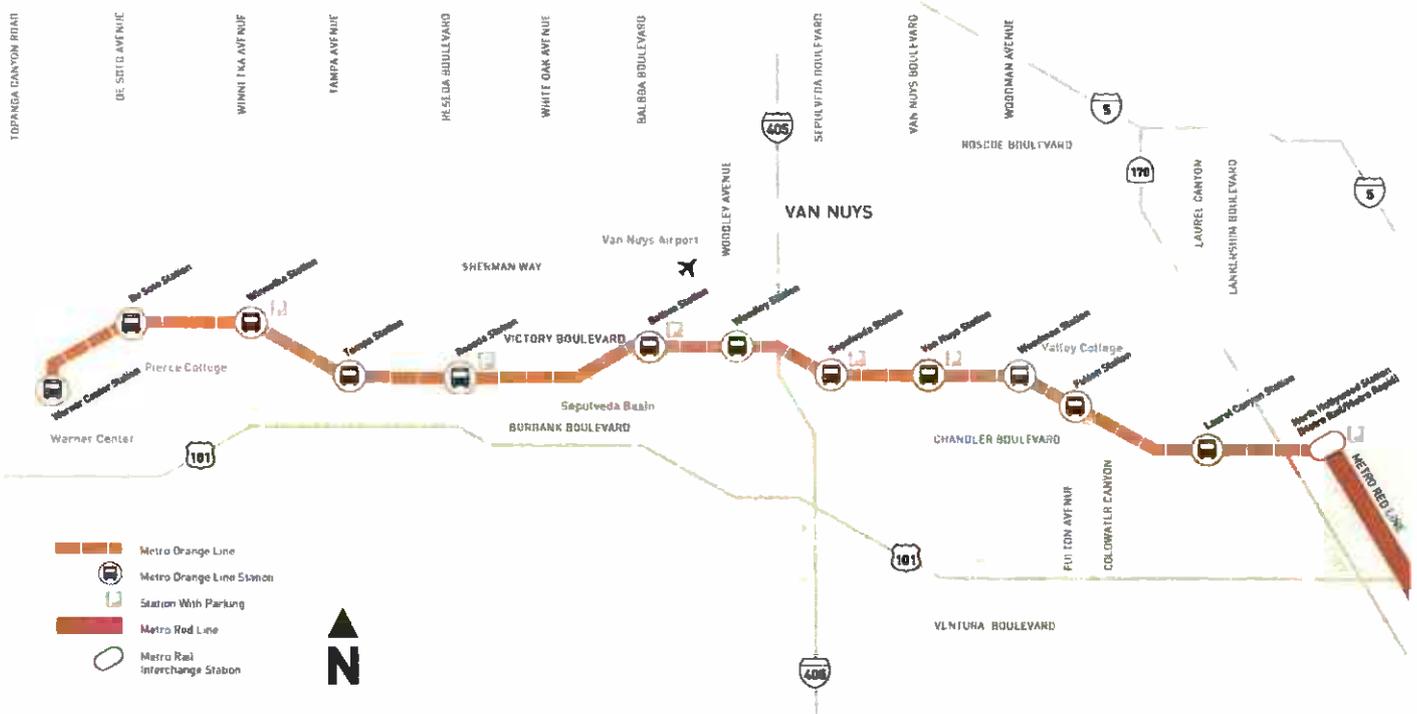


# Metro Orange Line

August 2005



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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 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 C0675 Design/Build Contractor critical construction crews are working a ten-hour per day, six-day per week work schedule to achieve contact milestones. All 31 intersections are complete for full flow automobile traffic. The Contractor has completed sound walls installation. Progress continues on fence installation and landscaping in the middle section of the alignment and on final inspections and traffic signal testing at intersections west of Van Nuys Boulevard. Continuing installation of furnishings, terrazzo flooring and benches at all stations and placement of asphalt and lighting at park-and ride facilities.

The Contractor's current schedule update forecasts that progress has improved but Contractor is still behind schedule leading to the Milestone No. 4C Substantial Completion date of September 19, 2005. The Contractor and the LACMTA are working together to mitigate delays and LACMTA schedule evaluation is that the Contractor can mitigate the slippage and not impact the planned Revenue Operations in late October 2005.

The Contractor's design percent complete is 100% and construction physical percent complete is 94.3%. The composite percent complete is 94.8%.

To date, the expenditures for the busway portion of the Orange Line are \$236.9 million or 75.5% of the \$313 million Current Budget. The expenditures for the bikeway portion are \$7.1 million or 67.0% of the \$10.6 million Current Budget.

## MANAGEMENT ISSUES

**Concern No. 1:** 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. The LACMTA is planning on constructing a new full-featured station, new surface park-and-ride spaces, approximately one-third-mile extension of the busway, bicycle/pedestrian paths and landscaping.

The LACMTA advertised construction Contract C0739, Canoga Station/Park-and-Ride on August 30, 2005. At this time, the Los Angeles Regional Water Quality Control Board (LARWQCB) has not yet completed its final review of the final environmental report submitted by the former owner of the parcel where the Canoga Station/Park-and-Ride will be built. LARWQCB staff has previously indicated to LACMTA staff that no additional requirements or orders may be forthcoming based on their cursory review of the final report. The environmental case closure letter is anticipated from the LARWQCB in mid September 2005.

**Concern No. 2:** C0675 Design/Build Contractor Schedule Performance.

**Status/Action** The C0675 Design/Build Contractor's progress continues to improve this month. LACMTA staff and the Contractor continue to work on potential mitigation measures that can be implemented to meet contractual completion of all milestones. The LACMTA's position is that the Contractor can mitigate the slippage and not impact the planned Revenue Operation Date of October 31, 2005.

**Concern No. 3:** Soil Contamination and Potential Impact on Project Landscape.

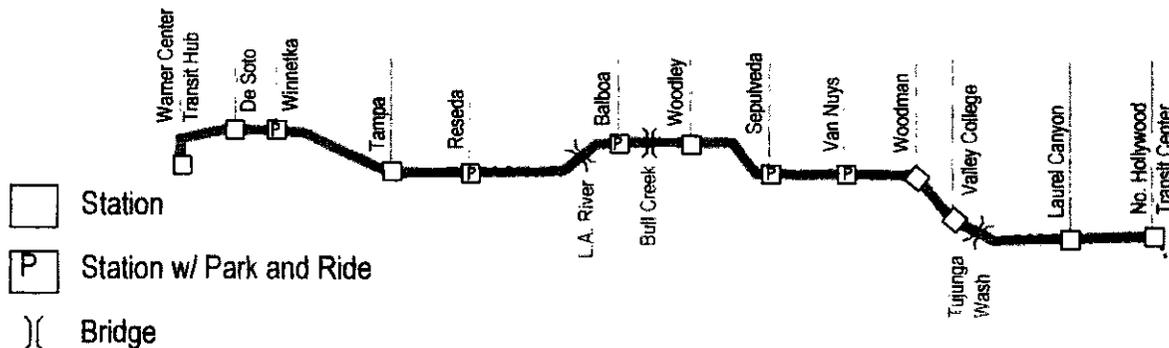
**Status/Action** All testing related to pre-planting and determination of amendment recommendations is done. However, there is an ongoing site visitation program being conducted through LACMTA's agronomist to determine: 1) that all soil amendments and recommendations recommended through LACMTA are appropriately implemented; 2) the specific cause of plant deaths at locations along the right of way and 3) the appropriate follow-up remedies for any plant deaths based on the cause of death. The responsibility for shouldering the cost to replace dead plants and application of new amendments or clean soil at locations where these are needed is based on the specific cause of plant death. This ongoing program will continue for the duration of the landscape maintenance period, which is two years from the date of LACMTA acceptance of the Orange Line landscaping.

## 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 6<sup>th</sup> 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 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	Aug-05	Sep-05	Oct-05	Nov-05	Dec-05	Jan-06
C0675 - Laurel Canyon Station - First Station Complete	8/3/05A	<input type="checkbox"/>					
C0675 - Busway - Complete Construction Along Chandler Boulevard	8/4/05A	<input type="checkbox"/>					
C0675 - Busway - All Paving Complete	8/13/05A	<input type="checkbox"/>					
C0675 - Lankershim Boulevard to Van Nuys Boulevard - All Stations Complete	8/13/05A	<input type="checkbox"/>					
C0675: Tyrone Avenue: Open Intersection to Traffic	8/15/05A	<input type="checkbox"/>					
C0675 - Milestone No. 4A - Segment Between Tujunga Avenue and Van Nuys Boulevard Substantially Complete	8/15/05A	<input type="checkbox"/>					
Start Pre-Revenue Operations	8/16/05A	<input type="checkbox"/>					
C0675: Winnetka Park & Ride - First P & R Complete	8/19/05A	<input type="checkbox"/>					
C0768 - Bicycle Metal Lockers and Racks - Fabrication & Delivery Complete	8/22/05A	<input type="checkbox"/>					
C0675 - Traffic Signal Testing at the OCC - Complete	8/30/05A	<input type="checkbox"/>					
C0675 - Bikeway - Complete Construction Between Variel Avenue and L.A. River	8/31/05A	<input type="checkbox"/>					
C0675 - Milestone No. 4B - Segment Between Van Nuys Boulevard and Warner Center Transit Hub Substantially Complete	9/2/05A		<input type="checkbox"/>				
Universal Fare Collection System (UFS) - Complete Installation & Testing in the Field	9/2/05A		<input type="checkbox"/>				
(Forecast) C0675 - Bikeway - Complete Construction Between Bellaire Avenue and Freeway I405	9/6/05*		<input type="checkbox"/>				
(Forecast) C0675 - All Bus Stations - Complete	9/6/05*		<input type="checkbox"/>				
(Forecast) C0675 - All Park & Ride Facilities - Complete	9/15/05*		<input type="checkbox"/>				
(Forecast) C0768 - Bicycle Metal Lockers and Racks - Installation Complete	9/19/05*		<input type="checkbox"/>				
(Forecast) C0675 - Milestone No. 4C - All Contract Work Substantially Complete (Except Some Landscape)	10/3/05*			<input type="checkbox"/>			
(Forecast) C0675 - Milestone No. 7A, Landscape Partially Complete	10/29/05*			<input type="checkbox"/>			
(Forecast) C0675 - Milestone No. 7B, All Landscape Substantially Complete	10/29/05*			<input type="checkbox"/>			
(Forecast) Revenue Operations Date	10/31/05*			<input type="checkbox"/>			

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



## SCHEDULE NARRATIVE

The C0675 Design/Build Contractor's progress improved this month but the Contractor remains behind schedule for completing Milestone No. 4C, Substantial Completion. The Contractor has kept extended hours at Stations and Park and Ride facilities as well as at various Systems/Communication testing locations. Three Contract Milestones were reported by the Contractor as completed this period. Milestone No. 4A (segment between Tujunga and Van Nuys substantially complete), Milestone No. 2B (Metro Division 8 work complete) and Milestone No. 4B (segment between Van Nuys and Warner Center substantially complete) were completed on time. Final acceptance of Milestone No. 3 (Systems Infrastructure & Equipment installed and tested), which was completed last period, is pending approval of test results.

LACMTA and the C0675 Contractor continue working on potential mitigation measures that can be implemented to meet remaining Contract C0675 Milestones. The LACMTA's position is that the Contractor can mitigate the slippage and not impact the planned Revenue Operations in late October 2005.

The C0675 Design/Build Contractor's current update identifies completion of the Sepulveda Park and Ride (P&R) as the critical path to Contract Substantial Completion. The Project critical path continues with Contract C0675 Systems & Communications Integration Testing and all scope of work substantially complete between Tujunga Avenue and the Warner Center Transit Hub. The critical path ends with Pre-Revenue Operations leading to Revenue Operations.

The C0675 Contractor completed all asphalt paving and striping along the entire alignment. The Contractor also completed sound walls installation and the last of the intersections, Tyrone Avenue. Progress continues on fence installation and landscaping in the middle section of the alignment and on final inspections and traffic signal testing at intersections west of Van Nuys Boulevard. Also progressing well are installation of furnishings, terrazzo flooring and benches at all Stations and placement of asphalt and lighting on Park and Ride facilities.

## SCHEDULE NARRATIVE

Other Project components necessary to support Revenue Operations are progressing per schedule and are projected to complete on time to meet ROD.

The Universal Fare System (UFS) is in place at all stations. TVMs and SAVs were erected this period and Installation Acceptance Testing is nearing completion.

Artists continue to monitor terrazzo installation at all stations and are preparing for station installation of art panels.

Production of bike rack and lockers under Contract No. C0678 is proceeding per schedule. All equipment was delivered to the site this period and installation has commenced.

The delivery of temporary trailers is awaiting permit application approval by the City of Los Angeles. Trailers will be operational next period.

The procurement and installation of public pay telephones in the LACMTA right-of-way is proceeding on schedule. SBC is in the process of placing phone lines at all locations and SBC's contractor is completing public pay phone hardware.

LADOT completed the procurement of additional LED Bus Coming signs this period and will be installing them at selected locations throughout the Busway next period.

The Historic Train Depot at Lankershim and Chandler Boulevards was cleaned up and secured this period by LACMTA personnel. The fence contractor started erection of a 10-foot fence around the perimeter.

**PROJECT COST STATUS**

PROJECT 800112 - METRO ORANGE LINE (BUSWAY)  
 COST SUMMARY

\$ in Millions

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	124.2	144.1	143.7	143.7	0.0	130.1	113.2
Yards & Shops	1.2	1.4	1.5	1.5	0.0	1.2	0.6
Systems/Equipment	12.7	8.8	9.3	9.3	0.0	9.0	4.8
Stations	30.4	31.1	30.7	30.7	0.0	30.5	24.0
Vehicles & Buses	17.5	15.7	15.3	15.3	0.0	15.3	15.3
Special Conditions	24.2	36.4	36.7	36.7	0.0	26.1	21.9
Right-of-Way	24.9	17.3	13.4	13.4	0.0	12.5	12.4
Professional Services	45.7	48.2	48.3	48.3	0.0	41.9	35.8
Canoga Station/ Park-and-Ride (Allowance)	16.5	0.0	0.0	0.0	0.0	0.0	8.9
Contingency	32.2	10.0	14.1	14.1	0.0	0.0	0.0
Project Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>329.5</b>	<b>313.0</b>	<b>313.0</b>	<b>313.0</b>	<b>0.0</b>	<b>266.6</b>	<b>236.9</b>

Expenditures are cumulative through July 2005.

The LACMTA Board adopted the Canoga Park and Ride (CPR) Project 800117 in March 2005. Project expenditures are currently accumulated under Project 800112 but will be transferred at the conclusion of the FY 2005 period. All transferred costs will be shown in the September 2005 report.

**PROJECT COST ANALYSIS**

**Original Budget:** The Original Budget of \$329.5 million was adopted in February 2003 which includes an allowance of \$16.5 million for the proposed Canoga Station / Park-and-Ride Facility at the Western Terminus of the Orange Line Project.

**Current Budget:** The Board of Directors were informed by Board Box letter on January 27, 2005 that the Current Budget for individual cost elements have been revised to reflect the status of the Project. Additionally, the Current Budget decreased from \$329.5 million to \$313.0 million in June to reflect the budget transfer from Project 800112 to the Board Adopted Project 800117 (Canoga Station / Park-and-Ride). There is no change to the Total Project Budget of \$313.0 million.

**Current Forecast:** The net Project forecast remains the same at \$313.0 million for the August period. Project Contingency remains at \$14.1 million to cover unknown but anticipated changes for the remaining project duration.

**Commitments:** The commitments decreased by \$9.1 million this period due to the transfer of Canoga Station/Park-and-Ride costs to Project 800117. The \$266.6 million in commitments to date represents 85.2% of the Current Budget.

**Expenditures:** Expenditures are cumulative through period ending July 2005. The expenditures decreased \$0.1 million this period primarily due to administrative overhead adjustments, Construction and Professional Services expenditures are not included as they were incorporated last period as part of the LACMTA's fiscal year-end accrual process. The \$236.9 million in expenditures to date represents 75.5% 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	8.2	8.2	0.0	7.2	6.0
Special Conditions	0.2	0.7	1.0	1.0	0.0	0.7	0.6
Professional Services	1.3	1.5	1.2	1.2	0.0	1.0	0.5
Contingency	0.8	0.4	0.2	0.2	0.0	0.0	0.0
<b>TOTAL</b>	<b>8.1</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>0.0</b>	<b>8.9</b>	<b>7.1</b>

Expenditures are cumulative through July 2005.

### PROJECT COST ANALYSIS

The same C0675 Design/Build Contractor for the Metro Orange Line 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.

**Original Budget:** 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 LACMTA 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 net Project forecast remains the same at \$10.6 million for the August period. Project Contingency remains at \$0.2 million to cover unknown but anticipated changes for the remaining project duration.

**Commitments:** The commitments remain unchanged this period. Construction and Professional Services expenditures are not included as they were incorporated last period as part of the LACMTA's fiscal year-end accrual process. The \$8.9 million in commitments to date represents 83.2% of the Current Budget.

**Expenditures:** Expenditures are cumulative through period ending July 2005 and remain unchanged this period. The \$7.1 million in expenditures to date represents 67.0% 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	1.5
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	1.0	1.0	0.0	0.9	0.9
Project Reimbursement	0.0	(2.5)	(2.5)	0.0	(2.4)	(2.4)
<b>TOTAL</b>	<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

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

(2) Expenditures are cumulative through July 2005.

(3) Actual reimbursement to date totals \$2,426,124.

Since all reimbursements have been received from LADWP this will be the last period this project will be stated.

### 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 LACMTA for partial funding for schedule-critical portions of the LADWP Recycled Water Pipeline. Subsequently, on September 25, 2003, the LACMTA 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, LACMTA and LADWP 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 was terminated except for completing work related to incorporating a pipeline in the two bridges (Tujunga Wash and Bull Creek Bridges).

**Current Forecast:** The LACMTA Board adopted the project on the condition that LADWP reimburse LACMTA for all costs associated with design, construction and administration of the Recycled Water Pipeline Project.

The Total Project Forecast remains unchanged this period.

**Commitments:** The commitments remain unchanged this period.

**Expenditures:** Expenditures are cumulative through period ending June 2005 and remain unchanged this period. To date, all reimbursements from LADWP have been received and recorded.

## PROJECT COST STATUS

### PROJECT 800117 - CANOGA AVENUE STATION / PARK & RIDE / BUSWAY EXTENSION

*\$ in Millions*

#### COST SUMMARY

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Station/Guideways	14.2	14.2	14.2	14.2	0.0	1.4	0.0
Special Conditions	0.8	0.8	1.0	1.0	0.0	0.8	0.0
Professional Services	2.8	2.8	2.5	2.5	0.0	1.2	0.0
Right-of-Way	6.2	6.2	6.2	6.2	0.0	5.7	0.0
Project Contingency	2.0	2.0	2.1	2.1	0.0	0.0	0.0
Rev/Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	<b>26.0</b>	<b>26.0</b>	<b>26.0</b>	<b>26.0</b>	<b>0.0</b>	<b>9.1</b>	<b>0.0</b>

## PROJECT COST ANALYSIS

The Original Budget of the Canoga Avenue Station / Park & Ride / Busway Extension was adopted by the Board of Directors in March 24, 2005. The budget is comprised of a \$16,500,000 allowance transferred from the Metro Orange Line Project 800112 Budget and additional authorized funding of \$8,500,000.

**Current Forecast:** For the August 2005 period, the total project forecast remains unchanged at \$26.0 million. There have been minor adjustments to the Special Conditions and Professional Services cost elements which increased Project Contingency by \$0.1 million.

**Commitments:** Commitments are comprised of the cumulative Modifications, Change Orders and Task Orders issued to various contractors and consultants under Project 800112. These commitments were incurred under 800112 Metro Orange Line and transferred to Project 800117 this period.

**Expenditures:** All expenditures are currently accumulated under project 800112 but will be transferred by journal voucher entry at the conclusion of the FY05 period. All transferred costs will be shown in the September 2005 report.

**Schedule:** Contract C0739 was advertised for bidders on August 30, 2005. Contract Award is planned in the fourth quarter of 2005. The overall duration of this project is approximately 9 months after issuance of Notice to Proceed to the C0739 contractor.

## FINANCIAL/GRANT STATUS

### Project 800112 – Metro Orange Line (Busway Only)

**AUGUST 2005**

#### STATUS OF FUNDS BY SOURCE

\$ in millions

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to \$	FUNDING SOURCE %
FEDERAL RSTP	17.5	17.5	4.5	17.5	100%	13.2	76%	13.2	76%
STATE TCRP	47.0	47.0	47.0	47.0	100%	47.0	100%	47.0	100%
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%	158.9	95%	158.9	95%
PROP C (STIP REPLACEMENT)	98.0	98.0		35.1	36%				
ACCRUALS						17.4			
<b>TOTAL</b>	<b>329.5</b>	<b>329.5</b>	<b>215.4</b>	<b>266.6</b>	<b>85.2%</b>	<b>236.9</b>	<b>75.5%</b>	<b>219.4</b>	<b>67.0%</b>

NOTE: Expenditures are cumulative through July 2005.

### STATUS OF FUNDS ANTICIPATED

**FEDERAL TCRP:** Regional Program Management has made available grant CA-90-X790 (acquisition of 200 articulated buses) to advance the funding availability for the project 22 articulated buses.

**STATE TCRP:** Cumulative to date, \$47 million of State TCRP funds are available for drawdown. The CTC allocated \$12.3 million in January 2001 and \$34.7 million in June 2002. At the October 2003 CTC Meeting, the CTC approved LACMTA request for an AB 1335 (Letter of No Prejudice) for \$98 million of TCRP funds should they become available. LACMTA submitted a request for an AB 1335 LONP reimbursement of \$42.9 million to the CTC for consideration at their July 2005 meeting. Caltrans and the CTC have refused to process the AB 1335 reimbursement request for consideration. LACMTA resubmitted a reimbursement request for the full \$98 million for consideration at the November 2005 CTC meeting.

## FINANCIAL/GRANT STATUS

### Project 800114 – Metro Orange Line Bikeway Project

**AUGUST 2005**

#### 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 \$	FUNDING SOURCE %
TEA (FED)	6.0	6.0	6.0	6.0	100%	4.1	68%	4.1	68%
TEA-21 (FED)	1.8	1.8	1.8	0.4	20%		0%		0%
STIP (FED)	0.5	0.5	0.5	0.1					
CITY OF LA ACCRUALS	2.4	2.4	2.4	2.4	100%	1.1	47%	1.1	47%
						1.9			
<b>TOTAL</b>	<b>10.6</b>	<b>10.6</b>	<b>10.6</b>	<b>8.9</b>	<b>83%</b>	<b>7.1</b>	<b>67%</b>	<b>5.2</b>	<b>49%</b>

NOTE: Expenditures are cumulative through July 2005.

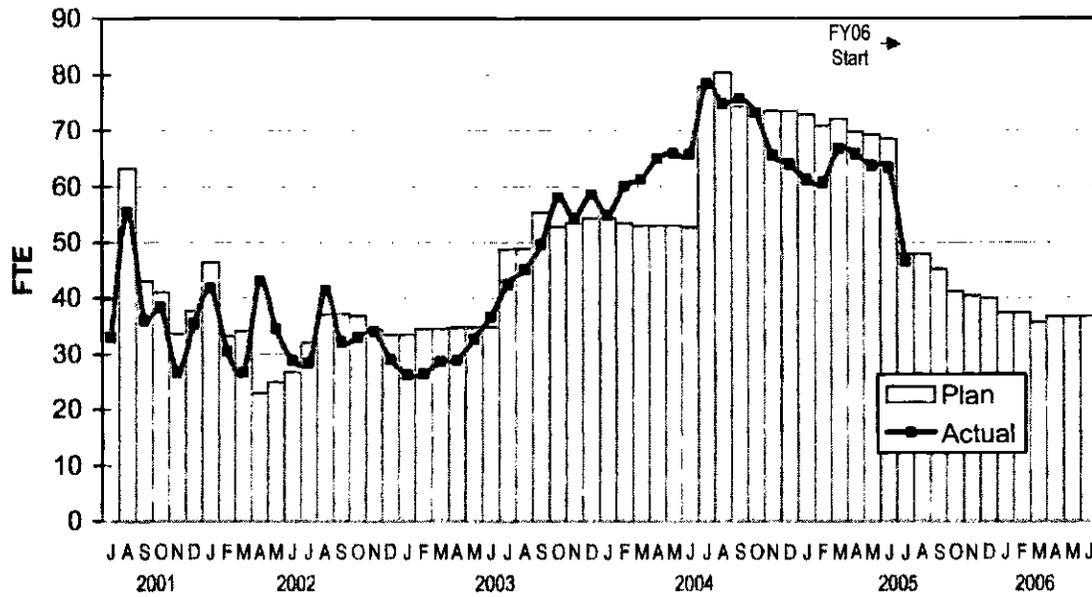
## STATUS OF FUNDS ANTICIPATED

**FEDERAL FUNDS:** The transfer of Federal Funds from the Federal Highway Administration to the FTA has been completed. On May 29, 2003, the LACMTA 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 the LACMTA and the City of Los Angeles was reviewed by LACMTA 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



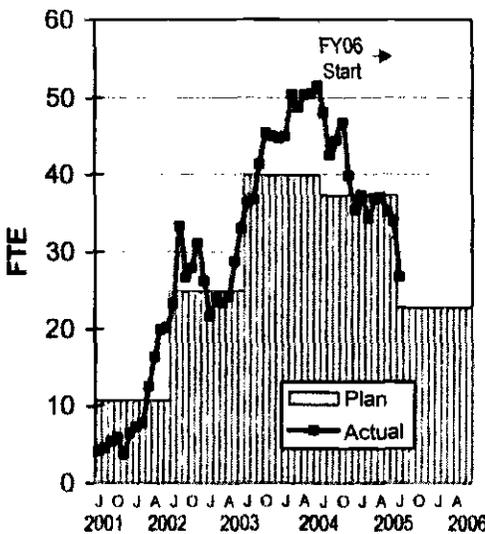
\* Excludes Project 800116 staffing for LADWP Recycled Water Pipeline and Project 800117 Canoga Ave. Station Park & Ride.

\*\* Actual staffing levels are through July 2005.

\*\*\* FTE = Full Time Equivalent

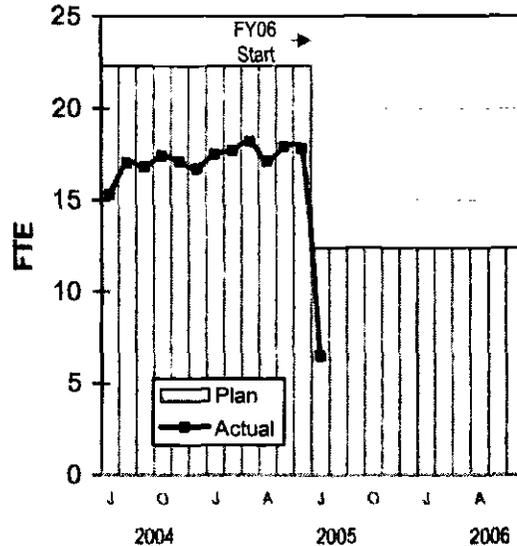
## STAFFING STATUS

### DIRECT AGENCY STAFFING



\* Actual staffing levels are through July 2005.

### INDIRECT AGENCY STAFFING



\* Actual staffing levels are through July 2005.

### Direct Agency Staffing

The FY06 plan averages 22.7 FTE's per month. Staff anticipates that for the first half of FY06 the actual FTE's will be greater than planned due to staffing requirements to support efforts leading to Orange Line Revenue Operations in late October 2005. However, actual FTE's in the second half of FY06 will offset the first half due to less staff required for project closeout. In July 2005, there were 26.7 direct FTEs charged to the project.

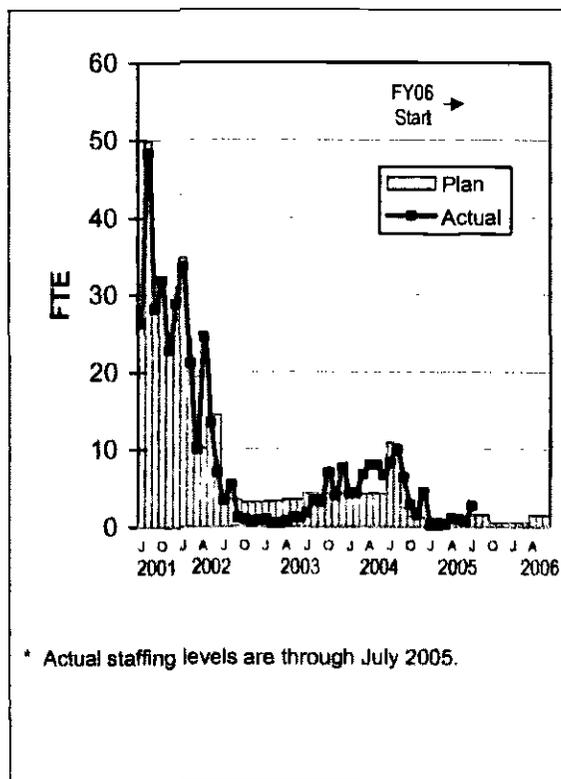
### Indirect Agency Staffing

Beginning in FY05, the major capital projects began tracking the planned FTE allocation for overhead as defined by the LACMTA Office of Management and Budget (OMB).

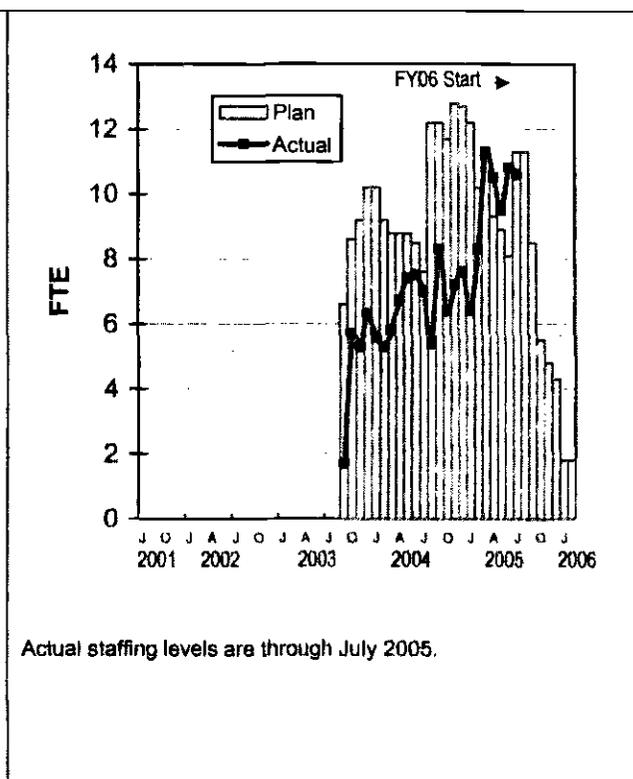
In FY06, a monthly average of 12.4 FTE's is planned for the Metro Orange Line Project. In July 2005, there were 6.5 indirect FTEs charged to the project.

## STAFFING STATUS

### DESIGN CONSULTANT



### CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



#### Design Consultant Staffing Analysis

Staff anticipates continued design support until Revenue Operations and possibly through project closeout.

#### Construction Management Support Services Consultant Staffing Analysis

Staff anticipates construction management support to continue as planned for the first half of FY06.

### REAL ESTATE STATUS

- The number of leases to be terminated for the project is 101 with 101 available to the C0675 Design/Build Contractor.
  1. Effective March 1, 2005, a small portion of Parcel 1502 and Parcel 1503, totaling 19, 280 square feet, was licensed to the adjacent property (storage facility) for driveway and parking use under a short-term and terminable license agreement that replaced and terminated these two (2) leases. Therefore, all of the 101 leases are reported as fully terminated.
- 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).
- For Project 800117, Canoga Station/Park and Ride, Notice of Terminations for property leases were issued this period to four tenants.

### 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	101	101

### 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	
<b>TOTAL</b>	8	8	8	8	8	8	8	8	8	2	2	8	8	0

The parcels will be purchased by LACMTA Real Estate.

\* Offers made contingent to LACMTA Board approval.

## ENVIRONMENTAL STATUS

- Repaired the depression at the entrance of Boeing parcel building 9.
- Continued daily air monitoring and sampling where active soil disturbance occurred.
- The Los Angeles Regional Water Quality Control Board (LARWQCB) continues to review Boeing's final completion report concerning building 9 demolition.
- SOJV continued planting along the west and east side of the Project.
- Completed background noise monitoring in the eastern segments of the Orange Line.
- Received the AIG determination letter concerning environmental damage claim.

## COMMUNITY RELATIONS STATUS

- Notified residents, elected officials and the media about ongoing intersection, station and soundwall construction.
- Made project update presentations to community groups in Panorama City, Valley Glen, Encino and Sherman Oaks.
- Continued to address concerns and mitigate impacts to businesses caused by construction.
- Conducted tours, site visits and special events as part of the "Metro Liner Preview Program" to promote the Orange Line.

## QUALITY ASSURANCE STATUS

- Quality Management performed sixty-four (64) Daily Inspection Reports DIRs/Surveillances this period.
- No non-conformance reports (NCR) were written this period. All Metro NCR's are closed.
- The City of Los Angeles (CONAD) wrote nine (9) Non-Compliances (NNCs) this period. Fourteen (14) were closed.

### SAFETY STATUS

- Participated in weekly progress meetings with Construction Management and Contractor personnel to discuss safety related issues and construction schedule for Contract CO675 Design/Build.
- Conducted monthly safety audit. The audit was accepted as noted.
- Increased safety monitoring to support global acceleration of construction activities.
- Participated in Contractor's weekly toolbox safety meetings.
- SOJV reported (1) recordable injury for the month of August 2005. Project to Date Man-Hours (908,116). A total of (21) Recordable injuries to date. (14) Injuries involved days away from work. (7) Injuries were restricted duty.

### SAFETY STATISTICS

Contr No	Contractor	Work Hours	Cases				Days						Incident Rates				
			Total Record 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 Record 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					
<b>Project To Date</b>																	
C0675	SO JV (Design)	129,810	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C0675	SO JV (Build)	751,538	21	13	7	6	333	144	477	112	0	130	198	5.6	3.5	1.6	52.7
C0675	SO JV (composite)	881,348	21	13	7	6	333	144	477	112	0	130	198	4.8	3.0	1.4	44.9
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
<b>Subtotals</b>		<b>896,596</b>	<b>22</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>333</b>	<b>144</b>	<b>477</b>	<b>112</b>	<b>0</b>	<b>130</b>	<b>198</b>	<b>4.9</b>	<b>2.9</b>	<b>1.3</b>	<b>44.2</b>
MTA Const Mgmt		91,118	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0

### ART DEVELOPMENT STATUS

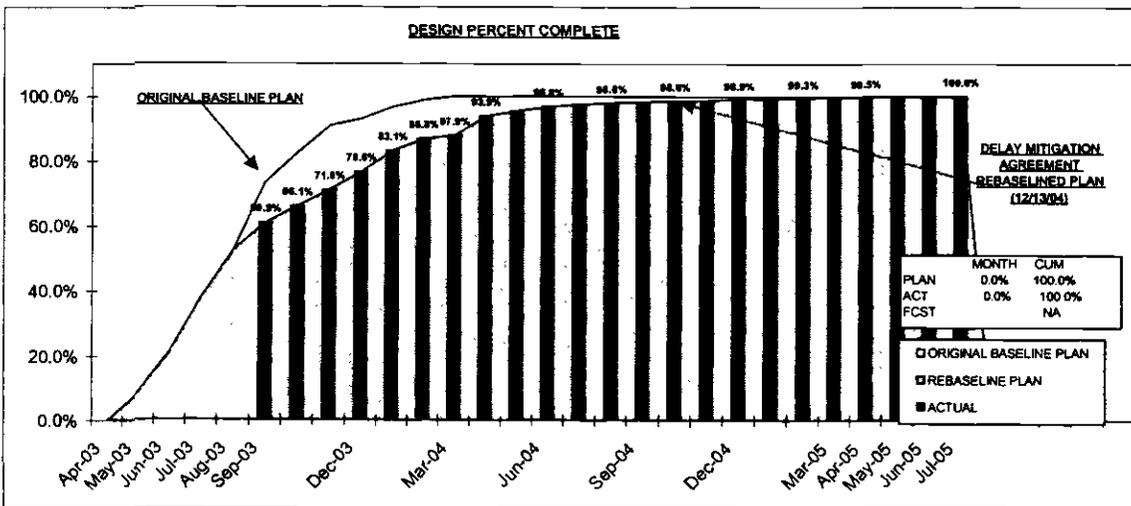
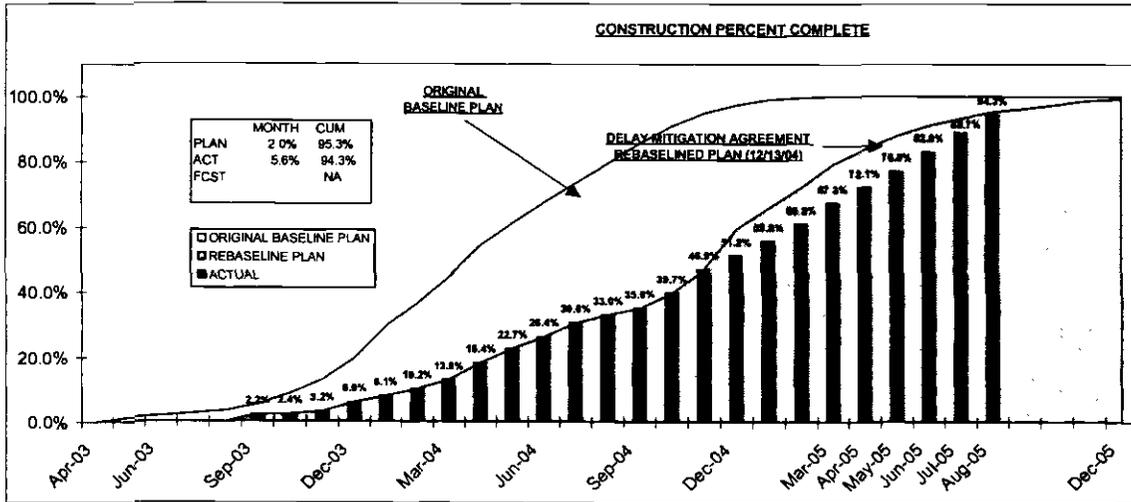
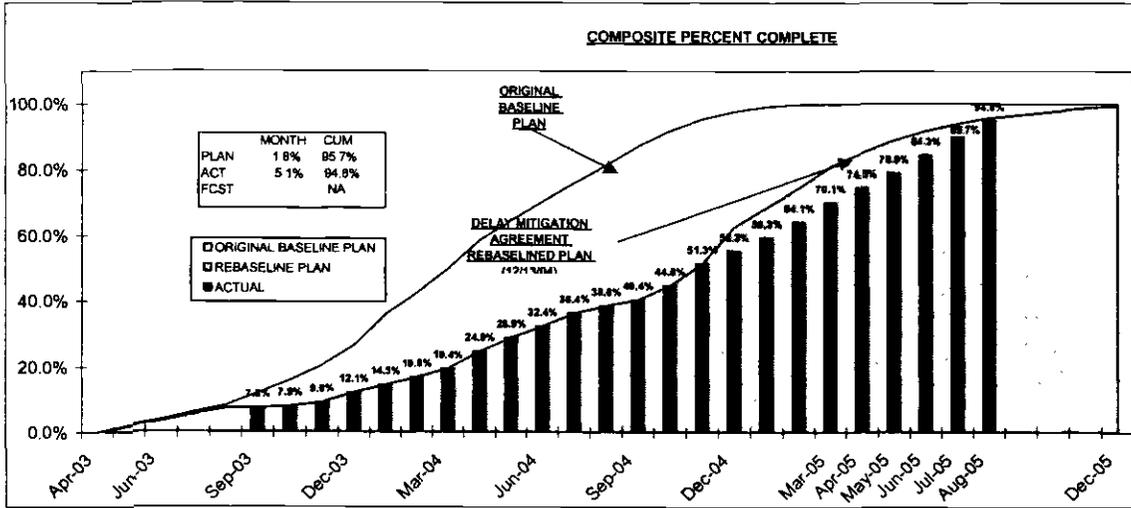
- Oversaw installation of benches for five Metro Orange Line plaza areas.
- Completed multiple site visits with station artists for approval of terrazzo installation.
- Completed multiple station walk throughs and submitted punch list items.
- Received landscape artist approval for installation of landscape art at North Hollywood Station.

## CONTRACT CONSTRUCTION STATUS

<p><b>Description: Design/Build</b>  <b>Contractor: Shimmick Construction Co., Inc./</b>  <b>Obayashi Corp, A Joint Venture</b></p>	<p><b>Contract No.: C0675</b>   <b>Status as of: September 2, 2005</b></p>																																																																								
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>- Completed Busway and Bikeway striping throughout the alignment.</li> <li>- Completed work at Tyrone Avenue intersection.</li> <li>- Completed asphalt paving throughout the entire alignment.</li> <li>- Completed soundwall installation throughout the alignment</li> <li>- Completed Milestone 2B - all Division 8 scope of work.</li> <li>- Completed Milestone 4A - all scope of work east of Van Nuys Boulevard (except for Park &amp; Rides and landscaping).</li> <li>- Completed Milestone 4B - all scope of work west of Van Nuys Boulevard and including WCTH (except for Park &amp; Rides and landscaping)</li> <li>- The physical percent complete stands at 94.8%.</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>- The Contractor's August 2005 schedule submittal shows Milestone Nos 4C and 7A behind schedule. Mitigation efforts are in place to recover the schedule and meet ROD.</li> </ul> <p><b>Non-Compliance Report Status:</b></p> <ul style="list-style-type: none"> <li>- The Contractor has received 110 notices of non-compliance from the City of Los Angeles.</li> <li>- The City has forwarded resolution of 72 notices to the Contractor.</li> <li>- The other 38 notices are still open.</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>- Continued Bikeway lighting and striping on both ends of the alignment.</li> <li>- Continued with intersection construction at Tyrone Avenue.</li> <li>- Continued communications testing at all stations.</li> <li>- Continued installation of furnishings, terrazo flooring and benches, and ancillary equipment at all stations.</li> <li>- Continued installation of irrigation and landscaping on both ends of the alignment.</li> <li>- Continued Park and Ride grading, paving and lighting.</li> <li>- Continued installation of permanent fencing in the middle of the alignment.</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>- Continue irrigation and landscaping throughout the alignment.</li> <li>- Continue finishing punch list items identified in the completed Contract Milestones.</li> <li>- Continue finishing as-built Contract documents</li> <li>- Continue working with City of Los Angeles officials to complete final inspection and turn-over of intersections and bikeway.</li> <li>- Complete construction at all stations</li> <li>- Complete Park &amp; Ride Facilities construction.</li> <li>- Complete permanent fencing installation throughout the alignment.</li> <li>- Complete Milestone No. 4C - all scope of work (excluding landscaping).</li> </ul>																																																																								
<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 CDs</th> </tr> </thead> <tbody> <tr> <td>Milestone 1A -Available for UFS, TVM, SAV Installation</td> <td style="text-align: center;">01/01/05</td> <td style="text-align: center;">103</td> <td style="text-align: center;">04/04/05</td> <td style="text-align: center;">4/4/2005A</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 1B - Supplemental Area Available for UFS Installation</td> <td style="text-align: center;">01/01/05</td> <td style="text-align: center;">128</td> <td style="text-align: center;">04/29/05</td> <td style="text-align: center;">4/29/2005A</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 2A -MTA Division 8 Parking Lot Striping</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;">02/08/05A</td> <td style="text-align: center;">7</td> </tr> <tr> <td>Milestone 2B -MTA Division 8 Work Complete</td> <td style="text-align: center;">02/15/05</td> <td style="text-align: center;">192</td> <td style="text-align: center;">08/26/05</td> <td style="text-align: center;">8/26/05A</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 3 -Systems Infrastructure &amp; Equipment Installed/Tested</td> <td style="text-align: center;">05/12/05</td> <td style="text-align: center;">78</td> <td style="text-align: center;">07/29/05</td> <td style="text-align: center;">7/29/05A</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 4A - Segment Between Tujunga &amp; Van Nuys Substantially Complete</td> <td style="text-align: center;">06/16/06</td> <td style="text-align: center;">60</td> <td style="text-align: center;">08/15/05</td> <td style="text-align: center;">8/15/05A</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 4B -Segment Between Van Nuys &amp; Warner Center Substantially Complete</td> <td style="text-align: center;">06/16/05</td> <td style="text-align: center;">78</td> <td style="text-align: center;">09/02/05</td> <td style="text-align: center;">9/2/05A</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Milestone 4C -Contract Substantially Complete (Except Landscaping)</td> <td style="text-align: center;">06/16/05</td> <td style="text-align: center;">95</td> <td style="text-align: center;">09/19/05</td> <td style="text-align: center;">10/03/05</td> <td style="text-align: center;">-14</td> </tr> <tr> <td>Milestone 7A - Partial Landscape Substantial Completion</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">10/03/05</td> <td style="text-align: center;">10/29/05</td> <td style="text-align: center;">-26</td> </tr> <tr> <td>Milestone 7B - Landscape Substantial Completion</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">12/02/05</td> <td style="text-align: center;">10/29/05</td> <td style="text-align: center;">34</td> </tr> <tr> <td>Milestone 5 -Reliability Demonstration Test</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 CDs	Milestone 1A -Available for UFS, TVM, SAV Installation	01/01/05	103	04/04/05	4/4/2005A	0	Milestone 1B - Supplemental Area Available for UFS Installation	01/01/05	128	04/29/05	4/29/2005A	0	Milestone 2A -MTA Division 8 Parking Lot Striping	02/15/05	0	02/15/05	02/08/05A	7	Milestone 2B -MTA Division 8 Work Complete	02/15/05	192	08/26/05	8/26/05A	0	Milestone 3 -Systems Infrastructure & Equipment Installed/Tested	05/12/05	78	07/29/05	7/29/05A	0	Milestone 4A - Segment Between Tujunga & Van Nuys Substantially Complete	06/16/06	60	08/15/05	8/15/05A	0	Milestone 4B -Segment Between Van Nuys & Warner Center Substantially Complete	06/16/05	78	09/02/05	9/2/05A	0	Milestone 4C -Contract Substantially Complete (Except Landscaping)	06/16/05	95	09/19/05	10/03/05	-14	Milestone 7A - Partial Landscape Substantial Completion	N/A	N/A	10/03/05	10/29/05	-26	Milestone 7B - Landscape Substantial Completion	N/A	N/A	12/02/05	10/29/05	34	Milestone 5 -Reliability Demonstration Test	ROD + 365CD's	0	ROD + 365CD's	ROD + 365CD's	0
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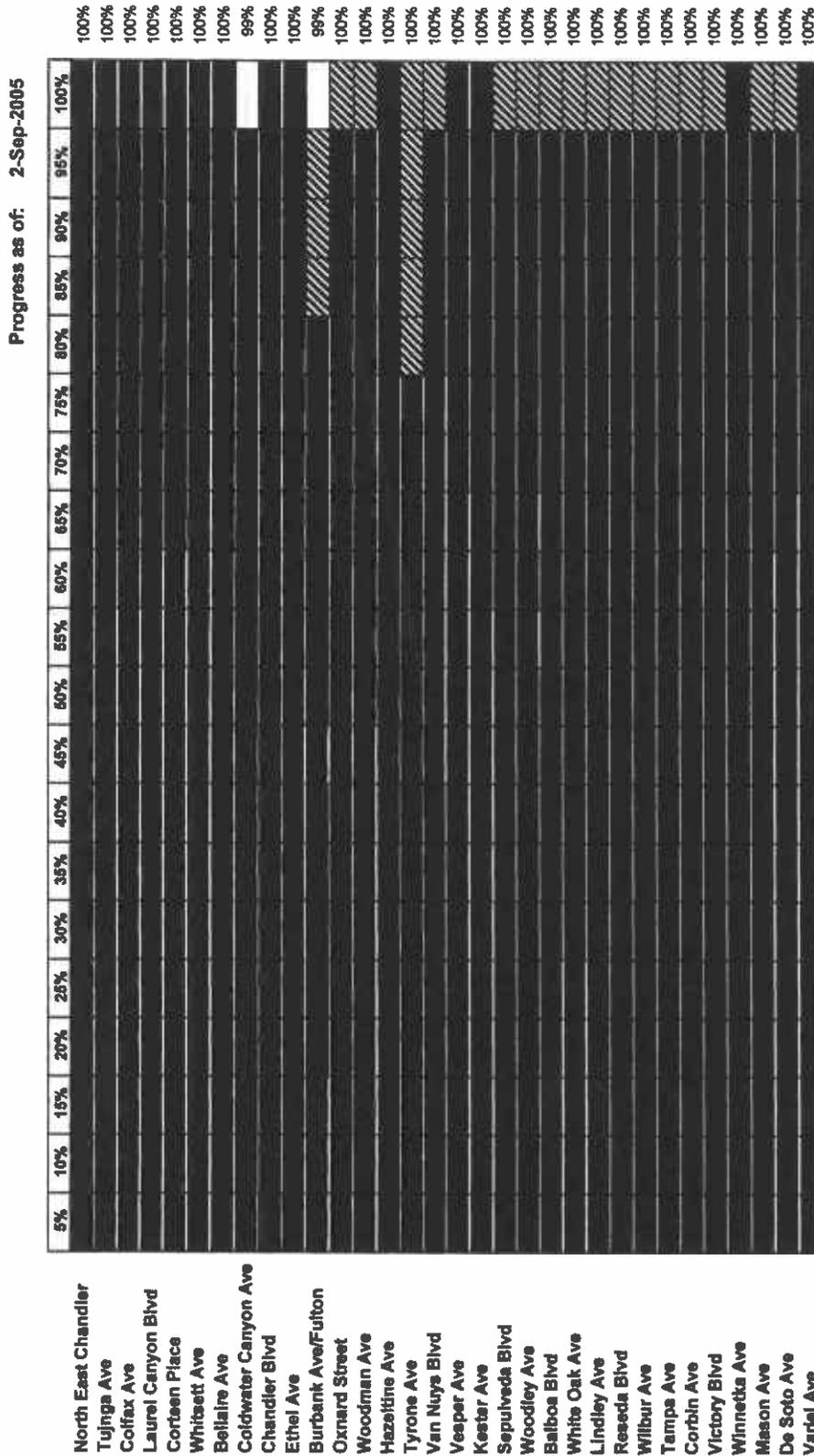
\* Includes Options E.2, E.3, E.4, E.5, E.6 (exercised after award) and E.8

## CONTRACT C0675 PHYSICAL PERCENT COMPLETE





Metro Orange Line Project - Intersections  
Summary - Percent Complete



Actual This Period  
Cumulative Prior Period

Metro Orange Line Project  
Station Summary - Percent Complete

Station Components	Progress as of: September 2, 2005											
	North Hollywood	Van Nuys										
<b>Structural:</b>												
CDM Pile/ Grade Beams Foundation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Electrical/Plumbing:												
Underground/Overhead Conductors	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Power Conductors/Communication Cables	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Telephone/Communication	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Painting	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Platform (Concrete):</b>												
6" Slab/4" Misc/4" Aggregate Curb and Gutter	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Platform Trench	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Platform Concrete (Terrazzo):</b>												
All Ellipse Bedding	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Runic Ellipse 12" metal frame	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Runic Ellipse - Terrazzo	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Art Ellipse 12" metal frame	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Art Ellipse Terrazzo	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Canopy Assembly:</b>												
Canopy Columns & Roof Structure	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Philippines Roof Installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Fleashing	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Sheet metal installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Closures sheet metal installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Paint	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Anti-Grffiti Coating	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Canopy Lights Installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ambient Noise Sensor installation and wiring	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Recessed Speaker unit and wiring	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
CCTV Camera and wiring	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Platform Assembly:</b>												
Platform Fence	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Platform Lighting Installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Emergency phone box installation and wiring	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Telephone Booth with handset unit	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Trash receptacle	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Edge Treads	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Stand Alone Validator	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ticket Vending Machine	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Bliss Module:</b>												
Bliss module concrete pad	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Bliss Racks/Lockers	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
<b>Equipment Module:</b>												
Equipment mobile concrete pad	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
DMP Meter Control Cabinet	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Imaging Controller	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Customian Cabinet Installation & Painted	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



## CHRONOLOGY OF EVENTS

May 15, 2001	The LACMTA released the draft environmental study of a proposed 14-mile Bus Rapid Transit (BRT).
July 26, 2001	The LACMTA 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 LACMTA issued the final environmental report for the 14-mile Bus Rapid Transit.
February 28, 2002	The LACMTA 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 LACMTA 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 LACMTA 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 LACMTA issued Addendum No. 1 for Contract No. C0675.
July 19-22, 2002	The LACMTA conducted job walks for potential bidders providing the opportunity to view current project conditions.
July 25, 2002	The LACMTA issued Addendum No. 2 for Contract No. C0675.
August 23, 2002	The LACMTA 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 LACMTA 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 LACMTA advertised Contract No. C0676 Los Angeles River Bridge.

## CHRONOLOGY OF EVENTS

September 19, 2002	Substantial completion of the Los Angeles River Bridge demolition.
October 31, 2002	The LACMTA 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	The LACMTA received a single bid for Contract No. C0676 Los Angeles River Bridge.
December 5, 2002	The LACMTA 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 the LACMTA.
December 23, 2002	Los Angeles Department of Water and Power (LADWP) agrees to reimburse the LACMTA 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 the LACMTA. 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	The LACMTA 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 LACMTA 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	The LACMTA 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	The LACMTA Board adopted San Fernando Valley Metro Rapidway Project as the official name of the Project.
May 12, 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	The LACMTA 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 the LACMTA for partial funding for schedule-critical portions of the LADWP Recycled Water Pipeline Project.
September 25, 2003	The LACMTA 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.

## CHRONOLOGY OF EVENTS

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 the LACMTA to not proceed with the Recycled Water Pipeline Project and finish current authorized scope of work.
January 22, 2004	The LACMTA 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	The LACMTA 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 LACMTA 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.

## CHRONOLOGY OF EVENTS

July 22, 2004	The LACMTA 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	The LACMTA 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	The LACMTA 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 LACMTA'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	The LACMTA 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 LACMTA 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.
October 22, 2004	Superior Court issued a writ to the LACMTA as directed by the Court of Appeal decision regarding the EIR.
October 23, 2004	The LACMTA 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	The LACMTA 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.

## CHRONOLOGY OF EVENTS

November 17, 2004	The Court of Appeal denied a request from COST to issue a writ ordering the LACMTA to stop construction on the Orange Line.
November 22, 2004	The 30-day public review and comment period for the draft Revised EIR closed.
November 23, 2004	The LACMTA 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 LACMTA 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 LACMTA 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.
January 27, 2005	The LACMTA Board approved an Addendum for additional parking on the northeast corner of Canoga and Vanowen as part of the Canoga Station/Park and Ride. The Addendum was to the original Addendum/Modified Initial Study to EIR that was approved by the LACMTA Board in February 2004.
January 28, 2005	COST and the LACMTA executed a Settlement Agreement to resolve all existing litigation.
January 28, 2005	The LACMTA executed a Delay Mitigation Agreement with the Contractor on January 28, 2005.
February 3, 2005 February 4, 2005	The lawsuits between COST and the LACMTA were dismissed in Superior Court and the Court of Appeal.
February 8, 2005	The C0675 Design/Build Contractor successfully completed Contract Milestone No. 2A Division 8 Parking Lot Striping.
March 24, 2005	The LACMTA Board adopted the Canoga Station/Park-and-Ride life of project budget of \$26,000,000. All Canoga Station/Park-and-Ride scope of work will be completed under new Project 800117. The LACMTA Board also authorized transferring the previously authorized \$16,500,000 allowance from within the Project 800112 budget to Project 800117 budget.
April 4, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 1A, Areas Available for Universal Fare System and Stand Alone Validators.
April 27, 2005	The LACMTA Board approved the award to Contract C0768, Bike Locker and Rack Procurement, to Johnson Barnes and Finch, Inc. in the amount of \$234,628.
April 29, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 1B, Supplemental Areas Available for Universal Fare System.
June 30, 2005	All 60-foot articulated buses for the Orange Line delivered on schedule.
July 29, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 3, Systems Installed and Tested.

## CHRONOLOGY OF EVENTS

- |                   |  |
|-------------------|--|
| August 15, 2005   | The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 4A. All work substantially complete between Tujunga and Van Nuys except completion of all landscaping along the busway and bike path and the Reliability Demonstration Test.  |
| August 26, 2005   | The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 2B. All work required at Division 8.  |
| August 30, 2005   | Within the scope for LACMTA Project 800117, issued invitation for Bids for Contract C0739, Canoga Park-and-Ride Project.   |
| September 2, 2005 | The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 4B. All work substantially complete between Van Nuys and the end of the dedicated busway as well as work on City streets and the Warner Center Transit Hub Terminal Station except completion of all landscaping along the busway and bike path and the Reliability Demonstration Test. |

### PROJECT PHOTOS



Installation of ticket vending machines at Van Nuys Station.



Landscaping east of Reseda Station.

### PROJECT PHOTOS



Landscaping between De Soto and Mason.



Getting ready to place asphalt at Sepulveda Park-and-Ride.

### PROJECT PHOTOS



Westbound test bus departing Woodman Station.

### PROJECT PHOTOS



Installing bike lockers at North Hollywood Station.



Fire and Emergency Management console at Bus Operation control Center  
in One Gateway Building.

## APPENDIX

### COST AND BUDGET TERMINOLOGY

#### Cost Descriptions

**ORIGINAL BUDGET** The Original Project Budget as established by Los Angeles County Metropolitan Transportation Authority (LACMTA) 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 LACMTA 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 LACMTA 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 the LACMTA for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in LACMTA'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 LACMTA 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