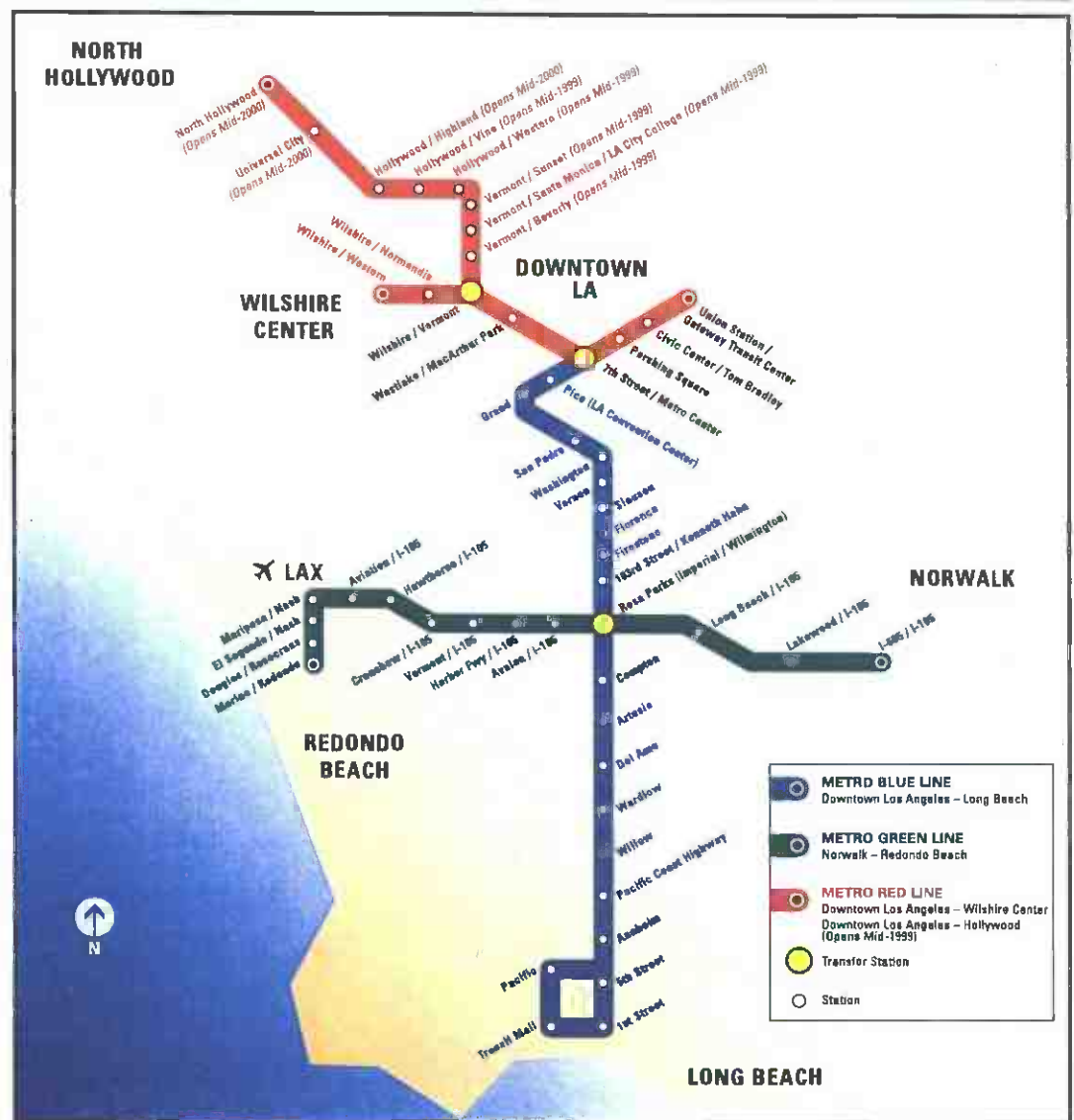


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



May 1999

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

MAY 1999

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of May 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	Completed	98.9%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	4 of 6 complt.
Construction Status	Completed	99.8%	82.1%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 71%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1596	\$961	\$14	\$137	\$860	\$235	\$675	\$126	\$6042
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%

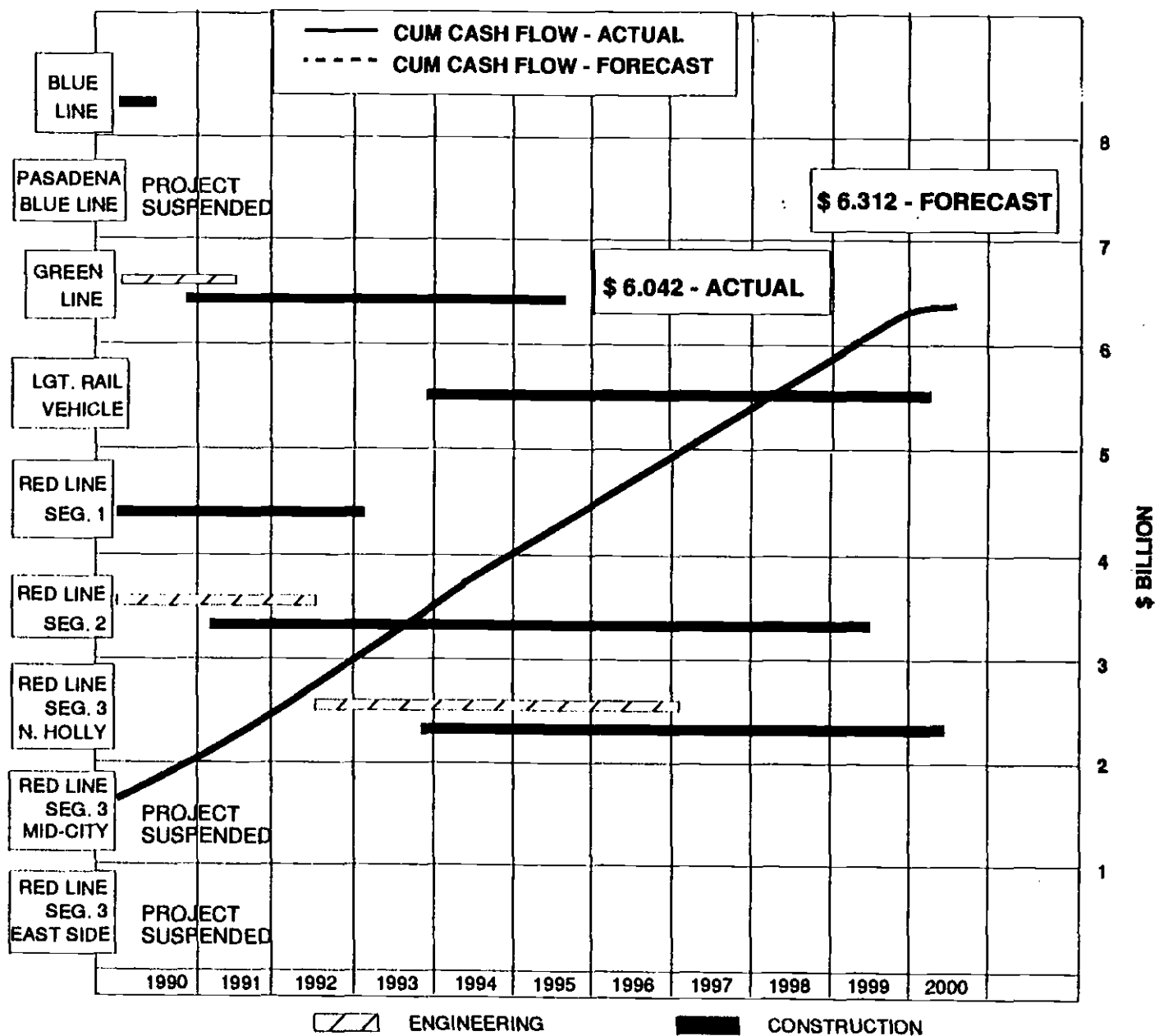
METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)

MAY 1999

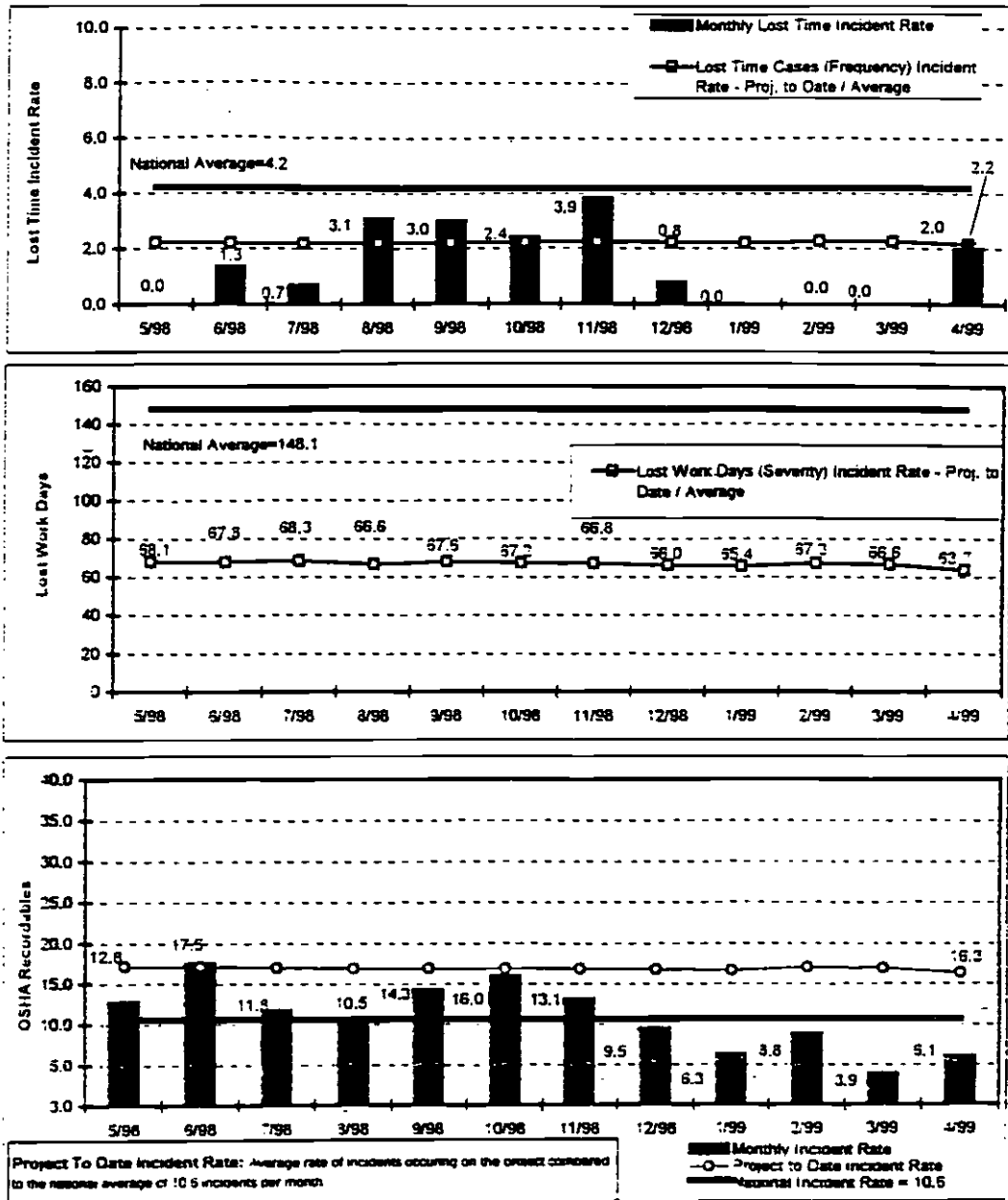
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE *	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANSIT PROG				52.1	174.3	55.1	281.5	6
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
SR 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	1644.0	1310.8	201.4	6188.7	
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	94.7	28.7	0.0	123.4	

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.



April 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.

5/25/99

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - May 28, 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	.7	0.0 %
Prior Cumulative Prog.	\$ 177.9	100.0
Cumulative Progress	178.6	100.0
CONSTRUCTION		
Monthly Progress	(4.5)	0.4 %
Prior Cumulative Prog.	\$1022.5	99.4
Cumulative Progress**	1018.0	99.8
OTHER Cost Elements	\$ 399.2	
TOTAL	\$ 1595.8	

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	63.1
TOTAL	\$1643.7	\$1559.9	\$1540.9
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C Transit Enhance	66.0	54.9	54.9
Cost Overrun Account	24.7	0.0	0.0
Private Funds Kaiser Hos	4.4	0.0	0.0
TOTAL	\$95.1	\$54.9	\$54.9

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1049.9	\$1065.7
Professional Services	438.6	458.8
Real Estate	83.7	86.0
Utility Force Account	30.4	28.4
Special Programs	2.5	2.5
Contingency	39.9	4.0
Project Revenue	(1.3)	(1.4)
TOTAL ORIGINAL SCOPE	\$1643.7	\$1644.0

	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$94.7

** Construction Progress decreased due to reduced insurance claim amount.

SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 12, 1999

The Project Office successfully completed the prerequisites required for operating the system (facilities and systems substantially complete) and turned over the control of the system to MTA Operations on April 28, 1999.

CURRENT ACTIVITIES / ISSUES

The Project Office is continuing system integration testing in support of revenue operations. Completion of the systems integration testing for automatic supervision and control to Rail Operating Center will continue beyond revenue operations until July 1999.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - May 28, 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	0.4 %
Prior Cumulative Prog.	\$ 82.2	98.5
Cumulative Progress	83.1	98.9
CONSTRUCTION		
Monthly Progress	6.4	0.4 %
Prior Cumulative Prog.	\$ 620.7	81.7
Cumulative Progress	627.1	82.1
OTHER Cost Elements	\$ 250.3	
TOTAL	\$ 960.5	

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	\$410.3
FTA - Sect 3 Defer. Local	136.2	93.5	102.6
FED ISTEA STP (State)	174.3	50.0	52.7
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	49.0
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$922.8	\$959.7
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	\$847.5
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	37.4
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 14, 2000.

CURRENT ACTIVITIES / ISSUES

The project is forecasting a \$25.7 m overrun to the current budget largely due to increased agency overhead costs.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

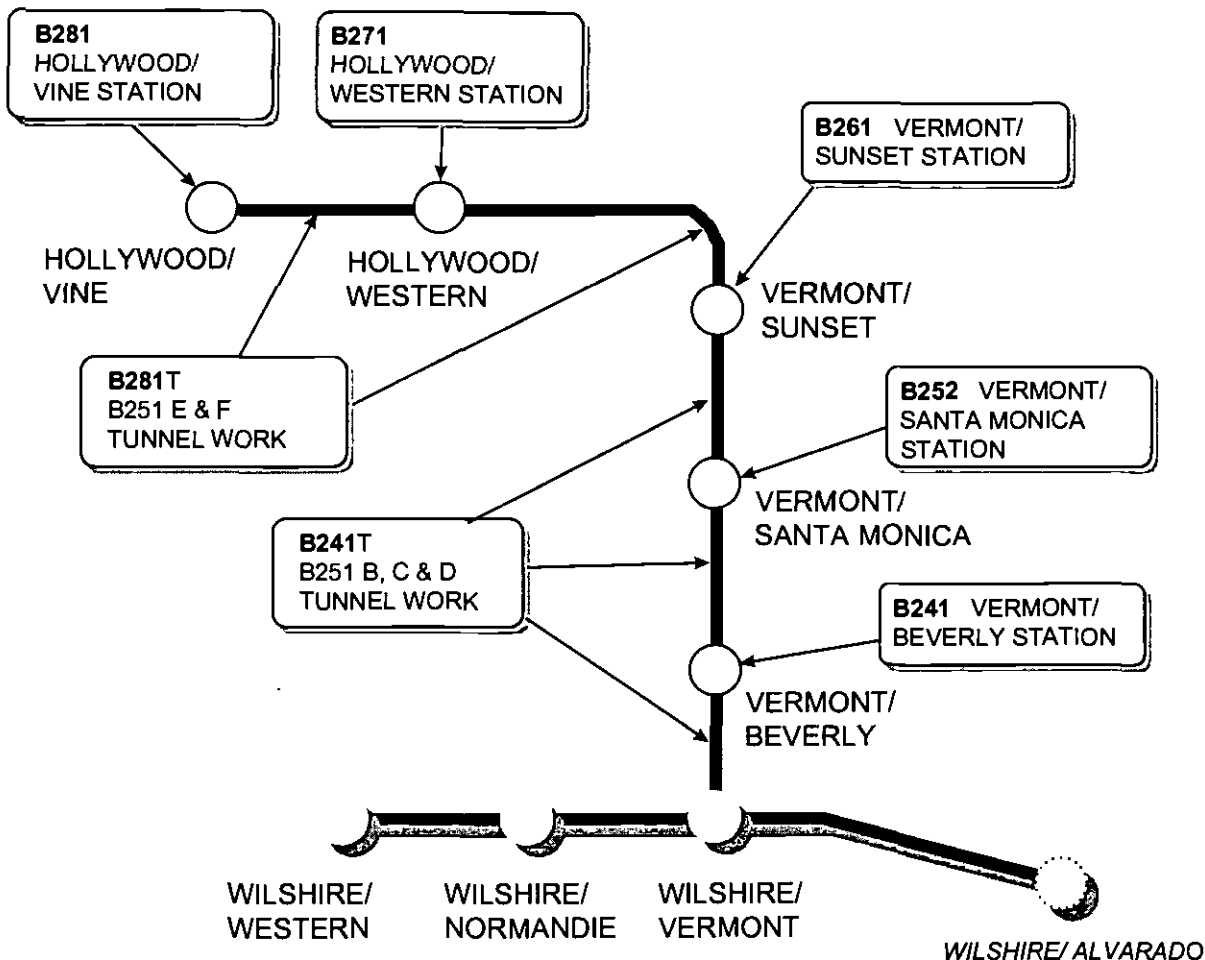
METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

B290 ANCILLARY CONSTRUCTION AND MAINTENANCE: Continued to provide support and work on the DRs in support of the system integration testing. Completed the bulkhead at Hollywood/Vine Station. Completed the stations and tunnels wash down and began the final cleaning and polishing of the facilities.

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

B645 TRACS: Three major downloads were completed, addressing all the ROD critical issues (ETS, ATC and Radio).

B648B COMMUNICATION INSTALLATION: LFAT of the CCTV system at Vermont/Santa Monica Station has been completed. Installation and testing of the CCTV at Vermont/Sunset Station was completed. Relocated the CCTV cabinet at CCF and began testing. Rewriting of the VMS system at Vermont/Beverly and Vermont/Sunset stations has been completed.

B710 ELEVATOR/ESCALATOR: Final State Certification for all units was completed.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 1999



FACILITY ACTIVITIES:

B241 VERMONT/BEVERLY STATION: Started floor repair work on the platform. Completed modifications to rock A and C. Completed priority 1 and 2 weld repairs in the rockwork. Continued punchlist work.

B261 VERMONT/SUNSET STATION: Completed the installation of telephone enclosures at the mezzanine and rotunda areas. Completed landscaping in the atrium and west Vermont Avenue. Completed removal of temporary signals and street lighting. Continued working on station finishes.

B263 ENTRANCE AT KAISER HOSPITAL: Submitted elevator shop drawings on May 25, 1999 for review by the engineer. Completed concrete placement for the emergency exit stairs to the ancillary floor slab. Completed the installation of reinforcement and concrete placement at the north, south, and west level 2 exterior walls. Started the installation of reinforcement for the level 2 interior walls.

Period Ending - May 1999



METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 1999



B263 ENTRANCE AT KAISER HOSPITAL:

Complete the concrete placement for the east level 2 exterior wall. Complete the emergency exit stairs concrete to elevation 374.50. Complete installation of reinforcement and concrete placement for the level 2 interior walls. Start installation of reinforcement for the level 2 slab at elevation 377.59. Complete the review of the elevator shop drawings.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 1999



QUALITY ASSURANCE

QARs (Quality Action Request)

Segment 2

QAR's Closed	1
QAR's Open	34
QAR's Response Due	5
Current Period Surveillances	11

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MAY CHANGE IN FORECAST
CONSTRUCTION	\$1,049.9	\$1,065.8	(\$15.9)	\$1.1
PROFESSIONAL SERVICES	\$438.6	\$458.8	(\$20.2)	(\$0.5)
REAL ESTATE	\$83.7	\$86.0	(\$2.3)	\$0.0
THIRD PARTY	\$30.4	\$28.4	\$2.0	\$0.0
SPECIAL PROGRAMS	\$2.5	\$2.5	\$0.0	\$0.0
PROJECT CONTINGENCY	\$39.9	\$4.0	\$35.9	(\$0.6)
PROJECT REVENUE	(\$1.3)	(\$1.4)	\$0.1	\$0.0
TOTAL PROJECT	\$1,643.7	\$1,644.0	(\$0.4)	\$0.0

Budget/Forecast Variance Analysis

Original Scope Activities

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

Expenditures through April 1999 for Original Scope are \$1,540.9 million or 93.7% of the current total forecast.

Commitments to date for Original Scope are \$1,586.1 million or 96.5% of the current total forecast.

Both commitments and expenditures decreased slightly this month primarily as a result of inclusion of the (\$10) million credit for the sinkhole insurance settlement.

The original scope budget remains at \$1,643.7 billion.

The total forecast remained unchanged at \$1,644.0 million.

Construction forecast increased \$1.050 million this month as a result of:

- B648B change notices \$200K
- B298 sewer crossconnect \$255K (correction of a trending/input error)
- B641 V/C access claim \$554K

Professional Services decreased (\$458K) due to:

- E0110 Booz-Allen-Hamilton CWO analysis decrease (\$558K)
- PO to Wiss, Janney, Elson for analysis at B241 and B252 \$100K

Contingency decreased (\$592K) due to offset of the above. The forecast balance is \$4 million.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 1999



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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MAY CHANGE IN FORECAST
CONSTRUCTION	\$50.9	\$52.1	(\$1.3)	\$0.0
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	\$0.8	(\$0.8)	\$0.0
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$94.7	\$0.4	\$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 April 1999 for Additional Locally Funded Activities are \$54.9 million or 57.9% of the current total forecast.

Commitments to date for Additional Locally Funded Activities are \$71.3 million or 75.2% of current total forecast.

The current total forecast remained unchanged at \$94.7 million.

Construction forecast remained unchanged at \$52.1 million.

Professional Services remained unchanged at \$41.8 million.

Contingency remained unchanged at \$.8 million.

The budget/forecast variance of the Original Scope Activities is (\$367) thousand while the Additional Locally Funded Activities is \$367 thousand. It lies primarily in the contingency line and will be corrected.

Contract/Line Item Variance: None.

Contract Variance: None.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending -May 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%	\$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%	\$63.106	33%	\$63.106	33%
Total Original Scope	\$1,446.432	\$1,643.661	\$1,559.891	\$1,586.098	96%	\$1,540.934	94%	\$1,540.934	94%
Other Locally Funded Activities									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$54.959	\$71.237	108%	\$54.959	83%	\$54.959	83%
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	\$54.959	\$71.237	75%	\$54.959	58%	\$54.959	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
Monthly Project Status Report
Period Ending -May 1999



The CAPRA account cash balance as of April 30, 1999 is \$26,045,273.

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

Monthly Project Status Report

Period Ending - May 1999



Schedule - Vermont/Hollywood Corridor

	Current Status	Change from Last Month
Current ROD	Jun 1999	none
Design Progress	100.0%	none
Critical Path Float	0 days	none
Construction Progress	99.8%	+0.4%

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 pre-requisites were completed, and the system was turned over to MTA Operation on April 28, 1999. Pre-revenue started on May 1, 1999. Temporary certificate of occupancy will have to be issued for the Project no later than June 11, 1999.

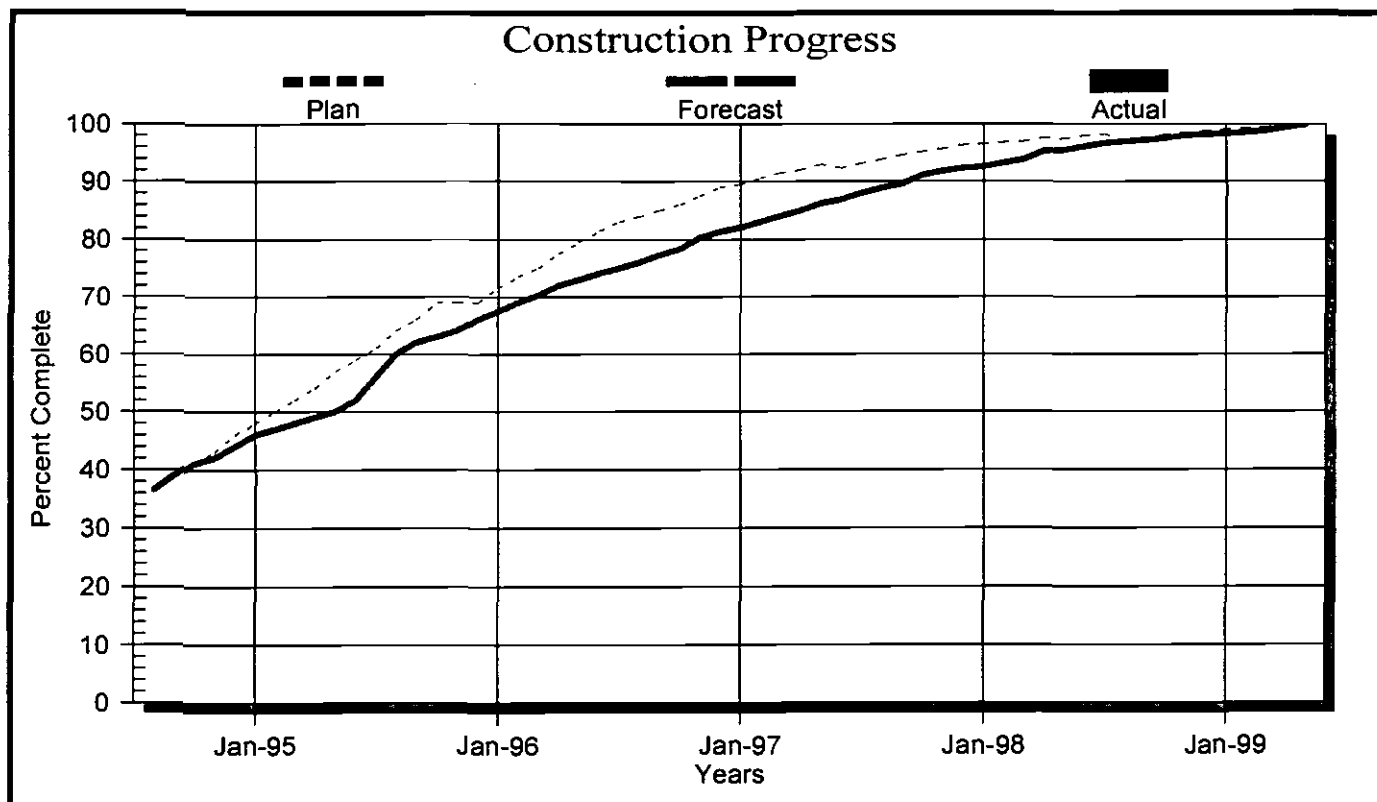
PRIMARY CRITICAL PATH

The primary critical path remains at zero days of float. The critical activities leading to the start of Pre-revenue Operations were completed (Phase I system integration tests, critical TRACS software downloads, 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), including resolution of any new DRs that are generated.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 1999



Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 99.8% versus the planned of 100%.

The project variance is 0.2%. The plan versus actual physical progress was reduced this period due to accelerated efforts by B261, B648B, B290, and B710 contractors. The 0.2 variance on the project is a result of previous delays.

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

Monthly Project Status Report

Period Ending - May 1999



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	17.3	-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

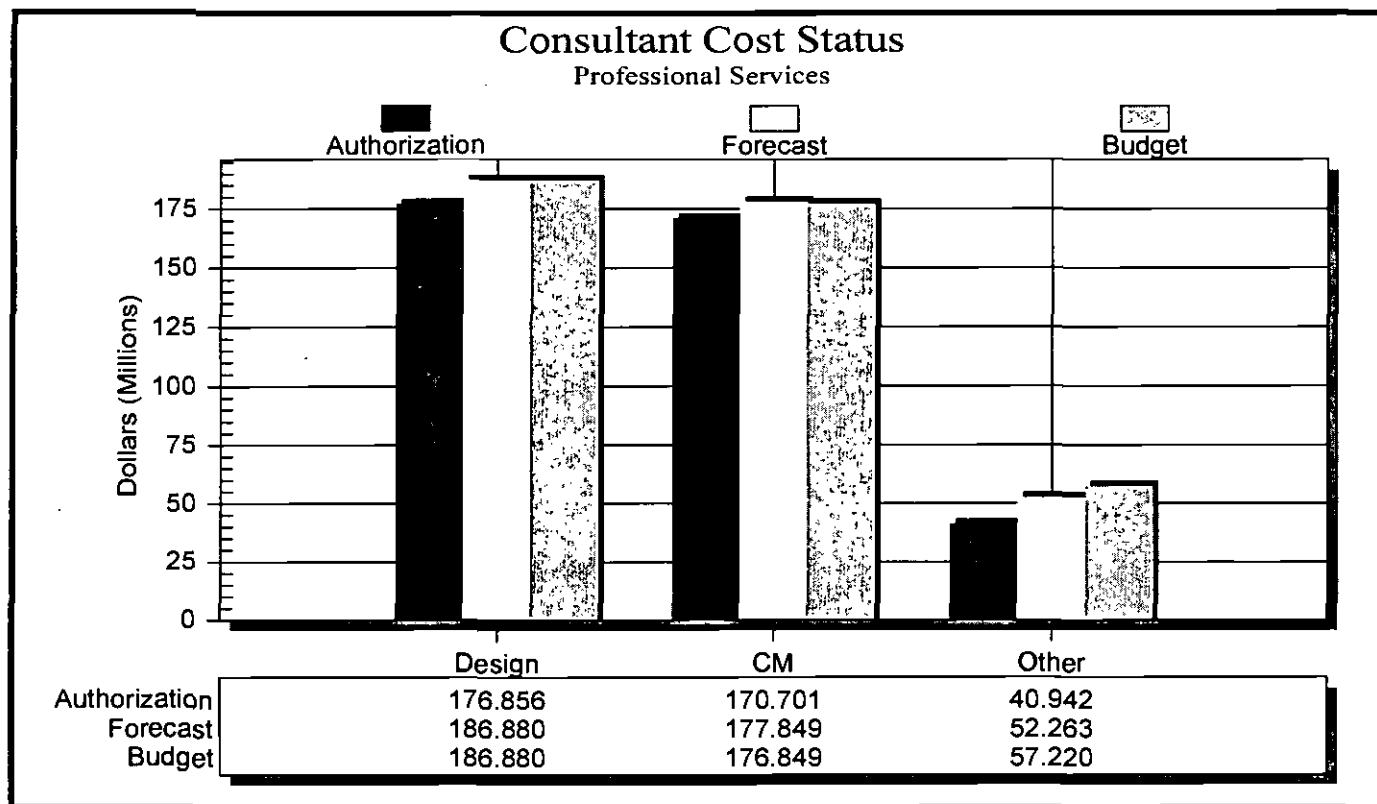
- The Project-to-Date Lost Time Injury Rate continues at 2.3. This rate is below the 1995 National Average of 4.2.
- The project completed over 100,000 work hours in April 1999 and has produced over 14,275,000 work hours to date without a fatal injury.

Statistics reflect injuries through April 1999.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 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. The CM is developing a completion staffing plan, which could change the forecasted cost.

Construction Management:

The forecast remained unchanged during this period.

Other Professional Services:

The forecast changed during this period due to changes in the Booz-Allen-Hamilton forecast and an additional purchase order for analysis.

The budget increased \$9 million for addition to the Country Counsel budgets.

METRO RED LINE Segment 2
Monthly Project Status Report
Period Ending - May 1999



Management Issues

NEW

Item (Initiated June 1999)

Completion of all remaining items after ROD

Concern/Impact

DR resolution and system integration testing will be conducted under a shorter availability window (3.5 hours) and could be time consuming. Completion of all Phase II system integration tests is required for a permanent certificate of occupancy.

Status/Action

Staff continues to work with the MTA Operations to complete all tests without impacting revenue service. Project staff still projecting to complete all testing by July 31, 1999.

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 and this is now reflected in the forecast.

RESOLVED

Item (Initiated November 1998)

Timely Resolution of Discrepancy Reports (DRs)

Concern/Impact

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

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - May 1999



Status/Action

Daily planning is continuing between the RAG team, each RE office, and the special teams to resolve DRs and complete tests. DRs are being resolved to support the integration test schedule. The MTA management continued to work closely with the Contractor to resolve each corrective work and testing, including the TRACS downloads. Resolution of DRs required for ROD was completed this month.

RESOLVED

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

Downloads were completed in May 1999 and only a few of the required fixes were not successfully completed. The current plan is to complete the required Phase II testing by revenue operations, and complete all other Phase II integration testing shortly after ROD.

METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXTENSION
EXECUTIVE SUMMARY

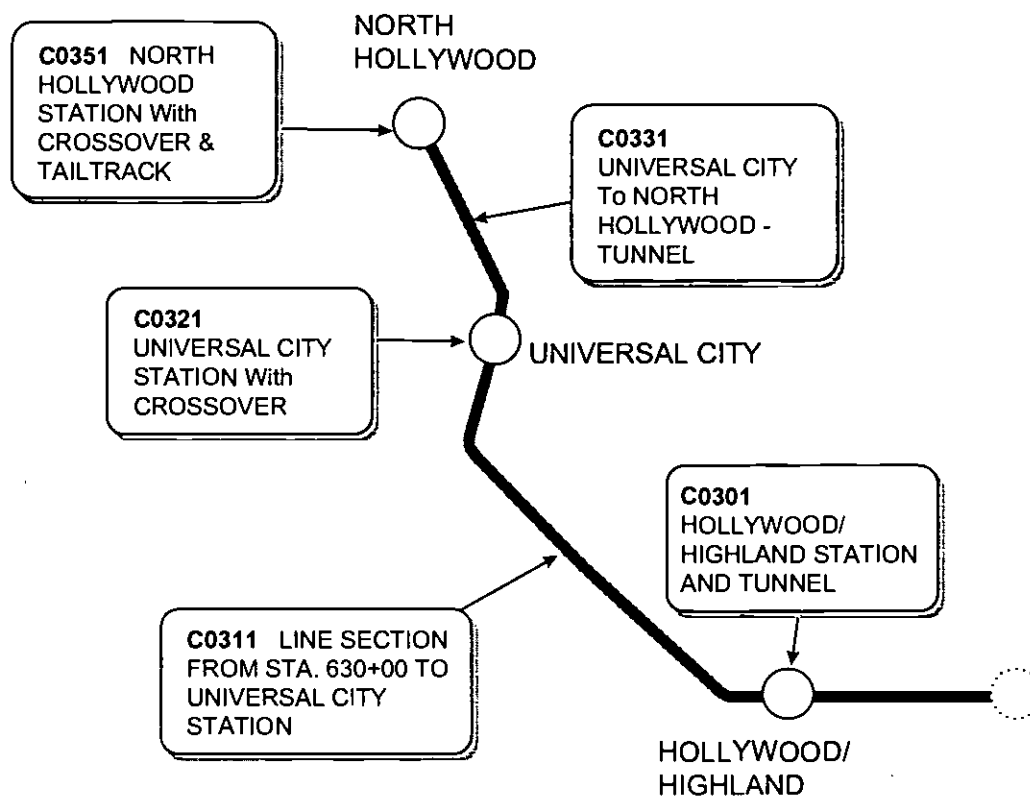
METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

- C0322 (UCS Pedestrian Undercrossing) completed the in-progress submittal. Continued work toward the pre-final submittal.
- C0352 (North Hollywood Site Work) completed the camera ready.

SYSTEMS ACTIVITIES:

- B620 (Automatic Train Control) contractor completed the installation and tested fiber optic in the C0311 tunnel. Installing 34.5KV conduits in C0311 AL tunnel. ATC wayside equipment layout was completed at C0351 and C0321 crossover, and began C0331 and C0311 tunnels.
- B630/H0631 (Traction Power System Installation) contractor continues to work on DC system at the C0311 track level room (TLR) and started final DC cable connections at C0311 tunnels.

- B645 (TRACS) contractor continues work on graphic displays and layout. Remote terminal unit (RTU) cabinets are being fabricated.
- B646 (Fire and Emergency Management) CN-92 design was submitted to H0648 for Universal City; devices were ordered. Continue development of design for (CN-92) other areas and submit them to EMC for approval and H0648 for implementation.
- B710 (Escalators and Elevators) shift of manpower to Segment 3 is complete. The contractor is developing a completion schedule for North Hollywood Extension. Continue to work in all three 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.
- B795 (Uninterruptible Power Supply) continue to procure the 80 KVA unit for track level room (TLR) (this unit was transferred to Segment 2 in February

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



1999). Completed the UPS (40 KVA) commissioning at North Hollywood Station. Continue to charge batteries and perform tests.

- H0648 (Communication Installation) local field acceptance testing (LFAT) base work at Universal City Station is substantially complete. The contractor continued with installation of the F&EM and the radio systems at North Hollywood Station. Installed radio cable clics, cables for the telephone, fire alarm and intrusion detection systems at the mid-vent shaft (A135). Also installed the PLC device in the TC&C room. Continued installing radio cable clics/inserts in the AL/AR tunnels. Began F&EM work at Hollywood/Highland Station.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Completed punch list work items.

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

- Performed final punch list work items.
- Started final clean-up operations and demobilization.

C0321 UNIVERSAL CITY STATION:

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

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

- Achieved Substantial Completion on May 7, 1999.

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL tunnels (including Tail & Pocket Track): continued rail testing and punch list work.
- C0311 AR tunnel: continued supplemental formation grouting and rail testing is underway.
- C0311 AL tunnel: began supplemental formation grouting and rail testing is underway.
- C0301 AR & AL tunnels: started rail testing.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:

- Continued miscellaneous sanitary sewer system work.
- Completed replacement of stars on north and south sides of Hollywood Blvd.
- Continued replacement of terrazzo on north and south sides of Hollywood Blvd.

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



Quality Assurance

SEGMENT 3

QAR's Closed 0

QAR's Open 4

QAR Responses Due 2

Current Period Surveillances 3

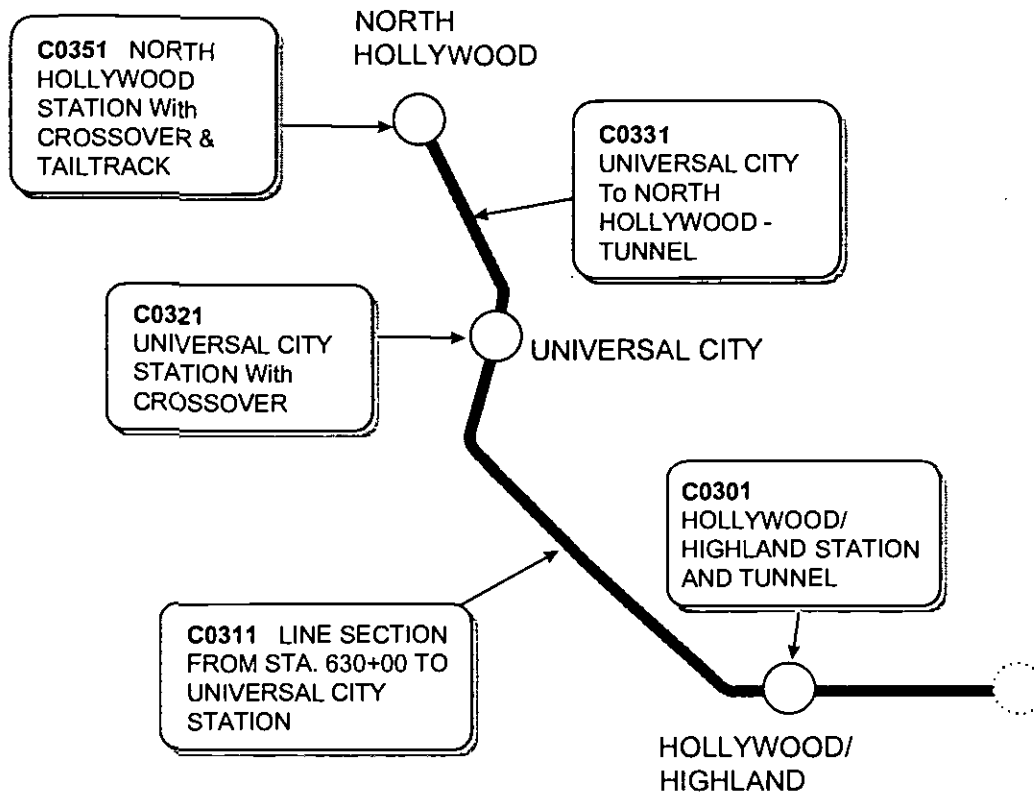
METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

- C0322 (UCS Pedestrian Undercrossing) continue with the design toward the completion of the pre-final design schedule for 7/21/99.

SYSTEMS ACTIVITIES:

- B620 (Automatic Train Control) complete installing 34.5 KV conduits and begin cable pulling in the C0311 AL tunnel. Complete installation of fiber optic and communication cable in the C0311 and C0331 tunnels. Continue splicing and testing of fiber optic and communication cables in all other areas. Install critical ATC wayside equipment and begin cable installation.
- B630/H0631 (Traction Power System Installation) complete DC conduit at North Hollywood and DC cable connections at C0331; continue DC cable pulling at Hollywood/Highland, C0311 and Universal

City. The contractor will start DC cable pulling at North Hollywood and start final DC cable connection at C0331, Universal City, and Hollywood/Highland.

- B645 (TRACS) submit database for approval and submit first CDRLs. Continue graphic displays and layout development. Deliver the RTU cabinets to H0648 for installation.

- B646 (Fire and Emergency Management) contractor continues post installation inspection (PIIs) and local field acceptance testing (LFAT) in all available areas without CN-92. Contractor will resume LFAT after CN-92 fieldwork is completed by H0648 at Universal City and North Hollywood stations.

- B710 (Escalators and Elevators) complete the change work for Universal City Station.

- B760 (Sign and Graphics) complete the change work for Universal City Station.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



- B795 (Uninterruptible Power Supply) continue to commission the available units. Complete procuring the 80 KVA for TLR.
- H0648 (Communications Installation) contractor will continue providing support to system integration for fire and emergency management (F&EM) LFAT at Universal City Station. Continue installing devices at North Hollywood and Universal City Station. Start installing cabinets, panels and seismic bracing at Hollywood/Highland Station. Begin working on CN-4.01 F&EM changes after the installation drawings are submitted and approved by Syseca.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Complete punch list work items.
- Commission 80 KVA Uninterruptible Power Supply (UPS).

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

- Complete final punch list work items.
- Complete demobilization.

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:

- Continue punch list work.

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL tunnels (including Tail & Pocket Track): Continue punch list work.
- C0311 AR & AL tunnels: Continue punch list work, supplemental formation grouting operation and rail testing.
- C0301 AR & AL tunnels: Continue punch list work and rail testing.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:

- Complete replacement terrazzo on south side of Hollywood Blvd.
- Complete replacement terrazzo on north side of Hollywood Blvd.
- Complete asphalt block paving.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	May Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$847.5	\$22.8	\$2.9
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	\$37.4	(\$32.2)	(\$2.9)
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 April 1999: \$951.2 million.

Total Original Scope Commitments through May 1999: \$1,060.7 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 C0390 (Misc. Construction) - Forecast increased \$4.9 million this period to \$12.0 million due to anticipated work scope increases identified in advertised documentation and addenda. This is an estimate at completion forecast based on the current work scope and is subject to change upon receipt of bids as future cost bases and additional work scope is identified under this task/work order based contract.

Contract C0311 (Tunnels: UC Sta to 630+00) - Forecast decreased by \$1.6 million primarily due to a re-evaluation of the Contract Contingency for Potential Pay Quantity Overrun/Underrun based on the comparison between the actual quantities installed and the bid item quantities.

Contract C0321 (Universal City Station) - Forecast decreased by \$0.7 million primarily due to a re-evaluation of the contract contingency. This is based upon a lower than anticipated need for the remaining work to go.

Contract MS201 (Hollywood Blvd. Restoration) - Forecast increased by \$0.3 million primarily due to the placement of the temporary trailers, sewer work at Hollywood/Schrader, differing site conditions, and re-evaluation of the contract contingency.

Project Contingency - Forecast decreased \$2.9 million due to the above mentioned forecast change. The May 1999 Project Contingency is \$37.4 million.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



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

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

Current Budget: \$99,852,849
Forecast: \$116,397,995
Variance: \$16,545,146
%Variance: 16.6%

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.

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

· Line 13 - Specialty Services

Current Budget: \$26,959,000
Forecast: \$37,510,537
Variance: \$10,551,537
%Variance: 39.1%

Mitigation: Specialty services consultants are continually evaluated for its estimate at completion costs. Staffing, work scope and cost issues are under review for the "overrunning" contracts under this line item. A large portion of the variance is due to Legal Consultant services. Staff is actively managing and controlling costs in these areas to reduce the potential cost overruns.

*Notes no change from prior period.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



Budget/Forecast Variance

Additional Locally Funded Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	May 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 April 1999: \$9.4 million.

Total ALFA Commitments through May 1999: \$10.1 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 such as American Disabilities Act (ADA), 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 May 1999 period.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – May 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 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 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 June 1999. Both fund transfer agreements are expected to be executed respectively in June and July 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
Monthly Project Status Report
Period Ending - May 1999

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

STATUS OF FUNDS BY SOURCE									
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED TO FUNDING SOURCE \$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$374.237	\$484.346	89%	\$410.308	75%	\$374.237	69%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$93.559	\$121.086	89%	\$102.577	75%	\$93.559	69%
FED ISTE A STP (STATE)	\$0.000	\$174.344	\$50.000	\$53.526	31%	\$52.681	30%	\$50.000	29%
FED ISTE A STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$71.358	\$71.358	100%	\$71.358	100%	\$53.037	74%
FED ISTE A RSTP DEFERRED LOCAL SHARE		\$9.245	\$9.245	\$9.245	100%	\$9.245	100%	\$6.871	74%
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	\$49.039	83%	\$49.039	83%	\$49.039	83%
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)	\$1,069.236	82%	\$959.689	73%	\$891.224	68%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.825	\$1.467	60%	\$0.892	37%	\$0.825	34%
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	\$0.828	\$1.544	57%	\$0.895	33%	\$0.828	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 APRIL 1999.



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

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



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	
				\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$438.097	\$548.206	48%	\$474.168	42%	\$438.097	39%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$109.524	\$137.051	48%	\$118.542	42%	\$109.524	39%
FED ISTEA STP (STATE)	\$25.000	\$199.344	\$50.000	\$64.795	33%	\$63.950	32%	\$53.498	27%
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$134.771	\$72.613	\$72.613	54%	\$72.613	54%	\$54.292	40%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$9.408	\$9.408	54%	\$9.408	54%	\$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	\$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	\$121.309	\$143.323	18%	\$110.979	14%	\$110.979	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	\$1,065.932	\$1,256.032	41%	\$1,114.141	37%	\$1,037.905	34%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.825	\$1.467	60%	\$0.892	37%	\$0.825	34%
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	\$0.828	\$1.544	57%	\$0.895	33%	\$0.828	30%

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH APRIL 1999.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	+7 days
Design Progress	98.9%	+0.4%
Critical Path Float	0 days	none
Construction Progress	82.1%	+0.4%

Current Critical Path Analysis

- Planned ROD: May 17, 2000
(Revenue Operation Date determined by MTA)
- Forecast ROD: June 14, 2000
(Revenue Operation Date determined by Master Schedule)
- FFGA ROD: December 2000
(Revenue Operation Date determined by Federal mandate)

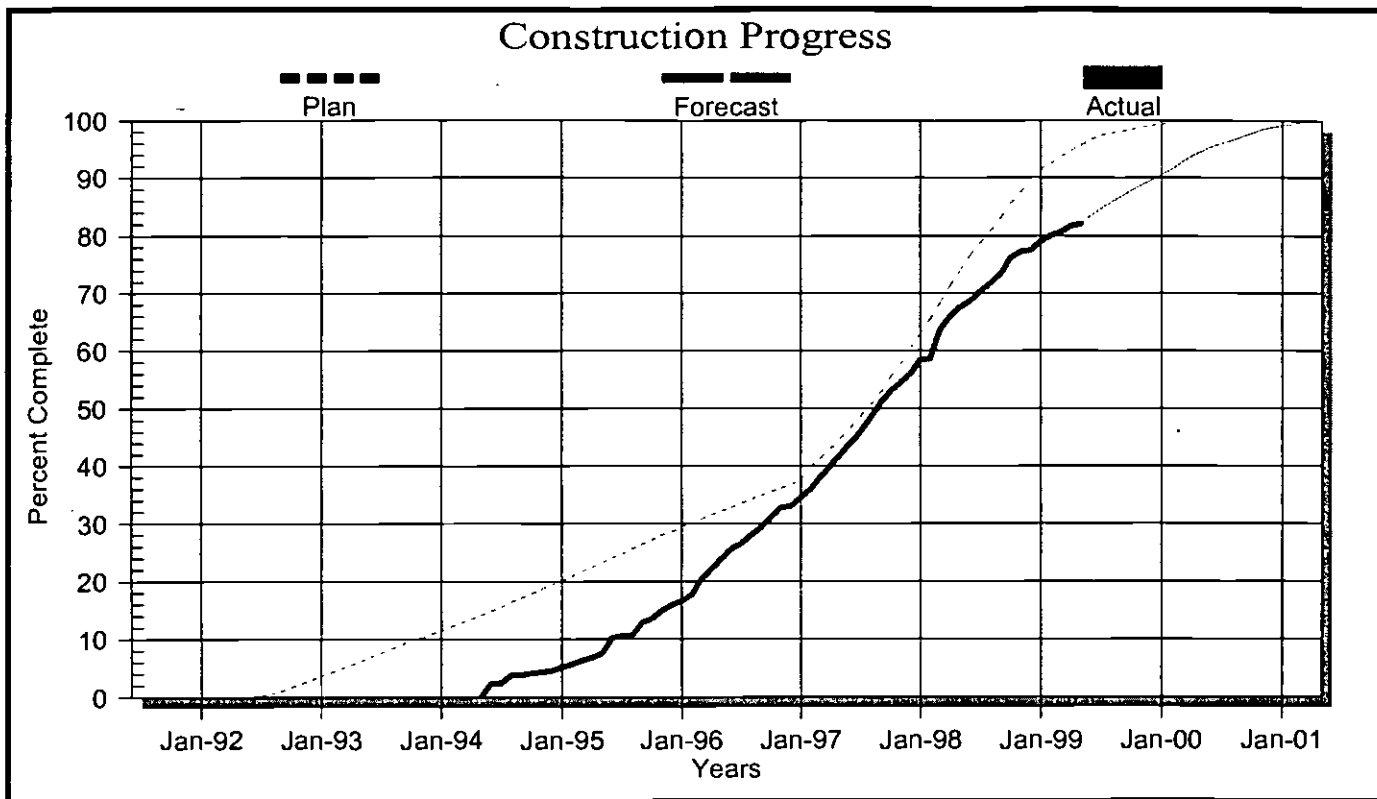
The May 1999 Master Schedule continues to show the project behind schedule with a forecast Revenue Operations Date of June 14, 2000. The current critical path for the project runs through B646 Fire and Emergency Management and H0648 Communications. The delay is caused in part by the lack of completion of original scope work for the F&EM system at C0321, a failure to resolve the issues affecting CN-92.01 and CN-4.01, and several outstanding interface issues between the C0321 facility and the systems contracts.

B620 Automatic Train Control and B645 TRACS/SCADA are on the secondary critical path. The lack of progress by B620 for ATC installation, and B645 for software and hardware development continues to pose potential areas of concern for the project.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



Construction Progress Analysis

The overall construction progress through May 1999 is 82.1% complete.

Contract B645 (Transit Automatic Controls - TRACS) contractor continued to develop database, graphic displays and layout. Remote terminal unit cabinets are being fabricated.

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

Contract C0311 (Line Section from Universal City Station to Station 630+00) performed punch list work items and started demobilization.

Contract C0351 (North Hollywood Station) achieved Substantial Completion on May 7, 1999.

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

Contract H0631 (Traction Power System Installation) contractor has completed the installation of the DC rectifier and rectifier-transformer and has commenced the installation and termination of the 2KV DC cable.

Contract H0648 (Communications Installation) local field acceptance testing (LFAT) base work at Universal City Station is substantially complete. The contractor continued with installation of the F&EM and the radio systems at North Hollywood Station. Continued installing radio cable clips/inserts in the AL and AR tunnels. Began F&EM work at Hollywood/Highland Station.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



Contract MS201 (Hollywood Blvd. Restoration) completed miscellaneous sanitary sewer system work. Completed replacement of stars on Hollywood Blvd. and continued replacement of terrazzo on Hollywood Blvd.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - May 1999



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	15.5	-0.1
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 85,000 work hours during April. To date, the project has completed over 8,175,000 work hours.

Statistics reflect injuries through April 1999.

METRO RED LINE Segment 3 North Hollywood

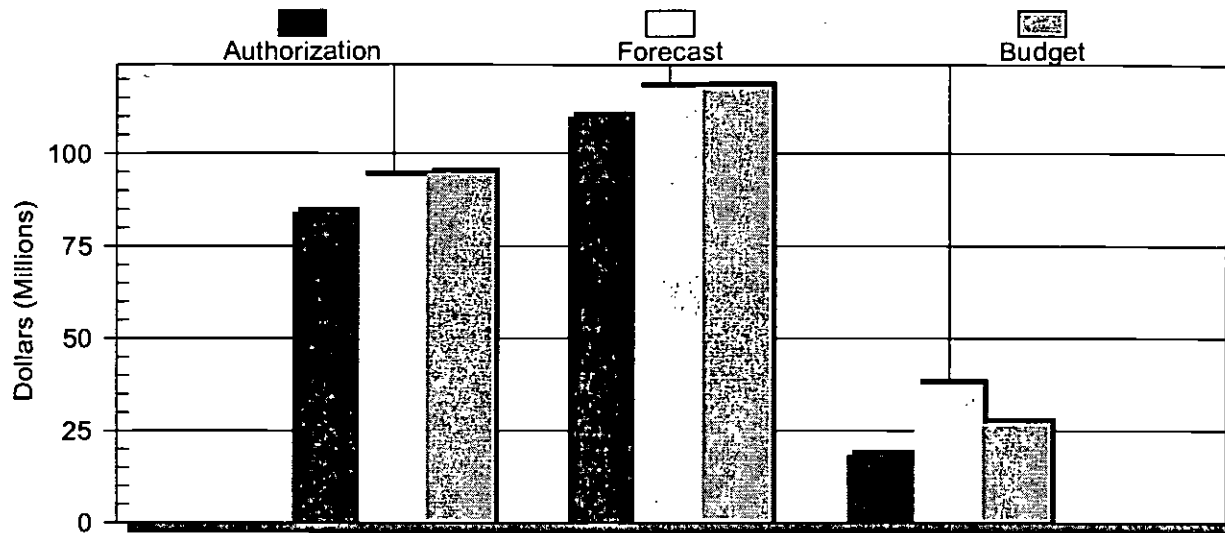
Monthly Project Status Report

Period Ending - May 1999



Consultant Cost Status

Professional Services



	Design	CM	Other
Authorization	84.090	109.847	18.244
Forecast	93.742	117.715	37.511
Budget	94.585	117.930	26.959

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 remain significantly below the budget and forecast due to a lag in change order and contract work order (CWO) processing. These lags are being addressed by the respective consultants and MTA administration.

The forecast for "Design" and "CM" services are greater than the authorizations largely due to changes/CWOs in process, potential changes/CWOs and other cost exposures identified to date.

The forecast for the "Other" professional services is \$19.3 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 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.

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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 FFCA required completion date.

Status/Action

As of last period, award of the 101 Freeway Overcrossing and Access Road contract (C1326) was delayed due to procurement issues which remain unresolved. Delays in awarding this contract will have an impact to the completion of the Bus Plaza and Parking Lot contract (C3326).

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 started mobilizing at Universal City Station to mitigate delays and avoid impact to ROD. 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.

Status/Action

High rail access to the Universal City to Hollywood/Highland tunnels and the track level rooms was given to the contractor on March 15, 1999. An acceleration proposal has been submitted by the contractor which identifies dynamic testing completion on February 29, 2000. The MTA and CM are reviewing the proposal.

Ongoing Item (Date initiated: February 1999)

CONTRACT B645, TRACS DELAYS

Concern/Impact

Lack of sufficient resources by the contractor (all resources have been committed to Segment 2 ROD completion efforts) have 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.

Status/Action

More resources will become available as Segment 2B effort diminishes, which will allow for improved progress on Segment 3.

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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) 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. This has impacted the start of Phase I system integration testing.

Status/Action

The MTA is implementing changes by incorporating the revised fire/life/safety issues. The CM is developing a mitigation plan to sequence this work with minimal affect to system contracts.

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. This has resulted in a \$5 million decrease in overall project staffing charges; however, a \$27 million potential overrun in projected staff charges to the project remain. The project team is continually assessing agency staff requirements to reduce overall manpower costs. Presently, an increase to the project budget is not necessary since management is actively mitigating indirect cost growth. The projection of future costs associated with the above risks cannot be accurately quantified and are subject to considerable variation over the next 3 to 5 years needed 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 project staff has prioritized the outstanding audits and is reporting progress to Project Management on a weekly basis.

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Resolved 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 may be affected.

Status/Action

The proposals were received, reviewed and negotiations have commenced. If a notice to proceed is granted by the projected date of July 1, 1999, then the delivery of equipment will be in January 2000. The systems integration test team will mitigate the delay by resequencing their work and still meet ROD of May 17, 2000.