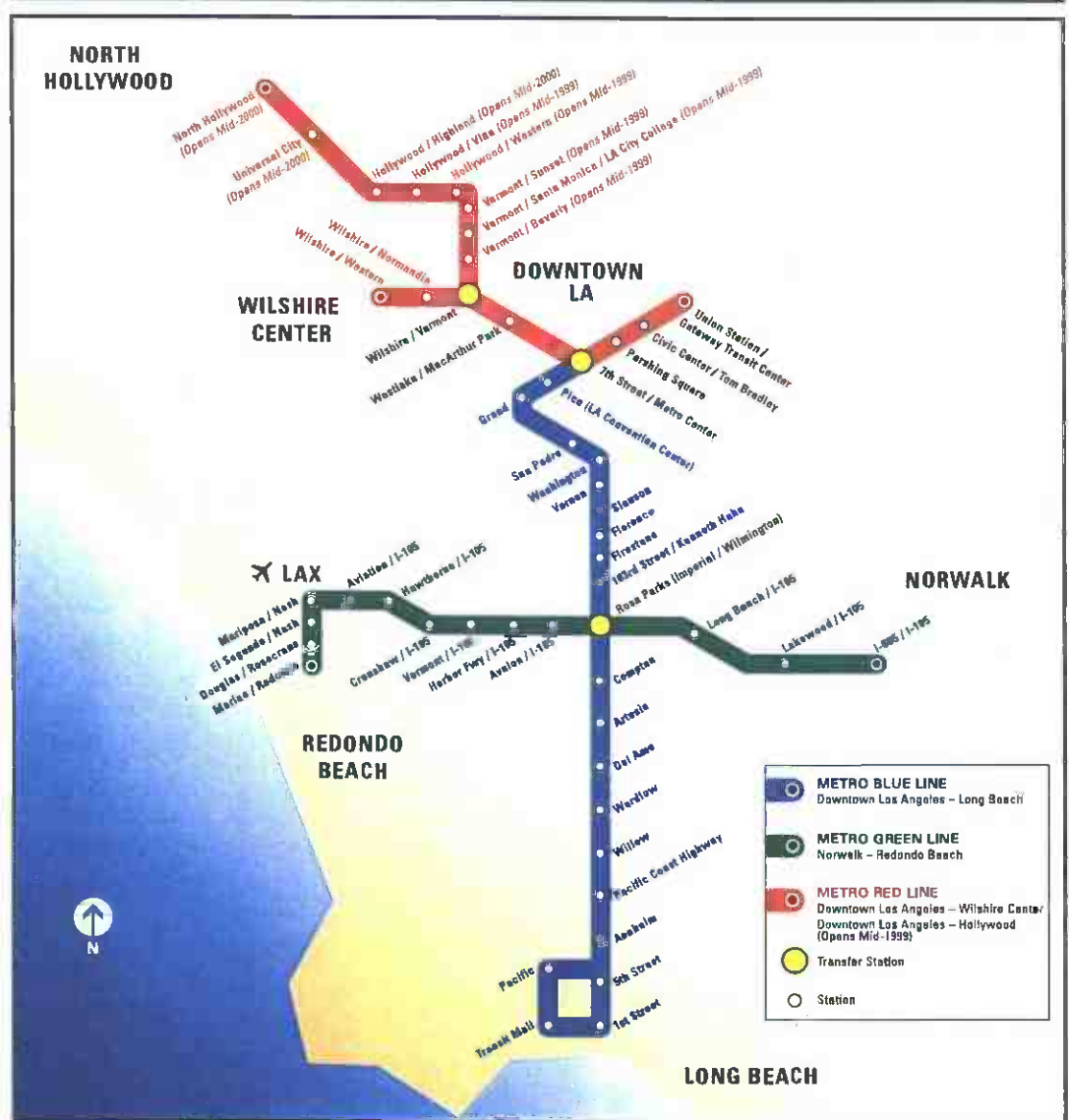


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



March 1999

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

MARCH 1999

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RAIL PROGRAM SUMMARY



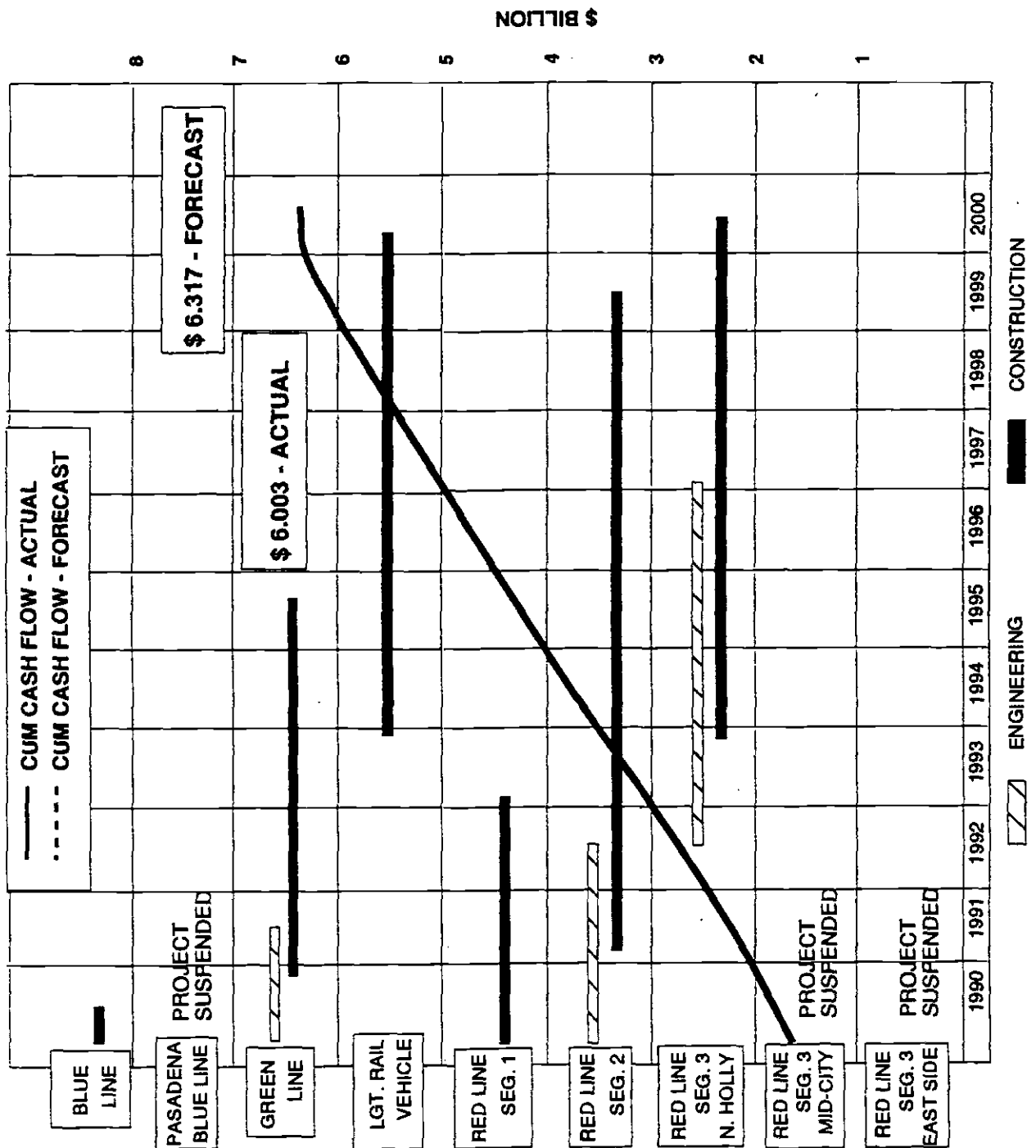
EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of March 1999

	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 Mar 2000	Final Completion May 2000
Design Status	Completed	100.0%	95.8%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	3 of 6 complt.
Construction Status	Completed	98.9%	80.7%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 71%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1583	\$935	\$14	\$137	\$860	\$235	\$675	\$126	\$6003
MTA Approved Budget (in mil.)	\$1450	\$1739	\$1314	Project suspended	Project suspended	\$877	Project suspended	\$712	\$258	\$6350
Federal Funding	48%	42%	71%			0%		0%	30%	32%
State/Local Funding	52%	58%	29%			100%		100%	70%	68%

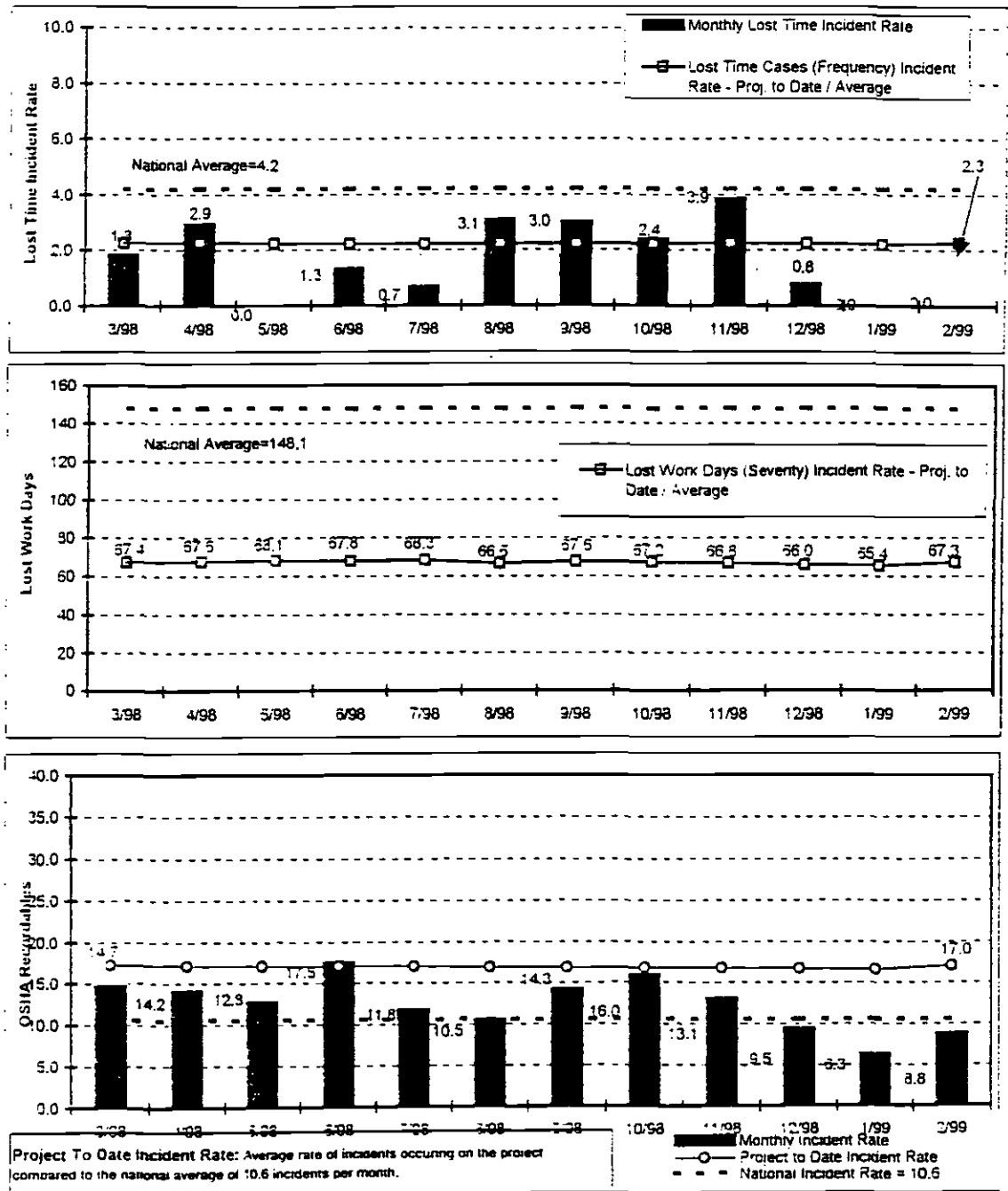
METROPOLITAN TRANSPORTATION AUTHORITY FUNDING SOURCES (IN MILLIONS)										MARCH 1999	
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE *	TOTAL PROGRAM				
	\$	\$	\$	\$	\$	\$	\$	\$	%		
ORIGINAL SCOPE:											
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31			
FTA - OTHER											
ISTEA - FED SURFACE TRANSIT PROG				52.1	174.3	55.1	281.5	5			
FED-ISTEA RSTP/CMAQ					80.4	6.1	86.5	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			59.4	123.8	584.5	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	1639.8	1310.8	201.4	6184.5				
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	99.0	33.9	0.0	132.9				

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.

*Based on Current Forecast.



February 1999

Prepared By:
Sedgwick of CaliforniaTotal 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.

3/26/99

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - March 26, 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	0.6	0.0 %
Prior Cumulative Prog.	\$ 175.8	100.0
Cumulative Progress	176.4	100.0
CONSTRUCTION		
Monthly Progress	7.4	0.3 %
Prior Cumulative Prog.	\$1009.3	98.6
Cumulative Progress	1016.7	98.9
OTHER Cost Elements	\$ 390.0	
TOTAL	\$ 1583.1	

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	491.1
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	64.2
TOTAL	\$1643.7	\$1559.9	\$1528.8
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C Transit Enhance	66.0	54.3	54.3
Cost Overrun Account	24.7	0.0	0.0
Private Funds Kaiser Hos	4.4	0.0	0.0
TOTAL	\$95.1	\$54.3	\$54.3

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1065.0	\$1059.7
Professional Services	449.4	447.3
Real Estate	85.9	86.0
Utility Force Account	28.4	28.4
Special Programs	1.7	2.5
Contingency	11.3	17.3
Project Revenue	(1.4)	(1.4)
TOTAL ORIGINAL SCOPE	\$1640.3	\$1639.8

	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$98.4	\$99.0

SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 1999

The Project Office continues to measure float against the Revenue Operations Date (ROD) of June 12, 1999 approved by the MTA Board of Directors. The critical path remains at zero days float as only activities that must be completed to meet the required safety and operational requirements are included on the critical path to ROD. The work forecast to be completed after ROD is Phase II System Integration Testing by the Rail Activation Group. Pre-revenue operations is scheduled to start May 1, 1999 and it is anticipated that a temporary certificate of occupancy will have to be issued for the Project on June 12, 1999.

CURRENT ACTIVITIES / ISSUES

A critical time issue is mitigation of delays associated with the Transit Automatic Control (TRACS) and the SCADA System which is impacting the completion of Phase II System Integration Testing. The Project Office issued an acceleration change notice for the elevator/escalator contractor to mitigate the current installation delays and have all equipment available by ROD.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - March 26, 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	1.3	0.0 %
Prior Cumulative Prog.	\$ 79.5	95.8
Cumulative Progress	80.8	95.8
CONSTRUCTION		
Monthly Progress	9.6	0.6 %
Prior Cumulative Prog.	\$ 601.3	80.1
Cumulative Progress	610.9	80.7
OTHER Cost Elements	\$ 243.0	
TOTAL	\$ 934.7	

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	\$401.0
FTA - Sect 3 Defer. Local	136.2	93.5	100.2
FED ISTEA STP (State)	174.3	57.8	52.3
FED ISTEA STP/CMAQ	71.1	53.0	71.4
FED ISTEA RSTP Defer	9.3	6.9	9.3
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	42.9	64.8
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	9.8
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.4	59.4	35.3
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$904.1	\$933.9
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C (Artwork)	2.7	0.8	0.8
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$3.0	\$0.8	\$0.8

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$839.2
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	45.7
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	\$33.9

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 May 17, 2000.

CURRENT ACTIVITIES / ISSUES

The project is forecasting a \$30.9 m overrun to the current budget largely due to increased agency overhead costs.

(date/time)

METRO RED LINE SEGMENT 2

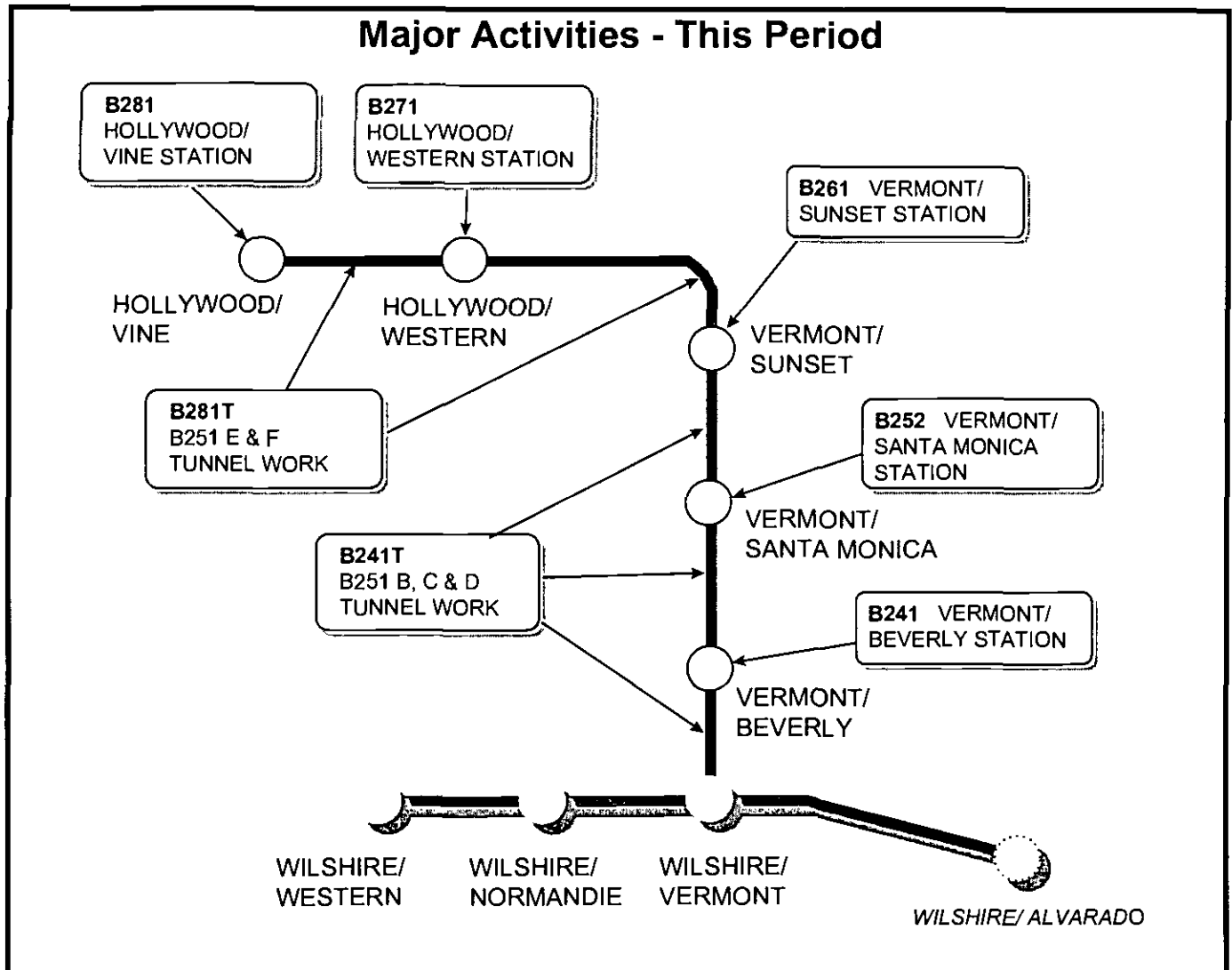
EXECUTIVE SUMMARY

METRO RED LINE Segment 2

Quarterly Project Status Report
Period Ending - March 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

B290 ANCILLARY CONSTRUCTION AND MAINTENANCE: Continued to work on the critical DRs in support of the system Integration testing. Continued installation of the bulkhead at Hollywood/Vine Station. Completed tunnel crown plate's installation and continued to install plates on the tunnel walkway.

B620 AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: Continued with the Vehicle Carborne testing and Certification plus support of the System Integration test (I-509, I-510, I-511) from CCF.

B641 RADIO: Continued with Radio cover test and completing the installation of the CCUS and voice radio for the seven vehicles required for ROD.

B642 PUBLIC ADDRESS: Local Field Acceptance Testing (LFAT) at B261 was completed. Systemwide Field Acceptance Testing (SWFAT) was completed at Vermont/Beverly, Hollywood/Western, and Hollywood/Vine stations, including the System Integration tests I-423.

B644S FIBER OPTIC AND CABLE TRANSMISSION: Demonstration testing of the

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 1999



Network Management System (NMS) and SWFAT, including CCF are completed.

B645 TRACS: Continued resolution of Discrepancy Reports (DRs) and Software Problem Reports (SPRs) as part of the software download schedules every two weeks. One download was made on March 19, 1999.

B646 FIRE AND EMERGENCY MANAGEMENT (F&EM): Continued implementation of SPRs. Post Installation Inspection (PII) of LFAT was completed at Vermont/Sunset Station.

B648B COMMUNICATION INSTALLATION: LFAT of the CCTV system at Vermont/Beverly, Hollywood/Western, and Hollywood/Vine stations has been completed. Installation of CCTV at Vermont/Sunset Station is in progress. CCTV installation at all other stations is completed. VMS LFAT at Hollywood/Vine Station has been completed. Rewiring of the VMS system at four Vermont/Hollywood stations is currently ongoing.

B710 ELEVATOR/ESCALATOR: The Contractor continues to work at the Vermont/Beverly and Vermont/Sunset stations with substantial work force. Preliminary State Certification at B252, B271, and B281 passed for Escalators. Certification for Elevators at the B281, B271, and B252 is pending completion of punchlist work.

B795, UNINTERRUPTIBLE POWER SUPPLY: Completed the electrical and mechanical retrofits for the UL-924 for Segments 2A and 2B. Completed the repair and replacement of 40 and 80KVA transformers and batteries. Battery racks at Vermont/Beverly Station were repaired, replaced, tested, and activated.

FACILITY ACTIVITIES:

B241 VERMONT/BEVERLY STATION: Air balance and punchlist work continued. The Contract is substantially complete.

B261 VERMONT/SUNSET STATION: Electrical and mechanical equipment testing is over 95% complete. Continued to resolve electrical issues with the MCCs. Started the installation of plaza lighting, landscape grading, and granite pavers at the intermediate landing. Continued the installation of wall panels, and plaza granite. Continued station air

balancing. Completed the installation of roll-up grilles, terrazzo tile at the rotunda, artwork, column capitol, stainless steel ring, and paving/sidewalk at northwest Vermont Avenue. The Contract is 98.0% complete.

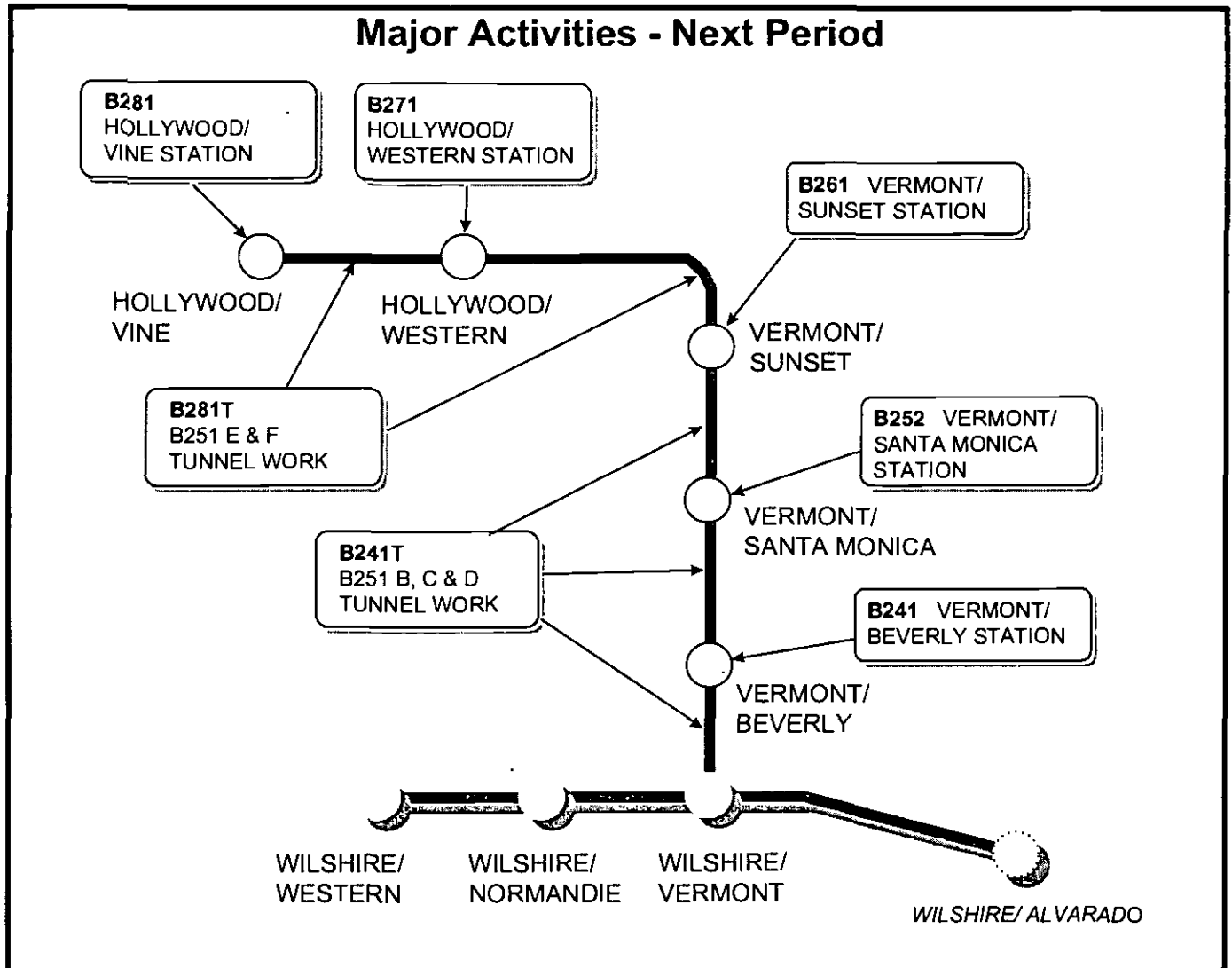
B263 ENTRANCE AT KAISER HOSPITAL: Completed concrete activities for exterior walls. Completed the removal of the mezzanine level knock out panel and achieved Milestone 4 - Temporary Ventilation. The Contract is 42% complete.

METRO RED LINE Segment 2

Quarterly Project Status Report
Period Ending - March 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

B620 AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: The Contractor continues supporting the system integration tests (I-509, I-510, I-511, I-424 and I-425).

B641 RADIO: Complete the radio coverage test and support the system integration radio tests.

B642 PUBLIC ADDRESS: Complete all tests and support SIT 423.

B645 TRACS: Continue working on the open DRs, SPRs and changes. Downloads to occur on April 2 and April 16, 1999.

B646 FIRE AND EMERGENCY MANAGEMENT (F&EM): Continue to support system integration tests.

B648B COMMUNICATION INSTALLATION: Support system integration tests. Continue to incorporate changes to F&EM plus DRs. Complete installation of CCTV at B261 and CCF. Conduct LFAT at all stations, including at CCF.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 1999



B710 ELEVATOR/ESCALATOR: Complete installation of Elevators and Escalators at the remaining two stations (Vermont/Beverly and Vermont/Sunset). State Inspection is scheduled for Vermont/Beverly and Vermont/Sunset elevators and escalators. Complete punchlist work for Vermont/Santa Monica, Hollywood/Western, and Hollywood/Vine stations; and begin punchlist work for Vermont/Beverly and Vermont/Sunset stations.

B795 UNINTERRUPTIBLE POWER SUPPLY: Complete the UL-924 labeling for Segment 2A and 2B. Prepare the UPS system for the systemwide testing and integration tests (I-414 and I-415).

FACILITY ACTIVITIES:

B241 VERMONT/BEVERLY STATION: Complete station air balancing and punchlist work.

B261 VERMONT/SUNSET STATION: Complete plaza, rotunda, and intermediate landing granite floors and platform floor polishing. Complete wall and ceiling panels at the intermediate landing. Complete plaza lighting, landscaping and air balancing.

B263 ENTRANCE AT KAISER HOSPITAL: Contractor to continue interior wall concrete activities and removal of struts and wales.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending—March 1999



QUALITY ASSURANCE

<u>QARs (Quality Action Request)</u>	<u>Segment 2</u>
QAR's Closed	16
QAR's Open	37
QAR's Response Due	3
Current Period Surveillances	60
Current Period Audits	2

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending—March 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MARCH CHANGE IN FORECAST
CONSTRUCTION	\$1,065.1	\$1,059.7	\$5.4	(\$4.6)
PROFESSIONAL SERVICES	\$449.4	\$447.3	\$2.1	\$4.9
REAL ESTATE	\$85.9	\$86.0	(\$0.1)	\$0.1
THIRD PARTY	\$28.4	\$28.4	\$0.0	(\$0.0)
SPECIAL PROGRAMS	\$1.7	\$2.5	(0.8)	(\$0.0)
PROJECT CONTINGENCY	\$11.3	\$17.3	(\$6.0)	(\$5.1)
PROJECT REVENUE	(\$1.4)	(\$1.4)	\$0.0	(\$0.1)
TOTAL PROJECT	\$1,640.3	\$1,639.7	\$0.6	(\$4.9)

Budget/Forecast Variance Analysis

Original Scope Activities

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

Expenditures through February 1999 for Original Scope are \$1,528.8 million or 93.2% of the current total forecast.

Commitments to date for Original Scope are \$1,588.4 million or 96.9% of the current total forecast.

There was a PBCR processed this month. It was a \$0 total value; the total undertaking budget remains at \$1,738.8 billion. The major impact was the transfer of claims contingency (\$19 million) to individual construction contracts.

Construction forecast decreased \$4.6 million due to:

- B648B increase \$1.3 million for increased IT&S support
- B290 increased \$.2 million to reconcile with recent change order
- Miscellaneous corrections decreased \$.2 million to B221, B241T, B252, B271, B281, B281T, B614, B648B, B745 and B760 to reconcile to commitment values in PMIS
- B645 increase \$.2 million for increased IT&S support
- B646 increase \$.15 million for increased IT&S support
- Miscellaneous corrections (.7 million) to B216, B221, B298, B641, B642, B648B, B761 and B795 to recognize consistency with PBCR 36 processed this month
- A credit of (\$6) million for settlement of Hollywood Boulevard sinkhole insurance settlement

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending—March 1999



Budget/Forecast Variance Analysis (Cont.)

Original Scope Activities

Professional Services increased \$4.9 million due to:

- EMC/E0070 increased \$2.5 million to reflect new PBCR 36 budget, AWP for Fiscal Year 2000
- CM/3369 increased \$1 million due to increased support of IT&S
- Specialty Services increased \$1.3 million due to legal activity

Real Estate increased \$130,000 thousand for extension of leases at B261 and for the RAG office.

Contingency decreased (\$5.1) million due to offset of the above.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending—March 1999



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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MARCH CHANGE IN FORECAST
CONSTRUCTION	\$51.0	\$52.1	(\$1.1)	\$0.0
PROFESSIONAL SERVICES	\$45.9	\$46.1	(\$0.2)	\$4.8
REAL ESTATE	\$0.0	\$0.0	\$0.0	\$0.0
THIRD PARTY	\$0.0	\$0.0	\$0.0	\$0.0
SPECIAL PROGRAMS	\$0.8	\$0.0	\$0.8	\$0.0
PROJECT CONTINGENCY	\$0.8	\$0.8	\$0.0	(\$0.0)
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$4.8
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$98.4	\$99.0	(\$0.6)	(\$0.0)

Budget/Forecast Variance Analysis Additional Locally Funded Activities

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

Expenditures through February 1999 for Additional Locally Funded Activities are \$54.3 million or 54.8% of the current total forecast.

Commitments to date for Additional Locally Funded Activities are \$71.2 million or 71.9% of current total forecast.

The current total forecast increased \$4.8 million.

Construction remained unchanged at \$52.1 million.

Professional Services increased 4.8 million reflecting the planned staff for Fiscal Year 2000/2001.

Contingency remained unchanged.

The budget/forecast variance of the Original Scope Activities is (\$367) thousand while the Additional Locally Funded Activities is \$367 thousand. This is a result of funding changes made this month in PBCR 36 and the related trends. It lies primarily in the ART Line and will be corrected.

Contract/Line Item Variance: None.

Contract Variance: None.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending -March 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 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%	\$491.084	97%	\$491.084	97%
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 ASSESS. 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	\$110.620	58%	\$64.208	34%	\$64.208	34%
Total Original Scope	\$1,446.432	\$1,643.661	\$1,559.891	\$1,588.448	97%	\$1,528.821	93%	\$1,528.821	93%
Other Locally Funded Activities									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$54.308	\$71.205	108%	\$54.308	82%	\$54.308	82%
COST OVERRUN ACCT.	\$0.000	\$24.708	\$0.000	\$0.000	0%	\$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	\$54.308	\$71.205	75%	\$54.308	57%	\$54.308	57%

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 -March 1999



The CAPRA account cash balance as of February 28, 1999 is \$25,852,581.

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 cash flow expenditures.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 1999



Schedule - Vermont/Hollywood Corridor

	Current Status	Change from Last Month
Current ROD	Jun 1999	+14 days
Design Progress	100.0%	none
Critical Path Float	0 days	none
Construction Progress	98.9%	+0.3%

Current Critical Path Analysis

On March 12, 1999, the MTA revised the planned Revenue Operation Date (ROD) to June 12, 1999. Only those activities that must be completed to meet the Safety and Operational requirements are included on the critical path to ROD. All other activities are no longer logically tied to ROD and are shown to be completed after ROD. The most prominent activities to be completed are Phase II system integration testing activities that are forecast to be completed by July 31, 1999 (This is a change in comparison with how the Project Office anticipated the work to be done in the baseline schedule).

Pre-revenue Operations is scheduled to start on April 24, 1999, and it is anticipated that a temporary certificate of occupancy will have to be issued for the Project on June 12, 1999.

PRIMARY CRITICAL PATH

The primary critical path remains at zero days of float. The critical activities leading to the start of Pre-revenue Operations are the completion of Phase I system integration tests, critical TRACS software downloads to support required Phase II system integration tests for traction power, automatic train control, ventilation system and fire and emergency management systems. The critical activities in the stations are the resolution of the Discrepancy Reports (DRs) for Vermont/Santa Monica, Hollywood/Vine, Hollywood/Western and Vermont/Beverly stations, and the start and completion of integration testing at the Vermont/Sunset Station, including resolution of any new DRs that are generated.

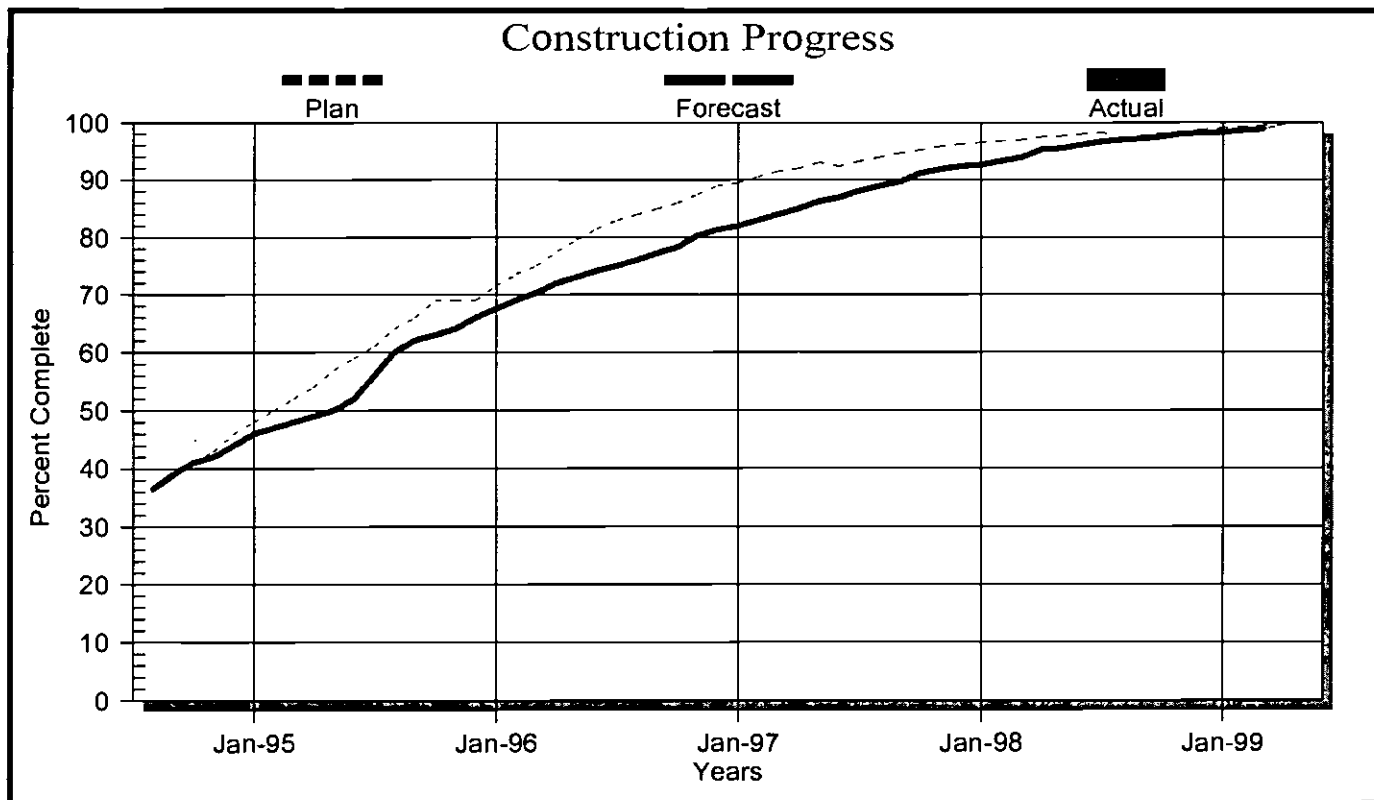
SECONDARY CRITICAL PATH

The secondary critical path to ROD is currently running through the Vermont/Sunset Station activities by B261, B646, B645, and B648B contracts. These activities include the remaining B261 electrical and mechanical installation and testing, B648B VMS and CCTV and all the remaining work in the tunnels.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 1999



Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 98.9% versus the planned of 99.5%.

The project variance is 0.6%. The plan versus actual physical progress was reduced this period due to accelerated efforts by B261, B648B, B290, and B710 contractors. The 0.6 variance on the project is a result of previous delays.

The Segment 2B completion plan includes expediting DR resolution and completion of the last station (Vermont/Sunset) including the TRACS, F&EM and electrical/mechanical testing. The remaining work by B710, Elevators and Escalators; B261, Vermont/Sunset Station, Electrical/Mechanical; B290, Miscellaneous Construction; and Communication Installation by B648B are being done on an accelerated basis to support the ROD.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 1999



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	17.4	-0.1
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 has dropped to 2.3. This rate is below the 1995 National Average of 4.2.

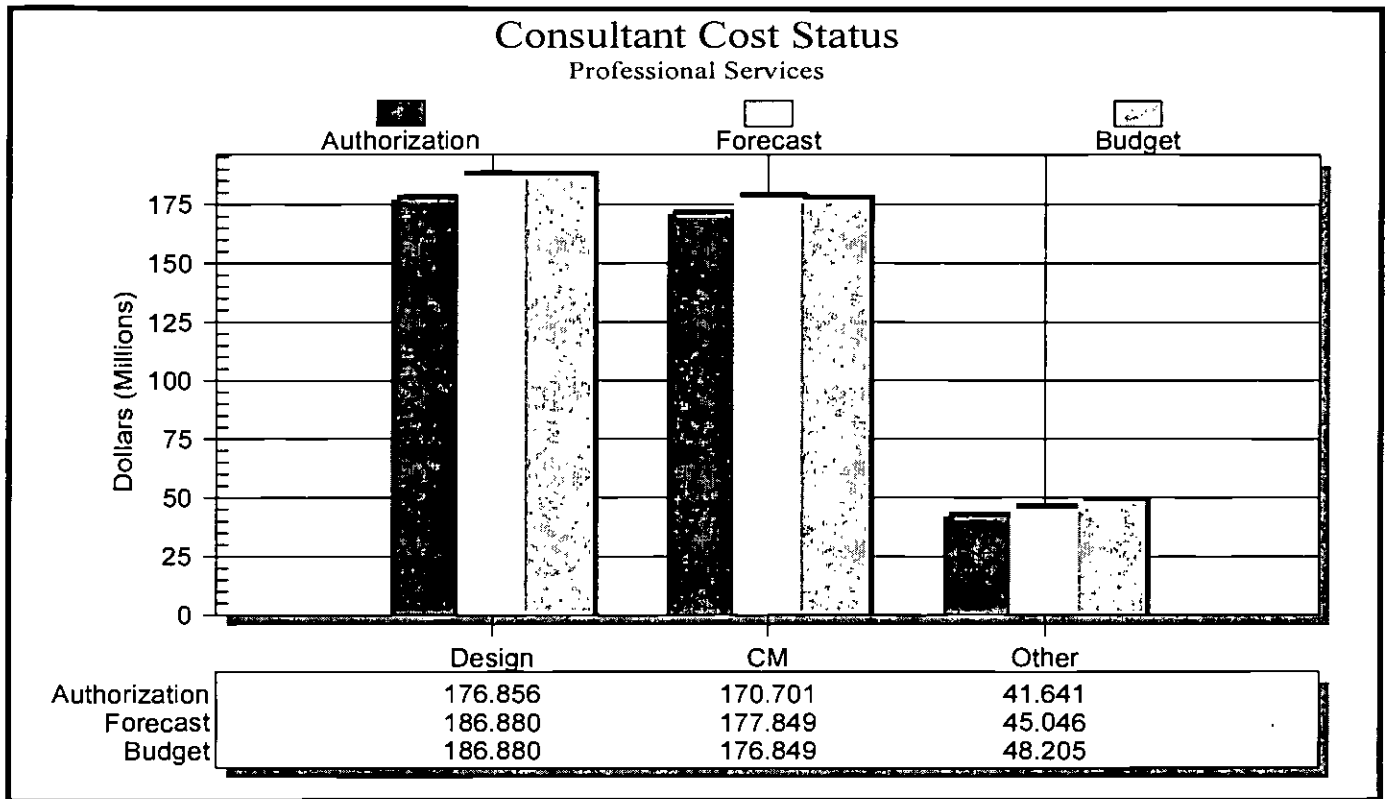
· The project completed over 70,000 work hours in February 1999 and has produced over 14,000,000 work hours to date without a fatal injury.

Statistics reflect injuries through February 1999.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 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 changed during this period to recognize negotiations for the annual work plan for Fiscal Year 2000.

Construction Management:

The forecast changed during this period due to higher than planned staff supporting start-up.

Other Professional Services:

The forecast changed during this period due to changes in the legal forecasts and adjustments for contractors supporting start-up.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 1999



Management Issues

ONGOING

Item (Initiated November 1998)

Timely Resolution of Discrepancy Reports (DRs)

Concern/Impact

System integration tests are being impacted by issuance of late changes and delays in resolving Discrepancy Reports (DRs). The DRs resulting in late changes are causing delays to the Contractors and the systems integration testing.

Status/Action

Daily planning is continuing between the RAG team, each RE office, and the special teams to resolve DRs and complete tests. Detail DRs and SPRs are being planned for B646 - PLC download and B645 - TRACS downloads to support the integration test schedule. The MTA management is working closely with Syseca to plan each download.

ONGOING

Item (Initiated October 1998)

TRACS (B645) Schedule Implementation Delay

Concern/Impact

The start and completion of critical Phase II systems integration testing (SIT) are needed for ROD.

Status/Action

One download occurred on March 19, 1999 and only some of the required fixes were successfully completed. The Contractor continues to fall further behind. Required critical train control items were included in the download, but did not pass the tests; fixes should be included in the next download. The current plan is to complete the minimal required Phase II testing by pre-revenue operations, and complete all Phase II integration testing by July 31, 1999.

The MTA Project Office, the Construction Manager and the Engineering Management Consultant are working closely with B645 to resolve DR's and SPR's as quickly as possible and incorporate them into the appropriate download based on the established priorities. DR's will have to be resolved at the last station (Vermont/Sunset) at a much higher rate in order to complete critical integration tests at this station by pre-revenue operations.

ONGOING

Item (Initiated December 1997)

Vermont/Sunset Station (B261) -- Delays to station electrical and mechanical work, including water damage to the electrical equipment

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 1999



Concern/Impact

Delays to station electrical/mechanical installation, which is followed by station functional testing and overall integrated testing, has placed this work on the critical path to the Segment 2 Revenue Operation Date.

Status/Action

The Contractor has substantially completed functional testing of equipment, but some issues with the Motor Control Center (MCCs) remain to be completed. The current plan is to complete the electrical and mechanical tests and pre-testing during the first week of April. The consequence of the delayed completion of testing is delay in starting Phase I integration testing. The system integration testing at Vermont/Sunset Station was revised to reflect the latest schedule completion.

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 recent claim settlements.

Status/Action

The overall contingency balance appears to be sufficient at this time to meet the claims and other exposures under present assumptions. The budget change processed this month moved the unallocated claims' budget into the contracts. Tracking and monitoring of claim settlements and exposures, as compared to amounts budgeted, is now under development.

The CEO has indicated that the Project should receive credit for the sinkhole insurance settlement. Efforts to transfer the settlement in the general ledger to the Project prior to the close of Fiscal Year 1999 are underway. In the interim, this month a \$6 million credit is reflected in the forecast, which has the effect of increasing contingency by that amount.

ONGOING

Item (Initiated February 1998)

Unauthorized Labor Charges Originating From Operations Division

Concern/Impact

During Fiscal Year 1996-1997, the Operations Division charged unauthorized labor to the Construction Division. The unauthorized Operations labor charges directed to Metro Red Line Segment 2 specifically have been found to total approximately 20,336 hours or approximately \$1.6 million.

Status/Action

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - March 1999



Attempts have been made to disallow these charges to Segment 2 through the appropriate channels. A meeting with the Office of Management and Budget recommended that the DEO Project Manager for Segment 2 and the Rail Activation Manager resolve the issues through negotiations. These discussions are continuing and are expected to be settled as part of the Fiscal Year 00 budget process. The forecast reflects these charges as being non-Project costs.

**METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXTENSION
EXECUTIVE SUMMARY**

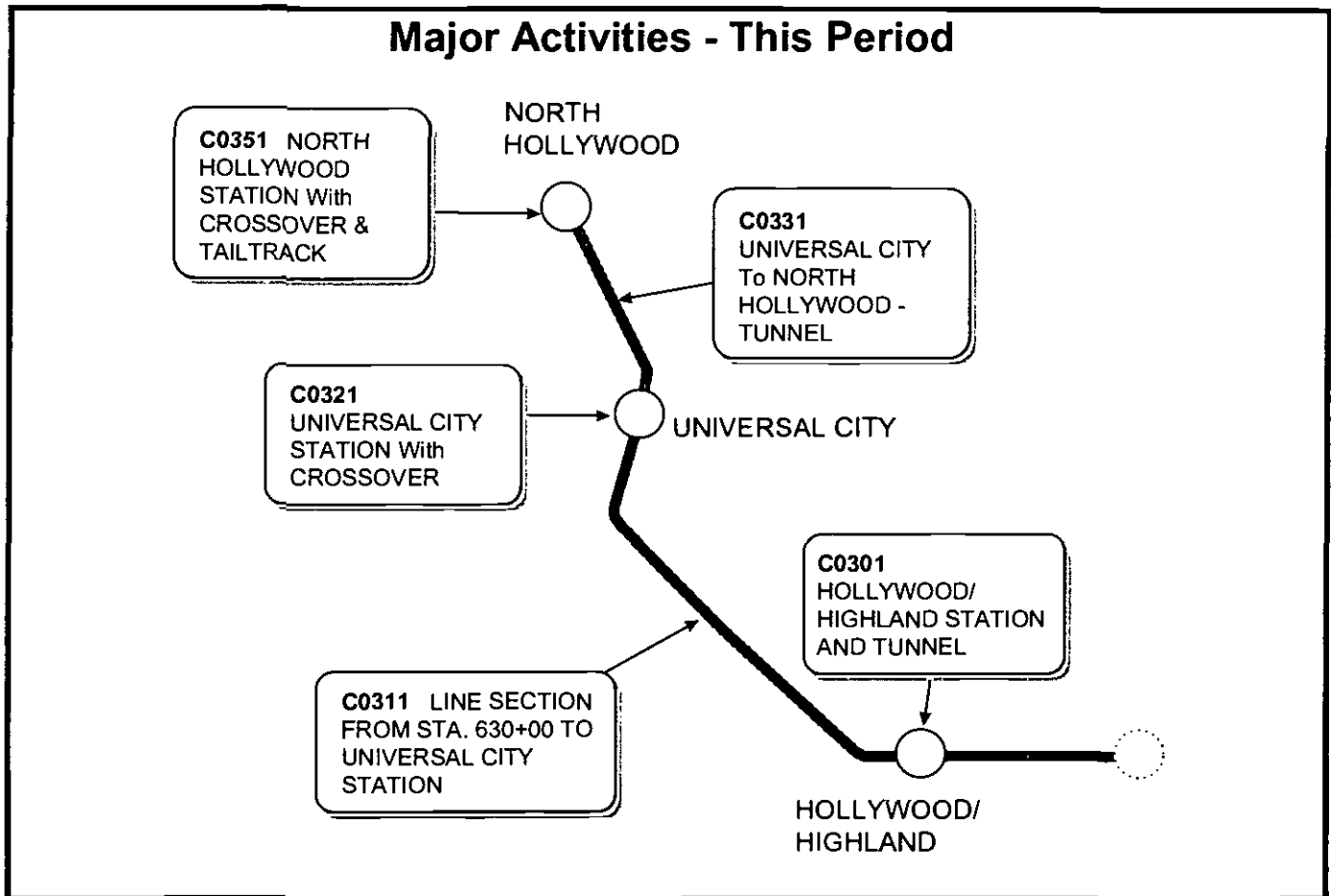
METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

- C0322 (UCS Pedestrian Undercrossing) started final design.
- C1326 (UCS Freeway Overcrossing & Ramps) continue with Addendum #1.
- C0390 (Miscellaneous Construction) resumed work in early March toward the completion of the final design in April.
- C0352 (North Hollywood Site Work) completed surveying and started final design.

SYSTEMS ACTIVITIES:

- B620 (Automatic Train Control) the 34.5KV feeder on left alignment at C0331 tunnels was completed.
- B641 (Radio System) the majority of equipment was delivered to the H0648 contractor.
- B646 (Fire and Emergency Management) equipment was delivered to the facility or installation

contractor. The contractor continues factory acceptance testing (FATs).

- B795 (Uninterruptible Power Supply) C0301 40KVA battery banks were put on charge, and started system test.
- H0631 (Traction Power System Installation) contractor continues DC conduit at C0351, start DC cable at C0331, C0311, and AC conduit.
- H0648 (Communication Installation) contractor continued installing conduits, and pulling cables for speakers and intrusion detection systems at Universal City Station. Continued installing smoke detectors, radio cable anchors, and blue light stations at North Hollywood Station.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Continued testing of the Ventilation and Air Handling Systems.
- Continued station platform and mezzanine finishes.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



- Continued restoration of Hollywood Boulevard Walk of Fame.

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

- Continued electrical/mechanical installation in the Track Level Rooms.
- Continued electrical/mechanical work in Crosspassages 48 to 39A.
- Completed cable tray, electrical conduit, wiring, and lighting installation in the AL tunnel south of the Track Level Rooms.
- Continued electrical/mechanical testing in all areas.
- Continued final punch list work in all areas.

C0321 UNIVERSAL CITY STATION:

- Performed punch list work items and clean-up operations.
- Final acceptance tests for mechanical/electrical equipment.
- Performed repair work for the B795 Uninterrupted Power Supply system.

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Completed punch list items.

C0351 N. HOLLYWOOD STATION W/CROSSOVER & TAILTRACK COMPL:

- Continued air balancing.

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignments (including Tail & Pocket Track): punch list work is continuing; electrical continuity testing in both C0351 and C0331 is underway.
- C0311 AR Alignment (UCS to 606+00): contact rail assembly is underway; core drilling operation is underway for the Running Springs Consent Decree; punch list work has begun.
- C0311 AL Alignment South (UCS to 606+00): MS-6B high-rail access was met on March 15, 1999; contact rail assembly is underway; punch list work has begun.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:

- Completed remove/replace curb/gutter/pad & walk, south side of Hollywood Blvd. (Cahuenga to Vine) section 1A.
- Commenced miscellaneous maintenance & support of utilities.
- Commenced miscellaneous sanitary sewer system work.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



Quality Assurance

SEGMENT 3

QAR's closed 4

QAR's Open 6

QAR Responses Due 5

Current Period Surveillances 20

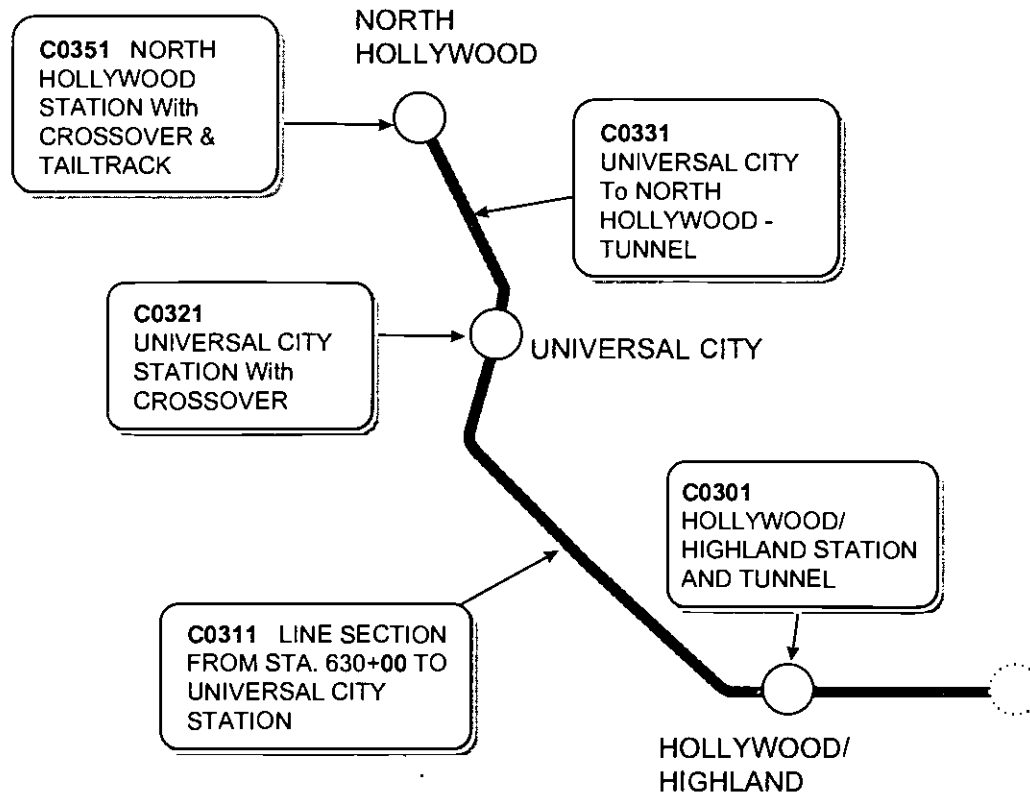
METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

- C0322 (UCS Pedestrian Undercrossing) continue with the design toward the completion of the in-progress design scheduled for May 12, 1999.
- C1326 (UCS Freeway Overcrossing & Ramps) complete Addendum #1.
- C0390 (Miscellaneous Construction) complete camera ready design package.
- C0352 (North Hollywood Site Work) complete camera ready design package.

SYSTEMS ACTIVITIES:

- B620 (Automatic Train Control) installation of fiber optic and communication cable from C0351 to Mid Vent Structure.
- B630 (Traction Power Substation Equipment) start testing at C0331.
- B645 (TRACS) contractor expects to resume work.

- B646 (Fire and Emergency Management) contractor to continue factory acceptance testing (FATs) and start post installation inspection (PIIs).
- B795 (Uninterruptible Power Supply) UL-942 retrofit electrical work to complete and start mechanical retrofit.
- H0631 (Traction Power System Installation) contractor will start DC cable at C0351, C0321 and C0301. Set DC equipment at C0311.
- H0648 (Communications Installation) LFAT of the F&E subsystem will start. Contractor will continue installing radio cabling.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Complete Air Handling and Ventilation Fan systems testing.
- Energize and commission 80 KVA Uninterrupted Power Supply (UPS).

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



- Complete restoration of Hollywood Boulevard Walk of Fame.
- Achieve station Substantial Completion.

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

- Achieve Substantial Completion.
- Complete electrical/mechanical installation in the Track Level Rooms.
- Complete electrical/mechanical work in Crosspassages 48 to 39A.
- Complete electrical/mechanical testing in all areas.
- Complete final punch list in all areas.
- Achieve permanent power.

C0321 UNIVERSAL CITY STATION:

- Complete punch list work items and clean-up operations.
- Final acceptance tests for mechanical/electrical equipment.

C0351 N. HOLLYWOOD STATION W/CROSSOVER & TAILTRACK COMPL:

- Achieve Substantial Completion.
- Continue air balancing.

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignments (including Tail & Pocket Track): continue punch list work and electrical continuity testing.
- C0311 AR Alignment (UCS to 606+00): continue punch list work and core drilling operation from UCS to north of SSS; begin formation grouting work for the Running Springs Consent Decree.
- C0311 AL Alignment (UCS to 606+00): complete contact rail assembly on April 19, 1999; begin core drilling and formation grouting work.
- C0301 AR/AL Alignments: continue punch list work and begin electrical continuity testing to 610+00; complete high rail access from TLR to Sta. 606+00; begin contact rail installation.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:

- Complete remove/replace curb/gutter/pad & walk, south side of Hollywood Blvd. (Cosmo to Whitley) section 1B.
- Complete miscellaneous maintenance & support of utilities.
- Complete miscellaneous sanitary sewer system work.
- Commence asphalt block paving.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	March Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$839.2	\$14.5	(\$2.2)
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	\$45.7	(\$23.9)	\$2.2
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 February 1999: \$928.9 million.

Total Original Scope Commitments through March 1999: \$1,056.2 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 \$1.6 million primarily due to a re-evaluation of potential change orders based on final negotiations.

Contract C0321 (Universal City Station) - Forecast decreased by \$0.8 million due to a re-evaluation of the potential change orders, pending claims, potential claims, and contract contingency. This is based upon a lower than anticipated need for the remaining work to go and closeout items.

Project Contingency - Forecast increased \$2.2 million due to the above mentioned forecast changes.

The March 1999 Planned Project Contingency is \$21.2 million; the Actual Project Contingency is \$45.7 million. The variance of \$24.5 million between the planned and the actual contingency is due to net reductions in the estimate at completion forecasts for a number of construction and professional service contracts.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



Contract Variance (Current Forecast Differs from Current Budget by 10% or more and Current Budget is \$50 Million or more):

· *Contract B251 - Tunnel Segment Hollywood/Vine to Rock Interface (603+00)

Current Budget: \$60,500,000
Forecast: \$33,802,630
Variance: (\$26,697,370)
% Variance: (44.1%)

Mitigation: The Current Budget was updated through PBCR #3 which allocated additional budget to the contract for original contract delays, grouting, work resequencing and potential claims as a result of the tunnel settlement and termination of the SKK contractor. The forecast reflects the updated estimate at completion cost based upon the MTA litigation settlement announcement of late February. The final settlement terms are still in draft and a settlement check is expected for issuance within the next few months. Upon issuance of the settlement check, the contract will be closed at the final expenditure costs.

· *Contract C0301 - Hollywood/Highland Station

Current Budget: \$73,991,000
Forecast: \$81,935,382
Variance: \$7,944,382
%Variance: 10.7%

Mitigation: The Current Budget reflects the anticipated cost of the physical workscope of the contract. The variance as reported in the forecast is largely comprised of potential change growth and allocated contingency to address outstanding claim exposure. The JMA Construction Management field office staff is actively evaluating delay mitigation measures which comprise a large portion of the variance.

· *Contract C0331 - Tunnels from UC City Stn to NH Stn

Current Budget: \$98,628,200
Forecast: \$116,397,995
Variance: \$17,769,795
%Variance: 18.0%

Mitigation: The Current Budget reflects the anticipated cost of the physical work scope of the contract. The variance as reported in the forecast is largely comprised of potential change growth and allocated contingency to address outstanding claim exposure. The PD Construction Management field office has a claims evaluation team assessing the contractor submittals to identify areas of claim mitigation.

· *Contract C0351 - North Hollywood Station

Current Budget: \$83,742,000
Forecast: \$71,748,199
Variance: (\$11,993,801)
%Variance: (14.3%)

Mitigation: The Current Budget reflects the final engineer's estimate prior to contract award. Forecast is less than the budget due to contract bid coming in at a lower than anticipated value.

· *Contract E0070 - Engineering Management Consultants

Current Budget: \$82,187,000
Forecast: \$92,480,279
Variance: \$10,293,279
% Variance: 12.5%

Mitigation: The Current Budget reflects the original project budget. The forecast for the North Hollywood Project has been updated to reflect the cost exposure of \$4.9M due to CWO #072 - Project Office Expense Rate (POER). Once MTA Procurement finalizes all negotiations with the EMC regarding POER through project completion, a re-evaluation of the forecast will occur.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



Line Item Variance (Current Forecast Differs from Current Budget by 10% or more for The Line Item Total)

· *Line 03 - Hazardous Material Handling

Current Budget: \$15,058,000

Forecast: \$5,177,718

Variance: (\$9,880,282)

%Variance: (65.6%)

Mitigation: The Current Budget reflects the conservative scenario presented by MTA Environmental based on the limited information available at the inception of the North Hollywood Project. Forecast is less than the budget due to less than anticipated contaminated soil encountered to date. A budget forecast reconciliation is in process which will align the estimated final costs once hazardous material handling is significantly complete.

· *Line 07 - Systemwide Equipment

Current Budget: \$46,051,000

Forecast: \$55,716,481

Variance: \$9,665,481

%Variance: 21.0%

Mitigation: The forecast variance of \$9.7M is largely due to a number of contracts with significant changes in workscope, delay claim exposure and additional escalation costs including design updates, labor and overhead issues, economic price adjustments and contract contingency adjustments.

· Line 08 - Trackwork

Current Budget: \$25,526,000

Forecast: \$37,545,657

Variance: \$12,019,657

%Variance: 47.1%

Mitigation: Contract C1610, Trackwork Installation, is contributing \$11.9M of the total variance of \$12.0M. The variance is due to the necessary addition of installation, operation and maintenance of the temporary ventilation system and sump pumps, operation and maintenance of the La Brea and North Access shafts, the formation grouting program, and constructing a sound wall for the C1610 yard work at North Hollywood. These changes were necessary to coordinate the overall system ventilation, provide more effective access through the Access Shafts, and to satisfy environmental requirements not initially budgeted. There is no potential to recover this variance.

· *Line 09 - Testing and Pre Revenue Operations

Current Budget: \$7,715,000

Forecast: \$9,296,000

Variance: \$1,581,000

%Variance: 20.5%

Mitigation: The Current Budget reflects the original Project Control assessment of testing and pre-revenue operational requirements established in 1993. The forecast has been re-evaluated to include areas of potential cost exposure related to delay mitigation/acceleration. Project staff is implementing mitigation measures by concentrating on reducing direct labor charges to the project and comprehensively re-examining the proposed staffing levels required for the impacted Operations division which will service this aspect of the project.

*Notes no change from prior period.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



Budget/Forecast Variance

Additional Locally Funded Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	March Change in Forecast
CONSTRUCTION	\$1.9	\$0.2	(\$1.7)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$32.7	\$32.1	\$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	\$33.9	\$30.9	\$0.0

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

Total ALFA Expenditures through February 1999: \$5.8 million.

Total ALFA Commitments through March 1999: \$6.7 million.

"Additional Locally Funded Activities" (ALFA) are defined as work scope not originally covered under the FFGA and are therefore ineligible for Federal funding. This includes Station Artwork, Hollywood Boulevard Settlement, Non Revenue Connector, etc. 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 MTA has revised the allocation of Agency overhead and indirect charges to the project in excess of the budget plan. \$32.2 million of the \$32.7 million forecast amount is due to this potential overrun in the Agency cost element of the project. Project contingency established in the original budget has not been transferred to absorb this potential project cost increase.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – March 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 June 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 to be approved in June 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 has been awarded and executed on February 8, 1999. Funds expected to be available for drawdown by April 1999.
- 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 will submit in February 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 PROP 116:** MTA submitted on April 8, 1997 a grant application and an allocation request to the CTC for \$15 million of Prop. 116 Rail Bond Funds. Funds will now be allocated against the North Hollywood Project instead of the Eastern Extension Project. MTA requested the CTC to take action for transferring the funds. Funds were allocated on March 31, 1998. MTA submitted a Prop. 116 application to transfer allocation of funds from LA Rail Car Project to the North Hollywood Project for a total of \$17.1 million. CTC approval was granted on March 31, 1998.
- 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 April 1999. Both fund transfer agreements are expected to be executed respectively in April and June 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 \$55.4 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
Monthly Project Status Report
Period Ending – March 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) 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	\$502.839	82%	\$401.009	74%	\$374.237	69%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$93.559	\$125.735	92%	\$100.252	74%	\$93.559	69%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$57.800	\$52.284	30%	\$52.284	30%	\$50.000	29%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$71.155	\$53.037	\$71.358	100%	\$71.358	100%	\$53.037	75%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.219	\$6.871	\$9.245	100%	\$9.245	100%	\$6.871	75%
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	\$42.901	\$64.811	100%	\$64.811	100%	\$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	\$9.845	38%	\$9.845	38%	\$7.672	30%
CITY OF LA	\$101.500	\$90.000 (3)	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$318.185	\$59.377	\$59.377	\$35.324	59%	\$35.324	59%	\$35.324	59%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (5)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$904.107 (4)	\$1,061.366	81%	\$933.953	71%	\$859.181	66%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.800	\$1.477	61%	\$0.800	33%	\$0.800	33%
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	\$0.803	\$1.554	57%	\$0.803	30%	\$0.803	30%

(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 FEBRUARY 1999.



MARCH 1999

STATUS OF FUNDS BY SOURCE

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

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

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	\$438.097	\$566.799	50%	\$464.869	41%	\$438.097	39%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$109.524	\$141.700	50%	\$116.217	41%	\$109.524	39%
FED ISTEA STP (STATE)	\$25.000	\$199.344	\$82.800	\$77.284	39%	\$77.284	39%	\$74.193	37%
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$134.568	\$71.998	\$90.319	67%	\$81.875	61%	\$54.292	40%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.435	\$9.328	\$11.702	67%	\$10.608	61%	\$7.034	40%
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	\$42.901	\$64.811	62%	\$64.811	62%	\$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	\$9.845	38%	\$9.845	38%	\$7.672	30%
CITY OF LA	\$136.244	\$163.444	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$789.276	\$93.335	\$95.877	12%	\$69.282	9%	\$69.282	9%
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	\$1,064.308	\$1,248.162	41%	\$1,084.616	36%	\$998.575	33%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.800	\$1.477	61%	\$0.800	33%	\$0.800	33%
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	\$0.803	\$1.554	57%	\$0.803	30%	\$0.803	30%

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1999.



ES-12

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 1999



Schedule

	Current Status	Change from Last Month
Current ROD	May 2000	none
Design Progress	95.0%	N/A
Critical Path Float	0 days	none
Construction Progress	80.7%	+0.6%

Current Critical Path Analysis

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

The March 1999 Master Schedule shows the project on schedule with a forecast Revenue Operations Date of May 17, 2000. The project critical path runs through B620 (Automatic Train Control), and Integration Testing, Pre-Revenue Operations.

The systems contracts and their effect on the testing program remain as the primary focus for the balance of the project. Although last wayside access was granted to B620 this period, the contractor has not officially recognized the date, and is requesting a cost and time extension due to claimed incomplete access conditions. An evaluation of the contractor's claim for costs and time is in process to determine merit. Work is continuing in the north section of the AR C0311 Hollywood Highland to Universal City Station tunnels with 34.5 KVA installation to the Track Level Rooms. Communications and Fiber Optics Installation is scheduled to start next period.

Contract B646 (Fire & Emergency Management) Local Field Acceptance Tests (LFAT) that are on the secondary critical path may be in jeopardy due in part to delays in the processing of fire/life/safety initiated design changes for software development. These changes may delay Local Field Acceptance Tests at each facility, which would affect communications installation, and Phase 1 Systems Integration Tests. Delays that extend beyond the projection completion date of September 8, 1999 could begin to impact ROD. B646 is unable to provide additional resources for Segment 3 at this time due to the requirements for Segment 2B ROD opening.

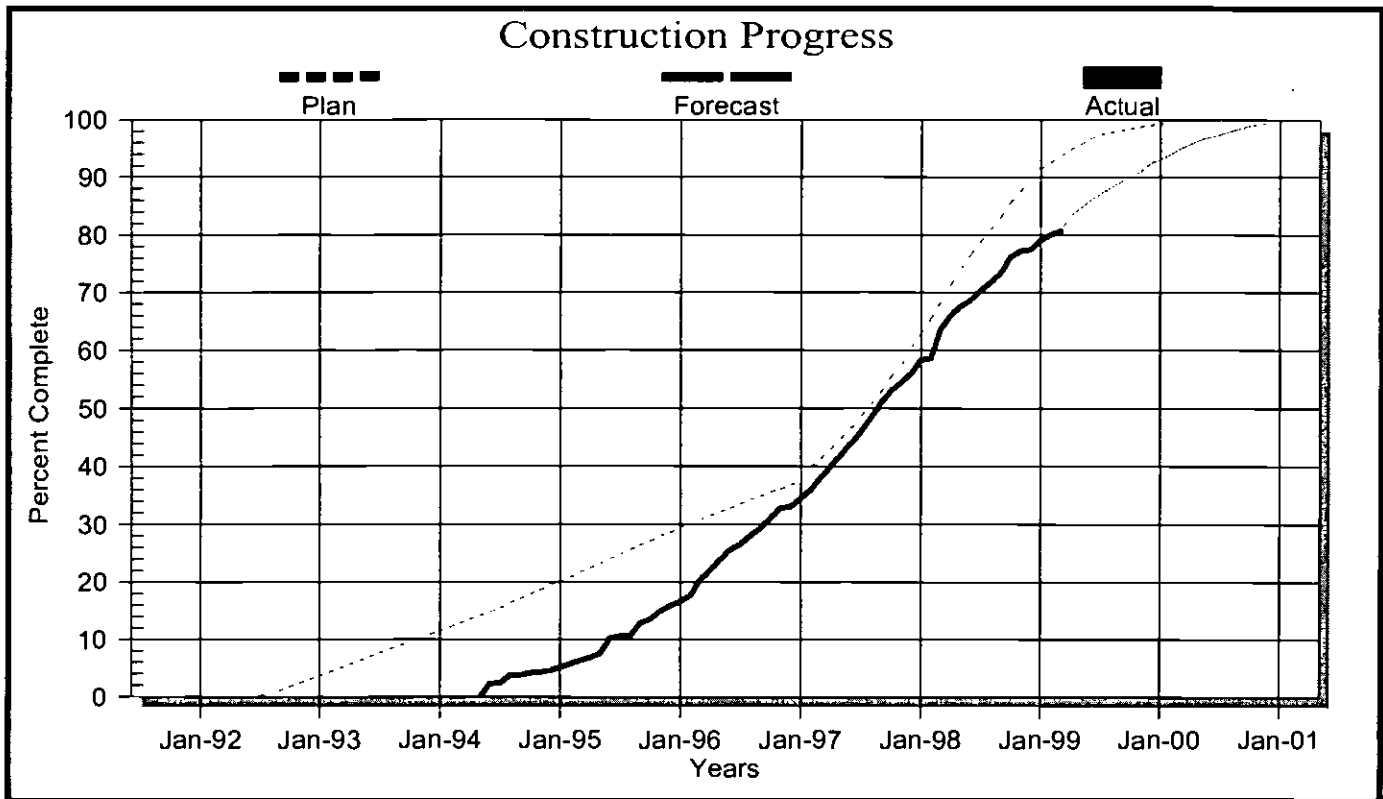
DESIGN PROGRESS ANALYSIS

The estimated design progress through March 26, 1999 is 95.0% complete versus 98.0% planned. The variance is primarily due to work associated with site restoration contracts.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Construction Progress Analysis

The overall construction progress through March 1999 is 80.7% complete.

Contract C0301 (Hollywood/Highland Station) station and entrance floor is 99% complete. The restoration of the Hollywood Boulevard Walk of Fame continues and is 95% complete. Air balancing in the station continues. Time extension to Milestone #1 (Station Substantial Completion) and Milestone #21 (Hollywood Blvd. Restoration) are being evaluated under CN-262.

Contract C0311 (Line Section from Universal City Station to Station 630+00) mechanical and electrical work in the AR and AL tunnels is 98% complete. Mechanical and electrical installation in the Track Level Rooms is 95% complete. Substantial Completion is forecasted for April 5, 1999, 9 weeks behind schedule. Liquidated damages are being monitored and will be assessed as part of the final contract close out.

Contract C0321 (Universal City Station) punch list work is ongoing. The contractor continues to repair water leaks in the exterior walls of the station by injecting high-strength chemical grout. Train Control (B620) and Communications (H0648) continue to work in the station. The B795 Uninterrupted Power Supply (U.P.S.) contractor is performing tests.

Contract C0331 (North Hollywood Tunnel) completed punch list work.

Contract C0351 (North Hollywood Station) electrical testing is 80% complete. Completed granite stairs at the entrance and planting of trees on the site. Contractor continues electrical testing and air balancing.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Contract C1610 (Trackwork Installation) Milestone #10 Contact Rail installation is scheduled to complete on March 28, 1999. The Contact Rail Pedestal installation is complete in the C0311 AL Alignment from TLR to Sta. 606+00.

Contract H0631 (Traction Power System Installation) at C0311, contractor substantially completed installation of 34.5 KV switchgear; at C0321, contractor started wayside DC cable work; at C0331, contractor substantially completed all work in the structure.

Contract H0648 (Communications Installation) contractor completed installation of conduits and pulling cables in preparation of B646 (F&EM) PII and LFAT. Continued with installation of the PA, CCTV and FOCT cabinets and equipment at Universal City Station.

Contract MS201 (Hollywood Blvd. Restoration) completed sidewalk concrete work on south side of Hollywood Boulevard. Continued sidewalk concrete work on north side of Hollywood Boulevard.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	15.7	-0.2
Lost Time Rate (Freq.)		
National Average	4.2	
Project Rate (Cum.)	2.0	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 to be less than one-half the national average of 4.2.

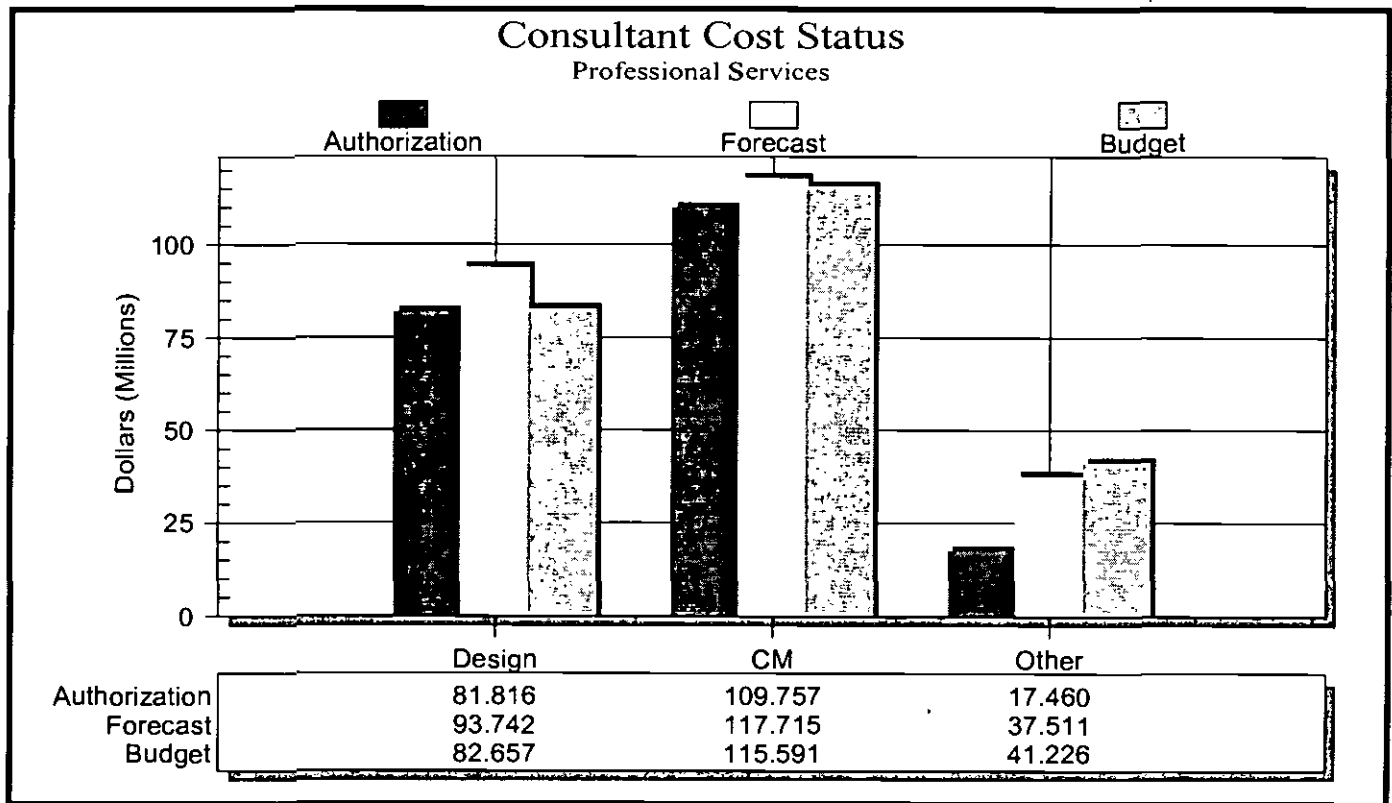
The project completed over 127,000 work hours during February. To date, the project has completed almost 8,000,000 work hours.

Statistics reflect injuries through February 1999.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 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.

The budget for the "Design," "Construction Management" and "Other" professional services did not change from the last period.

The authorization for the "Design" professional service has a significant variance below the budget primarily due to contract work orders approved by the Board requiring final MTA Procurement action. Also, the "Design" forecast projects a significant cost exposure greater than the budget related to CWO 72 for "Project Overhead Expense Rate - POER" through project completion. Negotiations between MTA Procurement and the EMC have been completed for "POER" through period ending December 1999.

The forecast for the "Other" professional services is \$20 million above the current authorization due to pending and potential contract orders, amendments and other cost exposures identified to date. 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 - March 1999



Management Issues

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

Concern/Impact

The Systems Integration Test team has started mobilizing at Universal City Station. Post installation inspection has occurred and Local Facility Tests have begun. However, delays caused by the transfer to Segment 2 of both contractor labor resources and Segment 3 key test personnel will have a disruptive effect on the following tests and may affect ROD.

Status/Action

Phase 1 testing will be resequenced at Universal City Station to mitigate delays and avoid impact to ROD. Additional delays to the revised testing plan due to management resources working for an extended period on Segment 2B will affect ROD.

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

Concern/Impact

The B620 contract stipulates that all work shall be completed within 345 calendar days after last room or wayside access. Access to C0311 from C1610 was established by the CM on March 15, 1999, but the contractor has not recognized the last access turnover date. This may impact the project critical path.

Status/Action

The contractor is forecasting a four-month delay due to access problems within the area. An analysis is being conducted for resequencing and acceleration of communication and fiber optics and cable transmission testing (FO&CT) installation. The contractor was asked to provide a mitigation plan during April. MTA/P-D have formed a special team to evaluate all the outstanding changes and claims, including the contract extension request for change, and will provide a path forward. The MTA is preparing a Board report for the April Board that will provide interim funding until a change can be negotiated with the contractor.

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

Concern/Impact

Design delays and lack of sufficient resources by Syseca (all resources have been committed to Segment 2 ROD completion efforts) have impacted the start of engineering and software development.

Status/Action

Syseca has assigned a new Project Manager, but critical personnel are still on Segment 2B. Syseca was asked to submit a detailed plan to mitigate engineering and software development delays in order to meet the project need dates. To date this plan has not been received. Syseca expects to shift the Segment 3 effort by the end of April 1999.

Ongoing Item (Date initiated: February 1999)
CONTRACT B646, FIRE AND EMERGENCY MANAGEMENT (F&EM) LATE CHANGES

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Concern/Impact

Delay of software development and deliveries at four of the five locations are due to late fire/life/safety Design changes. Local Field Acceptance Tests (LFATs) will be impacted by the delay of software development and delivery of hardware followed by H0648 installation. This will impact the start of Phase I System Integration Testing.

Status/Action

A work around is being developed to minimize the impacts to Phase I System Integration Testing.

Ongoing Item (Date initiated: February 1999)

CONTRACT H0123 (VARIABLE MESSAGE SIGNS)

Concern/Impact

At the January 28 MTA Board meeting, the recommendation for MTA staff to request proposals and enter into competitive negotiations with the signage equipment suppliers passed. Since an NTP will not be issued prior to March 1, 1999, the May 2000 ROD will be affected.

Status/Action

The Request for Proposals (RFP) were issued to the perspective bidders. The proposals were originally due April 5, but with the recent problems that have occurred on Segment 2B, one of the perspective bidders is also the supplier of signs for that line segment and has requested an extension to submit their proposal. Due to the risks that have been involved with this contract to date, an extension has been granted to April 14. If the proposals are higher than the Board approved amount, then negotiations could be prolonged or worse, re-procurement of this contract may be required. In any case, the execution of this work and meeting equipment delivery dates prior to the start of phase II systems integration testing remains critical to ROD. A mitigation plan will be determined once proposals are negotiated.

Ongoing 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 Management Audit Services Department (MASD) has a budget for six FTEs but is only providing three to five. The North Hollywood Extension client staff will meet with the Management Audit Services Department to request added resources and verify that MASD has all required information.

Ongoing Item (Date initiated: March 1998)

PROJECT AGENCY COST FORECAST

Concern/Impact

The project agency forecast cost at completion will potentially exceed the budget by approximately \$30 million. This is due to revised allocation of MTA overhead to the project.

Status/Action

The project team is attempting to mitigate this potential cost impact by focusing on staffing charges allocated to the North Hollywood Project. There has been a slight decrease in overall project staffing charges however a reallocation of projected staff charges to the Construction Division has resulted in an increase to the overall

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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projected administration costs. The project team is continually assessing agency requirements to reduce overall manpower costs.

Resolved Item (Date initiated: February 1999)

CONTRACT C0390 (MISCELLANEOUS CONSTRUCTION)

Concern/Impact

The camera ready design package is expected to be issued by April 23, with an NTP no earlier than August. It is anticipated that with the submittals and mobilization, the contractor will not be able to begin work until September or later. The station, tunnel and trackwork contractors will have demobilized by the time of C0390 NTP leaving critical maintenance and construction activities to be performed under change orders to existing contractors.

Status/Action

It has been determined by project staff to issue change orders to the traction power system contractor (Contract H0631) to perform these necessary activities. Changes are in the process of being written by the construction manager.