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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's progress improved this month with the achievement of Substantial Completion on September 19, 2005. The Contractor will continue to work on punchlist items and remaining landscaping work, which is scheduled to complete in early December 2005. LACMTA has established a planned Revenue Operation Date of October 31, 2005.

The Contractor's design percent complete is 100% and construction physical percent complete is 97.1%. The composite percent complete is 97.4%.

To date, the expenditures for the busway portion of the Orange Line are \$245.7 million or 78.5% of the \$313 million Current Budget. The expenditures for the bikeway portion are \$7.6 million or 71.4% 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. Perspective contractors will submit bids in November 2005. Received the Los Angeles Regional Water Quality Control Board (LARWQCB) environmental case closure letter on September 16, 2005.

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

**Status/Action** The C0675 Design/Build Contractor's progress continues to improve this month with the achievement of Substantial Completion on September 19, 2005. The Contractor will continue to work on punchlist items and remaining landscaping work, which is scheduled to complete in early December 2005. LACMTA has established a planned Revenue Operation Date of October 31, 2005.

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

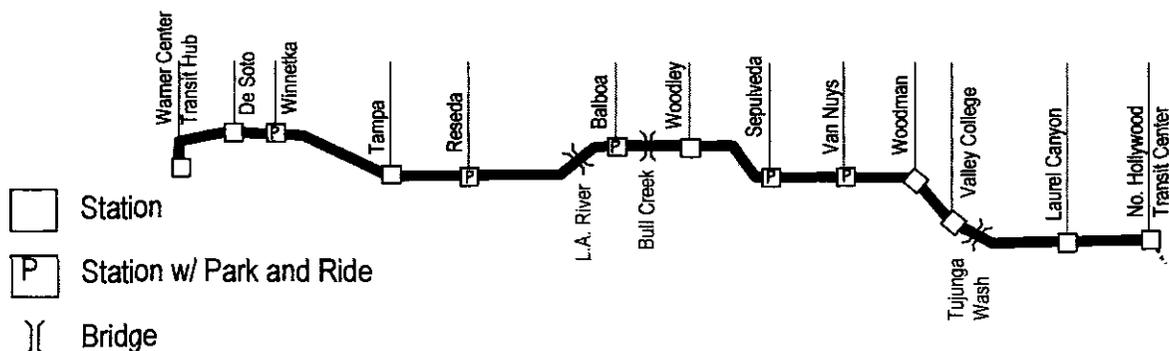
**Status/Action** All testing related to pre-planting and determination of amendment recommendations is done. However, there is an ongoing site visitation program being conducted through LACMTA's agronomist to determine: 1) that all soil amendments and recommendations recommended through LACMTA are appropriately 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	Sep-05	Oct-05	Nov-05	Dec-05	Jan-06	Feb-06
	Date						
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"/>					
C0675 - Bikeway - Complete Construction Between Bellaire Avenue and Freeway 1405.	9/6/05A	<input type="checkbox"/>					
C0675 - Milestone No. 4C - All Contract Work Substantially Complete (Except Some Landscape)	9/19/05A	<input type="checkbox"/>					
C0768 - Bicycle Metal Lockers and Racks - Installation Complete	9/19/05A	<input type="checkbox"/>					
C0675 - All Bus Stations - Complete	9/19/05A	<input type="checkbox"/>					
C0675 - All Park & Ride Facilities - Complete	9/19/05A	<input type="checkbox"/>					
(Forecast) Public Phones at Stations - Installed and Tested	10/21/05*		<input type="checkbox"/>				
(Forecast) C0675 - Milestone No. 7A, Landscape Partially Complete	10/27/05*		<input type="checkbox"/>				
(Forecast) C0675 - Start 2 year Landscape Maintenance Period	10/28/05*		<input type="checkbox"/>				
(Forecast) Revenue Operations Date	10/31/05*		<input type="checkbox"/>				
(Forecast) C0675 - Start Reliability Demonstration Test	11/1/05*			<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 C0675 Design/Build Contractor's progress improved this month allowing Milestone Nos. 4B (segment between Van Nuys and Warner Center substantially complete) and 4C (all scope of work, except for landscape, substantially complete) to complete on time. However, the C0675 Contractor remains behind schedule for completing Milestone No. 7A, landscape partial substantial completion. Final acceptance of Milestone No. 3 (Systems Infrastructure & Equipment installed and tested), which was completed at the end of July 2005, is pending completion of punch list items and approval of test results.

The C0675 Design/Build Contractor's current update identifies completion of landscaping throughout the alignment as the only significant remaining scope of work left. The Project critical activities remaining are Systems Wide Integration Testing and Pre-Revenue Operations. Revenue Operations Date (ROD) has been set for October 31, 2005.

This period, the C0675 Contractor completed all Park and Ride grading, paving and lighting as well as all fencing throughout the alignment. The C0675 Contractor also completed all irrigation main lines throughout the alignment. Progress continues on station installation of terrazzo flooring and benches and placement of trees and shrubs throughout the alignment.

Also progressing well is system/communications wide Integration Testing by Metro Staff. Pre-Revenue Operations by Metro staff started this period in full force. Training of bus operators is ongoing and several articulated LNG buses were available to start testing at street intersections and along the busway.

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. Installation Acceptance Testing was completed this period.

Artists continued to monitor station installation of terrazzo work and art panels.

Installation of bike rack and lockers under Contract No. C0678 was completed this period.

The temporary trailer with restrooms for bus drivers was delivered and installed at the North Hollywood Kiss and Ride this period.

The procurement and installation of public pay telephones in the LACMTA right-of-way is proceeding on schedule. SBC started placing phone lines at all locations and Davel Communications started shipping public pay phone hardware to the stations.

LADOT started installation of additional LED Bus Coming signs this period.

## **SCHEDULE NARRATIVE**

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. Metro staff is working with an artist to design and fabricate banners, which will be attached to the windscreen.

**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	143.8	0.1	130.1	117.7
Yards & Shops	1.2	1.4	1.5	1.3	(0.2)	1.3	0.8
Systems/Equipment	12.7	8.8	9.3	9.5	0.2	9.0	5.3
Stations	30.4	31.1	30.7	30.7	0.0	30.5	26.2
Vehicles & Buses	17.5	15.7	15.3	15.3	0.0	15.3	15.3
Special Conditions	24.2	36.4	36.7	37.1	0.4	26.4	22.2
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	48.6	0.3	42.5	36.9
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	13.3	(0.8)	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>267.6</b>	<b>245.7</b>

Expenditures are cumulative through August 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 October 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 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 September period. Forecast changes were required to address current project conditions and are as follows: Guideways and Systems increased by \$0.1 million and \$0.2 million respectively to reflect reallocation of Contract C0675 updated cost exposure to multiple changes notices; Special Conditions increased by \$0.4 million to reflect current project estimates for Testing and Pre-Revenue Operations; and Professional Services increased \$0.3 million for contract modifications. The individual Cost Element forecast increase was offset by corresponding decreases to Yard and Shops and Project Contingency resulting in no net change to the overall Total Forecast. Cumulatively there is \$13.3 million remaining in Project Contingency to cover unknown but anticipated changes for the remaining project duration.

**Commitments:** The commitments increased by \$1.0 million this period primarily due to the following: \$0.2 million for work authorization issued to the City of Los Angeles pursuant to the Master Cooperative Agreements; \$0.4 million for executed contract modifications; and \$0.4 million for FY05 Agency overhead adjustment. The \$267.6 million in commitments to date represents 85.5% of the Current Budget.

**Expenditures:** Expenditures are cumulative through period ending August 2005. The expenditures increased \$8.8 million this period primarily due to the following: \$6.5 million for Design/Build Contract C0675; \$0.8 million for Delay Mitigation Agreement Contract C675A; \$0.2 million for Universal Fare System; \$0.3 million for Third Party Master Cooperative Agreements with the City of Los Angeles; and \$1.0 million for Professional Services and Agency costs. The \$245.7 million in expenditures to date represents 78.5% 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	6.3
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	0.7
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>7.6</b>

Expenditures are cumulative through August 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 September 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. The \$8.9 million in commitments to date represents 84.1% of the Current Budget.

**Expenditures:** Expenditures are cumulative through period ending August 2005. The expenditures increased \$0.5 million this period primarily due to the following: \$0.3 million for Design/Build Contract C0675 and \$0.2 million for Agency costs. The \$7.6 million in expenditures to date represents 71.4% 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	0.0
Special Conditions	0.8	0.8	1.0	1.4	0.4	0.9	0.0
Professional Services	2.8	2.8	2.5	3.1	0.6	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	1.1	(0.1)	0.0	0.0
Rev/Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>TOTAL</b>	<b>26.0</b>	<b>26.0</b>	<b>26.0</b>	<b>26.0</b>	<b>0.0</b>	<b>9.2</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 \$9,500,000.

**Current Forecast:** Total Project forecast remained the same this period at \$26.0 million.

**Commitments:** The commitments remained the same this period. The \$9.2 million in commitments to date represents 35.4% of the Current Budget.

**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 October 2005 report.

**Schedule:** Contract C0739 was advertised for bidders on August 30, 2005. Contract Award is planned late 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)

SEPTEMBER 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 (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to \$	FUNDING SOURCE %
FEDERAL RSTP	17.5	17.5	17.5	17.5	100%	15.5	89%	15.5	89%
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	32.7	52.6	54%	32.7	33%	32.7	33%
ACCRUALS									
<b>TOTAL</b>	<b>329.5</b>	<b>313.0</b>	<b>247.7</b>	<b>267.6</b>	<b>85.5%</b>	<b>245.7</b>	<b>78.5%</b>	<b>245.7</b>	<b>78.0%</b>

(1) Based on June 2005 Revised Project Budget.

NOTE: Expenditures are cumulative through August 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**

SEPTEMBER 2005

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A)	(B)	(C)	(D)	(DB)	(E)	(EB)	(F)	(FB)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to \$	FUNDING SOURCE %
TEA (FED)	6.0	6.0	6.0	6.0	100%	5.9	98%	4.1	68%
TEA-21 HIGH PRIORITY (FED)	1.1	1.8	1.8	0.4	25%		0%		0%
STIP (FED)	0.0	0.5	0.5	0.1					
CITY OF LA ACCRUALS	1.0	2.4	2.4	2.4	100%	1.7	73%	1.1	47%
<b>TOTAL</b>	<b>8.1</b>	<b>10.6</b>	<b>10.6</b>	<b>8.9</b>	<b>84.1%</b>	<b>7.6</b>	<b>71.4%</b>	<b>5.2</b>	<b>49%</b>

NOTE: Expenditures are cumulative through August 2005.

**STATUS OF FUNDS ANTICIPATED**

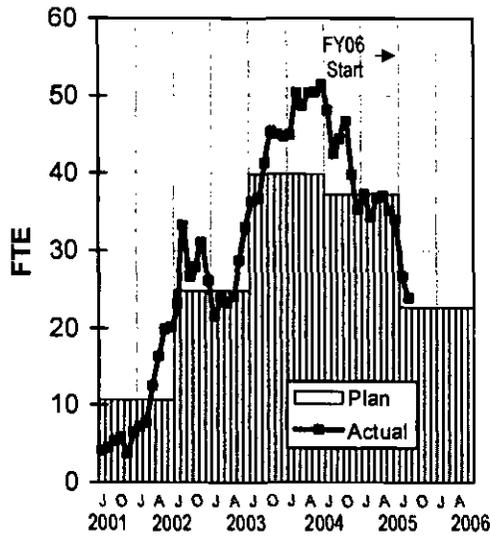
**FEDERAL FUNDS:** The transfer of Federal Funds from the Federal Highway Administration to the FTA has been completed. On May 29, 2003, the LACMTA submitted grant application #CA-90-X970-03 to the FTA for a total amount of \$8,174,226. The FTA grant was executed on August 27, 2003 and is now available 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.



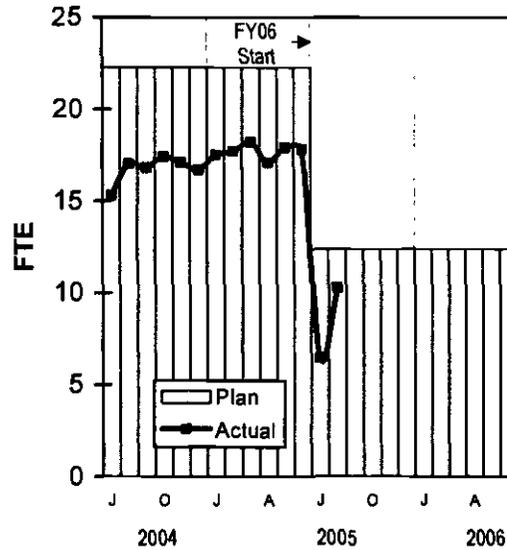
## STAFFING STATUS

### DIRECT AGENCY STAFFING



\* Actual staffing levels are through August 2005.

### INDIRECT AGENCY STAFFING



\* Actual staffing levels are through August 2005.

### Direct Agency Staffing

The FY06 plan averages 22.7 FTE's per month. In August 2005, there were 23.9 direct FTE's charged to the project. This minor overrun reflects agency activities related to the Systems Integration Testing phase of the project. 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 in late October 2005. It is anticipated that any overrun in the first half of FY06 will be offset by an underrun in the second half of FY06 as the project enters closeout.

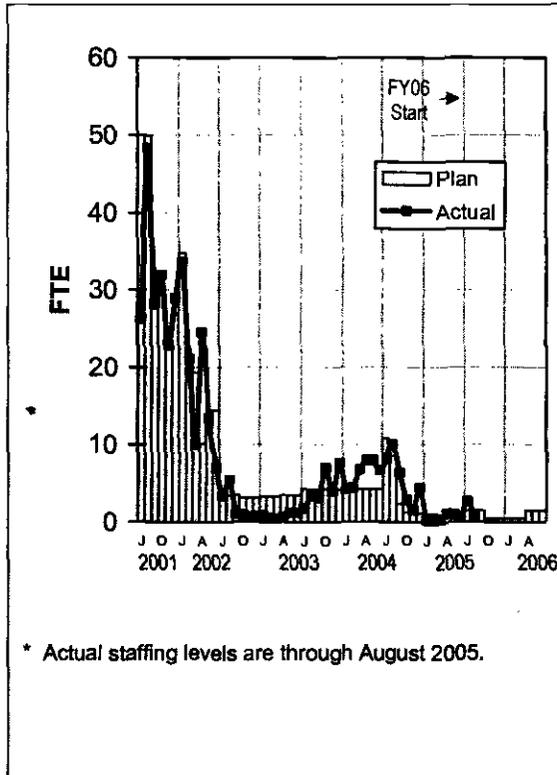
### Indirect Agency Staffing

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).

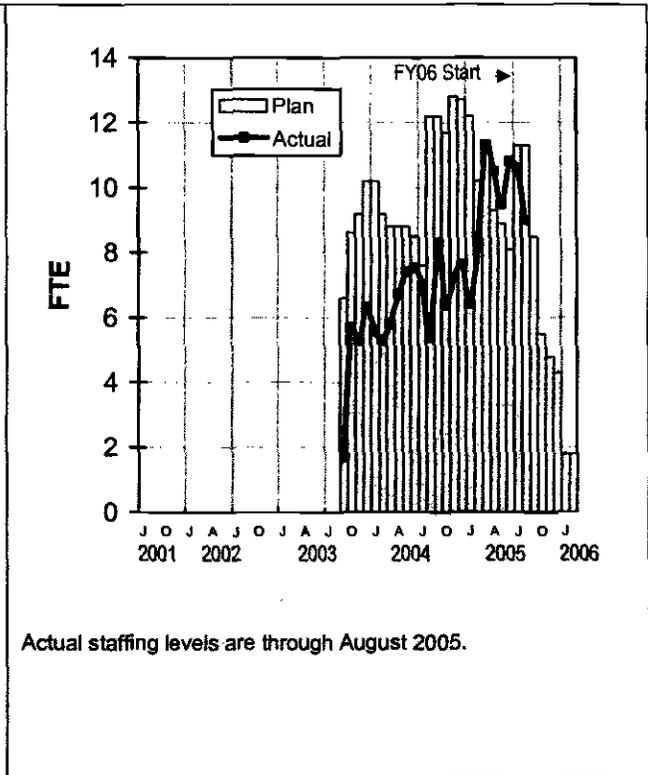
The FY06 plan averages 12.4 FTE's per month. In August 2005, there were 10.3 indirect FTE's charged to the project.

## 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 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	
<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**

- Air monitoring and sampling was completed this period.
- The Los Angeles Regional Water Quality Control Board (LARWQCB) completed its review of Boeing's final completion report concerning building 9 demolition and the sampling and remediation of contaminated soils at the parcel for the Canoga Station.
- 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 construction activities.
- Made project update presentations to community groups in Tarzana, Laurel Plaza, Sherman Oaks and Sun Valley.
- 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 forty-seven (47) 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 five (5) Non-Compliances (NNCs) this period. Twelve (12) were closed. Approximately twenty (20) 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 monthly safety audit. The audit was accepted as noted.
- Increased safety monitoring to support global acceleration of construction activities including traffic control and pedestrian access.
- Participated in Contractor's weekly toolbox safety meetings.
- SOJV reported (0) recordable injuries for the month of September 2005. Project to Date Man-Hours (985,267). A total of (22) Recordable injuries to date. (14) Injuries involved medical treatment and restrictive duty. (8) Injuries involved days away from work.

### 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 Transfered Only	Total Days Lost	
				Total	Days Away	Restricted or Transfered Only	Current	Carry Over	Total	Current	Carry Over	Total						
<b>Project To Date</b>																		
CO675	SO, JV (Design)	130,181	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
CO675	SO, JV (Build)	789,756	21	14	8	6	336	144	480	112	0	130	199	5.3	3.5	1.5	50.4	
CO675	SO, JV (composite)	919,917	21	14	8	6	336	144	480	112	0	130	199	4.6	3.0	1.3	43.3	
CO676	Brutoco	15,247	1	0	0	0	0	0	0	0	0	0	0	13.1	0.0	0.0	0.0	
CO739		0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	
	<b>Subtotals</b>	<b>935,165</b>	<b>22</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>336</b>	<b>144</b>	<b>480</b>	<b>112</b>	<b>0</b>	<b>130</b>	<b>199</b>	<b>4.7</b>	<b>3.0</b>	<b>1.3</b>	<b>42.6</b>	
	MTA Const. Mgmt	95,618	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	
	<b>Totals</b>	<b>1,030,783</b>	<b>22</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>336</b>	<b>144</b>	<b>480</b>	<b>112</b>	<b>0</b>	<b>130</b>	<b>199</b>	<b>4.3</b>	<b>2.7</b>	<b>1.2</b>	<b>38.6</b>	

### ART DEVELOPMENT STATUS

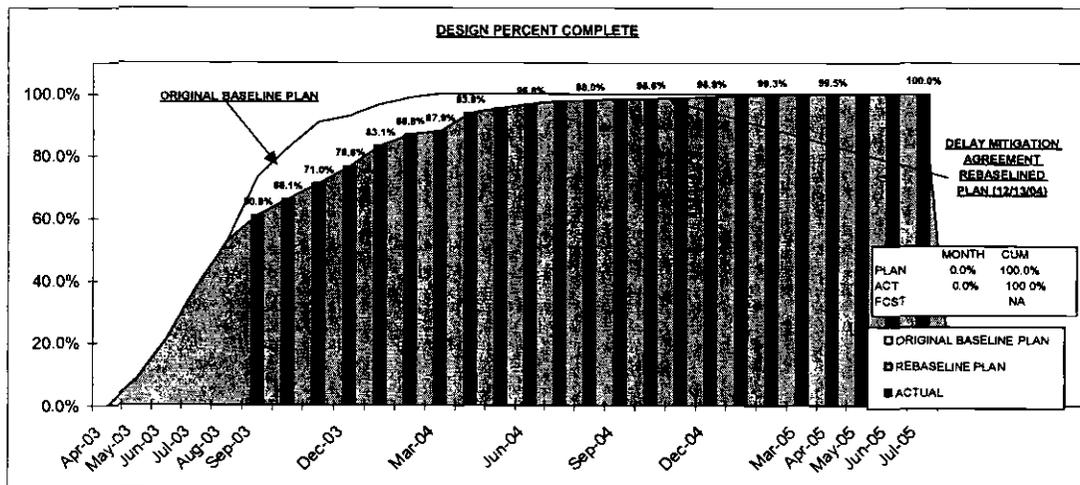
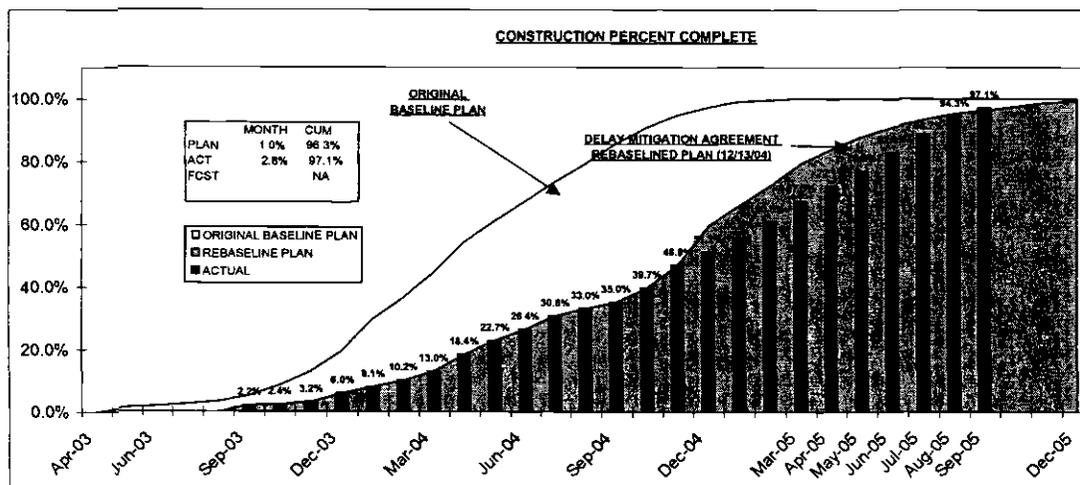
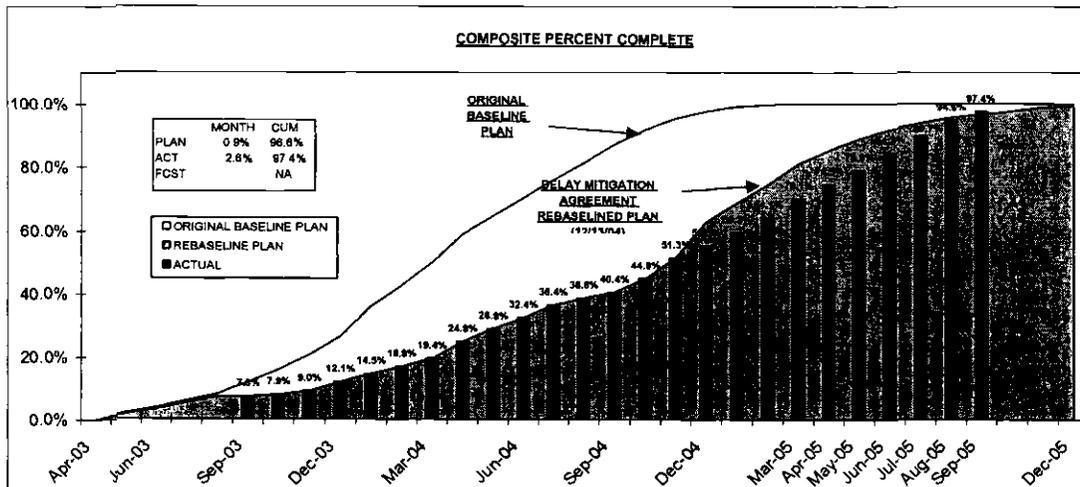
- Completed multiple site visits with station artists for approval of terrazzo installation. In total, six (6) approvals were received.
- Submitted artwork punch lists to contractor.
- Delivered twenty-three (23) porcelain enamel steel art panels to contractor.
- Added Metro Orange Line Artist descriptions and images to Metro Web Site.

## CONTRACT CONSTRUCTION STATUS

<p><b>Description: Design/Build</b> <b>Contractor: Shimmick Construction Co., Inc./ Obayashi Corp, A Joint Venture</b></p>	<p><b>Contract No.: C0675</b> <b>Status as of: September 30, 2005</b></p>																																																																								
<p><b>Progress/Work Completed:</b></p> <ul style="list-style-type: none"> <li>• Completed Park and Ride grading, paving and lighting.</li> <li>• Completed permanent fencing installation throughout the alignment.</li> <li>• Completed installation of irrigation main lines throughout the busway.</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>• Completed Milestone 4C - all scope of work (excluding landscape) is substantially complete.</li> <li>• The physical percent complete stands at 97.4%.</li> </ul> <p><b>Areas of Concern:</b></p> <ul style="list-style-type: none"> <li>• The Contractor's September 2005 schedule submittal shows Milestone No. 7A behind schedule. A Contract Modification has been negotiated to grant the Contractor a non-compensable time extension that will settle several time related claims.</li> </ul> <p><b>Non-Compliance Report Status:</b></p> <ul style="list-style-type: none"> <li>• The Contractor has received 114 notices of non-compliance from the City of Los Angeles.</li> <li>• The City has forwarded resolution of 89 notices to the Contractor.</li> <li>• The other 25 notices are still open.</li> </ul>	<p><b>Major Activities (In Progress):</b></p> <ul style="list-style-type: none"> <li>• Continued punch list work.</li> <li>• Continued communications testing at the Operations Control Center.</li> <li>• Continued communications testing at all stations.</li> <li>• Continued installation of terrazo flooring and benches at all stations.</li> <li>• Continued installation of irrigation and landscaping on both ends of the alignment.</li> <li>• Continued Park and Ride striping, irrigation and landscaping</li> </ul> <p><b>Major Activities Next Period:</b></p> <ul style="list-style-type: none"> <li>• Continue landscaping efforts.</li> <li>• Continue punch list work.</li> <li>• Continue finishing as-built Contract documents.</li> <li>• Continue working with City of Los Angeles officials to complete final inspection of intersections and bikeway.</li> <li>• Continue working on open Contract Modifications.</li> <li>• Complete Milestone No. 7A - Partial Landscape Substantially Completed.</li> <li>• Support Metro staff during Pre-Revenue Operations.</li> </ul>																																																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>Original Contract Dates</th> <th>Time Extension</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance CD's</th> </tr> </thead> <tbody> <tr> <td>Milestone 1A -Available for UFS, TVM, SAV Installation</td> <td>01/01/05</td> <td>103</td> <td>04/04/05</td> <td>4/4/2005A</td> <td>0</td> </tr> <tr> <td>Milestone 1B - Supplemental Area Available for UFS Installation</td> <td>01/01/05</td> <td>128</td> <td>04/29/05</td> <td>4/29/2005A</td> <td>0</td> </tr> <tr> <td>Milestone 2A -MTA Division 8 Parking Lot Striping</td> <td>02/15/05</td> <td>0</td> <td>02/15/05</td> <td>02/08/05A</td> <td>7</td> </tr> <tr> <td>Milestone 2B -MTA Division 8 Work Complete</td> <td>02/15/05</td> <td>192</td> <td>08/28/05</td> <td>8/28/05A</td> <td>0</td> </tr> <tr> <td>Milestone 3 -Systems Infrastructure &amp; Equipment Installed/ Tested</td> <td>05/12/05</td> <td>78</td> <td>07/29/05</td> <td>7/29/05A</td> <td>0</td> </tr> <tr> <td>Milestone 4A - Segment Between Tujunga &amp; Van Nuys Substantially Complete</td> <td>06/16/05</td> <td>80</td> <td>08/15/05</td> <td>8/15/05A</td> <td>0</td> </tr> <tr> <td>Milestone 4B -Segment Between Van Nuys &amp; Warner Center Substantially Complete</td> <td>06/16/05</td> <td>78</td> <td>08/02/05</td> <td>9/2/05A</td> <td>0</td> </tr> <tr> <td>Milestone 4C -Contract Substantially Complete (Except Landscaping)</td> <td>06/16/05</td> <td>95</td> <td>09/19/05</td> <td>9/19/05A</td> <td>0</td> </tr> <tr> <td>Milestone 7A - Partial Landscape Substantial Completion</td> <td>N/A</td> <td>N/A</td> <td>10/03/05</td> <td>10/27/05</td> <td>-24</td> </tr> <tr> <td>Milestone 7B - Landscape Substantial Completion</td> <td>N/A</td> <td>N/A</td> <td>12/02/05</td> <td>12/02/05</td> <td>0</td> </tr> <tr> <td>Milestone 5 -Reliability Demonstration Test</td> <td>ROD + 365CD's</td> <td>0</td> <td>ROD + 365CD's</td> <td>ROD + 365CD's</td> <td>0</td> </tr> </tbody> </table>			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CD's	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	08/28/05	8/28/05A	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	06/16/05	80	08/15/05	8/15/05A	0	Milestone 4B -Segment Between Van Nuys & Warner Center Substantially Complete	06/16/05	78	08/02/05	9/2/05A	0	Milestone 4C -Contract Substantially Complete (Except Landscaping)	06/16/05	95	09/19/05	9/19/05A	0	Milestone 7A - Partial Landscape Substantial Completion	N/A	N/A	10/03/05	10/27/05	-24	Milestone 7B - Landscape Substantial Completion	N/A	N/A	12/02/05	12/02/05	0	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

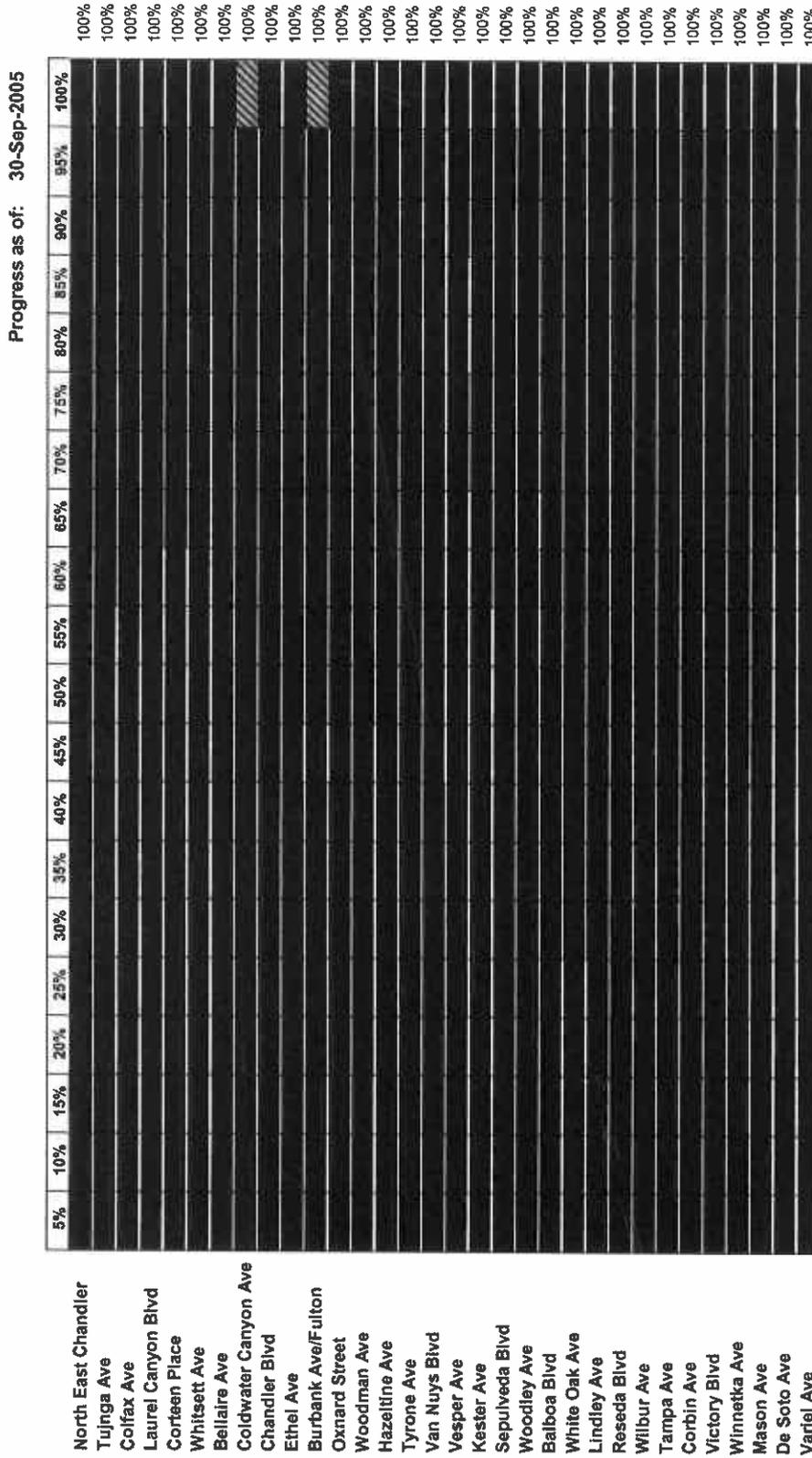


Metro Orange Line Project - Busway Segments  
Station 37+08 to Station 735+08/Communication Duct Bank System  
Summary - Busway Segment Percent Complete

Activity	Progress As Of: 30-Sep-05											
	Sta 37+02	Sta 41+06	Sta 45+06	Sta 49+00	Sta 52+44	Sta 56+45	Sta 60+00	Sta 64+00	Sta 68+00	Sta 72+00	Sta 75+08	Communication Duct Bank System (End of Construction 2005)
Bike & Pedestrian Path	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fencing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Signage & Striping	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Landscaping Trees & Shrub Planting	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Busway Pavement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Curb & Gutter	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Soundwall & Retaining Wall	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Irrigation Main	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Communication Wiring	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fire & Base Grads	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Rough Grading	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Fiber Optic Conduits	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Storm Drain Pipe	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Percent Complete	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

Metro Orange Line Project - Intersections  
Summary - Percent Complete



Actual This Period  
Cumulative Prior Period





## CHRONOLOGY OF EVENTS

May 15, 2001	The 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	The lawsuits between COST and the LACMTA were dismissed in Superior Court
February 4, 2005	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.

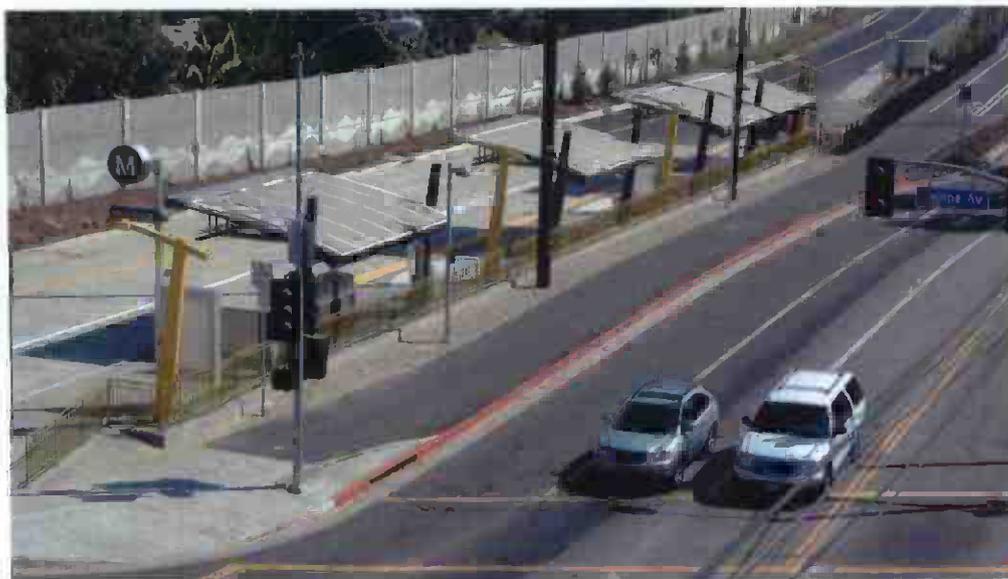
## CHRONOLOGY OF EVENTS

- |                    |  |
|--------------------|--|
| 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. |
| September 19, 2005 | The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 4C substantial completion pending final review of system test results.  |

## PROJECT PHOTOS

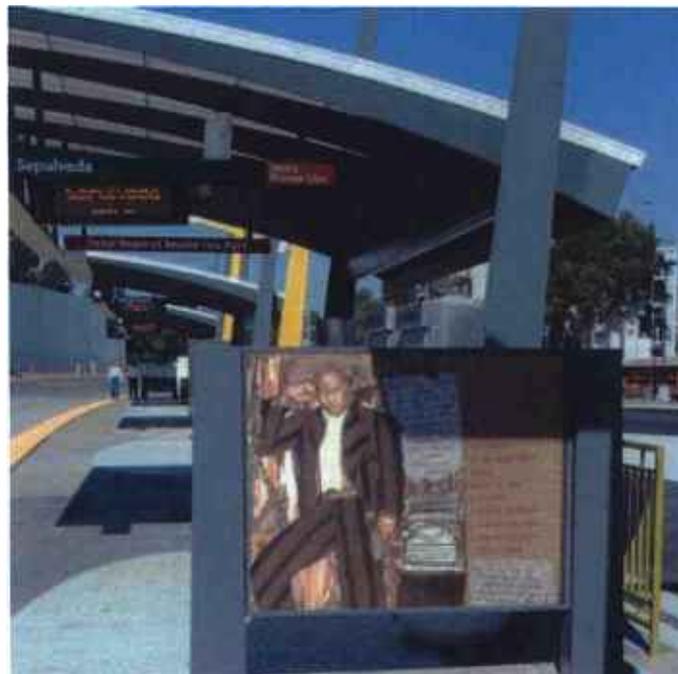
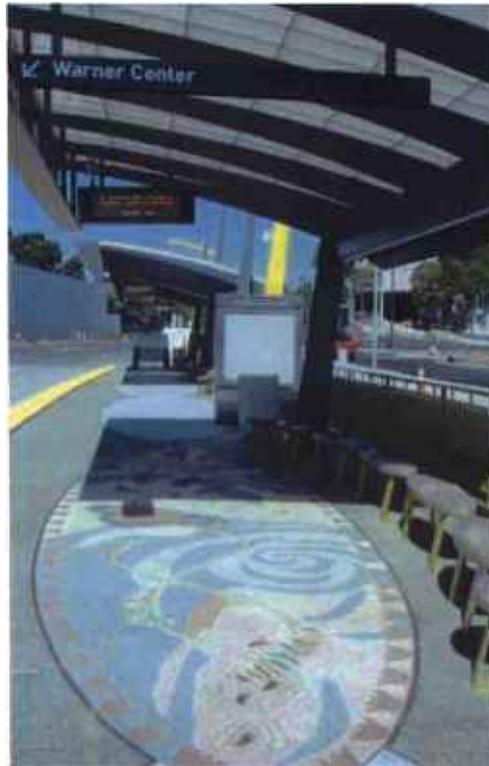


Completed Sepulveda Park and Ride (1179 spaces).



Tampa Station - East platform.

### PROJECT PHOTOS



Sepulveda Station platform with artwork.

## PROJECT PHOTOS



Electronic signage at the Van Nuys station.



Passenger Assistance Telephone and Ticket-Vending machines at Valley College station.

## PROJECT PHOTOS



Pedestrian crossing at Goodland Avenue.



Bikepath approaching Valley College.

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

**APPENDIX**  
**LIST OF ACRONYMS (Continued)**

ROW	Right-Of-Way
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SFV	San Fernando Valley
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
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