

Metro Orange Line

August 2004

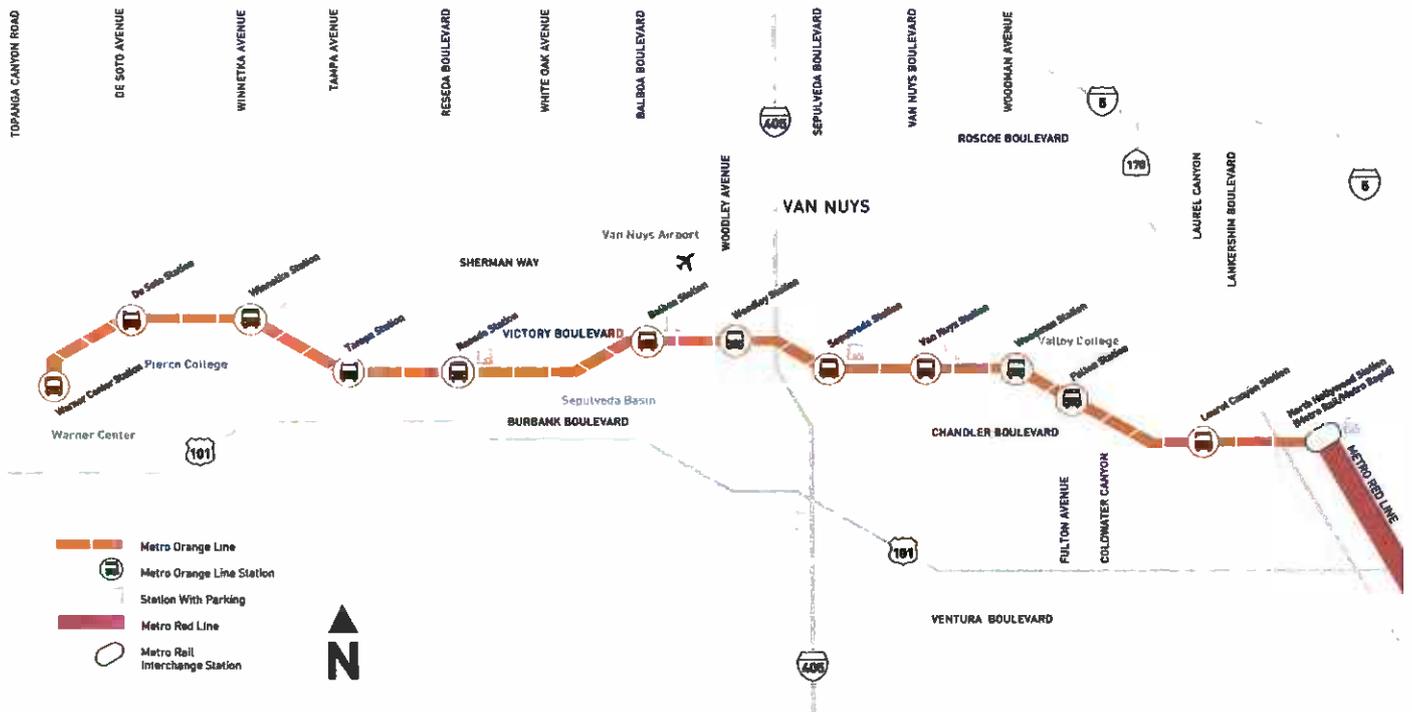


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PROJECT OVERVIEW

The Metro Orange Line Project 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 Orange Line 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 Orange Line 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).

This month the construction effort was stopped by the suspension of work issued to the C0675 Design/Build Contractor due to the California Court of Appeal issuing a temporary stay of the Project on August 2, 2004. The Contractor submitted a Schedule Update that reflects a five-month delay to the Contractor's Contract Substantial Completion Milestone date of June 16, 2005. Based on the forecast delay by the Contractor, the August 2005 Revenue Operations Date appears to be in jeopardy. The MTA has requested a recovery plan from the Contractor. The Contractor's design percent complete is 97.9 % and construction physical percent complete is 37.1%.

To date, the expenditures for the busway portion of the Orange Line are \$118.4 million or 35.9% of the \$329.5 million Original Budget. The expenditures for the bikeway portion are \$1.3 million or 12.8% of the \$10.6 million Current Budget.

All real estate new acquisitions have been acquired and turned over to the C0675 Design/Build Contractor. The number of leases to be terminated for the project is 101 with 99 available to the Contract C0675 Design/Build Contractor. The remaining two leases have been permitted to remain at this time and are under review for final disposition. There is no impact to the Project.

Other Projects providing equipment for the Orange Line 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 Orange Line 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 Metro Orange Line.

Status/Action The trial was held on December 20, 2002 and the judge ruled in favor of the MTA. On July 19, 2004 the California Court of Appeal reversed the December 2002 decision of the Los Angeles Superior Court, which had rejected a challenge to the Environmental Impact Report (EIR) for the Orange Line. The Court of Appeal rejected each of the grounds except one. The Court found that the MTA should have studied the possibility of multiple east-west Rapid Bus lines in the San Fernando Valley as an alternative to the Orange Line, and that the failure to do so renders the EIR invalid. The Court of Appeal decision did not enjoin further construction on the Project. On July 30, 2004, the Superior Court denied COST request for Stay of Project citing lack of jurisdiction. On August 2, 2004 the California Court of Appeal issued a temporary stay and the MTA on August 3, 2004, issued a suspension of work to the C0675 Design/Build Contractor. After the temporary stay expired on August 19, 2004, the MTA lifted the suspension of work to the C0675 Design/Build Contractor on August 26, 2004. The MTA filed an appeal to the California Supreme Court regarding the validity of the Project's EIR. The MTA has commenced additional studies of Rapid Bus on east-west streets as requested by the Court of Appeal.

Concern No. 2: Park-and-Ride site at Metro Orange Line's western terminus in Warner Center.

Status/Action The western terminus at the Warner Center Transit Hub does not currently include parking for Orange Line Project patrons. In February 2004, the MTA Board approved proceeding with negotiations to purchase the Boeing site identified, as the MTA Board preferred option for a park-and-ride site. MTA staff continues to develop a "construction only" procurement package for the park-and-ride scope of work, which includes extending the busway to the new station at the park-and-ride location. As requested by LADOT, LABOE and Councilman Zine's office, the MTA has tentatively agreed to include the widening of Canoga Avenue as part of the Project provided that the City pays the cost of construction. Subject to City Council approval, the widening, which is included in the latest zoning plan, may be funded as part of the Warner Center Specific Fund. Staff continues to prepare an Addendum/Modified Initial Study for the development of a satellite surface park-and-ride lot on MTA-owned property just north of the Boeing property to augment parking to be provided at the Boeing site. MTA staff will request adoption by the MTA Board of the satellite EIR in the near future.

MANAGEMENT ISSUES

Concern No. 3: Traffic Index (TI) for the busway pavement design

Status/Action MTA technical staff determined that the pavement thickness proposed by the C0675 Contractor for Asphalt Concrete (AC) paved segments of the busway 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. To rectify this situation, the MTA has issued change orders to the C0675 Design/Build Contractor to modify the pavement design. These changes will ensure the desired design service life, enable MTA Operations staff to budget for maintenance activities and costs, and ensure satisfactory busway service quality. A Contract Modification has been negotiated with the C0675 Design/Build Contractor, approved by the MTA Board and is waiting to be signed by the Contractor.

Concern No. 4: C0675 Design/Build Contractor Schedule Performance

Status/Action The C0675 Design/Build Contractor this month submitted a schedule update that forecasts construction progress is five months behind schedule leading to the Contractor's Contract Substantial Completion Milestone date of June 2005. This delay forecast includes a three month forecast delay reported by the Contractor this period due to the Court of Appeal temporary stay of Project on August 2, 2004, which caused the MTA to suspend the Contractor's scope of work. The Contractor's reasons for the additional three-month forecast delay are the inclusion of a 23-day suspension of work period plus schedule ripple effects caused by the stopping of critical station and systems equipment procurements. This schedule is under review by the MTA. The August 2005 Revenue Operations Date appears to be in jeopardy. MTA has requested a recovery plan from the Contractor,

Concern No. 5: Contract No. C0675 Design/Build contaminated soils removal

Status/Action There were at least 10 stockpiles of contaminated/non-hazardous soils that were identified for export during this reporting period. However, no soil export was performed because of the California Court of Appeal stay regarding work at the Metro Orange Line. The stay was lifted on August 26 and soils export resumed on August 30. Soils still to be generated will be the result of grading, swale cuts, berm construction and other related construction activities. It is expected that the production rate for soil export of contaminated soil will continue to decrease as newly generated soils are expected to be cleaner than previous excess soils. Contaminated/non-hazardous soil removal activities will remain an integral part of this Project until all grading and landscaping operations are completed.

MANAGEMENT ISSUES

Concern No. 6: Soil Contamination and Potential Impact on Project Landscape

Status/Action MTA is still in the middle of negotiating with the Contractor on the viability of implementing a three phase landscaping process to ensure plant survivability. The three phases include: (1) sampling and analysis for soil suitability initially at 500-foot sections, then at 100-foot sub-sections; (2) applying appropriate soil amendments prior to planting; (3) soil removal and replacement or plant replacement after landscaping. The first phase will be executed to determine the specific locations where soil amendments will be necessary. Soils agronomic parameters as well as pot culture testing will be performed on collected soils from each sampling phase (500-foot then 100-foot sections). Soils amendments will then be applied to those specific 100-foot subsections that are determined to be problematic. The amendments range from the addition of essential nutrients to replacing up to ¼ of the total volume of soil to be placed inside the plant pit. Once the plants are established, criteria will be set to determine landscaping survivability. Unsuccessful plantings will either be replaced with new plants or soils replaced. Final protocol and additional details will be developed in time for the next reporting period.

Concern No. 7: Warner Center Transit Hub

Status/Action The City of Los Angeles started construction of the Warner Center Transit Hub (WCTH) in May 2004. An October 1, 2004 access date for the C0675 Design/Build Contractor, SOJV, to perform work related to the busway terminal area was included in the bid documents based on original input from the City of Los Angeles. At this time, full access may not be available to SOJV as the City of Los Angeles contractor(s) may still be working in the area. However, LADOT has agreed to place the 7-footings necessary for the MTA C0675 portion of the busway platform. Therefore, it is not necessary for the C0675 Contractor to perform any work at the WCTH until after the LADOT contractor completes its work in November 2004. The C0675 Contractor access to the WCTH is anticipated to be January 18, 2005 (after the LADOT's "Construction Moratorium" during the holidays) to perform electrical, signage, and miscellaneous work to complete the busway platform. MTA, SOJV and the City of Los Angeles will work together to assure that the Warner Center Transit Hub can be constructed to support the Project's Revenue Operation date of August 2005.

Concern No. 8: Federal Funding for Orange Line Landscape Enhancement

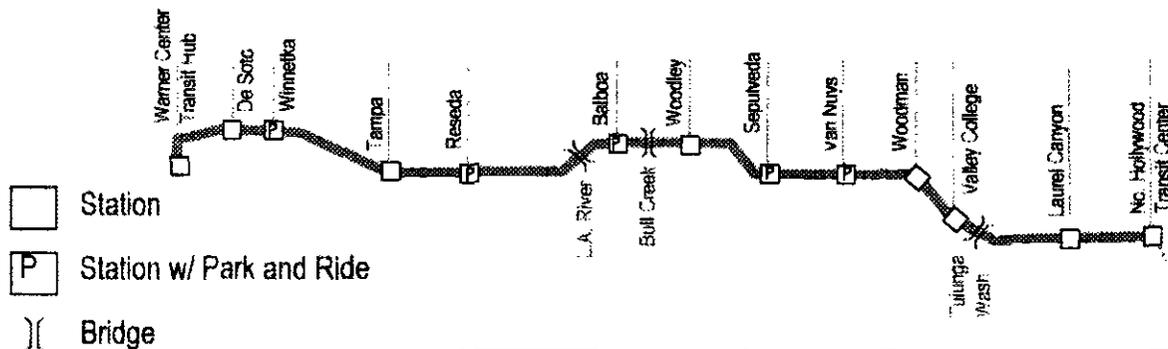
Status/Action MTA is pursuing additional Federal Funding for Project landscaping enhancements. The Federal Transit Administration (FTA) has completed its review of MTA's request for a Letter of No Prejudice as a result of this review. MTA may proceed to incur costs for the landscape enhancements without prejudice to possible future Federal participation. Congress has not passed a funding bill consequently this source of funding is not being relied on.

PROJECT SCOPE

The Metro Orange Line 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 busway 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 Orange Line. 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 Orange Line 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, the Los Angeles Department of Water and Power has requested the LACMTA to not proceed with the Recycled Water Pipeline. Only short sections of the Pipeline will be completed at Bull Creek and Tujunga Wash Bridges in addition to the Pipeline already completed at the Los Angeles River Bridge.

Thirteen Stations will be completed for the Orange Line 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	Aug-04	Sep-04	Oct-04	Nov-04	Dec-04	Jan-05
C0675 - Station (Canopy) Design 100% - Issue for Construction (W.C. Station)	8/20/04A	<input type="checkbox"/>					
C0675: Irrigation 100% Design Segment 1 - Issue for Construction	8/11/04A	<input type="checkbox"/>					
C0675: Soundwall Segment 3 & 4 100% Design - Issue for Construction	8/27/04A	<input type="checkbox"/>					
(Forecast) C0675: Landscape 100% Design - Issue for Construction	9/1/04*		<input type="checkbox"/>				
(Forecast) C0675: Sepulveda Park & Ride 100% Design - IFC	9/1/04*		<input type="checkbox"/>				
(Forecast) C0675: Bus & Maint. Yard - Crane/Catwalk 100% Design - Issue for Construction	9/4/04*		<input type="checkbox"/>				
(Forecast) C0675: Intersection Group 6 100% Design Issue for Construction	9/11/04*		<input type="checkbox"/>				
(Forecast) C0675: Systems Communications Design 100% - Issue for Construction	9/11/04*		<input type="checkbox"/>				
(Forecast) C0675: Woodman Avenue: Open Intersection to Traffic	9/15/04*		<input type="checkbox"/>				
(Forecast) C0675: Irrigation 100% Design Segment 2 - Issue for Construction	9/17/04*		<input type="checkbox"/>				
(Forecast) C0675: Intersection Group 7 100% Design Issue for Construction	10/6/04*			<input type="checkbox"/>			
(Forecast) C0675: Irrigation 100% Design Segment 3 - Issue for Construction	10/8/04*			<input type="checkbox"/>			
(Forecast) C0675: Tampa Avenue: Open Intersection to Traffic	10/13/04*			<input type="checkbox"/>			
(Forecast) C0675: De Soto Avenue: Open Intersection to Traffic	10/21/04*			<input type="checkbox"/>			
(Forecast) C0675: Corbin Avenue: Open Intersection to Traffic	11/10/04*				<input type="checkbox"/>		
(Forecast) C0675: Wilbur Avenue: Open Intersection to Traffic	11/11/04*				<input type="checkbox"/>		
(Forecast) C0675: White Oak Avenue: Open Intersection to Traffic	12/23/04*					<input type="checkbox"/>	
(Forecast) C0675: Tyrone Avenue: Open Intersection to Traffic	1/26/05*						<input type="checkbox"/>

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

SUMMARY SCHEDULE

Metro Orange Line
Level 0 Project Schedule - Status for August 2004

Project Milestones	FY 2002			FY 2003			FY 2004			FY 2005			FY 2006					
	J	A	S	J	A	S	J	A	S	J	A	S	J	A	S	J	A	S
<p>Project Milestones</p> <p>◇ MTA Board Adopts EIR ◇ Invitation for Bids - C0675 DB Contractor</p> <p>◇ Notice To Proceed Issued to C0675 Contractor ◇ Begin Construction C0675 L.A. River Bridge ◇ Complete Construction at L.A. River Bridge ◇ California Transportation Commission Funding Resolution ◇ Award C0675 DB Contract ◇ Notice to Proceed C0675 D/B Contractor</p> <p>Aug 2, 2004 - Court of Appeals Temporary Stay of the Project</p> <p>Forecast C0675 MS# 4 Substantial Completion ◇ UFS Equipment Delivery ◇ Planned ROD</p> <p>Contractor's Milestone No. 4 - Substantial Completion forecast is later than what is shown below. MTA's assessment is that mitigation opportunities are still available and this date can be achieved.</p>																		
<p>Procurement</p> <p>Design / Build Contract - C0675</p> <p>Contract C0675 DB Bid Process</p> <p>◇ Recommendation to MTA CEO for Contract C0675 Award ◇ Calif Transportation Commission - Notice of Funding Suspension C0675 Award Delay ◇ C0675 DB Contract Bid Validity date</p>																		
<p>Third Party / Vehicles / Systems / I-405</p> <p>Master Cooperative Agreements (MCA) Approvals Articulated Vehicle Procurement/Acquisition Process</p> <p>◇ Board Adoption of MCA with City of Los Angeles Delivery Articulated Bus #1, Initial Testing ◇ UFS Equipment Station ◇ Execute UFS Procurement Option</p> <p>ATMS Equipment Cal Trans I-405 Construction</p>																		
<p>Real Estate</p> <p>Lease Terminations Property Acquisition</p> <p>◇ Lease Extensions ◇ Special College Parcel Acq Due Date</p>																		
<p>Preliminary Engineering</p> <p>STV 40% Design</p>																		
<p>Design / Build Contract - C0675</p> <p>Mobilization / Final Design / Submittals Demolition / Hazard Removal Busway: Earthwork / Contaminated Soils / Storm Drains / Paving / Landscaping / Fencing / Intersections Park and Ride Lots Bridges Station Construction Systems Installation Systems Integration Testing MTA Comm Testing Punchlist/Rev Ops</p> <p>PROJECT TEMPORARY SUSPENSION AND REMOBILIZATION PERIOD</p>																		
<p>Canoga Ave Park & Ride Station and Busway Extension</p> <p>Start Negotiations for Boering Parcel Acquisition Engineering, Procurement Bid Evaluation Contract C0739 Award Construction Park and Ride Station Canoga Ave Widening Construction Moratorium</p>																		

SCHEDULE NARRATIVE

On August 2, 2004, the California Court of Appeal issued a temporary stay and the MTA on August 3, 2004, issued a suspension of work to the C0675 Design/Build Contractor. The MTA lifted the suspension of work to the C0675 Contractor on August 26, 2004.

The C0675 Design/Build Contractor submitted a schedule update that reflects a five-month delay to the Contractor's Contract Substantial Completion Milestone date of June 16, 2005 (now at 158 days negative float). Based on the forecast delay by the Contractor, the August 2005 Revenue Operations Date appears to be in jeopardy. The MTA has requested a recovery plan from the Contractor.

The schedule update is now showing the fabrication and installation of station canopies, installation of communications equipment at stations and the testing of all systems as the most critical path. The completion of Sepulveda Park and Ride and landscaping along the busway are the secondary critical path. In addition, systems design is near the secondary critical path.

Minimal construction work was accomplished during the period. After a remobilization of field staff the Contractor plans to start back on busway, intersection, bikeway and other construction activities in September.

PROJECT COST STATUS

PROJECT 800112 - METRO ORANGE LINE (BUSWAY)

\$ in Millions

COST SUMMARY

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	124.2	124.2	124.3	125.8	1.5	115.1	66.5
Yards & Shops	1.2	1.2	1.3	1.3	0.0	1.1	0.1
Systems/Equipment	12.7	12.7	12.0	10.2	(1.8)	8.6	1.8
Stations	30.4	30.4	30.3	32.1	1.8	30.4	3.5
Vehicles & Buses	17.5	17.5	15.7	15.7	0.0	0.0	0.0
Special Conditions	24.2	24.2	33.5	34.5	1.0	24.7	12.0
Right-of-Way	24.9	24.9	19.3	19.3	0.0	17.2	7.4
Professional Services	45.7	45.7	44.6	45.9	1.3	37.7	26.5
Proposed Park-and-Ride Facility	16.5	16.5	20.8	20.8	0.0	9.0	0.6
Contingency	32.2	32.2	27.7	23.9	(3.8)	0.0	0.0
Project Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	329.5	329.5	329.5	329.5	0.0	243.8	118.4

Expenditures are cumulative through July 2004.

Note: The Commitment value for the Special Conditions cost element is higher than the Original Budget this period. The Original Budget requires an update to reflect changing project conditions at the element level. Staff is currently preparing a budget change recommendation to re-allocate costs to address work scope revisions. The Total Project Budget of \$329.5 million will remain unchanged.

PROJECT COST ANALYSIS

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

Current Budget: The Current Budget remains unchanged this period.

Current Forecast : The Total Project forecast remains the same at \$329.5 million for the August period. However, within the Cost Elements there are projected cost increases of \$3.8 million that Project staff incorporated this month as follows: \$1.6 million as a result of initial anticipated cost impact due to the California Court of Appeal stay of Project issued on August 2, 2004. (Additional costs are anticipated and will be forecast in the future); \$1.1 million to revise the projected amount for waste handling services and the increase in professional services for preparation of revised EIR study directed by the California Court of Appeal; and \$1.1 million to reflect additional legal cost exposure associated with the COST lawsuit and other cases. The individual Cost Element forecast increase was offset by a corresponding reduction in Project Contingency and leaves \$23.9 million of available unallocated funds to cover unknown but anticipated changes.

Commitments: The commitments increased \$17.9 million primarily due to the following: \$3.5 million for Design/Build Contract C0675 executed changes; \$2.8 million for Environmental Services Contract amendments to reflect additional contaminated soil remediation and preparation of revised EIR study; \$3.1 million for work authorization issued to the City of Los Angeles pursuant to the Master Cooperative Agreements to provide engineering, technical services and ancillary supplies; and \$8.5 million for adoption of FY05 Agency budget. The \$243.8 million in commitments to date represents 74% of the Current Budget.

Expenditures: Expenditures are cumulative through period ending July 2004. The expenditures increased \$0.9 million this period primarily due to Professional Services and Agency costs. Construction expenditures are not included as they were incorporated last period as part of the MTA's fiscal year end accrual process. The \$118.4 million in expenditures to date represents 35.9% of the Current Budget.

PROJECT COST STATUS

PROJECT 800114 - METRO ORANGE LINE (BIKEWAY)

\$ in Millions

COST SUMMARY

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	5.8	8.0	8.0	7.9	(0.1)	5.6	0.8
Special Conditions	0.2	0.7	0.7	0.6	(0.1)	0.6	0.3
Professional Services	1.3	1.5	1.5	1.5	0.0	0.8	0.2
Contingency	0.8	0.4	0.4	0.6	0.2	0.0	0.0
TOTAL	8.1	10.6	10.6	10.6	0.0	7.0	1.3

Expenditures are cumulative through July 2004.

PROJECT COST ANALYSIS

The same C0675 Design/Build Contractor as the Metro Orange Line Busway will construct the Metro Orange Line Bikeway Project. Construction activities for the Orange Line Bikeway are expected to occur concurrent with the construction effort of the Orange Line. The Orange Line Bikeway Project is segregated from the base scope of the Orange Line Project due to differences in funding sources. The Original Budget of the Metro Orange Line Bikeway Project was adopted in February 2003 for a value of \$8.1 million.

Current Budget

The Current Budget reflects an increase in the life of project budget approved by the MTA Board in July 2004 to accommodate the bikeway enhancements and incorporates the usage of all grant funding available to the Project. The Current Budget remains unchanged this period.

Current Forecast

The Total Project Forecast remains the same at \$10.6 million for the August period. However, within the Cost Elements there was a decrease of \$0.2 million during this period to reflect line item adjustments. The forecast decrease was offset by a corresponding increase to the forecast Project Contingency.

Commitments

The commitments increased \$0.8 million due to the following: \$0.5 million for Design/Build Contract C0675 executed changes and \$0.3 for adoption of FY05 Agency budget. The \$7.0 million in commitments to date represents 66.2% of the Current Budget.

Expenditures

Expenditures are cumulative through period ending July 2004 and remains unchanged. The \$1.3 million in expenditures to date represents 12.8% of the Current Budget.

PROJECT COST STATUS

PROJECT 800116 - METRO ORANGE LINE LADWP RECYCLED WATER PIPELINE

\$ in Millions

COST SUMMARY

Description	Current Estimate	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	3.8	1.5	1.5	0.0	1.5	1.2
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	0.9	0.8
Project Reimbursement	0.0	(3.3)	(3.3)	0.0	(1.7)	(1.7)
TOTAL	5.0	0.0	0.0	0.0	0.7	0.3

(1) Expenditures are cumulative through July 2004.

(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.

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 Design/Build Contractor for initial funding of design and construction of the LADWP Recycled Water Pipeline. Consequently, MTA and LADWP have determined that the LADWP Recycled Water Pipeline will not be incorporated into the Metro Orange Line Project and all work associated with the Recycled Water Pipeline should be terminated except for competing work related to incorporating a pipeline in the two bridges (Tujunga Wash and Bull Creek Bridges).

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 for and received reimbursement from LADWP for the Pipeline scope of work. Cost Forecast remained the same this period.

Commitments

The commitments decreased this period to reflect the de-obligation of encumbrances for Construction Management Support Services Contract due to completion of LADWP workscope.

Expenditures

Expenditures are cumulative through period ending July 2004 and remains unchanged.

FINANCIAL/GRANT STATUS

Project 800112 – Metro Orange Line (Busway Only)

AUGUST 2004		STATUS OF FUNDS BY SOURCE								
\$ in millions		(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
SOURCE	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%	32.1	68%	32.1	68%	
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%	
PROPOSITION C	166.7	166.7		166.7	100%	60.8	37%	60.8	37%	
PROP C (STIP REPLACEMENT)	98.0	98.0		29.8						
UNBILLED ACCRUALS			25.2			25.2				
TOTAL	329.5	329.5	72.5	243.8	74.0%	118.4	36.0%	93.2	28%	

(1) Based on August 2003 Adopted Short Range Transportation Plan
NOTE: Expenditures are cumulative through July 2004.

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 – Metro Orange Line Bikeway Project

AUGUST 2004

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	CURRENT BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	(D/B) %	EXPENDITURES \$	(E/B) %	BILLED to \$	(F/B) FUNDING SOURCE %
TEA (FED)	6.0	6.0	6.0	4.0	66%	0.9	15%	0.9	15%
TEA-21 (FED)	1.8	1.8	1.7	1.2	66%		0%		0%
STIP (FED)	0.5	0.5	0.5	0.3					
CITY OF LA	2.4	2.4	2.4	1.6	66%	0.2	7%	0.2	7%
UNBILLED ACTUALS						0.2			
TOTAL	10.6	10.6	10.6	7.0	66.0%	1.3	13.0%	1.1	10%

NOTE: Expenditures are cumulative through July 2004.

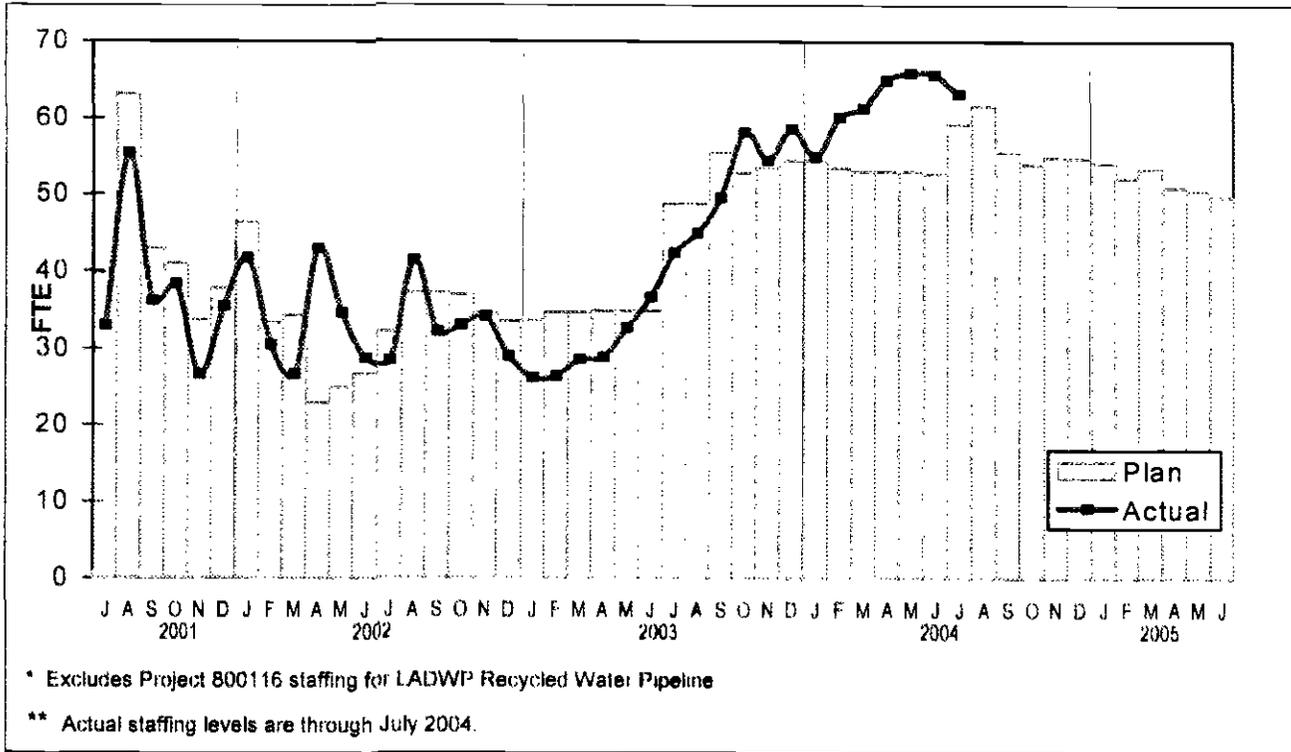
STATUS OF FUNDS ANTICIPATED

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 \$8,174,226. 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 and is now available for drawdown.

STAFFING STATUS *

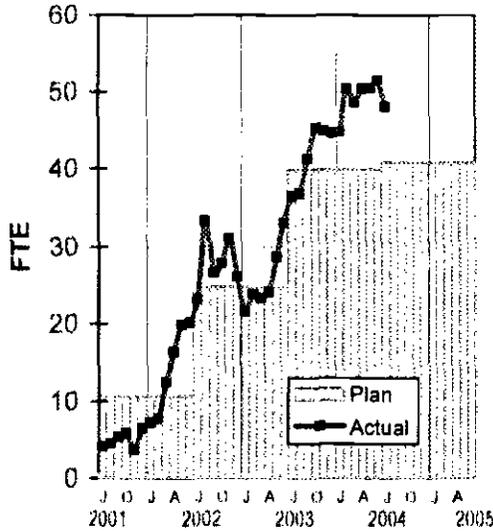
TOTAL STAFFING STATUS



For the month of July 2004, the major total staffing plan was four (4) FTE's over plan. This continued a negative trend the last six months. The increase is due to higher than anticipated plan need for Engineering and Procurement Department staff associated with design submittal review and processing change notices, change orders, contract modifications, and claims.

STAFFING STATUS

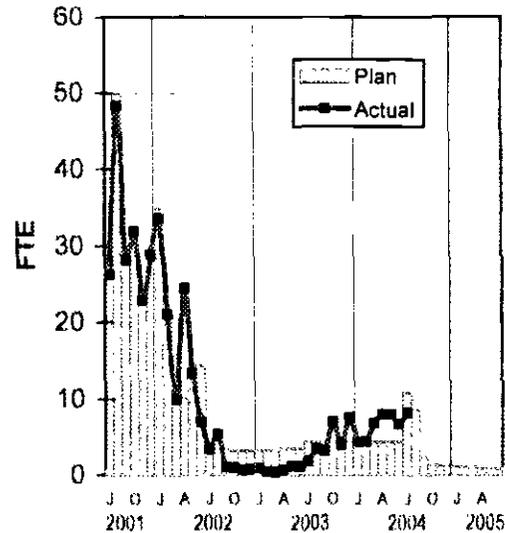
AGENCY STAFFING



Project staffing was higher than plan the last ten months due to increased work load for Engineering and Procurement Departments associated with design submittal review and potential changes.

* Actual staffing levels are through July 2004.

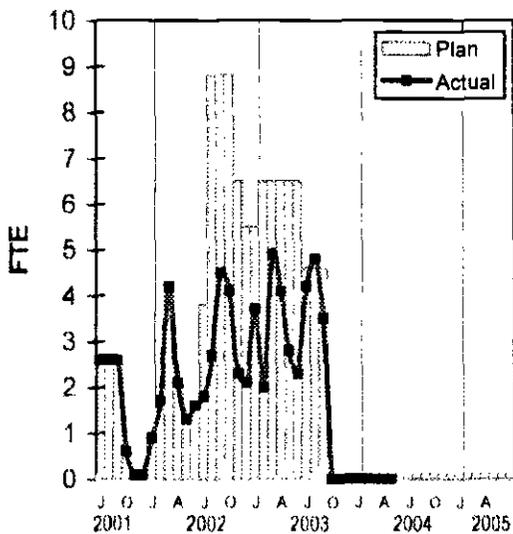
DESIGN CONSULTANT



July 2002 through December 2002 represents Bid Support Phase only. January 2003 through July 2005 represents Design Support During Construction. The planned effort from July 2004 through September 2004 is for design of proposed Canoga Station and busway extension

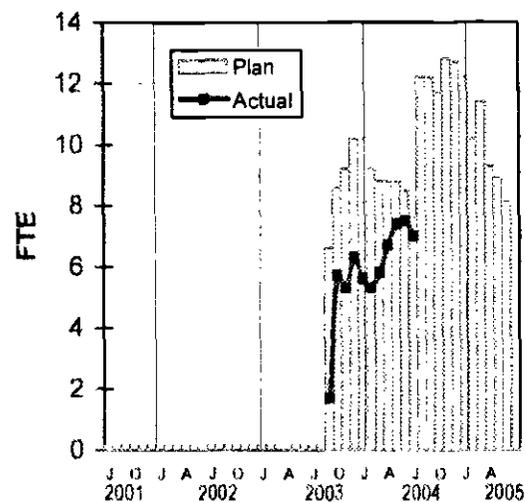
* Actual staffing levels are through July 2004.

PROJECT MANAGEMENT ASSISTANCE



No additional actuals are planned after September 30, 2003 due to contract completion.

CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



* Contract NTP was issued September 15, 2003. Actual staffing levels are through July 2004. Consultant staffing is lower than plan due to Contract C0675 Design/Build design delays which impacted 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 99 available to the C0675 Design/Build Contractor. The following two 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).
 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.

- 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. All eight parcels have been acquired. Parcel 301 with Pierce College (required for construction of Winnetka Park-and-Ride) was vacated on August 17, 2004 for the C0675 Design/Build Contractor's use. This is 17 calendar days later than the date committed to the C0675 Design/Build Contractor (Special Provisions-25, Site Access Dates). However, according to the Contractor's current schedule update there is sufficient total float so as not to impact any critical path construction activities.

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	99

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	8	8	0

The parcels will be purchased by MTA Real Estate

* Offers made contingent to MTA Board approval.

ENVIRONMENTAL STATUS

- Boeing prepared a demolition schedule to remove existing pavement and building on the site at proposed Canoga Station and Park and Ride.
- Suspended the removal, transport and disposal of additional heavy metals impacted soils at various locations along the right-of-way due to Court stay of Project.
- Daily air monitoring was suspended due to the Court stay of Project.
- MTA completed a study regarding Strategy for Compliance with SCAQMD District Rules 402 and 403.
- Prepared a preliminary cost estimate to mitigate impacted soils at the proposed Canoga Park and Ride Station.

COMMUNITY RELATIONS STATUS

- Notified residents, elected officials and the media about court-ordered suspension of construction.
- Provided information to residents interested in supporting the Orange line Project.
- Addressed concerns and mitigated impacts to businesses caused by construction and intensified by the suspension.

QUALITY ASSURANCE STATUS

- All MTA Quality Action Requests (QARs) have been closed.
- One Washington Group QAR was closed. Accepted corrective actions on seven additional QARs were accepted but remain open pending verification of implementation.
- Eight SOJV QARs have been closed. The corrective actions on four QARs were accepted but remain open pending verification of corrective action.

QUALITY ACTION REQUEST STATUS

QM Surveillance #	QAR #	Description	Due Date	Status	Comments
S2003-412	001	Design review issues – 100% Demolition Plan	8/14/03	CLOSED	
S2003-412	002	Constructability issues – 100% Demolition Plan	8/14/03	CLOSED	
S2003-416	001	Design review issues – 60% Group I Intersection Design Package	9/8/03	CLOSED	
S2003-418	001	Design review issues – 85% Segment 1 Busway Design Package	9/11/03	CLOSED	
S2003-451	001	Design review issues – 85% Group I Intersection Design Package	9/31/03 12/1/03 12/8/03	CLOSED	
S2003-455	001	Design review issues – 100% Busway Segment	11/3/03 12/8/03 1/16/04	CLOSED	
S2003-463	001	Design review issues – 100% Landscaping & Irrigation Design	11/21/03 12/1/03 12/8/03	CLOSED	
S2003-466	001	Design Change Control – 100% Bridge Specification	12/2/03 12/24/03	CLOSED	
S2003-468	001	Quality Assurance Document Submittals	12/4/03 12/24/03	CLOSED	
S2003-470	001	Surveillance of SOJV audit of Richard Chong – Subcontractor	12/29/03 12/23/03	CLOSED	

Metro Orange Line
Monthly Project Status Report

August 2004

QM Surveillance #	QAR #	Description	Due Date	Status	Comments
A04-01	A04-001-001	SOJV NCR Control System	2/23/04	CLOSED	
S2004-022	001	QA/QC Personnel not Approved	3/12/04	CLOSED	
S2004-023	001	Nonconforming activities – Intersection Mason and Victory	3/12/04	CLOSED	
S2004-049	001	SOJV Concrete Records for Bull Creek and Tujunga Wash Bridges	5/7/04 5/17/04	CLOSED	
A2004-03	008 thru 015	WGI Design Control	5/19/04	Received on 5/25/04	Responses to QARs 8-10 and 12-15 are acceptable. A follow-up review will be scheduled to determine effective corrective action. Response to QAR 11 was rejected and a re-submittal by July 16, 2004 has been requested
A2004-03	016 thru 027	SOJV Construction Activities	5/28/04 6/14/04	Received on 6/1/4/04	Responses to QARs 16-22 and 24-27 are acceptable and a follow-up review will be scheduled to determine effective corrective action. Response to QAR 23 is rejected and a re-submittal by July 16, 2004 has been requested.

SAFETY STATUS

- Participated in weekly progress meetings with Construction Management to discuss safety related issues and construction schedule for Contract C0675 Design/Build project.
- Monitored work activities for traffic control and pedestrian access.

SAFETY STATISTICS

Contract Number	Contractor	Work Hours	Cases				Days						Incident Rates					
			Total Recordable Cases	Cases with days away from work, job transfer, or restriction			Days away from work			Days of job transfer or restriction			Total Days Lost	Total Recordable Cases	Cases with Days Away	Restricted or Transferred Only	Total Days Lost	
				Total	Days Away	Restricted or Transferred Only	Current	Carry Over	Total	Current	Carry Over	Total						
Project To Date																		
C0675	SO, JV (Design)	115,882	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
C0675	SO, JV (Build)	270,945	12	8	4	4	132	72	204	112	0	112	165	8.9	5.9	3.0	121.8	
C0675	SO, JV (composite)	386,827	12	8	4	4	132	72	204	112	0	112	165	6.2	4.1	2.1	85.3	
C0676	Brutoco	15,247	1	0	0	0	0	0	0	0	0	0	0	13.1	0.0	0.0	0.0	
C0739		0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	
	Subtotals	402,074	13	8	4	4	132	72	204	112	0	112	165	6.5	4.0	2.0	62.1	
	MTA Const. Mgmt	41,807	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	
	Totals	443,881	13	8	4	4	132	72	204	112	0	112	165	5.9	3.8	1.8	74.3	

ART DEVELOPMENT STATUS

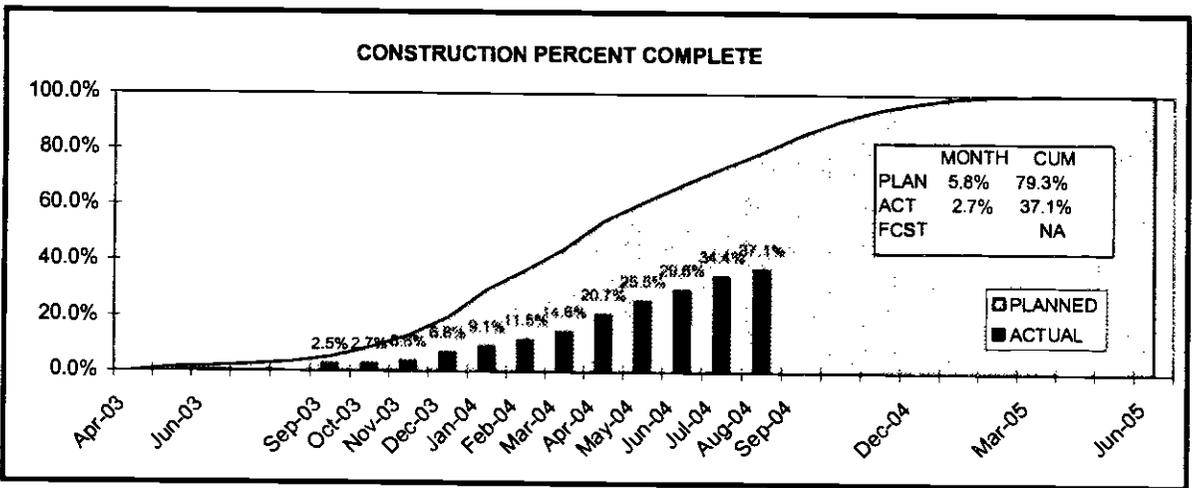
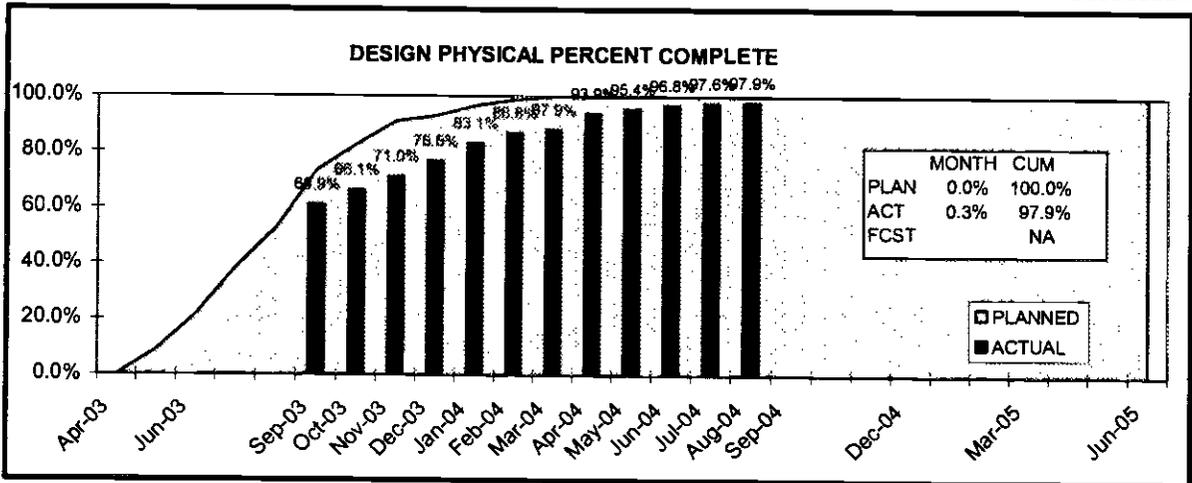
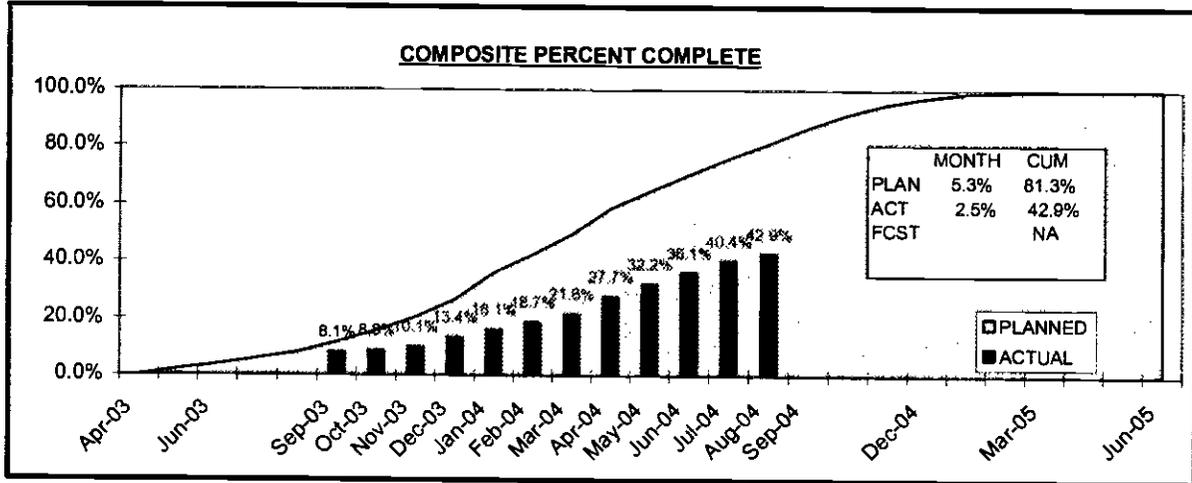
- Met with landscape artist Jud Fine and landscape architect Warren Arrata to finalize the plan for the extension of the Orange Line to the proposed Canoga Station.
- Met with SOJV Contractor and subcontractor Metallion to finalize the design of the art panel frame and attachment system for 23 enamel panels to be installed on Metro Orange Line Station platforms.
- Submitted comments to 100% design submittal for artist designed benches and plaza amenities to be incorporated into select plaza locations.

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: August 31, 2004</p>																																				
<p>Progress/Work Completed: Minimal progress experienced this month due to a suspension of work (see below "areas of concern").</p> <ul style="list-style-type: none"> • Submitted Div. 8 Crane & Catwalk design - 100% submittal. • Submitted Warner Center Station design - AFC submittal. • Submitted Intersection Group 6 design - 100% submittal. • Completed review Intersection Group 7 design - 85% submittal. • Completed review Bikeway Seg. 3 design - 100% submittal. • Completed asphalt paving at Sepulveda intersection. • Completed Busway rough grading between Sepulveda and Hazeltine. • Completed work necessary to insure public safety during the suspension of work. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • The Contractor's August 2004 schedule submittal shows all Milestones behind schedule. Contractor mitigated one month of delay in a three month period - from May 2004 to July 2004. This mitigation has been offset by the delay caused by the suspension of work this period. MTA has requested a recovery plan from the Contractor. • The Right-of-Way is contaminated with heavy metals, pesticides and herbicides. Soil and air testing has been completed. The contaminated soil has been isolated and removed in advance of the Contractor's required construction need date. The MTA and speciality consultants are implementing a long term soil remediation plan. • Landscaping - Due to the unanticipated arsenic found within the MTA right of way, plant survival may not meet Contractual requirements. The MTA has determined that additional arsenic and herbicide testing is necessary to identify those areas where soil additive amendments may be necessary to assure plant survivability. The MTA is in the process of issuing a change order to the Contractor for implementation of a testing and soil amendment program. • Suspension of Work - On August 3, 2004 the MTA issued to the Contractor an order of suspension. This originated from a California Court of Appeal directive to stay from carrying out the Orange Line on behalf of the Appellant group Citizens Organized for Smart Transit. The order of suspension was rescinded on August 26, 2004. The MTA and the Contractor are assessing schedule impacts from a gradual build up of resources from the Contractor and its Subcontractors. Mitigation measures will be required to maintain the Orange Line Revenue Operation Date. 	<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. Warner Center Canopy design - AFC submittal. 2. Intersection Group 6 design - 100% submittal. 3. Div. 8 Crane & Catwalk design - 100% submittal. • Started retaining walls under the I-405 freeway. • Continue with Intersection Groups 2 and 3 construction. • Continue storm drainage installation west of Sepulveda Blvd. • Continue fabrication of communication equipment for Stations. • Started fabrication of soundwalls panels and pilasters. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Start Intersection Group 4 construction. • Complete Busway Segments 2 and 3 storm drain installation. • Continue curb/gutter and paving along Busway Segment 2. • Continue retaining wall construction under the I-405 freeway. • Complete Busway Segment 2 rough grading. • Continue Station Work on the east end of the alignment. • Continue Park & Ride rough and fine grading work. • Submit Intersection Group 6 design - AFC submittal. • Submit Intersection Group 7 design - 100% submittal. • Submit Division 8 Crane/Catwalk design - AFC submittal. • Submit Communication design - AFC submittal. • Submit Bikeway Segment 3 design - AFC 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 CD's</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;">04/13/05</td> <td style="text-align: center;">-102</td> </tr> <tr> <td>Milestone 2-MTA Division 8 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;">08/30/05</td> <td style="text-align: center;">-198</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;">11/21/05</td> <td style="text-align: center;">-193</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;">11/21/05</td> <td style="text-align: center;">-158</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 CD's	Milestone 1 -Available for UFS Installation	01/01/05	0	01/01/05	04/13/05	-102	Milestone 2-MTA Division 8 Work Complete	02/15/05	0	02/15/05	08/30/05	-198	Milestone 3-Systems Infrastructure & Equip Installed/Tested	05/12/05	0	05/12/05	11/21/05	-193	Milestone 4-Contract Substantially Complete	06/18/05	0	06/18/05	11/21/05	-158	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;">487</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:	487	<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;">3.36</td> </tr> <tr> <td>3. Approved Change Orders:</td> <td style="text-align: right;">5.26</td> </tr> <tr> <td>4. Current Contract Value (1 + 2 + 3):</td> <td style="text-align: right;">159.34</td> </tr> <tr> <td>5. Pending Changes:</td> <td style="text-align: right;">3.23</td> </tr> <tr> <td>6. Incurred Cost:</td> <td style="text-align: right;">81.98</td> </tr> </table>	1. Award Value: *	150.72	2. Executed Modifications:	3.36	3. Approved Change Orders:	5.26	4. Current Contract Value (1 + 2 + 3):	159.34	5. Pending Changes:	3.23	6. Incurred Cost:	81.98														
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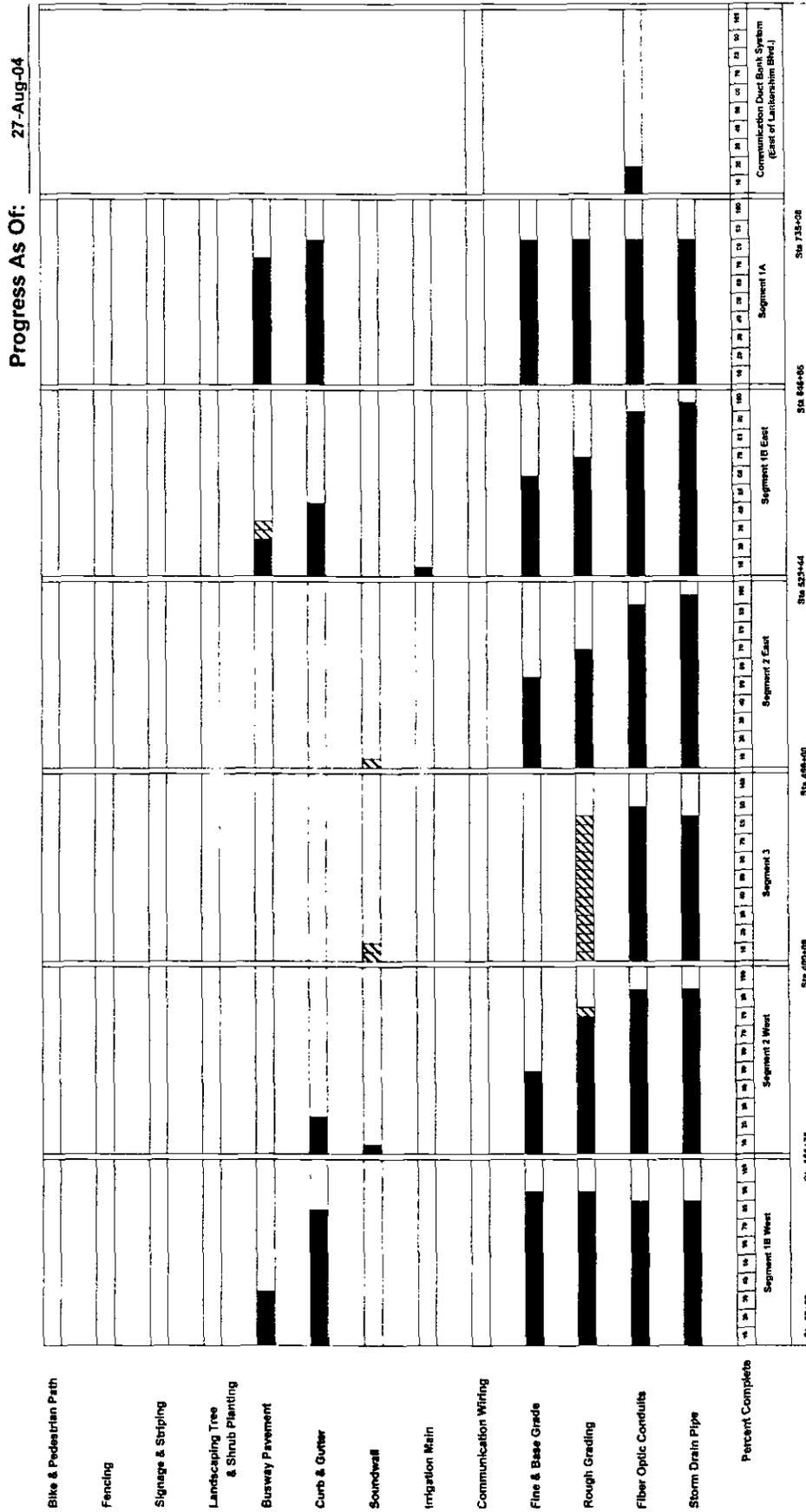
* Includes Options E.2, E.3, E.4, E.5, E.6 (exercised after award) and E.8

CONTRACT C0675 PHYSICAL PERCENT COMPLETE



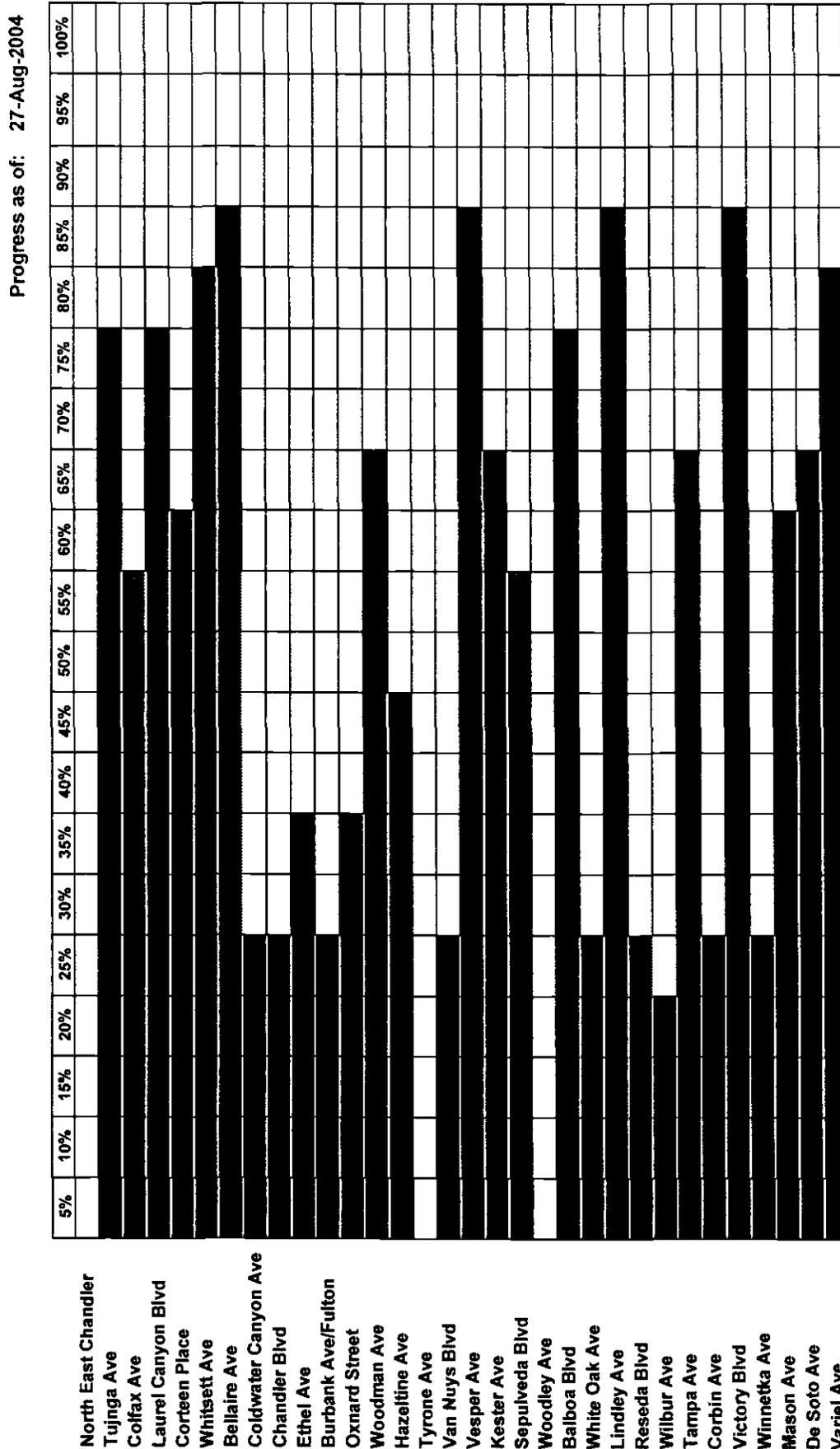
* Plan is based on approved Contract C0675 Baseline Schedule

Metro Orange Line Project - Busway Segments
Station 37+08 to Station 735+08/Communication Duct Bank System
Summary - Busway Segment Percent Complete



Actual This Period
 Cumulative Prior Period
 NOTE: STATIONING NOT TO SCALE

Metro Orange Line Project - Intersections
 Summary - Percent Complete



Actual This Period
 Cumulative Prior Period

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.
January 14, 2004	LADWP advised MTA to not proceed with the Recycled Water Pipeline Project and finish current authorized scope of work.
January 22, 2004	MTA Board of Directors approved changing name of project to Metro Orange Line.
January 22, 2004	Suspension of work issued to C0675 Design/Build Contractor at westside of busway between De Soto Avenue and Corbin Avenue due to presence of contaminated soil.

CHRONOLOGY OF EVENTS

January 29, 2004	Suspension of work issued for C0675 Design/Build Contractor at east end of busway east of Colfax/Chandler intersection due to presence of contaminated soil.
February 4, 2004	Removed suspension of work issued to C0675 Design/Build Contractor at westside of busway between De Soto Avenue and Corbin Avenue due to presence of contaminated soil.
February 11, 2004	Removed suspension of work issued to C0675 Design/Build Contractor at east end of busway east of Colfax/Chandler intersection due to presence of contaminated soil.
February 11, 2004/ February 16, 2004	First weekend full street closure at Balboa Blvd./Victory Blvd. for construction of new intersection including demolition, paving, signage and striping.
March 24, 2004	First asphalt busway paving on Chandler Boulevard between Colfax and Laurel Canyon Boulevard (Segment 1A).
March 22, 2004	LADWP issued notice to cease and desist construction activities at west end of Project due to C0675 Design/Build Contractor striking and damaging an LADWP underground 230,000 volt line.
April 2, 2004	LADWP lifts cease and desist notice issued March 22, 2004 with conditions.
May 27, 2004	MTA Board approved property acquisitions for new Warner Center Park and Ride facility pending resolution of environmental issues.
July 19, 2004	The California Court of Appeal reversed the December 2002 decision of the Los Angeles Superior Court, which had rejected a challenge to the Environmental Impact Report (EIR) for the Orange Line. The Court of Appeal rejected each of the grounds except one. The court found that the MTA should have studied the possibility of multiple east-west Rapid Bus lines in the San Fernando Valley as an alternative to the Orange Line, and the failure to do so renders the EIR invalid. The Court of Appeal decision did not enjoin further construction on the Project.
July 20, 2004	Start of first station construction at Laurel Canyon Station with C0675 Design/Build Contractor beginning drilling and placement of CIDH piles.
July 22, 2004	The MTA Board of Directors approved an increase in the Current Budget for the Bikeway portion (Project 800114) of the Orange Line, from \$8.1 million to \$10.6 million.
July 30, 2004	Superior Court denies COST request for Stay of Project citing lack of jurisdiction. COST states it will go to California Court of Appeal.
July 30, 2004	MTA filed a petition for rehearing of July 19, 2004 action with California Court of Appeal.
August 2, 2004	California Court of Appeal issues a temporary stay halting construction of the Orange Line Project.

CHRONOLOGY OF EVENTS

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| August 3, 2004 | MTA issued a suspension of work to the C0675 Design/Build Contractor due to the temporary stay of the Project by the California Court of Appeal. |
| August 19, 2004 | The temporary stay issued by the California Court of Appeal on August 2, 2004 expired. The California Court of Appeal denied MTA's request for rehearing on the validity of the EIR. |
| August 26, 2004 | The suspension of work to C0675 Design/Build Contractor was lifted and work resumed. |
| August 26, 2004 | MTA filed an appeal to the California Supreme Court regarding validity of the Project's EIR. |

PROJECT PHOTOS



Low floor CNG-powered articulated vehicle manufactured by North American Bus Industries (NABI) at NABI's facility in Anniston, Alabama.

PROJECT PHOTOS



Installation of the cast in drilled hole piling system at Laurel Canyon Station



SOJV subcontractor Romero started rough grading, Phase 3 of intersection work at De Soto Avenue.

PROJECT PHOTOS



SOJV subcontractor Rainbow continuing installation of storm drain culvert near Mason Avenue.

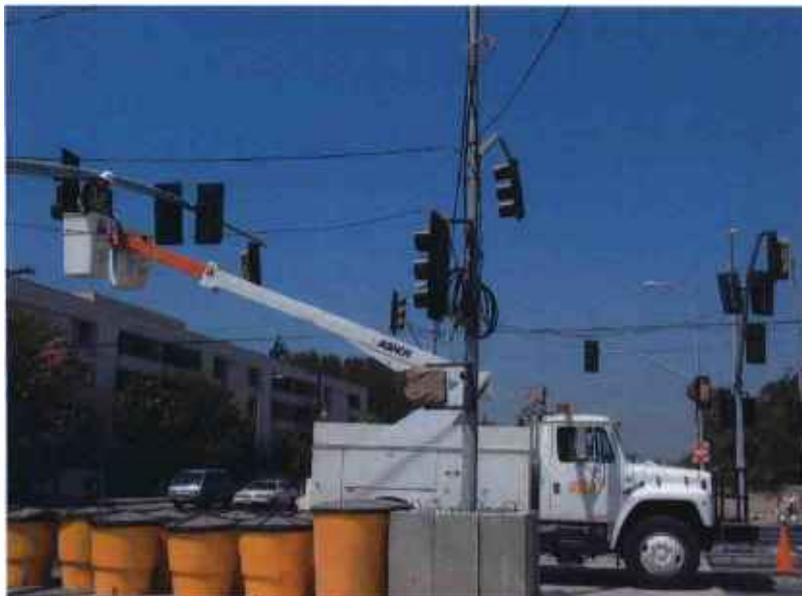


SOJV subcontractor Western Paving continuing paving near western end of Project.

PROJECT PHOTOS



SOJV subcontractor Rainbow installing storm drain pipe near Balboa Blvd.



SOJV subcontractor Moore Electric continues installing traffic/light poles at Whitsett Avenue.

PROJECT PHOTOS



First course of asphalt looking west toward De Soto Avenue.



Placement of crushed miscellaneous base material.

PROJECT PHOTOS



Paving operation along Chandler Boulevard.

PROJECT PHOTOS



Paving operation along Chandler Boulevard.

PROJECT PHOTOS



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

APPENDIX

COST AND BUDGET TERMINOLOGY

Cost Descriptions

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).

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

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.

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

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).

CURRENT FORECAST The best estimate of the final cost of the project when all checks have been issued and the project is closed out. Current Forecast is composed of actual costs incurred to date, the best estimate of work remaining, and a current risk assessment for each budgeted cost item.

Cost Element Descriptions

CONSTRUCTION Includes construction and procurement contracts. Costs associated with Guideways, Yards and Shops, Systems/Equipment, Stations and Buses.

SPECIAL CONDITIONS Includes work by outside agencies and utilities in design coordination, review, and relocation of utilities through Master Cooperative Agreements, environmental mitigation and compliance, insurance programs, safety program, art program, testing, start-up, and pre-revenue operations.

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

PROFESSIONAL SERVICES Includes design engineering, project management assistance, construction management support services, legal counsel, agency staff costs, and other specialty consultants.

PROPOSED PARK-AND-RIDE FACILITY Proposed park-and-ride facility at the Western Terminus of the Orange Line.

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.

PROJECT REVENUE Includes all revenue receivable to the MTA as a direct result of project activities. This includes cost sharing of construction items, insurance premium rebates, and the like.

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
DTSC	Department of Toxic Substances Control
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
FAR	Federal Acquisition Regulation
FD	Final Design
FEIR	Final Environmental Impact Report
FIS	Financial Information System
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

APPENDIX
LIST OF ACRONYMS (Continued)

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

APPENDIX
LIST OF ACRONYMS (Continued)

ROW	Right-Of-Way
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SFV	San Fernando Valley
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOJV	Shimmick Obayashi Joint Venture
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
WGI	Washington Group, Incorporated
WP	Work Package