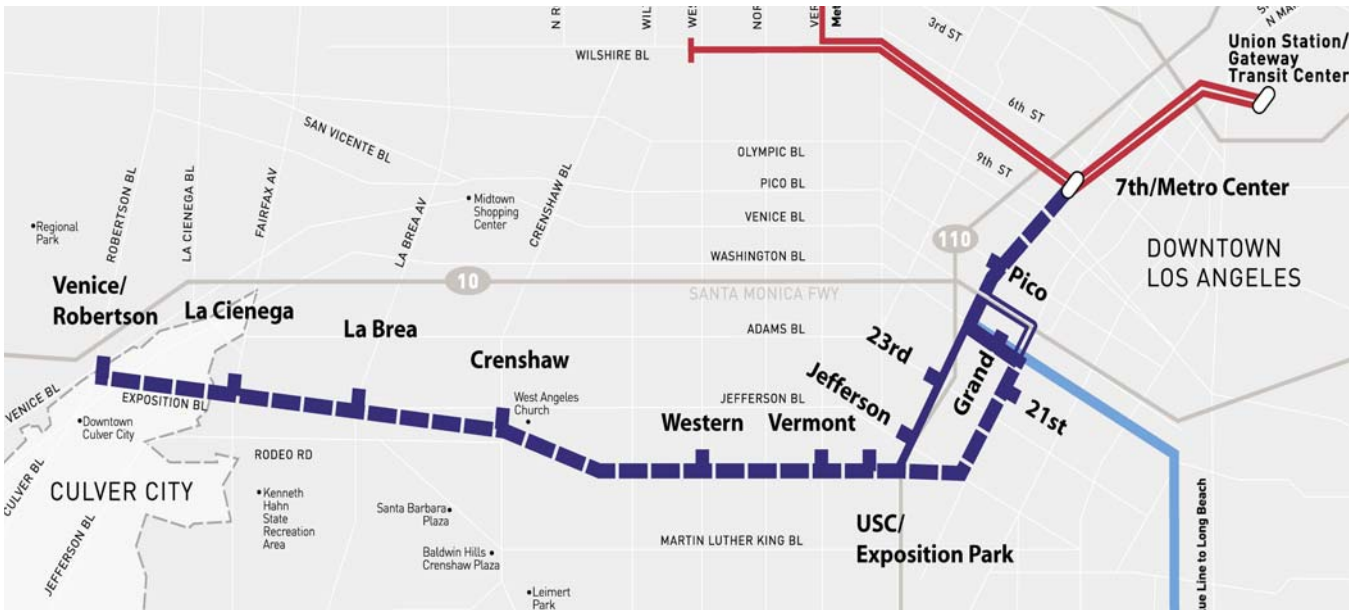


October 2005

Mid-City/Exposition Light Rail Transit



**EXPOSITION METRO LINE CONSTRUCTION
AUTHORITY**

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

MONTHLY PROJECT STATUS REPORT

OCTOBER 2005

TABLE OF CONTENTS

	Page No.
Project Overview.....	1
Project Scope.....	2
Management Issues.....	3
Project Status	
• Schedule	
○ Key Milestones Six-Month Lookahead	4
○ Project Master Schedule Critical Path.....	5-6
• Financial/Grant Status.....	7
• Project Cost Status.....	8
• Staffing.....	9-10
• Real Estate.....	11
• Environmental.....	11
• Community Relations.....	11
• Quality Assurance.....	11
• Safety.....	11
Document Development Status	12
Project Renderings.....	13-15
Appendices.....	16-19

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.

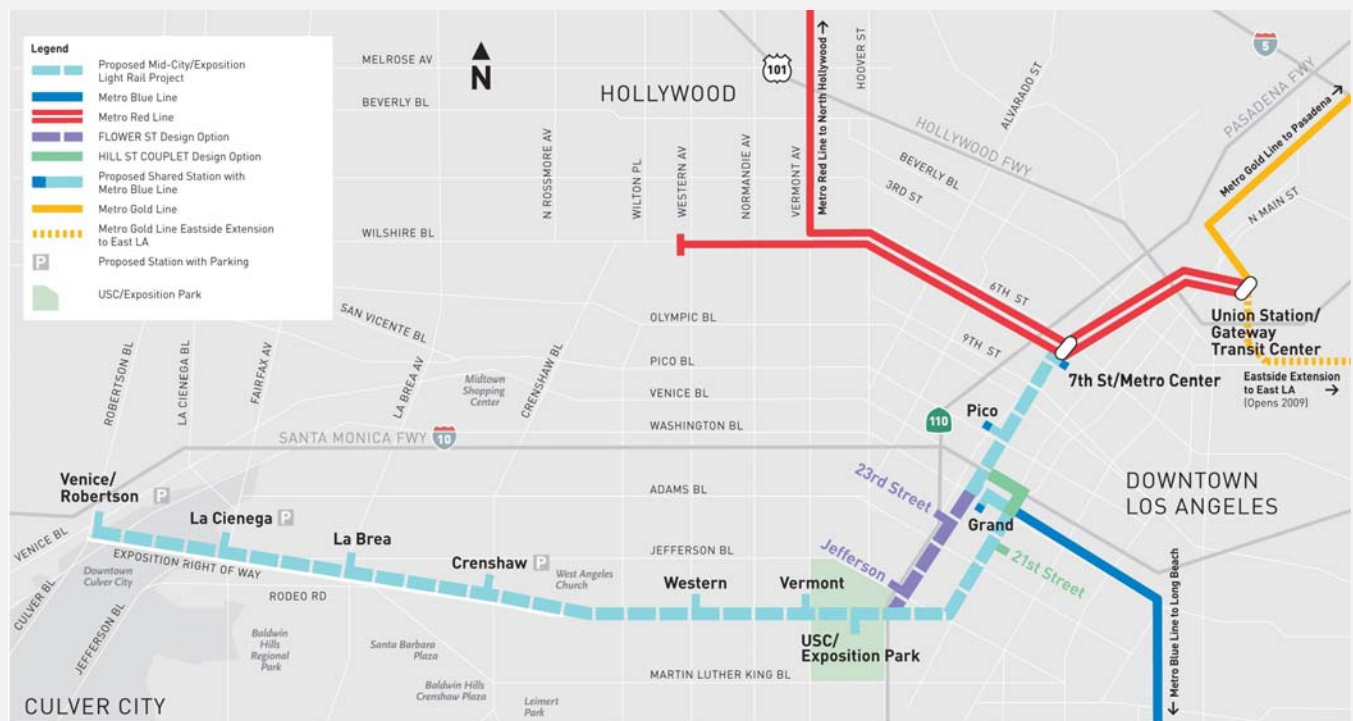
Contract P2550 Procurement of Light Rail Vehicles will furnish vehicles for the Mid-City/Exposition LRT Project as an option.

The project began Preliminary Engineering in January 2003 and 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, a white paper addressing FTA concerns regarding ridership projections was submitted and has been accepted by the FTA. Required revisions to the Final EIS/EIR have been made, and it was resubmitted to the FTA in July 2005. Approval to circulate was received on October 4, 2005. The FTA Record of Decision is expected in January 2006.

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/Robertson. It is also planned that one or two stations will 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 or 23rd Street near L.A Trade Technical College.



MANAGEMENT ISSUES

Concern No. 1: Approval by the FTA to release the Final EIS/EIR.

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 FTA Record of Decision is expected in January 2006.





Concern No. 2: Obtain 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. Project staff are working with the various stakeholders to establish funding commitments.

KEY MILESTONE SCHEDULE SIX-MONTH LOOKAHEAD

	Milestone Date	Oct-05	Nov-05	Dec-05	Jan-06	Feb-06	Mar-06
FTA Review Final EIS/EIR for Approval and Circulation	10/14/05A	FTA					
Metro Board Certify Final EIS/EIR	12/15/05			M Metro			
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 Construction Authority		

**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/EIR	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 EIS/EIR 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/EIR	385	1/13/03A	2/02/04A
12	FTA Review Administrative Final EIS/EIR		12/13/04A	4/05A
13	Complete Phase I, Part 2 of Engineering Package to Support the Design/Build Bid Process	198	12/1/04A	6/17/05A
4	FTA Review Final EIS/EIR and approve for circulation		7/29/05A	10/4/05A
15	Final EIS/EIR Public Review	45	Oct 05	Nov 05
16	Final FEIS/FEIR Public Review Open House		11/2/05	11/9/05
17	Metro Board Certify Final EIS/EIR		12/15/05	
18	FTA Record of Decision (ROD)		Jan 06	
19	Issue NTP to Design Build Contractor		Feb 06	

FINANCIAL/GRANT STATUS

OCTOBER 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	17.4	8%	7.6	4%	7.0	3%
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	28.4	4%	18.6	3%	18.0	3%

(1) Based on April 2005 Full Funding Plan and Programming Board Action
NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 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 and funds are available for draw down. Metro submitted a grant application amendment on June 2005 to FTA for \$7.4 million. The grant application was approved on July 25, 2005 and 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 and the issuance of an LONP for \$16.7 million 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 November 2005 CTC Meeting.

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	0.5
Professional Services	88.6	26.0	18.1
Contingency	84.0	0.0	0.0
TOTAL	640.0	28.4	18.6

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.

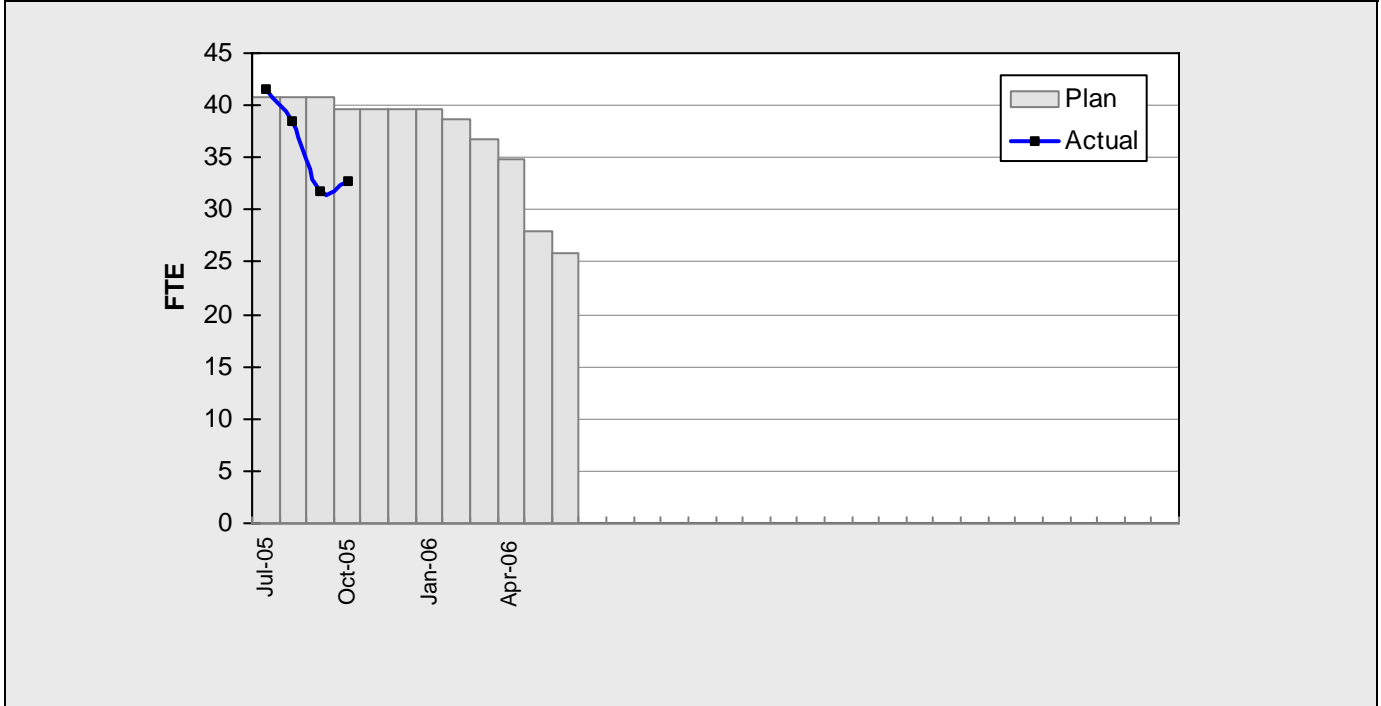
Commitments

The Commitments increased by \$3.0 million for the period for a total of \$28.4 million. The increases were due to contract modifications for preliminary engineering activities, office space lease and third party design and review services.

Expenditures

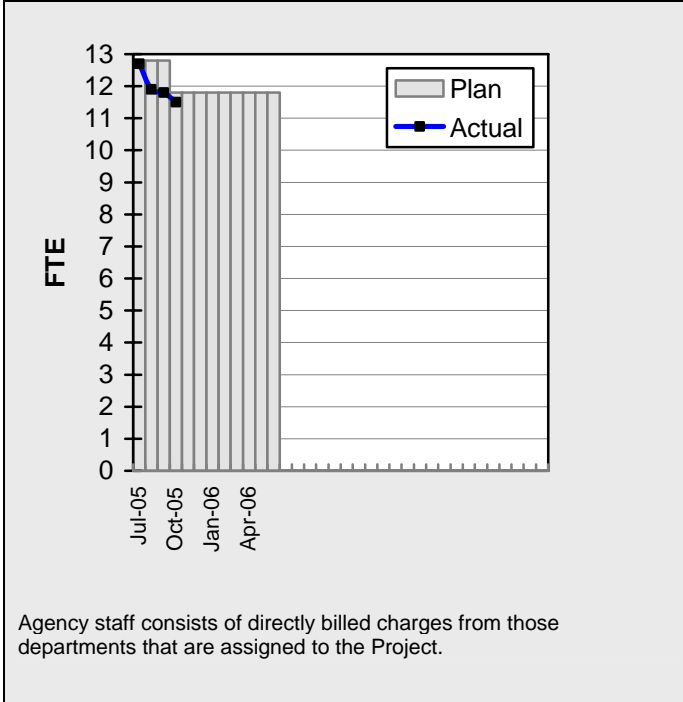
The Expenditures increased by \$0.3 million for the period resulting in a total of \$18.6 million. The increases were due to preliminary engineering activities. All expenditures remain within the Metro Board approved Fiscal Year Budget and the total Project Cost identified in the approved full funding plan.

FISCAL YEAR STAFFING STATUS TOTAL PROJECT STAFFING

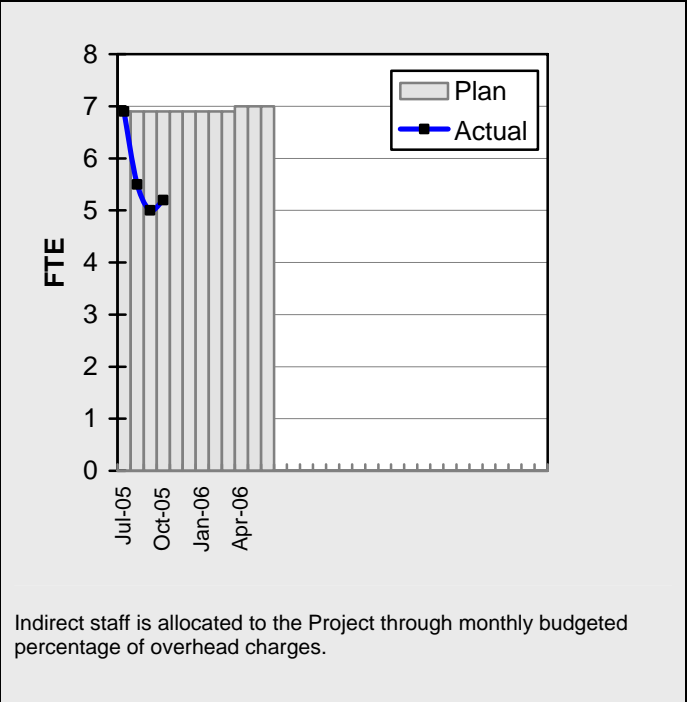


FISCAL YEAR STAFFING STATUS

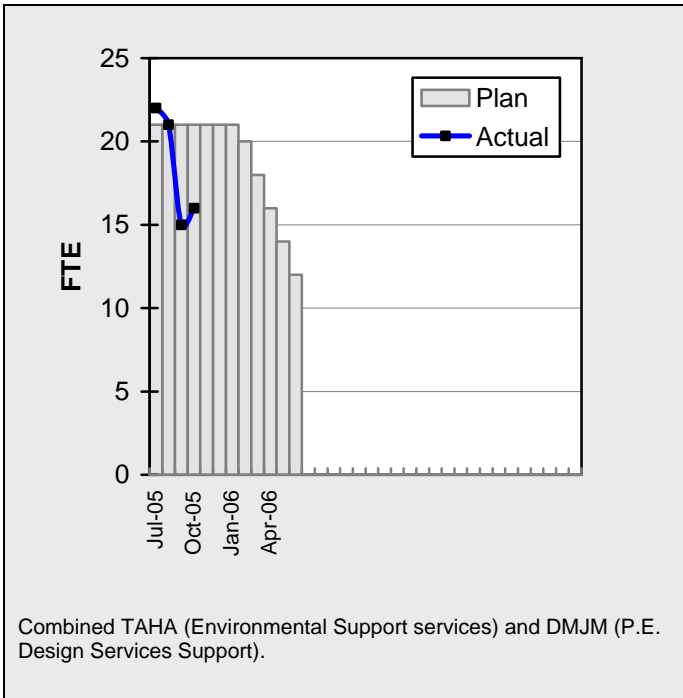
AGENCY STAFFING



INDIRECT STAFFING



CONSULTANT STAFFING



REAL ESTATE STATUS

- Metro Real Estate is working with the Project Engineering Team to refine budget estimates for all of the properties identified for the Project. Title searches were ordered for selected parcels on 10/20/05.

ENVIRONMENTAL STATUS

- The Final EIS/EIR was issued for public review on October 14, 2005.
- The public review period will be completed on November 6, 2005.

COMMUNITY RELATIONS STATUS

- Held project briefings for Downtown Los Angeles Neighborhood Council, Dorsey High School, Foshay Middle School, Exposition Park State Board and Los Angeles Historic Downtown Business Improvement District.
- Provided tour for the Metro Gold Line for City of Culver City representatives.

QUALITY ASSURANCE STATUS

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

SAFETY STATUS

- No Safety activity this period.

Document Development Status

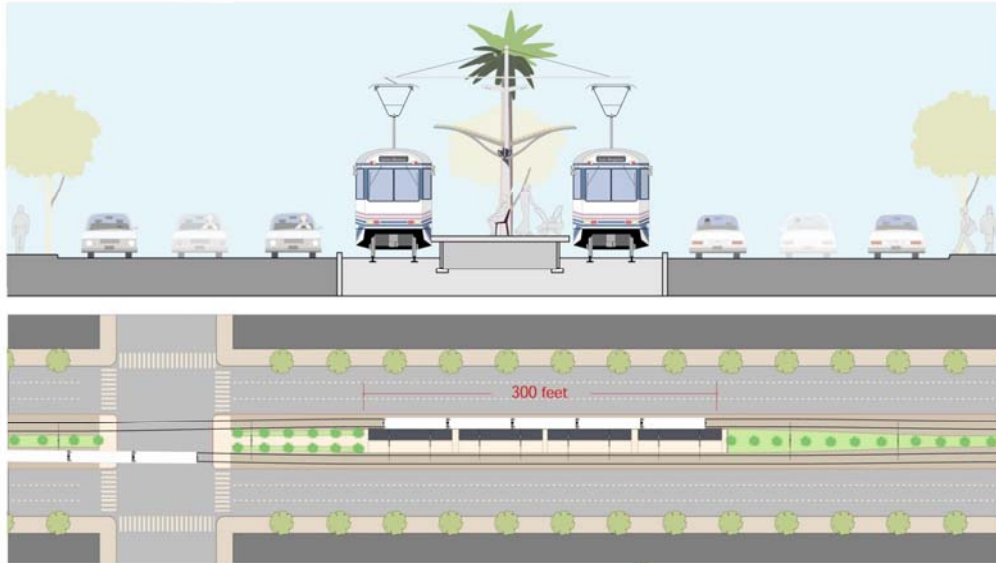
DOCUMENT	STATUS	ESTIMATED/ACTUAL COMPLETION DATE
Quality Assurance/Quality Control Plan	Accepted by Metro Quality Management.	May 2003
Value Engineering Report	Completed.	August 2003
Capital and Operating Financial Plans	Revised plans submitted to FTA as part of New Starts Annual Report.	August 2004
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 will be finalized once Metro and the Exposition Metro Line Construction Authority MCA is executed.	January 2006
NEPA/CEQA Process	The 45-day public review period of the FEIS began on 10/14/05. Metro Board approval is anticipated in December 2005, with FTA issuance of ROD anticipated in late January 2006.	January 2006

PROJECT RENDERINGS

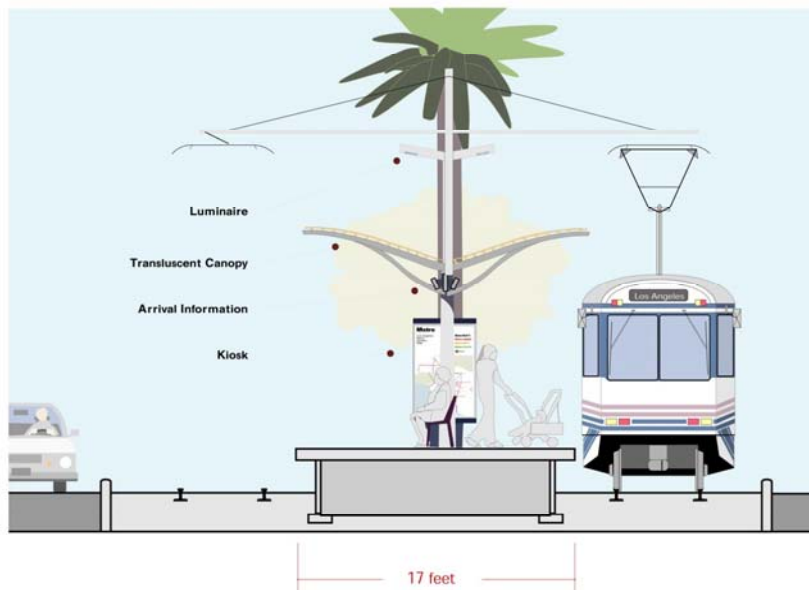


PROJECT RENDERINGS

Typical Light Rail Station



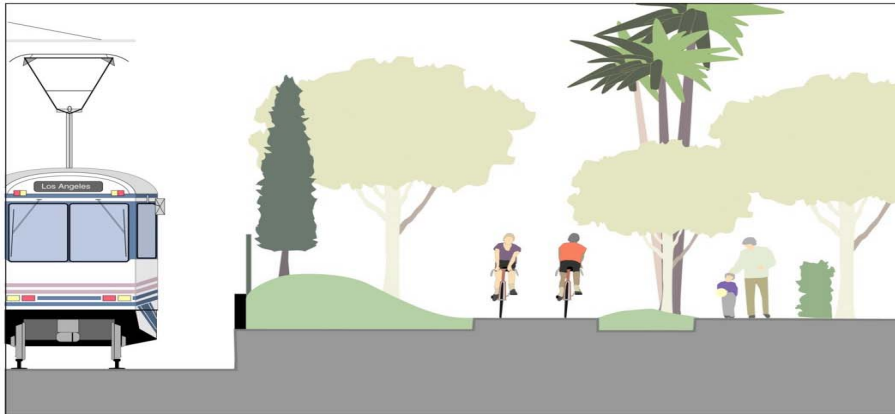
The typical LRT station on the Exposition corridor would be a raised platform, 300 feet long, located in the center of the roadway. Amenities include a canopy, lighting, paving, maps and schedules, kiosks, landscaping, and public art.



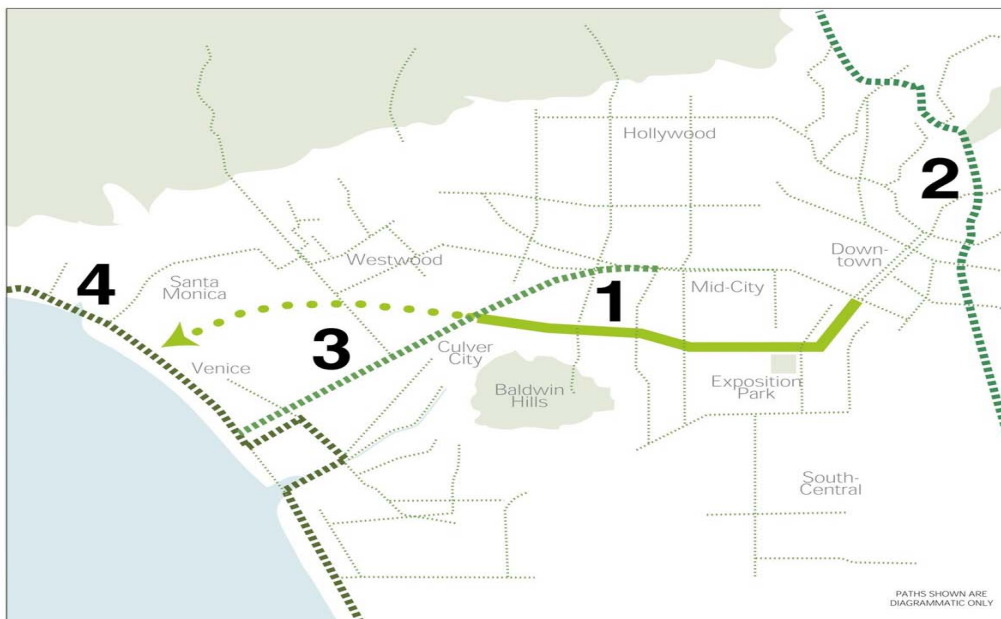
(11 02) Graphics by
suisman
urban design

PROJECT RENDERINGS

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).

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