



Metro Orange Line Extension

QUARTERLY PROJECT STATUS REPORT



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PROJECT OVERVIEW

The Metro Orange Line (MOL) Extension Project is a four-mile extension of the Metro Orange Line extending from the Canoga park-and-ride lot to the Chatsworth Metrolink Station. The Project includes: busway, new station platforms at the Canoga park-and-ride lot, new stations at Sherman Way (with park-and-ride), Roscoe Boulevard, Nordhoff Street, and the Chatsworth Metrolink Station (with park-and-ride); grade-separation structure over active railroad tracks and Lassen Street (Lassen bridge) providing direct access into the Chatsworth Metrolink Station; Los Angeles River and Santa Susana Wash bridge crossings; and satellite bus parking facility. The project also includes street improvements, bicycle/pedestrian path, systems equipment and landscaping similar to the MOL.

With the MTA Board adoption of the MOL Extension Project in January 2009, the Board directed staff to accelerate the completion of the Project to summer 2012. The Project opened for revenue service on June 30, 2012.

The design builder, Brutoco Engineering & Construction, Inc, is continuing to complete the following work:

- Systems work.
- Signage.
- Restroom and kiosk at Chatsworth Station.
- Final acceptance of city facilities.
- Punch list items.
- Non conforming work.

The design builder during the last quarter completed the following work:

- Landscaping (busway, parking lots, CMHP and Marilla lot).
- Marilla Street improvements.
- Marilla bus parking lot modular building and canopy.
- Roscoe pedestrian path.
- Pedestrian gates at Lassen at-grade crossing.

Through December 2012, commitments are \$139.8 million or 90.8% of the Current Budget. Expenditures are \$132.5 million or 86.0% of the \$154.0 million Current Budget. Design-builder's final design percent complete is 100% and construction physical percent complete is 98%.

MANAGEMENT ISSUES

Concern No. 1: Design Builder's Contract Completion Milestones.

Status/Action Although Revenue Service for the Project began June 30, 2012, not all contractual scope of work has been completed by the Design Builder.

PROJECT SCOPE



C0943: Metro Orange Line Extension (MOL Ext) is a design-build contract to construct the majority of the Project scope of work. This contract will include design and construction of busway, new stations at Sherman Way (with park-and-ride), Roscoe Boulevard, Nordhoff Street, and Chatsworth Metrolink Station (with park-and-ride). The existing MOL Canoga park-and-ride lot will be modified with new station platforms. In addition, the contractor will design and construct approaches to the Lassen bridge, a bridge over the Los Angeles River, a smaller bridge over the Santa Susana Wash, street improvements, bicycle/pedestrian path, satellite bus parking facility, landscaping, systems equipment, and system integration and testing. In August 2009, the Lassen bridge (500' long 3-span bridge over active railroad tracks/Lassen Street) and Lassen Street Improvements were added to Contract C0943.

C0941: North Parking Lot (Chatsworth Station) is a construction contract for a new parking lot to be constructed north of the existing Chatsworth Metrolink Station. Completion of this lot is required before the south parking lot is modified to ensure that parking is continuously available for Metrolink patrons during construction of the MOL Extension.

Work Order – Advance Metrolink Rail Signal Modifications, Track Realignment, and At-Grade Lassen Crossing Enhancements is to be substantially completed by Metrolink in advance of the Design-Build Contractor commencing construction of portions of the Lassen bridge.

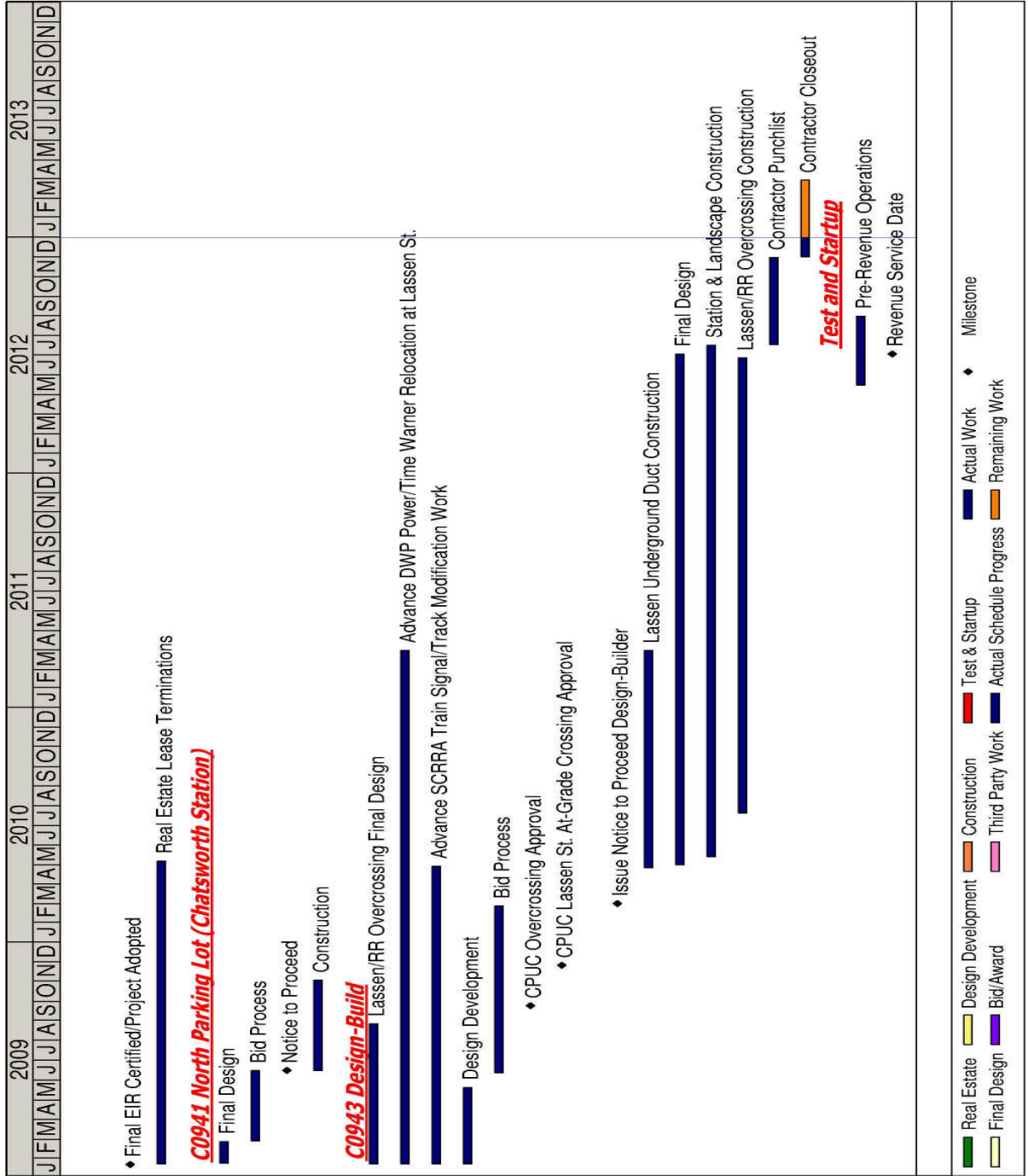
Work Order - Advance Relocation of power, fiber optic and communication lines on Lassen Street is to be completed by LADWP and the affected utility companies prior to the Design-Build Contractor commencing construction of portions of the Lassen bridge.

SCHEDULE NARRATIVE

Critical Path:

With a Revenue Service Date of June 30, 2012, outstanding non-critical items remain to close out the contract.

SUMMARY SCHEDULE



PROJECT COST STATUS - 800119

COST REPORT BY ELEMENT
PERIOD ENDING: 31-DEC-2012
UNITS IN MILLIONS

ELEM- MENT	DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
C	CONSTRUCTION	137.3	-	109.5	1.1	100.9	0.6	95.4	-	109.5	-
R	RIGHT-OF-WAY	8.0	-	3.2	-	2.7	-	2.7	-	2.7	(0.5)
V	VEHICLES / BUSES	9.9	-	9.9	-	9.9	-	9.0	-	9.9	-
P	PROFESSIONAL SERVICES	38.7	-	29.0	0.2	26.2	0.9	25.4	-	29.0	-
PC	PROJECT CONTINGENCY	21.7	-	2.4	-	-	-	-	-	2.9	0.5
PB	PROJECT RESERVE	-	-	-	-	-	-	-	-	-	-
PR	PROJECT REVENUE	-	-	-	-	-	-	-	-	-	-
TOTAL		215.6	-	154.0	1.3	139.8	1.5	132.5	-	154.0	-

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 2012.

PROJECT COST ANALYSIS

Original Budget and Current Budget:

The Life of Project Budget for the Metro Orange Line Extension Project construction effort was adopted in January 2009 for a value of \$215.6 million. This amount does not include the prior planning and environmental development costs of \$6.1 million. The current budget has been reduced to \$154.0 million due to June 2012 Board Action approving the reprogramming of \$61.6 million in project savings to the East San Fernando Valley North/South project and other related actions.

Current Forecast: The total project forecast remains the same at \$154.0 million.

Commitments:

The commitments are cumulative through December 2012. In the construction element there was an increase of \$1.1 million primarily for executed contract modifications associated with the Design-Build Contract C0943 and Third Party scope of work with Los Angeles City departments. In the professional services element there was an increase of \$0.2 million for costs associated with final design, community outreach program, legal services, and Project Administration. The \$139.8 million in commitments to date represents 90.8% of the current budget.

Expenditures:

The expenditures are cumulative through December 2012. The expenditures increased by \$1.5 million this period. In the Construction element there was an increase of \$0.6 million for costs associated with the Design-Build Contract C0943, environmental consultants, third party scope of work with the Los Angeles and private utilities. In the Professional Services element there was an increase of \$0.9 million for costs associated with final design, construction management support, lab testing services, community outreach program, legal services, miscellaneous specialty services, and MTA project administration. The \$132.5 million in expenditures to date represents 86.0% of the current budget.

**FINANCIAL/GRANT STATUS
Project 800119 – Metro Orange Line Extension**

DECEMBER 2012

STATUS OF FUNDS BY SOURCE

\$ in millions

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET (1)	TOTAL FUNDS ANTICIPATED (2)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to SOURCE \$	FUNDING SOURCE %
PROP 1B FUNDS-PTMISEA*	68.0	70.0	70.0	70.0	100%	70.0	100%	70.0	100%
PROP 1B FUNDS-SLTPP**	73.8	40.3	40.3	34.9	87%	31.3	78%	30.7	76%
PROP C 25%	73.8	43.7	33.7	34.9	80%	31.3	72%	30.7	70%
TOTAL	215.6	154.0	144.0	139.8	90.8%	132.5	86.1%	131.4	85.3%

(1) Based on January 2009 MTA Board adoption of Life of Project (LOP) Budget. LOP Budget doesn't include planning and environmental costs.

(2) Based on June 2012 Metro Board Report.

* PTMISEA: Public Transportation Modernization and Improvement Surface Enhancement Account

** SLTPP: State - Local Transportation Partnership Program

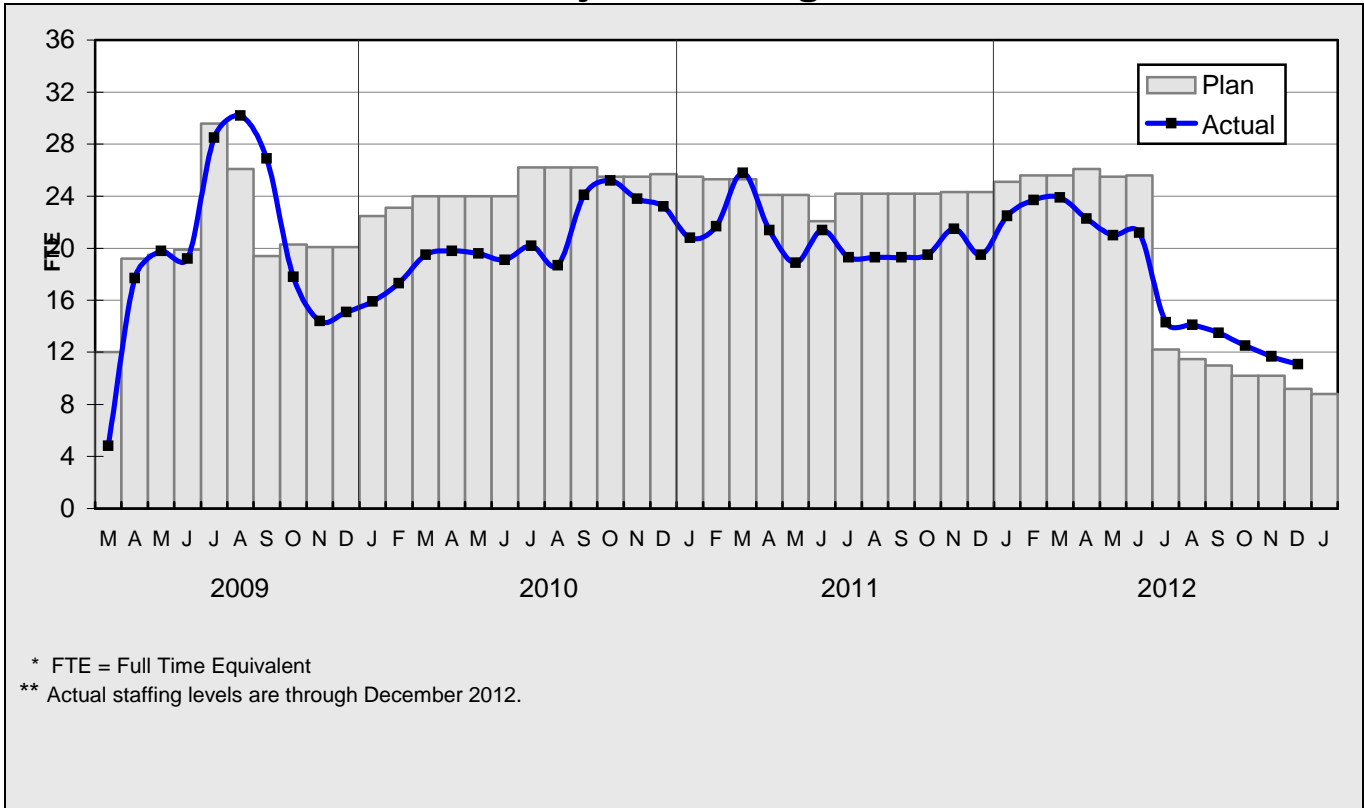
NOTE: Expenditures are cumulative through December 2012.

STATUS OF FUNDS ANTICIPATED

STATE PROP 1B – PTMISEA: MTA submitted a request to Caltrans to allocate \$29.5 million of FY10 funds to the Project. The allocation request was approved in October 2011. Funds are available for drawdown.

STATE PROP 1B – SLTPP: At the January 2011 Meeting, the CTC approved MTA's December 2009 \$14.7M and May 2010 \$34.5M allocation requests. Both Grants are available for drawdown. At the October 2011 CTC Meeting, MTA's \$13.5 million allocation request was approved. The grant is available for drawdown. In June 2012, the Metro Board approved the reprogramming of \$32.5 million of State Prop 1B SLTPP funds to the San Fernando Valley North/South Project.

**STAFFING STATUS
Total Project Staffing - FTES**



Total Project Staffing

The overall FY13 Total Project Staffing plan averages 9.8 FTE's per month.

For October 2012, there were a total of 8.3 FTE's for MTA's Project Administration staff and 4.2 FTE's for consulting staff. The total project staffing was 12.5 FTE's for October 2012.

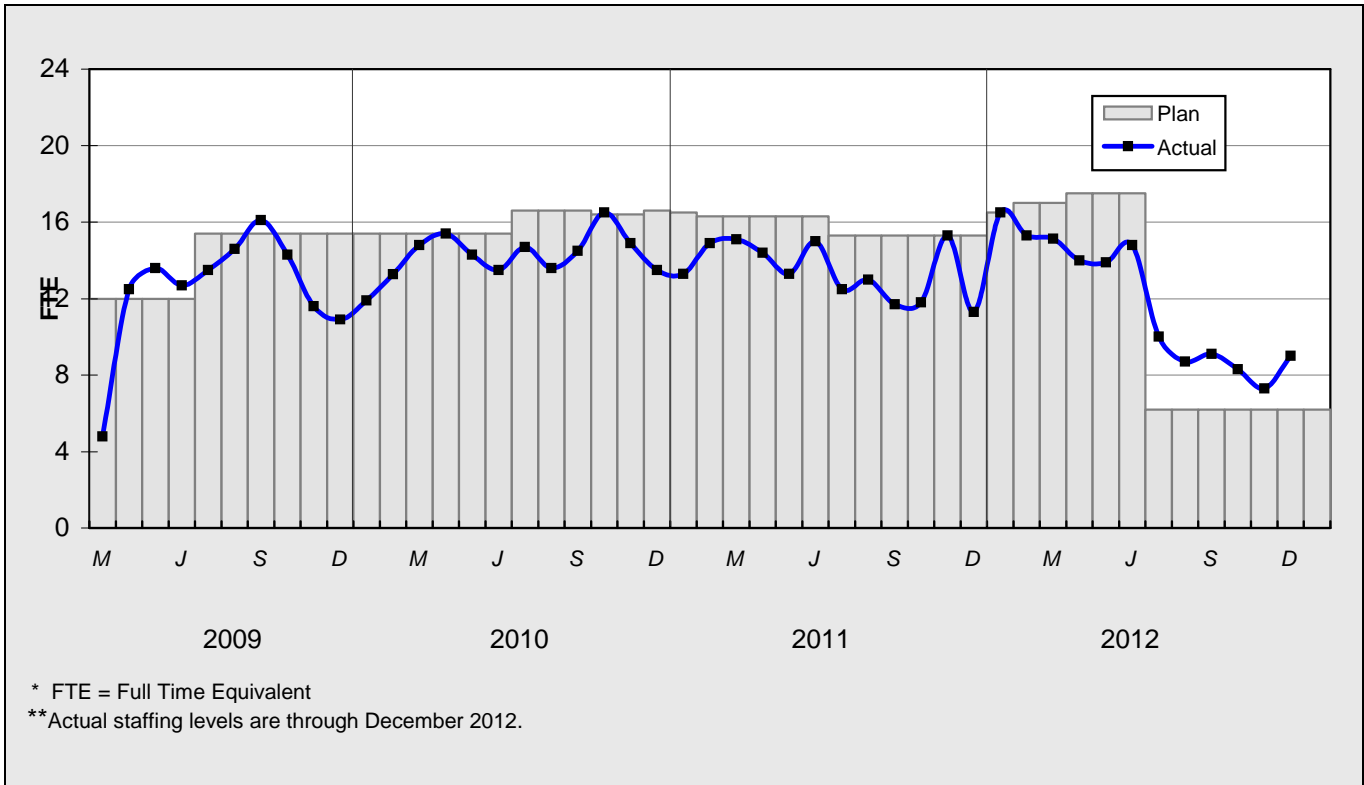
For November 2012, there were a total of 7.3 FTE's for MTA's Project Administration staff and 4.4 FTE's for consulting staff. The total project staffing was 11.7 FTE's for November 2012.

For December 2012, there were a total of 9.0 FTE's for MTA's Project Administration staff and 2.1 FTE's for consulting staff. The total project staffing was 11.1 FTE's for December 2012.

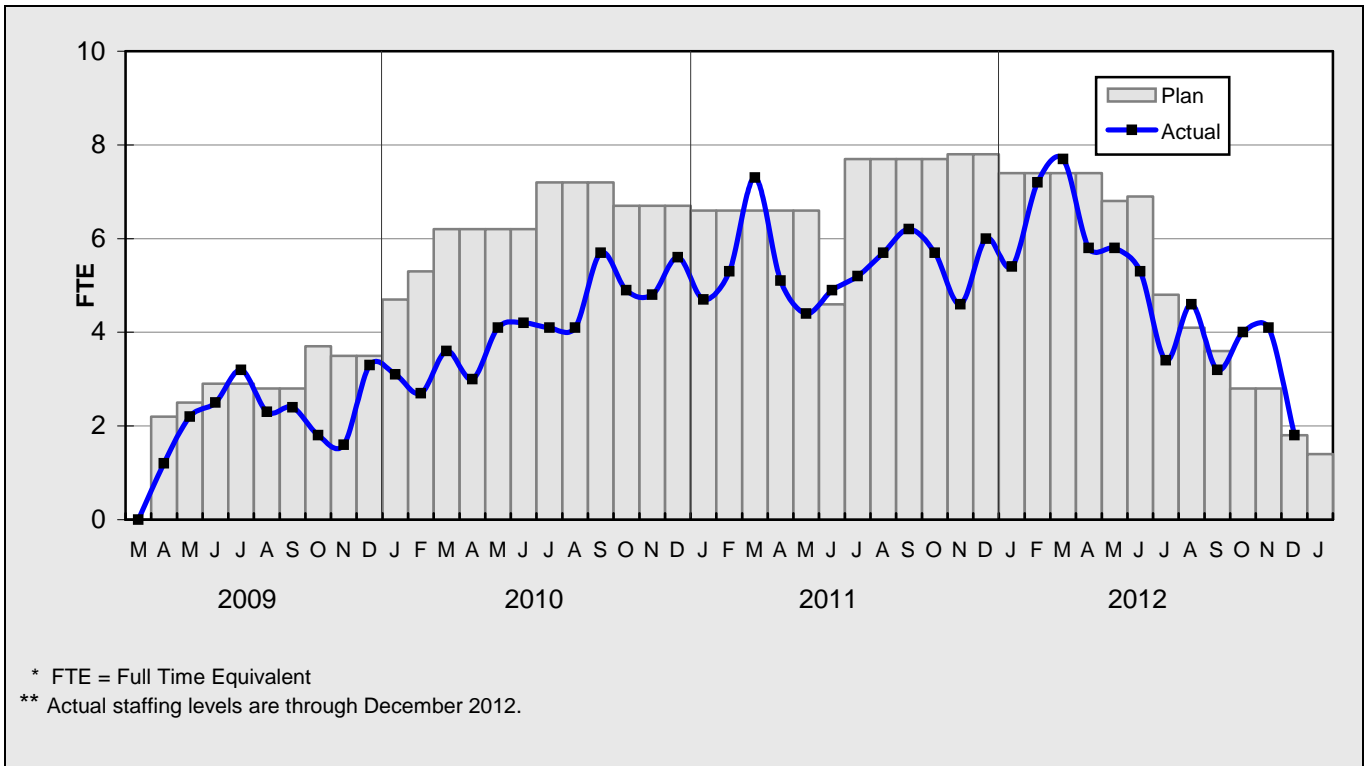
Staffing for the Central Maintenance Department's midlife overhaul of Orange Line buses are not included as an FTE but are included within the vehicle cost element (see Page 6 Element V).

STAFFING STATUS

MTA STAFFING - FTES

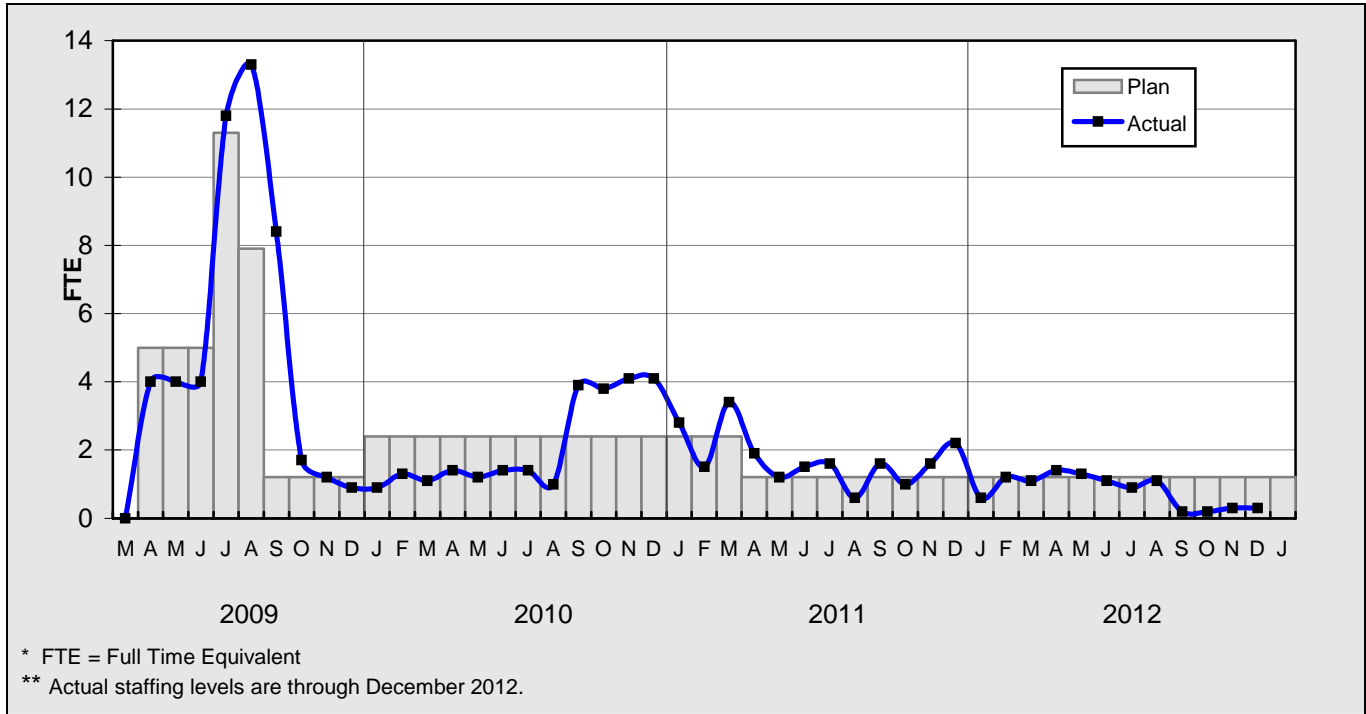


**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT - FTES**



STAFFING STATUS

ENGINEERING SERVICES CONSULTANT



REAL ESTATE STATUS

LEASES

- The City of Los Angeles has requested that MTA dedicate a two-foot portion of MTA property along Marilla Street between Owensmouth Avenue and Topanga Canyon Blvd. Real Estate will process the street easement after the legal description has been completed.
- Project staff is working to resolve property issues with two adjacent property owners. Real Estate will process the agreements after Project staff has reached resolutions on the property issues.

	Total Leases	Total Leases to be Terminated	Total Leases to Remain with Modified Lease	Leases to Remain Under Existing Lease	Relocations Completed	Total Signboards Removed
Leases	82	78	3	1	52	26

QUALITY ASSURANCE STATUS

- Attended weekly job and readiness review meetings with Brutoco.
- Monitored the construction work along the alignment.

ENVIRONMENTAL STATUS

- There have been problems with the drainage from the bioswales. Brutuco was notified to adjust sprinklers and check on percolation at the problem areas.
- Metro is in the process of preparing the DTSC Closure Report for the Hazardous and Contaminated Soils removal along the MOLE Alignment.

COMMUNITY RELATIONS STATUS

- No activity this period.

ART DEVELOPMENT STATUS

- No activity this period.

SAFETY STATUS

CO943:


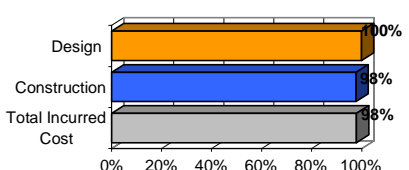
- Monitored punch list construction activities on a daily basis including weekends to ensure safety compliance with contract specifications.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Forecast Execution Date	Required Need Date	Status/ Comments
City of Los Angeles	Licensing Agreement	5/12	N/A	Executed agreement on May 14, 2012.
City of Los Angeles	O & M Agreement For Chatsworth Station	3/13	N/A	MTA and DOT continue to meet to resolve outstanding issues prior to execution of agreement.

Note: For a list of all Third Party Agreements, that have been executed, please see the May 2010 Monthly Project Status Report.

CONTRACT C0943 STATUS

<p>Design Builder Contractor: Brutoco, Engineering and Construction, Inc.</p>	<p>Contract No.: C0943 Status as of: Dec. 28, 2012</p>																																									
<p>Progress/Work Completed: - See Project Overview page 1.</p>	<p>Areas of Concern: - See Management Issues page 2.</p>																																									
<p>Schedule Assessment: The forecast dates for Contract Milestones shown in the table below are based on the most recent schedule submittal update, November 12. MTA will reject this Update and continue to work with the design builder to complete outstanding closeout work.</p>	<p>Cost Assessment: The current construction contract cost forecast is \$87.57 million and is within the Board authorized budget. The Design Builder submitted their 33th payment application in the approved amount of \$51.4 thousand. Increase in costs to the construction contract award value are a result of design enhancements and change orders.</p>																																									
<p>Schedule Summary:</p> <table border="0"> <tr><td>1. Date of Award:</td><td>02/10/10</td></tr> <tr><td>2. Notice to Proceed:</td><td>03/01/10</td></tr> <tr><td>3. Original Substantial Completion Duration:</td><td>730</td></tr> <tr><td>4. Current Substantial Completion Duration:</td><td>837</td></tr> <tr><td>5. Elapsed Time from NTP:</td><td>1033</td></tr> </table>	1. Date of Award:	02/10/10	2. Notice to Proceed:	03/01/10	3. Original Substantial Completion Duration:	730	4. Current Substantial Completion Duration:	837	5. Elapsed Time from NTP:	1033	<p>Cost Summary: \$ In 000's</p> <table border="0"> <tr><td>1. Award Value:</td><td>82.49</td></tr> <tr><td>2. Executed Modifications:</td><td>4.67</td></tr> <tr><td>3. Approved Change Orders:</td><td>0.41</td></tr> <tr><td>4. Current Contract Value (1 + 2 + 3):</td><td>87.57</td></tr> <tr><td>5. Incurred Cost:</td><td>85.82</td></tr> </table>		1. Award Value:	82.49	2. Executed Modifications:	4.67	3. Approved Change Orders:	0.41	4. Current Contract Value (1 + 2 + 3):	87.57	5. Incurred Cost:	85.82																				
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