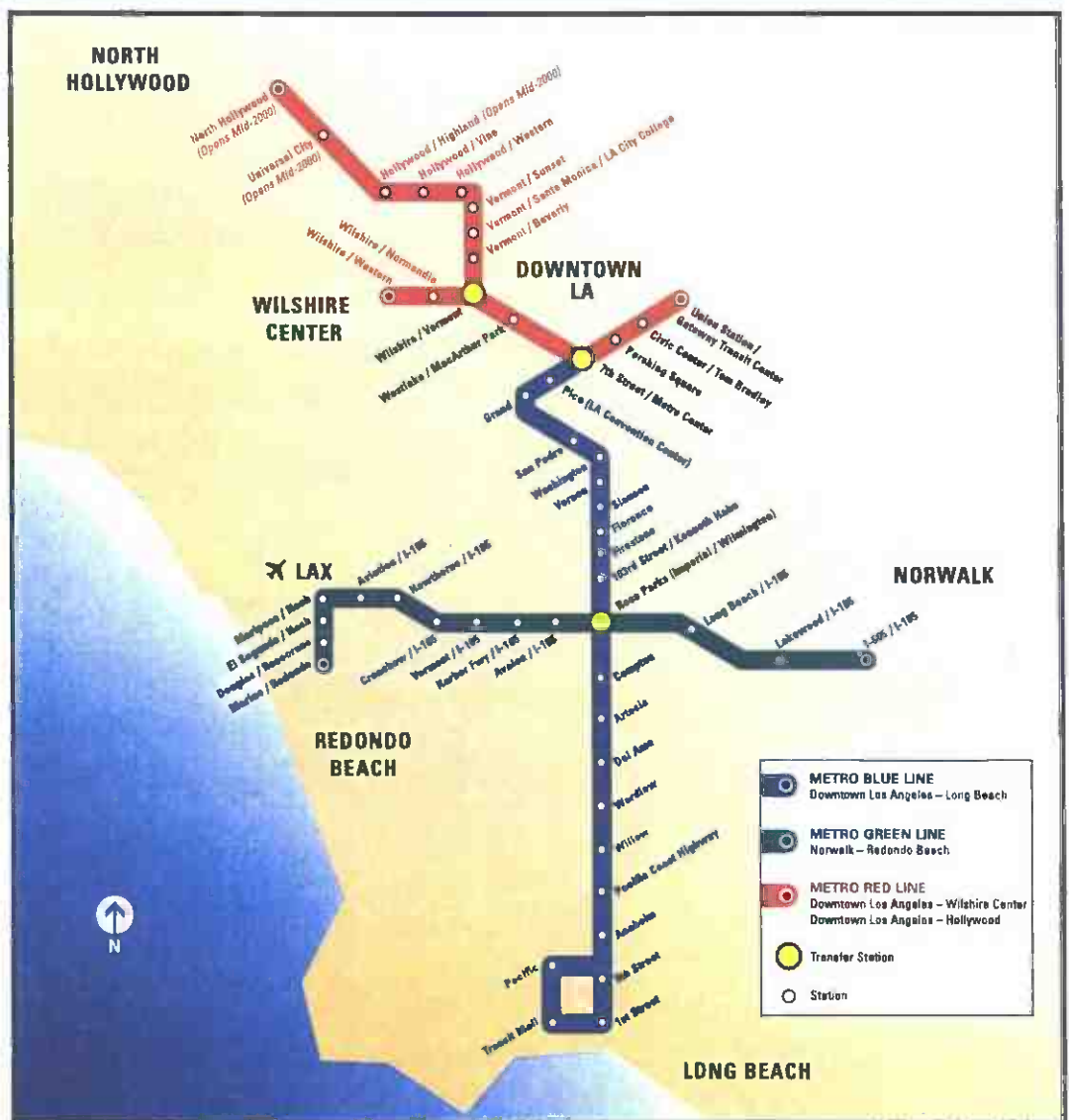


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



November 1999

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

NOVEMBER 1999

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of November 1999

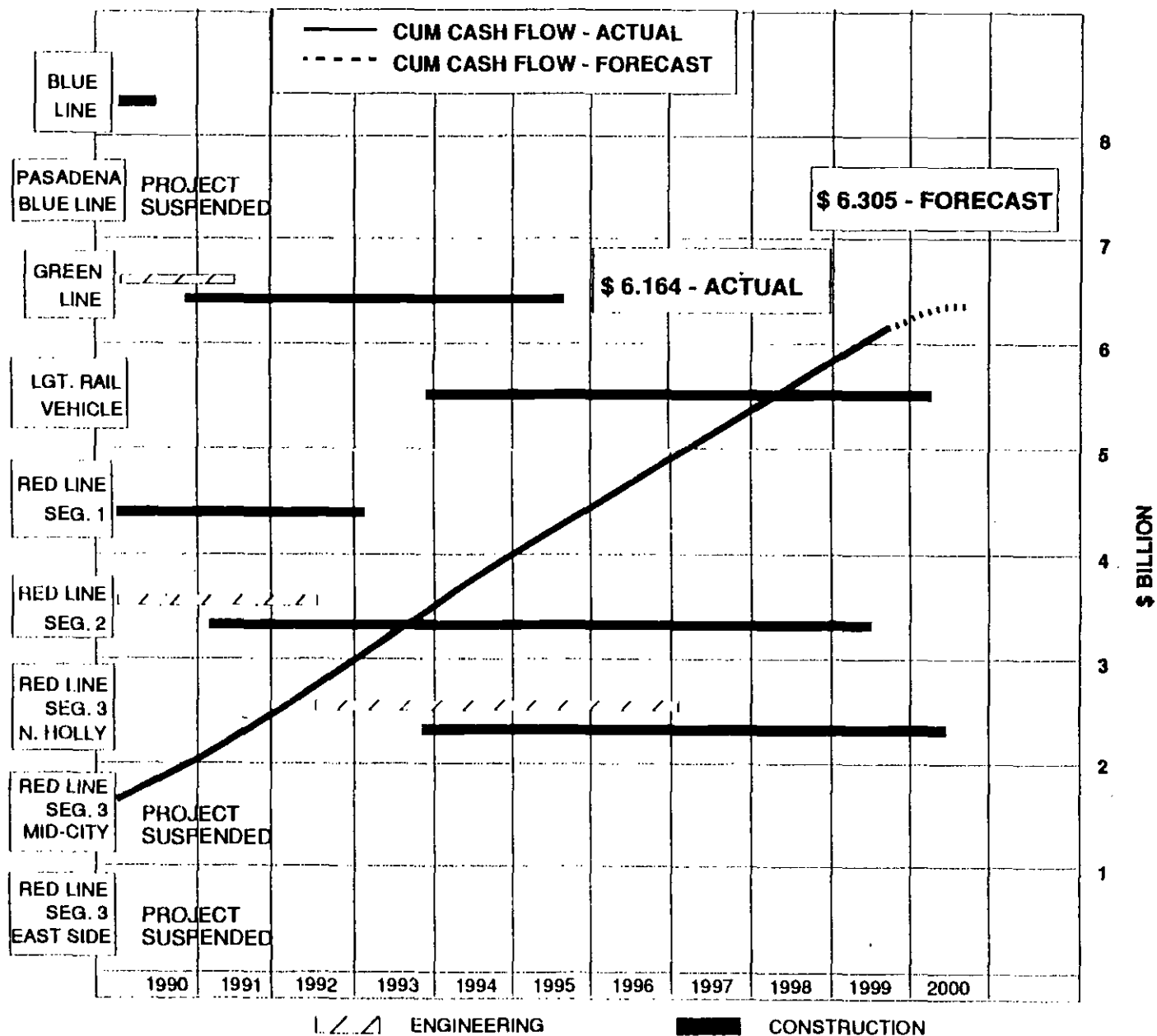
	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.			22 MI.		20 MI.	—	59.4 MI.
Number of Stations	5	8	3			22		14	52 cars	52 stas.
Technology	Heavy Rail	Heavy Rail	Heavy 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 Oct 2000	Final Completion Oct 2000
Design Status	Completed	Completed	100%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	4 of 6 complt'd.
Construction Status	Completed	Completed	87.0%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 75%	3 of 6 complt'd.
Expenditures to Date (in mil.)	\$1438	\$1640	\$1028	\$14	\$142	\$860	\$235	\$679	\$128	\$6164
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)**

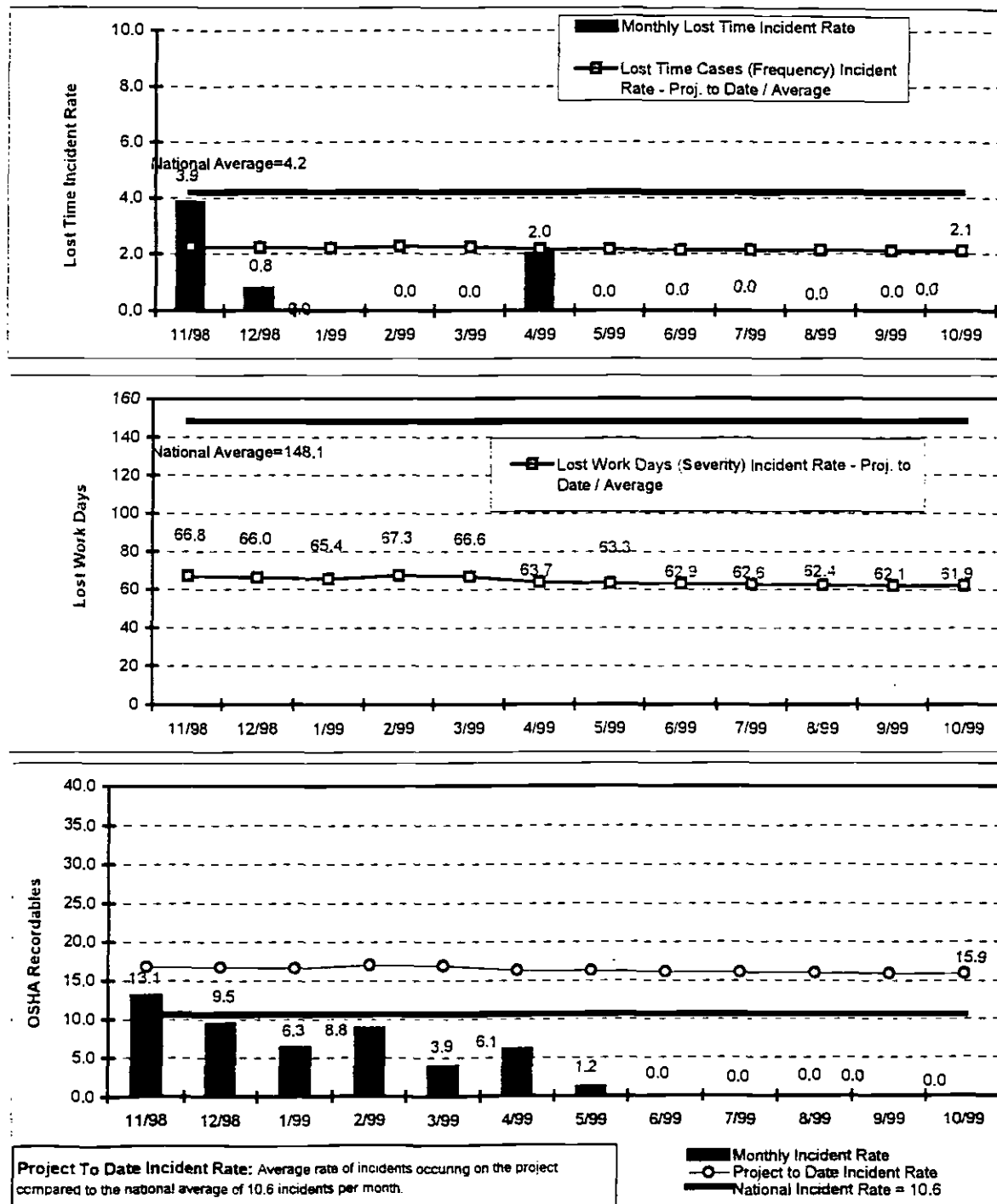
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE	NOVEMBER 1999 TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANS PRO				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/CMAQ					80.6	6.1	86.7	1
FTA-SECTION 9			90.6				90.6	1
STATE		105.9	210.3	133.0	148.5	16.4	614.1	10
STATE TSM MATCH					10.5		10.5	0
SB 1995 TRUST FUND					66.7		66.7	1
PROPOSITION A	877.2	205.1	179.5	504.3			1766.1	29
PROPOSITION C		401.3			59.2	123.8	584.3	9
CITY OF LOS ANGELES			34.0	96.0	90.0		220.0	4
BENEFIT ASSESSMENT			130.3				130.3	2
COST OVERRUN ACCOUNT			200.1	191.3			391.4	6
APPROVED BUDGET	877.2	712.3	1459.1	1643.7	1310.8	201.4	6195.5	99
CURRENT FORECAST	877.2	716.3	1439.0	1645.3	1310.8	201.4	6190.0	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:								
PHUP C (AKTWORK)					2.7		2.7	0
PROP C (NON-REV. CONNECTOR)					0.3		0.3	0
COST OVERRUN ACCOUNT				24.7			24.7	0
PROP C (TRANS ENHANCEMENTS)				66.0			66.0	1
PRIVATE FUNDS (KAISER HOSP)				4.4			4.4	0
APPROVED BUDGET	0.0	0.0	0.0	95.1	3.0	0.0	98.1	1
CURRENT FORECAST	0.0	0.0	0.0	93.5	21.7	0.0	115.2	

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

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



October 1999

Prepared By:
Marsh Risk and Insurance ServicesTotal Metro
Safety Summary

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

11/24/99

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - November 26, 1999



PROJECT DESCRIPTION

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

SCHEDULE PROGRESS

	** Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
Cumulative Progress		100.0
CONSTRUCTION		
Monthly Progress		1.0 %
Prior Cumulative Prog.		86.0
Cumulative Progress		87.0
TOTAL EXPENDED	\$ 1028.5	
(Including: Other Cost Elements)		

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$423.5	\$386.3
FTA - Sect 3 Defer. Local	136.2	105.9	96.6
FED ISTEA STP (State)	174.3	174.3	130.2
FED ISTEA STP/CMAQ	71.4	71.4	71.4
FED ISTEA RSTP Defer	9.2	9.2	9.2
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	64.8	64.8
State Proposition 116	57.7	57.7	57.7
State TSM Match	10.5	10.5	10.5
State Congestion Relief	26.0	26.0	26.0
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.2	52.7	52.7
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$1118.2	\$1027.6
Additional Locally Funded Activities			
Prop C (Artwork)	2.7	0.9	0.9
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$3.0	\$0.9	\$0.9

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$840.4
Professional Services	300.8	325.2
Real Estate	89.0	88.7
Utility Force Account	26.3	26.6
Special Programs	0.0	0.0
Contingency	69.6	27.3
Project Reserve	0.4	2.6
Project Revenue	0.0	0.0
TOTAL ORIGINAL SCOPE	\$1310.8	\$1310.8
	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$21.7

** Expenditure data is currently maintained by MTA Accounting.

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 2000, the current planned completion date is May 17, 2000 the forecast for completion is June 5, 2000.

CURRENT ACTIVITIES / ISSUES

The project is forecasting a \$20 m overrun to the current budget largely due to increased agency overhead costs.

METRO GREEN LINE CTC Quarterly Report Period ending - November 26, 1999



BUDGET/FORECAST (In Millions)

		<u>Change from Last Quarter</u>
Original Budget	\$ 722.4	-0-
Approved Budget	\$712.3	-0-
Current Forecast	\$716.3	-0-

BUDGET/FORECAST ANALYSIS

- The Current Forecast includes the Maintenance-of-Way Facility and Enhancements.
- The Current Forecast may vary significantly once the potential impact of Caltrans claims settlements with their contractors are resolved.

SCHEDULE

Current ROD (Actual)	August 1995
Construction Progress	99%

SCHEDULE ANALYSIS

- Construction progress is currently 99% complete. Contract H1100 Train Control is scheduled for completion in December 1999 with contract closeout in December 2000. Progress during the quarter included: Continuation of clearing punchlist items on Phase III Software at Central Control and the use of Cars 301 and 302 by the contractor for Dynamic Design Verification. A change notice to revise schedule and milestones is currently being discussed with the contractor.
- The status of the Metro Green Line retrofit projects are: Construction of operator restroom and bus layover facilities at the Harbor and Hawthorne stations and benches at the Harbor Station are complete.

PERFORMANCE INDICATORS

- Average Daily Boardings for the period were 23,750.
- Average Daily Boardings for July 1999 were 23,750 reflecting a 5.7% decrease compared to June 1999 and a 9.8% increase compared to July 1998.
- Average Daily Boardings for August 1999 were 23,125 reflecting a 2.6% decrease compared to July 1999 and a 9.9% increase compared to August 1998.
- Average Daily Boardings for September 1999 were 24,375 reflecting a 5.4% increase compared to August 1999 and a 8.9% increase compared to September 1998.

LOS ANGELES STANDARD LIGHT RAIL VEHICLE

Contract No.: P2000

Siemens Transportation Systems, Inc.

Period ending - November 26, 1999



PROGRESS/WORK COMPLETED

To date, seventeen (17) cars have been shipped to the Metro Green Line Yard. Several cars are being used by Siemens for Design Conformance Tests and 2 prototype cars are being used by US & S for Automatic Train Control Tests. Twenty-one (21) cars are in final assembly at Siemens Sacramento Plant. Carshell manufacturing at Siemens' Carson Plant is near completion. Forty-six (46) carshells have been completed and four (4) carshells are in the final stages of manufacturing. Siemens is continuing tests on three (3) cars for the 4,000 mile endurance test, which when successful, will complete the last phase of Design Conformance Test.

AREAS OF CONCERN

MTA continues monitoring Siemen's progress in Vehicle Testing, and supporting the US & S Automatic Train Control (ATO) Testing. Progress on completion of the 4,000 mile test has been slower than anticipated.

DELIVERY SCHEDULE SUMMARY

Change from
Last Quarter

1st Car	Nov 1999	+2 Mos
52nd Car	Oct 2000	+1 Mo
Design Progress	98% Complete	N/C
Fabrication Progress (est.)	*75% Complete	+1%
Critical Path	Car Testing	N/C
Delay (1st Car)	36 Months	+2 Mos
Data Date	August 1999	

* Based on payment schedule progress

COST SUMMARY

	(\$ in Mil.)	No.
1. Award Value	215.37	
2. Approved Change Orders	(1.025)	18
3. Approved WACN's	0	0
4. Current Contract Value (1+2+3)	214.345	
5. Pending Changes	(38,688)	9

DELIVERY SCHEDULE*

Vehicle Number	Contract Schedule	Last Quarter Forecast	Current Forecast	Delay/Change This Quarter	Total Delay
LRV No. 1	10/25/96	9/10/99	11/8/99	2 months	36 months
Prototype No. 1	10/25/96	9/17/99	9/16/99	0 months	34½ months
LRV No. 15	5/27/97	1/17/00	2/28/00	1 month	32 months
LRV No. 34	2/25/98	5/19/00	7/6/00	2 months	28 months
LRV No. 50	10/31/98	9/13/00	10/27/00	1 month	24 months

* Note: In order to be considered "delivered," the cars subsequent to arrival at the MTA, must be in a sound, whole, ready to run condition, ready for entry into the acceptance test cycle and fully in compliance with the contract documents including successfully completed Performance and Conformance Tests.

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

EXECUTIVE SUMMARY

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1999



Management Issues

Ongoing Item (Date initiated: April 1999)

UNIVERSAL CITY SITE RESTORATION CONTRACTS

Concern/Impact

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

Status/Action

Schedule mitigations have occurred to minimize the impact to the FFGA requirements. However, award of C0326, which includes the site finishes at Universal City, has been further delayed and will impact ROD. The project team is preparing schedule alternatives to avoid ROD impact, including acceleration of the station bus plaza. The forecast construction completion dates for the freeway overcrossing, Universal City Station site restoration, and the pedestrian underpass are scheduled for early 2001. Bid opening of the pedestrian underpass occurred with the lowest bidder 34% higher than the engineer's estimate. Redesign of the underpass is being considered.

Ongoing Item (Date initiated: February 1999)

CONTRACT B645 TRACS DELAYS

Concern/Impact

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

Status/Action

The Project Office continues to meet with contractor Senior Management to ensure the contractor accomplishes the target dates for the planned ROD. The first critical TRACS software download occurred. The contractor is forecasting the second TRACS software download three weeks later than scheduled.

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



Ongoing Item (Date initiated: March 1998)

PROJECT AGENCY COST FORECAST

Concern/Impact

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

Status/Action

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

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1999



Budget/Forecast Variance

Original Scope Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	November Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$840.4	\$15.7	(\$1.0)
PROFESSIONAL SERVICES	\$300.8	\$325.1	\$24.3	\$1.9
REAL ESTATE	\$89.0	\$88.7	(\$0.3)	\$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	\$27.3	(\$42.3)	(\$0.9)
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

Budget/Forecast Variance Analysis

Original Scope Activities

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

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

Construction Contracts - Forecast decreased by a total of \$1.0 million primarily due to a receipt of Owner Controlled Insurance Program (OCIP) rebate.

Professional Services Contracts - Forecast increased by \$1.9 million primarily due to additional requested legal support from outside counsel related to cases currently in litigation.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report
Period Ending - November 1999



Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

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

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

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

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

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

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

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

NOVEMBER 1999

STATUS OF FUNDS BY SOURCE

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

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) \$	(D/B) %	(E) \$	(E/B) %	(F) \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.637	\$544.830	\$423.536	\$455.902	84%	\$386.275	71%	\$385.690	71%
FTA SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$105.664	\$113.976	84%	\$96.569	71%	\$96.497	71%
FED ISTEA SIP (STATE)	\$0.000	\$174.344	\$174.344	\$130.240	75%	\$130.240	75%	\$130.240	75%
FED ISTEA SIP/MAQ (REGIONAL)	\$25.000	\$71.358	\$71.358	\$71.358	100%	\$71.358	100%	\$71.358	100%
FED ISTEA RSIP DEFERRED LOCAL SHARE		\$9.245	\$9.245	\$9.245	100%	\$9.245	100%	\$9.245	100%
SB 1995 TRUST FUND	\$59.000	\$66.690	\$66.690 (2)	\$66.690	100%	\$66.690	100%	\$66.690	100%
STATE SHARE/ARTICLE XIX	\$115.000	\$64.811	\$64.811	\$64.811	100%	\$64.811	100%	\$64.811	100%
STATE PROP 118	\$0.000	\$57.652	\$57.652	\$57.652	100%	\$57.652	100%	\$57.652	100%
STATE TSM Match	\$0.000	\$10.537	\$10.537	\$10.537	100%	\$10.537	100%	\$10.537	100%
STATE FLEXIBLE CONGESTION RELIEF	\$0.000	\$26.000	\$26.000	\$26.000	100%	\$26.000	100%	\$26.000	100%
CITY OF LA	\$101.500	\$90.000 (3)	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$316.185	\$59.148	\$52.746	\$52.746	89%	\$52.746	89%	\$52.746	89%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (5)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$1,118.249 (4)	\$1,114.603	85%	\$1,027.569	78%	\$1,027.212	78%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.969	\$1.467	60%	\$0.969	40%	\$0.969	40%
PROP C (NON-REV. CONNECTION)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.972	\$1.544	57%	\$0.972	36%	\$0.972	36%

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

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

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

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

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1999



FINANCIAL DETAIL

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

NOVEMBER 1999

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS		(E) EXPENDITURES		(F) BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$487.396	\$519.762	46%	\$450.135	40%	\$449.850	40%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$88.578	\$283.298	\$121.849	\$129.941	46%	\$112.534	40%	\$112.462	40%
FED ISTEA SIP (STATE)	\$25.000	\$109.344	\$174.344	\$130.240	65%	\$130.240	65%	\$130.240	65%
FED ISTEA SIP/CMAG (REGIONAL)	\$156.617	\$134.771	\$72.613	\$72.613	54%	\$72.613	54%	\$72.613	54%
FED ISTEA RSIP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$9.408	\$9.408	54%	\$9.408	54%	\$9.408	54%
SH 1995 TRUST FUND	\$53.000	\$66.690	\$66.690	\$66.690	100%	\$66.690	100%	\$66.690	100%
STATE SHAWARTICLE XIX	\$165.000	\$104.811	\$64.811	\$64.811	62%	\$64.811	62%	\$64.811	62%
STATE PROP 116	\$87.300	\$57.652	\$57.652	\$57.652	100%	\$57.652	100%	\$57.652	100%
STATE TTE XIMIE CONGESTION RELIEF	\$28.000	\$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	\$55.440	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$789.047	\$127.793	\$154.084	20%	\$127.793	16%	\$127.793	16%
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	\$1,274.539	\$1,297.104	43%	\$1,183.859	39%	\$1,183.502	39%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.969	\$1.467	60%	\$0.969	40%	\$0.969	40%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.972	\$1.544	57%	\$0.972	36%	\$0.972	36%

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1999

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

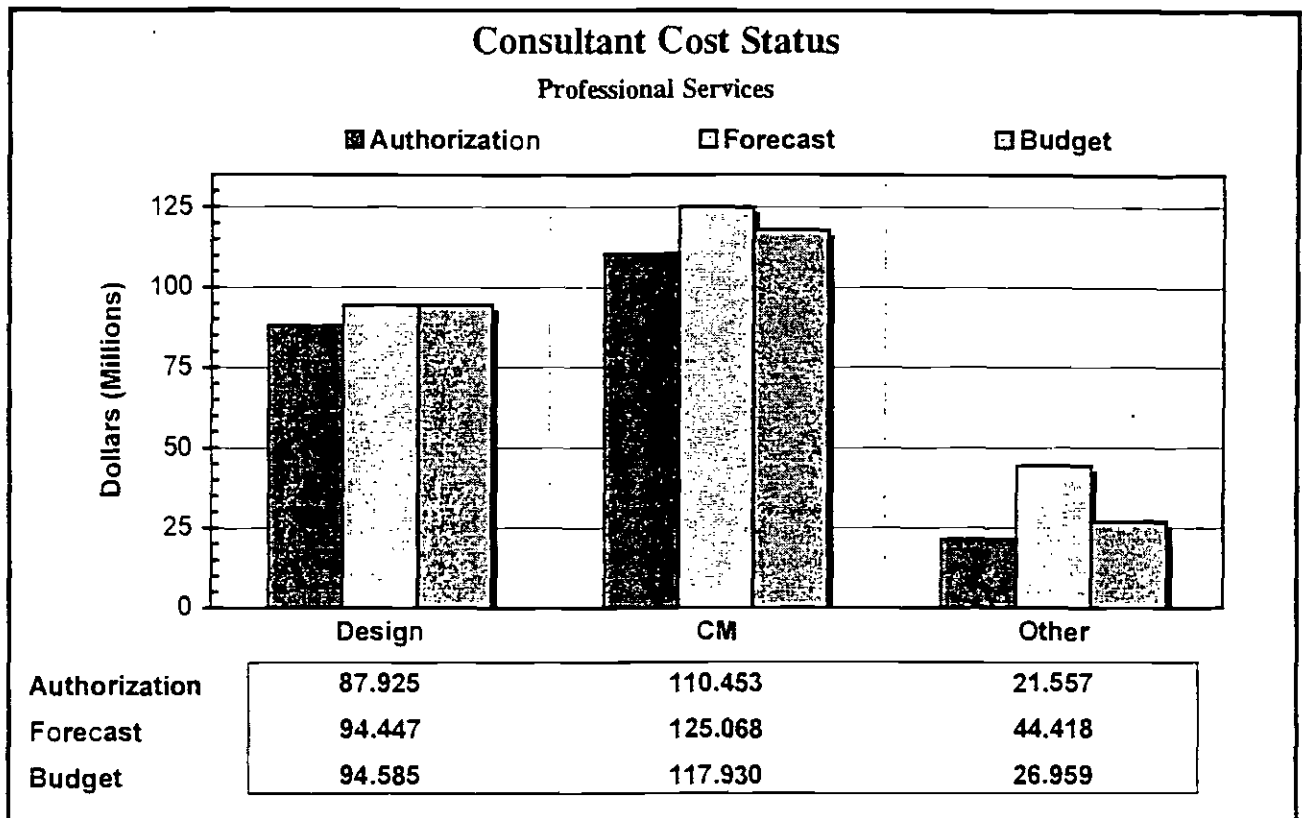
FINANCIAL DETAIL
METRO RED LINE TOTAL SEGMENT 3 PROJECT
(IN MILLIONS OF DOLLARS)



METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1999



Professional Services Cost Analysis

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

The forecast for the "Construction Management" professional services is \$7.1 million above the current budget due to revised workscope and an estimate to complete contract closeout. This potential overrun may be mitigated based on reductions to consultant staffing levels required to closeout contracts.

Contract LS999 (Legal Services) - Forecast increased by \$1.9 million this period due to additional requested legal support from outside counsel related to cases currently in litigation.

The forecast for the "Other" professional services is \$22.9 million above the current authorization due to pending and potential contract work orders, amendments and other anticipated future costs. The majority of this potential increase involves legal services. A budget increase for services in this category may be processed when increases to the authorized amount are determined. The services in this category include the following: Configuration Management, Systems Engineering and Analysis, Rail Vehicle Procurement Services, Environmental Services, Project Management Assistance, Legal Services, Construction Support Services, Labor Compliance Monitoring and Security Staffing.

METRO RED LINE Segment 3 North Hollywood

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Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	none
Design Progress	100.0%	none
Critical Path Float	0 days	none
Construction Progress	87.0%	+0.8%

Current Critical Path Analysis

- Planned ROD: May 17, 2000
(Revenue Operation Date determined by MTA)
- Forecast ROD: June 5, 2000
(Revenue Operation Date determined by Master Schedule)
- FFGA ROD: December 2000
(Revenue Operation Date required by Federal agreement)

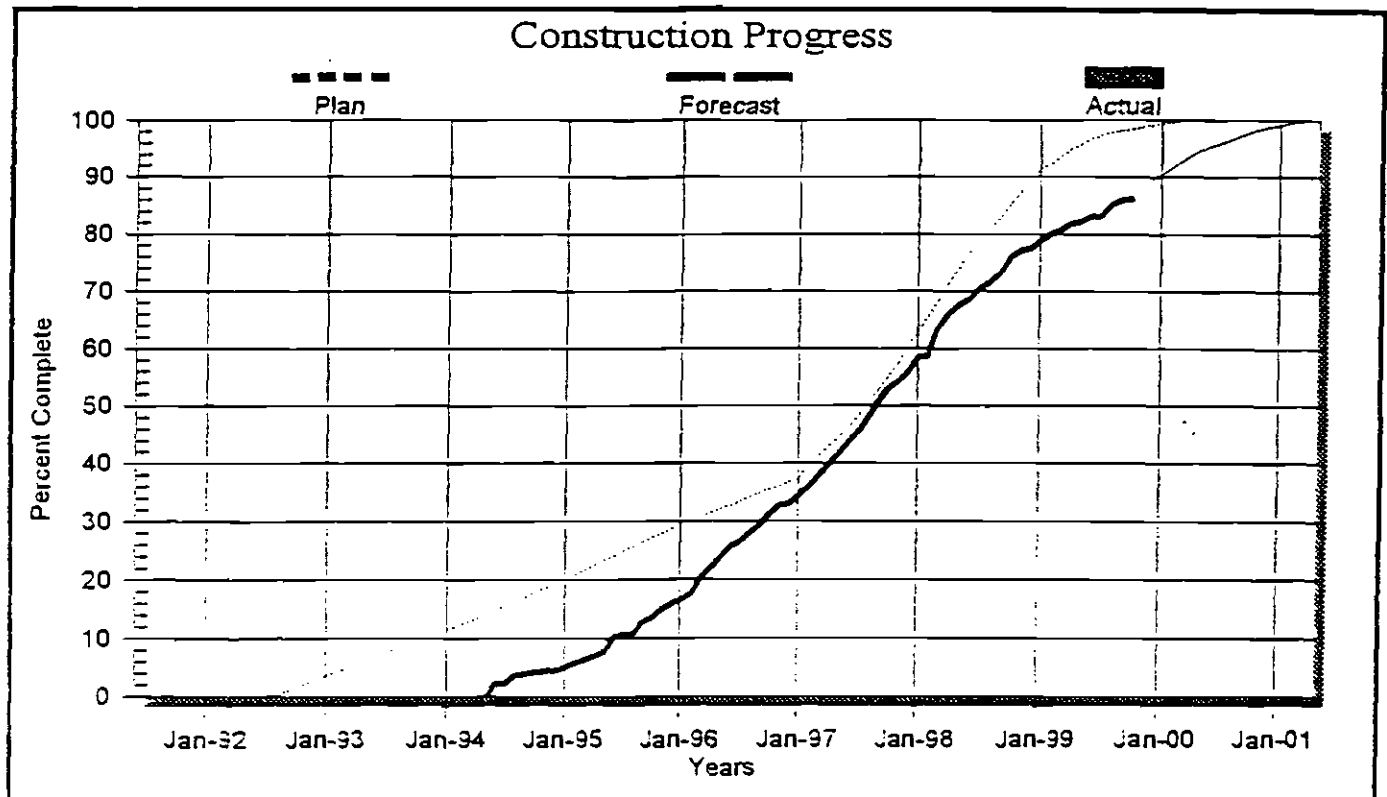
The November 1999 Master Schedule continues to show the project behind schedule with a forecast Revenue Operations Date of June 5, 2000. The current critical path for the project runs through Contract B645 Transit Automatic Train Control and SCADA, Phase 2 Systems Integration Testing, Pre-Revenue Operations, and the Revenue Operations Date. Problems with completion of B645 interface tests are impacting the start of Phase 2 Systems Integration Testing.

Several issues may further impact the schedule, consisting of the potential delay to Contract B645's scheduled second TRACS download; completion of change notices for Contracts B645 and B646; timely DR resolution; fiber optics; and Contract B641, Radio.

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Construction Progress Analysis

The overall construction progress through November 1999 is 87.0% complete.

CONSTRUCTION PROGRESS THIS PERIOD

B620 (Automatic Train Control) Contractor continued passenger vehicle dynamic testing and completed operational testing at Hollywood/Highland Station and track level room (TLR) substation.

B645 (TRACS) Field installation of the remote terminal units (RTUs) was completed at North Hollywood and track level room (TLR). The local field acceptance test (LFAT) and interface test (IT) for the RTUs at Hollywood/Highland, Universal City and North Hollywood stations was completed. Priority 1 downloading of programs for several systems was performed.

B646 (Fire and Emergency Management) Local field acceptance test (LFAT) for TLR was completed.

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

B795 (Uninterruptible Power Supply) Contractor continues 80kVA UPS commissioning tests at the TLR, Universal City and North Hollywood stations.

Systems Integration Testing. Continued Discrepancy Report Resolution and Phase I Testing.

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H0648 (Communication Installation) Completed wiring of the intrusion detection system at the TLR. Installed and tested the automatic transfer switches (ATS) at Universal City Station. Tested channel R5 radios and continued to install radio antennas. LFAT of the CCTV systems for Segment 3 was conducted.

CONSTRUCTION PROGRESS NEXT PERIOD

B620 (Automatic Train Control) Contractor to continue passenger vehicle dynamic testing. Complete operational testing at Universal City Station.

B645 (TRACS) Complete testing of the remote terminal units (RTUs) at the track level room (TLR). Continue incorporating Change Notice work in the TRACS software program.

B646 (Fire and Emergency Management) Contractor continues preparing submittals for new design changes for EMC's review. Continue working on Change Notice work/reworks.

B795 (Uninterruptible Power Supply) Contractor to commission 80kVA units at Universal City, TLR, and North Hollywood stations.

H0648 (Communications Installation) Contractor to complete the installation of the radio system throughout North Hollywood Corridor. Complete punchlist items for CCTV subsystem.

Systems Integration Testing. Begin Phase II Testing at C0301 Hollywood/Highland Station.

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Quality Assurance

QUALITY MANAGEMENT SEGMENT 3

Surveillances	10
QAR's Closed	0
QAR's Open	9
QAR Responses Due	2
Audits	0
Total	21

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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.)	14.9	none
Lost Time Rate (Freq.)		
National Average	4.2	
Project Rate (Cum.)	1.9	1.7

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

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

Construction Safety Summary

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

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

Statistics reflect injuries through October 1999.