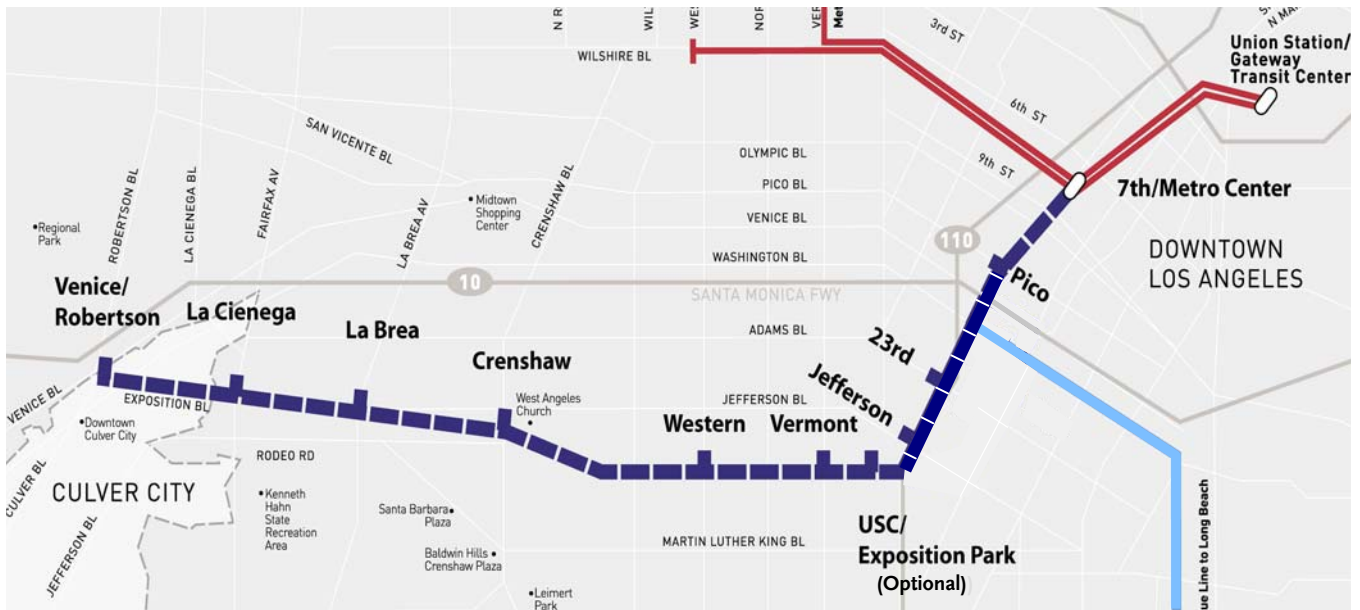


December 2005

Mid-City/Exposition Light Rail Transit



**EXPOSITION METRO LINE CONSTRUCTION
AUTHORITY**

**MID-CITY/EXPOSITION LIGHT RAIL
TRANSIT PROJECT**

QUARTERLY PROJECT STATUS REPORT

DECEMBER 2005

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PROJECT OVERVIEW

The Mid-City/Exposition Light Rail Transit (Exposition LRT) Project is the Locally Preferred Alternative (LPA) for the Exposition Transit Corridor. The Project's LPA is approximately 8.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 stations consisting of 2 existing stations and 8 new stations. Two of the new stations are aerial.

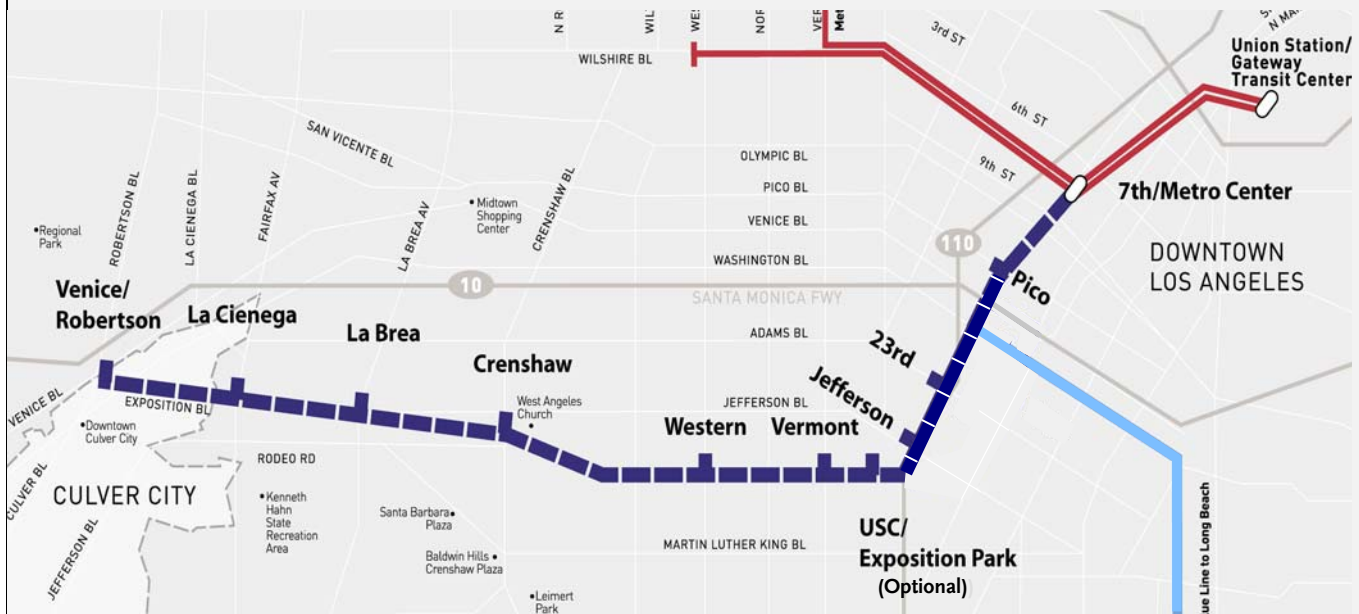
The LRT Project will operate in a dual track configuration from downtown Los Angeles along Flower Street to Culver City and then into the Exposition Right-of-Way Corridor for the remainder of the project. The design concept is for high-level center and side platform stations (similar to those in use on the Metro Gold and Blue Lines). LRT is electrically powered (similar to the Metro Blue, Green, and Gold Lines) receiving its electric power from overhead power lines within the street or Exposition Right-of-Way. The project also includes a bicycle facility. The bicycle facility included in this project is a combination of reserved Bike Lanes on street and an off street Bike Path from Ballona Creek to Wesley Street in Culver City.

Initial Planning commenced in 2000 and the Locally Preferred Alternative & an Administrative Draft Environmental Impact Statement/Report (EIS/R) was approved by the Metro Board in 2001. The project began Preliminary Engineering in January 2003 and an Administrative Draft Final EIS/EIR was submitted to the FTA for review on May 12, 2004. Based on FTA comments, required revisions to this Draft Final EIS/EIR were made, and it was resubmitted to the FTA in July 2005. Approval to circulate was received on October 4, 2005, and the Public Review Period began October 14, 2005 and ended November 28, 2005. The Metro Board certified the Final EIS/EIR and adopted the revised LPA on December 15, 2005. The FTA Record of Decision is expected in late January 2006.

PROJECT ALIGNMENT

The Mid-City/Exposition Light Rail Transit (Exposition LRT) Project is the Locally Preferred Alternative (LPA) for the Exposition Transit Corridor. The Project's LPA is approximately 8.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 stations consisting of 2 existing stations and 8 new stations. Two of the new stations will be aerial.

The LRT Project will operate in a dual track configuration in Flower Street and the Exposition Right-of-Way Corridor. The design concept is for high-level center and side platform stations (similar to those in use on the Metro Gold and Blue Lines). LRT is electrically powered (similar to the Metro Blue, Green and Gold Lines) receiving its electric power from overhead power lines within the street or Exposition Right-of-Way. The project also includes a bicycle facility consisting of a combination of an off street Bike Path and reserved on street Bike Lanes from Vermont to Wesley Street in Culver City. The stations are shown on the map below: These include existing stations at 7th/Metro Center Julian Dixon Station and Pico/Chick Hern Station and new stations at 23rd Street, Jefferson, Vermont, Western, Crenshaw, La Brea, La Cienega, Washington National and an optional station at USC/Exposition Park.



EXECUTIVE SUMMARY

KEY ACTIVITIES October thru December 2005

Planning:

- Received FTA approval to release the Final EIS/EIR for Public Review.
- Continued presenting the Final EIS/EIR for Public Review.
- The Construction Authority adopts its Final EIS/EIR recommendations and transmits that recommendation to the Metro Board, December 1, 2005.
- Metro Board certification of Final EIS/EIR on December 15, 2005.
- California Transportation Commission (CTC) approved on December 15, 2005 the Final Environmental Impact Report (FEIR) for Traffic Congestion Relief Program (TCRP) Project #37.2 Mid-City/Exposition Light Rail Transit, so as to allow future consideration of state funding.

Design:

- Continued design development for the Flower Street alignment.
- Commenced field review of grade crossings with CPUC staff.

Community Relations:

- Conducted three community Final EIS/EIR open houses to present project information.

Procurement:

- Conducted SBE/DBE contracting opportunity outreach event on November 17, 2005.
- Issued Addenda No. 1, 2 and 3 to the Design/Build RFP.
- Conducted meetings with prospective Design/Build bidders to review contract requirements as stipulated in the RFP.

FINANCIAL

- FY06 Budget: \$43.75 M*
- FY06 Expenditures: \$2.61 M
(as of November 2005)
- Inception to Date Budget: \$62.05M*
- Inception to Date Expenditures: \$20 M

* Metro Board Approved and included in the Capital Cost Estimate shown below.

FEIS/R CAPITAL COST ESTIMATE (year of expenditure \$)

- Approved Project Scope: \$640 million

CRITICAL PATH

- Obtain FTA Record of Decision and award Design/Build Contract.

MANAGEMENT ISSUES

Concern No. 1: Receipt of FTA Record of Decision.

Status/Action

The Final EIS/EIR was resubmitted to the FTA in July 2005. FTA approval to circulate the Final EIS/EIR was received on October 4, 2005. The public review period began on October 14, 2005 and ended on November 28, 2005. The Metro Board of Directors certified the Final EIS/EIR on December 15, 2005. The FTA Record of Decision is expected in January 2006.

Concern No. 2: Obtain remaining commitments for the Project Full Funding Plan.

Status/Action

In April 2005, the Metro Board adopted a Full Funding Plan of \$640 million based on the recommended project configuration which includes unsecured funding of \$50 million in local contributions and \$15 million in Federal Bus and Bus Facilities Discretionary Funding. In December the Los Angeles City Council approved a funding contribution of \$40 million, including \$5 million for mitigations at Los Angeles Trade Technical College. Project staff are continuing to work with other stakeholders to establish the remaining funding commitments.

FINANCIAL STATUS

DECEMBER 2005

STATUS OF FUNDS BY SOURCE

(Escalated \$)

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 - BUS DISCRETIONARY (SEC 5309)	15.0	15.0			0%		0%		0%
FEDERAL - CMAQ	215.0	215.0	15.6	17.6	8%	9.0	4%	8.3	4%
FEDERAL TEA	13.6	13.6							
STATE TCRP	11.0	11.0	11.0	11.0	100%	11.0	100%	11.0	100%
PROP A/C	335.4	335.4			0%		0%		0%
LOCAL CONTRIBUTION	50.0	50.0			0%		0%		0%
ACCRUALS									
TOTAL	640.0	640.0	26.6	28.6	4%	20.0	3%	19.3	3%

(1) Based on April 2005 Full Funding Plan and Programming Board Action
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 2005.

PROJECT COST STATUS

COST SUMMARY

In \$ Million

Description	Current Estimated Project Cost	Commitments	Expenditures
Guideway & Track	115.7	0.0	0.0
Stations	37.3	0.0	0.0
Yards & Shops	22.2	0.0	0.0
Site Work & Bikeway	106.0	0.0	0.0
Systems/Equipment	87.3	0.0	0.0
Right-of-Way	34.2	0.0	0.0
Vehicles	42.7	0.0	0.0
Special Conditions	22.0	2.4	0.4
Professional Services	88.6	26.2	19.6
Contingency	84.0	0.0	0.0
TOTAL	640.0	28.6	20.0

STATUS OF FUNDS ANTICIPATED

Federal CMAQ

FTA Grant #CA-90-Y305 for a total amount of \$8.2 million for preliminary engineering activities was executed on December 8, 2004. Funds are available for drawdown. Metro submitted a grant application amendment in June 2005 to FTA for \$7.4 million. The grant application was approved on July 15, 2005. Funds are available for drawdown.

State TCRP

The CTC approved the transfer of \$180.7 million of TCRP funds from the Mid-City Wilshire BRT Project to the Mid-City/Exposition LRT Project at their May 2005 meeting. Concurrent with this amendment, the CTC also approved the programming of and the issuance of an LONP for \$16.7million for Project Plan Preparation (Phase 2). Metro submitted a request to the CTC to program \$208.1 million for construction activities (Phase 4) for consideration at the February 2006 CTC Meeting. Metro also submitted a request to the CTC for the allocation of \$14 million to liquidate a LONP for preliminary engineering (Phase 1) activities.

PROJECT COST SUMMARY

Current Estimated Project Cost

The Estimated Project Cost remains unchanged at the Board approved full funding plan amount of \$640 million (Year of Expenditure dollars). Costs include the Flower Street configuration design, additional grade separations as directed by the Board, construction cost escalation, additional real estate acquisition, required split platforms and environmental mitigation recommended in the Final EIS/EIR.

Commitments





The Commitments increased by \$0.2 million for the period for a total of \$28.6 million, or 4.5% of the Current Estimated Project Cost. The commitments increased due to contract modifications to legal services and the preliminary engineering professional services.

Expenditures

The Expenditures increased by \$0.3 million for the period for a total of \$20.0 million. The increases were due to preliminary engineering activities. All expenditures remain within the Metro Board approved Fiscal Year Budget and the total Project Cost identified in the approved full funding plan.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Dec-05	Jan-06	Feb-06	Mar-06	Apr-06
Expo C.A. Recommend Final EIS/EIR Approval	12/1/05	E				
Metro Board Certify Final EIS/EIR	12/15/05	M Metro				
Receive Design/Build Contract Proposals	12/22/05	E				
Record of Decision by FTA	Jan 06		FTA			
NTP Design Build Contract	Feb 06			E		

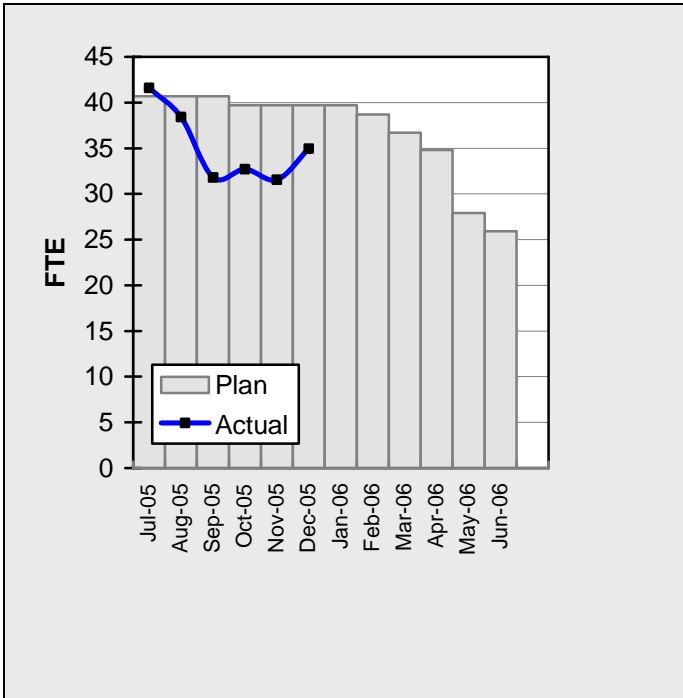
	LACMTA Staff Milestone		PE Deliverables	FTA	FTA Approval
	Other Agencies	*	New Date		Metro LACMTA Board Action
E	Exposition Metro Line Constructon Authority				

CRITICAL PATH NARRATIVE

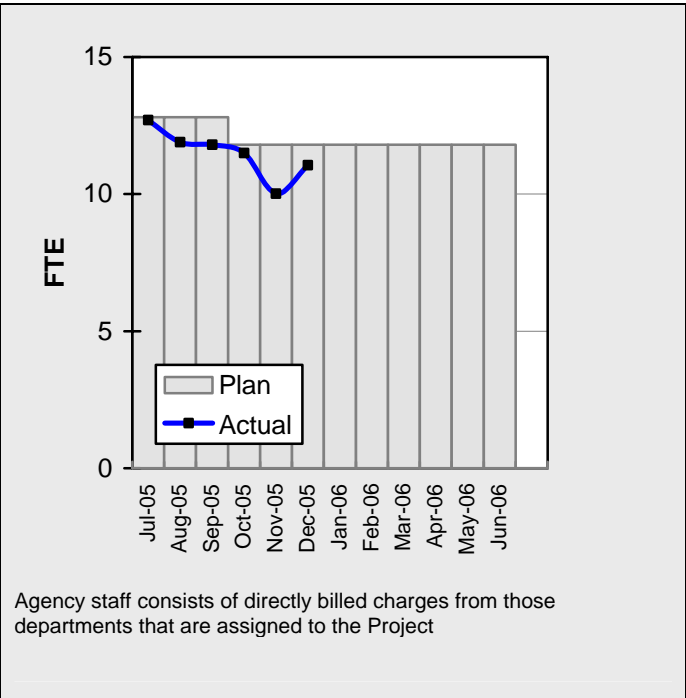
The Project Critical Path is the adoption of the Final EIS/EIR by the Metro Board in December 2005, the issuance of the Record of Decision by January 2006 and the award of the negotiated Design/Build Contract in February 2006.

FISCAL YEAR STAFFING STATUS

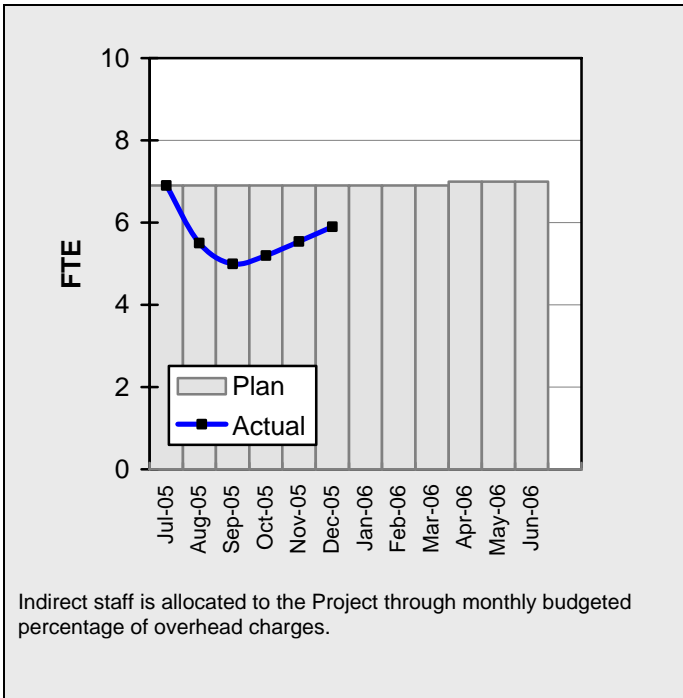
TOTAL PROJECT STAFFING



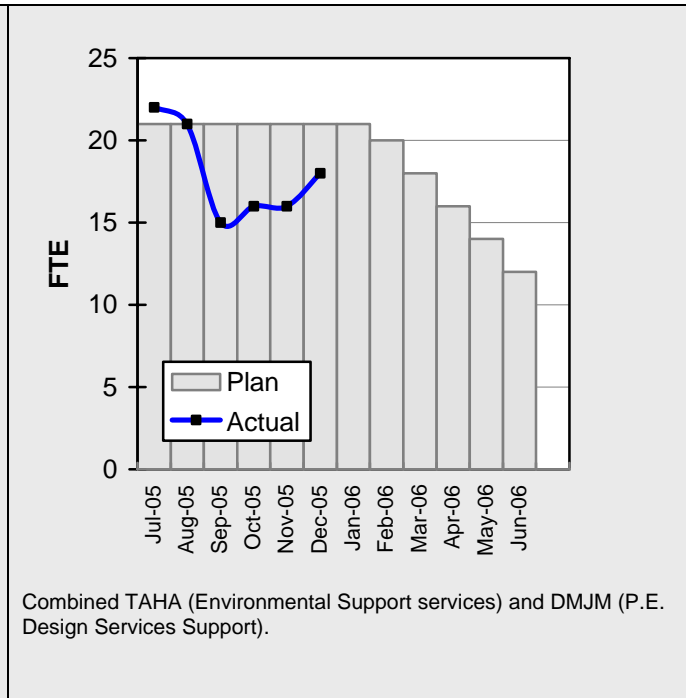
AGENCY STAFFING



INDIRECT STAFFING



CONSULTANT STAFFING



REAL ESTATE STATUS

- Metro Real Estate is refining ownership information in order to move into project implementation. Preliminary pre-acquisition activities have been initiated such as title work, preparation of scope of work for appraisals and Phase 1 environmental assessments.

ENVIRONMENTAL STATUS

- The Final EIS/EIR was issued for supplemental public review beginning on October 14, 2005. The supplemental public review will end on November 28, 2005. Review comments on the current documents will be received during this period.
- California Transportation Commission (CTC) approved the Final Environmental Impact Report (FEIR) for Traffic Congestion Relief Program (TCRP) Project #37.2 Mid-City/Exposition Light Rail Transit, so as to allow future consideration of state funding.
- Metro Board certified the Final EIS/EIR on December 15, 2005.
- Metro requests FTA issuance of a Record of Decision on December 23, 2005.

COMMUNITY RELATIONS STATUS

- November 2, 2005 – Community Open House in West End segment.
- November 3, 2005 – Community Open House in Mid-Corridor segment.
- November 9, 2005 – Community Open House in the downtown Los Angeles Connection segment.
- November 19, 2005 – Empowerment North Area Neighborhood Development Council.
- November 21, 2005 – Culver City Council. Action to support project.
- November 22, 2005 - City of Los Angeles Council. Action to support project. South Park Stakeholders Meeting.

QUALITY ASSURANCE STATUS

- Provided Quality Assurance Review for the Flower Street Alignment design development drawings.

SAFETY STATUS

- No Safety activity this period.

CHRONOLOGY OF EVENTS

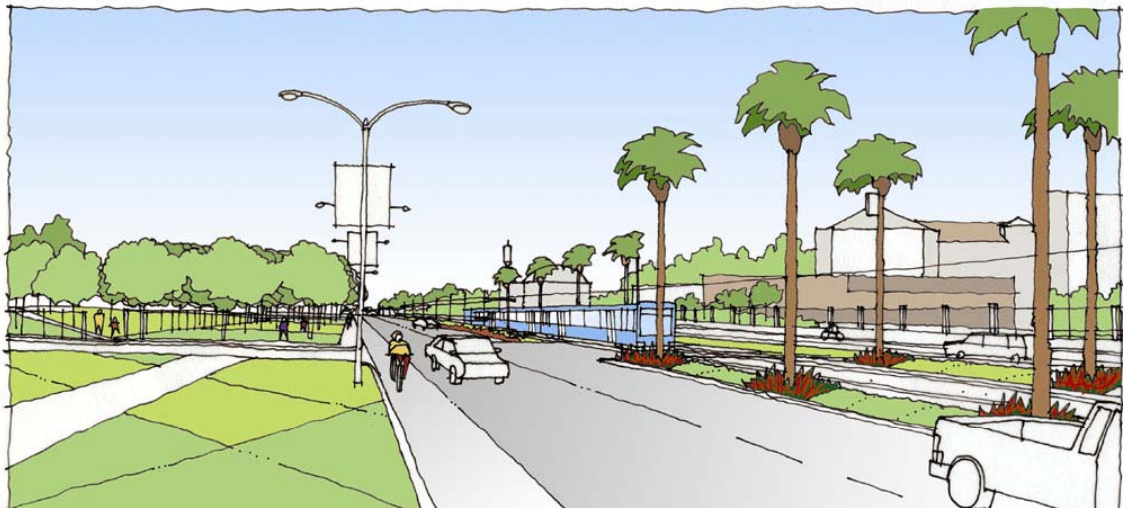
December 14, 2000	Completed Administrative Draft EIS/EIR for FTA review.
December 14, 2000	Begin FTA Administrative Draft EIS/EIR review period.
March 30, 2001	Approved to circulate and notice availability.
April 14, 2001	Conducted Public Hearings (3 hearings).
June 28, 2001	Metro Board adopts Locally Preferred Alternative and Draft EIS/EIR.
October 1, 2002	Begin Consultant Special Studies of Mid-City/Exposition LRT Project Supplemental Grade Crossing Mitigation Analysis.
January 13, 2003	Commenced Preliminary Engineering to support Administrative Final EIS/EIR.
June 1, 2003	Conducted Peer Review of Project Design Standards, Project Value Engineering, Cost Estimate and Grade Crossing Mitigation Analysis.
August 28, 2003	Metro Board Consideration of Peer Review & Value Engineering recommendations.
February 2, 2004	Completed initial Preliminary Engineering drawings to support Administrative Final EIS/EIR.
March 1, 2004	Completed Administrative Draft EIS/EIR for FTA review.
December 1, 2004	Completed Initial Preliminary Engineering.
December 13, 2004	Begin FTA Administrative Draft EIS/EIR review period.
July 29, 2005	FTA review Final EIS/EIR.
October 4, 2005	FTA approves release of the Final EIS/EIR for Public Review.
November 2005	Final EIS/EIR Public Review. Three Open House events were conducted.
December 2005	Metro Board certifies the Final EIS/EIR on December 15, 2005.

PROJECT RENDERINGS



Mid-Corridor Alignment with striped Bike Lane.

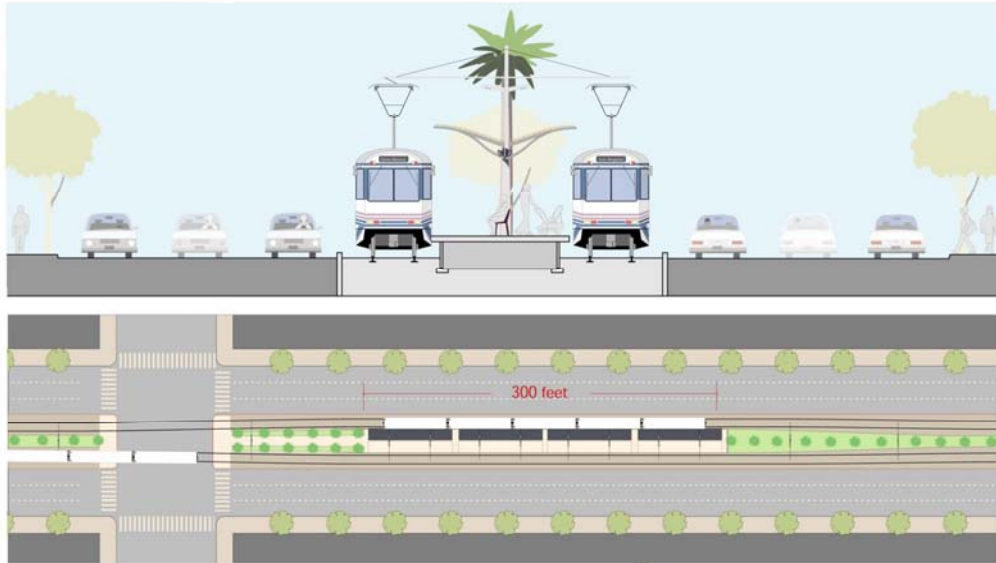
West End Alignment with dedicated Bikeway.



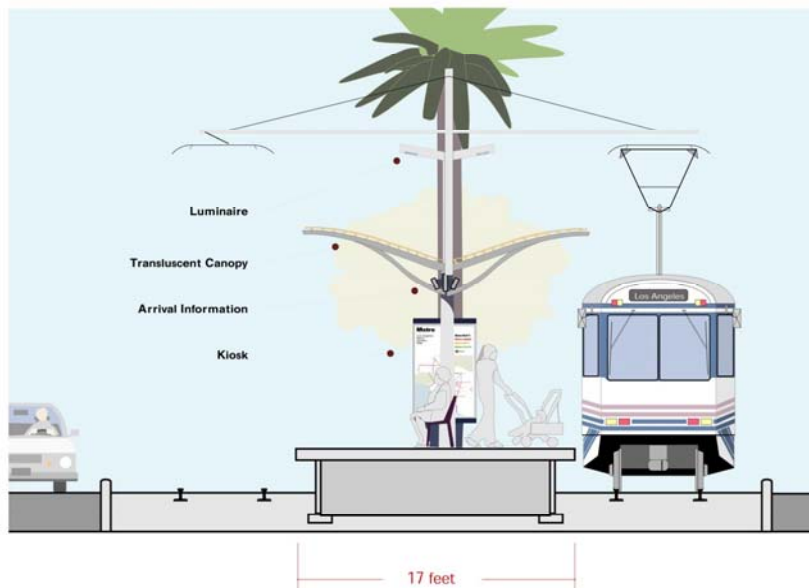
Exposition Blvd. Alignment adjacent to USC and Exposition Park.

PROJECT RENDERINGS

Typical Light Rail Station



The typical LRT station on the Exposition corridor would be a raised platform, 300 feet long, located in the center of the roadway. Amenities include a canopy, lighting, paving, maps and schedules, kiosks, landscaping, and public art.



(11 02) Graphics by
suisman
urban design

Document Development Status

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Quality Assurance/Quality Control Plan	Accepted by Metro Quality Management.	May 2003
Value Engineering Report	Completed.	August 2003
Capital and Operating Financial Plans	Revised plans submitted to FTA as part of New Starts Annual Report.	August 2004
Bus Fleet Management Plan	Updated BFMP submitted to FTA/PMOC for review.	August 2004
Rail Fleet Management Plan	Submitted revised version to FTA/PMOC for review.	September 2004
Project Management Plan (PMP)	A Draft PMP has been submitted and is being finalized to include the Exposition Metro Line Construction Authority responsibilities.	January 2006
NEPA/CEQA Process	Metro Board certified Final EIS/EIR December 15, 2005. FTA issuance of a ROD anticipated in early 2006.	February 2006

APPENDIX COST AND BUDGET TERMINOLOGY

ESTIMATED PROJECT COSTS: Estimated project costs are based upon the current project cost estimates that are produced during the engineering design phase.

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 that will result in 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 checks written by LACMTA's Accounting department for contractor or consultant invoices, third party invoices, staff salaries, and closing payments for escrow accounts that is reported in LACMTA's Financial Information System (FIS).

CONSTRUCTION: Includes guideways, yards and shops, systems equipment, stations, and vehicles.

PROFESSIONAL SERVICES: Includes general engineering, construction management services, consultant design support services during construction, legal counsel, and agency (LACMTA staff) costs.

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

UTILITY/AGENCY FORCE ACCOUNT: Includes work by outside agencies and utilities in design coordination and review.

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.

SPECIAL CONDITIONS: Includes utilities relocation, environmental compliance and mitigation, master cooperative agreements, insurance program, artwork, systems integration testing and pre-revenue operations.

**APPENDIX
LIST OF ACRONYMS**

AFE	Authorization For Expenditure
ATC	Automatic Train Control
CADD	Computer Aided Drafting and Design
CALTRANS	California Department of Transportation
CD	Calendar Day
CM	Construction Manager
CMAC	Congestion Mitigation Air Quality
CN	Change Notice
CO	Change Order
CPM	Critical Path Method
CPUC	California Public Utilities Commission
CR	Camera Ready
CTC	California Transportation Commission
CUD	Contract Unit Description
DB	Design/Build
DBB	Design/Bid/Build
DD	Design Development
DOT	Department of Transportation
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
FEIS	Final Environmental Impact Statement
FEIR	Final Environmental Impact Report
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FSEIR	Final Supplemental Environmental Impact Report
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Equivalent
GDSR	Geotechnical Design Summary Report
IFB	Invitation for Bid
IPO	Integrated Project Office
JV	Joint Venture
LA	Los Angeles
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation

**APPENDIX
LIST OF ACRONYMS (Continued)**

LADPW	Los Angeles Department of Public Works
LADWP	Los Angeles Department of Water and Power
LAUSD	Los Angeles Unified School District
LNTF	Limited Notice To Proceed
LONP	Letter Of No Prejudice
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
L RTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
METRO	Los Angeles County Metropolitan Transportation Authority
MIS	Major Investment Study
MPSR	Monthly Project Status Report
N/A	Not Applicable
NEPA	National Environmental Protection Act
NPDES	National Pollution Discharge Elimination System
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
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
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHPO	State Historic Preservation Office
SIT	System Integration Testing
SOV	Schedule Of Value
SOW	Statement Of Work
SP	Special Provision
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TBD	To Be Determined
TBM	Tunnel Boring Machine
TCRP	Traffic Congestion Relief Program
TPSS	Traction Power Substation
TRACS	Transit Automatic Control System
UFS	Universal Fare System
USDOT	U.S. Department Of Transportation
VE	Value Engineering
WBS	Work Breakdown Structure
WP	Work Package