

Metro Orange Line

October 2005

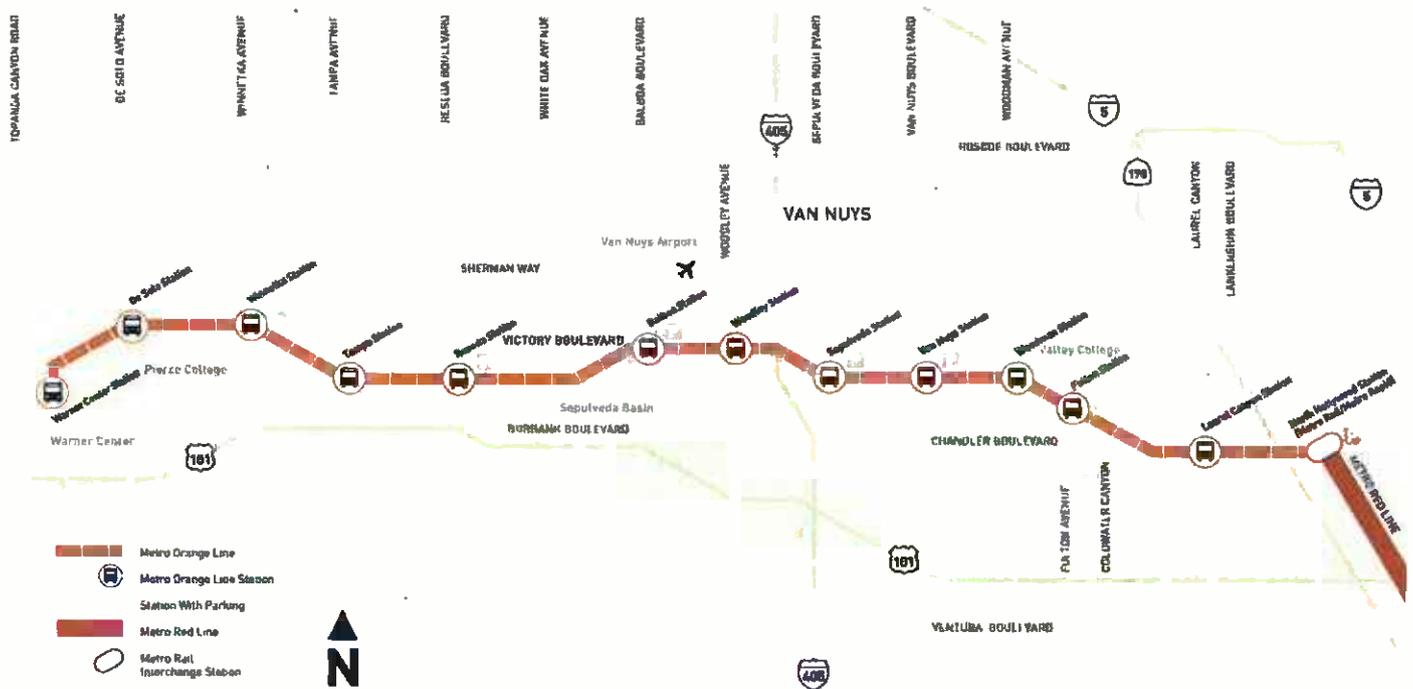


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PROJECT OVERVIEW

The Project was officially dedicated on Friday, October 28, 2005 with the public enjoying free rides the following two days. Revenue Operations commenced on October 31, 2005.

The C0675 Design/Build Contractor completed irrigation and landscaping at all stations and at all Park-and-Ride locations. The Contractor continues working on remaining landscaping scope, punch list items and as-built drawings. Remaining Contractor work includes a one year Systems Reliability Demonstration Test and a two-year irrigation/landscaping maintenance period.

The Contractor's design percent complete is 100% and construction physical percent complete is 98.4%. The composite percent complete is 98.6%. The remaining progress to be accomplished is primarily associated with continuing landscape scope and systems reliability demonstration test

To date, the expenditures for the busway portion of the Orange Line are \$245.6 million or 78.5% of the \$313 million Current Budget. The expenditures for the bikeway portion are \$8.5 million or 79.6% of the \$10.6 million Current Budget.

With the commencement of Revenue Operations, staff will continuing to work with the C0675 Design/Build Contractor on completing final work scope and staff will focus on closing out construction and professional service contracts as soon as possible.

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. Perspective contractors will submit bids on November 17, 2005. Additional information covered under Construction Contract Status for C0739 on page 19.

Concern No. 2: Soil Contamination and Potential Impact on Project Landscape.

Status/Action The Contractor is completing the landscaping work for the remaining unplanted areas of the Metro Orange Line. The Contractor was previously given direction by LACMTA regarding the application of appropriate amendments or soil replacement at each planting section of the alignment. These steps were formulated as mitigation to the soil problem within that specific planting area. LACMTA continues to monitor (through its agronomist) the application of the recommended amendments or execution of soil replacement procedures.

LACMTA is currently developing a new change order that outlines the steps to be taken by both the Contractor and LACMTA during the two-year landscape maintenance period to address the following:

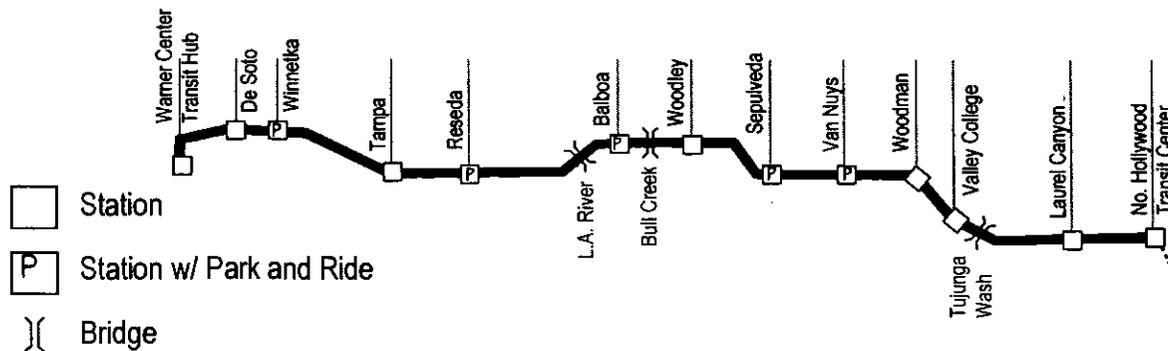
- Acceptability of plantings to begin the two-year maintenance period;
- Protocols to determine when plantings are to be replaced, which party is going to replace the plantings, and at what cost;
- Clarification of the contractually required 95% plant survivability criteria to determine the Contractor's obligations at the end of the maintenance period including the practicability of implementing such obligations and monitoring Contractor compliance beyond that period.

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 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	Oct-05	Nov-05	Dec-05	Jan-06	Feb-06	Mar-06
Public Phones at Stations - Installed and Tested	10/25/05A	<input type="checkbox"/>					
C0675 - Milestone No. 7A, Landscape Partially Complete	10/27/05A	<input type="checkbox"/>					
Revenue Operations Date	10/31/05A	<input type="checkbox"/>					
(Forecast) C0675 - Start Reliability Demonstration Test	11/1/05*		<input type="checkbox"/>				
(Forecast) C0675 - Start 2 year Landscape Maintenance Period	11/7/05*		<input type="checkbox"/>				
(Forecast) C0675 - Milestone No. 7B, All Landscape Substantially Complete	12/2/05*			<input type="checkbox"/>			

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

SCHEDULE NARRATIVE

The Project successfully achieved Revenue Operations on October 31, 2005. The Project was officially dedicated on Friday 28, 2005 and the public enjoyed free rides the following two days.

The C0675 Design/Build Contractor this period completed irrigation and landscaping at all stations and at all Park & Ride locations. Also, Milestone No. 7A, Landscape Partial Substantial Completion, was accomplished. Metro issued Certificate of Substantial Completion for Milestone No. 3 (systems infrastructure & equipment installed and tested) and a conditional Certificate of Substantial Completion for Milestone No.4C (Contract Substantially Complete except for landscaping). The C0675 Contractor continues working on remaining landscaping scope, punch list items and as-built drawings.

All other Project components necessary to support Revenue Operations have been completed. The Universal Fare System (UFS) is in place and working at all stations. All artwork at stations was completed this period. Installation of bike rack and lockers under Contract No. C0678 is complete. The procurement and installation of public pay telephones in the LACMTA right-of-way was completed this period.

The Historic Train Depot at Lankershim and Chandler Boulevards was cleaned up and secured with a new 10-foot fence with a windscreen around the perimeter.

PROJECT COST STATUS

PROJECT 800112 - METRO ORANGE LINE (BUSWAY)

\$ in Millions

COST SUMMARY

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	124.2	144.1	143.8	143.8	0.0	130.2	122.4
Yards & Shops	1.2	1.4	1.3	1.3	0.0	1.3	1.1
Systems/Equipment	12.7	8.8	9.5	9.5	0.0	9.0	6.3
Stations	30.4	31.1	30.7	30.7	0.0	30.5	28.2
Vehicles & Buses	17.5	15.7	15.3	15.3	0.0	15.3	15.3
Special Conditions	24.2	36.4	37.1	37.1	0.0	27.2	22.3
Right-of-Way	24.9	17.3	13.4	13.4	0.0	12.5	12.4
Professional Services	45.7	48.2	48.6	48.6	0.0	42.8	37.9
Canoga Station/ Park-and-Ride (Allowance)	16.5	0.0	0.0	0.0	0.0	0.0	(0.3)
Contingency	32.2	10.0	13.3	13.3	0.0	0.0	0.0
Project Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	329.5	313.0	313.0	313.0	0.0	268.8	245.6

Expenditures are cumulative through September 2005.

The LACMTA Board adopted the Canoga Park and Ride (CPR) Project 800117 in March 2005.

Project commitments and expenditures accumulated under Project 800112 have been transferred to Project 800117.

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 Metro 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 2005 to reflect the budget transfer from Project 800112 to the Board Adopted Project 800117 (Canoga Station / Park-and-Ride). The Current Budget remains unchanged this period at \$313.0 million.

Current Forecast: The net Project forecast remained the same at \$313.0 million for the October period.

Commitments: The commitments increased by \$1.2 million this period primarily due to the following: \$0.6 million for work authorization issued to the Department of Water and Power pursuant to the Master Cooperative Agreements; \$0.3 million for Design/Build C0675 executed contract modifications; and \$0.3 million for FY05 Agency overhead adjustment. The \$268.8 million in commitments to date represents 85.9% of the Current Budget.

Expenditures: The net expenditures remained the same at \$245.6 million through period ending September 2005. Construction and Professional Services expenditures totaling \$9.0 million were offset by corresponding decreases to Canoga Station/Park-and-Ride due to journal voucher transfer to Project 800117. This also includes a credit of \$0.3 million for FY05 Agency Overhead adjustments. The \$245.6 million in expenditures to date represents 78.5% 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	8.2	8.2	0.0	7.2	7.1
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	1.1	0.8
Contingency	0.8	0.4	0.2	0.2	0.0	0.0	0.0
TOTAL	8.1	10.6	10.6	10.6	0.0	9.0	8.5

Expenditures are cumulative through September 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 remained the same at \$10.6 million for the October period.

Commitments: The commitments increased by \$0.1 million this period primarily due to work authorization issued to Department of Water and Power pursuant to the Master Cooperative Agreements. The \$9.0 million in commitments to date represents 84.9% of the Current Budget.

Expenditures: Expenditures are cumulative through period ending September 2005. The expenditures increased \$0.9 million this period primarily due to the following: \$0.8 million for Design/Build Contract C0675 and \$0.1 million for Agency costs. The \$8.5 million in expenditures to date represents 79.6% of the Current Budget.

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	1.4
Special Conditions	0.8	0.8	1.4	1.4	0.0	0.9	0.6
Professional Services	2.8	2.8	3.1	3.1	0.0	1.5	1.3
Right-of-Way	6.2	6.2	6.2	6.2	0.0	5.7	5.7
Project Contingency	2.0	2.0	1.1	1.1	0.0	0.0	0.0
Rev/Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	26.0	26.0	26.0	26.0	0.0	9.5	9.0

Expenditures are cumulative through September 2005.

PROJECT COST ANALYSIS

Original Budget: The Original Budget of the Canoga Station / Park-and-Ride / Busway Extension was adopted by the Board of Directors in March 24, 2005. The budget is comprised of a \$16.5 million allowance transferred from the Metro Orange Line Project 800112 Budget and additional authorized funding of \$9.5 million.

Current Budget: The Current Budget remains unchanged this period at \$26.0 million.

Current Forecast: The net Project forecast remained the same at \$26.0 million for the October period.

Commitments: The commitments remained the same this period. The \$9.5 million in commitments to date represents 36.7% of the Current Budget.

Expenditures: Expenditures are cumulative through period ending September 2005. All expenditures accumulated under Project 800112 were transferred by journal voucher entry during this period. The \$9.0 million in expenditures to date represents 34.6% of the Current Budget.

FINANCIAL/GRANT STATUS

Project 800112 – Metro Orange Line (Busway Only)

OCTOBER 2005

STATUS OF FUNDS BY SOURCE

\$ in millions

SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED to	FUNDING SOURCE
								\$	%
FEDERAL RSTP	17.5	17.5	17.5	17.5	100%	15.7	90%	13.5	77%
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%
PROP C	166.7	150.2	150.2	150.2	100%	150.2	100%	150.2	100%
PROP C (TCRP REPLACEMENT)	98.0	98.0	86.8	53.8	55%	32.4	33%	32.4	33%
ACCRUALS									
TOTAL	329.5	313.0	301.8	268.8	85.9%	245.6	78.5%	243.4	78.0%

(1) Based on June 2005 Revised Project Budget.

NOTE: Expenditures are cumulative through September 2005.

STATUS OF FUNDS ANTICIPATED

FEDERAL RSTP: Grant CA-90-X790 was executed on May 5, 2005 for \$17.5 million. Funds are now available for drawdown.

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

OCTOBER 2005

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A)	(B)	(C)	(D)	(DB)	(E)	(EB)	(F)	(FB)
	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%	6.0	100%	4.1	68%
TEA-21 HIGH PRIORITY (FED)	1.1	1.8	1.8	0.6	36%	0.6	36%		0%
STIP (FED)	0.0	0.5	0.5	0.0					
CITY OF LA ACCRUALS	1.0	2.4	2.4	2.4	100%	1.8	77%	1.1	47%
TOTAL	8.1	10.6	10.6	9.0	84.9%	8.5	79.6%	5.2	49%

NOTE: Expenditures are cumulative through September 2005.

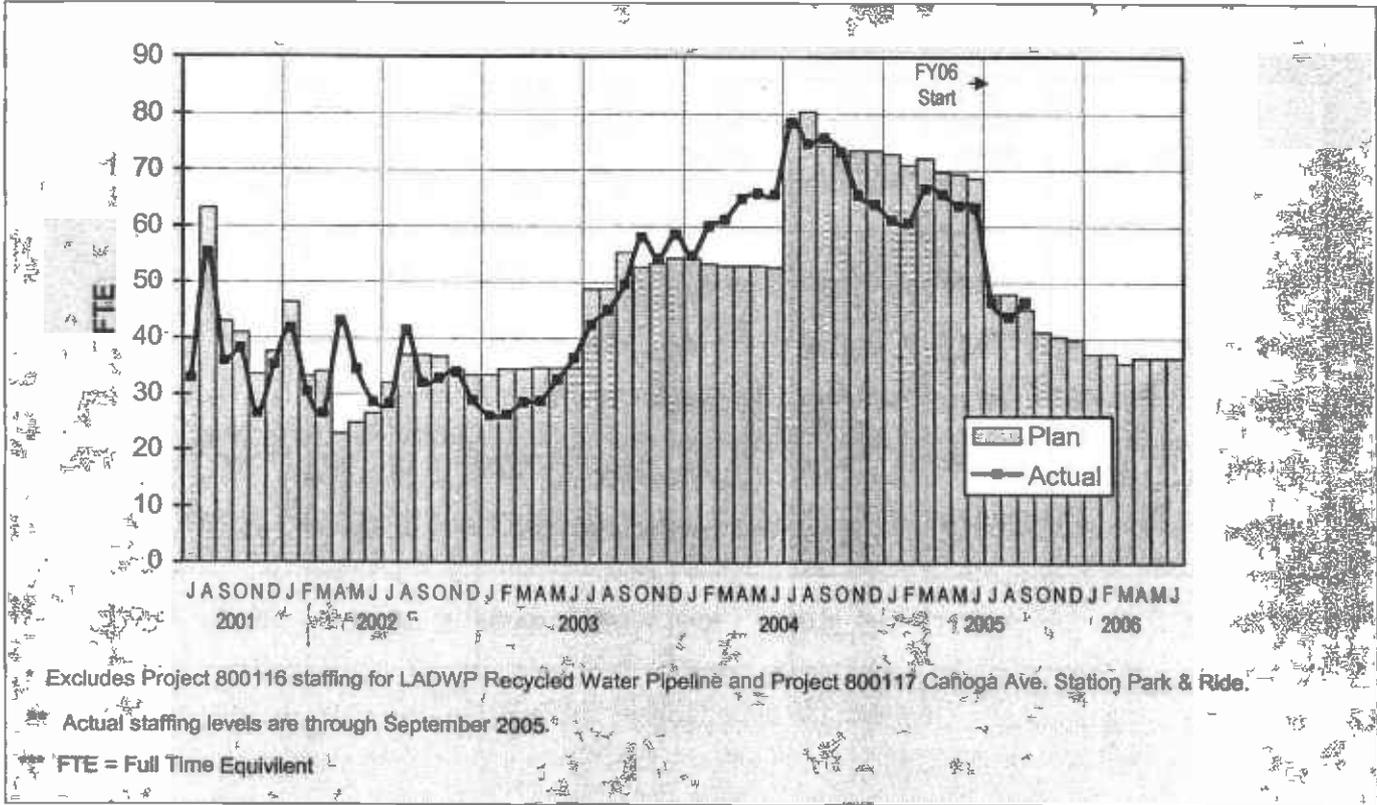
STATUS OF FUNDS ANTICIPATED

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 executed on April 24, 2003 and is now available for drawdown.

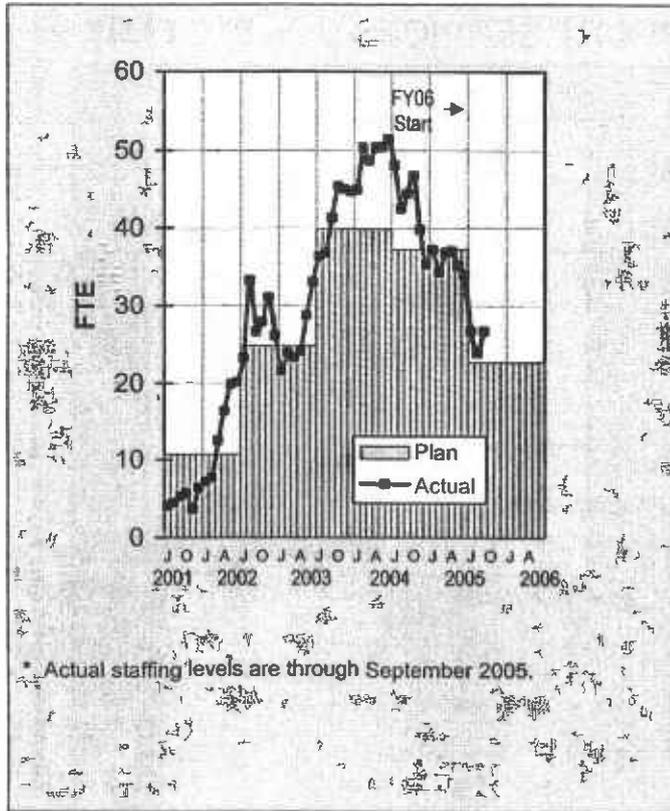
STAFFING STATUS *

TOTAL STAFFING STATUS

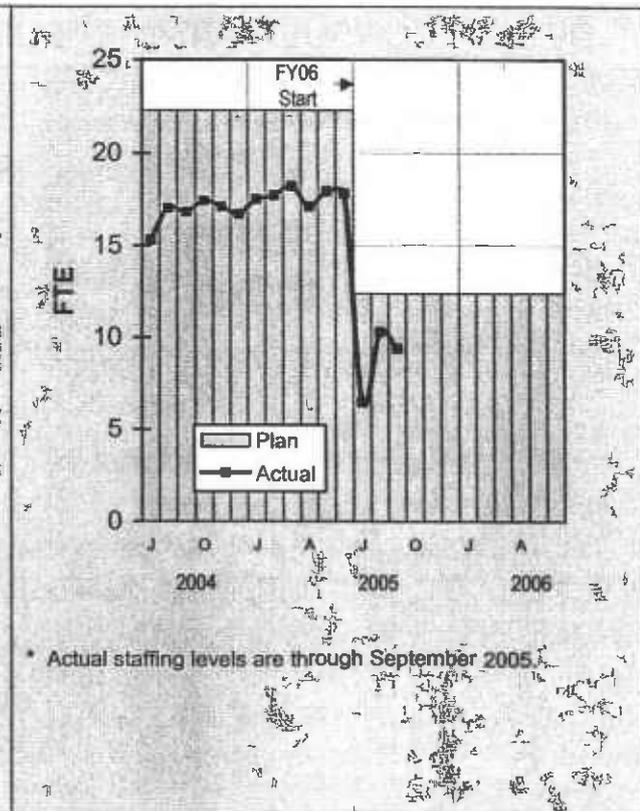


STAFFING STATUS

DIRECT AGENCY STAFFING



INDIRECT AGENCY STAFFING



Direct Agency Staffing

The FY06 plan averages 22.7 FTE's per month. In September 2005, there were 26.7 direct FTE's charged to the project. This minor overrun reflects the ramping up of agency activities for the Systems Integration Testing phase of the project and preparations for Pre-Revenue Operations. Staff anticipates that the FTE's for the first half of FY06 will be greater than planned due to staffing support requirements leading to Orange Line Revenue Operations. It is anticipated that FTE's in the second half of FY06 will offset the first half of FY06 as the project is now in a closeout phase.

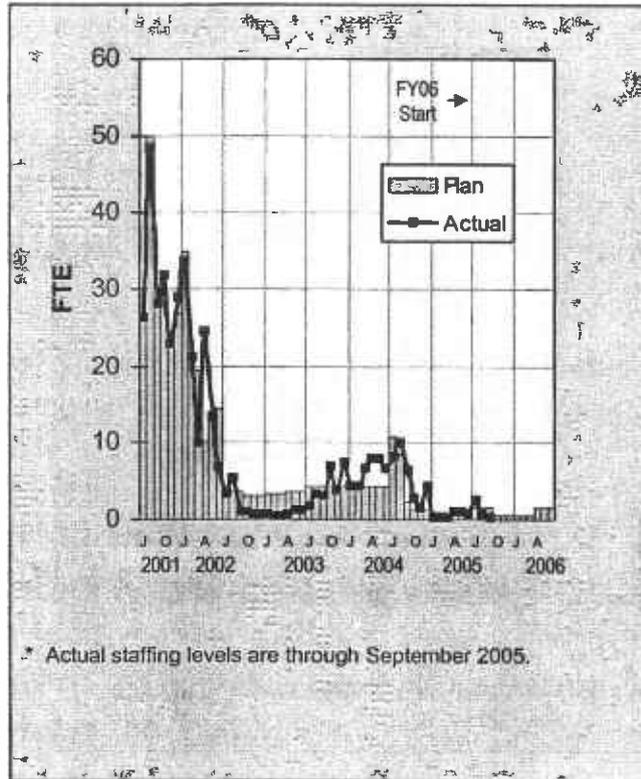
Indirect Agency Staffing

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).

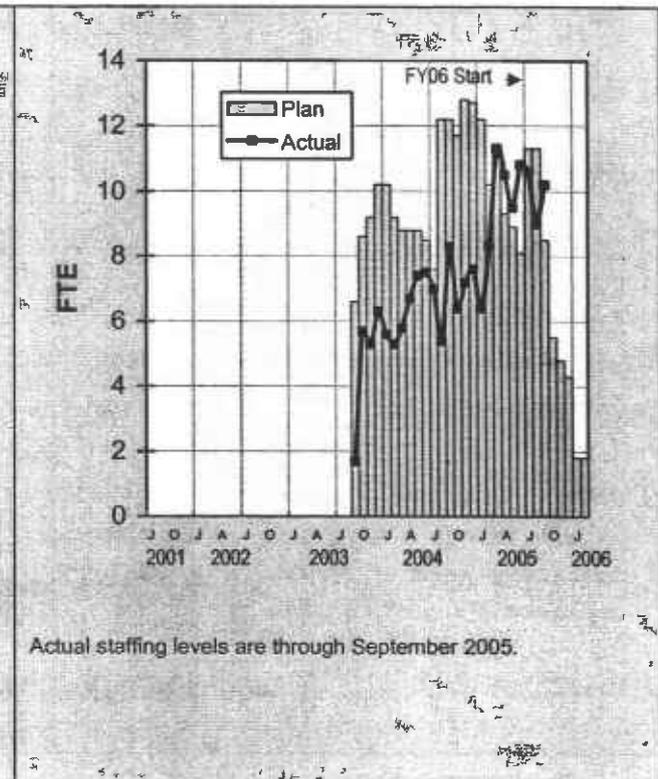
The FY06 plan averages 12.4 FTE's per month. In September 2005, there were 9.4 indirect FTE's charged to the project.

STAFFING STATUS

DESIGN CONSULTANT



CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



Design Consultant Staffing Analysis

Design support after Revenue Operations will only be as required for any safety enhancement requirements.

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 have been issued 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	
TOTAL	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

- The 90-day termination notice for two tenants renting at the North Parking area was delivered.
- Issued third quarter Mitigation Monitoring Status Report.
- SOJV continued their planting along Sepulveda Basin using the soil suitability amendment and recommendations provided to them.
- Completed background noise monitoring in the eastern segments of the Orange Line.
- Received the AIG determination letter concerning environmental damage insurance claim.

COMMUNITY RELATIONS STATUS

- Worked with Communications Department to coordinate public celebrations for opening weekend.
- Worked with Communications Department to coordinate Metro Orange Line Grand Opening Ceremony.
- 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 wrote thirty-one (31) 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 four (4) Non-Compliances (NNCs) this period. Nine (9) were closed. Approximately fifteen (15) Non-Compliances remain open.

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 final administrative and field monthly safety audit. Both audits were accepted as noted.
- Monitored construction activity on a daily basis to ensure contractor compliance.
- Participated in Contractor's weekly toolbox safety meetings.

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					
Project To Date																	
C0675	SO JV (Design)	130,695	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
C0675	SO JV (Build)	813,154	21	14	8	6	338	144	482	112	0	144	213	5.2	3.4	1.5	52.4
C0675	SO JV (composite)	943,849	21	14	8	6	338	144	482	112	0	144	213	4.4	3.0	1.3	45.1
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		959,097	22	14	8	6	338	144	482	112	0	144	213	4.6	2.9	1.3	44.4
MTA Const. Mgmt		100,118	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
Totals		1,059,215	22	14	8	6	338	144	482	112	0	144	213	4.6	2.9	1.3	44.4

ART DEVELOPMENT STATUS

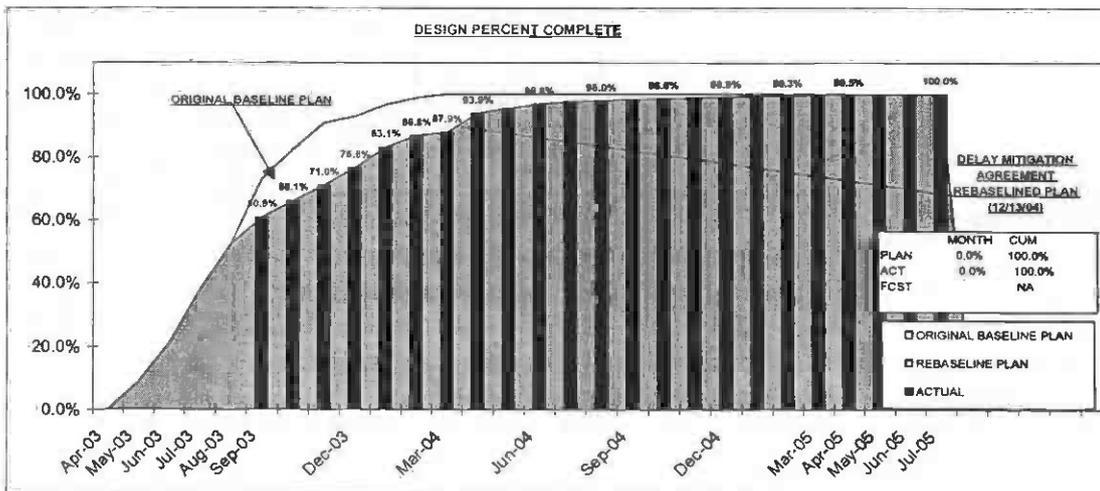
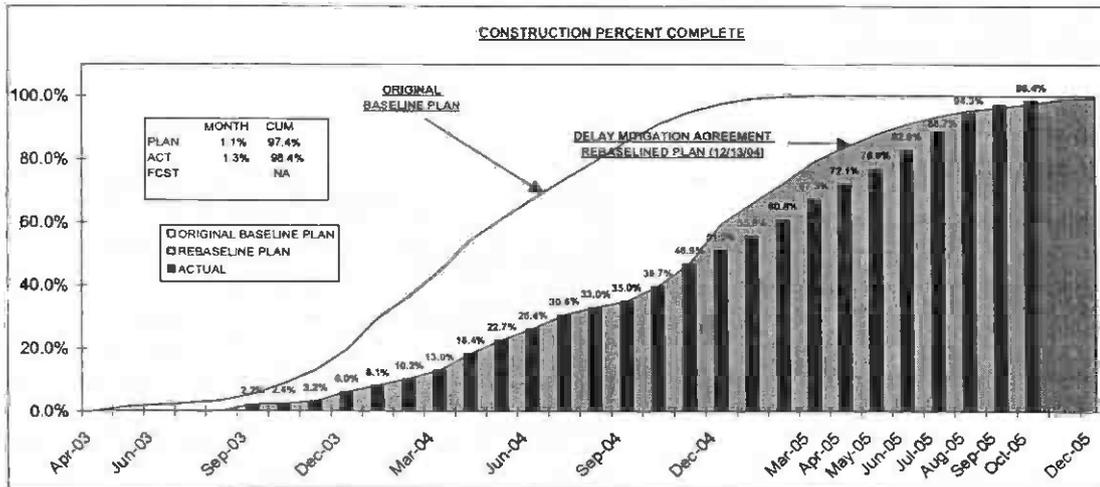
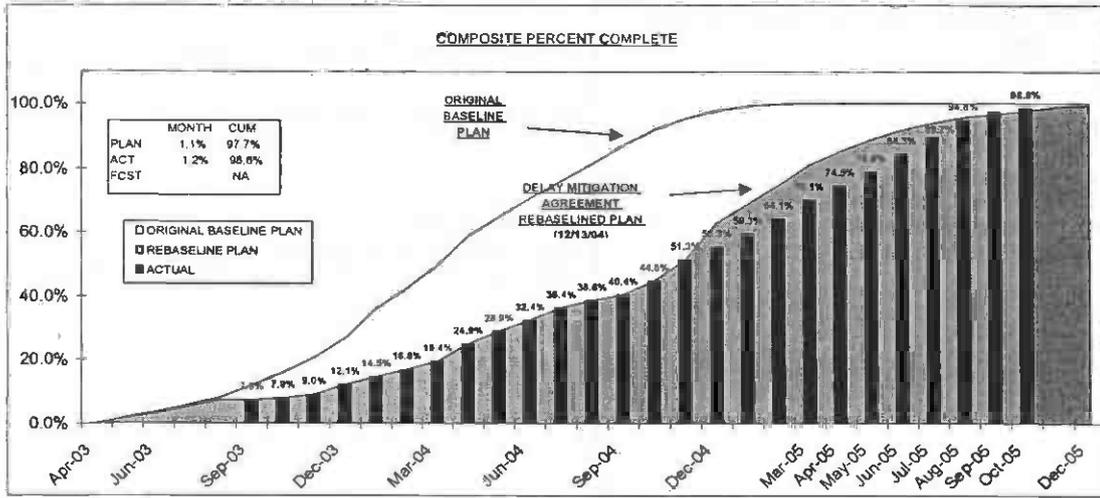
- Completed multiple site visits with station artists for approval of terrazzo installation. In total, eight (8) approvals were received.
- Submitted revised punch list to contractor for station artworks and benches.
- Oversaw final installation of porcelain enamel art panels.

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: October 31, 2005</p>																																																																								
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> - Completed all Park and Ride irrigation and landscaping. - Completed Stations irrigation and landscaping. - Completed Milestone No. 7A - Partial Landscape Substantially Completed. - The physical percent complete stands at 98.6%. <p>Areas of Concern:</p> <ul style="list-style-type: none"> - Systems Reliability Demonstration Test has yet to commence. <p>Non-Compliance Report Status:</p> <ul style="list-style-type: none"> - The Contractor has received 116 notices of non-compliance from the City of Los Angeles. - The City has forwarded resolution of 101 notices to the Contractor. - The other 15 notices are still open. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> - Continued punch list work. - Continued communications testing at the Operations Control Center. - Continued installation of landscaping on both ends of the alignment. - Continued work on open Contract Modifications. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> - Continue irrigation and landscaping throughout the alignment. - Continue punch list work. - Continue finishing as-built Contract documents. - Continue working with City of Los Angeles officials to complete final inspection of intersections and bikeway. - Continue working on open Contract Modifications. 																																																																								
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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



CONTRACT CONSTRUCTION STATUS

<p>Description: Canoga Station / Park & Ride Busway Extension / Canoga Ave Widen Contractor: TBD</p>	<p>Contract No.: C0739 Status as of: October 31, 2005</p>																																																
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> · Contract was advertised on August 30, 2005. · Addendum No. 1 issued on October 21, 2005. · Addendum No. 2 issued on October 28, 2005. <p>Area of Concern:</p> <p>Other:</p> <ul style="list-style-type: none"> · Contract award anticipated in December 2005. · Notice to Proceed (NTP) anticipated in January 2006. 	<p>Major Activities (In Progress):</p> <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> · Issue Addendum No. 3 on November 7, 2005. · Receive bids from potential bidders on November 17, 2005 																																																
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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

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| 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

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| 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. |
| September 19, 2005 | The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 4C substantial completion pending final review of system test results. |
| October 27, 2005 | The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 7A Partial Landscape Substantial Completion. |
| October 28, 2005 | Orange Line Grand Opening Ceremony conducted at the Balboa Station. |
| October 31, 2005 | Orange Line Revenue Operations commenced. |

PROJECT PHOTOS



The inaugural Metro Liner, bearing Mayor Antonio Villaraigosa, Supervisor Zev Yaroslavsky, CEO Roger Snoble and other elected and community leaders, bursts through an orange banner at the Balboa Station.

