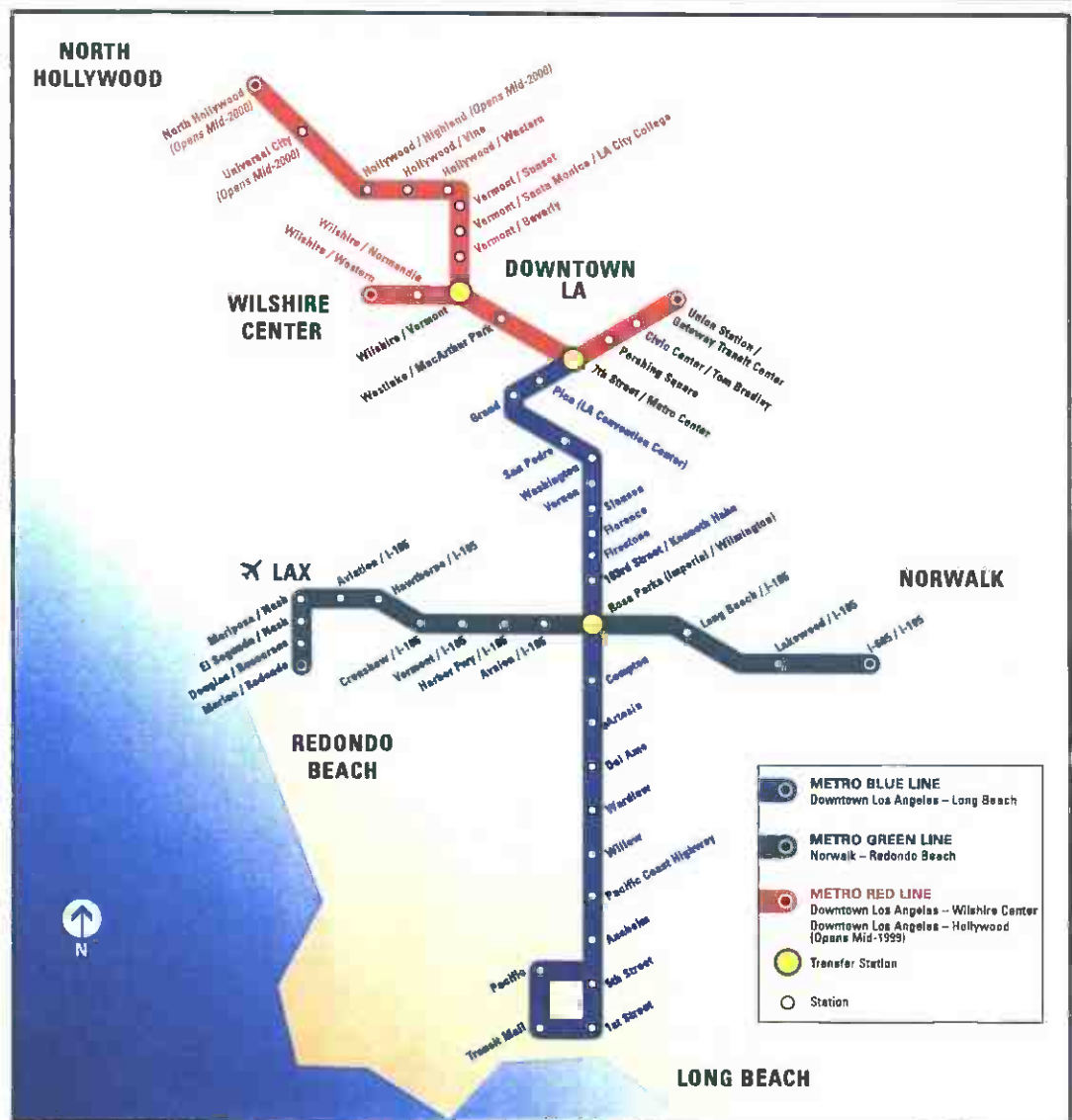


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



June 1999

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

JUNE 1999

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of June 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 | — |
| MTA Approved Opening Date | Jan 1993 | Wilshire Jul 1996 Vermont Jun 1999 | May 2000 | | | July 1990 | | August 1995 | Final Car Delivery Sept 2000 | Final Completion Sept 2000 |
| Design Status | Completed | Completed | 99.5% | Project suspended | Project suspended | Completed | Project suspended | Completed | Based on Milestones 98% | 4 of 6 complt'd. |
| Construction Status | Completed | Completed | 83.1% | Project suspended | Project suspended | Completed | Project suspended | 99% | Based on Milestones 74% | 3 of 6 complt'd. |
| Expenditures to Date (in mil.) | \$1438 | \$1609 | \$973 | \$14 | \$141 | \$860 | \$235 | \$677 | \$127 | \$6074 |
| MTA Approved 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% |

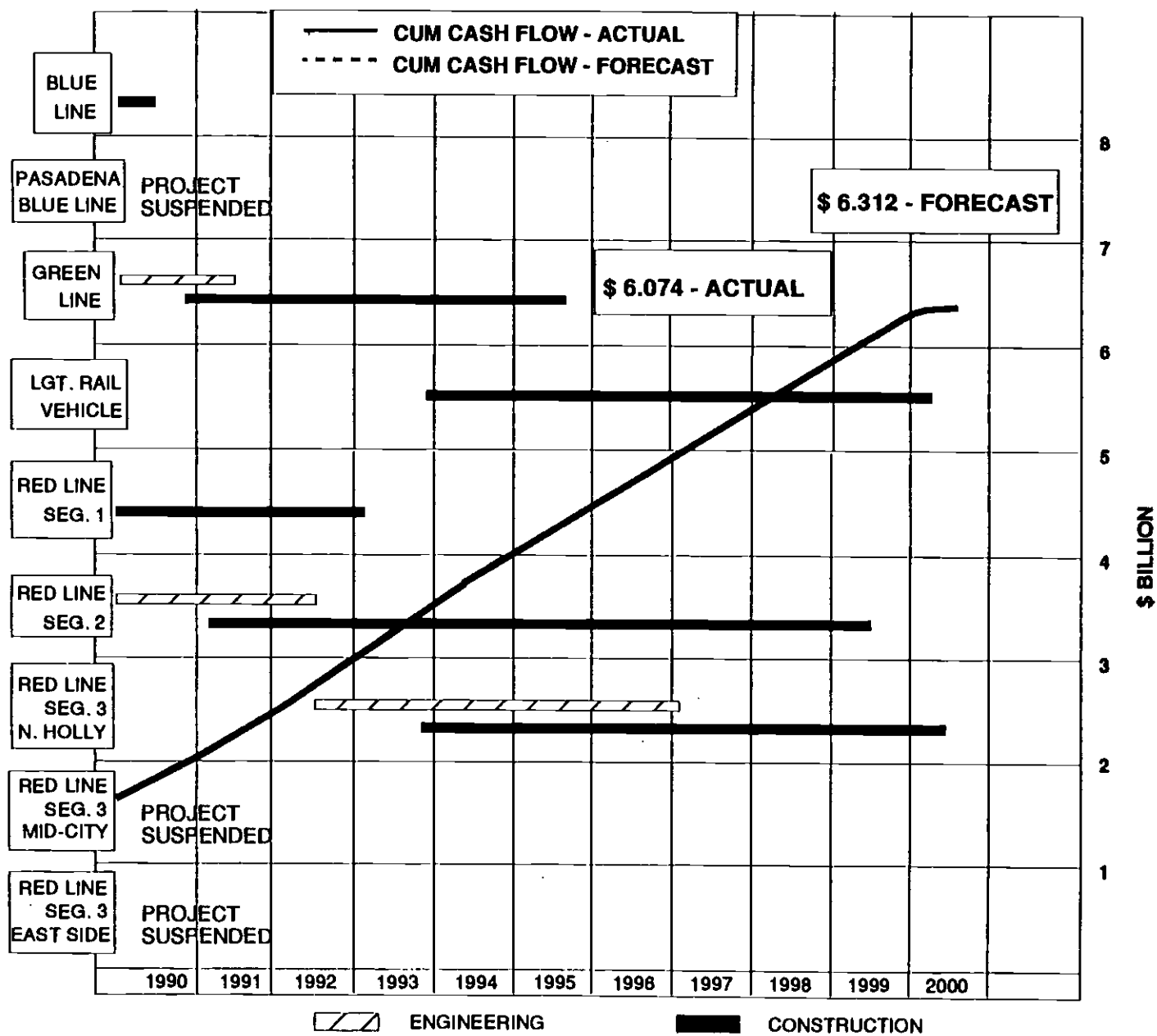
**METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)**

JUNE 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 | | | 805.3 | 667.0 | 681.0 | | 1953.3 | 31 |
| FTA - OTHER | | | | | | | | |
| ISTEA - FED SURFACE TRANSIT PROG | | | | 52.1 | 174.3 | 55.1 | 281.5 | 5 |
| FED-ISTEA RSTP/CMAQ | | | | | 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 (TRANSIT ENHANCEMENTS) | | | | 66.0 | | | 66.0 | 1 |
| PRIVATE FUNDS (KAISER HOSPITAL) | | | | 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 | 28.7 | 0.0 | 122.2 | |

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.



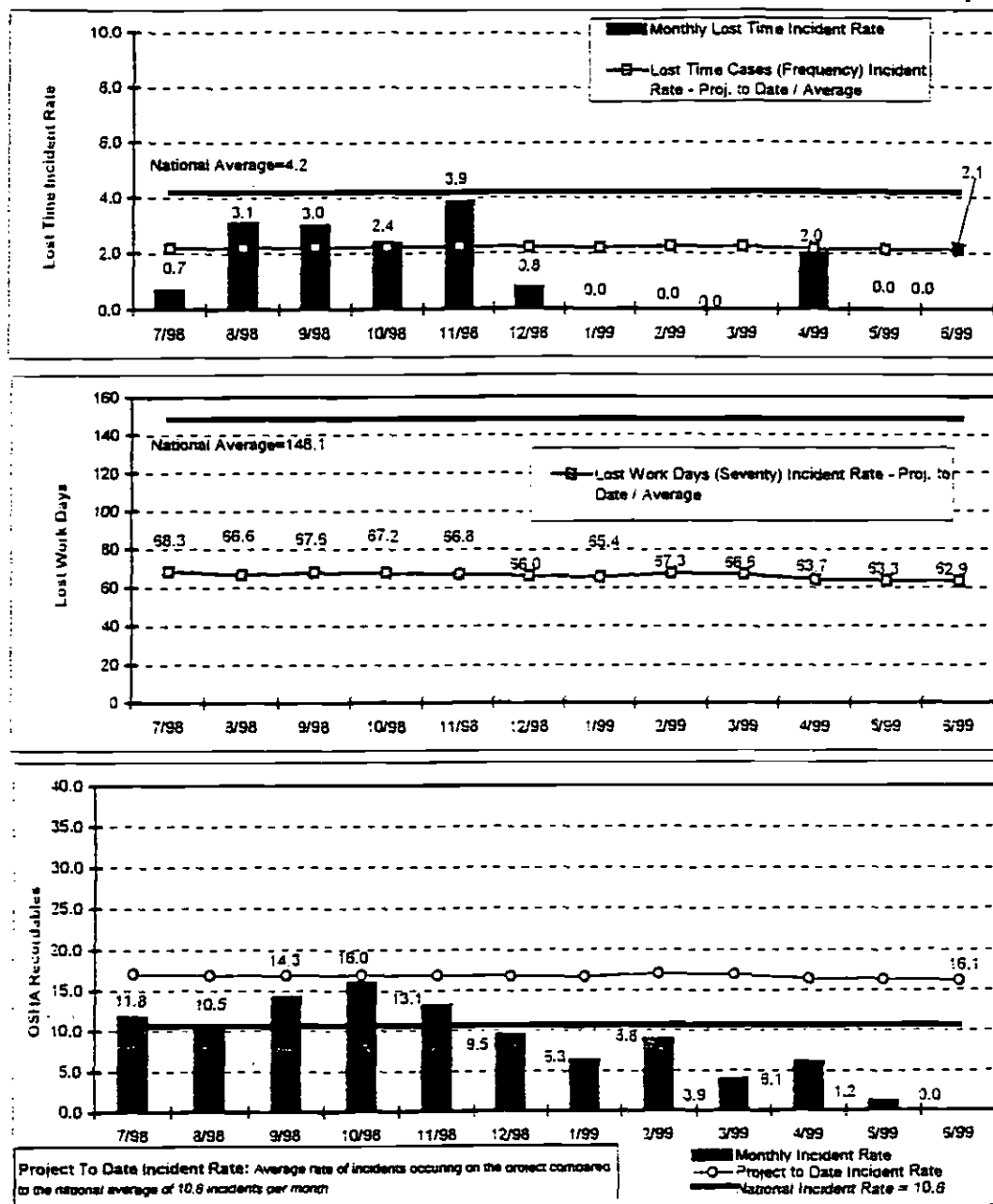
RAIL PROGRAM STATUS SUMMARY

JUNE 1999

June 1999

Prepared By:
Marsh USA Risk and Insurance Services

Total 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.

7/27/99

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - June 25, 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 | 2.3 | 0.0 % |
| Prior Cumulative Prog. | \$ 178.6 | 100.0 |
| Cumulative Progress | 180.9 | 100.0 |
| CONSTRUCTION | | |
| Monthly Progress | 5.5 | 0.2 % |
| Prior Cumulative Prog. | \$1018.0 | 99.8 |
| Cumulative Progress | 1023.5 | 100.0 |
| OTHER Cost Elements | \$ 404.6 | |
| TOTAL | \$ 1609.0 | |

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 | 82.1 | 75.9 |
| TOTAL | \$1643.7 | \$1559.9 | \$1553.7 |
| ADDITIONAL LOCALLY FUNDED ACTIVITIES | | | |
| Prop C Transit Enhance | 66.0 | 55.3 | 55.3 |
| Cost Overrun Account | 24.7 | 0.0 | 0.0 |
| Private Funds Kaiser Hos | 4.4 | 0.0 | 0.0 |
| TOTAL | \$95.1 | \$55.3 | \$55.3 |

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 |

SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 12, 1999

A temporary certificate of occupancy was issued for the project on June 7, 1999. Revenue Operations began on June 12, 1999.

CURRENT ACTIVITIES / ISSUES

Remaining work includes completing system integration testing and construction punchlist items to enable the project to request a permanent certificate of occupancy in August 1999. Construction of the Kaiser Entrance at Vermont/Sunset Station continues.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - June 25, 1999



PROJECT DESCRIPTION

The North Hollywood Extension includes three stations and extends 6.7 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 | 0.9 | 0.6 % |
| Prior Cumulative Prog. | \$ 83.1 | 98.9 |
| Cumulative Progress | 84.0 | 99.5 |
| CONSTRUCTION | | |
| Monthly Progress | 6.7 | 1.0 % |
| Prior Cumulative Prog. | \$ 627.1 | 82.1 |
| Cumulative Progress | 633.8 | 83.1 |
| OTHER Cost Elements | \$ 254.8 | |
| TOTAL | \$ 972.6 | |

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

| Source | Total Funds Anticipated (in \$ mil.) | Total Funds Available (in \$ mil.) | Expend. |
|---|--|--|----------------|
| FTA - Section 3 | \$544.8 | \$374.2 | \$424.1 |
| FTA - Sect 3 Defer. Local | 136.2 | 93.5 | 106.0 |
| FED ISTEA STP (State) | 174.3 | 50.0 | 50.0 |
| 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 | 48.7 | 48.7 |
| State Proposition 116 | 57.7 | 57.7 | 57.1 |
| 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 | 59.4 | 46.5 |
| Benefit Assessment Dist | 0.0 | 0.0 | 0.0 |
| TOTAL | \$1310.8 | \$922.8 | \$971.7 |
| 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 | \$846.9 |
| Professional Services | 300.8 | 310.4 |
| Real Estate | 89.0 | 86.3 |
| Utility Force Account | 26.3 | 26.6 |
| Special Programs | 0.0 | 0.0 |
| Contingency | 69.6 | 38.0 |
| 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 | \$28.7 |

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 12, 2000, the current planned completion date is May 17, 2000 the forecast for completion is June 29, 2000.

CURRENT ACTIVITIES / ISSUES

The project is forecasting a \$28.7 m overrun to the current budget largely due to increased agency overhead costs.

METRO RED LINE SEGMENT 2

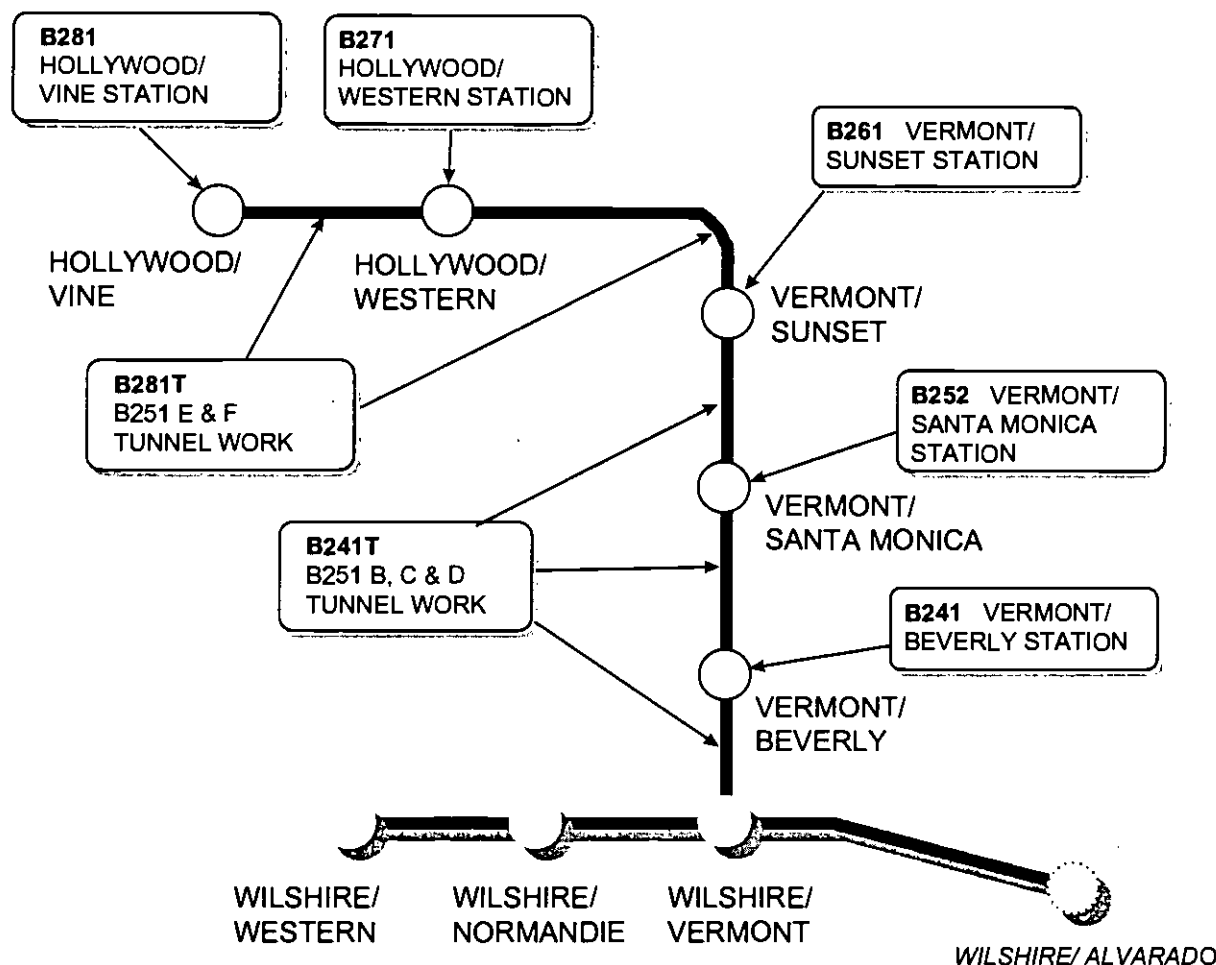
EXECUTIVE SUMMARY

METRO RED LINE Segment 2

Quarterly Project Status Report
Period Ending - June 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

MTA opened the Hollywood Extension of the Metro Red Line on the weekend of June 12 and 13, 1999. Nearly a quarter of a million riders took advantage of the fare-free celebration. The public overwhelmingly expressed appreciation for the unique design qualities of the stations and the pleasant, clean subway ride. Since the opening, Hollywood merchants have reported a significant increase in foot traffic as well as business.

BARNSDALL PARK: Completed restoration of Barnsdall Park on June 15, 1999; completed grading, sidewalks, and hydro-seeding of the area.

B620 AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: Continued with the Vehicle Carborne testing and certification. Completed support of the system integration test (I-424, I-425) from CCF.

B645 TRACS: Two major downloads were completed, addressing all critical issues required to be completed prior to start of revenue service.

B648B COMMUNICATION INSTALLATION: Completed required testing prior to start of revenue service.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



FACILITY ACTIVITIES

B241 VERMONT/BEVERLY STATION: Completed floor repair work on the platform. Continued punchlist work.

B261 VERMONT/SUNSET STATION: Completed work on station finishes and continued with punchlist work.

B263 ENTRANCE AT KAISER HOSPITAL:
Completed the installation of reinforcement for the level 2 interior walls and ancillary roof slab. Continued to backfill as areas were made available and started rebar installation for emergency exit stairs. Critical traction power elevator shop drawings were approved as noted.

B290 ANCILLIARY CONSTRUCTION AND MAINTENANCE: Completed support of the system integration testing required for the start of revenue service. Completed final cleaning and polishing of the facilities.

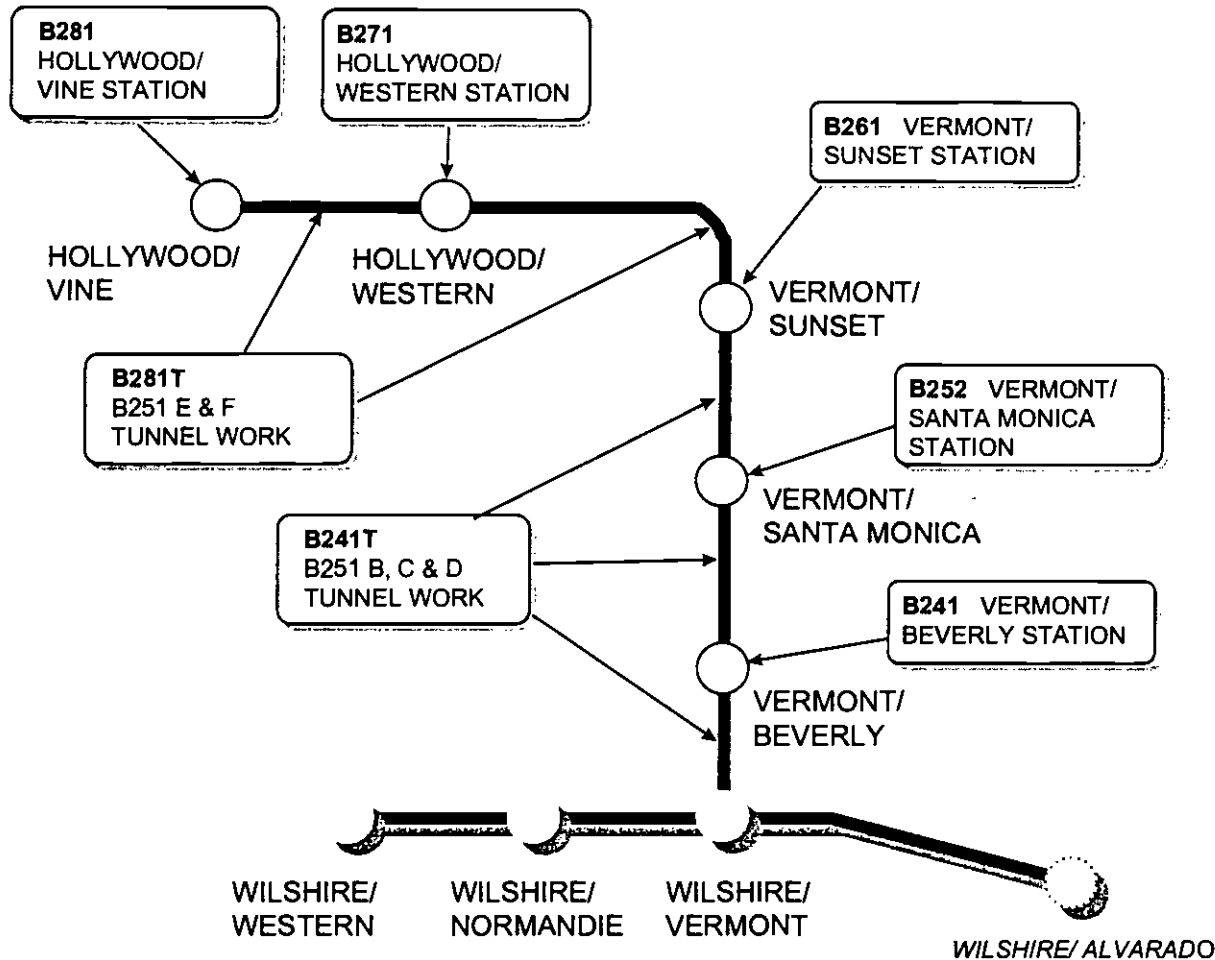
METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

B645 TRACS: Complete work on remaining Phase II Discrepancy Reports and plan for downloads as necessary to resolve all outstanding TRACS issues.

B710 ELEVATOR AND ESCALATOR: Continue to support post revenue operations with a dedicated Elevator and Escalator team.

FACILITY ACTIVITIES

B263 ENTRANCE AT KAISER HOSPITAL: Continue placement of concrete for emergency exit

stairs. Continue installation of reinforcement for the level 2 slab. Contractor to submit schedule mitigation plan traction elevator scope of work.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



QUALITY ASSURANCE

QARs (Quality Action Request)

Segment 2

| | |
|------------------------------|----|
| QAR's Closed | 6 |
| QAR's Open | 25 |
| QAR's Response Due | 3 |
| Current Period Surveillances | 29 |

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | VARIANCE | JUNE CHANGE IN FORECAST |
|-----------------------|----------------|------------------|----------|-------------------------|
| CONSTRUCTION | \$1,049.9 | \$1,066.0 | \$16.1 | \$0.2 |
| PROFESSIONAL SERVICES | \$438.6 | \$460.7 | \$22.1 | \$1.9 |
| REAL ESTATE | \$83.7 | \$86.8 | \$3.1 | \$0.8 |
| THIRD PARTY | \$30.4 | \$28.4 | (\$2.0) | \$0.0 |
| SPECIAL PROGRAMS | \$2.5 | \$2.1 | (\$0.4) | (\$0.4) |
| PROJECT CONTINGENCY | \$39.9 | \$3.5 | (\$36.4) | (\$0.5) |
| PROJECT REVENUE | (\$1.3) | (\$2.2) | (\$0.9) | (\$0.8) |
| TOTAL PROJECT | \$1,643.7 | \$1,645.3 | \$1.6 | \$1.2 |

Budget/Forecast Variance Analysis

Original Scope Activities

Due to rounding, some values may differ from the Cost Management System (CMS).

Expenditures through May 1999 for Original Scope are \$1,553.7 million or 94.4% of the current total forecast.

Commitments to date for Original Scope are \$1,586.1 million or 96% of the current total forecast.

The total undertaking budget remains at \$1,738.8 million. The Original Scope budget remains as approved by the MTA Board in July 1998.

The total forecast for Original Scope increased \$1.2 million to \$1,645.3 billion (Total forecast remains unchanged).

Construction forecast decreased (\$190) thousand due to:

- B290 \$2.8 million, revised contract value
- H0631 \$30 thousand, temporary traction power
- OCIP (\$3.6) million, based on FY2000 budget
- B261 \$1.4 million, hazardous waste disposal claim
- Capital equipment, hazardous materials, startup (\$2.0) million
- Other construction contracts \$2 million, EAC based on current value, plus pending and a re-evaluation of allocated contingency and potential changes. Major contracts included B252, B271, B241, B281, B610, B631, B641, B645, and B648B.
- Miscellaneous corrections \$281 thousand for MOW yard off-loading facility and the sinkhole insurance settlement.
- B251 final settlement value (\$737) thousand

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



Budget/Forecast Variance Analysis (Cont.)

Original Scope Activities

Professional Services forecasted increased \$1.848 million due to:

- PM021 Fluor-Daniel increased support \$1.6 million
- Claims consultant \$100 thousand
- E0110 Booz-Allen-Hamilton startup/testing support \$148 thousand

Real Estate forecast increased \$824 thousand due to analysis of final costs including Barnsdall Park.

Special Programs forecast decreased (\$371) thousand due to recognition that station contractors had incurred costs on behalf of the ART program.

Project Revenue decreased (\$786) thousand in recognition of actuals reflected in FIS.

Contingency decreased (\$528) thousand due to offset of the above. The forecast balance is \$3.509 million.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



Budget/Forecast Variance **Additional Locally Funded Activities** (\$ Millions)

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | VARIANCE | JUNE CHANGE IN FORECAST |
|--|----------------|------------------|----------|-------------------------|
| CONSTRUCTION | \$50.9 | \$51.7 | \$0.8 | (\$0.4) |
| PROFESSIONAL SERVICES | \$44.2 | \$41.8 | (\$2.4) | \$0.0 |
| REAL ESTATE | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| THIRD PARTY | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| SPECIAL PROGRAMS | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| PROJECT CONTINGENCY | \$0.0 | \$0.0 | \$0.0 | (\$0.8) |
| PROJECT REVENUE | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES | \$95.1 | \$93.5 | (\$1.6) | (\$1.2) |

Budget/Forecast Variance Analysis **Additional Locally Funded Activities**

Due to rounding, some values may differ from the Cost Management System (CMS).

Expenditures through May 1999 for Additional Locally Funded Activities are \$55.3 million or 59.1% of the current total forecast.

Commitments to date for Additional Locally Funded Activities are \$71.2 million or 75.4% of current total forecast.

The current total forecast decreased (\$1.2) million in June.

Construction forecast was revised to \$51.7 million, a decrease of (\$400).

- B263 Kaiser Entrance had allocated contingency reduced while leaving 20% on remaining work

Professional Services remained unchanged at \$41.8 million.

Contingency decreased (\$800) thousand to \$0. The remaining work is at Kaiser Entrance, which has 20% contingency built-in. The Transit Enhancement contingency was transferred to Project Scope.

Contract/Line Item Variance: None.

Contract Variance: None.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending -June 1999



Status Of Funds By Source

(\$ Millions)

| SOURCE | ORIGINAL BUDGET | TOTAL FUNDS ANTICI- PATED | TOTAL FUNDS AVAIL- ABLE | COMMIT- MENTS \$ | COMMIT- MENTS % | EXPENDI- TURES \$ | EXPENDI- TURES % | BILLED TO SOURCE \$ | BILLED TO SOURCE % |
|---------------------------------------|--------------------|------------------------------------|----------------------------------|------------------------|-----------------------|-------------------------|------------------------|---------------------------|--------------------------|
| 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 | \$0.000 | \$144.604 | \$144.604 | \$144.604 | 100% | \$144.604 | 100% | \$144.604 | 100% |
| FED ISTEAP 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 LOS ANGELES | \$96.000 | \$96.000 | \$96.000 | \$96.000 | 100% | \$96.000 | 100% | \$96.000 | 100% |
| BENEFIT ASSESSMENT | \$58.000 | \$0.000 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| BENEFIT ASSESSMENT SHORTFALL | \$0.000 | \$0.000 | \$25.400 | \$25.400 | 0% | \$25.400 | 0% | \$25.400 | 0% |
| COST OVERRUN ACCOUNT | \$0.000 | \$191.233 | \$82.063 | \$108.270 | 57% | \$75.899 | 40% | \$75.899 | 40% |
| Total Original Scope | \$1,446.432 | \$1,643.661 | \$1,559.891 | \$1,586.098 | 96% | \$1,553.727 | 95% | \$1,553.727 | 95% |
| Other Locally Funded Activities | | | | | | | | | |
| PROP C (TRANSIT ENHANCEMENTS) | \$0.000 | \$65.968 | \$55.303 | \$65.968 | 100% | \$55.303 | 84% | \$55.303 | 84% |
| COST OVERRUN ACCT. | \$0.000 | \$24.708 | \$0.000 | \$5.274 | 21% | \$0.000 | 0% | \$0.000 | 0% |
| PRIVATE FUNDS (KAISER HOSPITAL) | \$0.000 | \$4.434 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| Total Other Locally Funded Activities | \$0.000 | \$95.110 | \$55.303 | \$71.242 | 75% | \$55.303 | 58% | \$55.303 | 58% |

Status Of Funds By Source Analysis

STATUS OF FUNDS ANTICIPATED

BENEFIT ASSESSMENT

Funds are no longer expected due to passage of Proposition 102 (Right to Vote on Tax Initiatives).

COST OVERRUN ACCOUNT

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending -June 1999



The CAPRA account cash balance as of May 31, 1999 is \$26,131,943.

The revised budget growth is funded as follows:

CAPRA: \$21.6M
Prop A: \$194.3M

FISCAL YEAR 1999 BUDGET

The approved budget is 86.0M with funding to be provided by the following sources:

City of Los Angeles: \$1.9M
Prop A 35% Rail Bond: \$84.1M (will also be used to fund part of the Cost Overrun Account)

FUTURE FUNDING NEEDS

Future funding needs have been incorporated into the MTA long range transportation plan based on projected cashflow expenditures.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



Schedule - Vermont/Hollywood Corridor

| | Current Status | Change from Last Month |
|-----------------------|----------------|------------------------|
| Current ROD | May 1999 | -31 days |
| Design Progress | 100.0% | none |
| Critical Path Float | 0 days | none |
| Construction Progress | 100.0% | +0.2% |

Current Critical Path Analysis

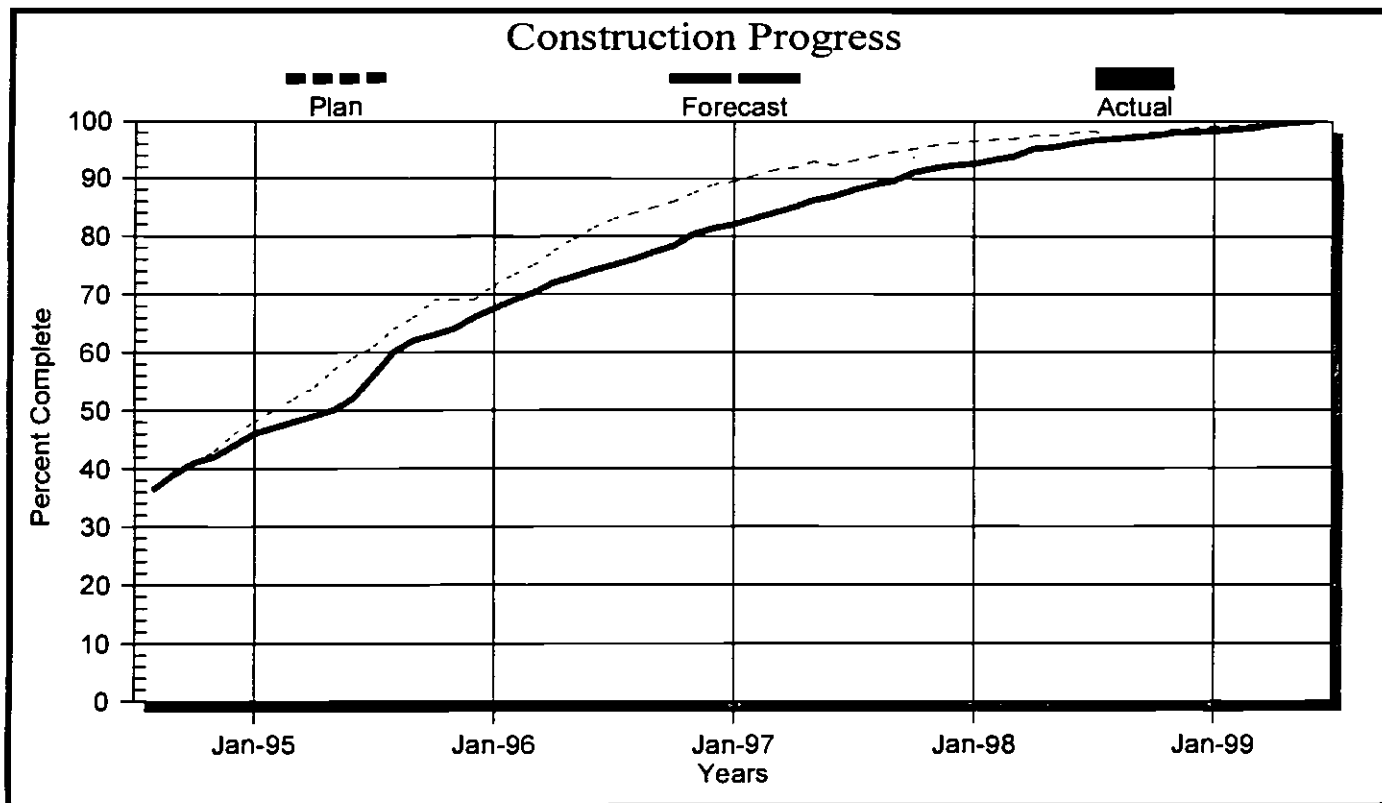
A temporary certificate of occupancy was issued for the Project on June 7, 1999.

Revenue Operation Date (ROD) was achieved on June 12, 1999. The most prominent activities to be completed are Phase II system integration testing activities, which are forecast to be completed by July 31, 1999.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 100% versus the planned of 100%. All physical work was substantially completed and the system was opened to the public on June 12, 1999.

The Segment 2B completion plan includes the remaining Phase II integration tests and contractual milestone completion work. The project PPM excludes the Kaiser Entrance since it is not ROD related and will not be completed until year 2000.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



Construction Safety Statistics

| Project-to-Date-Rates | Current Status | Change from Last Month |
|-------------------------------|----------------|------------------------|
| Recordable Injury Rate | | |
| National Average | 10.6 | |
| Project Rate (Cum.) | 17.1 | -0.2 |
| | | |
| Lost Time Rate (Freq.) | | |
| National Average | 4.2 | |
| Project Rate (Cum.) | 2.3 | none |

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

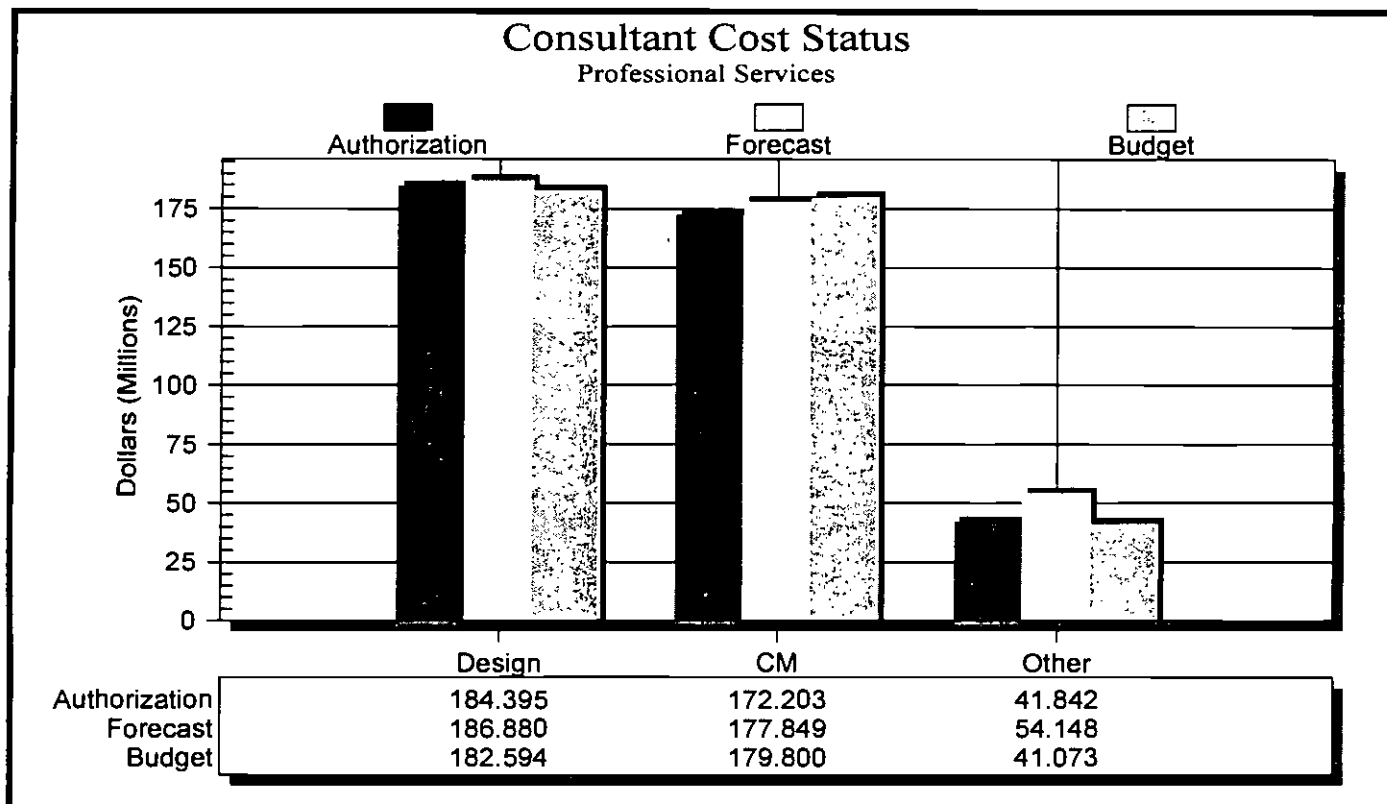
- The Project-to-Date Lost Time Injury Rate continues at 2.3. This rate is below the 1995 National Average of 4.2.
- The project completed over 97,000 work hours in May 1999 and has produced over 14,350,000 work hours to date without a fatal injury.

Statistics reflect injuries through May 1999.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - June 1999



Professional Services Cost Analysis

Due to rounding, some values may differ from the Cost Management System (CMS).

There were changes to Design Services, Construction Management, or Other Professional Services during this period.

Design Services:

The forecast remained unchanged during this period.

Construction Management:

The forecast remained unchanged during this period. Board Report addressing staffing to completion is in process for July 1999.

Other Professional Services:

The forecast changed during this period due to changes in the Fluor-Daniel forecast and an additional purchase order for claims support.

The budget reflects the budget approved by the Board in July 1998.



Management Issues

ONGOING

Item (Initiated October 1998)

Sufficiency of Project Contingency/Claims Allowance

Concern/Impact

Concern was expressed regarding the sufficiency of project contingency reserves in the light of claim and closeout exposure.

Status/Action

The overall contingency balance appears to be sufficient at this time to meet the claims and other exposures under present assumptions and will be continued to be monitored and evaluated contract by contract over the next few months. Tracking and monitoring of claim settlements and exposures, as compared to amounts budgeted, is now being implemented.

METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXTENSION
EXECUTIVE SUMMARY

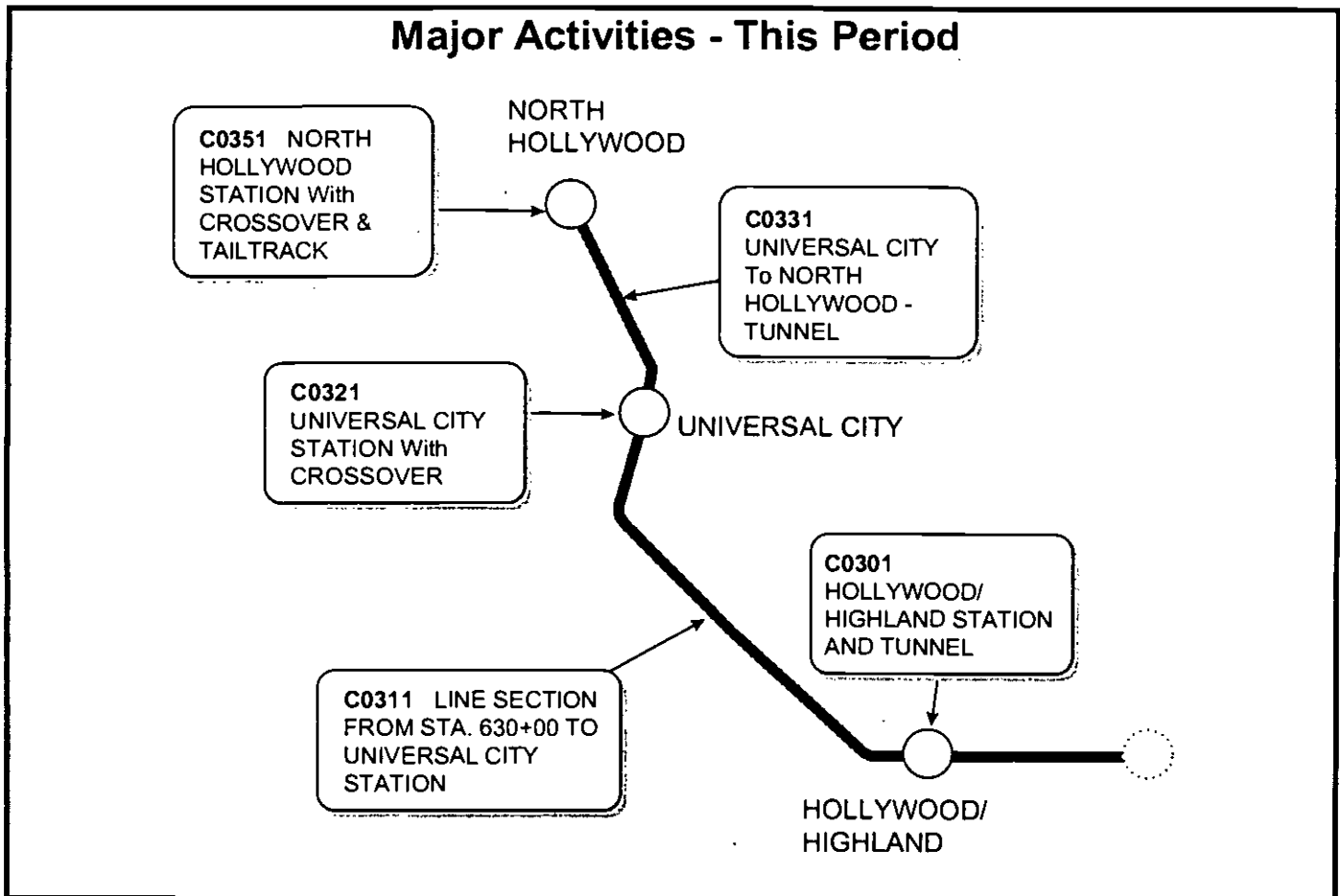
METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

DESIGN ACTIVITIES:

C0322 (UCS Pedestrian Undercrossing) continued work toward the pre-final submittal.

C0390 (Miscellaneous Construction) completed camera ready.

C1326 (UCS Freeway Overcrossing & Ramps) completed Addendum #7.

C3326 (UCS Bus Plaza, Parking Lot) completed Addendum #2.

CONSTRUCTION ACTIVITIES:

B620 (Automatic Train Control) contractor continues installation of 34.5KV conduits in the C0311 left alignment (AL) tunnel and began cable-pulling activity. ATC wayside equipment installation and

ATC cabling commenced at North Hollywood crossovers.

B630/H0631 (Traction Power System Installation) completed DC conduit at North Hollywood Station; installation of DC system at track level rooms (TLR) and at Hollywood/Highland Station is near completion; completed DC cable connections at mid-vent shaft. Continued DC wayside cable pulling and connections at North Hollywood, Universal City and Hollywood/Highland stations. Started DC equipment and cable testing at Universal City and C0311 tunnels.

B645 (TRACS) contractor continues work on database, graphic displays and layout development. Fabrication of the Remote Terminal Unit (RTU) cabinets continues.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



B646 (Fire and Emergency Management) base contract work continues. Local field acceptance testing (LFAT) was not done; change order work is still outstanding. Hollywood/Highland and TLR/C0311 FAT were completed. CN-92 hardware was delivered and drawings were given to H0648 for North Hollywood and MVS installation of fire detection and suppression sub-systems.

replacement of terrazzo on north and south sides of Hollywood Blvd.

B710 (Escalators and Elevators) contractor is developing a completion schedule for North Hollywood Extension. Continue to work at all three North Hollywood stations.

B760 (Signs and Graphics) contractor is currently working on fabricating signs for plaza parking and station pylon at Universal City Station under a change order. The signs will be delivered in July 1999.

B795 (Uninterruptible Power Supply) continued to procure the 80KVA unit for track level room (TLR). Completed the UPS (40KVA) commissioning at North Hollywood Station. Continue to charge batteries and perform tests.

H0648 (Communication Installation) installed seismic detector units and continued to install cable. Cable continuity tests for various subsystems are also in progress. Completed installation of seismic grid and continued installation of cabinets in the TC& C room at Hollywood/Highland Station. Installed blue light stations and cables in the AL/AR tunnels, and continued to install conduits/cables at the mid-vent shaft (A135).

C0311 LINE SECTION FROM STATION 630+00 TO UNIVERSAL CITY:
Started final clean-up operations and demobilization.

C0321 UNIVERSAL CITY STATION:
Completed air balance tests.

C1610 TRACKWORK INSTALLATION:
Milestone #12 was met on June 6. Completed rail electrical testing and track geometry testing in all areas. Continued Stage 1 rock drilling and supplemental formation grouting in C0311.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:
Completed miscellaneous sanitary sewer system work, asphalt block paving and continued

METRO RED LINE Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - June 1999



Quality Assurance

SEGMENT 3

| | |
|------------------------------|----|
| QAR's Closed | 1 |
| QAR's Open | 6 |
| QAR Responses Due | 3 |
| Current Period Surveillances | 15 |

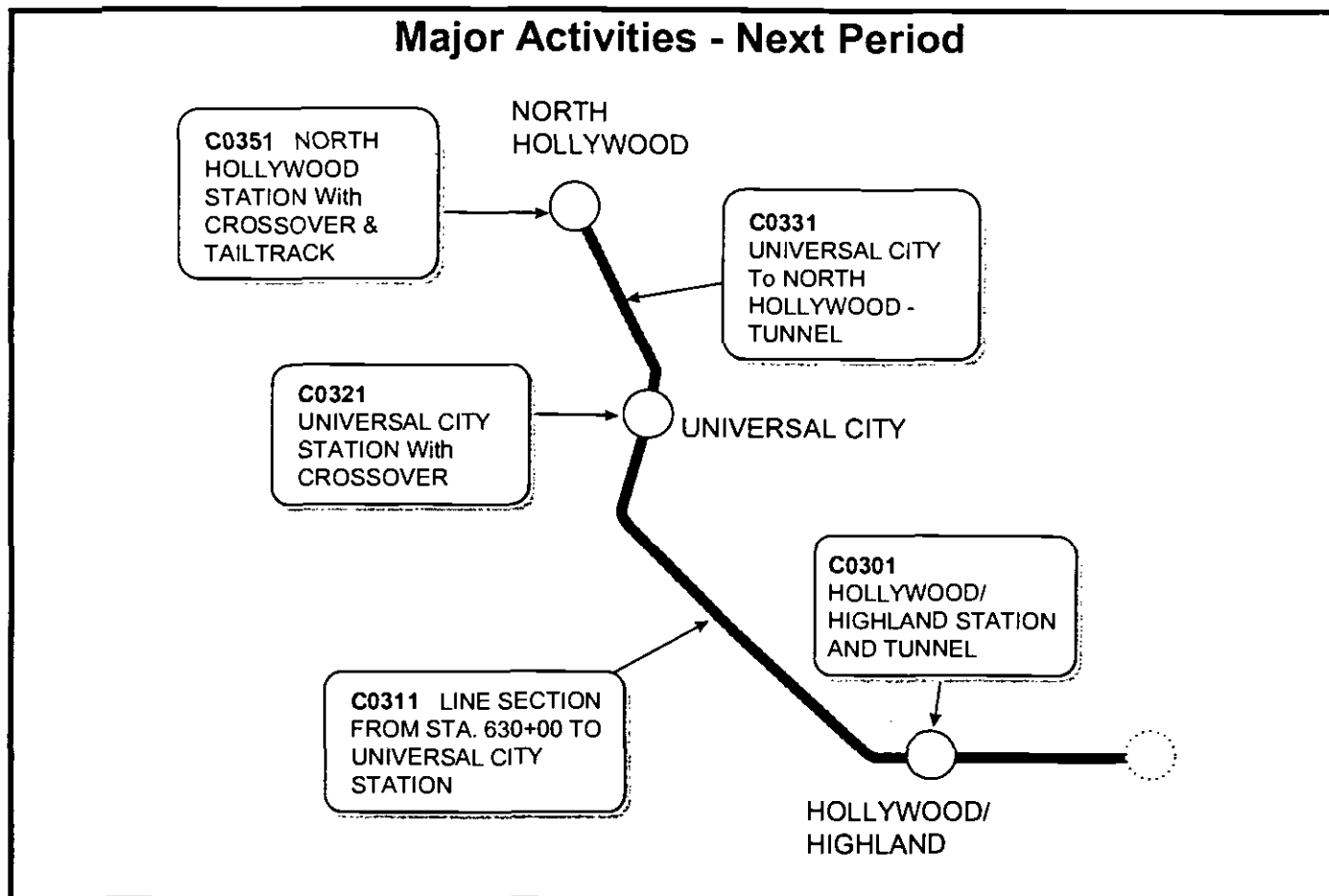
METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

DESIGN ACTIVITIES:

C0322 (UCS Pedestrian Undercrossing) continue towards the completion of the pre-final design submittal scheduled for 7/21/99.

CONSTRUCTION ACTIVITIES:

B620 (Automatic Train Control) complete installing 34.5KV cable in the C0311 tunnels. Complete installation, splicing and testing of fiber optic and communication cable in the tunnels. Continue critical ATC wayside equipment and cable installation.

B630/H0631 (Traction Power System Installation) complete DC cable pulling at Hollywood/Highland, Universal City and North Hollywood stations. Commence DC cable pulling at Crosspassages 57,

53, and 44. Install DC feeders on the wayside, and complete equipment and cable testing at TLR and Hollywood/Highland. Start DC equipment and cable testing at Hollywood/Highland and North Hollywood stations.

B645 (TRACS) continue graphic displays and layout development. Begin assembly of RTU circuit boards.

B646 (Fire and Emergency Management) complete North Hollywood and Hollywood/Highland local field acceptance testing (LFAT) of base contract work and Fire/Life/Safety design change work. Begin LFAT of fire detection suppression at Universal City Station.

B710 (Escalators and Elevators) continued work at all stations.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



B760 (Signs and Graphics) complete delivery of site signs and pylon for Universal City Station entrance.

B795 (Uninterruptible Power Supply) continue to commission the available units. Complete procuring the 80KVA for TLR. Complete repairing equipment at all stations and complete installation of the 80KVA unit at Hollywood/Highland Station.

H0648 (Communications Installation) start and complete installation of fire detection/ suppression units at Universal City and North Hollywood stations. Continue installing cables and devices at Hollywood/Highland Station and mid-vent shaft. Continue work on the radio system in North Hollywood Station, mid-vent shaft and the tunnels.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:
Commission 80 KVA Uninterruptible Power Supply (UPS).

C0311 LINE SECTION FROM STATION 630+00 TO UNIVERSAL CITY:
Complete demobilization.

C0321 UNIVERSAL CITY STATION:
Commission Uninterruptible Power Supply.

C1610 TRACKWORK INSTALLATION:
Continue supplemental formation grouting operation in C0311 AR and AL tunnels. Start Stage 2 grouting. Start fabrication of precast panels for shaft closures. Begin demobilization.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:
Complete finish work of terrazzo.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | VARIANCE | June Change in Forecast |
|-------------------------------|----------------|------------------|----------|-------------------------|
| PROJECT RESERVE | \$0.4 | \$2.6 | \$2.3 | \$0.0 |
| CONSTRUCTION | \$824.7 | \$846.9 | \$22.2 | (\$0.6) |
| PROFESSIONAL SERVICES | \$300.8 | \$310.4 | \$9.6 | \$0.0 |
| REAL ESTATE | \$89.0 | \$86.3 | (\$2.8) | \$0.0 |
| UTILITY/AGENCY FORCE ACCOUNTS | \$26.3 | \$26.6 | \$0.3 | \$0.0 |
| SPECIAL PROGRAMS | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| PROJECT CONTINGENCY | \$69.6 | \$38.0 | (\$31.6) | \$0.6 |
| PROJECT REVENUE | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| TOTAL PROJECT | \$1,310.8 | \$1,310.8 | \$0.0 | \$0.0 |

Budget/Forecast Variance Analysis

Original Scope Activities

Total Original Scope Expenditures through May 1999: \$962.1 million.

Total Original Scope Commitments through June 1999: \$1,069.3 million.

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

However, there were a number of Forecast Changes within the Project Elements which were offset by Project Contingency as follows:

Contract C0311 (Tunnels: UC Sta to 630+00) - Forecast decreased by \$1.0 million due to the final negotiated value for Claim #6 - "Differing Site Conditions Reach 1" at a lower than anticipated value.

Contract C0390 (Misc. Construction) - Forecast increased \$1.5 million due to the June 1999 bid opening. The forecast is adjusted to reflect the lowest bid plus a 10% allowance for contingency.

Contract B641 (Radio) - Forecast decreased \$0.9 million due to a re-evaluation of the contract contingency for the remaining work to go.

Contract B646 (Fire & Emergency Mgmt.) - Forecast decreased \$0.7 million due to a re-evaluation of the contract contingency for the remaining work to go.

Contract C2326 (L.A. River Bridge Widening) - Forecast increased \$0.4 million to reflect the lowest bid plus a 10% allowance for contingency.

Contract MS201 (Hollywood Blvd. Restoration) - Forecast increased by \$0.1 million primarily due to the negotiation of lower than anticipated credit for scope deletion.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



Budget/Forecast Variance

Additional Locally Funded Activities

(\$ Millions)

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | VARIANCE | June Change in Forecast |
|--|----------------|------------------|----------|-------------------------|
| CONSTRUCTION | \$1.9 | \$0.2 | (\$1.7) | \$0.0 |
| PROFESSIONAL SERVICES | \$0.7 | \$27.6 | \$26.9 | \$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 | \$28.7 | \$25.7 | \$0.0 |

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

Total ALFA Expenditures through May 1999: \$10.5 million.

Total ALFA Commitments through June 1999: \$11.1 million.

"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 budgeted \$62.0 million carried under "Original Scope." The total ALFA overrun is currently projected at \$27.0 million with the total Administration costs cumulatively forecast at \$89.0 million for the June 1999 period.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending – June 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. Grant application is expected to be approved in July 1999. MTA submitted a grant application for \$7,940,000 of Section 3 Funds in January 1999 for the Reevaluation / Major Investment Study and Draft SEIS/EIR, and Conceptual Engineering of Cost Effective Alternatives for the East Side and the Mid City/Westside Transit Corridor studies. Grant application is expected to be approved in July 1999.
- FTA SECTION 9
FED ISTEA/CMAQ:** Grant award was approved on August 27, 1997 for FY 96 CMAQ \$20 million for the East Side Project. Funds will not be available for drawdown until a revised Full Funding Grant Agreement (FFGA) is approved by FTA. MTA submitted a grant application on March 31, 1998 for \$20.7 million of CMAQ funds to be allocated to the North Hollywood Project. Grant was awarded and executed on February 8, 1999. 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 Eastside Project. These funds will not be available for drawdown until a revised FFGA is approved by FTA. MTA submitted a request to CTC to reprogram STP funds initially earmarked for LA Rail Car Project to the North Hollywood Project for a total of \$7.8 million. CTC approved MTA request on March 31, 1998. MTA submitted in March 1999 a FY 99 grant application of \$124,344,400 of Section 9 STP funds for Segment 3 North Hollywood Project. Grant approval is expected in August 1999.
- STATE SHA:** MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds for the North Hollywood Project. Approval was obtained in February 1998. On May 5, 1998, the CTC approved \$26 million of State SHA for the North Hollywood Project. The fund transfer agreement was executed in July 1998. MTA submitted on October 27, 1998 an allocation request to the CTC for \$6.5 million of SHA funds for the North Hollywood Project. CTC approved the allocation request in November 1998 but changed the color of money: \$5,754,400 STP - \$745,600 SHA. CTC approved in December 1998 an allocation request for \$15,410,000 of SHA funds. MTA received in February 1999 a fund transfer agreement from Caltrans for \$745,600 and is expected to receive the \$15.41 million fund transfer agreement in July 1999. Both fund transfer agreements are expected to be executed respectively in July and August 1999.
- CITY OF LA:** A fund transfer agreement was executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.44 million has been drawn down.
- BENEFIT
ASSESSMENT:** Funds are no longer expected due to passage of Prop. 218 (Right to Vote on Tax Initiatives).

METRO RED LINE Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending – June 1999

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

JUNE 1999

STATUS OF FUNDS BY SOURCE

| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED (1) | (C) TOTAL FUNDS AVAILABLE | (D) COMMITMENTS \$ | (D/B) % | (E) EXPENDITURES \$ | (E/B) % | (F) BILLED TO FUNDING SOURCE \$ | (F/B) % |
|---|---------------------------|---|------------------------------------|--------------------------|------------|---------------------------|------------|--|------------|
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA-SECTION 3 | \$681.037 | \$544.830 | \$374.237 | \$484.346 | 89% | \$424.129 | 78% | \$374.237 | 69% |
| FTA-SECTION 3 DEFERRED LOCAL SHARE | | \$136.207 | \$93.559 | \$121.086 | 89% | \$106.032 | 78% | \$93.559 | 69% |
| FED ISTE A STP (STATE) | \$0.000 | \$174.344 | \$50.000 | \$65.810 | 38% | \$50.000 | 29% | \$50.000 | 29% |
| FED 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 FUND | \$53.000 | \$66.690 | \$66.690 (2) | \$66.690 | 100% | \$66.690 | 100% | \$66.690 | 100% |
| STATE SHA/ARTICLE XIX | \$115.000 | \$64.811 | \$48.656 | \$64.811 | 100% | \$48.656 | 75% | \$48.656 | 75% |
| STATE PROP 116 | \$0.000 | \$57.652 | \$57.652 | \$57.152 | 99% | \$57.152 | 99% | \$57.152 | 99% |
| 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 | \$59.148 | \$59.377 | \$46.416 | 78% | \$46.416 | 78% | \$46.416 | 78% |
| BENEFIT ASSESS. DISTRICT | \$17.100 | \$0.000 (5) | \$0 | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| TOTAL | \$1,310.822 | \$1,310.822 | \$922.757 (4) | \$1,078.897 | 82% | \$971.661 | 74% | \$909.296 | 69% |
| OTHER LOCALLY FUNDED ACTIVITIES: | | | | | | | | | |
| PROP C (ARTWORK) | \$0.000 | \$2.435 | \$0.916 | \$1.467 | 60% | \$0.916 | 38% | \$0.916 | 38% |
| 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 | \$0.919 | \$1.544 | 57% | \$0.919 | 34% | \$0.919 | 34% |

(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 MAY 1999.



METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending – June 1999



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

JUNE 1999

| STATUS OF FUNDS BY SOURCE | | | | | | | | | |
|---|---------------------------|--------------------------------------|------------------------------------|----------------------------|-----------------------------|--|-------|--|--|
| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED | (C) TOTAL FUNDS AVAILABLE | (D) COMMITMENTS \$ % | (E) EXPENDITURES \$ % | (F) BILLED TO FUNDING SOURCE \$ % | (F/B) | | |
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA-SECTION 3 | \$1,317.912 | \$1,133.192 | \$438.097 | \$548.206 48% | \$487.989 43% | \$438.097 39% | | | |
| FTA-SECTION 3 DEFERRED LOCAL SHARE | \$98.578 | \$283.298 | \$109.524 | \$137.051 48% | \$121.997 43% | \$109.524 39% | | | |
| FED ISTEA STP (STATE) | \$25.000 | \$199.344 | \$50.000 | \$65.810 33% | \$50.000 25% | \$50.000 25% | | | |
| FED ISTEA STP/CMAQ (REGIONAL) | \$156.617 | \$134.771 | \$72.613 | \$72.613 54% | \$72.613 54% | \$72.613 54% | | | |
| FED ISTEA 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 | \$48.656 | \$64.811 62% | \$48.656 46% | \$48.656 46% | | | |
| STATE PROP 116 | \$87.300 | \$57.652 | \$57.652 | \$57.152 99% | \$57.152 99% | \$57.152 99% | | | |
| 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 | \$121.869 | \$151.969 19% | \$108.908 14% | \$108.908 14% | | | |
| BENEF ASSESS. DISTRICT | \$17.100 | \$0.000 | \$0.000 | \$0.000 0% | \$0.000 0% | \$0.000 0% | | | |
| TOTAL | \$2,781.086 | \$3,042.752 | \$1,066.492 | \$1,265.693 42% | \$1,115.396 37% | \$1,053.031 35% | | | |
| OTHER LOCALLY FUNDED ACTIVITIES: | | | | | | | | | |
| PROP C (ARTWORK) | \$0.000 | \$2.435 | \$0.916 | \$1.467 60% | \$0.916 38% | \$0.916 38% | | | |
| 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 | \$0.919 | \$1.544 57% | \$0.919 34% | \$0.919 34% | | | |

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 1999.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



Schedule

| | Current Status | Change from Last Month |
|-----------------------|----------------|------------------------|
| Current ROD | Jun 2000 | +15 days |
| Design Progress | 99.5% | +0.6% |
| Critical Path Float | -30 days | -11 days |
| Construction Progress | 83.1% | +1.0% |

Current Critical Path Analysis

- Planned ROD: May 17, 2000
(Revenue Operation Date determined by MTA)
- Forecast ROD: June 29, 2000
(Revenue Operation Date determined by Master Schedule)
- FFGA ROD: December 2000
(Revenue Operation Date determined by Federal mandate)

The June 1999 Master Schedule shows the project behind schedule with a forecast Revenue Operations Date of June 29, 2000. The current critical path for the project runs through B645 Transit Automatic Train Control and SCADA, Phase 2 Testing, Pre-Revenue and ROD. A lack of progress on software and hardware development, primarily due to the continuing commitment to Segment 2B, has moved B645 onto the critical path

B620 Automatic Train Control remains on the secondary critical path. ATC installation began this period and a Change Notice is underway to accelerate the installation. Mitigation efforts have been implemented for B646 Fire and Emergency Management and are currently underway for H0648 Communications Installation and their impact to the project, although critical, are not impacting ROD at this time.

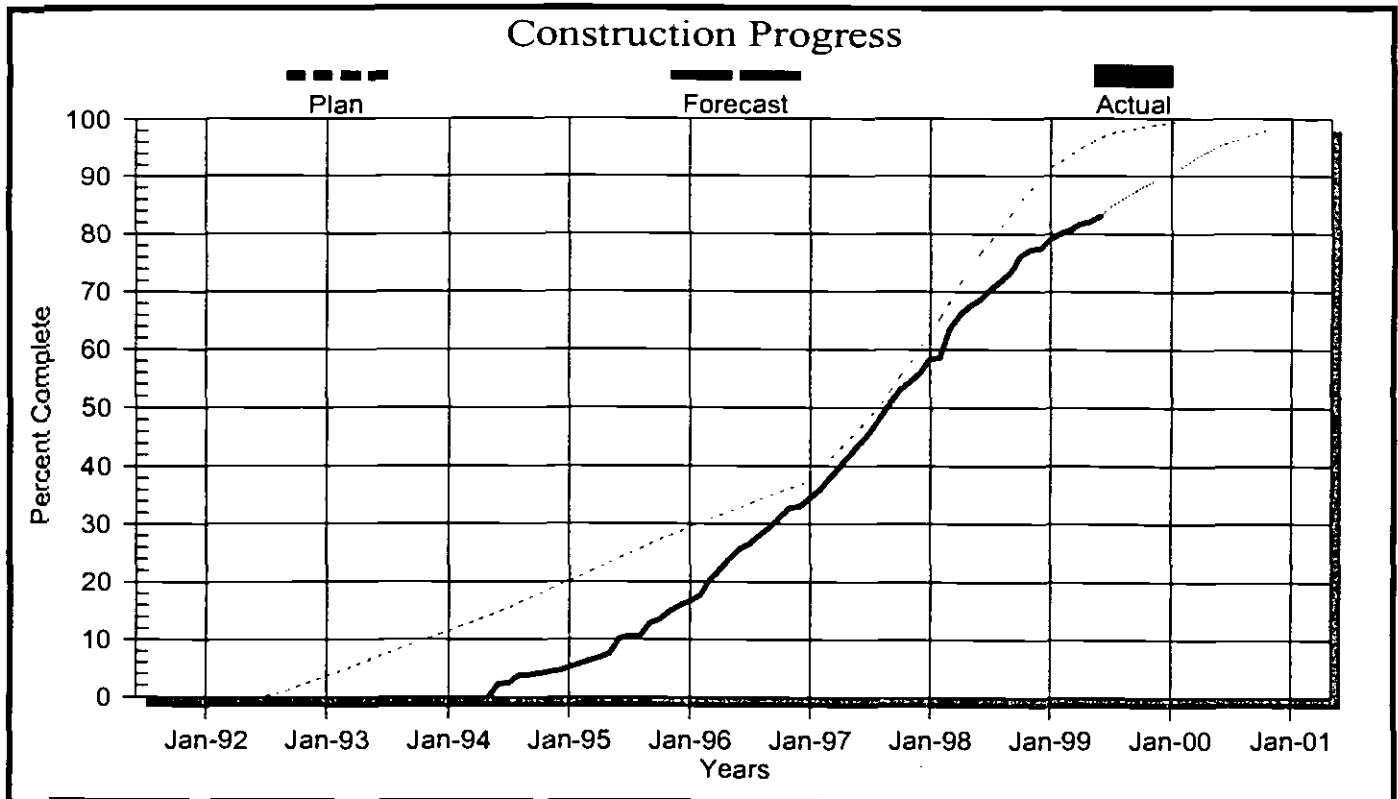
DESIGN PROGRESS ANALYSIS

The estimated design progress through June 25, 1999 is 99.5% complete versus 99.4% planned.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



Construction Progress Analysis

The overall construction progress through June 1999 is 83.1% complete.

Contract B620 (Automatic Train Control) contractor continued installation of the 34.5 KV conduits in the C0311 AL tunnel and began cable pulling. Commenced ATC wayside equipment installation and cabling at the C0351 crossovers.

Contract B645 (Transit Automatic Controls - TRACS) contractor continued to develop database, graphic displays and layout. Remote Terminal Unit cabinets continued to be fabricated.

Contract C0301 (Hollywood/Highland Station) continued punch list work.

Contract C0351 (North Hollywood Station) continued punch list work.

Contract C1610 (Trackwork Installation) completed resistance testing. Continued supplemental formation grouting in the C0311 AR tunnel and started in the AL tunnel.

Contract H0631 (Traction Power System Installation) contractor has nearly completed installation of the DC rectifier, transformer and cable testing at the Hollywood/Highland and North Hollywood stations. DC equipment and cable testing is expected be completed in July 1999 at the Mid-Line Vent Shaft and Universal City Station.

Contract H0648 (Communications Installation) installed seismic detection units and continued to install cables and clips for radio system and to terminate wires/cables for various devices at the North Hollywood Station. Continued

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



installing GRS conduits along emergency exits, rooms and corridors. Continued cable continuity tests for various subsystems. Completed installation of seismic grid and continued to install equipment cabinets in the TC&C room at Hollywood/Highland Station. Pulled cables in conduits for telephone, intrusion alarm and CCTV systems.

Contract MS201 (Hollywood Blvd. Restoration) continued finish work of terrazzo on Hollywood Blvd.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



Construction Safety Statistics

| Project-to-Date-Rates | Current Status | Change from Last Month |
|-------------------------------|----------------|------------------------|
| Recordable Injury Rate | | |
| National Average | 10.6 | |
| Project Rate (Cum.) | 15.4 | -0.1 |
| | | |
| Lost Time Rate (Freq.) | | |
| National Average | 4.2 | |
| Project Rate (Cum.) | 1.9 | -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.

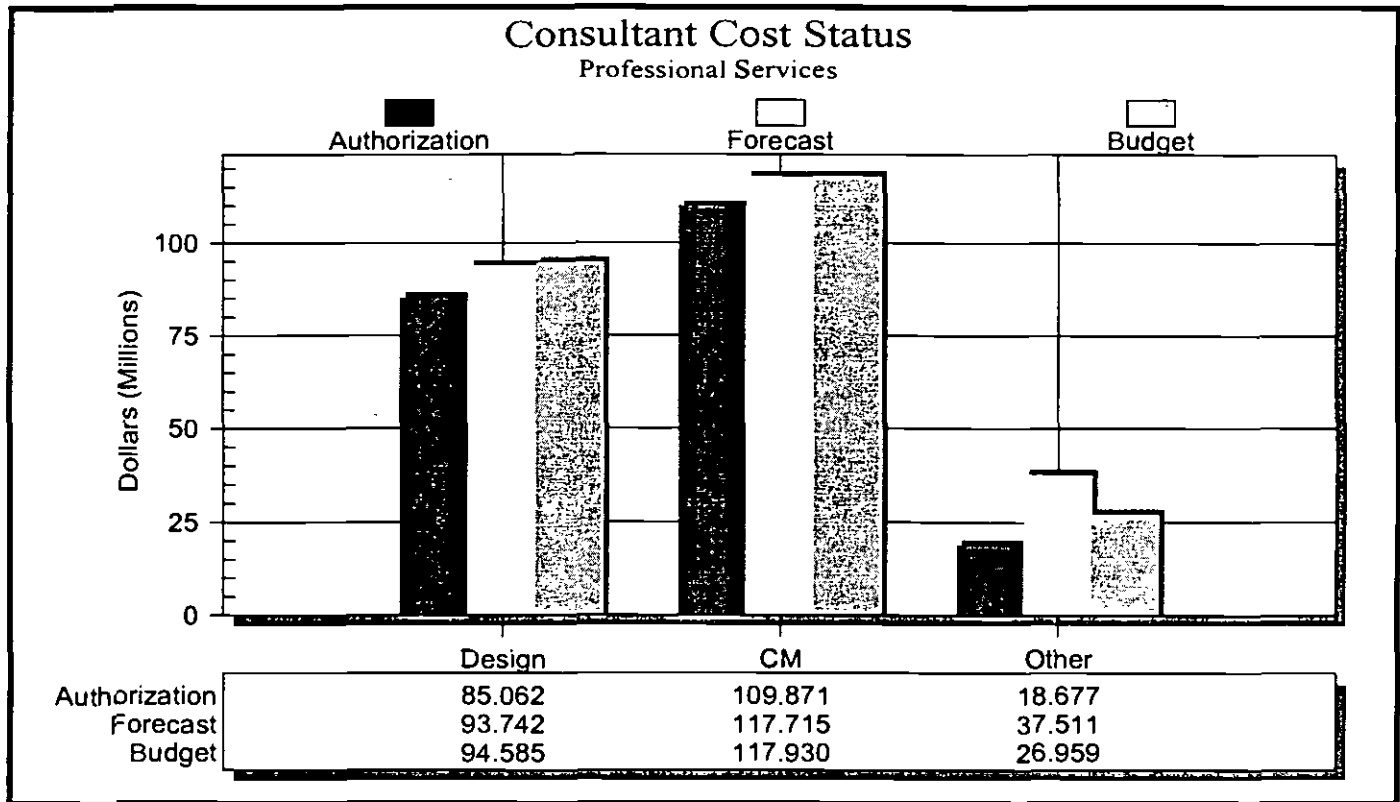
The project completed over 36,000 work hours during May. To date, the project has completed over 8,000,000 work hours.

Statistics reflect injuries through May 1999.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 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 "Other" professional services is \$18.8 million above the current authorization due to pending and potential contract work orders, amendments and other cost exposures identified to date. The majority of the unknowns involve potential legal services. 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 - June 1999



Management Issues

Ongoing Item (Date initiated: April 1999)
UNIVERSAL CITY SITE RESTORATION CONTRACTS

Concern/Impact

Procurement delays to the award of the Universal City Site Restoration contracts may impact the completion of the North Hollywood Extension project scope by the December 2000 FFGA required completion date.

Status/Action

As of the current period, bids for the 101 Freeway Overcrossing and Access Road contract (C1326) and the Bus Plaza and Parking Lot contract (C3326) were rejected. A consolidated contract for the above work scope was issued under Contract C0326 for advertisement. A schedule was developed for the award and NTP of this contract to minimize the impact to the FFGA requirements.

Ongoing Item (Date initiated: March 1999)
SYSTEMS INTEGRATION TESTING

Concern/Impact

Additional delays to the revised testing plan due to management resources working for an extended period on Segment 2B and design changes to Contracts B645, B646 and H0648 have impacted ROD.

Status/Action

The Systems Integration Test team has been able to complete partial Phase 1 testing at Universal City Station because of certain F&EM equipment not being installed and design changes not implemented. LFATs should complete in July for the Universal City Station. Phase 1 testing can start at that time. Schedule workaround plans including resequencing of Phase 1 testing are being developed.

Ongoing Item (Date initiated: February 1999)
CONTRACT B620 AUTOMATIC TRAIN CONTROL, SCHEDULE DELAYS

Concern/Impact

The contractor is forecasting a two-month delay to the schedule, due to access to C0311 tunnels from C1610 trackwork contractor and track level room from C0311 facility contractor.

Status/Action

An acceleration proposal has been submitted by the contractor, which identifies dynamic testing completion on February 29, 2000. Negotiations are occurring and will be finalized in early July for several changes and for dynamic testing to be completed by February 23, 2000.

Ongoing Item (Date initiated: February 1999)
CONTRACT B645, TRACS DELAYS

Concern/Impact

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

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1999



Status/Action

Progress is being made by the contractor; however, not to the extent required to mitigate their delay. The contractor recently submitted a preliminary schedule, which will be rejected. CM management has scheduled a meeting with Syseca management and principals to develop a mitigation schedule that meet the requirements to achieve ROD.

Ongoing Item (Date initiated: February 1999)

CONTRACT B646, FIRE AND EMERGENCY MANAGEMENT (F&EM) LATE CHANGES

Concern/Impact

Delay of software development and deliveries at three of the five locations are due to late fire/life/safety design changes. Local field acceptance tests (LFATs) of the fire detection and suppression sub-systems have been impacted by the delay of software development and delivery of the devices followed by H0648 installation. Anticipated design changes may further impact this issue. The Phase I system integration testing (SIT) schedule has been impacted.

Status/Action

The CM has developed a mitigation plan to sequence this work with minimal affect to system contracts. LFATs are continuing and some SITs have started without CN-92 fire detection and suppression sub-systems implementation.

Ongoing Item (Date initiated: March 1998)

PROJECT AGENCY COST FORECAST

Concern/Impact

Project administration costs have increased significantly because of the higher than originally budgeted overhead allocation rate being applied by Finance to the rail construction projects. Furthermore, levels of MTA staff assigned to the North Hollywood project have increased in areas such as Procurement and Management Audit Services in order to comply with various new legislative and administrative requirements. The result of these two trends is a substantial impact (\$27 million) to the forecasted cost to complete the project.

Status/Action

The project team is achieving reductions to this potential cost impact by focusing and controlling monthly staffing charges and allocations to the North Hollywood project. Presently, an increase to the project budget is not necessary since the projection of future costs associated with the above issues are subject to considerable variation over the period to complete and close out this project.

Resolved Item (Date initiated: February 1999)

MANAGEMENT AUDIT SERVICES

Concern/Impact

Outstanding audits on the North Hollywood Extension changes are delaying both critical construction activities and the completion/closeout of contracts. In both cases this is causing the project to absorb unnecessary costs and risk of schedule delays.

Status/Action

The North Hollywood Extension project staff has prioritized the outstanding audits and will report progress to Project Management on a weekly basis.