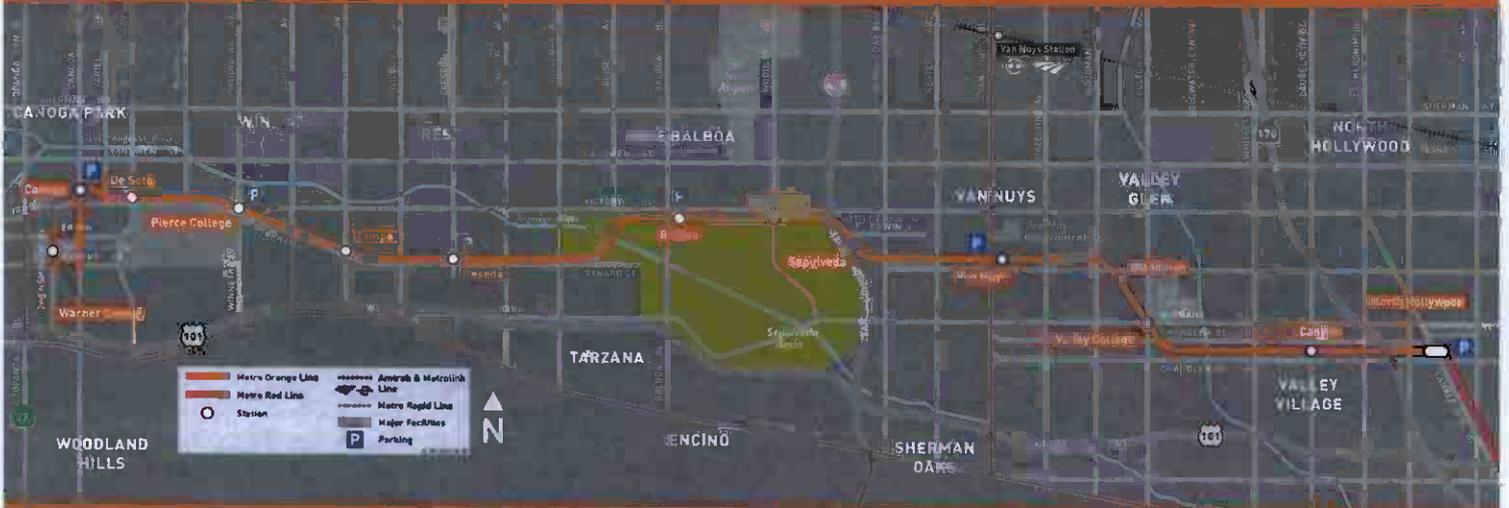


March 2007

Metro Orange Line



Metro

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PROJECT OVERVIEW

The Project was officially dedicated on Friday, October 28, 2005. Revenue Operations commenced on October 31, 2005.

The C0675 Design/Build Contractor's remaining work includes a one-year Systems Reliability Demonstration Test, which commenced on January 24, 2006, and a two-year irrigation / landscaping maintenance period, which completes August 30, 2007.

To date, the expenditures for the busway portion of the Orange Line are \$269.6 million or 86% of the \$313 million Current Budget. The expenditures for the bikeway portion are \$9.0 million or 85% of the \$10.6 million Current Budget. The expenditures for the Canoga Station/Park-and-Ride Project are \$21.8 million or 84% of the Current Budget.

The Orange Line Project Cost Forecast remains at \$282 million, which is \$31 million below the Current Budget.

Metro staff continues to work with the C0675 Design/Build Contractor on resolving outstanding issues. In addition, Metro staff is working on closing out other project contracts as soon as possible.

The Contract C0739 Canoga Station/Park-and-Ride Contractor substantially completed enough scope of work to allow the new Station to be opened to the public on December 19, 2006. Remaining work includes a two-year irrigation/landscaping maintenance period and resolution of minor issues.

The Contract C0789 Indefinite Delivery/Indefinite Quantity, which provides support for the Orange Line to implement work not contemplated for the Design/Build Contractor, continued supporting Metro this quarter.

MANAGEMENT ISSUES

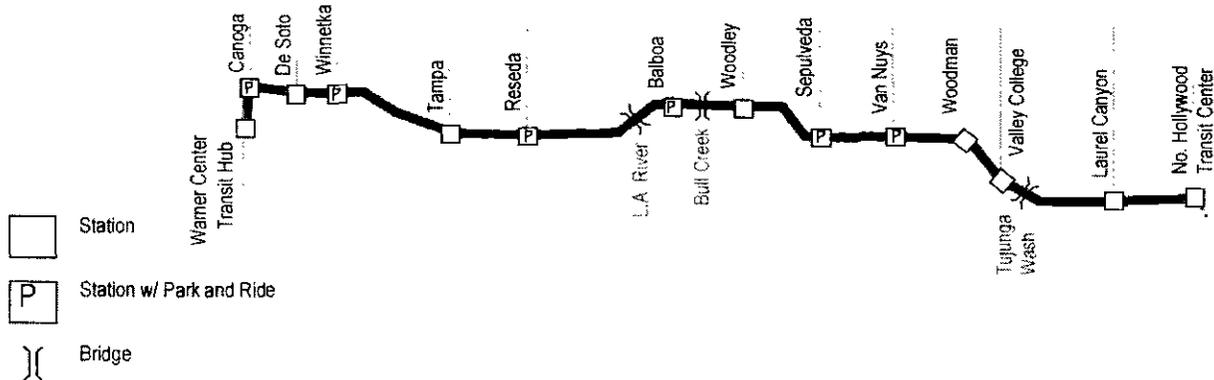
Due to pavement quality issues, in December 2006, the C0675 Design/Build Contractor repaired parts of the operational busway between Burbank/Fulton and Tujunga Ave. The repair work consisted of grind and overlay in the rubberized asphalt concrete pavement segment and reconstruction of conventional asphalt concrete pavement in several areas. Metro and the C0675 Design/Build Contractor do not agree upon the causes of the damage to the busway, the nature and extent of the work required for necessary and appropriate repairs, or who is responsible for the costs of repairs. The resulting dispute over costs will probably be heard by a future Dispute Review Board. Metro continues to investigate the causes and responsibilities and will determine and implement long term fixes to the busway due to rubberized asphalt failures on the west end, pavement rutting in non-rubberized asphalt along Chandler Boulevard and predicted service life of previous rubberized asphalt areas along Chandler Boulevard that were replaced with partial grind and overlay repairs in December 2006.

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.

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.

New Canoga Park Station will be completed at the west end of the line. The new station will include a Park and Ride facility with over 600 parking spaces. The busway will be extended approximately 1/3 mile from Variel Avenue to Canoga Avenue and will also include an extension to the existing multi-use bike and pedestrian path.

PROJECT COST STATUS

PROJECT 800112 - METRO ORANGE LINE (BUSWAY)

\$ in Millions

COST SUMMARY

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	124.2	144.1	136.0	132.0	(4.0)	133.0	128.0
Yards & Shops	1.2	1.4	1.2	1.2	0.0	1.2	1.2
Systems/Equipment	12.7	8.8	8.0	8.8	0.8	8.4	8.1
Stations	30.4	31.1	30.6	30.5	(0.1)	30.5	30.5
Vehicles & Buses	17.5	15.7	15.9	16.0	0.1	15.9	15.9
Special Conditions	24.2	36.4	27.0	30.0	3.0	32.0	29.7
Right-of-Way	24.9	17.3	12.4	12.5	0.1	12.5	12.5
Professional Services	45.7	48.2	45.6	48.2	2.6	46.9	44.4
Canoga Station/ Park-and-Ride (Allowance)	16.5	0.0	0.0	0.0	0.0	0.0	0.0
Contingency	32.2	10.0	6.0	3.5	(2.5)	0.0	0.0
Project Revenue	0.0	0.0	(0.7)	(0.7)	0.0	(0.7)	(0.7)
TOTAL	329.5	313.0	282.0	282.0	0.0	279.7	269.6

Expenditures are cumulative through March 2007.

The LACMTA Board adopted the Canoga Park and Ride (CPR) Project 800117 in March 2005. Project commitments and expenditures accumulated under Project 800112 for Canoga have been transferred to Project 800117.

PROJECT COST ANALYSIS

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

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

Current Forecast: The net Project forecast remains at \$282.0. Project Revenue reflects \$0.7 million for third party reimbursement from the City of Los Angeles for betterments. Cumulatively, there is \$3.5 million remaining in Project Contingency to cover unknown exposures during the close out phase of the project.

Commitments: The commitments increased \$3.6 million this quarter. The \$279.7 million in commitments to date represents 89% of the Current Budget. The Commitment value for Guideways and Special Conditions are higher than Current Forecast but will be reduced in the future, as unused obligations are decommitted.

Expenditures: Expenditures are cumulative through the period ending March 2007. The expenditures increased \$2.0 million this quarter primarily due to payments to the Design/Build Contractor and costs associated with the City of Los Angeles third party agreements, Professional Services and Project Administration. The \$269.6 million in expenditures to date represents 86% of the Current Budget.

PROJECT COST STATUS

PROJECT 800114 - METRO ORANGE LINE (BIKEWAY)
COST SUMMARY

\$ in Millions

Description	Original Budget	Current Budget	Previous Forecast	Current Forecast	Forecast Variance	Commitments	Expenditures
Guideways	5.8	8.0	7.4	7.4	0.0	7.1	7.1
Special Conditions	0.2	0.7	1.0	0.8	(0.2)	0.8	0.8
Professional Services	1.3	1.5	1.4	1.2	(0.2)	1.4	1.1
Contingency	0.8	0.4	0.3	0.4	0.1	0.0	0.0
TOTAL	8.1	10.6	10.1	9.8	(0.3)	9.3	9.0

Expenditures are cumulative through March 2007.

PROJECT COST ANALYSIS

The same C0675 Design/Build Contractor for the Metro Orange Line constructed the Metro Orange Line Bikeway Project. Construction activities for the Orange Line Bikeway occurred 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 quarter.

Current Forecast: The net Project forecast decreased this quarter, as projected expenditures are less than anticipated. Cumulatively, there is \$0.4 million remaining in Project Contingency to cover unknown exposures during the close out phase of the project.

Commitments: The commitments remained the same at \$9.3 million. The \$9.3 million in commitments to date represents 87.3% of the Current Budget.

Expenditures: Expenditures are cumulative through period ending March 2007. The expenditures remained the same at \$9.0 million. The \$9.0 million in expenditures to date represents 85% 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	14.4	0.2	15.1	13.2
Special Conditions	0.8	0.8	1.0	0.8	(0.2)	1.1	0.7
Professional Services	2.8	2.8	3.1	2.8	(0.3)	2.5	2.2
Right-of-Way	6.2	6.2	5.8	5.7	(0.1)	5.7	5.7
Project Contingency	2.0	2.0	1.9	2.3	0.4	0.0	0.0
Rev/Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	26.0	26.0	26.0	26.0	0.0	24.4	21.8

Expenditures are cumulative through March 2007.

PROJECT COST ANALYSIS

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

Current Budget: The Current Budget remains unchanged this quarter.

Current Forecast: The net Project forecast remains unchanged this quarter.

Commitments: The commitments remained unchanged this quarter. The \$24.4 million in commitments to date represent 94% of the Current Budget.

Expenditures: Expenditures are cumulative through period ending March 2007. The expenditures increased by \$2.0 million due to Contract C0739 Canoga Station construction costs and Project administrative costs. The \$21.8 million in expenditures to date represents 84% of the Current Budget.

FINANCIAL/GRANT STATUS

Project 800112 – Metro Orange Line (Busway Only)

MARCH 2007

STATUS OF FUNDS BY SOURCE

\$ in millions

SOURCE	(A)	(B)	(C)	(D)		(E)		(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED to	FUNDING SOURCE
								\$	%
FEDERAL RSTP	17.5	17.5	17.5	17.5	100%	17.5	100%	17.5	100%
FEDERAL SECTION 5309		0.6	0.6	0.6	100%	0.6	100%	0.6	100%
STATE TCRP	145.0	145.0	145.0	145.0	100%	145.0	100%	145.0	100%
STATE STIP	0.3	0.3	0.3	0.3	100%	0.3	100%	0.3	100%
PROP C	166.7	149.6	149.6	116.3	78%	106.2	71%	104.8	70%
TOTAL	329.5	313.0	313.0	279.7	88%	269.6	86%	268.2	85%

(1) Based on June 2005 Revised Project Budget.

NOTE: Expenditures are cumulative through March 2007.

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.

FEDERAL SECTION 5309: Grant for a total amount of \$571,072 was awarded in August 2006 and is available for drawdown.

STATE TCRP: Cumulative to date, \$145 million of State TCRP funds have been allocated and are available for drawdown.

FINANCIAL/GRANT STATUS

Project 800114 – Metro Orange Line Bikeway Project

MARCH 2007

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS \$	%	EXPENDITURES \$	%	BILLED to FUNDING SOURCE \$	%
TEA (FED)	6.0	6.0	6.0	6.0	100%	6.0	100%	6.0	100%
TEA-21 HIGH PRIORITY (FED)	1.1	1.8	1.8	0.8	46%	0.8	46%	0.8	45%
STIP (FED)	0.0	0.5	0.5	0.2	46%	0.2	46%	0.2	45%
CITY OF LA	1.0	2.4	2.4	2.3	95%	2.0	84%	2.0	84%
ACCRUALS									
TOTAL	8.1	10.6	10.6	9.3	87%	9.0	85%	9.0	85%

NOTE: Expenditures are cumulative through March 2007.

STATUS OF FUNDS ANTICIPATED

FEDERAL FUNDS: 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. Funds are available for drawdown.

FINANCIAL/GRANT STATUS

Project 800117 – Canoga Station Park and Ride Project

MARCH 2007

STATUS OF FUNDS BY SOURCE

in \$ millions

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED to	(F/B) FUNDING SOURCE
	(1)			\$	%	\$	%	\$	%
CITY OF LOS ANGELES	1.0	1.8	1.8	1.7	94%		0%		0%
PROPOSITION C 10%	25.0	23.7	21.3	22.2	94%	21.3	90%	20.3	86%
STATE TOR	0.0	0.5	0.5	0.5	100%	0.5	100%	0.5	100%
TOTAL	26.0	26.0	23.6	24.4	94%	21.8	84%	20.8	80%

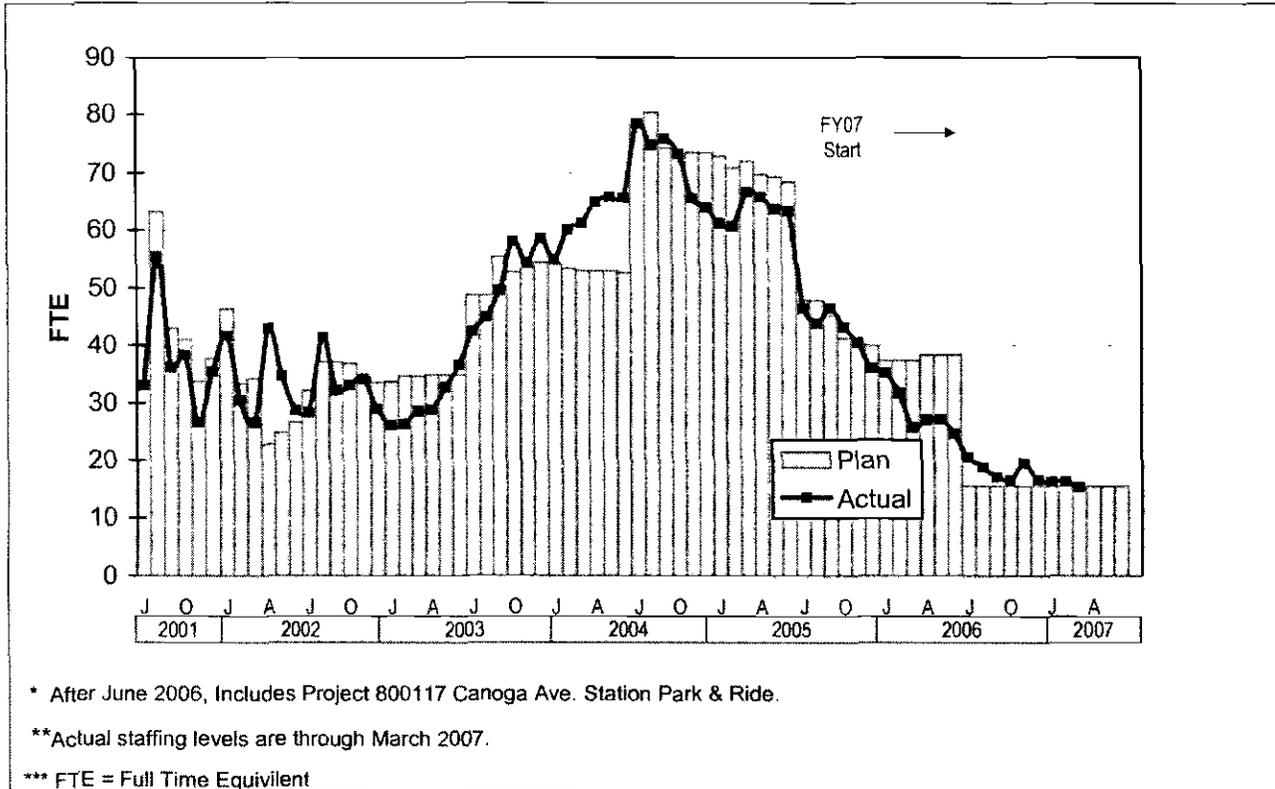
(1) Based on approved March 2005 Board Report.

NOTE: Expenditures are cumulative through March 2007.

STATUS OF FUNDS ANTICIPATED

CITY OF LA: A work order agreement between the City of LA and LACMTA was executed on July 26, 2005. An advance payment of \$1,765,000, which is the committed amount, was made to LACMTA on June 22, 2006.

STAFFING STATUS *

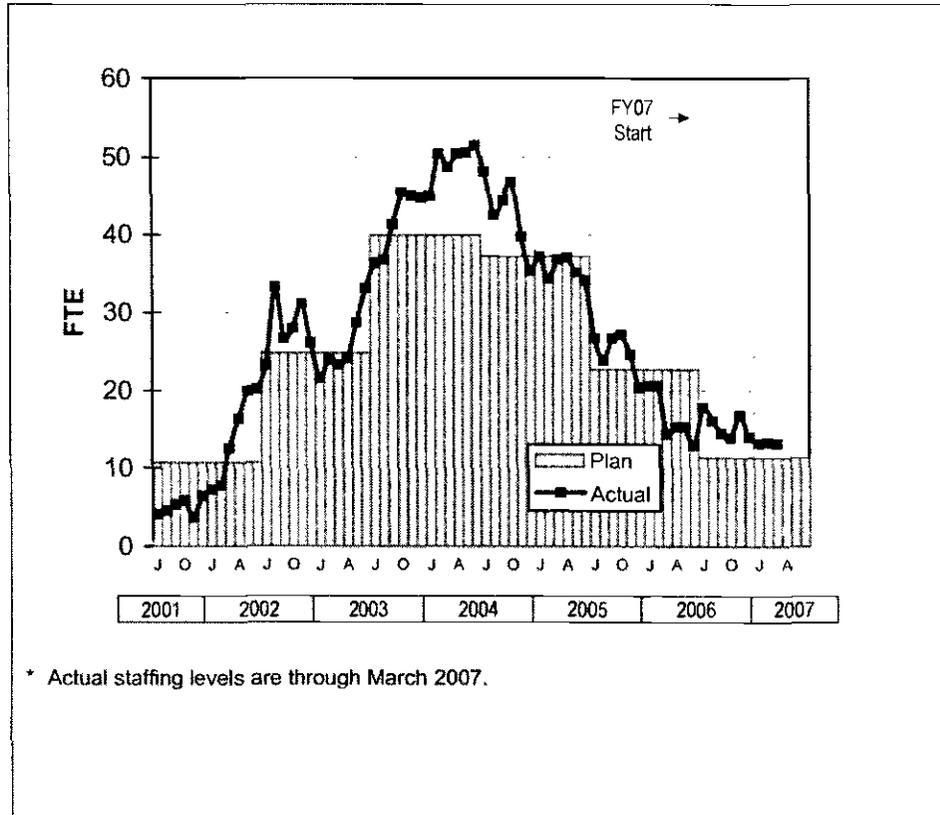


Total Project Staffing

The FY07 plan averages 15.5 FTE's per month. By the end of March 2007, there were 15.3 FTE's charged to the project.

STAFFING STATUS

DIRECT AGENCY STAFFING

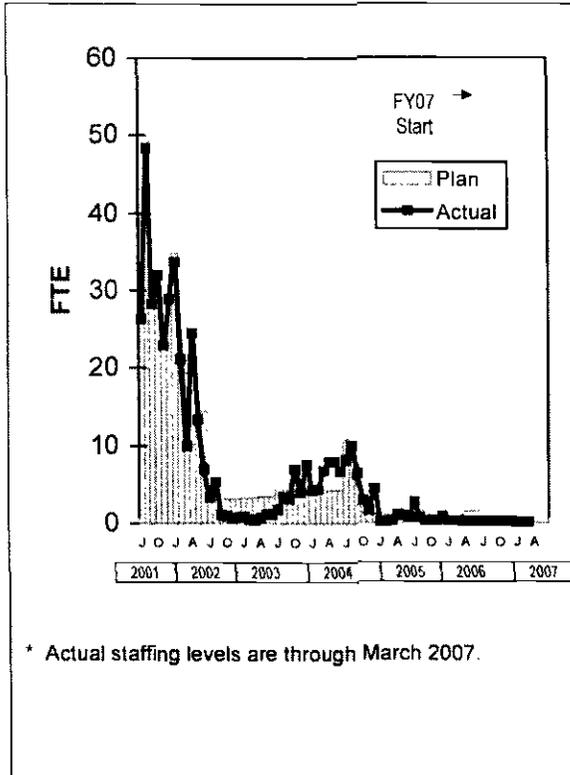


Direct Agency Staffing

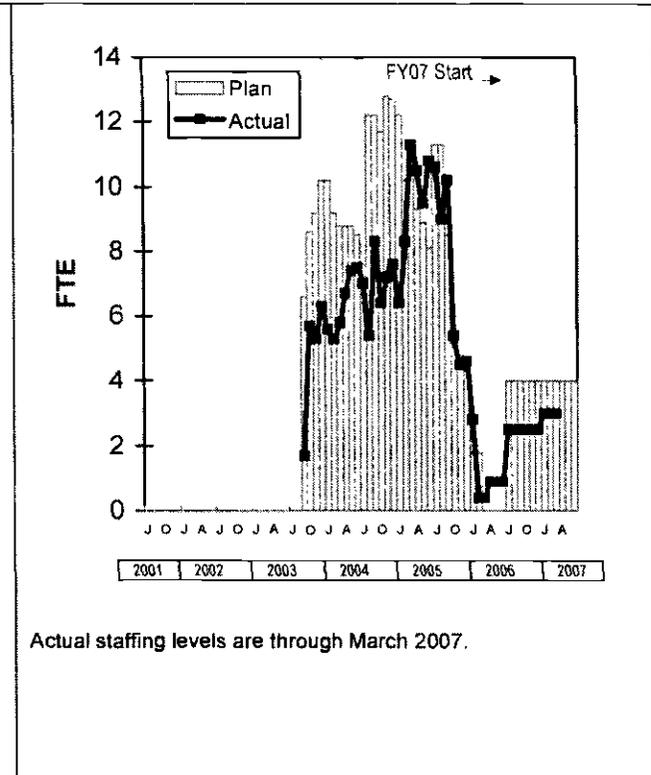
The FY07 plan averages 11.3 FTE's per month. By the end of March 2007, there were 13.2 direct FTE's charged to the project. This higher than planned is due to delayed closeout of the Design/Build Contract for the busway and bikepath and continuing support of Contract C0789 Indefinite Delivery /Indefinite Quantity for Noise Mitigation issues. Agency staff also supports the Canoga Station/Park-and-Ride Project scope and is continuing to support all Orange Line Project wide closeout activities.

STAFFING STATUS

DESIGN CONSULTANT



**CONSTRUCTION MANAGEMENT
SUPPORT SERVICES CONSULTANT**



Design Consultant Staffing Analysis

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

Construction Management Support Services Consultant Staffing Analysis

Staff anticipates construction management support to continue until closeout of the busway Design/Build contract, Canoga Station/Park and Ride and all miscellaneous work are complete.

ENVIRONMENTAL STATUS

- Conducted the 6th quarterly landscaping walkthrough on March 19, 2007.
- Continued to work with IDIQ contractor to install noise impact mitigations.
- Removed and disposed of contaminated soils generated from the Busway Retrofit work done in December 2006 and January 2007.
- Completed the second bi-annual Mitigation Monitoring Status Report. Remaining impacts identified during the EIR continue to be mitigated.

QUALITY ASSURANCE STATUS

Contract C0675

- Quality Management wrote three (3) non-compliance reports this period for physical and documentation pavement issues. One non-compliance report was closed.

Contract C0739

- Quality Management wrote three (3) system non-conformance reports and they remain open.

SAFETY STATUS

- No new Safety Statistics - last quarter's are listed below.

SAFETY STATISTICS

Contr No	Contractor	Work Hours	Cases				Days						Incident Rates					
			Total Record Cases	Cases with days away from work, job transfer, or restriction			Days away from work			Days of job transfer or restriction			Total Days Lost	Total Record Cases	Cases with Days Away	Restricted or Transferred Only	Total Days Lost	
				Total	Days Away	Restricted or Transferred Only	Current	Carry Over	Total	Current	Carry Over	Total						
Project To Date																		
C0675	SO JV (Design)	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
C0675	SO JV (Build)	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	
C0675	SO JV (composite)	131,519	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	
C0676	Brutoco	837,873	21	14	8	6	342	144	486	112	0	144	213	5.0	3.3	1.4	50.8	
C0739	Sully-Miller	5,504	21	14	8	6	342	144	486	112	0	144	213	763.1	508.7	218.0	7739.8	
	Subtotals	974,896	42	28	16	12	684	288	972	224	0	288	426	8.6	5.7	2.5	87.4	
	MTA Const. Mgmt	4,200	22	14	8	6	342	144	486	112	0	144	213	1047.6	666.7	285.7	10142.9	
	Totals	1,134,528	64	42	24	18	1026	432	1458	336	0	432	639	11.3	7.4	3.2	112.6	

Safety Statistics through December 2006.

ART DEVELOPMENT STATUS

Contract C0739

- No new activity.

Contract C0675

- Reviewed punch list repairs to art terrazzo at four stations by contractor.

CONTRACT CONSTRUCTION STATUS

Description: Design/Build Contractor: Shimmick Construction Co., Inc./ Obayashi Corp, A Joint Venture		Contract No.: C0675 Status as of: March 2007					
Progress/Work Completed: <ul style="list-style-type: none"> - Continued Systems Reliability Demonstration Tests - Continued support for two-year irrigation/landscaping maintenance. - Continued miscellaneous punch list closeout work - Repaired asphalt along Chandler Blvd portion at busway as required Areas of Concern: <ul style="list-style-type: none"> - Resolution of disputes regarding causes and financial responsibility for busway pavement failures - Completion of as-built drawings 		Major Activities (In Progress): <ul style="list-style-type: none"> - Continued support for two-year irrigation/landscaping maintenance. - Continued work on open Contract Modifications. - Continued Systems Reliability Demonstration Test Major Activities Next Quarter: <ul style="list-style-type: none"> - Continue to close open Contract Modifications. - Continue Systems Reliability Demonstration Test. - Continue support for two-year irrigation/landscaping maintenance until August 2007. - Continue busway pavement repairs if required. 					
			Original Contract Dates	Time Extension	Current Contract	Forecast	Variance CDs
Milestone 1A - Available for UFS, TVM, SAV Installation		01/01/05	103	04/04/05	4/4/2005A	0	
Milestone 1B - Supplemental Area Available for UFS Installation		01/01/05	128	04/29/05	4/29/2005A	0	
Milestone 2A - MTA Division 8 Parking Lot Striping		02/15/05	0	02/15/05	02/08/05A	7	
Milestone 2B - MTA Division 8 Work Complete		02/15/05	192	08/26/05	8/26/05A	0	
Milestone 3 - Systems Infrastructure & Equipment Installed/Tested		05/12/05	78	07/29/05	7/29/05A	0	
Milestone 4A - Segment Between Tujunga & Van Nuys Substantially Complete		06/16/05	60	08/15/05	8/15/05A	0	
Milestone 4B - Segment Between Van Nuys & Warner Center Substantially Complete		06/16/05	78	09/02/05	9/2/05A	0	
Milestone 4C - Contract Substantially Complete (Except Landscaping)		06/16/05	95	09/19/05	9/19/05A	0	
Milestone 7A - Partial Landscape Substantial Completion		N/A	N/A	10/27/05	10/27/05A	0	
Milestone 7B - Landscape Substantial Completion		N/A	N/A	12/02/05	12/2/05A	0	
Milestone 5 - Reliability Demonstration Test Complete		10/27/06	0	10/27/06	Under review		
		Cost Summary: \$ In millions					
		1. Award Value: * 150.72 2. Executed Modifications: 13.01 3. Approved Change Orders (NTE): 2.06 4. Current Contract Value (1 + 2 + 3): 165.79 5. Incurred Cost: 163.96					

* Includes Options E.2, E.3, E.4, E.5, E.6 (exercised after award) and E.8

CONTRACT CONSTRUCTION STATUS

<p>Description: Canoga Station/Park & Ride/ Busway Extension/Canoga Ave Widening Contractor: Sully - Miller Contracting Company</p>	<p>Contract No.: C0739 Status as of: March 2007</p>																																																					
<p>Progress/Work Completed:</p> <ul style="list-style-type: none"> In last quarter, Contractor completed punchlist work and started landscape maintenance activity. <p>Areas of Concern:</p> <ul style="list-style-type: none"> Contractor has requested time extensions to Contract milestones due to various issues. MTA is evaluating Contractor's reasons for request. <p>* Parking Lot B was deleted from Contract Scope.</p>	<p>Major Activities Next Quarter:</p> <ul style="list-style-type: none"> Continue Contract close out. Continue landscape maintenance efforts. 																																																					
	<table border="1"> <thead> <tr> <th>Milestone Description</th> <th>Original Contract Dates</th> <th>Contract Duration</th> <th>Current Contract</th> <th>Forecast</th> <th>Variance CDs</th> </tr> </thead> <tbody> <tr> <td>Milestone 1: Canoga Ave Station, Busway, Bikeway Complete</td> <td>08-Nov-06</td> <td>260 CD from NTP</td> <td>08-Nov-06</td> <td>under review</td> <td></td> </tr> <tr> <td>Milestone 2: Universal Fare System Complete</td> <td>25-Sep-06</td> <td>216 CD from NTP</td> <td>25-Sep-06</td> <td>under review</td> <td></td> </tr> <tr> <td>Milestone 3: Comm'n System Complete</td> <td>10-Sep-06</td> <td>201 CD from NTP</td> <td>10-Sep-06</td> <td>under review</td> <td></td> </tr> <tr> <td>Milestone 4: All work defined as Phase "A"</td> <td>25-Sep-06</td> <td>216 CD from NTP</td> <td>25-Sep-06</td> <td>under review</td> <td></td> </tr> <tr> <td>Milestone 5a: All work defined as "B,C, & D"</td> <td>15-Oct-06</td> <td>Metro Selected Weekend</td> <td>15-Oct-06</td> <td>under review</td> <td></td> </tr> <tr> <td>Milestone 5b: All work defined as Phase "E"</td> <td>08-Nov-06</td> <td>21 CD after M/S 5a or before M/S 1</td> <td>08-Nov-06</td> <td>under review</td> <td></td> </tr> <tr> <td>Milestone 6: Parking Lot B Complete</td> <td>.</td> <td>102 CD from Access Date</td> <td>.</td> <td>N/A</td> <td>N/A</td> </tr> </tbody> </table>						Milestone Description	Original Contract Dates	Contract Duration	Current Contract	Forecast	Variance CDs	Milestone 1: Canoga Ave Station, Busway, Bikeway Complete	08-Nov-06	260 CD from NTP	08-Nov-06	under review		Milestone 2: Universal Fare System Complete	25-Sep-06	216 CD from NTP	25-Sep-06	under review		Milestone 3: Comm'n System Complete	10-Sep-06	201 CD from NTP	10-Sep-06	under review		Milestone 4: All work defined as Phase "A"	25-Sep-06	216 CD from NTP	25-Sep-06	under review		Milestone 5a: All work defined as "B,C, & D"	15-Oct-06	Metro Selected Weekend	15-Oct-06	under review		Milestone 5b: All work defined as Phase "E"	08-Nov-06	21 CD after M/S 5a or before M/S 1	08-Nov-06	under review		Milestone 6: Parking Lot B Complete	.	102 CD from Access Date	.	N/A	N/A
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<p>Schedule Summary:</p> <p>Date of Award: Jan 30, 2006 Notice to Proceed: Feb 21, 2006 Original Contract Duration: 260 Current Contract Duration: 260 Elapsed Time from NTP to opening of station: (see A of C) 299</p>	<p>Cost Summary: \$'s in (000)</p> <p>1. Award Value: 13,733 2. Executed Modifications: (1,110) 3. Approved Change Orders (NTE): 43 4. Current Contract Value (1 + 2 + 3): 12,666 5. Incurred Cost: 11,788</p>																																																					

CHRONOLOGY OF EVENTS

February 24, 2000	LACMTA Board of Directors directed staff to proceed with EIS/R.
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.

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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.

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

CHRONOLOGY OF EVENTS

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

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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.

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November 17, 2004	The Court of Appeal denied a request from COST to issue a writ ordering the LACMTA to stop construction on the Orange Line.
November 22, 2004	The 30-day public review and comment period for the draft Revised EIR closed.
November 23, 2004	The LACMTA and COST appeared before Judge Yaffe pursuant to a new lawsuit filed by COST to shut down construction. COST exercised its right under Code of Civil Procedure Section 170.6 to have a new judge assigned. The parties then appeared before Judge Dzintra Janavs who continued the matter.
November 30, 2004	Judge Janavs denied COST's request for temporary restraining order and set a status conference for January 5, 2005.
December 13, 2004	The LACMTA Board approved certification of the revised final environmental impact report (revised FEIR) for the San Fernando Valley East-West Transit Corridor and the full bus rapid transit alternative (Orange Line) as the Project.
December 13, 2004	The LACMTA Board authorized the Chief Executive Officer to execute a Delay Mitigation Agreement to Contract No. C0675 Design/Build with SOJV to recover schedule delays and settle time related claims in lieu of compensable time extensions for the Orange Line Project for an amount not to exceed \$7.9 million.
January 27, 2005	The LACMTA Board approved an Addendum for additional parking on the northeast corner of Canoga and Vanowen as part of the Canoga Station/Park and Ride. The Addendum was to the original Addendum/Modified Initial Study to EIR that was approved by the LACMTA Board in February 2004.
January 28, 2005	COST and the LACMTA executed a Settlement Agreement to resolve all existing litigation.
January 28, 2005	The LACMTA executed a Delay Mitigation Agreement with the Contractor on January 28, 2005.
February 3, 2005 February 4, 2005	The lawsuits between COST and the LACMTA were dismissed in Superior Court and the Court of Appeal.
February 8, 2005	The C0675 Design/Build Contractor successfully completed Contract Milestone No. 2A Division 8 Parking Lot Striping.
March 24, 2005	The LACMTA Board adopted the Canoga Station/Park-and-Ride life of project budget of \$26,000,000. All Canoga Station/Park-and-Ride scope of work will be completed under new Project 800117. The LACMTA Board also authorized transferring the previously authorized \$16,500,000 allowance from within the Project 800112 budget to Project 800117 budget.
April 4, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 1A, Areas Available for Universal Fare System and Stand Alone Validators.
April 27, 2005	The LACMTA Board approved the award to Contract C0768, Bike Locker and Rack Procurement, to Johnson Barnes and Finch, Inc. in the amount of \$234,628.
April 29, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 1B, Supplemental Areas Available for Universal Fare System.
June 30, 2005	All 60-foot articulated buses for the Orange Line delivered on schedule.
July 29, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 3, Systems Installed and Tested.

CHRONOLOGY OF EVENTS

August 15, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 4A. All work substantially complete between Tujunga and Van Nuys except completion of all landscaping along the busway and bike path and the Reliability Demonstration Test.
August 26, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 2B. All work required at Division 8.
August 30, 2005	Within the scope for LACMTA Project 800117, issued invitation for Bids for Contract C0739, Canoga Park-and-Ride Project.
September 2, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 4B. All work substantially complete between Van Nuys and the end of the dedicated busway as well as work on City streets and the Warner Center Transit Hub Terminal Station except completion of all landscaping along the busway and bike path and the Reliability Demonstration Test.
September 19, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 4C substantial completion pending final review of system test results.
October 27, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 7A Partial Landscape Substantial Completion.
October 28, 2005	Orange Line Grand Opening Ceremony conducted at the Balboa Station.
October 31, 2005	Orange Line Revenue Operations commenced.
November 17, 2005	Received two bids for Contract C0739 Canoga Station.
December 2, 2005	The C0675 Design/Build Contractor successfully accomplished Contract Milestone No. 7B Landscape Substantially Complete.
January 30, 2006	Within the scope for LACMTA Project 800117, issued Contract award to Sully-Miller Contracting Co. for Contract C0739, Canoga Park-and-Ride Project.
February 21, 2006	Within the scope for LACMTA Project 800117, issued Notice to Proceed to Sully-Miller Contracting Co. for Contract C0739, Canoga Park-and-Ride Project.
February 27, 2006	Issued invitation for Bids for Contract C0789 Indefinite Delivery/Indefinite Quantity.
May 2, 2006	Issued contract award to Torres Construction, Inc. for Contract C0789 Indefinite Delivery/Indefinite Quantity. Notice to Proceed will be issued separately for individual work orders.
December 12, 2006	Closed busway and implemented detours onto City streets between Burbank/Fulton and Tiunga Avenue to allow access for pavement repairs by SOJV and subcontractor Western Paving.
December 19, 2006	Opened the Canoga Station/Park and Ride to the public.
January 6, 2007	Reopened busway following completion of pavement repairs commenced December 12, 2006.