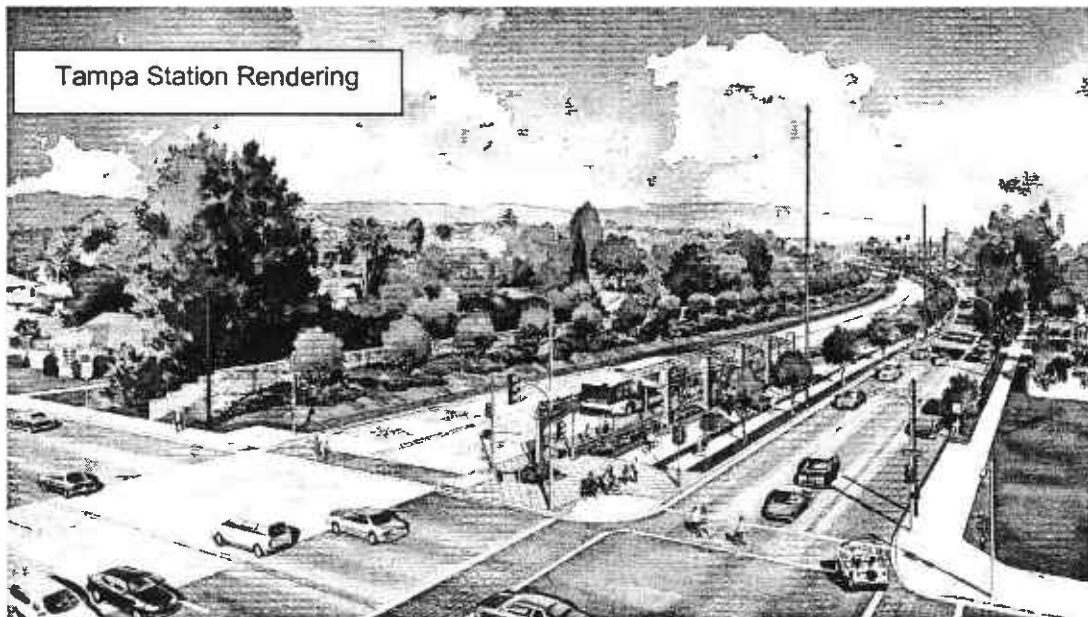
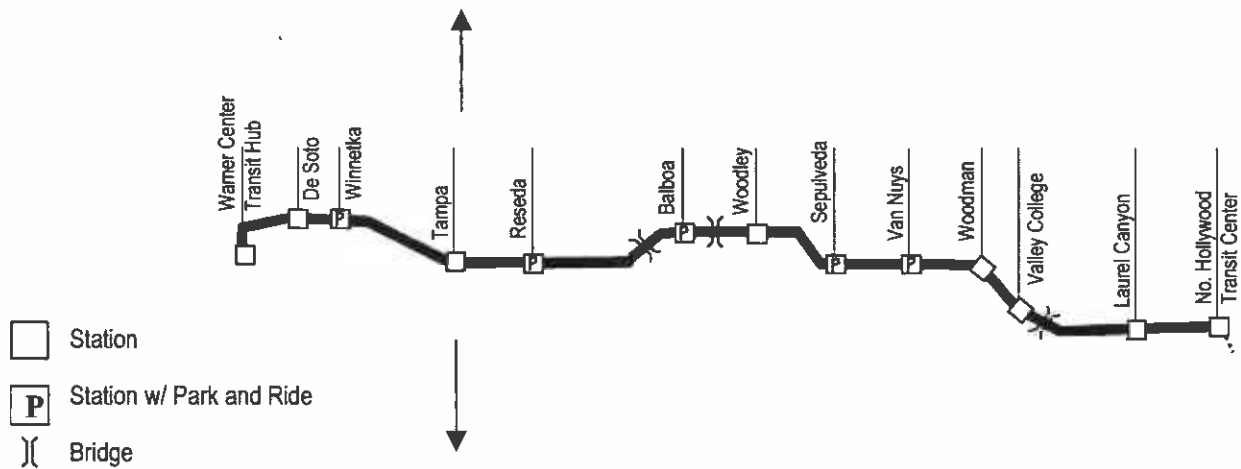
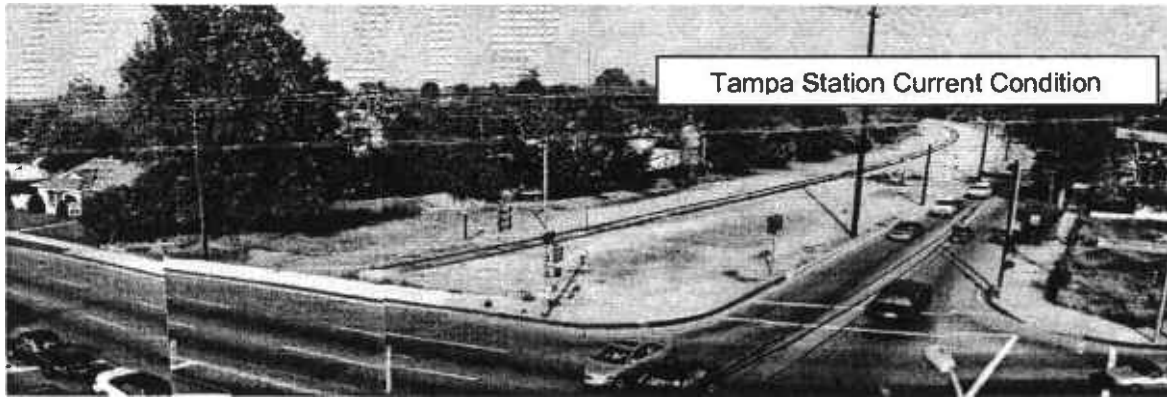
SAFETY STATUS

- Construction Safety conducted a pre-construction loss control survey of the San Fernando Valley Bus Rapid Transit project alignment.
- Construction Safety will monitor the L.A. River Bridge demolition contract and the construction activity for the new bridge.

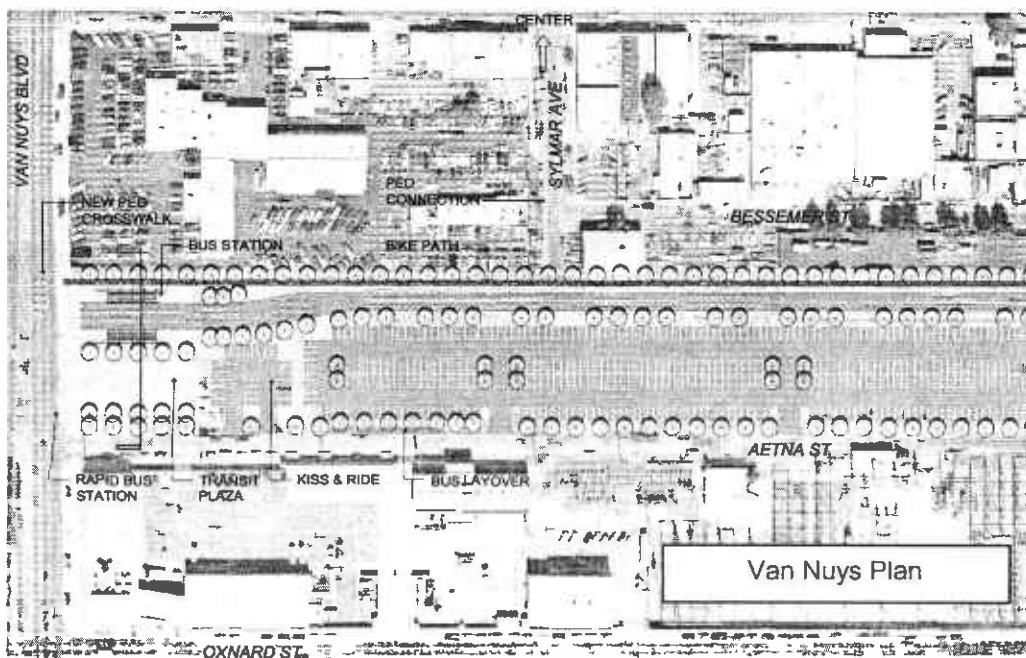
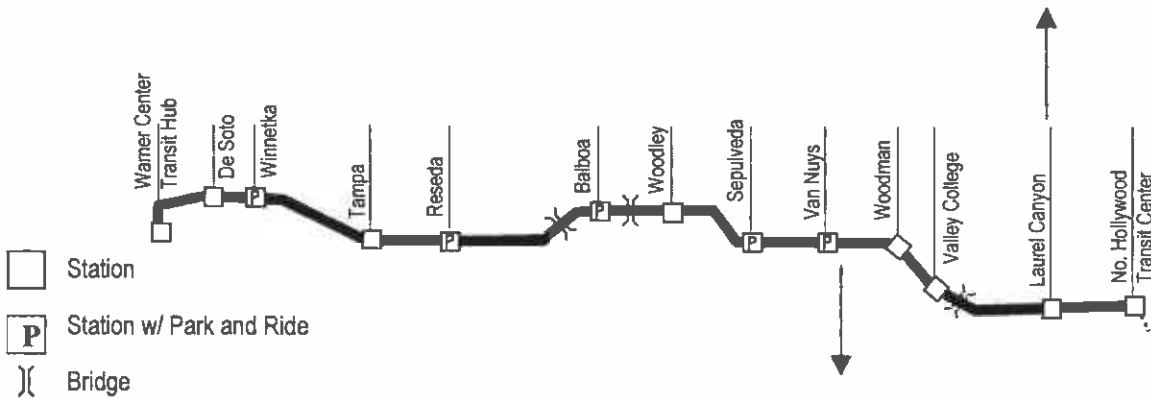
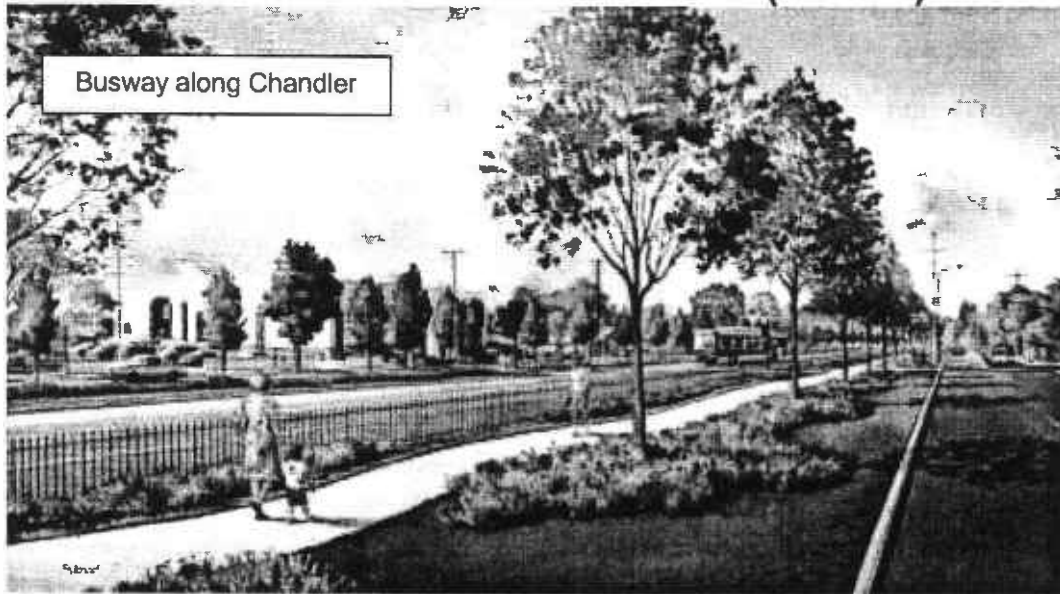
ALIGNMENT ILLUSTRATIONS



ALIGNMENT ILLUSTRATIONS (Cont'd)



ALIGNMENT ILLUSTRATIONS (Cont'd)



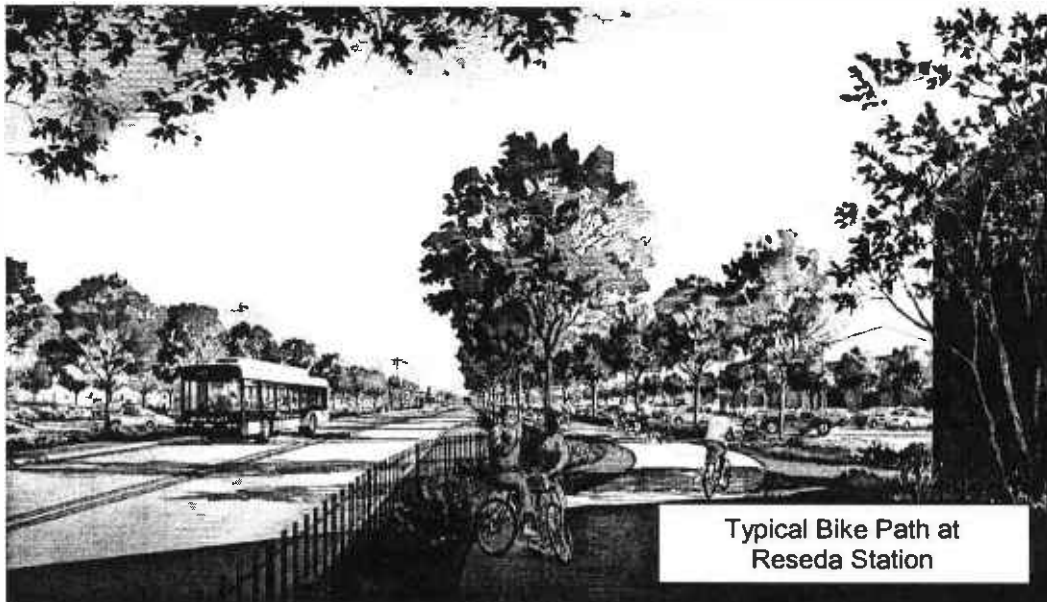
BIKE PATH PROJECT

PROJECT OVERVIEW

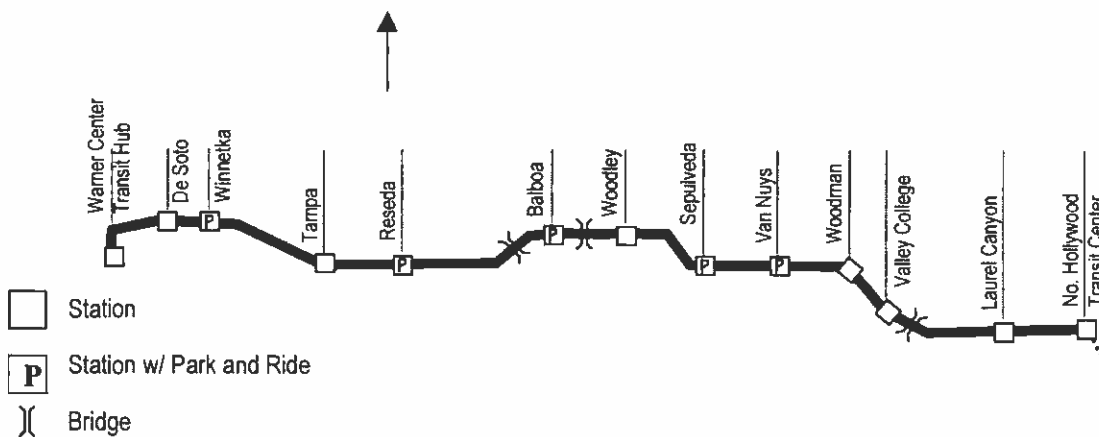
Concurrent with construction of the busway and stations, a Bike Path will be constructed. The Bike Path will be a 15 foot wide concrete pavement consisting of two five foot bike lanes and one five foot pedestrian path. In some locations, the Bike Path size will be reduced to only eight feet with two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

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

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



Typical Bike Path at Reseda Station



APPENDIX

COST AND BUDGET TERMINOLOGY

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

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

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

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

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

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

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

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

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

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

APPENDIX LIST OF ACRONYMS

| | |
|----------|--|
| AFE | Authorization For Expenditure |
| BRT | Bus Rapid Transit |
| CADD | Computer Aided Drafting and Design |
| CALTRANS | California Department of Transportation |
| CD | Calendar Day |
| CM | Construction Manager |
| CMAC | Congestion Mitigation Air Quality |
| CN | Change Notice |
| CO | Change Order |
| CPM | Critical Path Method |
| CPUC | California Public Utilities Code |
| CR | Camera Ready |
| CTC | California Transportation Commission |
| CUD | Contract Unit Description |
| D/B | Design/Build |
| D/B/B | Design/Bid/Build |
| DD | Design Development |
| DOT | Department of Transportation |
| DWP | Department of Water and Power |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EPBM | Earth Pressure Balance Machine |
| FAR | Federal Acquisition Regulation |
| FD | Final Design |
| FEIR | Final Environmental Impact Report |
| FIS | Financial Information System |
| FTE | Full Time Equivalent |
| GDSR | Geotechnical Design Summary Report |
| IFB | Invitation for Bid |
| IPO | Integrated Project Office |
| JV | Joint Venture |
| LA | Los Angeles |
| LABOE | Los Angeles Bureau of Engineering |
| 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 |
| MTA | Metropolitan Transportation Authority |
| N/A | Not Applicable |
| NEPA | National Environmental Protection Act |
| NTE | Not to Exceed |
| NTP | Notice To Proceed |
| OCIP | Owner-Controlled Insurance Program |
| P3 | Primavera Project Planner® (scheduling software) |
| PC | Project Control |
| PE | Preliminary Engineering |
| PEER | Permit Engineering Evaluation Report |
| PIP | Project Implementation Plan |
| PM | Project Manager |
| PMA | Project Management Assistance |
| PMIP | Project Management Implementation Plan |
| PMOC | Project Management Oversight Consultant |
| PMP | Project Management Plan (manual) |
| P&P | Policies & Procedures |
| PR | Project Report |
| PSR | Project Study Report |
| PUC | Public Utilities Commission |
| QA | Quality Assurance |
| QAR | Quality Assurance Report |
| QC | Quality Control |
| QPSR | Quarterly Project Status Report |
| RAC | Review Advisory Committee |
| RAG | Rail Activation Group |
| RFC | Request For Change |
| RFP | Request For Proposal |
| ROD | Record Of Decision |
| ROD | Revenue Operations Date |
| ROM | Rough Order of Magnitude |

APPENDIX
LIST OF ACRONYMS (Continued)

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