

Metro Orange Line

December 2004

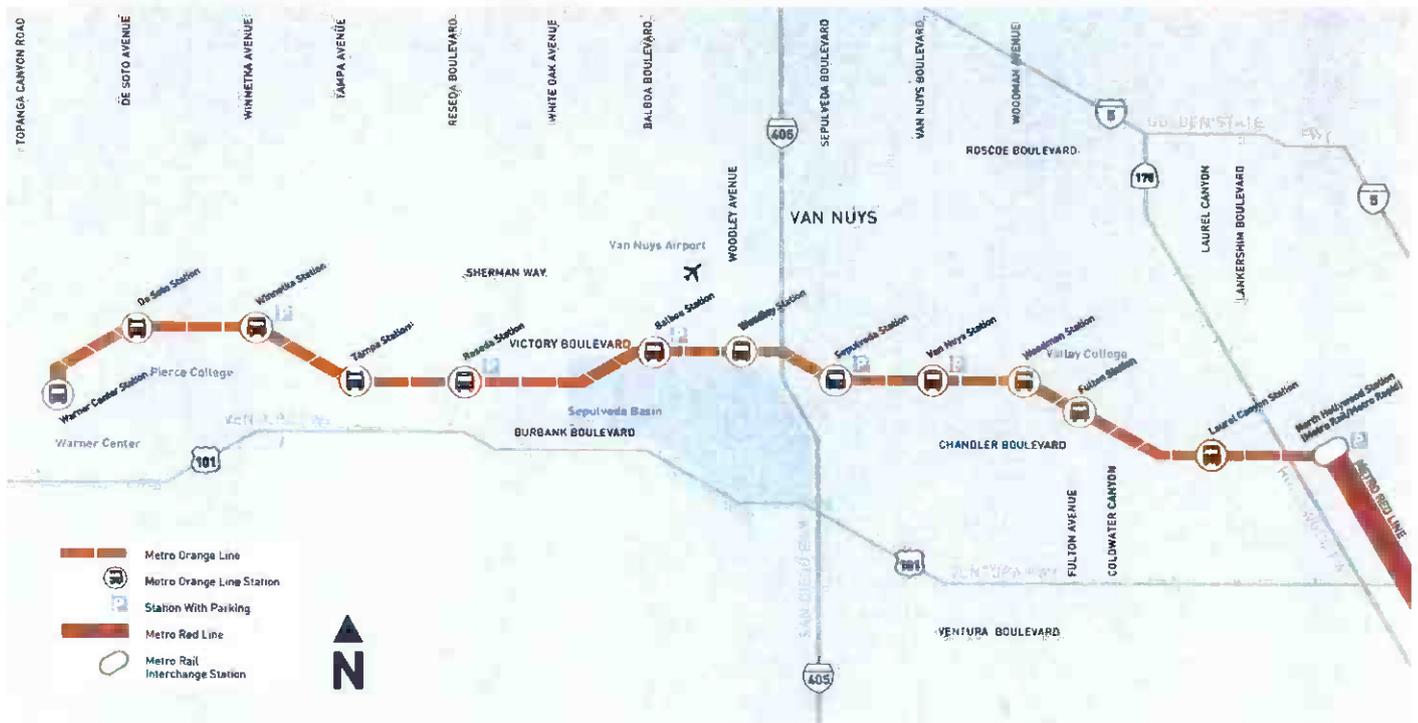


TABLE OF CONTENTS

	Page No.
Project Overview.....	1
Management Issues.....	2-4
Project Status	
• Project Scope.....	5
• Schedule	
○ Key Milestones Six-Month Look Ahead	6
○ Summary Schedule.....	7
○ Schedule Narrative	8
• Project Cost Status and Analysis – Busway.....	9
• Project Cost Status and Analysis – Bikeway.....	10
• Project Cost Status and Analysis – Pipeline.....	11
• Financial/Grant Status.....	12-13
• Staffing.....	14-16
• Real Estate.....	17
• Environmental.....	18
• Community Relations.....	18
• Quality Assurance.....	18
• Safety.....	19
• Art Development.....	19
• Contract Construction Status.....	20-24
Chronology of Events.....	25-30
Project Photos.....	31-32
Appendices.....	33-36

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 constructed 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 3,213 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 Contractor submitted a schedule update this month that forecasts a cumulative four-month impact to the revised Contract Substantial Completion Milestone date of September 2, 2005. To mitigate the schedule delay, on December 13, 2004, the Board authorized the Chief Executive Officer to execute a Delay Mitigation Agreement with the Contractor to recover schedule delays in lieu of compensable time extensions. Once the Delay Mitigation Agreement has been executed the Contractor will prepare a revised baseline schedule and schedule performance will be measured against a revised Contract Substantial Completion Milestone date of August 26, 2005.

The Contractor's design percent complete is 98.9% and construction physical percent complete is 51.6%. The composite percent complete is 56%.

To date, the expenditures for the busway portion of the Orange Line are \$150.5 million or 45.7% of the \$329.5 million Original Budget. The expenditures for the bikeway portion are \$1.9 million or 17.9% 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. Portions of 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. Please see Chronology of Events section for COST related actions between September and December 2004.

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

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 and Boeing have signed a purchase agreement that includes environmental contingencies. Boeing substantially completed the demolition of the structure on the property.

Boeing has conducted a soil investigation in the area where the MTA discovered chlorinated hydrocarbon contamination. The soil investigation revealed that further cleanup is required. Boeing agreed to do this cleanup starting in late January 2005. The MTA will also conduct further investigations at the Boeing site, as deemed necessary to determine if there is any further contamination. Advertisement of the C0739 Canoga Station/Park and Ride construction contract is pending the results of the MTA investigation. The scope of work for this contract includes a new station, new surface park-and-ride spaces, approximately one-third mile extension of the busway, bicycle/pedestrian paths and landscaping. This work will not be completed until after the revenue operation date of the main busway project.

Staff has prepared and circulated for public comment an Addendum/Modified Initial Study for the development of an additional North Parking Lot on MTA-owned property just north of the previously-approved Canoga Station/Park and Ride lot. MTA staff will request adoption by the MTA Board of the satellite EIR in January 2005. The current total cost forecast for this scope of work is in excess of the \$16.5 million allowance included in the adopted budget.

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 Board of Directors and is waiting to be signed by the Contractor.

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

Status/Action The contractor submitted a schedule update this month that forecasts a cumulative four-month impact to the revised Contract Substantial Completion Milestone date of September 2, 2005. To mitigate the schedule delay, on December 13, 2004, the Board authorized the Chief Executive Officer to execute a Delay Mitigation Agreement with the Contractor to recover schedule delays in lieu of compensable time extensions. Once the Delay Mitigation Agreement has been executed the Contractor will prepare a revised baseline schedule and schedule performance will be measured against a revised Contract Substantial Completion Milestone date of August 26, 2005.

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

Status/Action Additional contaminated soils generated from swale, bikeway, and final grading operations have been pre-profiled and are being removed. Final disposition of contaminated soils that will be generated (i.e., reuse in the right-of-way or off-site disposal) were summarized in a spreadsheet and communicated to the C0675 Design/Build Contractor. Future excess contaminated non-hazardous soils resulting from landscaping activities are expected to be minimal. MTA will nevertheless be coordinating with the C0675 Design/Build Contractor on the transport and disposal of any future generated contaminated soils to avoid any impacts to construction cost and schedule. Contaminated/non-hazardous soil removal activities will remain an integral part of the 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 has developed a phased approach in sampling, soil amendment, then implementation of proper landscaping protocols for the Orange Line Project. Soil sampling for agronomic purposes was conducted in specific reaches of the right-of-way in conjunction with irrigation system installation. Specific soil amendments based on agronomic and pot culture results were outlined in letters to the contractor and were customized to the type of deficiency being addressed. The Contractor has implemented the addition of these amendments along with baseline work in conjunction with tree planting activities along Chandler between Tujunga and Whitsett. MTA's agronomist has been assigned to spot check planting areas to determine specification and amendment recommendations compliance. Future samples will be generated as the Contractor installs the balance of the landscaping irrigation system. Samples will be sent to Wallace Laboratories for analysis. Additional recommendations will be developed as samples are analyzed and result generated.

MTA is still trying to identify the cause of plant failure in significant reaches of the Burbank Bike Path project. While unrelated to the Metro Orange Line, that project's alignment is part of the total Southern Pacific railroad alignment that includes the Orange Line. Therefore, any cause of plant failure at the Burbank Bike Path project may be relevant to the Orange Line mitigation to ensure soil suitability for plant growth.

Concern No. 7: Federal Funding for Orange Line Landscape Enhancement

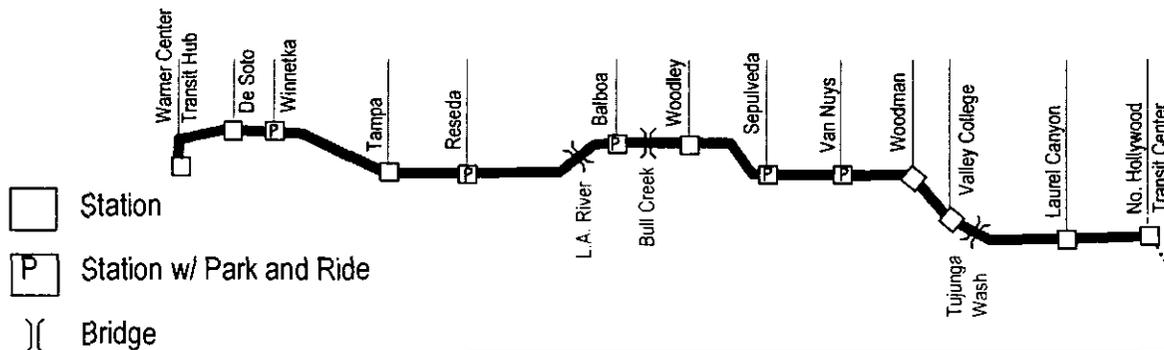
Status/Action MTA is pursuing additional Federal Funding for Project landscaping enhancements. The Federal Transit Administration (FTA) has completed its review of MTA's request for a Letter of No Prejudice as a result of this review. MTA may proceed to incur costs for the landscape enhancements without 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 were recently 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 4,278 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-04	Jan-05	Feb-05	Mar-05	Apr-05	May-05
C0675: Oxnard Street: Open Intersection to Traffic	12/4/04A	<input type="checkbox"/>					
C0675: Corbin Avenue: Open Intersection to Traffic	12/13/04A	<input type="checkbox"/>					
C0675: Van Nuys Boulevard: Open Intersection to Traffic	12/13/04A	<input type="checkbox"/>					
MTA Board Action on Revised EIR	12/13/04A						
C0675: Woodley Avenue: Open Intersection to Traffic	12/20/04A	<input type="checkbox"/>					
(Forecast) C0675: Bus & Maint. Yard - Crane/Catwalk 100% Design - Issue for Construction	1/3/05*		<input type="checkbox"/>				
(Forecast) C0675: Sepulveda Park & Ride 100% Design - Issue for Construction	1/5/05*		<input type="checkbox"/>				
(Forecast) C0675: White Oak Avenue: Open Intersection to Traffic	1/5/05*		<input type="checkbox"/>				
(Forecast) C0675: Systems Communications Design 100% - Issue for Construction	1/8/05*		<input type="checkbox"/>				
MTA Board Action on North Parking Lot for the Canoga Station/Park and Ride Lot.	1/26/05*						
(Forecast) C0675: Hazeltine Avenue: Open Intersection to Traffic	2/4/05*			<input type="checkbox"/>			
(Forecast) C0675: Wilbur Avenue: Open Intersection to Traffic	2/4/05*			<input type="checkbox"/>			
(Forecast) C0675: Cold Water Canyon Avenue: Open Intersection to Traffic	2/5/05*			<input type="checkbox"/>			
(Forecast) C0675: Chandler Boulevard North: Open Intersection to Traffic	2/19/05*			<input type="checkbox"/>			
(Forecast) C0675: Busway - Complete Construction Along Chandler Boulevard	3/14/05				<input type="checkbox"/>		
(Forecast) C0675: Burbank Blvd/Fulton Avenue: Open Intersection to Traffic	3/22/05*				<input type="checkbox"/>		
(Forecast) C0675: Reseda Boulevard: Open Intersection to Traffic	4/8/05*					<input type="checkbox"/>	
(Forecast) C0675: Winnetka Avenue: Open Intersection to Traffic	4/20/05*					<input type="checkbox"/>	
(Forecast) C0675: Tyrone Avenue: Open Intersection to Traffic	4/21/05*					<input type="checkbox"/>	

 MTA Staff	 P.E. Design Consultants	 Metro	MTA Board Action
 Other Agencies	<input type="checkbox"/> Contractor	*	New Date

SCHEDULE NARRATIVE

The C0675 Design/Build Contractor submitted a schedule update this month that forecasts a cumulative four-month impact to the revised Contract Substantial Completion Milestone date of September 2, 2005. To mitigate the schedule delay, on December 13, 2004, the Board authorized the Chief Executive Officer to execute a Delay Mitigation Agreement with the Contractor to recover schedule delays in lieu of compensable time extensions. Once the Delay Mitigation Agreement has been executed the Contractor will prepare a revised baseline schedule and schedule performance will be measured against a revised Contract Substantial Completion Milestone date of August 26, 2005. The target Revenue Operations Date remains August 2005.

The Design/Build Contractor's current schedule update is showing the busway grading, paving and landscaping along Segment 2 on the west end and Segment 3 as the critical path. The secondary critical path starts with fabrication and installation of station canopies and continues with installation of communications equipment at stations and ends with the global testing of all systems. In addition, systems design remains near the secondary critical path. The Contractor is concentrating its work force on intersections, which are nowhere near the critical path.

The Contractor substantially completed Corbin Avenue, Woodley Avenue, Oxnard Street and Van Nuys Boulevard intersections to allow them to be opened to traffic. Canopy foundations for all stations and drainage installation at Reseda, Balboa and Van Nuys Park & Rides were completed. Work continues to progress this period on station platforms, on sound walls and bikeway grading and paving west of White Oak Street, and on installation of irrigation and landscaping along Chandler Boulevard. Busway grading in the Sepulveda Basin and installation of permanent fencing along Chandler Boulevard started this period.

The C0675 Contractor continues to submit remaining design packages for City of Los Angeles and MTA review.

PROJECT COST STATUS

\$ in Millions

COST SUMMARY

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	124.2	124.2	126.8	137.3	10.5	118.5	77.9
Yards & Shops	1.2	1.2	1.4	1.4	0.0	1.1	0.1
Systems/Equipment	12.7	12.7	10.1	8.8	(1.3)	8.7	2.5
Stations	30.4	30.4	32.1	31.1	(1.0)	30.5	10.3
Vehicles & Buses	17.5	17.5	15.7	15.7	0.0	15.4	0.0
Special Conditions	24.2	24.2	34.5	35.4	0.9	25.3	15.3
Right-of-Way	24.9	24.9	19.3	19.3	0.0	14.3	12.1
Professional Services	45.7	45.7	46.0	46.0	0.0	38.5	30.8
Proposed Park-and-Ride Facility	16.5	16.5	20.8	20.8	0.0	10.8	1.5
Contingency	32.2	32.2	22.8	13.7	(9.1)	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	263.1	150.5

Expenditures are cumulative through November 2004.

Note: The Commitment value for the Stations and Special Conditions cost elements are 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 : For the December 2004 period, the Total Project forecast remains the same at \$329.5 million. Forecast changes were required to address current project conditions and are as follows: Guideways increased by \$10.5 million for Contract C0675 modifications and the pending execution of the Delay Mitigation Agreement (\$7.9 million) Systems/Equipment and Stations decreased by \$1.3 million and \$1.0 million respectively to reflect the processing of contract modifications and the reallocation of cost exposure to other project areas; Special Conditions increased by a net \$0.9 million consisting of an increase of \$1.0 million for Master Cooperative Agreement with City of Los Angeles, an increase of \$1.2 million for FY06 Third Party Allowance and a decrease of \$1.3 million for Environmental Mitigation Consultants. These changes resulted in a Project Contingency decrease of \$9.1 million. Cumulatively there is \$13.7 million remaining in Project Contingency to cover unknown but anticipated changes and claims for the remaining project duration.

Commitments: The commitments increased \$2.0 million primarily due to the following: \$1.1 million for contract amendments to Design/Build Contract C0675 and \$0.9 million for equipment purchased by Contract C0675 for the proposed Canoga Station/Park and Ride. The \$263.1 million in commitments to date represents 79.8% of the Current Budget.

Expenditures: Expenditures are cumulative through period ending November 2004. The expenditures increased \$8.8 million this period primarily due to the following: \$6.2 million for Design/Build Contract C0675, \$1.5 million for Environmental Mitigation and Third Party Master Cooperative Agreements with the City of Los Angeles and DWP, \$1.0 million for Professional Services and \$0.1 million for the proposed Canoga Station/Park and Ride. The \$150.5 million in expenditures to date represents 45.7% of the Current Budget.

PROJECT COST STATUS

PROJECT 800114 - METRO ORANGE LINE (BIKEWAY)
COST SUMMARY

\$ in Millions

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	5.8	8.0	7.9	7.9	0.0	6.4	1.3
Special Conditions	0.2	0.7	0.6	0.6	0.0	0.6	0.3
Professional Services	1.3	1.5	1.5	1.5	0.0	0.8	0.3
Contingency	0.8	0.4	0.6	0.6	0.0	0.0	0.0
TOTAL	8.1	10.6	10.6	10.6	0.0	7.8	1.9

Expenditures are cumulative through November 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 of \$10.6 million was 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 Current Forecast remains unchanged this period.

Commitments

The commitments increased \$0.2 million this period primarily due to C0675 contract modifications processing. The \$7.8 million in commitments to date represents 73.6% of the Current Budget.

Expenditures

Expenditures are cumulative through period ending November 2004. The expenditures increased \$0.1 million this period due to Design/Build Contract C0675, Professional Services and Special Conditions. The \$1.9 million in expenditures to date represents 17.9% 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	1.8	1.5
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	1.4	1.4	0.0	0.9	0.9
Project Reimbursement	0.0	(2.9)	(2.9)	0.0	(2.4)	(2.4)
TOTAL	5.0	0.0	0.0	0.0	0.3	0.0

(1) 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.

(2) Expenditures are cumulative through November 2004.

(3) Project reimbursement includes unpaid invoices totaling \$1,188,873. Actual reimbursement to date totals \$1,213,086.

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 partial reimbursement from LADWP for the Pipeline scope of work.

The current forecast remained the same this period.

Commitments

The commitments decreased \$0.3 million due to an adjustment of the November 2004 balance. The cumulative number reflects an adjustment in the prior period.

Expenditures

Expenditures are cumulative through period ending November 2004 and decreased \$0.3 million this period due to receipt of reimbursements.

FINANCIAL/GRANT STATUS

Project 800112 – Metro Orange Line (Busway Only)

DECEMBER 2004									
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 (1)	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%	46.6	99%	46.6	99%
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION C	166.7	166.7	163.6	166.7	100%	90.5	54%	90.5	54%
PROP C (STIP REPLACEMENT)	98.0	98.0		49.1					
UNBILLED ACCRUALS						13.1			
TOTAL	329.5	329.5	210.9	263.1	80.0%	150.5	46.0%	137.4	42%

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

DECEMBER 2004

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	CURRENT BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to SOURCE \$	FUNDING SOURCE %
TEA (FED)	6.0	6.0	6.0	4.4	73%	1.5	25%	1.5	25%
TEA-21 (FED)	1.8	1.8	1.8	1.3	73%		0%		0%
STIP (FED)	0.5	0.5	0.5	0.4					
CITY OF LA	2.4	2.4	2.4	1.7	73%	0.3	14%	0.3	14%
UNBILLED ACTUALS						0.1			
TOTAL	10.6	10.6	10.6	7.8	73.0%	1.9	17.9%	1.8	17%

NOTE: Expenditures are cumulative through November 2004.

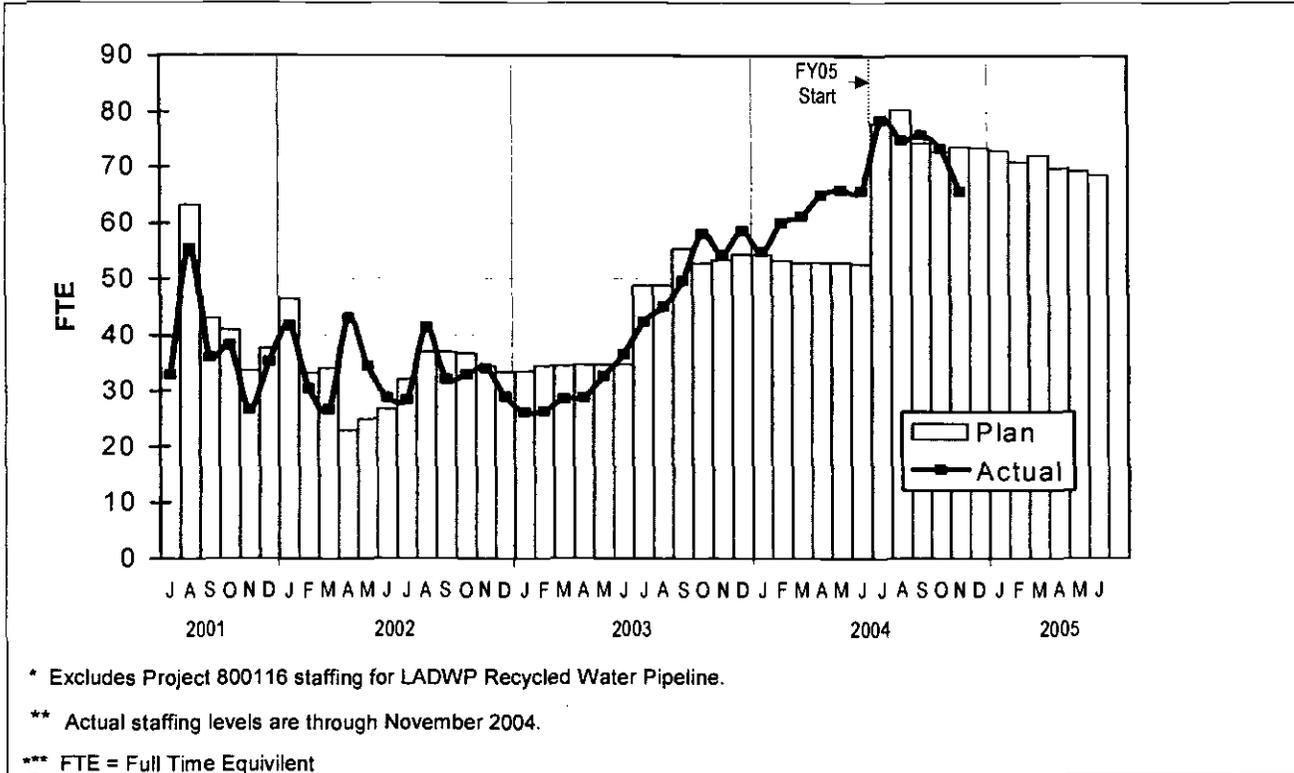
STATUS OF FUNDS ANTICIPATED

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. Grant application #CA-90-X970-05 of TEA-21 high priority funds for a total amount of \$84,195 was executed in December 2004. Funds are available for drawdown.

CITY OF LA: The funding agreement for the local match between MTA and the City of Los Angeles was executed on April 24, 2003 and is now available for drawdown.

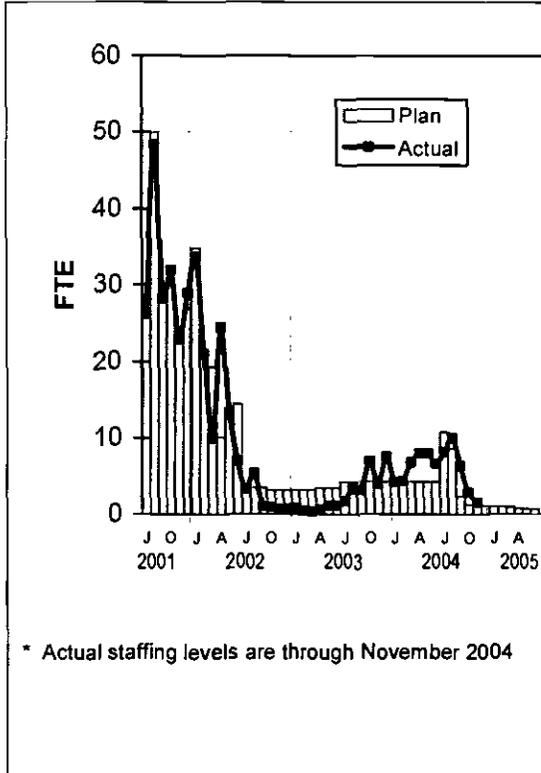
STAFFING STATUS *

TOTAL STAFFING STATUS

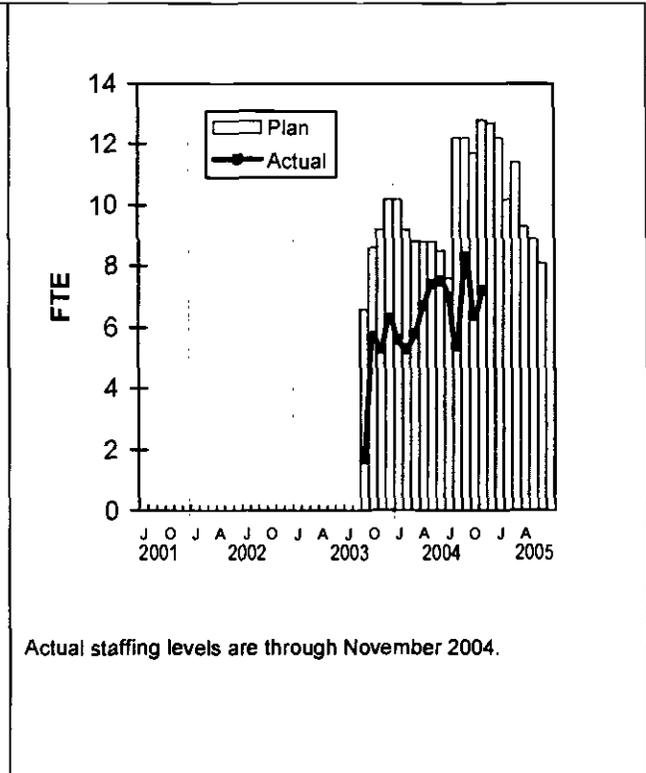


STAFFING STATUS

DESIGN CONSULTANT



CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



Design Consultant Staffing Analysis

July 2002 through December 2002 represents Bid Support Phase only. January 2003 through July 2005 represents Design Support During Construction.

Construction Management Support Services Consultant Staffing Analysis

Contract NTP was issued September 15, 2003. Consultant staffing is lower than plan due to use of MTA Construction Division employees when available rather than mobilization of additional consultant forces.

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 portions have been permitted to remain 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.
- Executed Boeing property purchase and sale agreement/amendments and closed escrow for the proposed Canoga Station/Park and Ride (not tabulated in statistics below).

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

- Waiting on SCAQMD response regarding SCAQMD Rule 403 Notice of Violations.
- Conducted monthly stormwater audit and stormwater sampling.
- Removal, transport and disposal of newly generated heavy metals impacted soils in several locations cannot be removed due to access issues.
- Continued daily air monitoring and sampling where active soil disturbance occurred.
- Continued agronomic testing along the right-of-way for soil suitability for plant growth.

COMMUNITY RELATIONS STATUS

- Notified residents, elected officials and the media about ongoing intersection, station and soundwall construction.
- Worked with residents and Synagogue to mitigate temporary closure of Chandler Blvd.
- Held community meeting and Landscape Advisory Committee Meeting to finalize landscape plans.
- Addressed concerns and mitigated impacts to businesses caused by construction.

QUALITY ASSURANCE STATUS

- MTA Quality Management wrote 42 surveillances and performed Quality Control Inspections.

SAFETY STATUS

- Participated in weekly progress meetings with Construction Management and Contractor personnel to discuss safety related issues and construction schedule for Contract C0675 Design/Build project.
- Increased safety monitoring due to contractor's accelerated schedule and traffic control issues.
- Conducted monthly safety audit. The audit was rejected due to incidents regarding encroachment DWP 230kv power line, hole covers and pedestrian walkways.
- Participated in SOJV's weekly safety meeting with Discipline Managers and Superintendents and tool box meetings with SOJV's subcontractors.
- SOJV reported (1) Restrictive Duty Incident for the month of December. Project to Date (16) Recordable, (12) Lost Time Incidents, and (6) Restrictive Duty Cases.

SAFETY STATISTICS

Contract Number	Contractor	Work Hour*	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)	122,816	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
C0675	SO JV (Build)	398,200	17	12	6	6	328	144	472	112	0	130	197	8.5	6.0	3.0	98.9
C0675	SO JV (composite)	520,816	17	12	6	6	328	144	472	112	0	130	197	6.5	4.6	2.3	75.7
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	536,063	18	12	6	6	328	144	472	112	0	130	197	6.7	4.5	2.2	73.5
	MTA Const. Mgmt	56,118	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
	Totals	592,181	18	12	6	6	328	144	472	112	0	130	197	6.1	4.1	2.2	66.5

ART DEVELOPMENT STATUS

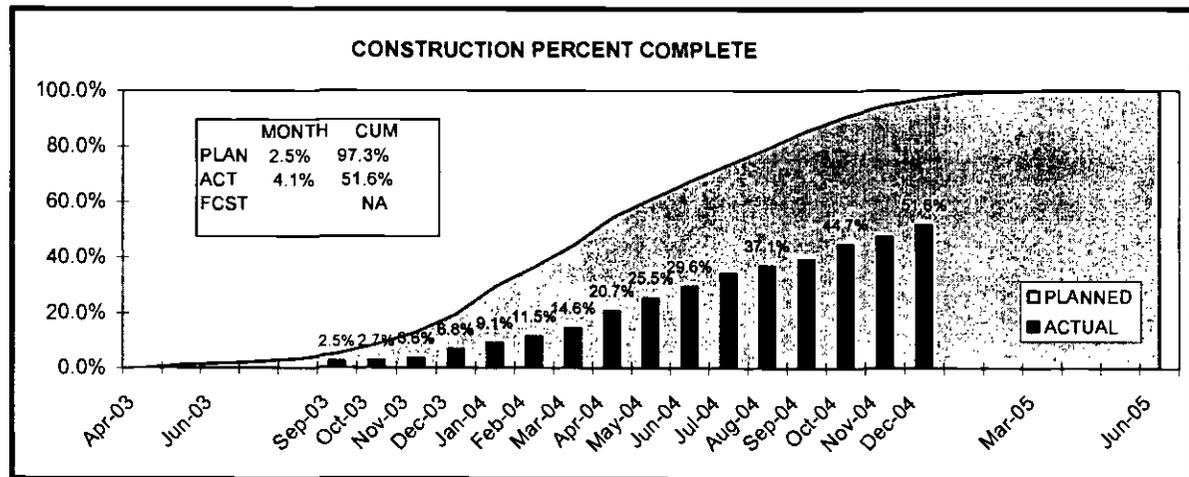
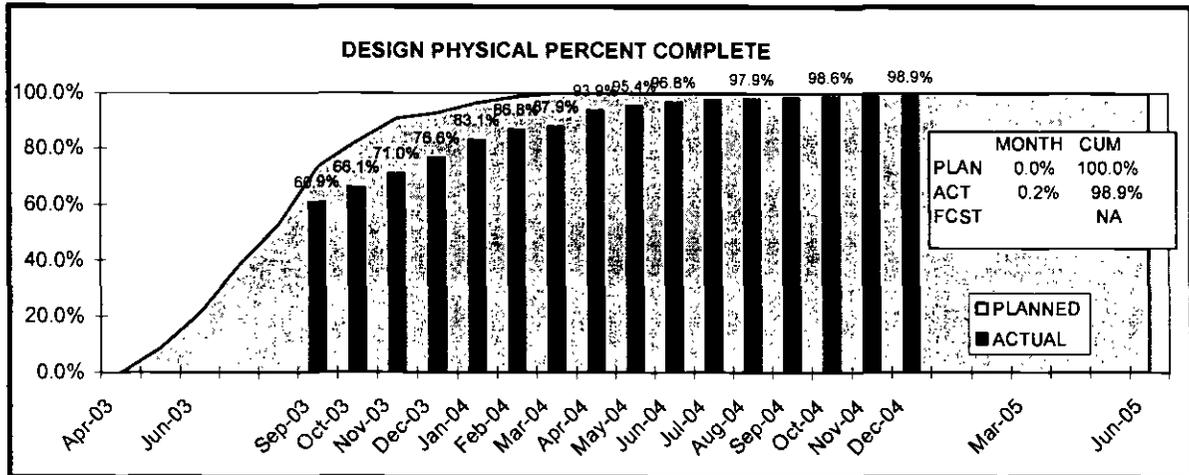
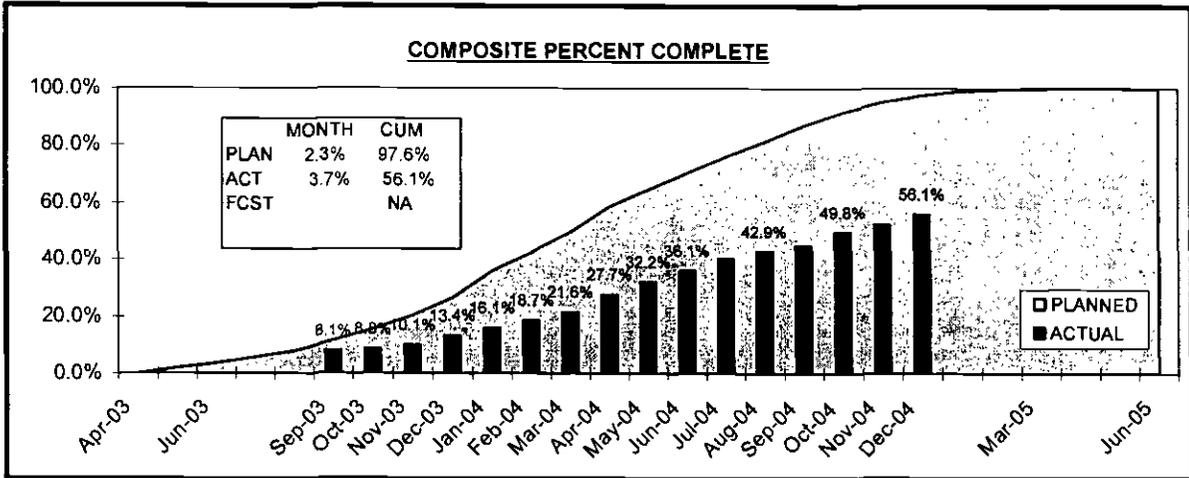
- Began installation of art alignment trees. Currently, 15% have been planted.
- Received station artist approval of porcelain enamel steel art panels for Laurel Canyon, Woodman, Winnetka, Valley College, De Soto, Woodley, Balboa and Van Nuys Stations.
- Completed specifications for plaza benches and provided to SOJV for incorporation into revised drawings.

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, 2004</p>																																										
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> • Submitted portions of Communication design - 100% resubmittal. • Corbin Avenue, Woodley Avenue, Oxnard Street and Van Nuys Boulevard intersections were opened to traffic • Completed bikeway paving from Vanet to DeSoto Avenues • Completed drainage installation at Reseda, Balboa and Van Nuys Park & Rides. • Substantially completed soundwall between Mason and DeSoto Avenues. • Completed foundations for steel canopies at all stations <p>Areas of Concern:</p> <ul style="list-style-type: none"> • The Contractor's December 2004 schedule submittal shows all Milestones behind schedule. To mitigate delays, on December 13, 2004, the Board authorized the Chief Executive Officer to execute a Delay Mitigation Agreement with the Contractor to recover schedule delays in lieu of compensable time extensions <p>Non-Compliance Report Status:</p> <ul style="list-style-type: none"> • The Contractor has received 59 notices of non-compliance from the City of Los Angeles. • The City has forwarded resolution of 22 notices to the Contractor • The other 37 notices are still open. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • Submittal Reviews are ongoing. Remaining submittals include. <ul style="list-style-type: none"> 1 Communications design (portions) - 100% resubmittal. • Continued installation of 60 in. storm drain pipe west of Hazeltine Avenue • Continued Bikeway grading and underground electrical work at the west end of the alignment. • Continued with intersection construction at Coldwater Canyon Boulevard, Chandler Boulevard (North), Hazeltine Avenue and Wilbur Avenue. • Continued installation of soundwalls on the west end of the alignment. • Continued station underground electrical and plumbing and platform work • Continued fabrication of steel canopy frames for stations. • Continued installation of irrigation and landscaping along Chandler Boulevard. • Continued Park and Ride underground electrical, drainage and grading work. • Started rough grading in the Sepulveda Basin (along Victory Boulevard) • Started installation of permanent fencing along Chandler Boulevard. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Continue irrigation and landscaping along Chandler Boulevard. • Complete installation of 60 in. storm drain pipe west of Hazeltine Ave. • Complete work at the following intersections: White Oak Street and Wilbur Avenue. • Continue grading, curb/gutter and asphalt paving along Busway Segment 2 • Continue soundwall installation on both ends of the alignment. • Complete asphalt paving along the Chandler Blvd. • Continue station platform construction and start erection of canopy frames. • Continue Park & Ride underground electrical, drainage and grading work. • Continue Bikeway underground electrical, grading and paving along the west end of the alignment. 																																										
<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>Milestone 1 -Available for UFS Installation</td> <td>01/01/05</td> <td>78</td> <td>03/20/05</td> <td>06/08/05</td> <td>-80</td> </tr> <tr> <td>Milestone 2A -MTA Division 8 Parking Lot Striping</td> <td>02/15/05</td> <td>0</td> <td>02/15/05</td> <td>1/7/05</td> <td>39</td> </tr> <tr> <td>Milestone 2B - MTA Division 8 Work Complete</td> <td>02/15/05</td> <td>192</td> <td>08/26/05</td> <td>01/03/06</td> <td>-130</td> </tr> <tr> <td>Milestone 3-Systems Infrastructure & Equip Installed/Tested</td> <td>05/12/05</td> <td>78</td> <td>07/29/05</td> <td>12/14/05</td> <td>-138</td> </tr> <tr> <td>Milestone 4-Contract Substantially Complete</td> <td>06/16/05</td> <td>78</td> <td>09/02/05</td> <td>12/30/05</td> <td>-119</td> </tr> <tr> <td>Milestone 5-Reliability Demonstration Testing Period</td> <td>RDD + 365CD's</td> <td>0</td> <td>RDD + 365CD's</td> <td>RDD + 365CD's</td> <td>0</td> </tr> </tbody> </table>			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs	Milestone 1 -Available for UFS Installation	01/01/05	78	03/20/05	06/08/05	-80	Milestone 2A -MTA Division 8 Parking Lot Striping	02/15/05	0	02/15/05	1/7/05	39	Milestone 2B - MTA Division 8 Work Complete	02/15/05	192	08/26/05	01/03/06	-130	Milestone 3-Systems Infrastructure & Equip Installed/Tested	05/12/05	78	07/29/05	12/14/05	-138	Milestone 4-Contract Substantially Complete	06/16/05	78	09/02/05	12/30/05	-119	Milestone 5-Reliability Demonstration Testing Period	RDD + 365CD's	0	RDD + 365CD's	RDD + 365CD's	0
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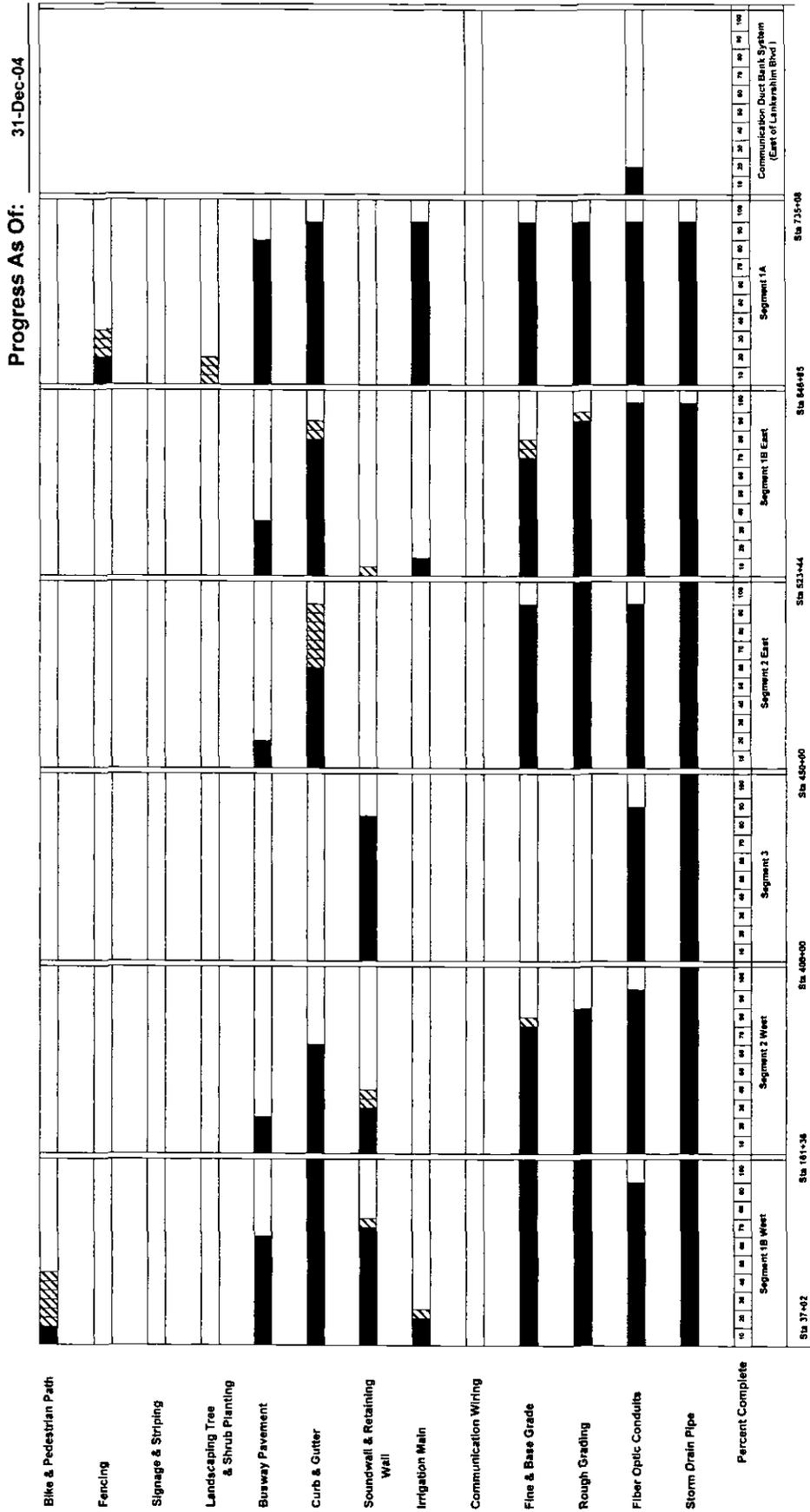
* Includes Options E.2, E.3, E.4, E.5, E.6 (exercised after award) and E.8

CONTRACT C0675 PHYSICAL PERCENT COMPLETE



* Plan is based on "early dates" from the approved Contract C0675 Baseline Schedule.

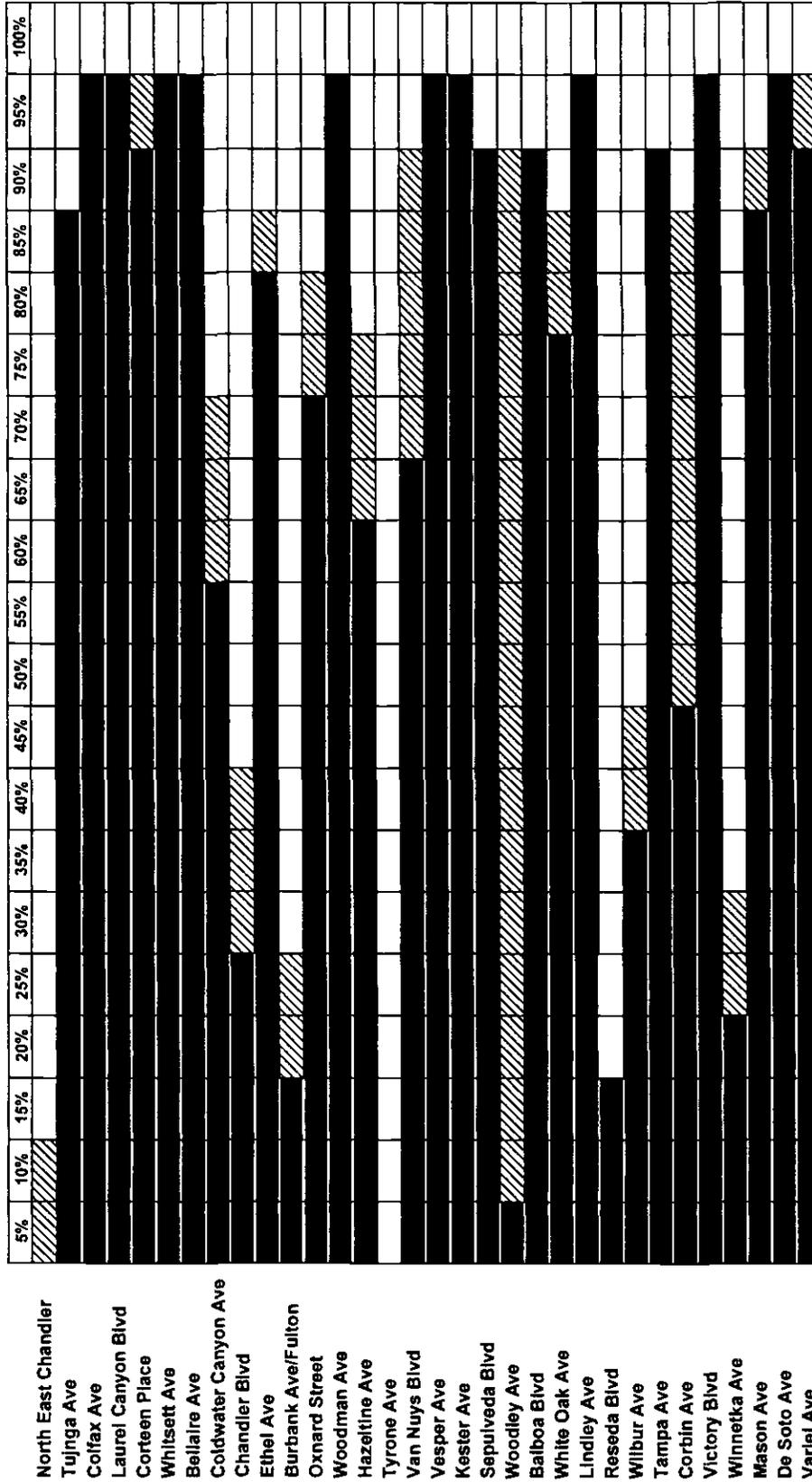
Metro Orange Line Project - Busway Segments
Station 37+08 to Station 735+08/Communication Duct Bank System
Summary - Busway Segment Percent Complete



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

Metro Orange Line Project - Intersections
 Summary - Percent Complete

Progress as of: 31-Dec-2004



Actual This Period
 Cumulative Prior Period

Metro Orange Line Project - Station
Summary - Percent Complete

Station Components	Progress as of: 12-31-04																							
	North Hollywood	Laurel Canyon, EB	Laurel Canyon, WB	Valley College, EB	Valley College, WB	Woodman, EB	Woodman, WB	Van Nuys, EB	Van Nuys, WB	Saprophy, EB	Saprophy, WB	Woodley, EB	Woodley, WB	Garbo, EB	Garbo, WB	Roseda, EB	Roseda, WB	Tampa, EB	Tampa, WB	Winnska, EB	Winnska, WB	Osoto, EB	Osoto, WB	
Structural:																								
CIDH Pile	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Grade Beam	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Light Pole Foundation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Sign Foundation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Map Case Foundation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Underground Electrical/Plumbing:																								
Underground Conduits	2%	100%	100%	100%	100%	100%	100%	100%	100%	85%	85%	90%	90%	100%	100%	100%	100%	20%	20%	80%	80%	100%	100%	
Overhead Conduits																								
Power Conductors																								
Communications Cables																								
Plumbing																								
Platform (Concrete):																								
Platform Slab (6")	8%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mica Concrete (4")	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Exposed Aggregate Concrete (4")	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Platform Curb & Gutter	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	75%	75%	50%	50%	100%	100%	100%
Platform Trench	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Platform Concrete (Terrazo)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Bedding Concrete Under Terrazo	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Black Terrazo Ellipse	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	20%	20%	20%	20%	100%	100%	100%
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Recessed Speaker																								
UFS Communications Cabling																								
UFS Communications Equipment																								
CCTV																								
Miscellaneous:																								
SAV																								
TVM																								
Bike Module																								
Install Telephone																								

█ = Complete
 █ = Actual through this 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.
April 2, 2002	Citizens Organized for Smart Transit (COST), an unincorporated association located in Los Angeles, filed a lawsuit against the MTA in which COST asserted numerous challenges to the adequacy of the EIR under CEQA and sought an order from the Superior Court setting the Project aside.
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.

CHRONOLOGY OF EVENTS

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.
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 14, 2003	The Superior Court denied COST's petition for a writ of mandate and granted judgment for MTA. COST filed an appeal of the Superior Court's decision. In addition, COST filed a petition with the Court of Appeal, seeking a temporary stay of the Project.
January 17, 2003	MTA held groundbreaking ceremony for Contract No. C0676.
January 17, 2003	CTC held workshop to discuss funding issues.
January 27, 2003	The Court of Appeal summarily denied the petition from COST seeking a temporary stay of the Project, allowing construction to proceed pending the appeal.
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.

CHRONOLOGY OF EVENTS

- 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.
- 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.

CHRONOLOGY OF EVENTS

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.
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.

CHRONOLOGY OF EVENTS

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.
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.
September 23, 2004	California Supreme Court issued an order denying the Petition of the MTA that the Supreme Court review the decision of the Court of Appeal which had invalidated the Environmental Impact Report. In the same order the Supreme Court also denied the request of the plaintiff, COST, that construction on the Project be halted.
September 28, 2004	Superior Court denies a request by COST for a temporary restraining order to again shut down construction. Schedules hearing for October 22, 2004.
September 28, 2004	Superior Court denies a request by COST for a temporary restraining order to again shut down construction. Schedules hearing for October 22, 2004.
October 22, 2004	Superior Court issued a writ to MTA as directed by the Court of Appeal decision regarding the EIR.
October 23, 2004	MTA released the draft Revised EIR for a 30-day public review and comment period. The revised EIR studies three multiple Rapid Bus route alternatives.
October 28, 2004	MTA Board adopted resolution to vacate the February 28, 2002 certification of the earlier EIR and directed staff to return on December 13, 2004 with Revised Final EIR, public comments, responses to public comments and a recommendation to select a Preferred Alternative.
October 29, 2004	COST requested the Court of Appeals to shut down construction, which was denied.
November 17, 2004	The Court of Appeal denied a request from COST to issue a writ ordering the MTA to stop construction on the Orange Line.
November 22, 2004	The 30-day public review and comment period for the draft Revised EIR closed.

CHRONOLOGY OF EVENTS

- November 23, 2004 The MTA and COST appeared before Judge Yaffe pursuant to a new lawsuit filed by COST to shut down construction. COST exercised its right under Code of Civil Procedure Section 170.6 to have a new judge assigned. The parties then appeared before Judge Dzintra Janavs who continued the matter.
- November 30, 2004 Judge Janavs denied COST's request for temporary restraining order and set a status conference for January 5, 2005.
- December 13, 2004 The MTA Board approved certification of the revised final environmental impact report (revised FEIR) for the San Fernando Valley East-West Transit Corridor and the full bus rapid transit alternative (Orange Line) as the Project.
- December 13, 2004 The MTA Board authorized the Chief Executive Officer to execute a Delay Mitigation Agreement to Contract No. C0675 Design/Build with SOJV to recover schedule delays and settle time related claims in lieu of compensable time extensions for the Orange Line Project for an amount not to exceed \$7.9 million.

PROJECT PHOTOS



Subcontractor Moore Electric installing electrical conduit at Woodley westbound station.



Subcontractor Romero setting curb and gutter forms at Woodley Intersection.

PROJECT PHOTOS



Subcontractor Rainbow finishing exposing aggregate concrete at Reseda Station.



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