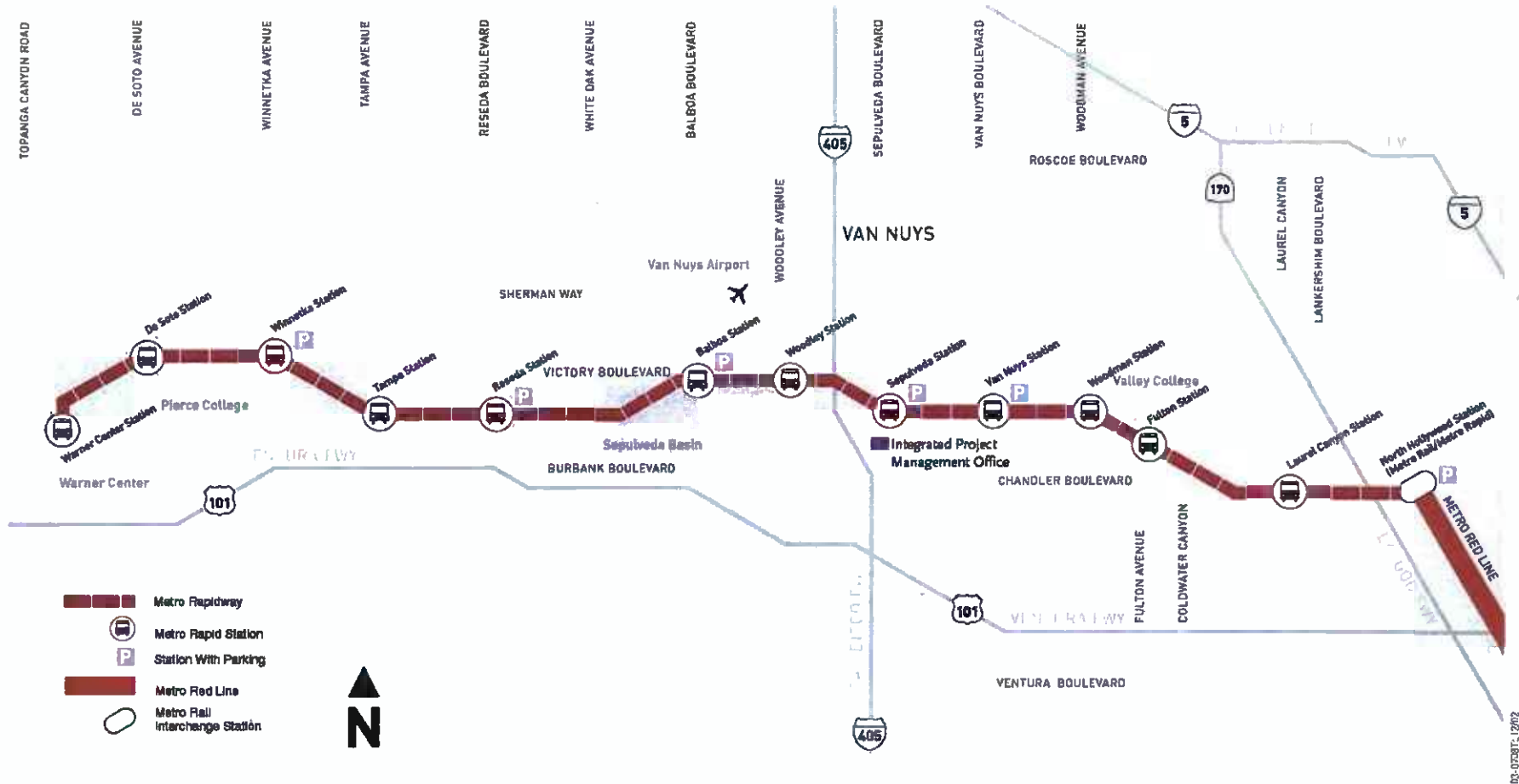




San Fernando Valley Metro Rapidway



Quarterly Project Status Report

December 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 SFVMR will have roughly one stop per mile located at major cross streets. Low floor CNG-powered articulated 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 SFVMR 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 C0675 Contractor is continuing construction efforts with installation of storm drain pipe and duct bank in the busway between the median of Chandler Boulevard and the Metro Red Line North Hollywood Station and CCTV camera installation at remaining City of Los Angeles intersections. The Contractor's construction efforts this month continued with completion of abutment work for the Bull Creek Bridge and foundation work for the Tujunga Wash Bridge. The installation of storm drain pipe and duct bank west of the median of Chandler Boulevard is to commence next month. Rough grading of busway is also to commence next month as well as the start of shop drawings and fabrication of station canopies for first procurement package. The C0675 Contractor continues to submit design packages for City of Los Angeles and MTA review.

The C0675 Contractor's design is behind schedule. Project staff reviewed and approved the re-submittal of the schedule mitigation plan, which improved Contract Completion by 10 calendar days. The reason for the design delay is disputed between the C0675 Contractor and the MTA. MTA's position for the primary cause is recognition in the C0675 Current Schedule update of rejection of inadequate 100% submittals on busway and 85% submittals on Group 1 intersections combined with required redesign and resubmittal time.

Project staff is reviewing potential enhancements to current Contract No. C0675 base scope. These enhancements include:

1. Change from temporary landscaping irrigation to permanent landscaping irrigation designed to utilize recycled water, and
2. Upgrade to rubberized asphalt for portions of busway and some intersections in residential areas.

Staff issued change notices to the C0675 Contractor and the Contractor has submitted cost proposals, which significantly exceed the MTA rough order of magnitude estimates. The C0675 Contractor has also requested time extensions for the enhancement scope of work. Project staff is evaluating the cost and schedule impacts of the potential enhancements to the overall Project.

PROJECT OVERVIEW

The C0676 Contractor, constructing the new Los Angeles River Metro Rapidway Bridge, achieved Substantial Completion on December 1, 2003. During the December period, the C0676 Contractor completed punch list items, site clean-up and demobilized from the site. This Contract was completed two weeks early and under budget.

In association with the development of the SFVMR Project, the Los Angeles Department of Water and Power (LADWP) approached the MTA to incorporate the construction of a Recycled Water Pipeline into the construction program parallel to the Rapidway. On September 16, 2003, the Los Angeles Department of Water and Power (LADWP) Board of Commissioners approved a \$5.0 million budget under an existing Master Cooperative Agreement with MTA for partial funding for schedule-critical portions of the LADWP Recycled Water Pipeline. Subsequently, on September 25, 2003, the MTA Board approved a \$5.0 million initial budget for LADWP Recycled Water Pipeline (Project No. 800116) and authorized the issuance of Change Orders in the amount not to exceed \$2.5 million to the C0675 Contractor for initial funding of design and construction. The MTA Board adopted the project on the condition that LADWP reimburse MTA for all costs associated with design, construction and administration of the Recycled Water Pipeline Project and that the pipeline would not cause a delay to the August 2005 opening of the busway. MTA and LADWP are continuing to identify and implement schedule-critical work and develop a strategy for completion of the Recycled Water Pipeline. Work completed to date is installation of pipeline under the new Los Angeles River Metro Rapidway Bridge and completion of potholing in first 12 intersections.

Caltrans has completed the widening of Interstate 405 on a bridge that passes over the Segment 3 portion of the busway alignment. However, as discussed in the Management Issues Section, MTA and Caltrans staff is working to resolve an interface issue prior to the required turn over date.

Other Projects providing equipment for the SFVMR Project remain on schedule. Project staff continues to meet with appropriate MTA staff to discuss status of other related projects (managed by other MTA departments) to identify any schedule risks that may result in impact to the Contract C0675 Contract Milestones or to the SFVMR Project Revenue Operation Date. These projects being monitored are Articulated Vehicle Procurement, Advanced Traffic Management System (ATMS), and Universal Fare System (UFS).

MANAGEMENT ISSUES

Concern No. 1: 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 COST group appealed the fee decision. The judge has combined the two appeals and it is expected that oral arguments will be heard in early 2004 and the written decision will be provided several months after the oral arguments.

Concern No. 2: Los Angeles Department of Water and Power (LADWP) Recycled Water Pipeline.

Status/Action The LADWP is proposing a Recycled Water Pipeline to be installed in MTA's right-of-way over the entire length of the project. LADWP has agreed to reimburse the MTA for all the costs associated with the Recycled Water Pipeline incurred to date. On September 16, 2003, the LADWP Board of Commissioners approved a \$5.0 million budget under an existing Master Cooperative Agreement with MTA for partial funding for schedule-critical portions of the LADWP recycled water pipeline. On September 25, 2003, the MTA Board approved a \$5,000,000 initial budget and authorized the issuance of Change Orders in the amount not to exceed \$2,500,000 to Contract No. C0675 Design/Build for initial funding of design and construction of the LADWP Recycled Water Pipeline project. MTA and LADWP staff will continue to identify and implement schedule-critical work and develop strategy for completion of the Recycled Water Pipeline. Through month end, MTA has issued Change Orders totaling \$759,000 to Contract C0675 against the current \$2,500,000 Board authorization. (See Project Overview Section).

Concern No. 3: Real Estate Lease Terminations and New Acquisition Parcels

Status/Action MTA has provided nearly all parcels to the Contractor as required in the specifications. MTA and the C0675 Contractor are working together to work around several leased properties that have been allowed to retain a portion of the leased area without impacting the SFVMR Project on Parcels 1502, 1503, 2207 and 2601. An encroachment of a portion of a residential structure near the Interstate 405 Freeway Overhead into the Project right-of-way is being resolved with the filing of a lawsuit against the homeowner by outside counsel. 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).

MANAGEMENT ISSUES

Concern No. 4: New Park-and-Ride Facility at Metro Rapidway's western terminus in Warner Center

Status/Action The western terminus at the Warner Center Transit Hub does not currently include parking for SFVMR Project patrons. MTA's Planning Department in coordination with Construction Project Management and Real Estate staff, selected three candidate sites for evaluation in an addendum to the Project Environmental Impact Report (EIR). Staff has recommended a preferred site and Real Estate staff have made a formal offer to purchase the property. MTA Environmental staff and consultants completed an addendum to the Project EIR, which was posted beginning December 9, 2003. Staff is submitting a report to the Board in January 2004 recommending: 1. Board approval and certification of the Addendum /Modified Initial Study to the Final Environmental Impact Report, 2. Authorization for the CEO to file Notice of Determination of the Addendum, 3. Board approval of preferred park-and-ride option at the Boeing site, extension of the Rapidway concept to serve the park-and-ride, and the acquisition of the Boeing site, and 4. Authorization for the CEO to direct development of the preferred park-and-ride option.

Concern No. 5: Caltrans' alignment interference at Interstate 405 freeway bridge intersecting with busway construction (busway Segment 3 – stationing 404+00 to 416+00)

Status/Action Caltrans has completed the widening of Interstate 405 on a bridge that passes over the Segment 3 portion of the busway alignment. MTA is obligated by Contract with the C0675 Design/Build Contractor, to turn this area over to the Contractor by February 1, 2004. An interface issue has developed as a column constructed as a part of the widening project encroaches into the busway alignment. MTA developed a preliminary design to accommodate the as-constructed column, while still maintaining the desired width for the busway and access road. As part of this effort, MTA has issued a Change Notice to the C0675 Contractor to affect the final design associated with this effort.

Concern No. 6: Investigation of Traffic Index (TI) for the busway pavement design

Status/Action MTA technical staff have determined that the pavement thickness proposed by the C0675 Contractor for Asphalt Concrete (AC) paved segments of the Rapidway is not sufficient to ensure a twenty (20) year design service life under axle loads anticipated from the articulated buses proposed for use on the facility. The Engineering Consultant (STV Incorporated) which developed the Contract Statement of Work, specified a design criteria to determine the pavement thickness by applying the California Department of Transportation (CalTrans) method of obtaining a Traffic Index (TI), based upon truck traffic and the weighted average ("blended") axle loads of trucks. MTA staff determined that the CalTrans method should be adjusted for the calculation of the TI based upon anticipated bus

MANAGEMENT ISSUES

traffic and types of buses expected on the Rapidway. The Consultant has revisited the pavement specification and has recommended a higher TI. This will necessitate a thicker pavement and a change will be issued to the C0675 Contractor for this scope. This change will ensure the desired design service life, enable MTA operations staff to budget for maintenance activities and costs, and ensure satisfactory Rapidway service quality.

Concern No. 7: Upgrade Contract C0675 base scope to include rubberized asphalt for busway and City intersections.

Status/Action MTA staff is investigating the use of rubberized asphalt along the busway and at City intersections. Rubberized asphalt uses recycled rubber (vehicle tires) as part of the component of the asphalt helping the environment. In addition, rubberized asphalt characteristics tend to reduce vehicle noise and may help MTA meet noise requirements in the operational phase of this project. MTA staff is investigating the costs and benefits and plan to have a recommended path forward by January 2004. The C0675 Contractor has submitted a cost proposal of \$1.6 million for Change Notices 12.01 and 12.02, to place rubberized asphalt in ten selected City intersections and portions of the busway, which significantly exceeds the MTA prepared rough order of magnitude value and has included in the cost proposals a request for an 88-calendar day time extension to Contract C0675 milestones. The C0675 Contractor has not provided backup to support a request for a time extension.

Concern No. 8: Upgrade Contract C0675 base scope for temporary landscaping irrigation to permanent landscaping irrigation designed to utilize recycled water.

Status/Action Due to community concerns, MTA staff is investigating converting the temporary landscaping irrigation to a permanent landscaping irrigation designed to utilize recycled water. This would allow MTA to provide permanent irrigation to the corridor sections of the project that are presently not planned to receive irrigation after the two year initial plant establishment period. MTA staff is investigating the costs and benefits and plan to have a recommended path forward by February 2004. The C0675 Contractor has submitted a cost proposal of \$8.1 million which significantly exceeds the MTA prepared rough order of magnitude value and has included in the cost proposal a request for a 133-calendar day time extension to Contract C0675 milestones. The C0675 Contractor has not provided backup to support a request for a time extension. MTA is continuing to investigate and negotiate with the C0675 Contractor. This additional work will probably require MTA Board approval once the final scope and cost estimate are determined.

MANAGEMENT ISSUES

Concern No. 9: Contract Pavement Section for City Intersections.

Status/Action Presently the C0675 Contractor and the City of Los Angeles are in disagreement as to which pavement sections are applicable to use for City of Los Angeles portions of the pavement in intersections. The City has proposed a single pavement section of 10" of asphalt concrete over 4" aggregate base. The C0675 Contractor has opted to analyze each intersection and proposed several pavement sections. The City of Los Angeles has identified concerns with the C0675 Contractor's proposals and MTA is working with both parties to reach an agreement. The concerns need to be resolved by January 2004, so as not to impact the C0675 Contractor's construction schedule for completing work in the City intersections.

Concern No. 10: C0675 Schedule Performance

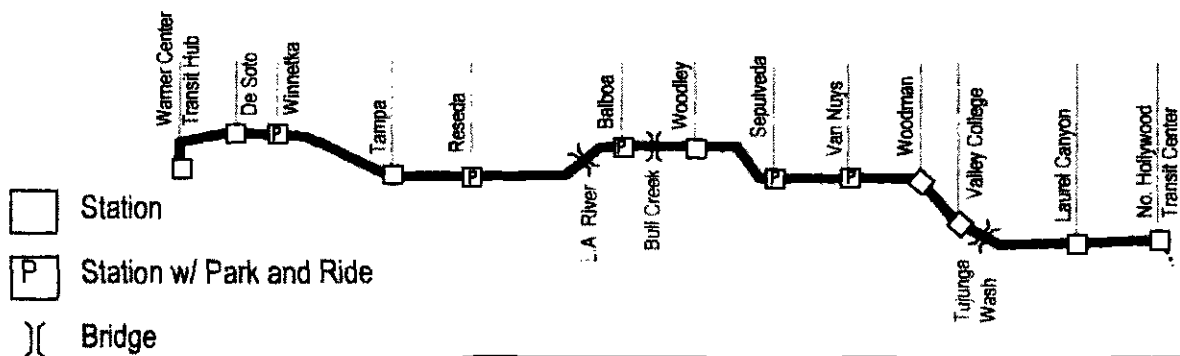
Status/Action The C0675 Design/Build Contractor is continuing to fall further behind schedule. The C0675 Contractor is two months behind schedule, seven months into the Project. The C0675 Contractor has stated that the reason for delay is City of Los Angeles rejection of City Intersection design submittals and the amount of time for revising and resubmitting designs for review. MTA staff does not concur with the Contractor's assessment and has countered that it is the quality of the design being submitted that is causing rejection of submittals and delays to critical design submittal completion dates. The C0675 Contractor has submitted mitigation plans but to date have not submitted a plan that mitigates all delays. MTA's assessment is that there are mitigation opportunities that can be implemented by the C0675 Contractor during the construction phase of the Project.

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 Metro Rapidway crosses streets and at designated pedestrian crossings.

Systems included in the project are variable message signs, 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 modifications and procurement of twenty-two 60-foot long articulated buses. Lastly, all the systems will be managed from the Bus Operations Control Center, which will be located on the 6th floor of the LACMTA Gateway Plaza Headquarters.



Warner Center Transit Hub, an LADOT project, is located at the western terminus of the SFVMR. 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 SFVMR 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%. The new Los Angeles River Bridge was completed in December 2003.

Recycled Water Pipeline, a LADWP Project is to be incorporated within the MTA right-of-way as part of the Rapidway and Bikeway Projects. The Project includes a combination of 24-inch and 12-inch diameter pipelines, which will deliver recycled water from the Tillman Water Reclamation Plant along the alignment to enhance landscape irrigation and to Pierce College and North Hollywood Park. Opening of this pipeline and the bikeway/pedestrian walkway that will be placed above the pipeline in most areas may occur after the opening of the Rapidway for revenue service.

Thirteen Stations will be completed for the SFVMR 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.

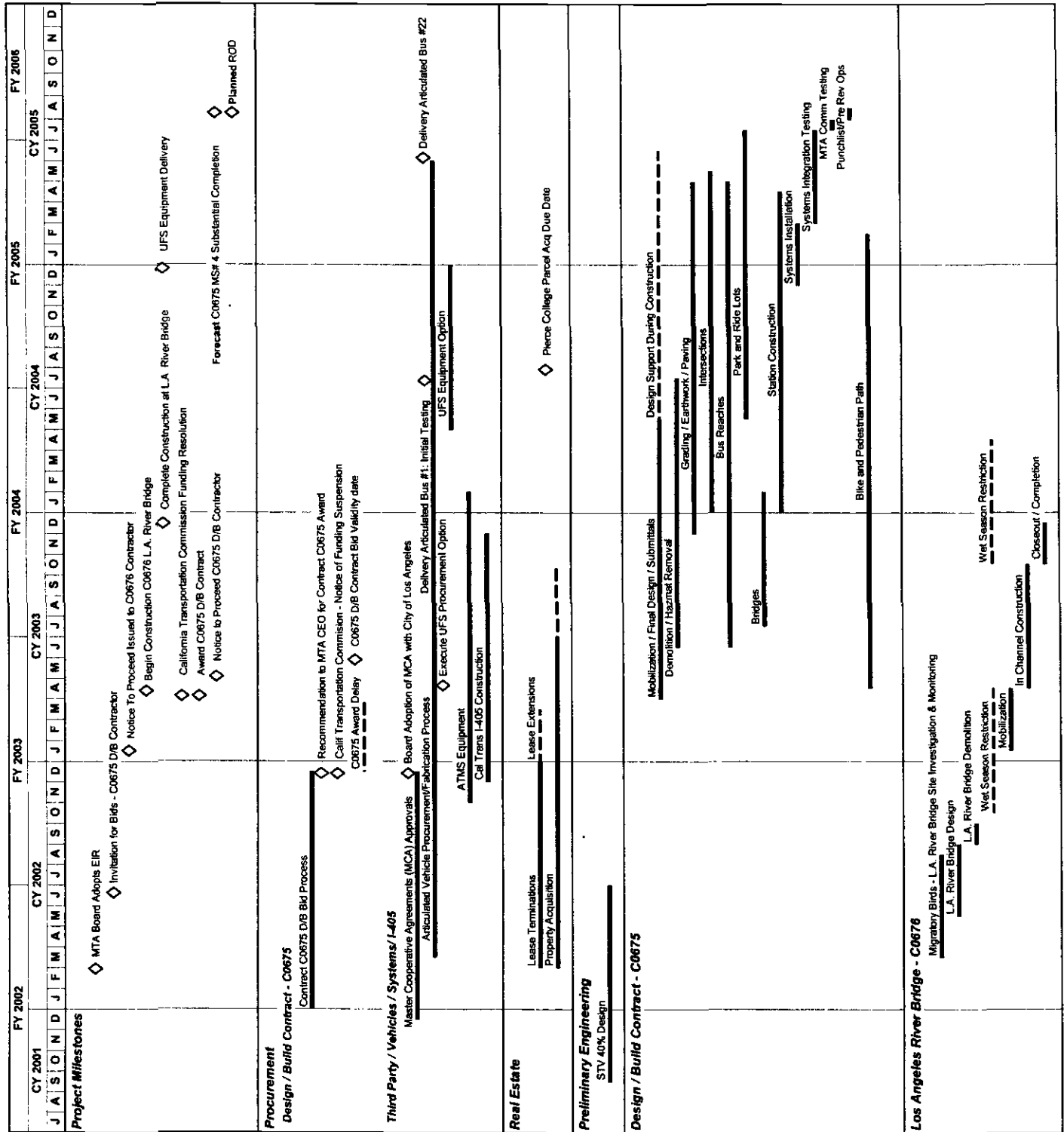
KEY MILESTONE SCHEDULE SIX-MONTH LOOK AHEAD

	Milestone Date	Dec-03	Jan-04	Feb-04	Mar-04	Apr-04	May-04
C0675: Brutoco Inc: Los Angeles River Bridge Replacement - Substantial Completion	12/1/03A	<input type="checkbox"/>					
C0675: Intersection Group 1 100% Design - Submittal for QC Review	12/11/03A	<input type="checkbox"/>					
(Forecast) C0675: Complete Busway Segment 1 C-West 100% Design - Issue for Construction	1/5/04*		<input type="checkbox"/>				
(Forecast) C0675: Bikeway Segment 1 100% Design - Issue for Construction	1/22/04*		<input type="checkbox"/>				
(Forecast) C0675: Complete Intersection Group 1 100% Design - Issue for Construction	1/13/04*		<input type="checkbox"/>				
(Forecast) C0675: Bus & Maint Yard - Training Rm/Striping 100% Design - Issue for Construction	2/2/04*			<input type="checkbox"/>			
(Forecast) C0675: Intersection Group 2 100% Design Issue for Construction	2/8/04*			<input type="checkbox"/>			
(Forecast) C0675 - Station (Canopy) Design 100% - Issue for Construction	2/12/04*			<input type="checkbox"/>			
(Forecast) C0675: Station (Facilities) Design 100% - Issue for Construction	2/17/04*			<input type="checkbox"/>			
(Forecast) C0675: Busway Segment 2 100% Design - Issue for Construction	2/24/04*			<input type="checkbox"/>			
(Forecast) C0675: Busway Soundwall Segment 1 100% Design - Issue for Construction	3/17/04*				<input type="checkbox"/>		
(Forecast) C0675: Corteen Place Intersection - Open for Traffic	3/25/04*				<input type="checkbox"/>		
(Forecast) C0675: Bikeway Segment 2 100% Design - Issue for Construction	3/30/04*				<input type="checkbox"/>		
(Forecast) C0675: Landscape and Irrigation 100% Design - Issue for Construction	4/6/04*					<input type="checkbox"/>	
(Forecast) C0675: Intersection Group 3 100% Design Issue for Construction	4/6/04*					<input type="checkbox"/>	
(Forecast) C0675: Bellaire Intersection - Open for Traffic	4/8/04*					<input type="checkbox"/>	
(Forecast) C0675: Intersection Group 4 100% Design Issue for Construction	4/22/04*					<input type="checkbox"/>	
(Forecast) C0675: Bus & Maint. Yard - Crane/Catwalk Design 100% - Issue for Construction	4/26/04*					<input type="checkbox"/>	
(Forecast) C0675: Soundwall Segment 2 100% Design - Issue for Construction	4/30/04*					<input type="checkbox"/>	
(Forecast) C0675: Busway Segment 3 100% Design - Issue for Construction	5/7/04*						<input type="checkbox"/>
(Forecast) C0675: Systems Design 100% Design - Issue for Construction	5/13/04*						<input type="checkbox"/>
(Forecast) C0675: Park & Ride 100% Design - Issue for Construction	5/16/04*						<input type="checkbox"/>

 MTA Staff	 P.E. Design Consultants	 MTA Board Action
 Other Agencies	 Contractor	 New Date

SUMMARY SCHEDULE

San Fernando Valley Metro Rapid Transitway
Level 0 Project Schedule



SCHEDULE NARRATIVE

The C0675 Contractor submitted a Current Schedule update this period that reflects a 60-calendar day delay to the C0675 Contract Substantial Completion Milestone. According to the Contractor, the delay is attributed to the rejection of the Intersection Group 1 - 85% design submittal by the City of Los Angeles and the rejection of Busway Segment 1 100% design submittal by the MTA. MTA staff does not concur with the Contractor's assessment and has countered that it is the quality of the design being submitted that is causing rejection of submittals and failure by the Contractor to consider the complexity of the submittals and allow ample time for revisions and corrections of design submittals. In addition, the C0675 Contractor has also noted other delays to Contract milestones, ranging as high as 69-calendar day delay (Milestone 2, MTA Division 8 Work Complete). MTA's assessment is that there are mitigation opportunities that can be implemented during the construction phase by the C0675 Contractor to mitigate these delays.

The C0675 Contractor re-submitted a mitigation plan which addressed some but not all of the delays. Milestone 1, Contract substantially complete, was improved by 10 calendar days. The mitigation plan was approved and MTA directed the Contractor to continue working on mitigation measures. Potential mitigation measures include: design acceleration of the remaining intersection Groups 3 through 5 and busway segment 2, improved quality control on future submittals and acceleration of construction at critical intersections. MTA has requested that the Contractor prepare a plan to mitigate delays, which may include full street closures at selected City intersections.

The C0675 Contractor is continuing construction efforts with site demolition and CCTV camera installation at remaining City intersections. The Contractor's construction efforts this month continued with completion of foundation and abutment at the Bull Creek Bridge and continuation of foundation work at the Tujunga Wash Bridge. The pre-stressed concrete girders on the Bull Creek Bridge were delivered and erected this period. The installation of storm drain pipe continues between the median of Chandler Boulevard and the Metro Red Line North Hollywood Station and includes installation in the Chandler Boulevard City intersections with Colfax Avenue and Corteen Place. Duct bank installation started this period between the median of Chandler Boulevard and Metro Red Line North Hollywood Station. Rough grading of busway is to commence next month as well as the start of shop drawings and fabrication of station canopies for first procurement package. Installation of drain pipe and duct bank on the westernmost section of the alignment is also to commence next period. The C0675 Contractor continues to submit design packages for City of Los Angeles and MTA review.

SCHEDULE NARRATIVE

Submittals planned for the January 2004 period are: Intersection Group 1 Issue for Construction, Intersection Group 2 - 100% Design, Intersection Group 3 - 85% Design, Bikeway Segment 1 - Issue for Construction, Bikeway Segment 2 - 85% Design, Systems - 85% Design, Stations - 100% Design - and Busway Segment 2 - Issue for Construction. The following design packages are under review by MTA and/or the City of Los Angeles: Intersection Group 1 - 100%, Intersection Group 4 - 60%, LADOT CCTV System Part B - 100%, Bikeway Segment 1 - 100%, and Redundant ATSAC System for Busway Segment 1 - 100%.

The C0676 Contractor, constructing the new Los Angeles River Metro Rapidway Bridge, achieved Substantial Completion on December 1, 2003. During the December period, the C0676 Contractor completed punch list items, site clean-up and demobilized from the site. This Contract was completed two weeks early and under budget.

MTA is maintaining the forecast for SFVMR Project Revenue Operations as August 2005. To maintain this date, MTA is maintaining the modified work activity logic in the Project Schedule to show integration testing and pre revenue operations activities overlapping with the C0675 Contractor final work activities that lead to Substantial Completion Milestone No. 4 (forecast for August 2005). In addition, the C0675 Contractor's 20 work-day duration was reduced to 19 work days for the Contractor's contingency activity "prepare for Milestone No. 4" and a 15 work-day duration for "prepare for Milestone No. 3." Although the C0675 Contractor is behind schedule, the Contractor has not reduced construction schedule contingency incorporated in the Contractor's Current Schedule nor has the Contractor exhausted potential construction mitigation opportunities that may be available.

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	124.3	124.2	(0.1)	111.5	27.5
Yards & Shops	1.2	1.2	1.2	0.0	1.1	0.0
Systems/Equipment	12.7	12.6	12.5	(0.1)	8.2	0.7
Stations	30.4	30.4	30.4	0.0	30.4	1.0
Vehicles & Buses	17.5	15.7	15.7	0.0	0.0	0.0
Special Conditions	24.2	23.5	26.0	2.5	6.3	5.0
Right-of-Way	24.9	20.5	19.3	(1.2)	17.8	7.3
Professional Services	45.7	47.3	47.3	0.0	25.0	18.7
Proposed Park-and-Ride Facility	16.5	16.5	16.5	0.0	8.1	0.1
Contingency	32.2	37.5	36.4	(1.1)	0.0	0.0
Project Revenue	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	329.5	329.5	329.5	(0.0)	208.4	60.3

Expenditures are cumulative through November 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 Rapidway, was adopted in February 2003 for a value of \$329.5 million.

Current Forecast

The net Project forecast remained the same at \$329.5 million for the December period. The forecast increased by \$2.5 million to include engineering, technical services and ancillary supplies in support of the fiscal year 2003-2004 Annual Work Plan authorization issued to various City departments pursuant to the Master Cooperative Agreement between the MTA and the City of Los Angeles. The forecast increase was offset by corresponding decreases to the Los Angeles River Bridge Contract C0676, Real Estate and Project Contingency. Decreases to Contract C0676 and Real Estate reflect allocated allowance re-assessment and court refunds received for parcel decertification. Please note, Project Contingency represents the available unallocated funds to cover unknown but anticipated changes.

Commitments

The commitments increased \$18.5 million primarily due to the following: \$17.9 million to establish an escrow account with Orange Coast Title for parcel acquisitions, goodwill claims and displacement of signboards, and \$0.6 million for Agency related costs. The \$208.4 million in commitments to date represents 63% of the Original Budget.

Expenditures

Expenditures are cumulative through period ending November 2003. The expenditures increased \$2.0 million this period primarily due to the following: \$1.6 million for Design/Build Contract C0675, \$0.2 million for Los Angeles River Bridge Construction Contract C0676, and \$0.2 million for Agency related costs. The \$60.3 million in expenditures to date represents 18% of the Original Budget.

PROJECT COST STATUS

PROJECT 800114 - SAN FERNANDO VALLEY BIKEWAY COST SUMMARY

\$ in Millions

Description	Original Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	5.8	6.3	6.3	0.0	5.1	0.3
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	0.4	0.1	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	(0.1)	0.3	0.1
Contingency	0.8	0.2	0.1	0.0	0.0	0.0
TOTAL	8.1	8.1	8.1	0.0	5.6	0.6

Expenditures are cumulative through November 2003.

PROJECT COST ANALYSIS

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

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

Current Forecast

The net Project forecast remained the same at \$8.1 for the December period. The forecast increased by \$0.1 million to include engineering, technical services and ancillary supplies in support of the fiscal year 2003-2004 Annual Work Plan authorization issued to various City departments pursuant to the Master Cooperative Agreement between the MTA and the City of Los Angeles. The forecast increase was offset by corresponding decrease to Project Contingency.

Commitments

Commitments increased \$0.1 million due to Agency related costs. The \$5.6 million in commitments to date represents 69% of the Original Budget.

Expenditures

Expenditures are cumulative through period ending November 2003. The expenditures increased \$0.1 million due to Design/Build Contract C0675 and Agency related costs. The \$0.6 million in expenditures to date represents 7% of the Original Budget.

PROJECT COST STATUS

PROJECT 800116 - SAN FERNANDO VALLEY LADWP RECYCLED WATER PIPELINE

\$ in Millions

COST SUMMARY

Description	Current Estimate	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	3.8	34.9	34.9	0.0	0.5	0.3
Special Conditions	0.0	0.0	0.0	0.0	0.0	0.0
Right-of-Way	0.0	0.0	0.0	0.0	0.0	0.0
Professional Services	1.2	1.8	1.8	0.0	0.7	0.4
Project Reimbursement	0.0	0.0	(36.7)	(36.7)	(0.2)	(0.2)
TOTAL	5.0	36.7	0.0	(36.7)	1.0	0.5

(1) Expenditures are cumulative through November 2003.

(2) Current Estimate based on September 2003 MTA Board action. Initial \$5.0 million authorized to further develop scope of work and life of project costs.

(3) Current Forecast does not include all costs required to build Pipeline. MTA and LADWP are still working out details of scope.

PROJECT COST ANALYSIS

On September 16, 2003, the Los Angeles Department of Water and Power (LADWP) Board of Commissioners approved a \$5.0 million budget under an existing Master Cooperative Agreement with MTA for partial funding for schedule-critical portions of the LADWP Recycled Water Pipeline. Subsequently, on September 25, 2003, the MTA Board approved a \$5.0 million initial budget for Project No. 800116 authorizing the issuance of Change Orders in the amount not to exceed \$2.5 million to the C0675 Contractor for initial funding of design and construction of the LADWP Recycled Water Pipeline.

Current Forecast

The MTA Board adopted the project on the condition that LADWP reimburse MTA for all costs associated with design, construction and administration of the Recycled Water Pipeline Project. The MTA is proceeding with authorized scope and has billed and received initial reimbursement from LADWP for the Pipeline scope of work.

The current Forecast included estimates for some but not all work associated with the Recycled Water Pipeline. MTA and LADWP are still working on the complete scope of work to be completed by the C0675 Design/Build Contractor and/or by others. The forecast will continue to be modified until the complete scope is defined and LADWP and MTA Boards adopt a life of project budget in first quarter of calendar year 2004.

Commitments

The commitments decreased \$0.2 million to reflect initial reimbursement received from LADWP.

Expenditures

Expenditures are cumulative through period ending November 2003. The expenditures increased \$0.1 million due to Design/Build Contract C0675 and Agency related costs.

FINANCIAL/GRANT STATUS

Project 800112 - San Fernando Valley Metro Rapidway

DECEMBER 2003									
STATUS OF FUNDS BY SOURCE									
\$ in millions									
SOURCE	(A)	(B)	(C)	(D) (D/B)		(E) (E/B)		(F) (F/B)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to \$	FUNDING SOURCE %
FEDERAL RSTP	17.5	17.5							
STATE TCRP	47.0	47.0	47.0	47.0	100%	32.0	68%	32.0	68%
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION C	264.7	264.7		161.1	61%		0%		0%
UNBILLED ACCRUALS			28.0			28.0			
TOTAL	329.5	329.5	75.3	208.4	63%	60.3	18%	32.3	10%

(1) Based on August 2003 Adopted Short Range Transportation Plan
NOTE: Expenditures are cumulative through November 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. At the October 2003 CTC Meeting, the CTC approved MTA's request for an AB 1335 (Letter of No Prejudice) for \$98 million of TCRP funds should they become available.

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

DECEMBER 2003		STATUS OF FUNDS BY SOURCE							
In \$ millions									
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL 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	3.8	64%		0%		0%
TEA-21 (FED)	1.1	1.1	0.0	0.7	64%		0%		0%
CITY OF LA	1.0	1.0	1.0	1.0	100%		0%		0%
UNBILLED ACTUALS			0.6			0.6			
TOTAL	8.1	8.1	1.6	5.6	69%	0.6	7%	0.0	0%

NOTE: Expenditures are cumulative through November 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.

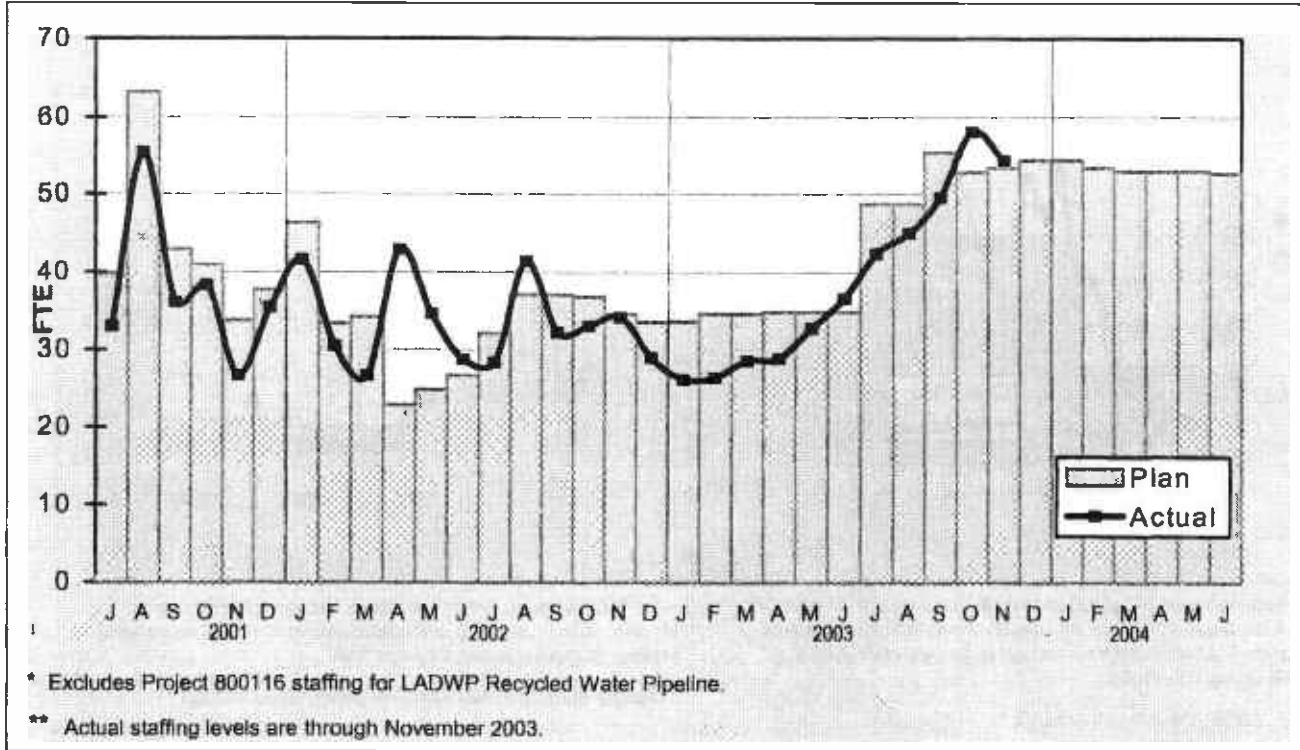
STATUS OF FUNDS ANTICIPATED

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. The FTA grant was executed on August 27, 2003 and is now available for drawdown.

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.

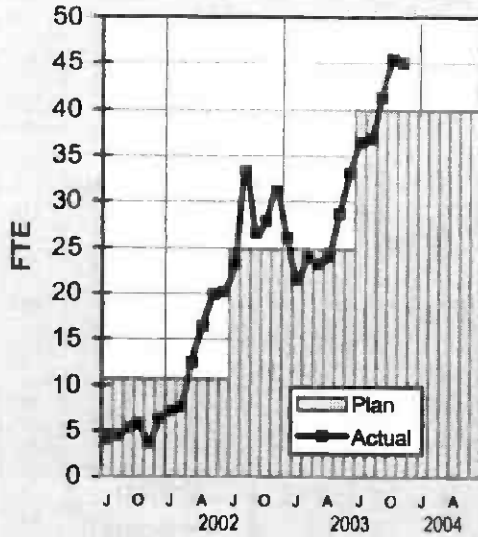
STAFFING STATUS *

TOTAL STAFFING STATUS



STAFFING STATUS

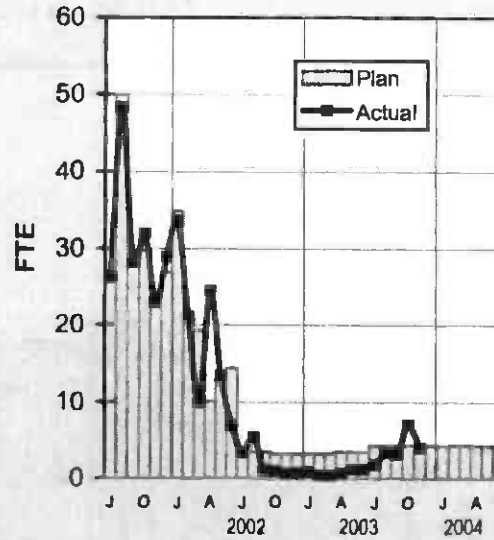
AGENCY STAFFING



Project staffing was higher than plan in October and November due to increased work load for Engineering and Procurement Departments associated with design submittal review and potential design changes.

* Actual staffing levels are through November 2003.

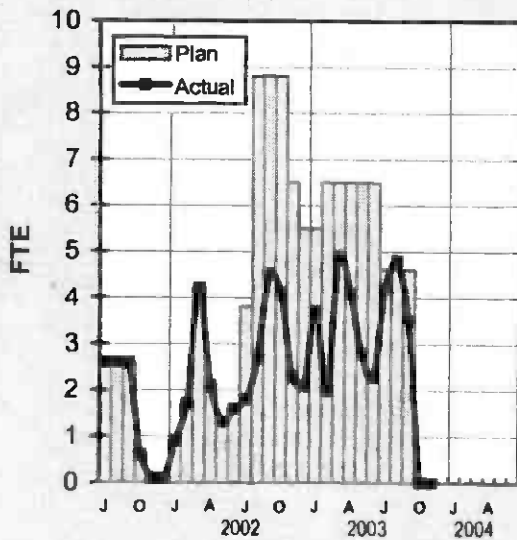
DESIGN CONSULTANT



July 2002 through December 2002 represents Bld Support Phase only. January 2003 through July 2004 represents Design Support During Construction.

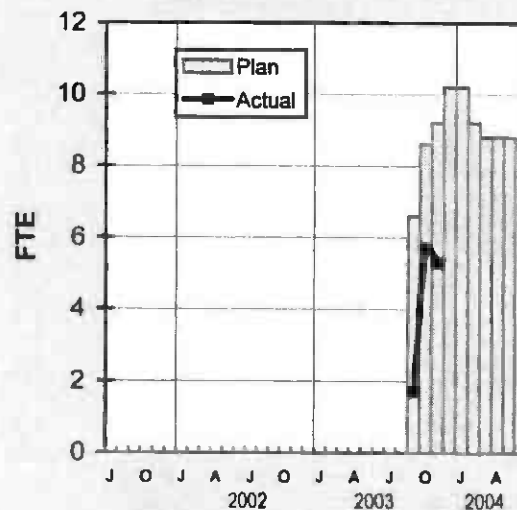
* Actual staffing levels are through November 2003.

PROJECT MANAGEMENT ASSISTANCE



No additional actuals are planned after September 30, 2003 as this contract has been suspended.

CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



* Contract NTP was issued September 15, 2003. Actual staffing levels are through November 2003. Consultant staffing is lower than plan due to Contract C0675 Design/Build design delays which impact the start of peak construction requiring management support services.

REAL ESTATE STATUS

- The number of leases to be terminated for the project is 101 with 97 available to the C0675 Design/Build Contractor. The following four parcels were scheduled to be available to the C0675 Contractor on July 1, 2003 and have been permitted to remain either partially or completely as noted below without impacting the Project (Parcels 1502 and 1503 still require a design review while Parcels 2207 and 2601 have been approved as noted).
 1. Parcel 1502 Allegheny Properties (required for construction of Sepulveda Park-and-Ride). The lease on a portion of this parcel is being extended on a month-to-month basis pending design review at the tenant's request to retain a portion of the lease area.
 2. Parcel 1503 Chesapeake Properties (required for construction of Sepulveda Park-and-Ride). A small portion of the lease on the western edge of this parcel is being extended on a month-to-month basis pending review at the tenant's request to retain a portion of the lease area.
 3. Parcel 2207 Mohler (required for construction of busway). A design review of this parcel indicates that it can continue to be leased to the current tenant without any impact to the project. This tenant has executed a new license.
 4. Parcel 2601 LA Soccer Club (required for construction of busway). A design review of this parcel indicates that a small portion (10' x 150') of this lease can be continued to be licensed to this tenant without any impact to the Project and a new non-exclusive license has been executed by this tenant.
- Under New Acquisitions, nine parcels were originally required and certified as full takes. However, one parcel (Parcel 1813) was decertified as not required for the Project. Seven of the eight parcels have been acquired. An agreement has been reached for Parcel 301 with Pierce College (required for construction of Winnetka Park-and-Ride) to acquire the property by July 2004 for the C0675 Contractor's use.

REAL ESTATE STATUS

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	97	97

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	8	2	2	7	7	0

The parcels will be purchased by MTA Real Estate.

* Offers made contingent to MTA Board approval.

- There is still an illegal seven-foot house encroachment near the Interstate 405 Freeway (See Management Issue Section No. 3). Legal action (forceable detainer) has been filed and a court date is scheduled for mid-January 2004. In the interim, negotiations have commenced with the homeowner and his attorney. An initial offer by MTA for financial assistance to the homeowner to expedite resolution was offered to the homeowner and his attorney in December 2003. Negotiations will continue in January 2004 in an attempt to resolve this matter without further litigation.

ENVIRONMENTAL STATUS

- Completed stormwater audit to determine best management practices implementation.
- Completed lead monitoring report for activities associated with abatement at Tujunga Wash and Bull Creek.
- Received clarification for the Los Angeles Regional Water Quality Control Board that all water bodies, that can potentially be impacted by construction activities, are included in the original CWA Section 401 Certification.

COMMUNITY RELATIONS STATUS

- Held a meeting with the Landscape Advisory Committee and prepared recommendations for Project Management.
- Held meetings on landscape design in Van Nuys, Woodland Hills, Valley Glen and Lake Balboa.
- Notified residents and businesses along the SFVMR alignment of ongoing construction activities through construction notices, website updates and advertising.
- Hosted a media event to celebrate the completion of the Los Angeles River Bridge.

QUALITY ASSURANCE STATUS

- Reviewed and approved additional SOJV and Moore Electric Inspection Procedures and Checklists.
- Reviewed and approved SOJV revised Audit and Surveillance Schedule.
- Reviewed and rejected NDE submittals for Station Canopies.
- Reviewed and commented on Station Canopy Design Package.
- Continued audit of SOJV Audit Program.
- Verified SOJV Corrective Action on Quality Action Requests.

QUALITY ACTION REQUEST STATUS

QM Surveillance #	QAR #	Description	D Date	Status	Comments
C0675					
S2003-412	001	Design review issues– 100% Demolition Plan	8/14/03	closed	CLOSED
S2003-412	002	Constructability issues – 100% Demolition Plan	8/14/03	closed	CLOSED
S2003-416	001	Design review issues – 60% Group I Intersection Design Package	9/8/03	closed	CLOSED
S2003-418	001	Design review issues – 85% Segment 1 Busway Design Package	9/11/03	closed	CLOSED
S2003-451	001	Design review issues – 85% Group I Intersection Design Package	9/31/03 12/1/03	Response received	CLOSED
S2003-455	001	Design review issues – 100% Busway Segment	11/3/03 12/8/03 1/16/04	Response received 11/4/03	Response accepted. Corrective action verification by MTA 11/30/03. Two items are ready for MTA verification. SOJV requested extension for corrective action for two remaining items to 12/8/03. MTA to verify implementation 12/12/03. MTA reviewed corrective action and found it only partially complete. SOJV requested new date of 1/16/04.
S2003-463	001	Design review issues – 100% Landscaping & Irrigation Design	11/21/03 12/1/03 12/8/03	Response received 12/9/03	Response accepted. MTA to verify implementation 12/30/03. MTA reviewed corrective action response. SOJV requested MTA verification 1/5/04.
S2003-466	001	Design Change Control – 100% Bridge Specification	12/2/03 12/24/03	Response received unacceptable	Response rejected. Letter sent. New response required. SOJV response inadequate and incomplete.
S2003-468	001	Quality Assurance – Document Submittals	12/4/03 12/24/03	Response received unacceptable	Response rejected. Letter sent. New response required. SOJV response inadequate and incomplete.
S2003-470	001	Surveillance of SOJV Audit of Richard Chong	12/29/03 12/23/03	Response received unacceptable	Response rejected. Letter sent. New response required. Response received under review by MTA QM.
C0676					
S2003-419	001	Brutoco As-Builts	9/31/03		Response resolved. Closed. MTA QM to issue letter.
S2003-419	002	Brutoco QA Records & Test Laboratory	9/31/03		Response resolved. Closed. MTA QM to issue letter.

SAFETY STATUS

- Participated in weekly progress meetings with Construction Management to discuss safety related issues and construction schedule for Contract C0675 Design/Build.
- Reviewed and rejected contractor safety submittals.
- Monitored construction activities daily to ensure contractor compliance.
- Conducted and Administrative Audit and preliminary Field Safety Audit.
- Issued Stop Work Notices to SOJV for non-compliance with Worksite Safety Requirements (01545) regarding Cranes, Fall Protection and Excavation.
- Contractor reported zero lost-time incidents for the month of December 2003.

Contractor	Project To Date										
	Work-Hours	Cases			Days Lost			Incident Rates			
		Total Cases	Total Lost Time	Retricted Duty	Current	Carry Over	Total	Total Cases	Total Lost Time	Retricted Duty	Days Lost
SOJV	126,683	1.0	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0	0.0
Brutoco	15,248	1.0	0.0	0.0	0.0	0.0	0.0	13.1	0.0	0.0	0.0
Subtotals	141,931	2.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0
MTA Const. Mgmt	18,067	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Totals	159,998	2.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0

ART DEVELOPMENT STATUS

- The Request for Proposals for the fabrication and delivery of twenty-three porcelain enamel steel panels were mailed out to fabricators.
- Met with Lead Artist Renee Petropoulos and terrazzo contractor Mike Payne to review station artist terrazzo designs. Five of the twelve artists have received approval for their designs.

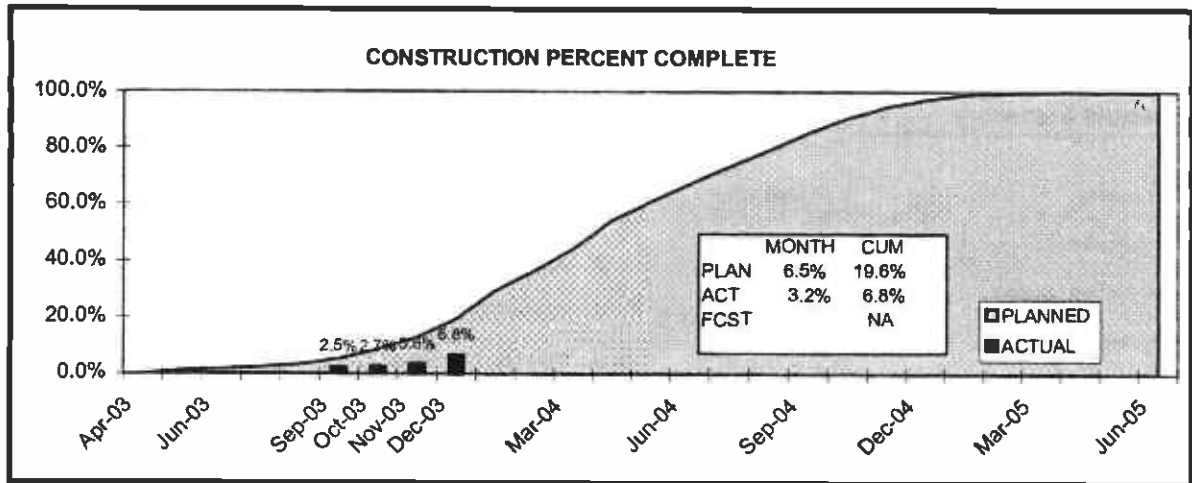
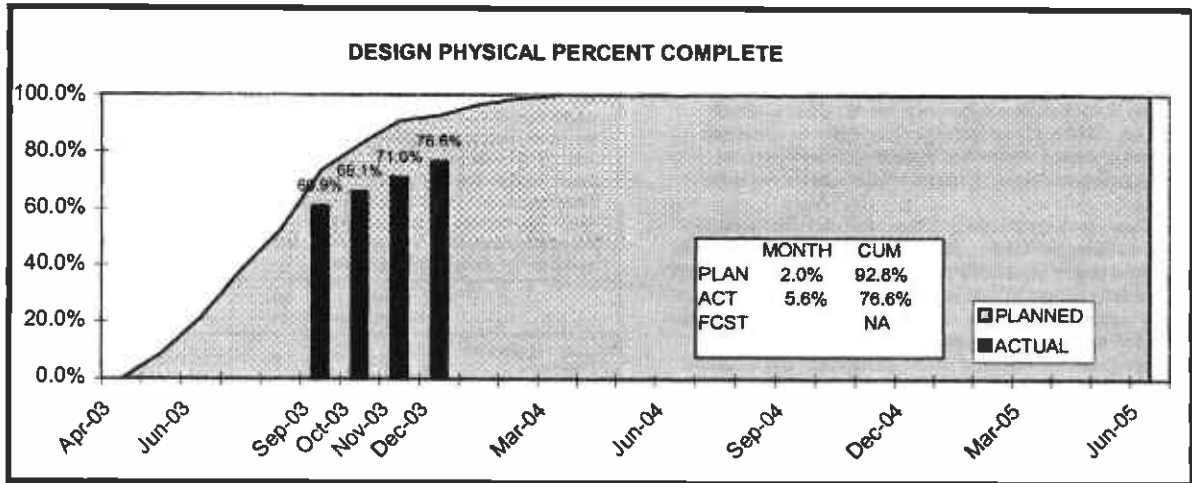
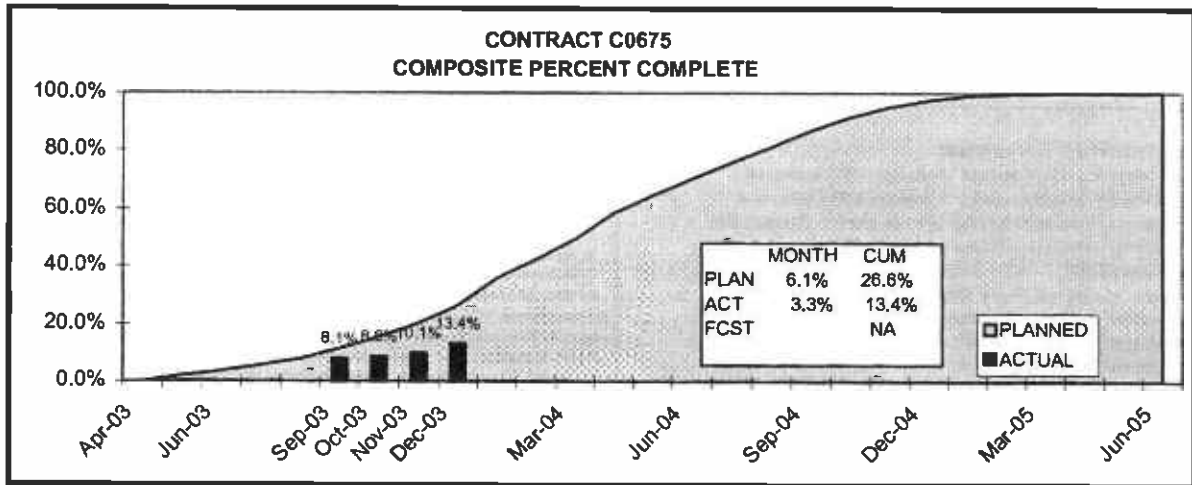
CONTRACT CONSTRUCTION STATUS

<p>Description: Design/Build Contractor: Shimmick Construction Co., Inc./ Obayashi Corp, A Joint Venture</p>	<p>Contract No.: C0675 Status as of: December 31, 2003</p>																																				
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> • Submitted Busway Segment 1A design - IFC submittal. • Submitted Intersection Group 1 design - 100% submittal. • Submitted Redundant ATSAC System design - Busway Seg. 1 • Submitted Intersection Group 4 design - 60% submittal. • Submitted LADOT CCTV Syst. Part B design-100% submittal. • Completed review Busway Seg. 1B design - 100% submittal. • Completed review intersection Group 2 design-85% submittal. • Completed demolition on all Busway segments (exclude P&R) • Completed foundation & abutment of Bridge at Bull Creek. • Erected pre-stressed concrete girders on Bridge at Bull Creek. • Selected brick design for sound walls. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • City of Los Angeles Review of Design Submittals - MTA and SOJV are working with the City of Los Angeles to assure submittals are adequate, clear and complete and to maintain adequate staffing to support the submittal review schedule. • MTA technical staff have determined that the pavement thickness currently required for asphalt Concrete (AC) paved segments of the Rapidway is not sufficient to ensure a twenty (20) year design service life. MTA staff and engineering consultants completed evaluation of several alternatives to determine the most cost effective paving thickness. A Modification will be issued to the Contractor. • The Contractor's December 2003 schedule submittal shows all Milestones behind schedule. Incomplete Design Submittals have delayed the start of intersections and busway construction. SOJV re-submitted a mitigation plan that recovered 10 calendar days. SOJV is currently preparing a mitigation plan to accelerate selected intersection work by obtaining permits for full street closures. • Potential Enhancements may impact project cost and schedule. MTA Staff is currently analyzing impacts. • The Contractor has introduced an alternative drainage design consisting of drainage swales in lieu of curb and gutter in segments of the Busway. MTA staff is still evaluating the proposal with all the environmental, operations and maintenance ramifications. 	<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. Intersections group 1 design - 100% submittal. 2. LADOT CCTV System Part B design - 100% submittal. 3. Intersections group 4 design - 60% submittal. 4. Bikeway Segment 1 design - 100% submittal. 5. Redundant ATSAC System Busway Segment 1 design - 100% submittal. • Property Encroachments - MTA Staff continued the legal process to resolve illegal property encroachments. MTA Staff continued working with SOJV to mitigate impact to the right of way demolition and clearing. • Installation of duct bank between Median of Chandler and N. Hollywood Station. • Continued drainage installation between Median of Chandler and N. Hollywood Stn. • Continued installation of temporary CCTV cameras at several intersections. • Installation of CIDH piles and abutment foundation of Bridge at Tujunga. • Recycled Water Pipeline - MTA & Third Party staffs are working to allow SOJV to start construction at selected intersections. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Complete installation of temporary CCTV cameras at several intersections • Continue installation of Busway drainage between N. Hollywood Stn and Van Nuys. • Installation of Busway duct bank between N. Hollywood Stn. and LA River Bridge. • Complete decking installation at both Bridges. • Start Busway rough grading between N. Hollywood Stn. and Median of Chandler • Submit Intersection Group 1 design - IFC submittal. • Submit Intersection Group 2 design - 100% submittal. • Submit Bikeway Segment 1 - IFC submittal. • Submit Bikeway Segment 2 design - 85% submittal. • Submit Intersection Group 3 design - 85% Submittal. • Submit Systems design - 85% submittal. • Submit Busway Segment 2 design - 100% submittal • Submit Station design - 100% submittal. 																																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Original Contract Dates</th> <th style="text-align: center;">Time Extension</th> <th style="text-align: center;">Current Contract</th> <th style="text-align: center;">Forecast</th> <th style="text-align: center;">Variance COs</th> </tr> </thead> <tbody> <tr> <td>Milestone 1 -Available for UFS Installation</td> <td style="text-align: center;">01/01/05</td> <td style="text-align: center;">0</td> <td style="text-align: center;">01/01/05</td> <td style="text-align: center;">02/10/05</td> <td style="text-align: center;">-40</td> </tr> <tr> <td>Milestone 2-MTA Division B Work Complete</td> <td style="text-align: center;">02/15/05</td> <td style="text-align: center;">0</td> <td style="text-align: center;">02/15/05</td> <td style="text-align: center;">04/25/05</td> <td style="text-align: center;">-68</td> </tr> <tr> <td>Milestone 3-Systems Infrastructure & Equip Installed/Tested</td> <td style="text-align: center;">05/12/05</td> <td style="text-align: center;">0</td> <td style="text-align: center;">05/12/05</td> <td style="text-align: center;">07/18/05</td> <td style="text-align: center;">-87</td> </tr> <tr> <td>Milestone 4-Contract Substantially Complete</td> <td style="text-align: center;">06/18/05</td> <td style="text-align: center;">0</td> <td style="text-align: center;">06/18/05</td> <td style="text-align: center;">08/15/05</td> <td style="text-align: center;">-80</td> </tr> <tr> <td>Milestone 5-Reliability Demonstration Testing Period</td> <td style="text-align: center;">ROD + 365CD's</td> <td style="text-align: center;">0</td> <td style="text-align: center;">ROD + 365CD's</td> <td style="text-align: center;">ROD + 365CD's</td> <td style="text-align: center;">0</td> </tr> </tbody> </table>			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance COs	Milestone 1 -Available for UFS Installation	01/01/05	0	01/01/05	02/10/05	-40	Milestone 2-MTA Division B Work Complete	02/15/05	0	02/15/05	04/25/05	-68	Milestone 3-Systems Infrastructure & Equip Installed/Tested	05/12/05	0	05/12/05	07/18/05	-87	Milestone 4-Contract Substantially Complete	06/18/05	0	06/18/05	08/15/05	-80	Milestone 5-Reliability Demonstration Testing Period	ROD + 365CD's	0	ROD + 365CD's	ROD + 365CD's	0
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<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;">243</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:	243	<p>Cost Summary: \$ In millions</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">1. Award Value: *</td> <td style="text-align: right;">150.72</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">(0.03)</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">(0.21)</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">150.48</td> </tr> <tr> <td>5. Pending Changes: **</td> <td style="text-align: right;">5.87</td> </tr> <tr> <td>6. Incurred Cost:</td> <td style="text-align: right;">39.02</td> </tr> </table>	1. Award Value: *	150.72	2. Executed Modifications:	(0.03)	3. Approved Change Orders:	(0.21)	4. Current Contract Value (1 + 2 + 3):	150.48	5. Pending Changes: **	5.87	6. Incurred Cost:	39.02														
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* Includes Options E.2, E.3, E.4, E.5, E.6 (exercised after award) and E.8

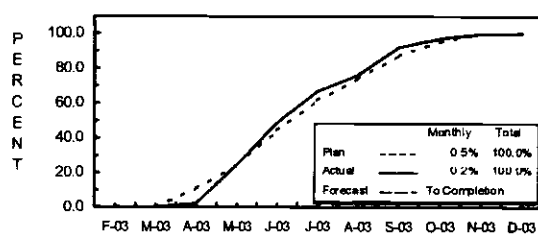
** Excludes recycled water pipeline - CN 10.xx series

CONTRACT C0675 PHYSICAL PERCENT COMPLETE



* Plan is based on approved Contract C0675 Baseline Schedule

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"> · Complete punch list items. · Complete site clean up. · Demobilization from site. · Achieved substantial completion on 12/1/03. <p>Areas of Concern:</p> <ul style="list-style-type: none"> · None at this time. 	<p>Contract No.: C0676 Status as of: December 31, 2003</p> <p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> · None <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> · Contract close out 																														
<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: 308 CD</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <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>10/13/03A</td> <td>2</td> </tr> <tr> <td>Milestone Three-Contract completion</td> <td>12/13/03</td> <td>0</td> <td>12/13/03</td> <td>12/01/03A</td> <td>12</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	10/13/03A	2	Milestone Three-Contract completion	12/13/03	0	12/13/03	12/01/03A	12
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<p>Physical Percent Complete:</p> 	<p>Cost Summary: \$ In millions</p> <table style="width: 100%;"> <tbody> <tr> <td>1. Award Value:</td> <td style="text-align: right;">3.84</td> </tr> <tr> <td>2. Executed Modifications:</td> <td style="text-align: right;">0.06</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">0.00</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">3.90</td> </tr> <tr> <td>5. Pending Changes:</td> <td style="text-align: right;">-0.03</td> </tr> <tr> <td>6. Incurred Cost:</td> <td style="text-align: right;">3.90</td> </tr> </tbody> </table>	1. Award Value:	3.84	2. Executed Modifications:	0.06	3. Approved Change Orders:	0.00	4. Current Contract Value (1 + 2 + 3):	3.90	5. Pending Changes:	-0.03	6. Incurred Cost:	3.90																		
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Note: The cost summary excludes data related to the DWP Recycled Water Pipeline, CN 1.00

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 and approved a solicitation for a Design/Build delivery system for the Project. 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 dry season construction restriction 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 from 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 23, 2002	Los Angeles Department of Water and Power (LADWP) agrees to reimburse MTA for actual costs incurred to review and update Los Angeles River Bridge design to incorporate a future reclaimed waterline.
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) was issued to Shimmick Construction Co., Inc./Obayashi Corporation, a Joint Venture for Contract No. C0675.
May 20, 2003	The LADWP Board of Commissioners certified the Mitigated Negative Declarations for the West Valley Water Recycling Project (known as the Recycled Water Pipeline Project).
July 9, 2003	MTA and Contractor staff complete move into an Integrated Project Management Office for Contract No. C0675.
September 15, 2003	NTP was issued to Carter & Burgess for Contract MC067 Construction Management Services.
September 16, 2003	The LADWP Board of Commissioners approved a \$5.0 million budget under an existing Master Cooperative Agreement with MTA for partial funding for schedule-critical portions of the LADWP Recycled Water Pipeline Project.
September 25, 2003	The MTA Board approved a \$5,000,000 initial budget and authorized the issuance of change orders in the amount not to exceed \$2,500,000 to the C0675 Contractor for initial funding of design and construction of the LADWP Recycled Water Pipeline.
October 15, 2003	C0676 Contractor completed on time all in-channel work required to meet contract milestone date planned for October 15, 2003.
November 6, 2003	C0675 Contractor began first excavation and installation of drainage pipe at the east end of the Rapidway on Chandler Boulevard between Laurel Canyon and Coldwater Canyon.
November 17, 2003/ November 20, 2003	Held two of four planned community meetings in the San Fernando Valley to collect feedback on proposed landscape plans for the Rapidway.
November 21, 2003	First temporary lane closure at Laurel Canyon Intersection for installation of drainage pipe across intersection.
December 1, 2003	Successful completion of Contract C0676 Los Angeles River Bridge, Brutoco Engineering and Construction Corporation, two weeks ahead of schedule and under budget.
December 3, 2003/ December 6, 2003	Held remaining two of four planned community meetings in the San Fernando Valley to collect feedback on proposed landscape plans for the Rapidway.

ALIGNMENT ILLUSTRATIONS



Trench operation for storm drain pipe installation near Laurel Canyon Blvd.



Street closure and storm drain pipe installation at Corteen Avenue.

ALIGNMENT ILLUSTRATIONS



Ductbank installation at Laurel Canyon Blvd. (Eastside).



Contract C0675 Design/Build girder installation at Bull Creek Bridge
– one of two new bridges to be built by Contractor.

ALIGNMENT ILLUSTRATIONS (Cont'd)

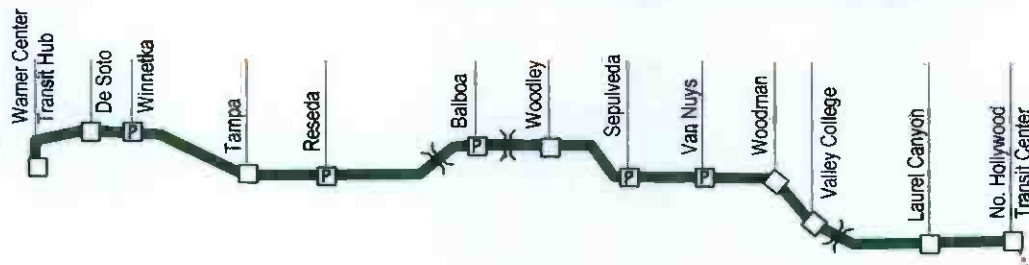
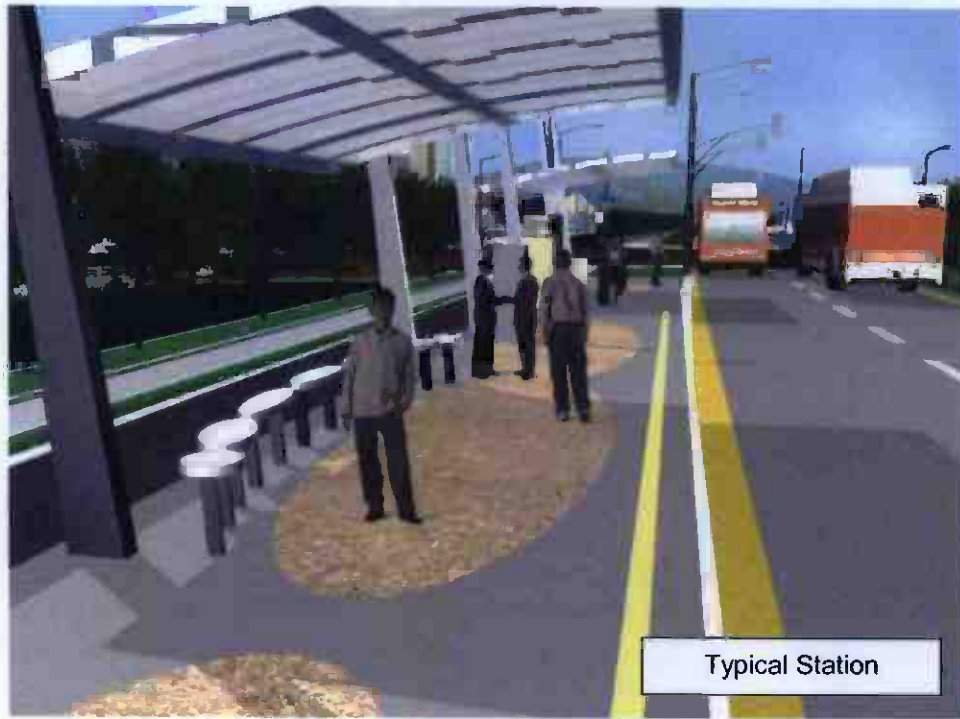


Contract C0676 Los Angeles River Bridge Contractor completed bridge (December 2003).



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

ALIGNMENT ILLUSTRATIONS (Cont'd)

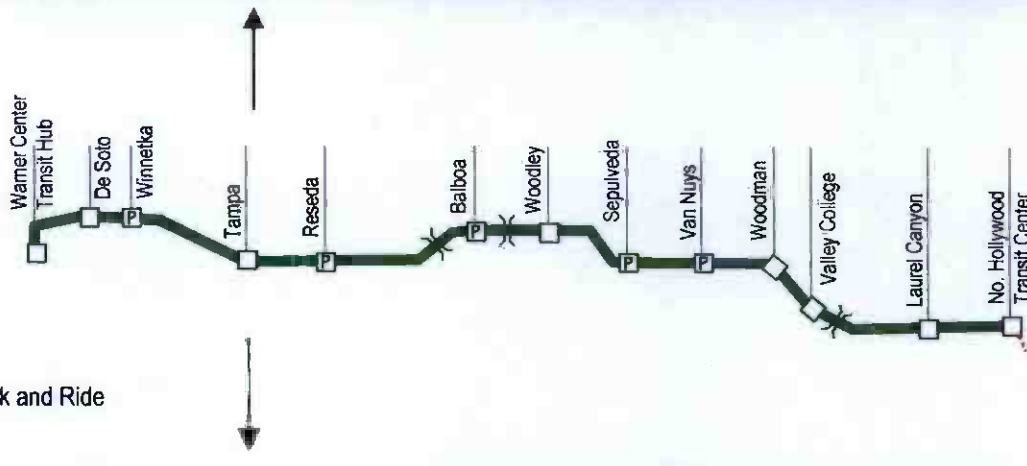


□ Station

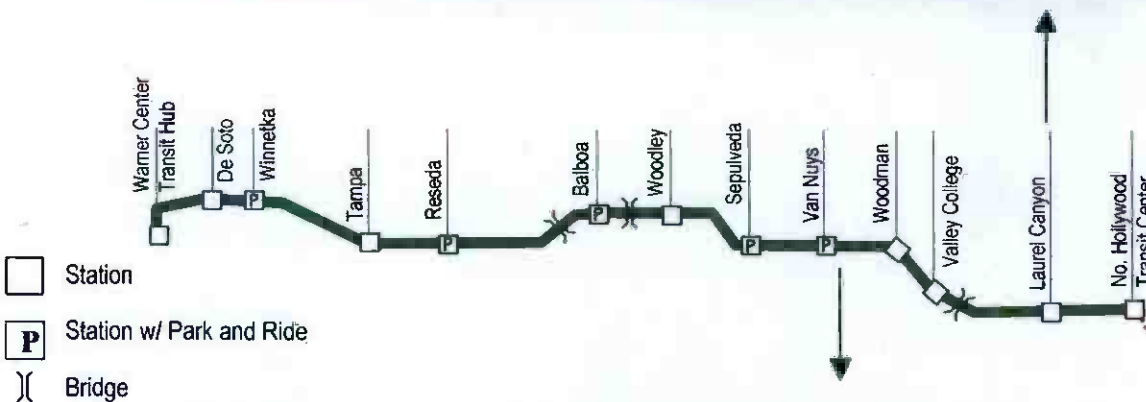
□ P Station w/ Park and Ride

Bridge

ALIGNMENT ILLUSTRATIONS (Cont'd)



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