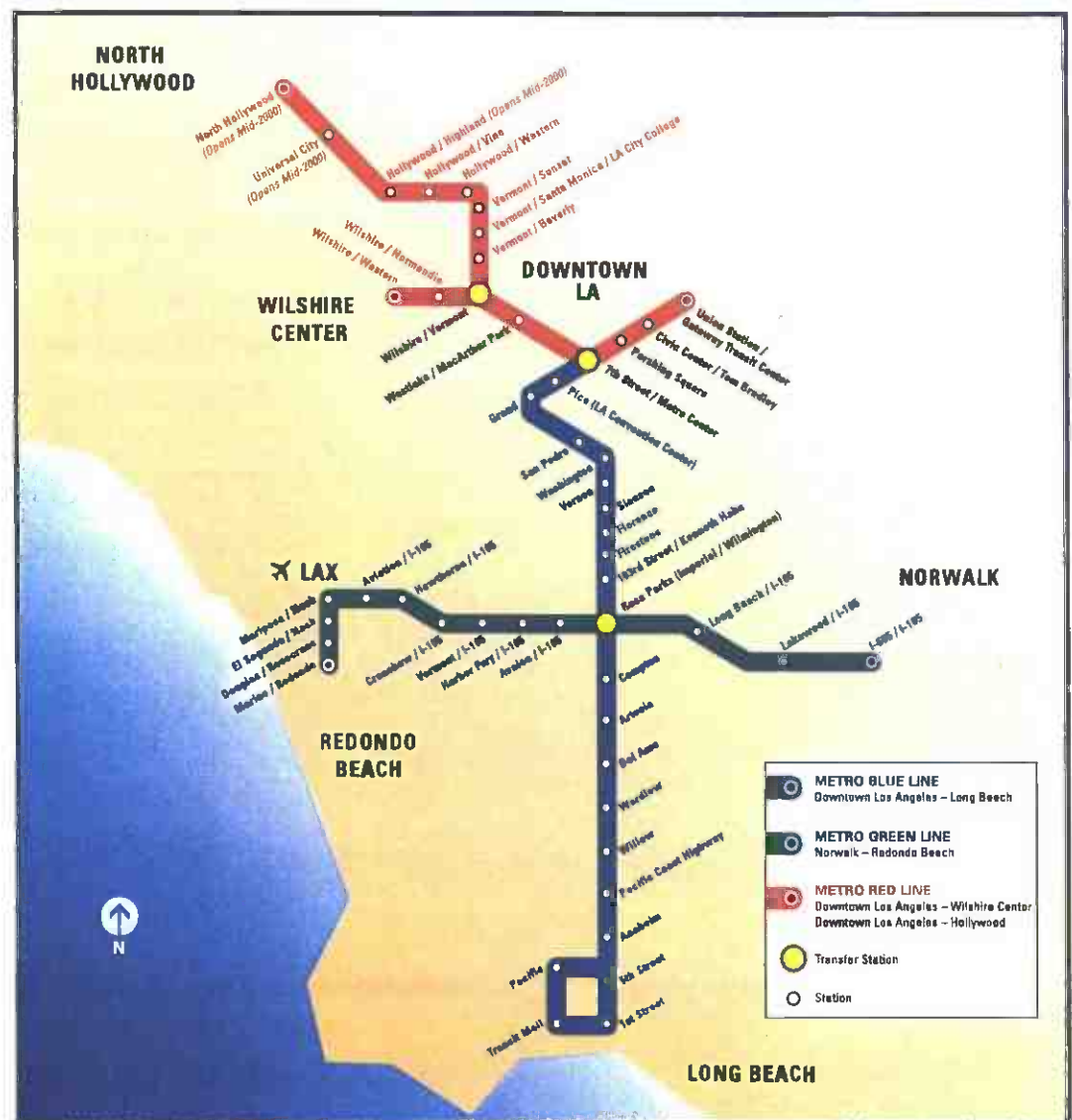


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



December 1999

RAIL PROGRAM STATUS SUMMARY

**THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION**

DECEMBER 1999

RAIL PROGRAM SUMMARY



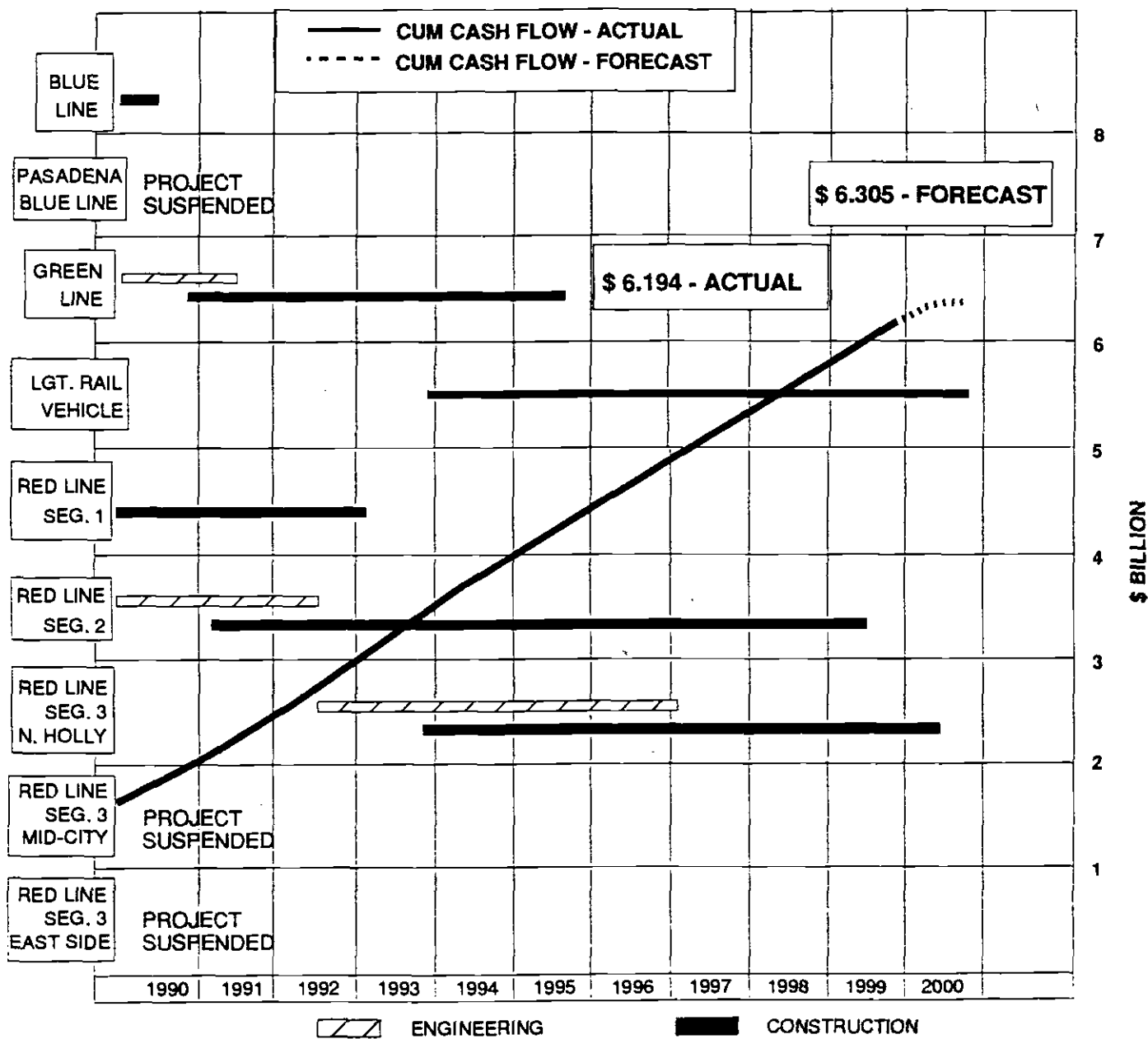
EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of December 1999

	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.		.	22 MI.		20 MI.	—	59.4 MI.
Number of Stations	5	8	3			22		14	52 cars	52 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail			Light Rail		Light Rail	Light Rail	—
Opening Date	Jan 1993	Wilshire Jul 1996 Vermont Jun 1999	Forecast Jun 2000			July 1990		August 1995	Final Car Delivery Oct 2000	Final Completion Oct 2000
Design Status	Completed	Completed	100%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	4 of 6 complt.
Construction Status	Completed	Completed	88.4%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 75%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1659	\$1036	\$14	\$144	\$860	\$235	\$679	\$129	\$6194
Budget (in mil.)	\$1450	\$1739	\$1314	Project suspended	Project suspended	\$877	Project suspended	\$712	\$258	\$6350
Federal Funding	48%	41%	71%			0%		0%	30%	32%
State/Local Funding	52%	59%	29%			100%		100%	70%	68%

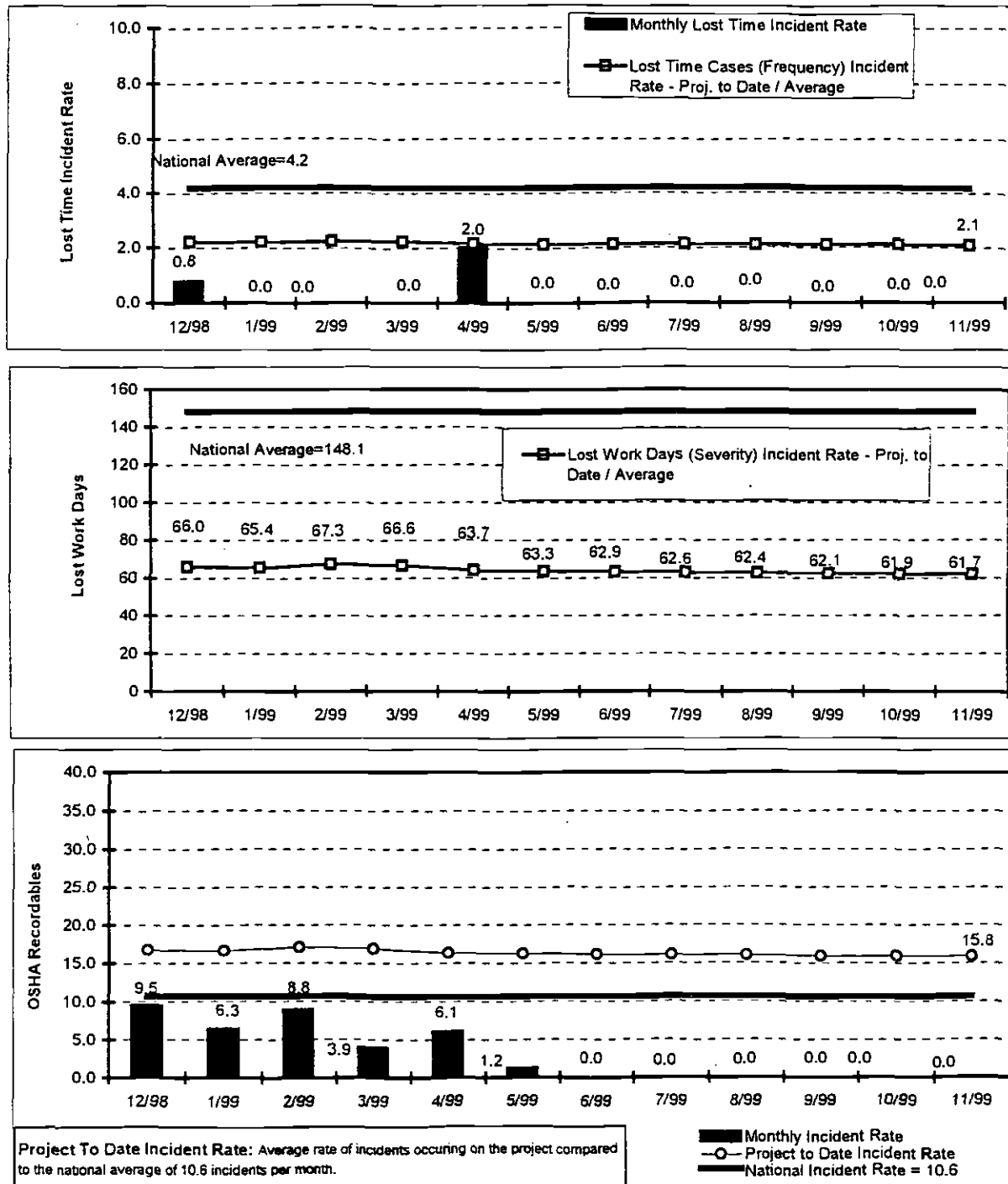
METROPOLITAN TRANSPORTATION AUTHORITY FUNDING SOURCES (IN MILLIONS)							DECEMBER 1999	
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE	TOTAL PROGRAM	%
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANS PRO				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/CMAG					80.6	6.1	86.7	1
FTA-SECTION 9			90.6				90.6	1
STATE		105.9	210.3	133.0	148.5	16.4	614.1	10
STATE TSM MATCH					10.5		10.5	0
SB 1995 TRUST FUND					66.7		66.7	1
PROPOSITION A	877.2	205.1	179.5	504.3			1766.1	29
PROPOSITION C		401.3			59.2	123.8	584.3	9
CITY OF LOS ANGELES			34.0	96.0	90.0		220.0	4
BENEFIT ASSESSMENT			130.3				130.3	2
COST OVERRUN ACCOUNT			200.1	191.3			391.4	6
APPROVED BUDGET	877.2	712.3	1450.1	1643.7	1310.8	201.4	6195.5	99
CURRENT FORECAST	877.2	716.3	1439.0	1645.3	1310.8	201.4	6190.0	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:								
PROP C (ARTWORK)					2.7		2.7	0
PROP C (NON-REV. CONNECTOR)					0.3		0.3	0
COST OVERRUN ACCOUNT				24.7			24.7	0
PROP C (TRANS ENHANCEMENTS)				66.0			66.0	1
PRIVATE FUNDS (KAISER HOSP)				4.4			4.4	0
APPROVED BUDGET	0.0	0.0	0.0	95.1	3.0	0.0	98.1	1
CURRENT FORECAST	0.0	0.0	0.0	93.5	21.7	0.0	115.2	

Note: Metro Red Line Segment 3 Mid-City Extension, Metro Red Line Segment 3 East Side Extension, and Metro Pasadena Blue Line projects have been suspended and are not included on this chart.

** Original Scope Funding for the Light Rail Vehicle Project is shown as the Current Forecast not the Approved Budget.



November 1999

Prepared By:
Marsh Risk and Insurance ServicesTotal Metro
Safety Summary

• March 12, 1997 The Bureau of Labor and Statistics issued the news release "Workplace Injuries and Illnesses in 1995." OSHA 200 Cases is now 10.6 and Lost Workday Cases involving Days Away From Work is now 4.2.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - December 31, 1999



PROJECT DESCRIPTION

The North Hollywood Extension includes three stations and extends 6.3 miles northwest from the terminus of Segment 2 at Hollywood/Vine to a new terminus at North Hollywood station. Two intermediate stations, one at Hollywood/Highland and another at Universal City, complete this extension.

SCHEDULE PROGRESS

	** Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
Cumulative Progress		100.0
CONSTRUCTION		
Monthly Progress		1.4 %
Prior Cumulative Prog.		87.0
Cumulative Progress		88.4
TOTAL EXPENDED	\$ 1035.7	
(Including: Other Cost Elements)		

STATUS OF FUNDS BY SOURCE (in \$ mil.)

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$426.2	\$388.2
FTA - Sect 3 Defer. Local	136.2	106.6	97.0
FED ISTEA STP (State)	174.3	174.3	133.4
FED ISTEA STP/CMAQ	71.4	71.4	71.4
FED ISTEA RSTP Defer	9.2	9.2	9.2
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	64.8	64.8
State Proposition 116	57.7	57.7	57.7
State TSM Match	10.5	10.5	10.5
State Congestion Relief	26.0	26.0	26.0
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.2	52.7	54.4
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$1121.6	\$1034.8
Additional Locally Funded Activities			
Prop C (Artwork)	2.7	0.9	0.9
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$3.0	\$0.9	\$0.9

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$826.4
Professional Services	300.8	325.1
Real Estate	89.0	88.7
Utility Force Account	26.3	36.2
Special Programs	0.0	0.0
Contingency	69.6	31.8
Project Reserve	0.4	2.6
Project Revenue	0.0	0.0
TOTAL ORIGINAL SCOPE	\$1310.8	\$1310.8
	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$21.7

** Expenditure data is maintained by MTA Accounting.

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion in December 2000, the current forecast completion date is June 20, 2000.

CURRENT ACTIVITIES / ISSUES

The overall contingency balance appears to be sufficient at this time to meet the claims and other exposures under present assumptions. However, any new scope added to the project or new claims may jeopardize completing the project within budget. As such, project staff is reviewing the basis for categorization of all project scope elements. This review may result in adjustments to the forecast for Original Scope and ALFA. Project staff will continue to monitor and evaluate budget compliance.

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - December 31, 1999



PROJECT DESCRIPTION

Metro Red Line Segment 2 is a continuation of the Segment 1 system and consists of the design, construction, testing and startup operations for 6.63 miles of a two-track rapid transit line, all in subway, with eight stations, three double crossovers and one pocket track.

SCHEDULE PROGRESS

	** Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
Cumulative Progress		100.0
CONSTRUCTION		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
Cumulative Progress		100.0
TOTAL EXPENDED	\$ 1659.2	
(Including: Other Cost Elements)		

STATUS OF FUNDS BY SOURCE (in \$ mil.)

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FED ISTEA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	504.3	504.3	504.3
City of Los Angeles	96.0	96.0	96.0
Benefit Assessment Dist	0.0	0.0	0.0
Benefit Assess. Shortfall	0.0	25.4	25.4
Cost Overrun Account	191.3	131.3	124.3
TOTAL	\$1643.7	\$1609.1	\$1602.1
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C Transit Enhance	66.0	66.0	54.6
Cost Overrun Account	24.7	0.0	0.0
Private Funds Kaiser Hos	4.4	4.4	2.5
TOTAL	\$95.1	\$70.4	\$57.1

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1049.9	\$1066.0
Professional Services	438.6	460.7
Real Estate	83.7	86.8
Utility Force Account	30.4	28.4
Special Programs	2.5	2.1
Contingency	39.9	3.5
Project Revenue	(1.3)	(2.2)
TOTAL ORIGINAL SCOPE	\$1643.7	\$1645.3

	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$93.5

** Expenditure data is currently maintained by MTA Accounting.

SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 12, 1999

The Permanent Certificate of Occupancy was received on November 17, 1999.

CURRENT ACTIVITIES / ISSUES

The B263 Contractor completed the installation of traffic signals, streetlights, and sidewalk. Currently, the HVAC installation, elevator closures, fire protection, and plumbing approached completion. The installation of traction elevators and public area lighting has started. The contractor is preparing for granite and terrazzo floor installation, and final street restoration.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

METRO RED LINE SEGMENT 2
Quarterly Project Status Report
Period Ending - December 31, 1999



CONSTRUCTION STATUS

B263, Entrance at Kaiser Hospital: The Contractor completed the installation of traffic signals, streetlights, and sidewalk. Currently, the HVAC installation, elevator closures, fire protection, and plumbing approached completion. The installation of traction elevators and public area lighting has started. The contractor is preparing for granite and terrazzo floor installation, and final street restoration.

Permanent Certificate of Occupancy: The Permanent Certificate of Occupancy was received on November 17, 1999.

SAFETY STATUS

Injury Recap (September 1999 - November 1999)

There were no recordable injuries during this period. The project-to-date incident rates remain unchanged.

Quarterly Safety Highlights

The B263 Kaiser Entrance contract is the only remaining heavy civil work on Segment 2B. The Construction Manager and MTA Safety personnel continue to monitor the contractor activities, which primarily include elevator installation and completion of station finishes.

CONTRACT CLOSEOUT STATUS

Twelve closeouts are completed, four are in process and 25 are still remaining.

METRO RED LINE SEGMENT 2
Quarterly Project Status Report
Period Ending - December 31, 1999



PUBLIC AFFAIRS STATUS

Coordinating efforts for the final street restoration in the vicinity of the Vermont/Sunset Station. This restoration was delayed due to the construction of the portal on the west side of Vermont Avenue at the Kaiser Permanente facility. A full weekend street closure will be necessary for the final paving.

Monitoring operations of the interim Hollywood Shuttle bus service connecting the Hollywood/Vine Station to the service area of the Segment 3 Hollywood/Highland Station. This service will be discontinued with the revenue operation of Segment 3.

Close-out of all construction impact mitigation programs will be completed this quarter.

Continued attendance at community meetings to address rail operations issues.

MANAGEMENT ISSUE: PROJECT COST FORECAST

Concern/Impact

The Project budget may be exceeded in the future due to litigation exposure. This exposure, which is difficult to define at this time, when combined with continually increasing levels of Legal support on pending litigation, may result in a project cost at completion higher than the current budget.

Status/Action

The Project team in conjunction with County Counsel is committed to reducing this potential cost impact by risk assessment and timely resolution of the various contractual disputes on the project. Presently, an increase to the Project budget is not necessary since the projection of future costs, associated with the above litigation issues, is subject to considerable variation over the period to complete and close out this project.

FINANCIAL DETAIL

METRO RAIL PROJECT SEGMENT 2
(IN MILLIONS OF DOLLARS)

DECEMBER 1999

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (5)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$667.000	\$522.396	\$522.396	\$522.396	100%	\$522.396	100%	\$522.396	100%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)		\$144.604	\$144.604	\$144.604	100%	\$144.604	100%	\$144.604	100%
FED ISTE A STP (STATE)	\$0.000	\$52.100	\$52.100	\$52.100	100%	\$52.100	100%	\$52.100	100%
STATE	\$185.985	\$133.029	\$133.029	\$133.029	100%	\$133.029	100%	\$133.029	100%
PROPOSITION A	\$439.447	\$504.299	\$504.299	\$504.299	100%	\$504.299	100%	\$504.299	100%
CITY OF L.A.	\$96.000	\$96.000	\$96.000 (8)	\$96.000	100%	\$96.000	100%	\$96.000	100%
BENEFIT ASSESS.	\$58.000	\$0.000 (9)	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0.000	\$0.000	\$25.400	\$25.400	0%	\$25.400	0%	\$25.400	0%
COST OVERRUN ACCOUNT (3)	\$0.000	\$191.233	\$131.294 (7)	\$142.074	74%	\$124.284	65%	\$124.284	65%
TOTAL	\$1,446.432	\$1,643.661	\$1,609.122	\$1,619.902	99%	\$1,602.112	97%	\$1,602.112	97%
OTHER LOCALLY FUNDED ACTIVITIES (4):									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$65.968	\$65.968	100%	\$54.620	83%	\$54.620	83%
COST OVERRUN ACCOUNT (10)	\$0.000	\$24.708	\$0.000	\$5.282	21%	\$0.000	0%	\$0.000	0%
PRIVATE FUNDS (KAISER HOSPITAL)	\$0.000	\$4.434	\$4.434	\$4.434	100%	\$2.434	55%	\$2.434	55%
TOTAL	\$0.000	\$95.110	\$70.402	\$75.684	80%	\$57.054	60%	\$57.054	60%

(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st. 1992.

(2) The Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital.

(3) The Cost Overrun Account includes CAPRA funds as well as MTA Proposition A to cover cost overruns.

(4) This includes approximately \$9.9M for the Kaiser Portal scope.

(5) Based on Current Budget (latest increase approved by MTA Board on July 23, 1998).

(6) Expenditures are cumulative through December 1999.

(7) Based on actuals through FY 99 plus FY 00 budget.

(8) Reflects City of LA funding contribution through FY 99 based on Funding Agreement between City of LA and MTA

(9) Benefit Assessment District funds are no longer anticipated due to passage of Proposition 218 (Right to vote on tax initiatives).

(10) Per MTA Executive Management, latest budget increase due to agency cost will be part of Locally Funded Activities.

FINANCIAL DETAIL

METRO RAIL RED LINE SEGMENT 2 PROJECT

FUNDS BY SOURCE ANALYSIS

STATUS OF FUNDS ANTICIPATED

BENEFIT ASSESSMENT: FUNDS ARE NO LONGER EXPECTED DUE TO PASSAGE OF PROPOSITION 218 (RIGHT TO VOTE ON TAX INITIATIVES).

COST OVERRUN ACCOUNT THE CAPRA ACCOUNT CASH BALANCE AS OF NOVEMBER 30, 1999 IS \$26,742,222.
THE REVISED BUDGET GROWTH IS FUNDED AS FOLLOWS:

CAPRA:	\$ 21.6M
PROP A:	194.3M

FY 00 BUDGET

THE APPROVED BUDGET IS 54.0M WITH FUNDING TO BE PROVIDED BY THE FOLLOWING SOURCES:

- PRIVATE FUNDS KAISER HOSPITAL	\$ 1.9M
- PROP A 35% RAIL BOND:	\$ 84.1M

FUTURE FUNDING NEEDS

FUTURE FUNDING NEEDS HAVE BEEN INCORPORATED INTO THE MTA LONG RANGE TRANSPORTATION PLAN BASED ON PROJECTED CASH FLOW EXPENDITURES.

METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXTENSION
EXECUTIVE SUMMARY

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1999



Management Issues

New Item (Date initiated: December 1999)

DELAYS TO SYSTEMS INTEGRATION TESTING

Concern/Impact

The delayed completion of facilities and systems prerequisites have impacted systems integration testing by five weeks, thereby, jeopardizing the ability to meet the start of pre-revenue operations on April 1, 2000.

Status/Action

Project staff have provided recommendations to the Rail Activation Group on the engineering staffing and required action to mitigate delays and potential cost overruns. The engineering group is in the process of adding the required staff required to complete test documentation and to support the start of pre-revenue operations on April 1. Staff recommendations included adding an additional test team.

Ongoing Item (Date initiated: April 1999)

UNIVERSAL CITY SITE RESTORATION CONTRACTS

Concern/Impact

Delays to the award of the Universal City Site Restoration contracts may impact the planned ROD.

Status/Action

Universal City Restoration contracts will continue after the Revenue Operations Date (ROD). The FFCA requirements will be satisfied by meeting ROD prior to December 2000. Currently, ROD is forecasted for June 20, 2000 when the Universal City Station bus plaza is completed by Contract C0326. Project staff are actively working on reducing the risk of delays associated with the bus plaza completion by expediting turnaround of submittals and effecting active participation by outside agencies involved with implementation of contract requirements.

Ongoing Item (Date initiated: February 1999)

CONTRACT B645 TRACS DELAYS

Concern/Impact

Lack of sufficient resources by the contractor continues to impact the start of engineering and software development. Delays associated with this lack of resources and fire/life/safety design changes may impact the start of Phase II systems integration testing.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1999



Status/Action

The Project Office continues to meet with contractor Senior Management to ensure the contractor accomplishes the target dates for ROD. The contractor has completed database and screen displays base scope of work and is working on change notice scope. The contractor is forecasting the remaining base software to be downloaded on January 29, 2000, which will support the planned Revenue Operations Date.

Ongoing Item (Date initiated: March 1998)

PROJECT AGENCY COST FORECAST

Concern/Impact

Project administration costs have increased significantly because the current overhead allocation rates are higher than those originally budgeted by the project in 1993. Also, the scope of services of the Procurement, Construction Safety, and Management Audit Services departments have increased significantly to comply with new State and local legislative and administrative requirements. The result of these two trends is a substantial impact (\$20 million) to the forecasted cost to complete the project.

Status/Action

The project team is achieving reductions to this potential cost impact by focusing on controlling monthly staffing charges and has requested that MTA Finance review and reduce, where possible, overhead allocations to the North Hollywood project.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - December 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	December Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$826.4	\$1.7	(\$14.0)
PROFESSIONAL SERVICES	\$300.8	\$325.1	\$24.3	(\$0.1)
REAL ESTATE	\$89.0	\$88.7	(\$0.3)	\$0.0
UTILITY/AGENCY FORCE ACCOUNTS	\$26.3	\$36.2	\$9.9	\$9.6
SPECIAL PROGRAMS	\$0.0	\$0.0	\$0.0	\$0.0
PROJECT CONTINGENCY	\$69.6	\$31.8	(\$37.8)	\$4.5
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

Budget/Forecast Variance Analysis

Original Scope Activities

The Current Budget and Current Forecast totals remain unchanged at \$1,310.8 million.

However, there were two significant Forecast Changes within the Project Elements. These changes resulted in an increase to the forecast of unallocated contingency by \$4.5 million.

Construction Contracts - Forecast decreased by \$14.0 million based on the Risk Management's financial reassessment of the Owner Controlled Insurance Program (OCIP). This decrease is the result of an anticipated insurance rebate and a re-evaluation of future costs.

Utility / Agency Force Accounts Contracts - Forecast increased by \$9.6 million due to a comprehensive evaluation including new charges from Caltrans & the cost of remaining work authorized for City of Los Angeles.

METRO RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - December 1999



Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	December Change in Forecast
CONSTRUCTION	\$1.9	\$0.2	(\$1.6)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$20.6	\$22.1	\$0.0
UTILITY/AGENCY FORCE ACCOUNTS	\$0.0	\$0.0	\$0.0	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.9	\$0.9	\$0.0
PROJECT CONTINGENCY	\$0.4	\$0.0	(\$0.4)	\$0.0
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$21.7	\$18.7	\$0.0

Budget/Forecast Variance Analysis

(New Scope)

"Additional Locally Funded Activities" (ALFA) are defined as Design and Construction activities for new scope elements that are added to the original scope of a project after Project Adoption (approval) by the Board of Directors. The Baseline Project Budget is based on the original scope, thus costs for new requirements are identified and managed separately as ALFA. ALFA work scope may include transit enhancements, new legislative requirements, Non Revenue Connectors, Metro A-R-T Program and other Board or FTA requirements not originally envisioned at Project Adoption. Unforeseen or differing site conditions are not considered ALFA. Lastly, ALFA categorized work scope are funded by local grant sources but may later be subject to Federal funding upon FTA concurrence or agreement; particularly if the ALFA activity was an FTA requirement. The Current Budget contains approximately \$3.0 million in ALFA categories under the Construction, Professional Services and Contingency elements.

Contract S019 (MTA Project Admin.) - The current cumulative ALFA forecast represents the portion of the projected estimate at completion costs in excess of the budget carried under "Original Scope." The total ALFA overrun is currently projected at \$20.0 million with the total Administration costs cumulatively forecast at \$82.0 million for the December 1999 period.

The overall contingency balance appears to be sufficient at this time to meet the claims and other exposures under present assumptions. However, any new scope added to the project or new claims may jeopardize completing the project within budget. As such, project staff is reviewing the basis for categorization of all project scope elements. This review may result in adjustments to the forecast for Original Scope and ALFA. Project staff will continue to monitor and evaluate budget compliance.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – December 1999



STATUS OF FUNDS ANTICIPATED

- FTA SECTION 3:** MTA submitted a grant application for \$61,624,426 of Section 3 Funds in January 1999 for the North Hollywood Project. The Grant application was approved on September 9, 1999 and funds are available for drawdown.
- FTA SECTION 9
FED ISTEA/STP:** Grant award for \$75 million of STP funds was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25 million allocated to the East Side Project. The MTA is currently negotiating with the FTA to enable the drawdown of these funds. On July 13, 1999 MTA received \$124,344,400 of Section 9 STP funds for the Segment 3 North Hollywood Project.
- CITY OF LA:** A fund transfer agreement was executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.446 million has been drawn down. A revised fund transfer agreement is currently in progress.
- BENEFIT
ASSESSMENT:** Funds are no longer expected due to passage of Prop. 218 (Right to Vote on Tax Initiatives).

METRO RAIL RED LINE NORTH HOLLYWOOD PROJECT
(IN MILLIONS OF DOLLARS)

DECEMBER 1999

STATUS OF FUNDS BY SOURCE

METRO RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period Ending – December 1999

FINANCIAL DETAIL
METRO RED LINE NORTH HOLLYWOOD PROJECT
(IN MILLIONS OF DOLLARS)

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) \$	(D/B) %	(E) \$	(E/B) %	(F) \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$426.212	\$453.233	83%	\$388.237	71%	\$388.237	71%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$106.553	\$113.308	83%	\$97.059	71%	\$97.059	71%
FED ISTE A STP (STATE)	\$0.000	\$174.344	\$174.344	\$133.366	76%	\$133.366	76%	\$133.366	76%
FEO ISTE A STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$71.358	\$71.358	100%	\$71.358	100%	\$71.358	100%
FED ISTE A RSTP DEFERRED LOCAL SHARE		\$9.245	\$9.245	\$9.245	100%	\$9.245	100%	\$9.245	100%
SB 1995 TRUST FUNO	\$53.000	\$66.690	\$66.690 (2)	\$66.690	100%	\$66.690	100%	\$66.690	100%
STATE SHA/ARTICLE XIX	\$115.000	\$64.811	\$64.811	\$64.811	100%	\$64.811	100%	\$64.811	100%
STATE PROP 116	\$0.000	\$57.652	\$57.652	\$57.652	100%	\$57.652	100%	\$57.652	100%
STATE TSM Match	\$0.000	\$10.537	\$10.537	\$10.537	100%	\$10.537	100%	\$10.537	100%
STATE FLEXIBLE CONGESTION RELIEF	\$0.000	\$26.000	\$26.000	\$26.000	100%	\$26.000	100%	\$26.000	100%
CITY OF LA	\$101.500	\$90.000 (3)	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$318.185	\$59.146	\$52.746	\$54.371	92%	\$54.371	92%	\$54.371	92%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (5)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$1,121.594 (4)	\$1,118.017	85%	\$1,034.772	79%	\$1,034.772	79%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.969	\$1.467	60%	\$0.969	40%	\$0.969	40%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.972	\$1.544	57%	\$0.972	36%	\$0.972	36%

(1) Based on Current Budget. Allocation by funding source based on Dec 98 funding plan.

(2) Funds available have been reduced by \$7.3M due to usage of interest proceeds to other programs.

(3) Assumes the City of LA will contribute 7% of the total project cost.

(4) When funds available are lower than expenditures, Treasury uses the cash pool account to pay the unfunded balance. Once funds become available, Grant Accounting bills the appropriate funding source and Treasury reimburses the cash pool account.

(5) Benefit Assessment District funds are no longer expected due to passage of Prop 208 (Right to vote on tax initiatives)

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1999.



FINANCIAL DETAIL

METRO RAIL RED LINE TOTAL SEGMENT 3 PROJECT
(IN MILLIONS OF DOLLARS)

DECEMBER 1999

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$487.396	\$514.417	45%	\$449.421	40%	\$449.421	40%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$121.849	\$128.604	45%	\$112.355	40%	\$112.355	40%
FED ISTE A STP (STATE)	\$25.000	\$199.344	\$174.344	\$133.366	67%	\$133.366	67%	\$133.366	67%
FED ISTE A STP/CMAQ (REGIONAL)	\$156.617	\$134.771	\$72.613	\$72.613	54%	\$72.613	54%	\$72.613	54%
FED ISTE A RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$9.408	\$9.408	54%	\$9.408	54%	\$9.408	54%
SB 1995 TRUST FUND	\$53.000	\$66.690	\$66.690	\$66.690	100%	\$66.690	100%	\$66.690	100%
STATE SHA/ARTICLE XIX	\$165.000	\$104.811	\$64.811	\$64.811	62%	\$64.811	62%	\$64.811	62%
STATE PROP 116	\$87.300	\$57.652	\$57.652	\$57.652	100%	\$57.652	100%	\$57.652	100%
STATE FLEXIBLE CONGESTION RELIEF	\$26.000	\$50.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE TSM Match	\$11.142	\$17.042	\$10.537	\$10.537	62%	\$10.537	62%	\$10.537	62%
STATE CTIP	\$0.000	\$26.000	\$26.000	\$26.000	100%	\$26.000	100%	\$26.000	100%
CITY OF LA	\$136.244	\$163.444	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$789.047	\$132.338	\$159.054	20%	\$133.963	17%	\$133.963	17%
BENEF ASSESS. DISTRICT	\$17.100	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$2,781.066	\$3,042.752	\$1,279.084	\$1,298.598	43%	\$1,192.262	39%	\$1,192.262	39%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.969	\$1.467	60%	\$0.969	40%	\$0.969	40%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.972	\$1.544	57%	\$0.972	36%	\$0.972	36%

METRO RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - December 1999

FINANCIAL DETAIL
METRO RED LINE TOTAL SEGMENT 3 PROJECT
(IN MILLIONS OF DOLLARS)

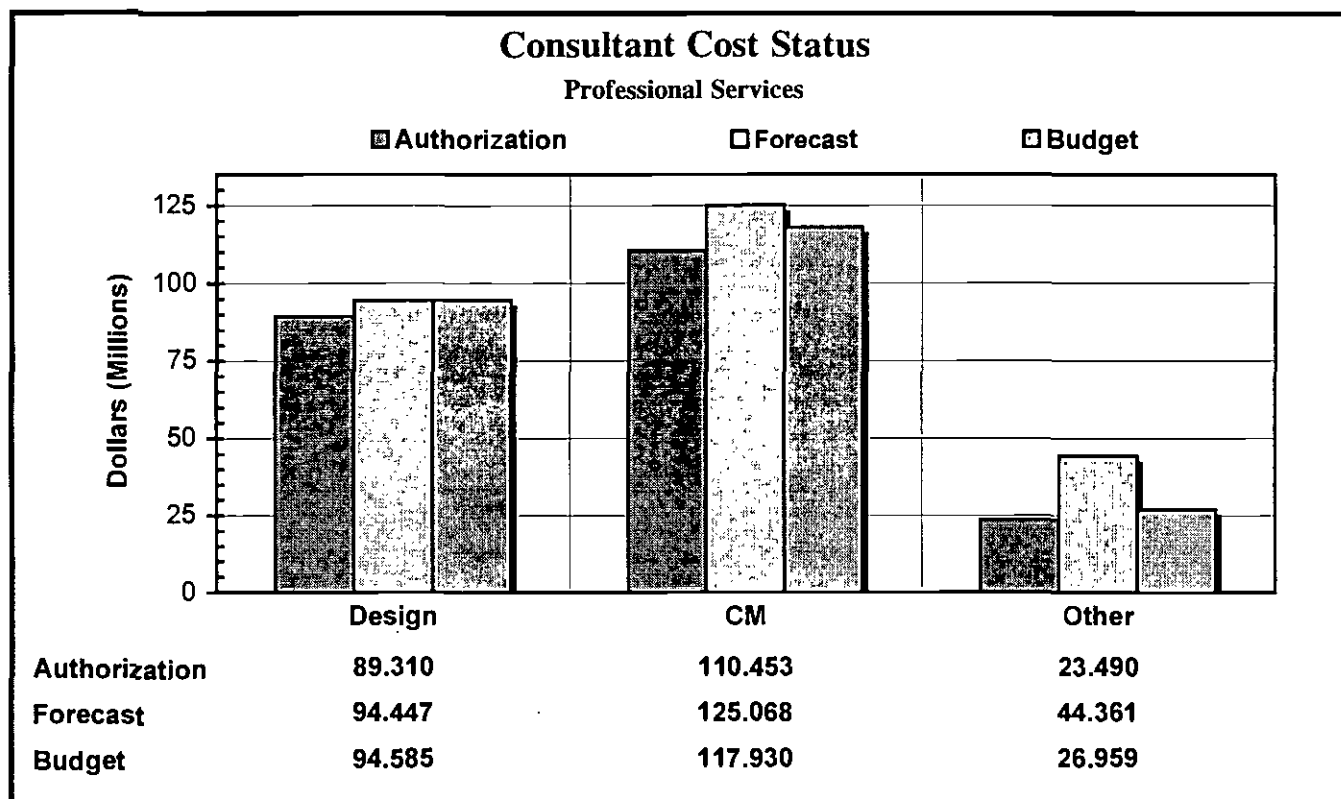


(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1999.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report
Period Ending - December 1999



Professional Services Cost Analysis

The authorization and forecast for the "Design," "Construction Management" and "Other" professional services did not change significantly this period. The changes represent executed change orders that were processed during the period. Authorizations will remain significantly below the budget and forecast until the necessity and scope of future services are finalized.

The forecast for the "Construction Management" professional services is \$7.1 million above the current budget due to procurement delays to both the award of contracts and the closeout of contracts that necessitated extending staff levels. This potential overrun may be mitigated based on reductions to consultant staffing levels required to closeout contracts.

The forecast for the "Other" professional services is \$20.9 million above the current authorization due to pending and potential contract work orders, amendments and other anticipated future costs. The majority of this potential increase involves legal services. A budget increase for services in this category may be processed when increases to the authorized amount are determined. The services in this category include the following: Configuration Management, Systems Engineering and Analysis, Rail Vehicle Procurement Services, Environmental Services, Project Management Assistance, Legal Services, Construction Support Services, Labor Compliance Monitoring and Security Staffing.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1999



Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	+15 days
Design Progress	100.0%	none
Critical Path Float To Plan	-34 days	+15 days
Critical Path Float To FFGA	+194 days	+15 days
Construction Progress	88.4%	+1.4%

Current Critical Path Analysis

- Planned ROD: May 17, 2000
- Forecast ROD: June 20, 2000
- Full Funding Grant Agreement (FFGA) ROD: December 2000
(Revenue Operation Date required by Federal agreement)

The December 1999 Master Schedule update shows the project achieving Revenue Operations Date (ROD) on June 20, 2000 six months before the completion date stipulated in the FFGA in 1993. The current critical path is based upon Contract C0326 Universal City Station Bus Plaza, Parking and Freeway Overcrossing. Currently, this surface work is critical because of the required bus and patron access at Universal City Station at ROD.

Other work that is critical to meeting the planned ROD of May 17, 2000 includes Systems Integration Testing, Contract B645 Transit Automatic Train Control, SCADA second download and Contract C0352 North Hollywood Station Sitework.

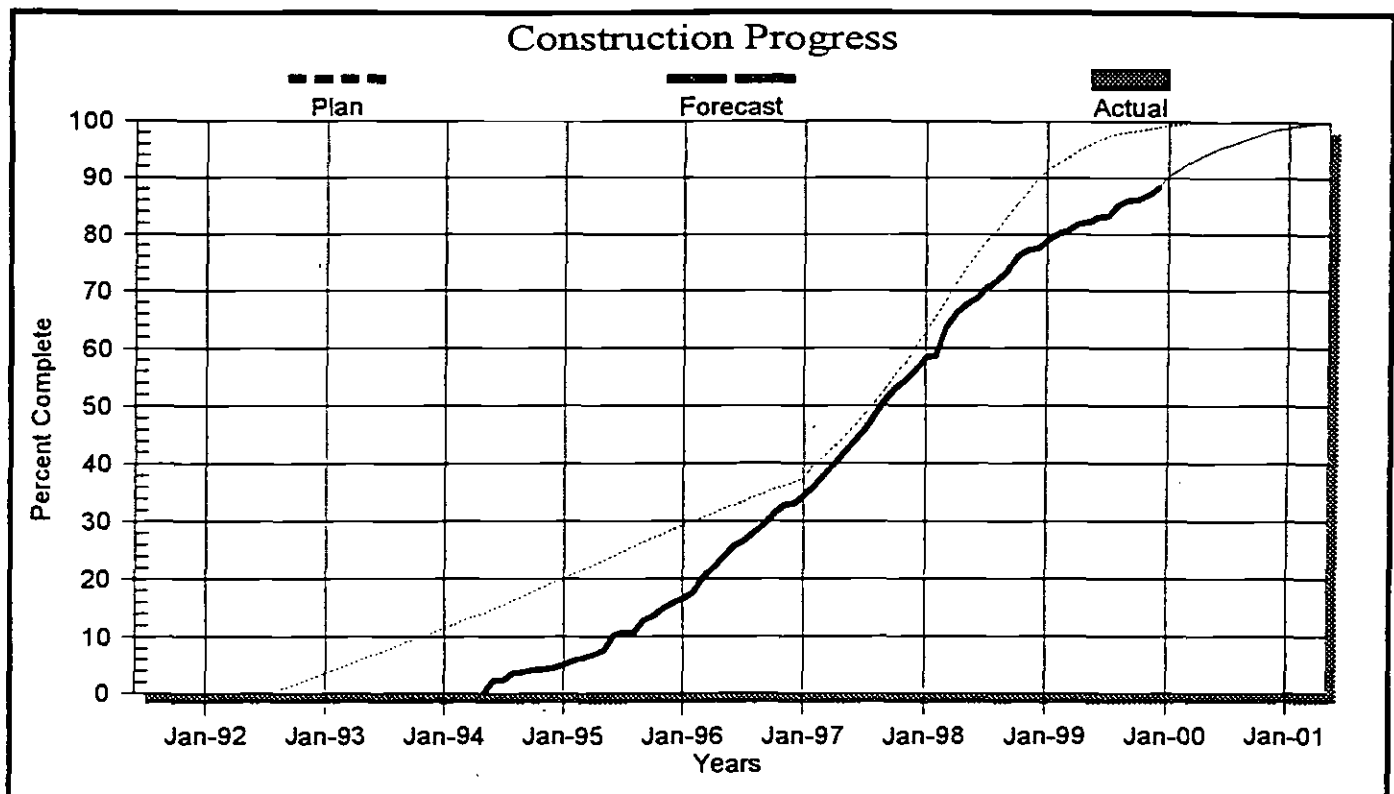
Both Contracts C0326 and C0352 issued Notice to Proceed later than planned. Project staff's review of mitigation plans are underway.

Remaining critical activities to the program are 40-KVA UPS functionality, auxiliary power transformer performance at the Track Level Room and completion of Contract B641 Radio.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1999



Construction Progress Analysis

The overall construction progress through December 1999 is 88.4% complete.

CONSTRUCTION PROGRESS THIS PERIOD

B620 (Automatic Train Control) Contractor continued passenger vehicle dynamic testing and completed operational testing at Universal City Station.

B645 (TRACS) Local field acceptance test (LFAT) and interface test (IT) of the remote terminal units (RTU) has been completed at all Segment 3 stations. The contractor has also completed Priority #2 database and screen display programs. Contractor started work on change notice scope and began preparation for factory acceptance testing (FAT) of the Priority #2 programs.

B646 (Fire and Emergency Management) Contractor completed LFAT for Change Notices 109 and 114. Work on other change notices is currently in progress.

B710 (Escalators and Elevators) Contractor continues to perform final testing and punchlist work at all stations.

B795 (Uninterruptible Power Supply) Contractor continues 80KVA UPS commissioning tests at the Track Level Rooms, Universal City and North Hollywood stations.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report
Period Ending - December 1999



C0326 (Universal City Station Freeway Overcrossing and Site Restoration) Issued Notice to Proceed to Contractor.

C0352 (North Hollywood Sitework) Issued Notice to Proceed to Contractor.

C0390 (Ancillary Construction and Maintenance) Modified Motor Control Centers at the C0301 station and 480 volt breakers at the C0351 station. Repaired mechanical and electrical equipment resolving discrepancy and problem reports. Constructed roof slab at the north access shaft. Provided support for the RAG test teams. Replaced temporary sump pumps with permanent pumps. Conducted PA speaker modification and testing. Operated and maintained interim ventilation system. Maintained mechanical, electrical and fire protection systems.

H0648 (Communication Installation) Installation of the fire and emergency management systems (F&EM) and the CCTV System has been completed. Installation of crossconnects between the main distribution frame (MDF) and the RTU's have been completed. Preliminary tests on the radiax and coaxial cables for the radio system as well as installation of surface-mounted conduits for the variable message signs (VMS) have begun.

Systems Integration Testing: Began Phase II Testing at Hollywood/Highland Station.

CONSTRUCTION PROGRESS NEXT PERIOD

B620 (Automatic Train Control) Contractor to continue passenger vehicle dynamic testing.

B645 (TRACS) Conduct Priority #2 Pre-FAT and FAT and complete downloading the programs. Incorporate new changes in Priority #2 programs.

B646 (Fire and Emergency Management) Continue with engineering document submittal, and field installation for new Change Notices issued to the contractor.

C0390 (Ancillary Construction and Maintenance) Install HDPE lining at the La Brea Shaft. Backfill the Access Ramp at C0351. Continue Fire Life Safety and VMS punch list items. Remove stockpiled dirt at C0351. Finish door hardware at various stations. Continue the North Access Shaft backfilling and site restoration. Continue the La Brea Access Shaft backfilling.

H0648 (Communications Installation) Terminate and wire up the PA systems and complete local field testing (LFAT) of the system at all Segment 3 locations. Continue with continuity of the radio system. Begin installation of the VMS.

Systems Integration Testing: Begin Phase II Testing at Universal City Station.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1999



Quality Assurance

QUALITY MANAGEMENT SEGMENT 3

Surveillances	10
QAR's Closed	6
QAR's Open	8
QAR Responses Due	2
Audits	0
Total	26

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1999



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	14.5	-0.4
Lost Time Rate (Freq.)		
National Average	4.2	
Project Rate (Cum.)	1.8	-0.1

Recordable Injury Rate: The number of recorded injuries excluding simple first aid or minor medical treatment, per 100 man years.

Lost Time Incident Rate: The number of injuries resulting in days away from work, per 100 man years.

Construction Safety Summary

The project-to-date lost time injury rate continues to be less than one-half the national average of 4.2.

The project completed over 50,000 work hours during November. To date, the project has completed over 8,500,000 work hours.

Statistics reflect injuries through November 1999.