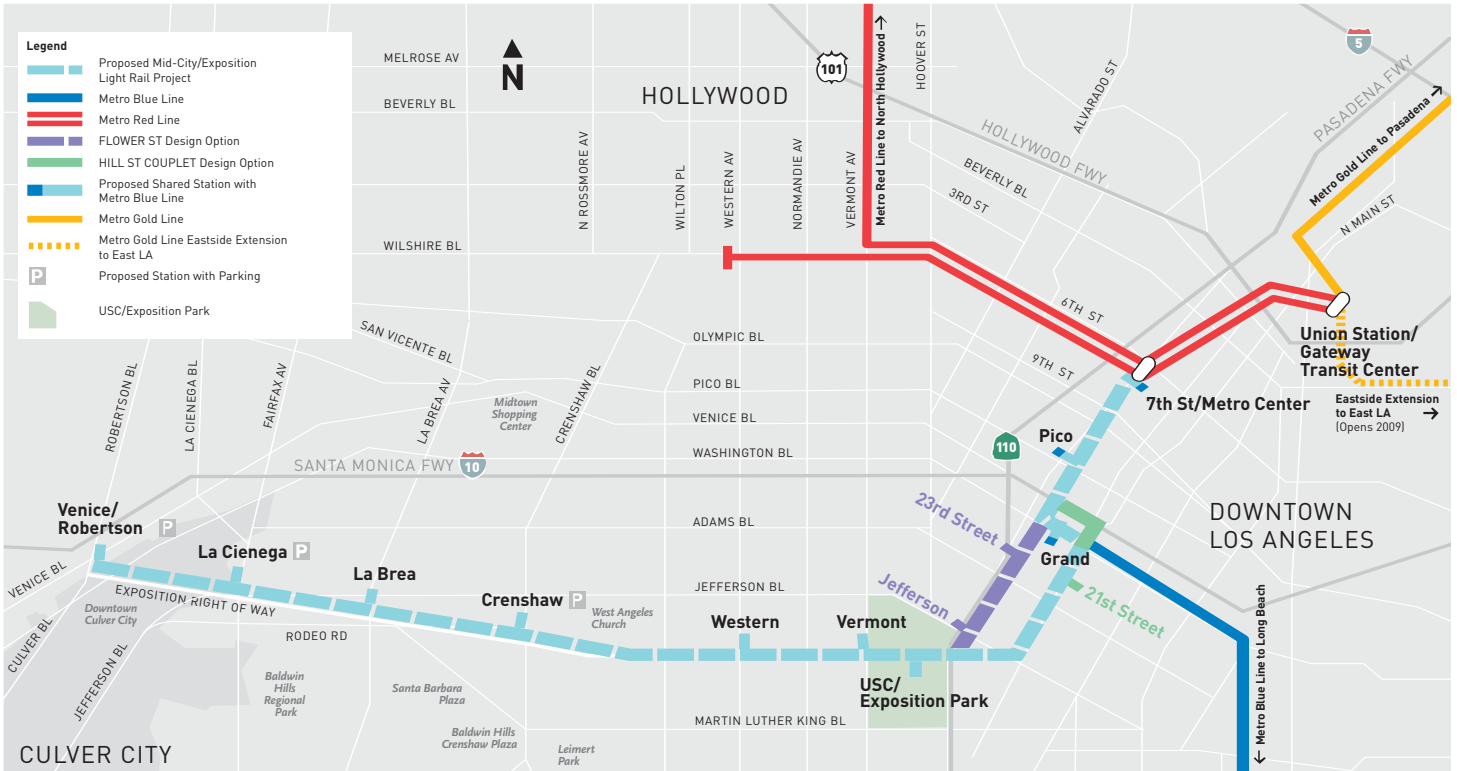


QUARTERLY PROJECT STATUS REPORT

Mid-City/Exposition Light Rail Transit



MID-CITY/EXPOSITION LIGHT RAIL TRANSIT PROJECT

QUARTERLY PROJECT STATUS REPORT

JUNE 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 9.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 or 11 stations consisting of 2-3 existing stations and 7-8 new stations. Two of the new stations are aerial.

The LRT Project would operate in a dual track configuration in either Hill or Flower Streets within the Los Angeles Downtown and in 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 Venice/Robertson.

Contract P2550 Procurement of Light Rail Vehicles for the Metro Gold Line Eastside Extension Project has approximately 20-25 vehicles for the Mid-City/Exposition LRT Project included as an option.

The project began Preliminary Engineering in January 2003. The project began its Final Environmental Impact Statement in November 2002. An Administrative Draft Final Environmental Impact Statement was submitted to the FTA for review on May 12, 2004. The proposed Final Environmental Impact Statement/Report was submitted to the FTA for review in December 2004. Based on FTA comments, revised ridership projections have been prepared and the final EIS/EIR will be resubmitted to the FTA in July 2005. The FTA Record of Decision is expected in December 2005.

MANAGEMENT ISSUES

Concern No. 1: The Administrative Draft FEIS due date was extended due to additional FTA comments concerning revised ridership projections.

Status/Action

The Administrative Draft FEIS was delivered to FTA staff in May 2004 and has undergone FTA staff review. The comments were provided to LACMTA in September 2004 and were incorporated into the document. A revised FEIS was completed in December 2004 and submitted to FTA for review. FTA comments have been received and further revisions are in progress. The Final EIS/EIR will be resubmitted to the FTA in July 2005. The FTA Record of Decision is expected in December 2005.

Concern No. 2: Complete the Design/Build Industry Review.

Status/Action

The Design/Build Industry Review continued during this period. A series of meetings were conducted to solicit comments on the proposed contract key terms and conditions. The review will be completed in July 2005 and the results will be incorporated into the solicitation documents.

The current schedule for release of the solicitation documents is September 2005 and an award recommendation to the Board is anticipated in January 2006 after the receipt of the FTA ROD.

Concern No. 3: Establish a Funding Plan for the Mid-City/Exposition LRT Project.

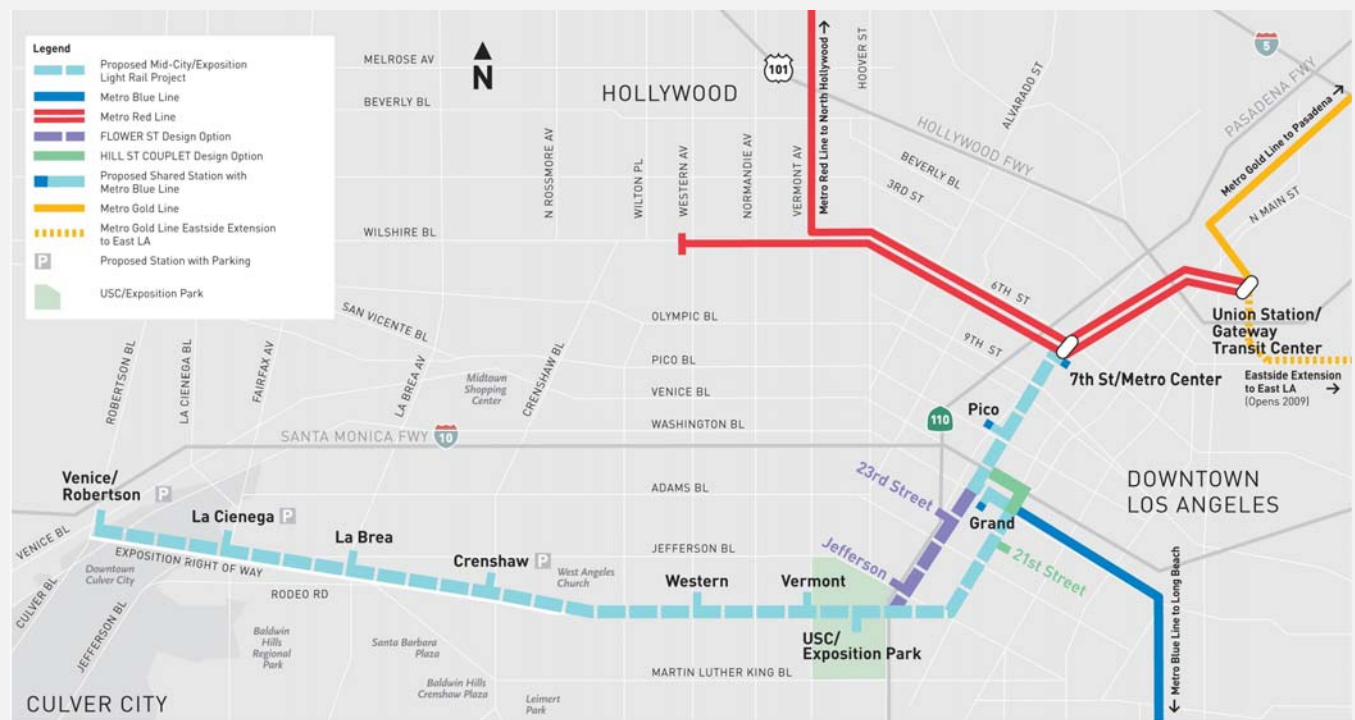
Status/Action

In April 2005, the Metro Board adopted a Full Funding Plan of \$640 million which includes contributions from City Agencies. The Board also approved \$43.75 million for FY06 activities to support the Exposition Project schedule, increasing the authorized expenditure authority through FY06 to a total not-to-exceed \$62.05 million.

PROJECT SCOPE

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 9.6 miles long, extending from Downtown Los Angeles to Culver City. The Project will have 10 or 11 stations consisting of 2-3 existing stations and 7-8 new stations. Two of the new stations will be aerial.

The LRT Project will operate in a dual track configuration in selected streets 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. The following bicycle facility is included in this Contract: a combination of an off street Bike Path and reserved on street Bike Lanes from Vermont to Venice/Robertson. The currently envisioned stations at this stage of Preliminary Engineering are for the most part shown on the map below: These include existing stations at 7th/Metro Center Julian Dixon Station, Pico/Chick Hern Station and new stations at USC/Exposition Park, Vermont, Western, Crenshaw, La Brea, La Cienega, and Venice Washington. It is also possible that one or two stations may be added as part of the Downtown Branching. Options for Downtown Branch stations currently include Jefferson Blvd. near the northern edge of the USC Campus and 21st Street near L.A Trade Technical College.



KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Jun-05	Jul-05	Aug-05	Sep-05	Oct-05	Nov-05
Deliver Phase 1, Part 2 Package	6/17/05A	○	Ⓜ Metro				
FTA Review FEIS/R for Approval and Circulation	8/19/05			FTA			
Metro Board Certify Final EIS/R	10/27/05					Ⓜ Metro	

 LACMTA Staff Milestone	 PE Deliverables	 FTA Approval
 Other Agencies	* New Date	 Metro LACMTA Board Action

**PROJECT MASTER SCHEDULE
 CRITICAL PATH**

ID	TASK/ACTIVITY	CAL DAYS	START	FINISH
1	Complete Administrative Draft EIS/EIR for FTA Review	1	12/14/00A	12/14/00A
2	FTA Review Period	107	12/14/00A	3/30/01A
3	Approved to Circulate and Notice Availability	15	3/30/01A	4/13/01A
4	Conduct Public Hearings (3 hearings)	32	4/14/01A	5/15/01A
5	Board Action: Adopt Locally Preferred Alternative & Draft EIS/	1	6/28/01A	6/28/01A
6	Consultant Special Studies of Mid-City/Exposition LRT Project Supplemental Grade Crossing Mitigation Analysis	181	10/1/02A	3/31/03A
7	Peer Review of Project Design Standards, Project Cost Estimate and Grade Crossing Mitigation Analysis	14	6/1/03A	6/25/03A
8	LACMTA Board Consideration of Peer Review Recommendations.			8/28/03A
9	Completion of final EIR/EIS drawings to Support Administrative Final FEIS/R for a Design Build Project.			2/2/04A

PROJECT MASTER SCHEDULE CRITICAL PATH

ID	TASK/ACTIVITY	CAL DAYS	START	FINISH
10	Complete Administrative Final EIS/EIR for FTA Review	30	3/1/04A	5/10/04A
11	Develop Preliminary Engineering Package to Support Administrative Final EIS/R	385	1/13/03A	2/02/04A
12	FTA Review Administrative Final EIS/EIR	90	12/13/04A	TBD
13	Complete Phase I, Part 2 of Engineering Package to Support the Design/Build Bid Process	198	12/1/04A	6/17/05A
14	FTA Review FEIS/R and approve for circulation			
			7/25/05	8/19/05
15	Final EIR Public Review	45		
			9/05	10/05
16	Metro Board Certify Final EIS/R			
			10/27/05	
17	FTA Record of Decision (ROD)			
			12/05	

CRITICAL PATH NARRATIVE

The project critical path is the completion of the FEIS/R and the issuance of the Record of Decision by December 2005.

PROJECT COST STATUS

In \$ Million

Description	Previous Estimated Project Cost	Current Estimated Project Cost	Variance	Commitments	Expenditures
Guideway & Track	72.7	85.3	12.6	0.0	0.0
Stations	33.2	46.1	12.9	0.0	0.0
Yards & Shops	12.9	18.6	5.7	0.0	0.0
Site Wrk & Spec Cond	37.2	148.0	110.8	0.0	0.0
Systems/Equipment	64.0	91.8	27.8	0.0	0.0
Right-of-Way	5.3	23.2	17.9	0.0	0.0
Vehicles	40.4	42.7	2.3	0.0	0.0
Bikeway	0.0	5.0	5.0	0.0	0.0
Soft Costs	112.8	86.1	(26.7)	18.2	15.0
Finance Charges	0.0	0.0	0.0	0.0	0.0
Contingency	66.0	93.2	27.2	0.0	0.0
TOTAL	444.5	640.0	195.5	18.2	15.0

The Previous Estimated Project Cost was based on the LACMTA 2004 August submittal of the FTA 5309 New Starts Report with the Project LPA as the basis. Metro is evaluating various alignment configurations that will be addressed in the FEIS/FEIR. A full funding plan for an amount not to exceed \$640 million (Year of Expenditure dollars) was approved by the LACMTA Board on April 28, 2005 and assumes the Project Scope cost options/alternatives that will be further defined in the FEIS/FEIR.

The Current Estimated Project Cost is based on this funding plan and includes costs for the Flower Street configuration design, additional grade separations as directed by the LACMTA Board, construction cost escalation, additional real estate acquisition, required split platforms and environmental mitigation anticipated in the FEIS/FEIR. The cost estimates will be revised next quarter to reflect the final scope identified in the FEIR/FEIR.

FINANCIAL/GRANT STATUS

JUNE 2005		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(Escalated \$)			in \$ millions			
			(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$ %		(F) (F/B) BILLED to FUNDING SOURCE \$ %	
FEDERAL - SECTION 5309	15.0	15.0			0%		0%		0%
FEDERAL - CMAQ	215.0	215.0	8.2	11.5	5%	3.6	2%	3.6	2%
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%
UNBILLED ACCRUALS						0.3			
TOTAL	640.0	640.0	19.2	22.5	4%	15.0	2%	14.6	2%

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

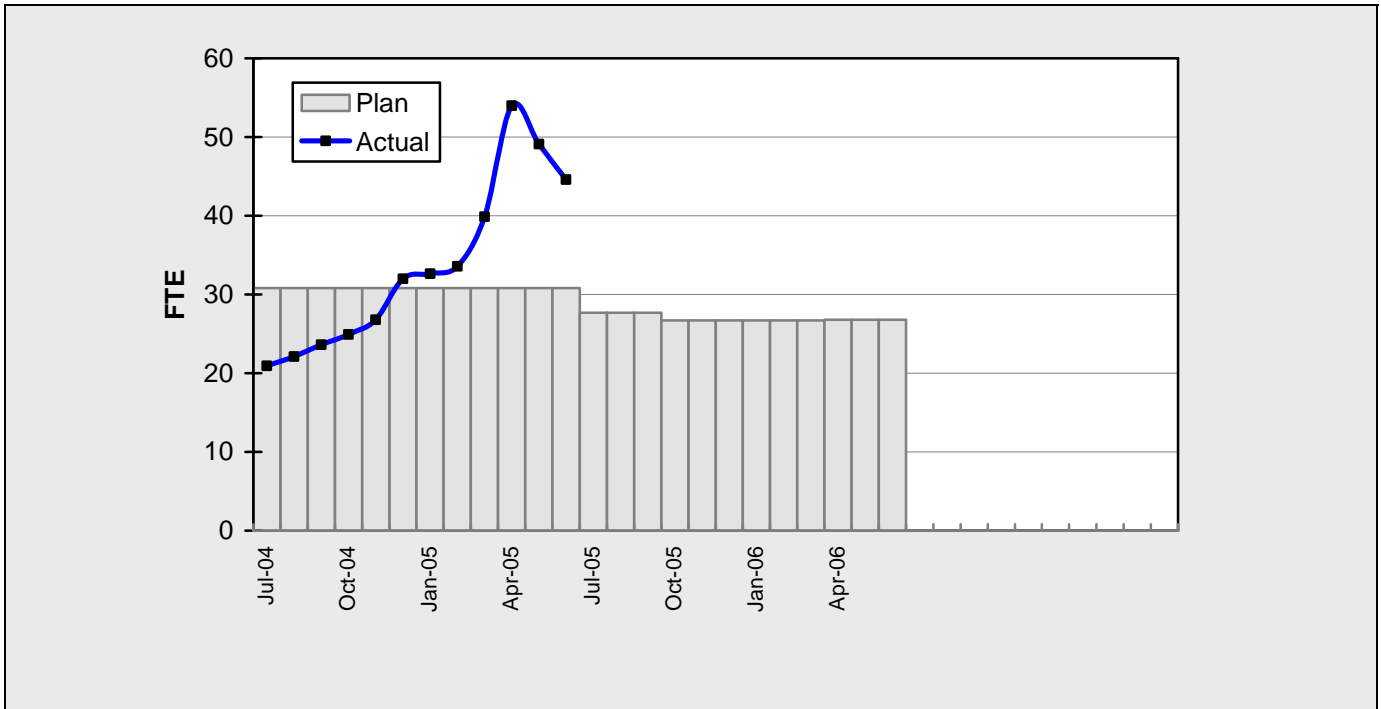
STATUS OF FUNDS ANTICIPATED

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 draw down.

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 and the issuance of an LONP for \$16.7 million for Phase 2 (Project Plan Preparation).

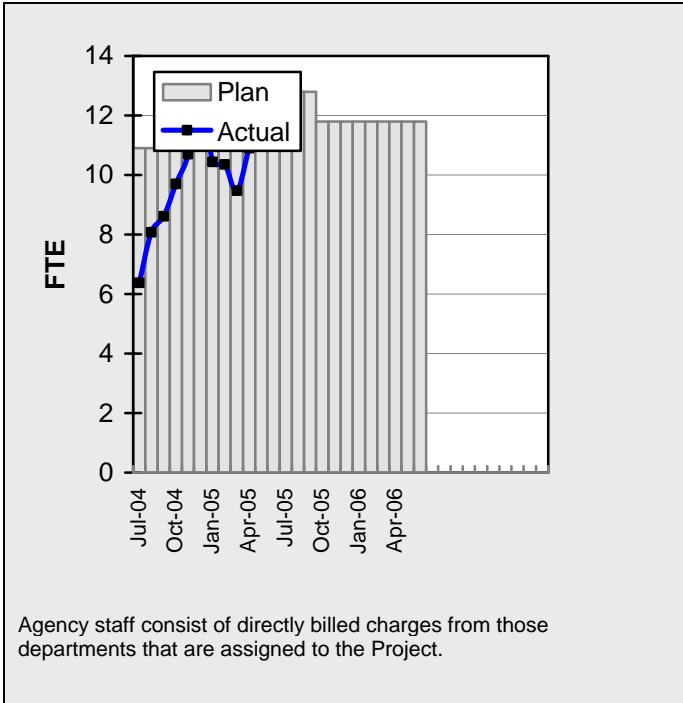
STAFFING STATUS

TOTAL PROJECT STAFFING

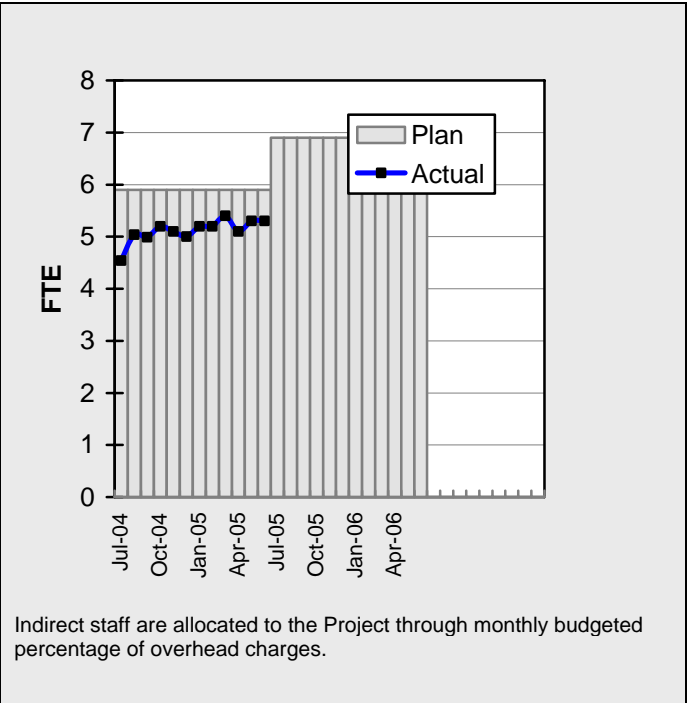


STAFFING STATUS

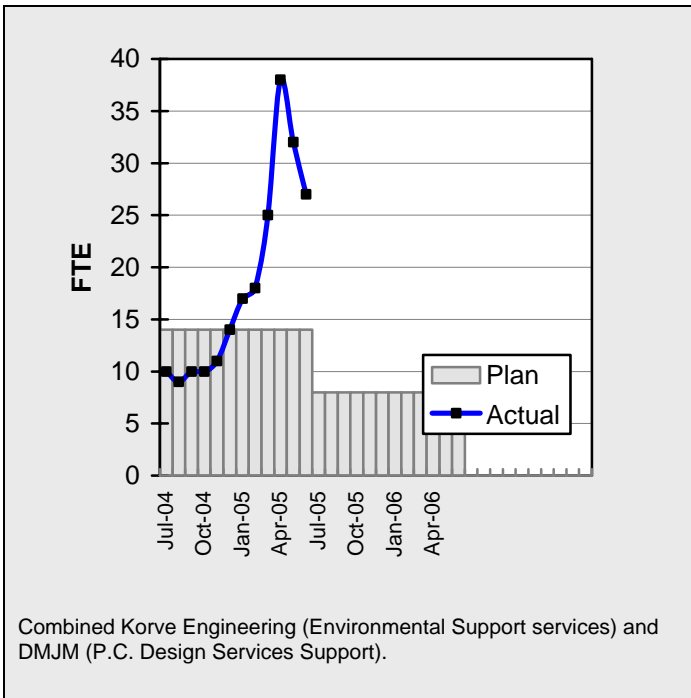
AGENCY STAFFING



INDIRECT STAFFING



CONSULTANT STAFFING



REAL ESTATE STATUS

Metro Real Estate is working with the Project Engineering Team to establish budget estimates for all of the properties identified for the project. Real Estate provided assistance in evaluating various alternatives for the Yards and Shops and the Culver City Terminus configuration. Once the EIR is complete, a more focused definition will be obtained on all identified parcels.

ENVIRONMENTAL STATUS

- Continued production of the FEIS/EIR pursuant to non New Starts funding sources to implement the Project.
- Issued a Notice-to-Proceed to Terry A. Hayes & Associates to complete a revised FEIS/EIR per non New Starts funding requirements.
- The Project's ridership "White Paper" was accepted by FTA.
- The FEIS/EIR is under production as a NEPA/CEQA combined document. It will be available for public comment in August.

COMMUNITY RELATIONS STATUS

- Held a Mid-Corridor Working Group meeting on June 28, 2005.
- Gave a project presentation at the Friends 4 Expo Transit's General Meeting.
- Began outreach and coordination efforts with Envision La Brea, a grant project to prepare station area plans around the La Brea Station.

QUALITY ASSURANCE STATUS

- Metro Quality Management conducted design surveillance and audit actions for the following:

May 6, 2005 Design Submittal, which included the Preliminary Engineering Package Final Draft, Washington Blvd. to La Brea; including 22 technical specifications, 21 performance specifications and approximately 667 drawings.

June 3, 2005 Design Submittal, which included the Preliminary Systems Engineering Package, Final Draft Washington Blvd. to La Brea; including Systems performance specifications, and approximately 44 drawings.

June 16, 2005 Design Submittal, which included the Preliminary Engineering Final Draft, La Brea Blvd. to Venice Blvd. the La Cienega North Structure Alternative package and approximately 162 drawings.

- Deficiencies/omissions identified were corrected during the surveillances.

SAFETY STATUS

- No Safety activity this period.

THIRD PARTY AGREEMENT STATUS

Third Party	Type of Agreement	Required Need Date	Status/Comments
City of Los Angeles	Amendment	TBD	Executed
Los Angeles County and Los Angeles County Flood Control District	Master	TBD	Executed.
Caltrans (All Projects)	Master	TBD	General MCA executed.
Caltrans	Construction	TBD	Caltrans initiated the draft agreement. Expected delivery to LACMTA is 10/05.
Caltrans	Maintenance	TBD	Caltrans initiated the draft agreement. Expected delivery to LACMTA is 10/05.
City of Culver City	Master	TBD	Will not negotiate until environmental document is approved.
LADWP (Water/Power)	Master	TBD	LACMTA Management completing negotiations.
Southern California Edison Company	Master	TBD	Refuses to enter into agreement.
The Gas Company	Master	TBD	Executed.
SBC	Master	TBD	Executed.
Southern California Water Company	Master	TBD	Executed.
Pacific Pipelines System	Master	TBD	Not necessary since facilities impacted are under an easement agreement.
BP Pipelines	Master	TBD	Not necessary since facilities impacted are under an easement agreement.
U.S. Army Corps of Engineers	Master	TBD	Not yet drafted. Agreement will be crossing specific.

Document Development Status To Support Entry Into Final Design

DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Quality Assurance/Quality Control Plan	Accepted by MTA 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)	The PMOC has completed its review of the PMP and has issued a Spot Report indicating the Plan is generally acceptable but will require updates.	December 2004
NEPA Process	Revisions being made to FEIS/EIR prior to issuance for public review. FTA has reviewed and has no additional comments at this time.	January 2006

CURRENT PROJECT RENDERINGS



CURRENT PROJECT RENDERINGS

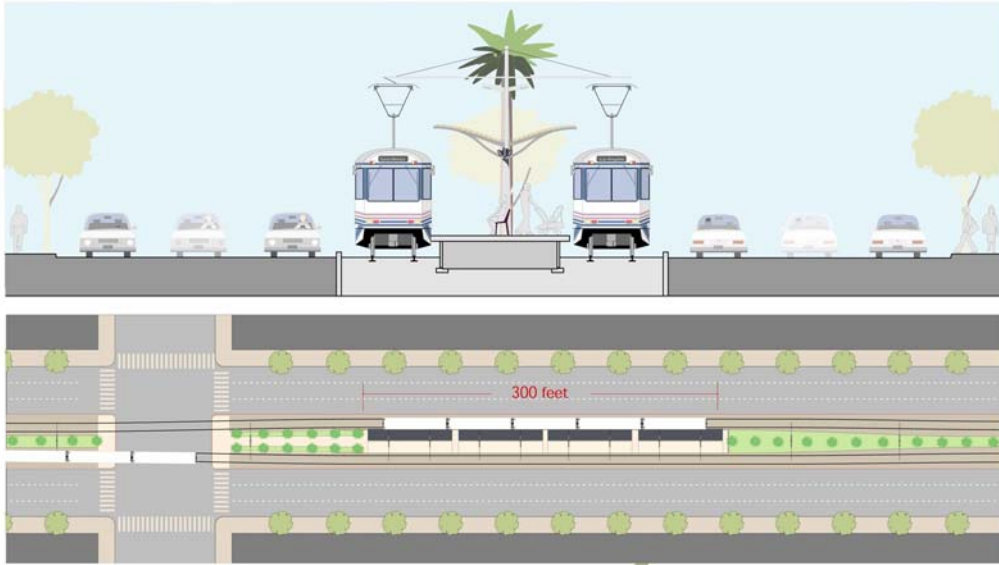
Photographs of stations designed by the Exposition Corridor Architects in Portland, Oregon.



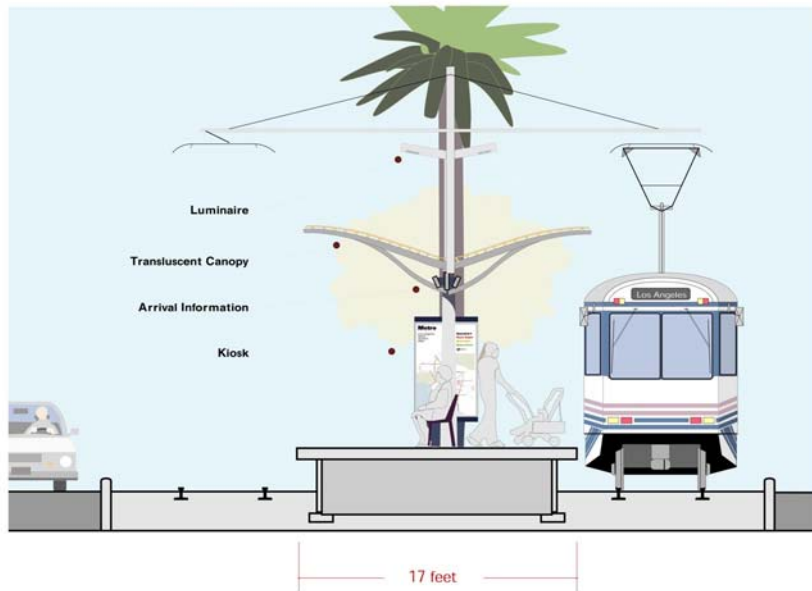
CURRENT PROJECT RENDERINGS

 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

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.

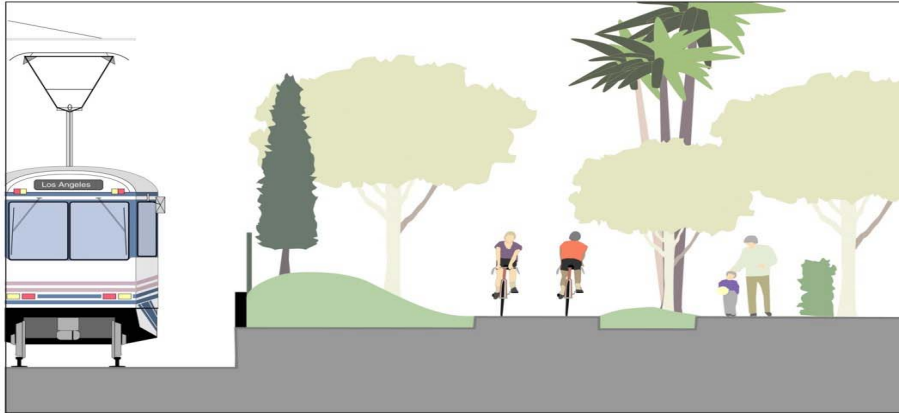


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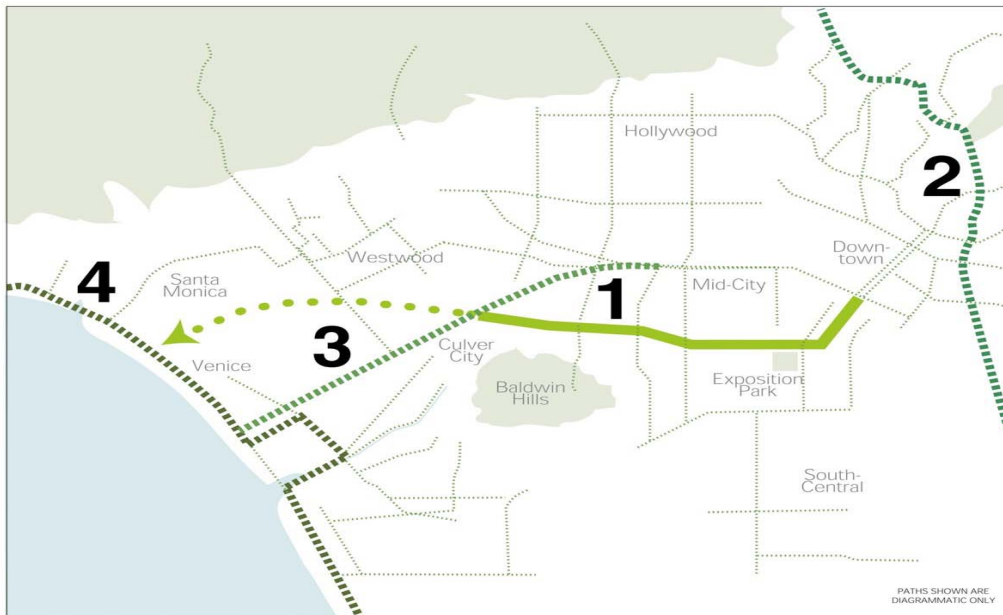
CURRENT PROJECT RENDERINGS

 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Bikeway



The project calls for a continuous bike path along the route of the light rail line.



The Bikeway along the Exposition Transit Parkway (1) would become one of the area's important long-distance bike paths, along with the Los Angeles River Bikeway (2), the Venice Bikeway (3), and the Ocean Bike Path (4).

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CURRENT PROJECT RENDERINGS

 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Western

Typical Cross-Section on Exposition Boulevard from Normandie to Western



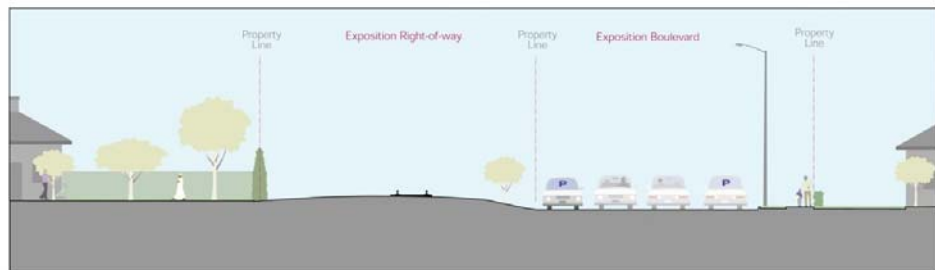
Existing



Proposed

Crenshaw

Typical Cross-Section on Exposition Boulevard from Arlington to Crenshaw



Existing



Proposed

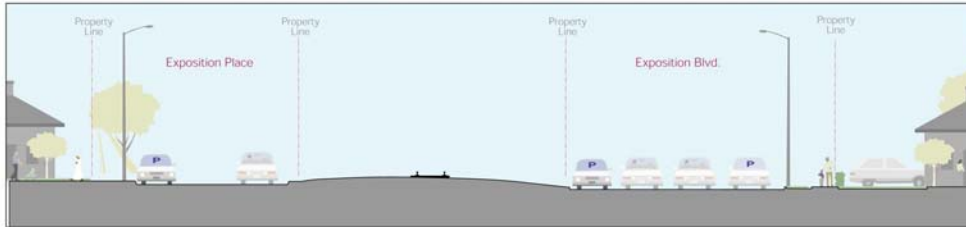
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CURRENT PROJECT RENDERINGS

 Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

Dorsey

Typical Cross-Section on Exposition (Boulevard and Place) from Crenshaw to Dorsey High



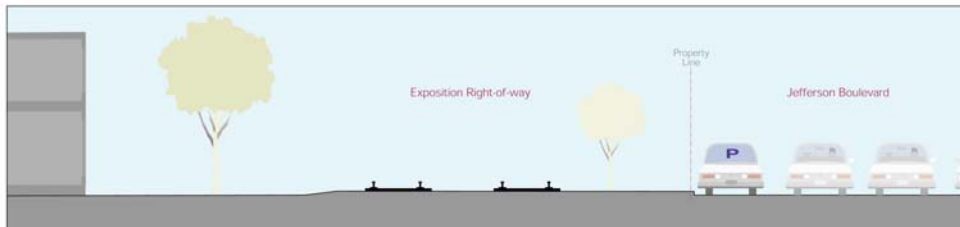
Existing



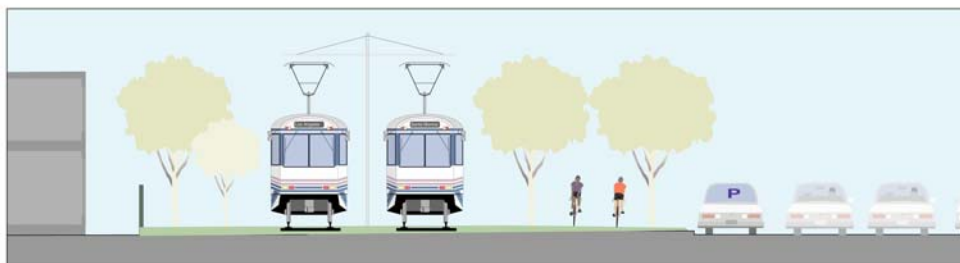
Proposed

La Cienega

Typical Cross-Section on Jefferson from Hauser to La Cienega



Existing



Proposed

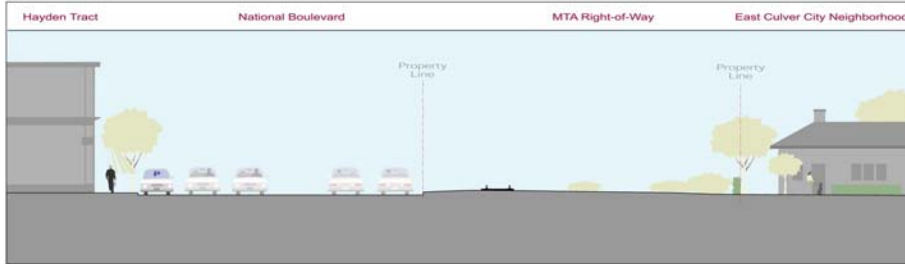
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CURRENT PROJECT RENDERINGS

Los Angeles County Metropolitan Transportation Authority
Mid City / Exposition Light Rail Transit Project

East Culver City

Typical Cross-Section on National from Ballona Creek to Washington Boulevard



Existing



Proposed - Option A



Proposed - Option B



Proposed - Option C

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
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