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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 Current Schedule forecast that progress is eight weeks behind schedule leading to Milestone No. 4C Substantial Completion. Contractor is reporting delays were caused by heavy rainfall during and residual wet soil conditions during December 2004 through March 2005. All of the major Contract Milestones have been impacted. Although the LACMTA and the Contractor are committed to achieving the milestones as planned, it may not be possible to mitigate delays back to the planned September 6, 2005 Revenue Operations Date.

The Contractor's design percent complete is 99.7% and construction physical percent complete is 76.9%. The composite percent complete is 78.9%.

To date, the expenditures for the busway portion of the Orange Line are \$202.1 million or 61.3% of the \$329.5 million Current Budget. The expenditures for the bikeway portion are \$5.2 million or 49.0% of the \$10.6 million Current Budget.

Other Projects providing equipment for the Orange Line Project remain on schedule. Project staff continues to meet with appropriate LACMTA staff to discuss status of other related projects (managed by other LACMTA departments) to identify any schedule risks that may result in impact to the Contract C0675 Contract Milestones or to the Orange Line Project Revenue Operation Date. These projects being monitored are Articulated Vehicle Procurement, Advanced Traffic Management System (ATMS), and Universal Fare System (UFS).

MANAGEMENT ISSUES

Concern No. 1: 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.

In March 2005, the Board approved funding the Canoga Station/Park-and-Ride facility as a separate project (800117) with a life of project budget of \$26.0 million. The LACMTA is planning to advertise construction Contract C0739, Canoga Station/Park-and-Ride once City funding issues are resolved and environmental cleanup at site is complete and properly reported to regulatory agencies. The facility will not be completed until after the revenue operation date of the Orange Line Project. LACMTA anticipates advertising this Contract during July 2005.

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

Status/Action The LACMTA executed a Delay Mitigation Agreement with the Contractor on January 28, 2005. As part of the terms of the Agreement, the Contractor submitted a revised baseline schedule which was approved by the LACMTA in February 2005. The Contractor has updated the schedule with status as of the end of May 2005, and reports that progress has slipped eight weeks for the Substantial Completion Milestone No. 4C (planned date of August 26, 2005). The Contractor reports that the slippage is due to heavy rain and the impact of residual wet soils from December 2004 through March 2005. Although the LACMTA and the Contractor are committed to achieving the remaining milestones as planned, it may not be possible to mitigate delays back to the planned September 2005 Revenue Operations Date.

Concern No. 3: Contract No. C0675 Design/Build contaminated soils removal.

Status/Action Approximately 32,000 tons of heavy metals impacted soils were hauled and disposed out of the MOL right-of-way during May. Similar to earlier soils, these were excess soils that were previously pre-profiled to be contaminated and have no specific use within the project. Specifically, most of these contaminated soils were exported from the Van Nuys and Reseda Park and Ride construction locations. The total weight of soils hauled during this reporting period was more than two times those previously estimated by the construction contractor, but the magnitude of this value is within the estimated weight of soil previously calculated by Metro. Except for approximately 1,600 tons of contaminated soil to be hauled off from the Bakman Yard during the beginning of the next reporting period, Metro and SOJV do not anticipate any more significant hauling of contaminated soils associated with the Orange Line.

MANAGEMENT ISSUES

The LACMTA will continue to coordinate with the C0675 Design/Build Contractor regarding the transport and disposal of any future generated contaminated soils to avoid any impacts to construction cost and schedule. It was agreed between SOJV and Metro that beginning next reporting period, any contaminated soils to be hauled off will be stockpiled at Bakman Yard. Contaminated/non-hazardous soil removal activities will remain an integral part of the Project until all grading and landscaping operations are completed.

Concern No. 4: Soil Contamination and Potential Impact on Project Landscape.

Status/Action There were eight locations where samples were collected and analyzed for soil suitability purposes during this reporting period. These locations included Hazeltine to Tyrone, Tyrone to Van Nuys, Van Nuys to Vesper, Vesper to Kester, Kester to Station 459+00, Station 459+00 to Sepulveda, Los Angeles River to Station 276+00, and Station 276+00 to White Oak.

Amendment recommendations were developed but their implementation was held back by Metro pending planning plant count determination by Valley Crest/SOJV.

Valley Crest continues the planting of trees and scrubs along the right-of-way, specifically in the west side of the project. LACMTA's agronomist previously developed specific recommendations for these segments. Sprinkler main line and lateral installation activities also continued at the west end of the project.

LACMTA's agronomist continues to spot check planting areas to determine specification and amendment recommendations compliance. There were problem areas that were pointed out by the agronomist that will formally be communicated to the design-build contractor in the next reporting period. Additional details of these issues as well as an outline of the contractor's response will be reported then.

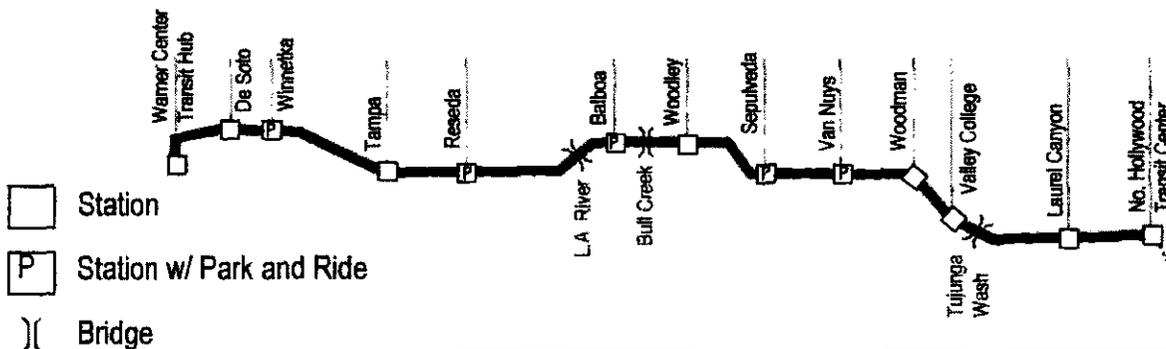
Future soil samples will be generated as the Contractor installs the balance of the landscaping irrigation system. Additional recommendations will be developed as samples are analyzed and result generated.

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

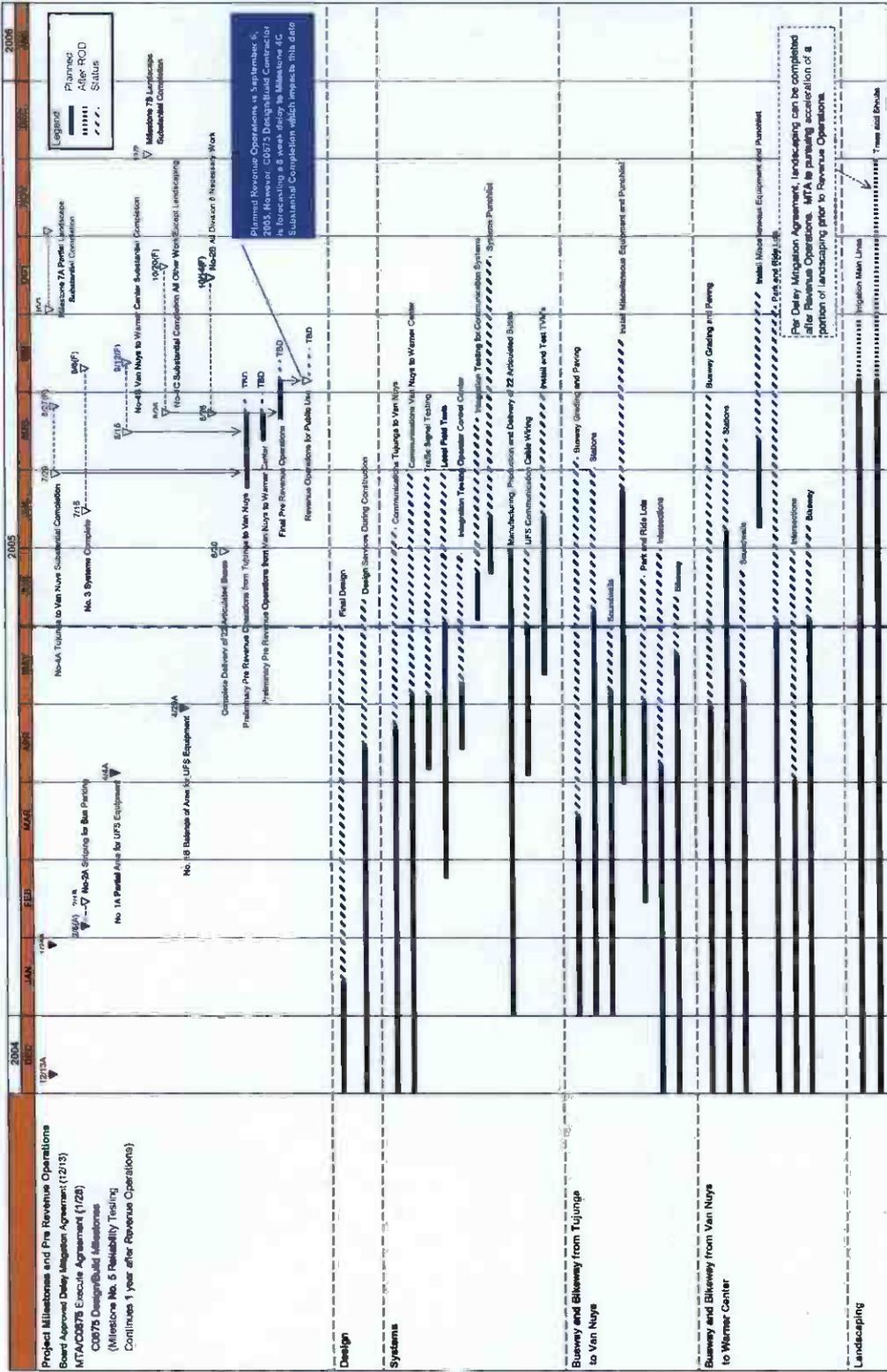
	Milestone Date	May-05	Jun-05	Jul-05	Aug-05	Sep-05	Oct-05
C0675: Burbank Blvd/Fulton Avenue: Open Intersection to Traffic	5/16/05A	<input type="checkbox"/>					
Universal Fare Collection System (UFS) - Start Installation in the Field	5/19/05A	<input type="checkbox"/>					
Advanced Management Transportation System (ATMS) - Acceptance of Fully Integrated System	5/24/05A	<input type="checkbox"/>					
C0675 - Option E.2 LADOT CCTV System - System Complete	5/27/05A	<input type="checkbox"/>					
C0675: Sepulveda Park & Ride 100% Design - Issue for Construction	5/27/05A	<input type="checkbox"/>					
(Forecast) C0675: Systems Communications Design 100% - Issue for Construction	6/1/05*		<input type="checkbox"/>				
(Forecast) C0675: Reseda Park & Ride - First P&R Complete	6/7/05*		<input type="checkbox"/>				
(Forecast) C0675: Bikeway - Complete Construction Between Vaniel Ave. and L.A. River	6/9/05*		<input type="checkbox"/>				
(Forecast) C0675 - Option E.8 LADOT Redundant ATSAC System - System Complete	6/20/05*		<input type="checkbox"/>				
(Forecast) C0675: Laurel Canyon Station - First Station Complete	6/25/05*		<input type="checkbox"/>				
(Forecast) C0675 - Operator Control Center - Installation & Testing Complete	6/28/05*		<input type="checkbox"/>				
(Forecast) C0675: Tyrone Avenue: Open Intersection to Traffic	6/30/05*		<input type="checkbox"/>				
(Forecast) Articulated CNG Vehicle Procurement - Last of 22 Buses Delivered to LACMTA	6/30/05*		<input type="checkbox"/>				
(Forecast) C0675: Busway - Complete Construction Along Chandler Boulevard	7/1/05*			<input type="checkbox"/>			
(Forecast) C0675 - Busway - All Paving Complete	7/9/05*			<input type="checkbox"/>			
(Forecast) C0675: Bikeway - Complete Construction Between Bellaire Avenue and Freeway I-405.	7/18/05*			<input type="checkbox"/>			
(Forecast) Universal Fare Collection System (UFS) - Complete Installation in the Field	7/22/05*			<input type="checkbox"/>			
(Forecast) C0675 - Traffic Signal Testing at the OCC - Complete	7/28/05*			<input type="checkbox"/>			
(Forecast) C0678 - Bicycle Metal Lockers and Racks Procurement - Delivery Complete	7/29/05*			<input type="checkbox"/>			
(Forecast) C0675 - Lankershim Boulevard to Van Nuys Boulevard - All Stations Complete	7/31/05*			<input type="checkbox"/>			
(Forecast) C0675 - Systems Integration Testing for Communications Complete	8/22/05*				<input type="checkbox"/>		
(Forecast) C0675 - Milestone No. 4A - Segment Between Tujunga Avenue and Van Nuys Boulevard Substantially Complete	8/27/05*				<input type="checkbox"/>		
(Forecast) C0675 - Milestone No. 3 - All Systems and Equipment Installed and Tested	9/8/05*					<input type="checkbox"/>	
(Forecast) C0675 - Milestone No. 4B - Segment Between Van Nuys Boulevard and Warner Transit Hub Substantially Complete	9/12/05*					<input type="checkbox"/>	
(Forecast) C0675 - Milestone No. 4C - All Contract Work Substantially Complete (Except Some Landscape)	10/20/05*						<input type="checkbox"/>

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

SUMMARY SCHEDULE

METRO ORANGE LINE
TO GO PROJECT SCHEDULE

Progress as of: 31-May-05



SCHEDULE NARRATIVE

The C0675 Design/Build Contractor stasured the Delay Mitigation Agreement Rebaselined Schedule and reported that the effect of the residual wet soil conditions continued to impact the Schedule. The LACMTA disagrees in part with this position. LACMTA staff evaluated how much of the reported delay was due to the heavy rainfall during December 2004 through March 2005, and how much of the delay is the Contractor's inability to prosecute the work for other reasons. The LACMTA has prepared a Contract Modification to extend some of the Contract Milestones by the number of days the LACMTA determined the Contractor is owed for rain days.

Two Milestones; No. 7A Partial Landscape and No. 7B Landscape Substantial Completion, have been added to the Contract to accelerate completion of landscape (except for behind soundwalls and the native plant area of Sepulveda Basin) to support Revenue Operations.

The Contract C0675 Substantial Completion Milestone No. 4C, is forecast by the Contractor to complete on October 20, 2005 (eight weeks behind schedule). LACMTA and the Contractor are working on potential mitigation measures that can be implemented. Although the LACMTA and the Contractor are committed to achieving the remaining milestones as planned, it may not be possible to mitigate delays back to the planned September 6, 2005 Revenue Operations Date.

The C0675 Design/Build Contractor's current update identifies completion of the Sepulveda Park and Ride (P&P) as the critical path to Contract Substantial Completion. The base pile and crusher machine at the site of the Sepulveda P&R, needs to be removed to allow rough grading to commence. The project critical path continues with completion of Busway grading, curb/gutter and asphalt paving from Balboa to Sepulveda Boulevards; Contract C0675 Systems & Communications Integration Testing and all scope of work substantially complete between Tujunga Avenue and the Warner Center Transit Hub. The critical path ends with the completion of the Project Wide Systems Integration Testing and Pre-Revenue Operations.

The C0675 Contractor substantially completed Burbank Boulevard/Fulton Avenue intersection to allow traffic to be fully restored. The Contractor also has completed Option E.2 - LADOT CCTV System installation and testing, asphalt paving along Chandler Boulevard and between DeSoto and Mason Avenues, and the pulling of communication wiring along the entire alignment. Landscaping work was substantially completed from Colfax to Bellaire Avenues. Work continues to progress this period on grading between Ethel Avenue and Los Angeles River, station canopy flashing erection and on sound walls and permanent fencing at both ends of the alignment. Progress continues on remaining intersections and pedestrian crossings, on bikeway grading, paving and lighting on both ends of the alignment, and on irrigation and landscaping on both ends of the alignment.

SCHEDULE NARRATIVE

Other Project components necessary to support ROD are progressing per schedule. Assembly of Articulated CNG Vehicles this period is on schedule to meet delivery next period. The Advanced Transportation Management System (ATMS) Phase I and II fully integrated acceptance was completed on schedule. The UFS field installation started and communication cable has been pulled at all Stations. Production Acceptance Testing on Ticket Vending Machines (TVM) and Stand Alone Validators (SAV) continued. Artists continue to monitor terrazzo installation at all Stations. Production of Bike Rack and Lockers under Contract C0678 is proceeding per schedule.

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	143.8	143.8	0.0	127.5	99.3
Yards & Shops	1.2	1.4	1.4	1.4	0.0	1.1	0.1
Systems/Equipment	12.7	8.8	8.8	8.8	0.0	8.7	4.2
Stations	30.4	31.1	31.1	31.1	0.0	30.6	19.3
Vehicles & Buses	17.5	15.7	15.7	15.7	0.0	15.4	5.4
Special Conditions	24.2	36.4	36.7	36.7	0.0	24.9	19.0
Right-of-Way	24.9	17.3	17.3	17.3	0.0	12.9	12.4
Professional Services	45.7	48.2	48.2	48.2	0.0	38.9	34.4
Canoga Station/ Park-and-Ride (Allowance)	16.5	16.5	0.0	0.0	0.0	8.7	8.0
Contingency	32.2	10.0	10.0	10.0	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	329.5	313.0	313.0	0.0	268.7	202.1

Expenditures are cumulative through April 2005.

The LACMTA Board adopted the Canoga Park and Ride (CPR) Project in March 2005. For administrative purposes, the life of project budget will be transferred from project 800112 and established under project 800117 commencing Fiscal Year 2006. Current Budget, Commitments and Expenditures will remain under 800112 until the completion of Fiscal Year 2006.

PROJECT COST ANALYSIS

Original Budget: The Original Budget of the Metro Orange Line, which includes an allowance of \$16.5 million for a proposed park-and-ride facility at the Western Terminus of the Orange Line, was adopted in February 2003 for a value of \$329.5 million.

Current Budget: The Board of Directors were informed by Board Box letter on January 27, 2005 that the Current Budgets for individual cost elements have been revised to reflect the status of the Project. There is no change to the Total Project Budget of \$329.5 million.

Current Forecast: For the May 2005 period, the Total Project forecast remains unchanged at \$313.0 million. Project Contingency remains at \$10.0 million to cover unknown but anticipated changes for the remaining project duration.

Commitments: The commitments decreased by \$1.4 million primarily to recognize the reversal of escrow account deposits established for real estate signboards. The \$268.7 million in commitments to date represents 81.5% of the Current Budget.

Expenditures: Expenditures are cumulative through period ending April 2005. The expenditures increased \$5.9 million this period primarily due to the following: \$7.5 million for Design/Build Contract C0675; \$1.0 million for Third Party Master Cooperative Agreements with the City of Los Angeles; \$0.3 million for remaining payment of Pierce College parcel acquisition; \$1.8 million for Professional Services and Agency costs. Credit adjustments totaling \$4.7 million were also recognized during the period for insurance recovery check received from Zurich American Insurance Company for rain damage claim and adjustments to Bus Procurement invoices. The \$202.1 million in expenditures to date represents 61.3% 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	6.6	4.1
Special Conditions	0.2	0.7	0.6	0.6	0.0	0.6	0.6
Professional Services	1.3	1.5	1.5	1.5	0.0	0.8	0.5
Contingency	0.8	0.4	0.3	0.3	0.0	0.0	0.0
TOTAL	8.1	10.6	10.6	10.6	0.0	8.0	5.2

Expenditures are cumulative through April 2005.

PROJECT COST ANALYSIS

The same C0675 Design/Build Contractor as the Metro Orange Line Busway is constructing 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 Total Project Forecast remains unchanged this period at \$10.6 million.

Commitments: The commitments remains unchanged this period. The \$8.0 million in commitments to date represents 75.6% of the Current Budget.

Expenditures: Expenditures are cumulative through period ending April 2005. The expenditures increased \$0.7 million this period due to Design/Build Contract C0675 and Professional Services. The \$5.2 million in expenditures to date represents 49.0% of the Current Budget.

PROJECT COST STATUS

PROJECT 800116 - METRO ORANGE LINE LADWP RECYCLED WATER PIPELINE

\$ in Millions

COST SUMMARY

Description	Current Estimate	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	3.8	1.5	1.5	0.0	1.5	1.5
Special Conditions	0.0	0.0	0.0	0.0	0.0	0.0
Right-of-Way	0.0	0.0	0.0	0.0	0.0	0.0
Professional Services	1.2	1.0	1.0	0.0	0.9	0.9
Project Reimbursement	0.0	(2.5)	(2.5)	0.0	(2.4)	(2.4)
TOTAL	5.0	0.0	0.0	0.0	0.0	0.0

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

(2) Expenditures are cumulative through April 2005.

(3) Actual reimbursement to date totals \$2,401,586.

PROJECT COST ANALYSIS

On September 16, 2003, the Los Angeles Department of Water and Power (LADWP) Board of Commissioners approved a \$5.0 million budget under an existing Master Cooperative Agreement with LACMTA for partial funding for schedule-critical portions of the LADWP Recycled Water Pipeline. Subsequently, on September 25, 2003, the LACMTA Board approved a \$5.0 million initial budget for Project No. 800116 authorizing the issuance of Change Orders in the amount not to exceed \$2.5 million to the C0675 Design/Build Contractor for initial funding of design and construction of the LADWP Recycled Water Pipeline. Consequently, LACMTA and LADWP determined that the LADWP Recycled Water Pipeline will not be incorporated into the Metro Orange Line Project and all work associated with the Recycled Water Pipeline was terminated except for competing work related to incorporating a pipeline in the two bridges (Tujunga Wash and Bull Creek Bridges).

Current Forecast: The LACMTA Board adopted the project on the condition that LADWP reimburse LACMTA for all costs associated with design, construction and administration of the Recycled Water Pipeline Project. The LACMTA is proceeding with authorized scope and has billed and received reimbursement from LADWP for the Pipeline scope of work.

The Total Project Forecast remains unchanged this period.

Commitments: The commitments remain unchanged this period.

Expenditures: Expenditures are cumulative through period ending April 2005 and remain unchanged this period.

FINANCIAL/GRANT STATUS

Project 800112 – Metro Orange Line (Busway Only)

APRIL 2005

STATUS OF FUNDS BY SOURCE

\$ in millions

SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	(D/B) %	EXPENDITURES \$	(E/B) %	BILLED to FUNDING SOURCE \$	(F/B) %
FEDERAL RSTP	17.5	17.5	3.5	17.5	100%	3.5	20%	3.5	20%
STATE TCRP	47.0	47.0	47.0	47.0	100%	46.6	99%	46.6	99%
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROPOSITION C	166.7	166.7	163.6	166.7	100%	136.8	82%	136.8	82%
PROP C (STIP REPLACEMENT)	98.0	98.0		37.2					
UNBILLED ACCRUALS						14.9			
TOTAL	329.5	329.5	214.4	268.7	82%	202.1	61%	187.3	51%

NOTE: Expenditures are cumulative through April 2005.

STATUS OF FUNDS ANTICIPATED

STATE TCRP: Cumulative to date, \$47 million of State TCRP funds are available for draw down. The California Transportation Commission (CTC) allocated \$12.3 million in January 2001 and \$34.7 million in June 2002. At the October 2003 CTC Meeting, the CTC approved LACMTA's 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 AB1335 LONP reimbursement of \$42.9 million to the CTC for consideration at their July 2005 meeting.

STATE STIP: Due to the suspension of the TCRP program, LACMTA processed a STIP amendment to secure \$98 million of STIP substitute funding to replace TCRP funds previously committed to the project. On April 3, 2003, the CTC approved the LACMTA's request for the STIP amendment.

FINANCIAL/GRANT STATUS

Project 800114 – Metro Orange Line Bikeway Project

APRIL 2005

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A)	(B)	(C)	(D) (D/B)		(E) (E/B)		(F) (F/B)	
	CURRENT BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to FUNDING SOURCE \$	%
TEA (FED)	6.0	6.0	6.0	4.5	76%	3.5	59%	3.5	59%
TEA-21 (FED)	1.8	1.8	1.8	1.3	76%		0%		0%
STIP (FED)	0.5	0.5	0.5	0.4					
CITY OF LA	2.4	2.4	2.4	1.8	76%	1.0	40%	1.0	40%
UNBILLED ACTUALS						0.7			
TOTAL	10.6	10.6	10.6	8.0	76%	5.2	49%	4.5	42%

NOTE: Expenditures are cumulative through April 2005.

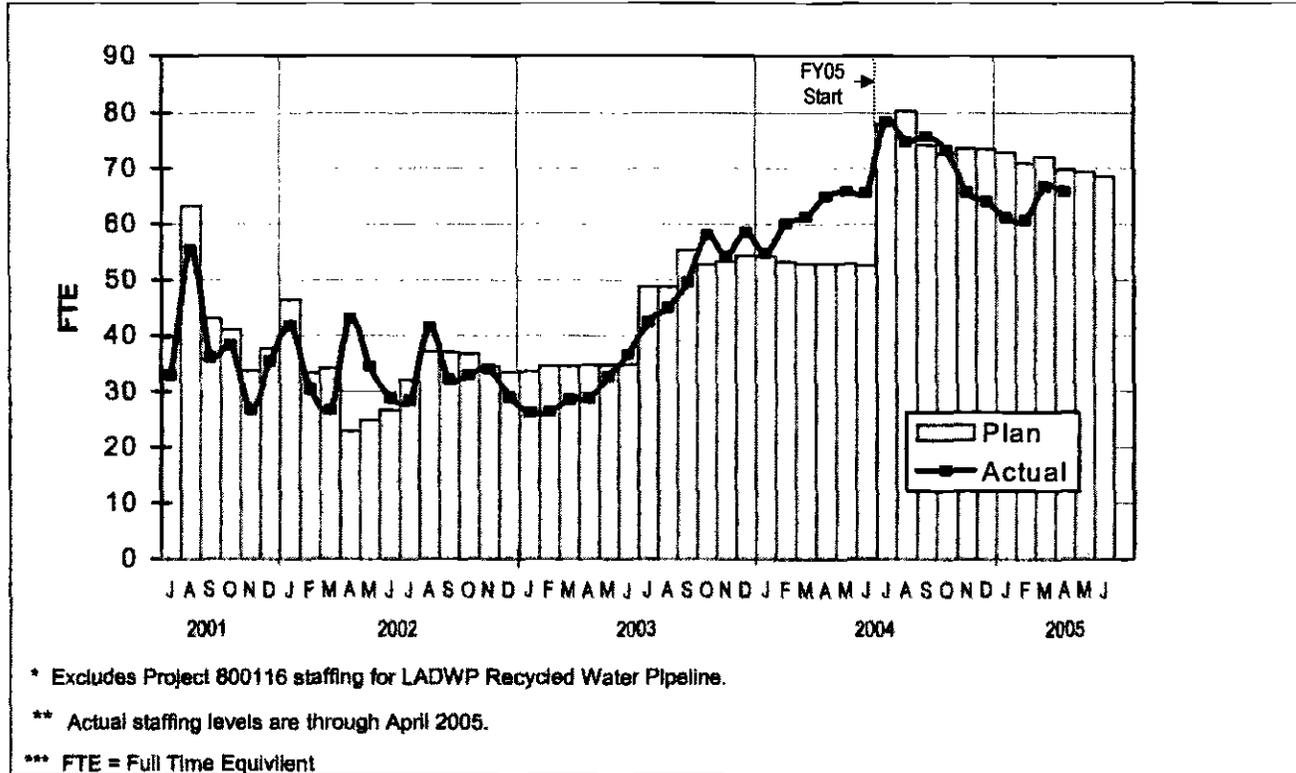
STATUS OF FUNDS ANTICIPATED

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.

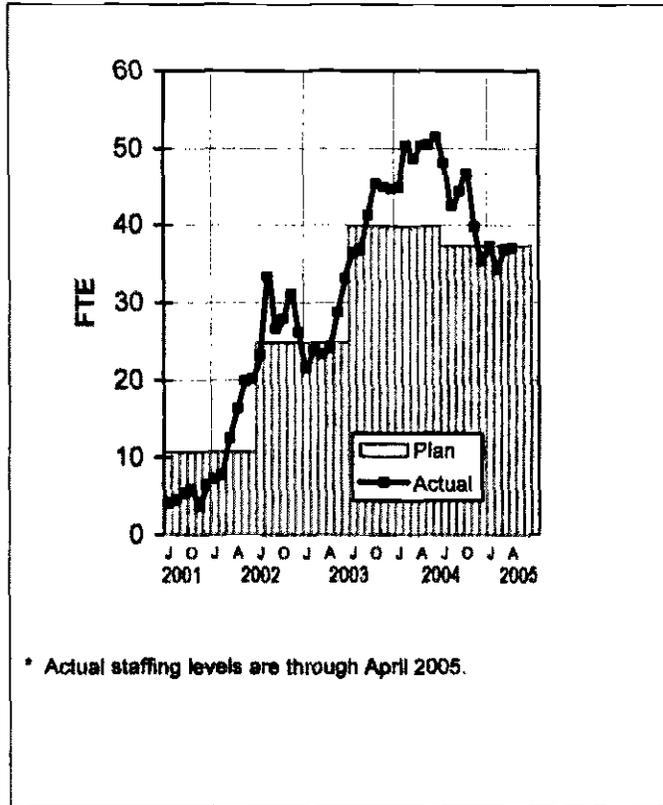
STAFFING STATUS *

TOTAL STAFFING STATUS



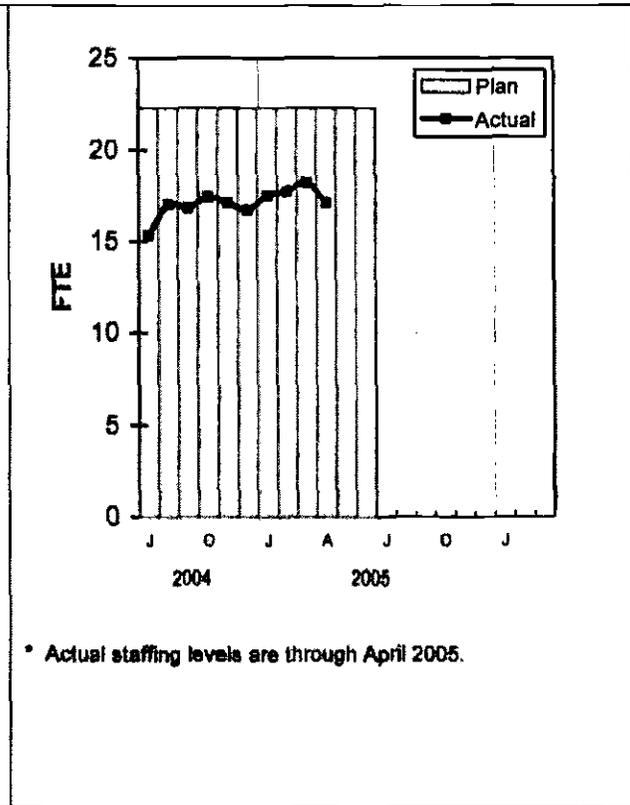
STAFFING STATUS

DIRECT AGENCY STAFFING



* Actual staffing levels are through April 2005.

INDIRECT AGENCY STAFFING



* Actual staffing levels are through April 2005.

Direct Agency Staffing

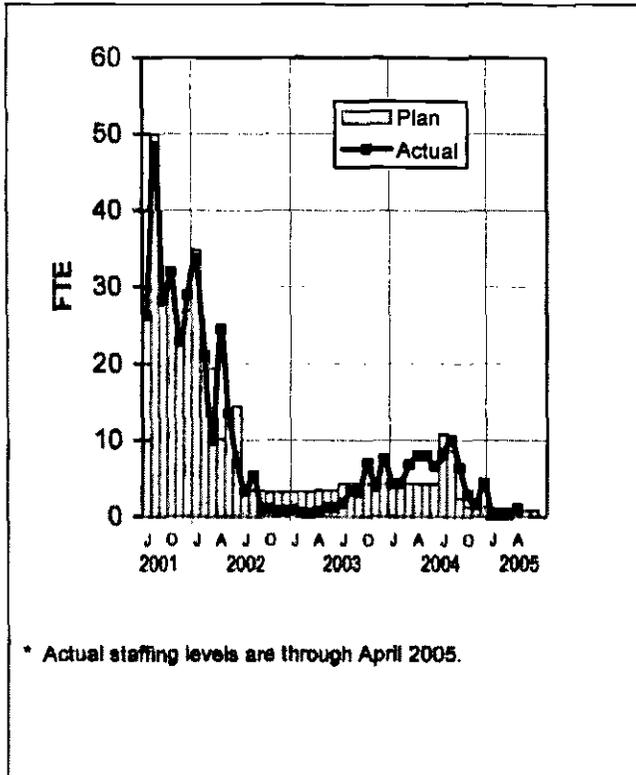
Staff anticipates a leveling of FTE's at the total budgeted amount during the remaining months of FY05. Project acceleration activities related to the Delay Mitigation Agreement has not affected the total agency staffing levels.

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). There are a total of approximately 69 FTE's in overhead of which 33% or 22.7 FTE's are budgeted against the Metro Orange Line Project. For the April 2005 period, 17.8 indirect FTE's were charged to the Project.

STAFFING STATUS

DESIGN CONSULTANT



CONSTRUCTION MANAGEMENT SUPPORT SERVICES CONSULTANT



Design Consultant Staffing Analysis

July 2002 through December 2002 represents Bid Support Phase only. January 2003 through July 2005 represents Design Support During Construction (DSDC). Continued DSDC activities are anticipated for the remaining duration of the Metro Orange Line Project.

Construction Management Support Services Consultant Staffing Analysis

Contract NTP was issued September 15, 2003. Consultant staffing is lower than plan due to use of LACMTA Construction Division employees when available rather than mobilization of consultant forces. However, staffing is expected to increase from June 2005 through August 2005 as the consultant supports acceleration activities (including a 60 hour construction work week) required by the execution of the Delay Mitigation Agreement.

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 can now be 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).

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

- Measured the sound amplification from the annunciators to several points away from the annunciators.
- The final report of the preliminary assessment of the sidewalk area at Vic's Motorcycle, adjacent to Reseda Station, was put on hold pending the valuation of property by an independent appraiser.
- Continued removal, transport, and disposal of heavy metals impacted soils.
- Continued daily air monitoring and sampling where active soil disturbance occurred.
- Collected samples from eight Orange Line segments and sent to Garn Wallace Laboratories.
- Collected background noise information in the eastern segments of the Orange Line.

COMMUNITY RELATIONS STATUS

- Notified residents, elected officials and the media about ongoing intersection, station and soundwall construction.
- Gave presentations to community groups in Encino, North Hills and Van Nuys.
- Addressed concerns and mitigated impacts to businesses caused by construction.

QUALITY ASSURANCE STATUS

- Quality Management provided inspections/surveillances for the following activities: station light, power, TV cameras and VMS signs at Laurel Canyon, North Hollywood and Valley College; Balboa Park-n-Ride parking lot paving; bike path lighting from White Oak to Lindley.
- Seventy-six (76) Daily Inspection Reports DIRs/surveillances were written this month.
- Three (3) non-conformance reports (NCR) were written this month. None were closed.
- Quality Management began punch lists from Variel to Mason.

SAFETY STATUS

- Participated in weekly progress meetings with Construction Management and Contractor personnel to discuss safety related issues and construction schedule for Contract C0675 Design/Build project.
- Increased safety monitoring to support global acceleration of construction activities.
- Conducted bi-weekly field safety audit. The first audit was accepted.
- Participated in Contractor's weekly toolbox meetings.
- SOJV reported zero recordable incidents for the month of May 2005. Project-to-date (19) Recordables; (7) Lost Time Incidents and (6) Restrictive Duty.

SAFETY STATISTICS

Contractor	Work Hours	Cases			Days						Incident Rates					
		Total Recordable Cases	Cases with days away from work, job transfer, or restriction			Days away from work			Days of job transfer or restriction			Total Days Lost	Total Recordable Cases	Cases with Days Away	Restricted or Transferred Only	Total Days Lost
			Total	Days Away	Restricted or Transferred Only	Current	Carry Over	Total	Current	Carry Over	Total					
Project To Date																
SO, JV (Design)	127,950	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
SO, JV (Build)	589,094	19	13	7	6	330	144	474	112	0	130	198	6.3	4.3	2.0	66.1
SO, JV (composite)	727,044	19	13	7	6	330	144	474	112	0	130	198	5.2	3.6	1.7	54.5
Brutoco	15,247	1	0	0	0	0	0	0	0	0	0	0	13.1	0.0	0.0	0.0
	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
Subtotals	742,292	20	13	7	6	330	144	474	112	0	130	198	5.4	3.5	1.6	53.3
MTA Const. Mgmt	77,818	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
Totals	819,910	20	13	7	6	330	144	474	112	0	130	198	4.9	3.2	1.6	48.3

ART DEVELOPMENT STATUS

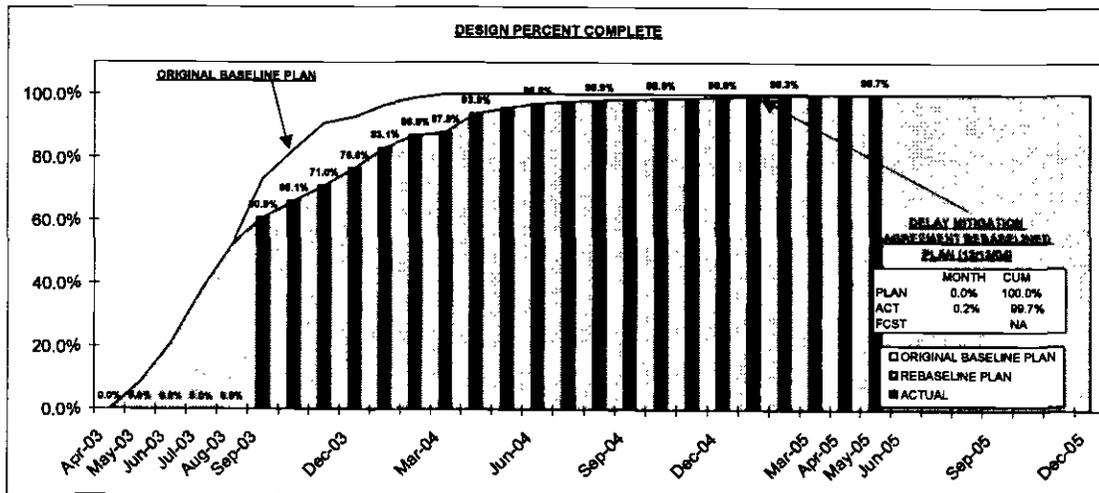
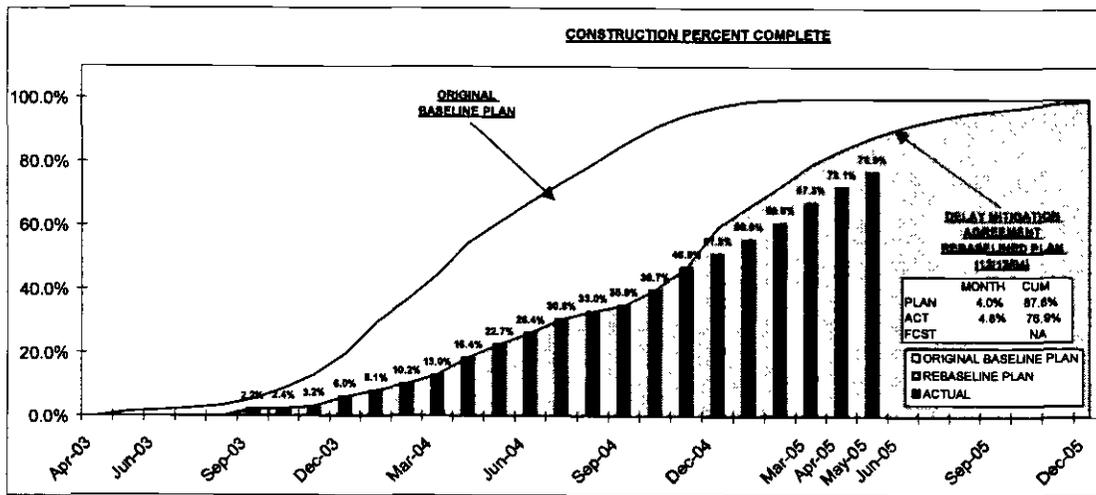
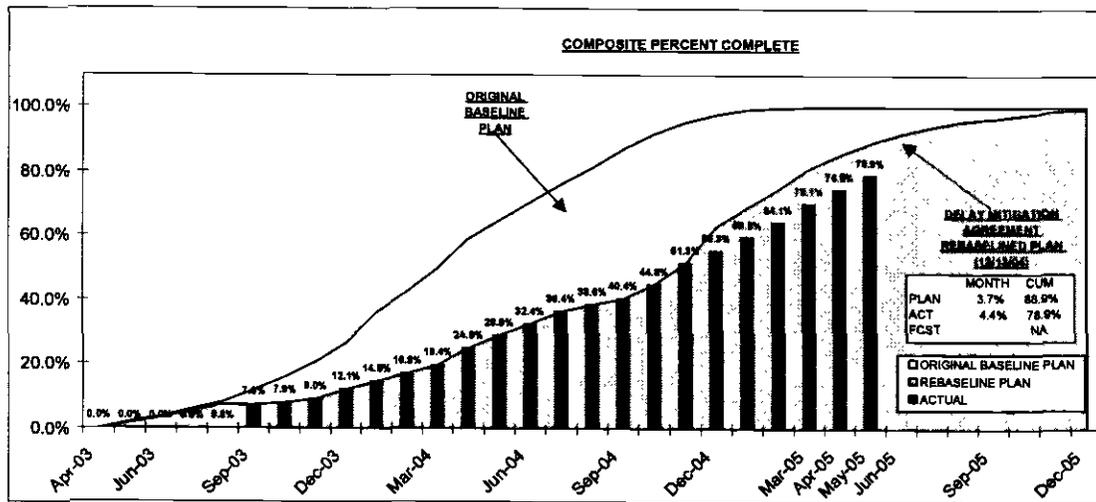
- Conducted four site visits to review terrazzo installation on station platforms.
- Conducted site visits to review the installation of the Art Alignment Tree. To date, 60% of the trees have been planted.
- Conducted two site visits to review site preparation for installation of Lead Artist designated benches at five plaza amenity sites.

CONTRACT CONSTRUCTION STATUS

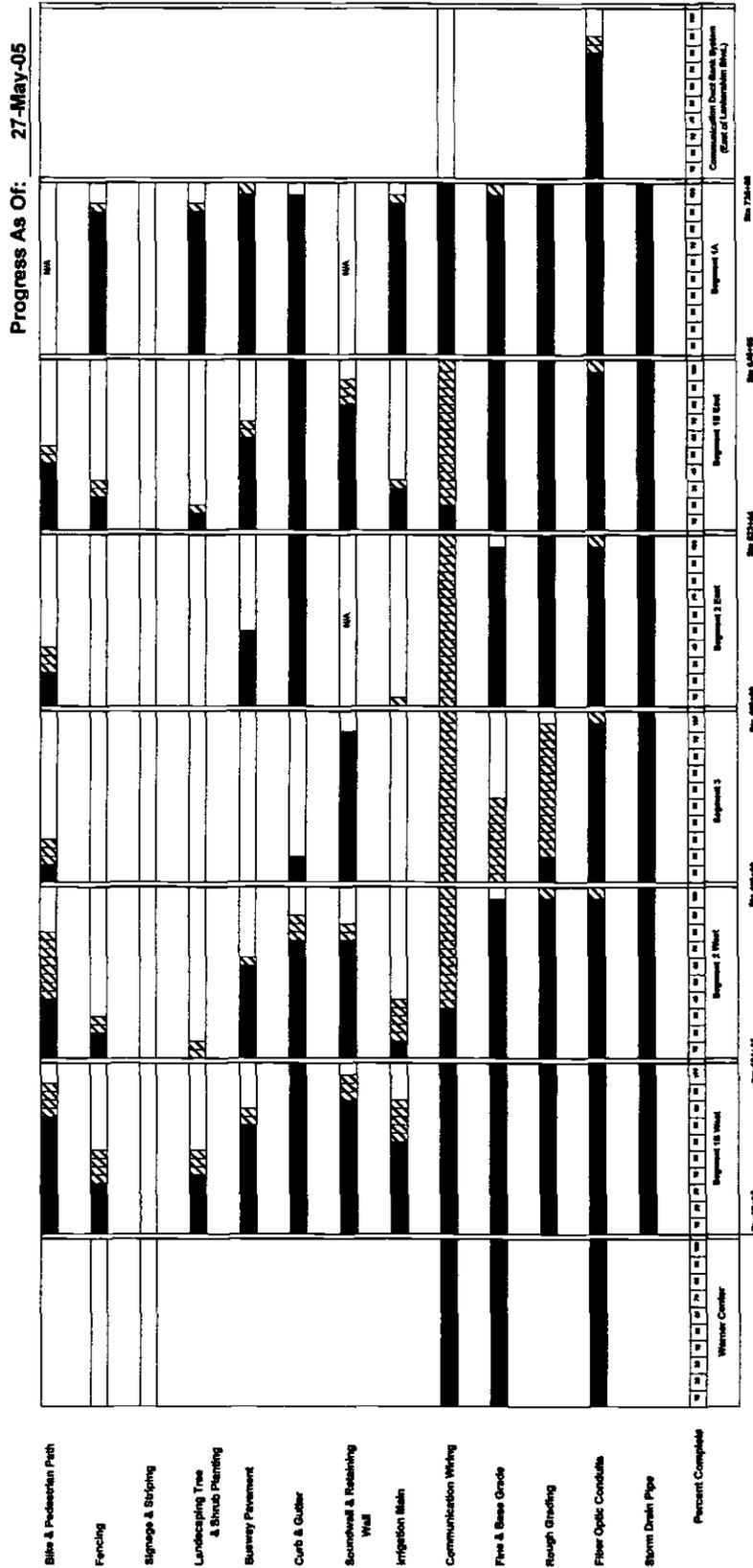
<p>Description: Design/Build Contractor: Shimmick Construction Co., Inc./ Obayashi Corp, A Joint Venture</p>	<p>Contract No.: C0675 Status as of: May 31, 2005</p>																																																																								
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> • Submitted Sepulveda Park & Ride design - AFC Submittal. • Burbank Blvd./Fulton Av. intersection was opened to traffic. • Completed installation of pull boxes and communication wiring from N. Hollywood Station to Warner Center Transit Hub. • Completed Busway asphalt paving from DeSoto to Mason Avenues. • Completed Busway asphalt paving along Chandler Boulevard. • Completed installation of fiber optic cable into the Operations Control Center. • Completed Option E.2 - LADOT CCTV System. • Completed tree and shrub planting from Belaire to Colfax Avenues. <p>Areas of Concern:</p> <ul style="list-style-type: none"> • The Contractor's May 2005 schedule submittal shows all Milestones behind schedule except for completed Milestones. • Completion of landscaping prior to ROD was left out of the executed Delay Mitigation Agreement due to cost/benefit consideration. However, the MTA has reevaluated completing landscaping by ROD and has issued a Contract Modification to the Contractor this month. <p>Non-Compliance Report Status:</p> <ul style="list-style-type: none"> • The Contractor has received 87 notices of non-compliance from the City of Los Angeles. • The City has forwarded resolution of 55 notices to the Contractor. • The other 32 notices are still open. 	<p>Major Activities (In Progress):</p> <ul style="list-style-type: none"> • Continued pulling communication wiring on both ends of the alignment. • Continued Bikeway grading and lighting on both ends of the alignment. • Continued with intersection construction at Tyrone Avenue. • Continued installation of soundwalls on both ends of the alignment. • Continued Installation of station canopies, electrical and ancillary equipment. • Continued installation of irrigation and landscaping on both ends of the alignment. • Continued Park and Ride grading, paving and lighting. • Continued grading and paving in the Sepulveda Basin (along Victory Boulevard). • Continued installation of permanent fencing on both ends of the alignment. <p>Major Activities Next Period:</p> <ul style="list-style-type: none"> • Continue irrigation and landscaping on both ends of the alignment. • Complete pulling communication wiring on the entire alignment. • Complete work at Tyrone Avenue intersection. • Continue grading, curb/gutter and asphalt paving between LA River and Sepulveda Boulevard. • Complete soundwall installation on both ends of the alignment. • Complete station canopy, electrical and ancillary equipment installation. • Continue Park & Ride grading, paving and lighting installation. • Continue Bikeway grading, paving and lighting on both ends of the alignment. • Continue permanent fencing installation on both ends of the alignment. 																																																																								
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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

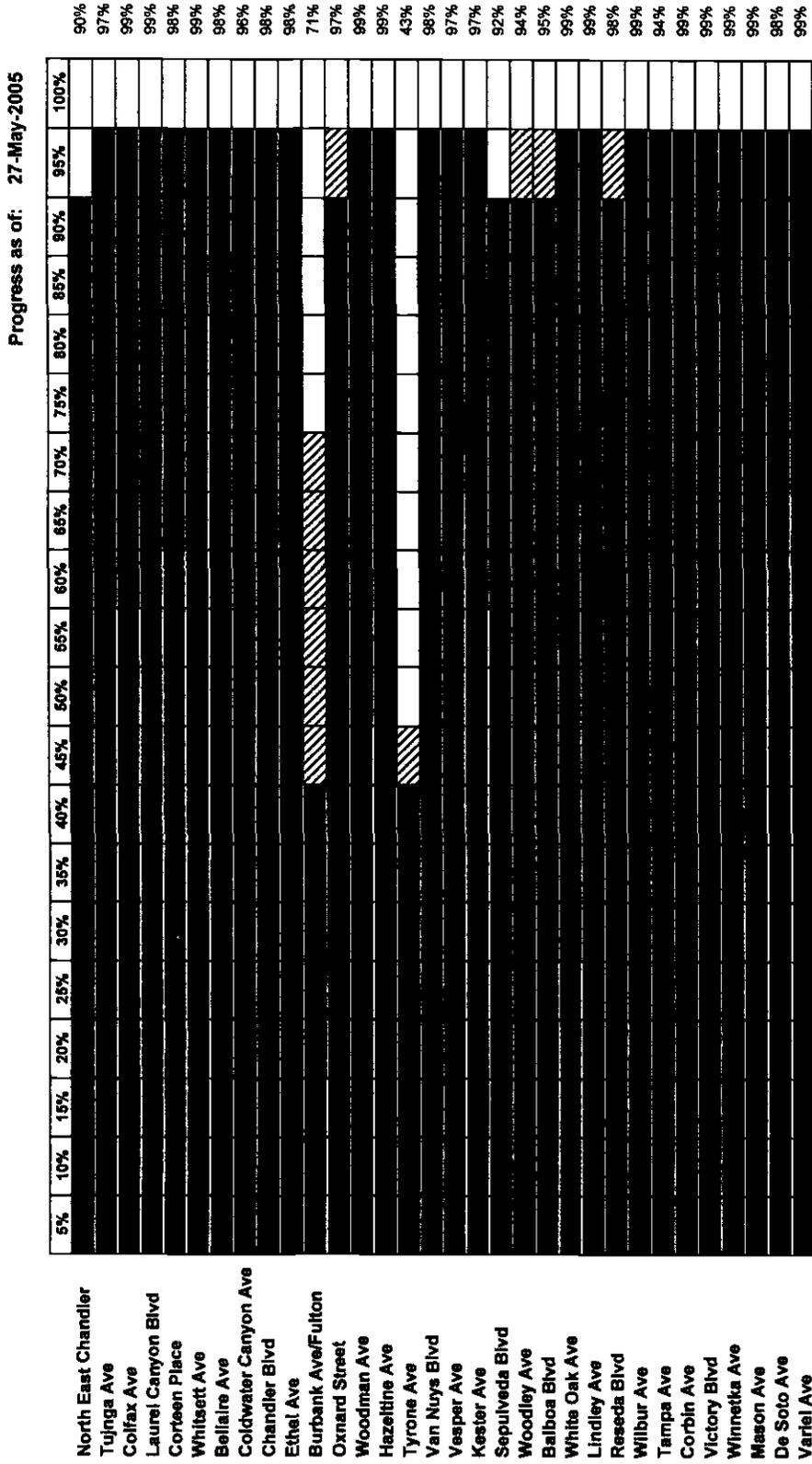


Metro Orange Line Project - Busway Segments
Station 37+08 to Station 735+08/Communication Duct Bank System
Summary - Busway Segment Percent Complete



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

Metro Orange Line Project
Station Summary - Percent Complete

Progress as of: May 27, 2005

Station Components	Actual through this period											
	North Hollywood	Van Nuys										
Structural:												
CIDH Pile/ Grade Beam/ Foundations	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Electrical/Plumbing:												
Underground/ Overhead Conduits	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Power Conductors/ Communication Cables	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Telephonic Communication	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Painting												
Platform (Concrete):												
6" Slab w/ Metal Aggregate Curb and Gutter	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Platform Trench	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Platform Concrete (Terrazzo):												
All Ellipse Sealing	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Rustic Ellipse 1/2" metal frame	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Rustic Ellipse - Terrazzo	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
All Ellipse 1/2" metal frame	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
All Ellipse Terrazzo	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Canopy Assembly:												
Canopy Columns & Steel Structure	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Fiberglass Roof Installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Flashing	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Sheet metal installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Closure sheet metal installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Paint	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Anti-Grffiti Coating	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Canopy Lights Installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ambient Noise Sensor installation and wiring	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Recessed Speaker unit and wiring	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
CCTV Camera and wiring	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Platform Assembly:												
Platform Fence	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Platform Lighting Installation	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Emergency phone box installation and wiring	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Telephone Booth with handset unit	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Trash Receptacle	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Edge Tactile	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Stand Alone Validators	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Ticket Vending Machine	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Blkva Module	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Blkva module concrete pad	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Blkva Rack/ Lockers	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Equipment Module:												
Equipment module concrete pad	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
DWP Meter Control Cabinet	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Irrigation Controller	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Control Cabinet Installation & Painted	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

CHRONOLOGY OF EVENTS

May 15, 2001	The LACMTA released the draft environmental study of a proposed 14-mile Bus Rapid Transit (BRT).
July 26, 2001	The LACMTA Board of Directors adopted the 14-mile Bus Rapidway system, also called a "busway," as the locally preferred alternative for the San Fernando Valley Metro Rapidway Corridor.
February 14, 2002	The LACMTA issued the final environmental report for the 14-mile Bus Rapid Transit.
February 28, 2002	The LACMTA Board voted to certify the final environmental report for the Bus Rapid Transit system and approved a solicitation for a Design/Build delivery system for the Project. The action paved the way for the project's final design phase.
April 2, 2002	Citizens Organized for Smart Transit (COST), an unincorporated association located in Los Angeles, filed a lawsuit against the LACMTA in which COST asserted numerous challenges to the adequacy of the EIR under CEQA and sought an order from the Superior Court setting the Project aside.
June 28, 2002	The LACMTA completed the Preliminary Engineering and Design Development efforts. The Design/Build Invitation for Bid package for Contract No. C0675 was assembled and advertised.
July 12, 2002	The LACMTA issued Addendum No. 1 for Contract No. C0675.
July 19-22, 2002	The LACMTA conducted job walks for potential bidders providing the opportunity to view current project conditions.
July 25, 2002	The LACMTA issued Addendum No. 2 for Contract No. C0675.
August 23, 2002	The LACMTA completed final design of the Los Angeles River Bridge. The final design was completed to mitigate possible construction and schedule risks associated with a limited dry season construction restriction within the river channel.
August 28, 2002	San Fernando Valley Metro Rapidway Project held its first Community Transit meeting. The meeting, held in a relatively informal style, included planners, schedule makers, and schedule checkers from the sector office. The meeting's format included plenty of time for attendees to speak to the planners and schedulers about specific issues with specific lines or stops.
August 29, 2002	The LACMTA issued Addendum No. 3 for Contract No. C0675. This included the option for constructing the Los Angeles River Bridge.
August 29, 2002	Contract No. EN069, CH2M Hill Constructors, Inc., started demolition of the Los Angeles River Bridge.
September 9, 2002	Two bidders submitted technical bids, first step of the two-step bid process for Contract C0675.
September 11, 2002	The LACMTA advertised Contract No. C0676 Los Angeles River Bridge.

CHRONOLOGY OF EVENTS

September 19, 2002	Substantial completion of the Los Angeles River Bridge demolition.
October 31, 2002	The LACMTA issued Notice of Technical Acceptance to two Contract No. C0675 bidders, Shimmick-Obayashi, a Joint Venture and Granite-Brutoco, a Joint Venture.
November 2002	Addendums No. 4, 5, and 6 were issued for Contract No. C0675 to clarify issues identified during the technical evaluation phase.
December 2, 2002	Received price bids from the two contractors for Contract No. C0675 Design/Build.
December 5, 2002	The LACMTA received a single bid for Contract No. C0676 Los Angeles River Bridge.
December 5, 2002	The LACMTA opened two price bids for Contract No. C0675 Design/Build for design and construction.
December 17, 2002	Notice of Intent to Award Contract No. C0675 sent to both contractors.
December 17, 2002	The California Transportation Commission (CTC) issued letter deferring "Traffic Congestion Relief Program" (TCRP) funds until its meeting on February 27, 2003. This resulted in the suspension of Contract No. C0675 contract award pending further notification of funding status from the CTC.
December 20, 2002	A trial was held to hear the lawsuit brought by the Citizens Organized for Smart Transit (COST) opposed to the Project. The judge ruled in favor of the LACMTA.
December 23, 2002	Los Angeles Department of Water and Power (LADWP) agrees to reimburse the LACMTA for actual costs incurred to review and update Los Angeles River Bridge design to incorporate a future reclaimed waterline.
December 27, 2002	A Notice to Award was issued to Brutoco Engineering and Construction Corporation for Contract No. C0676 Los Angeles River Bridge.
January 14, 2003	The Superior Court denied COST's petition for a writ of mandate and granted judgment for the LACMTA. COST filed an appeal of the Superior Court's decision. In addition, COST filed a petition with the Court of Appeal, seeking a temporary stay of the Project.
January 17, 2003	The LACMTA held groundbreaking ceremony for Contract No. C0676.
January 17, 2003	CTC held workshop to discuss funding issues.
January 27, 2003	The Court of Appeal summarily denied the petition from COST seeking a temporary stay of the Project, allowing construction to proceed pending the appeal.
January 28, 2003	Notice to Proceed was issued to Brutoco Engineering and Construction Corporation for construction of the new Los Angeles River Bridge. The decision to award a separate contract instead of exercising option in Contract No. C0675 Design/Build allowed critical work to commence during the first dry construction period starting April 15, 2003.
February 27, 2003	CTC put the project funding issue on the April 3, 2003 CTC meeting.

CHRONOLOGY OF EVENTS

February 27, 2003	The LACMTA Board adopted the Project Budget and Schedule. The Project Revenue Operations Date calculated as full Notice to Proceed for Contract No. C0675 Design/Build plus 27 months contingent upon resolution of CTC funding issues. A budget of \$329.5 million was adopted for the busway and \$8.1 million was adopted for the bikeway.
April 3, 2003	CTC approved funding plan for the San Fernando Valley Metro Rapidway Project.
April 3, 2003	The LACMTA awarded Contract No. C0675 to Shimmick Construction Co./Obayashi Corporation, a Joint Venture for the design and construction of the San Fernando Valley Metro Rapidway. Total value of the Contract was \$150.4 million.
April 24, 2003	The LACMTA Board adopted San Fernando Valley Metro Rapidway Project as the official name of the Project.
May 12, 2003	Notice to Proceed (NTP) was issued to Shimmick Construction Co., Inc./Obayashi Corporation, a Joint Venture for Contract No. C0675.
May 20, 2003	The LADWP Board of Commissioners certified the Mitigated Negative Declarations for the West Valley Water Recycling Project (known as the Recycled Water Pipeline Project).
July 9, 2003	The LACMTA and Contractor staff complete move into an Integrated Project Management Office for Contract No. C0675.
September 15, 2003	NTP was issued to Carter & Burgess for Contract MC067 Construction Management Services.
September 16, 2003	The LADWP Board of Commissioners approved a \$5.0 million budget under an existing Master Cooperative Agreement with the LACMTA for partial funding for schedule-critical portions of the LADWP Recycled Water Pipeline Project.
September 25, 2003	The LACMTA Board approved a \$5,000,000 initial budget and authorized the issuance of change orders in the amount not to exceed \$2,500,000 to the C0675 Contractor for initial funding of design and construction of the LADWP Recycled Water Pipeline.
October 15, 2003	C0676 Contractor completed on time all in-channel work required to meet contract milestone date planned for October 15, 2003.
November 6, 2003	C0675 Contractor began first excavation and installation of drainage pipe at the east end of the Rapidway on Chandler Boulevard between Laurel Canyon and Coldwater Canyon.
November 17, 2003/ November 20, 2003	Held two of four planned community meetings in the San Fernando Valley to collect feedback on proposed landscape plans for the Rapidway.
November 21, 2003	First temporary lane closure at Laurel Canyon Intersection for installation of drainage pipe across intersection.

CHRONOLOGY OF EVENTS

December 1, 2003	Successful completion of Contract C0676 Los Angeles River Bridge, Brutoco Engineering and Construction Corporation, two weeks ahead of schedule and under budget.
December 3, 2003/ December 6, 2003	Held remaining two of four planned community meetings in the San Fernando Valley to collect feedback on proposed landscape plans for the Rapidway.
January 14, 2004	LADWP advised the LACMTA to not proceed with the Recycled Water Pipeline Project and finish current authorized scope of work.
January 22, 2004	The LACMTA Board of Directors approved changing name of project to Metro Orange Line.
January 22, 2004	Suspension of work issued to C0675 Design/Build Contractor at westside of busway between De Soto Avenue and Corbin Avenue due to presence of contaminated soil.
January 29, 2004	Suspension of work issued for C0675 Design/Build Contractor at east end of busway east of Colfax/Chandler intersection due to presence of contaminated soil.
February 4, 2004	Removed suspension of work issued to C0675 Design/Build Contractor at westside of busway between De Soto Avenue and Corbin Avenue due to presence of contaminated soil.
February 11, 2004	Removed suspension of work issued to C0675 Design/Build Contractor at east end of busway east of Colfax/Chandler intersection due to presence of contaminated soil.
February 11, 2004/ February 16, 2004	First weekend full street closure at Balboa Blvd./Victory Blvd. for construction of new intersection including demolition, paving, signage and striping.
March 24, 2004	First asphalt busway paving on Chandler Boulevard between Colfax and Laurel Canyon Boulevard (Segment 1A).
March 22, 2004	LADWP issued notice to cease and desist construction activities at west end of Project due to C0675 Design/Build Contractor striking and damaging an LADWP underground 230,000 volt line.
April 2, 2004	LADWP lifts cease and desist notice issued March 22, 2004 with conditions.
May 27, 2004	The LACMTA Board approved property acquisitions for new Warner Center Park and Ride facility pending resolution of environmental issues.
July 19, 2004	The California Court of Appeal reversed the December 2002 decision of the Los Angeles Superior Court, which had rejected a challenge to the Environmental Impact Report (EIR) for the Orange Line. The Court of Appeal rejected each of the grounds except one. The court found that the LACMTA should have studied the possibility of multiple east-west Rapid Bus lines in the San Fernando Valley as an alternative to the Orange Line, and the failure to do so renders the EIR invalid. The Court of Appeal decision did not enjoin further construction on the Project.
July 20, 2004	Start of first station construction at Laurel Canyon Station with C0675 Design/Build Contractor beginning drilling and placement of CIDH piles.

CHRONOLOGY OF EVENTS

July 22, 2004	The LACMTA Board of Directors approved an increase in the Current Budget for the Bikeway portion (Project 800114) of the Orange Line, from \$8.1 million to \$10.6 million.
July 30, 2004	Superior Court denies COST request for Stay of Project citing lack of jurisdiction. COST states it will go to California Court of Appeal.
July 30, 2004	The LACMTA filed a petition for rehearing of July 19, 2004 action with California Court of Appeal.
August 2, 2004	California Court of Appeal issues a temporary stay halting construction of the Orange Line Project.
August 3, 2004	The LACMTA issued a suspension of work to the C0675 Design/Build Contractor due to the temporary stay of the Project by the California Court of Appeal.
August 19, 2004	The temporary stay issued by the California Court of Appeal on August 2, 2004 expired. The California Court of Appeal denied LACMTA's request for rehearing on the validity of the EIR.
August 26, 2004	The suspension of work to C0675 Design/Build Contractor was lifted and work resumed.
August 26, 2004	The LACMTA filed an appeal to the California Supreme Court regarding validity of the Project's EIR.
September 23, 2004	California Supreme Court issued an order denying the Petition of the LACMTA that the Supreme Court review the decision of the Court of Appeal which had invalidated the Environmental Impact Report. In the same order the Supreme Court also denied the request of the plaintiff, COST, that construction on the Project be halted.
September 28, 2004	Superior Court denies a request by COST for a temporary restraining order to again shut down construction. Schedules hearing for October 22, 2004.
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.
- 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 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.

PROJECT PHOTOS



Rubberized asphalt installation east of Chandler Boulevard.

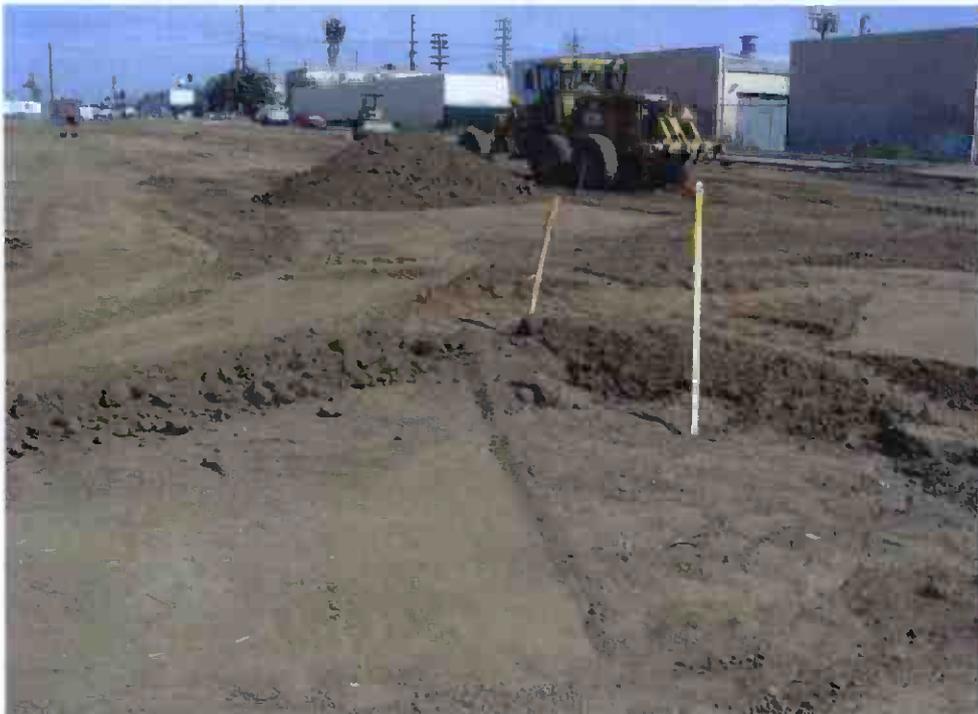


Lights energized at North Hollywood Station.

PROJECT PHOTOS



Contractor AC paving at Reseda Park and Ride.

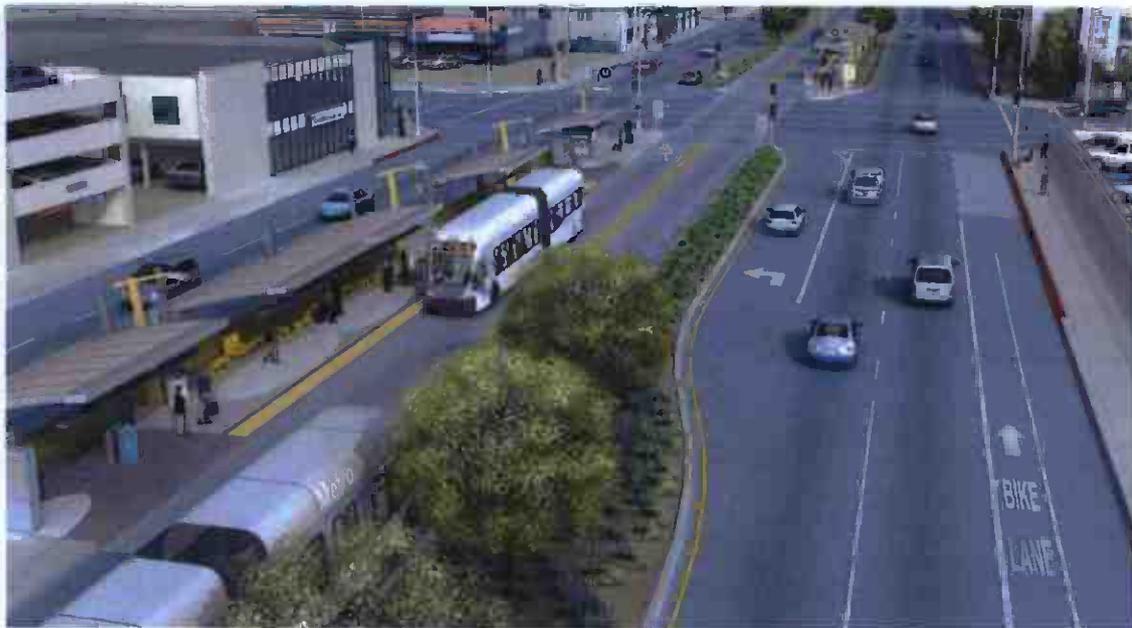


Contractor grading at Van Nuys park and ride lot.

PROJECT PHOTOS



Landscape planted at Variel and Victory.



Laurel Canyon station rendering

APPENDIX

COST AND BUDGET TERMINOLOGY

Cost Descriptions

ORIGINAL BUDGET The Original Project Budget as established by Los Angeles County Metropolitan Transportation Authority (LACMTA) Board of Directors at the time it authorizes Construction Project Management Division to commence full design and construction of the project (Project Adoption).

CURRENT BUDGET The Original Budget plus all budget amendments approved by formal LACMTA action. Also referred to as Approved Budget.

COMMITMENTS The total of actual contract awards, executed change orders or amendments, approved work orders of Master Cooperative Agreements, offers accepted for purchase of real estate, and other LACMTA actions which have been spent or result in the obligation of specific expenditures at a future time.

INCURRED COST The total value of work performed to date of services received, and acquired materials or properties.

EXPENDITURES The total dollar amount of funds expended by the LACMTA for contractor or consultant invoices, third party invoices, staff salaries, real estate and other expenses that is reported in LACMTA's Financial Information System (FIS).

CURRENT FORECAST The best estimate of the final cost of the project when all checks have been issued and the project is closed out. Current Forecast is composed of actual costs incurred to date, the best estimate of work remaining, and a current risk assessment for each budgeted cost item.

Cost Element Descriptions

CONSTRUCTION Includes construction and procurement contracts. Costs associated with Guideways, Yards and Shops, Systems/Equipment, Stations and Buses.

SPECIAL CONDITIONS Includes work by outside agencies and utilities in design coordination, review, and relocation of utilities through Master Cooperative Agreements, environmental mitigation and compliance, insurance programs, safety program, art program, testing, start-up, and pre-revenue operations.

RIGHT-OF-WAY Includes purchase cost of parcels, easements, right-of-entry permits, escrow fees, contracted real estate appraisals and tenant relocation.

PROFESSIONAL SERVICES Includes design engineering, project management assistance, construction management support services, legal counsel, agency staff costs, and other specialty consultants.

PROPOSED PARK-AND-RIDE FACILITY Proposed park-and-ride facility at the Western Terminus of the Orange Line.

CONTINGENCY A fund established at the beginning of a project to provide for anticipated but unknown additional costs that may arise during the course of the project.

PROJECT REVENUE Includes all revenue receivable to the LACMTA as a direct result of project activities. This includes cost sharing of construction items, insurance premium rebates, and the like.

APPENDIX

LIST OF ACRONYMS

AFE	Authorization For Expenditure
BRT	Bus Rapid Transit (No longer valid see MRT instead)
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CDFG	California Department of Fish and Game
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
COE	Corps of Engineers
CPM	Critical Path Method
CPUC	California Public Utilities Code
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
D/B	Design/Build
D/B/B	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
DWP	Department of Water and Power
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPBM	Earth Pressure Balance Machine
FAR	Federal Acquisition Regulation
FD	Final Design
FEIR	Final Environmental Impact Report
FIS	Financial Information System
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

APPENDIX
LIST OF ACRONYMS (Continued)

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

APPENDIX
LIST OF ACRONYMS (Continued)

ROW	Right-Of-Way
RWQCB	Regional Water Quality Control Board
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SFV	San Fernando Valley
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOJV	Shimmick Obayashi Joint Venture
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STV	STV Incorporated
TBD	To Be Determined
TCRP	Traffic Congestion Relief Program
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WGI	Washington Group, Incorporated
WP	Work Package