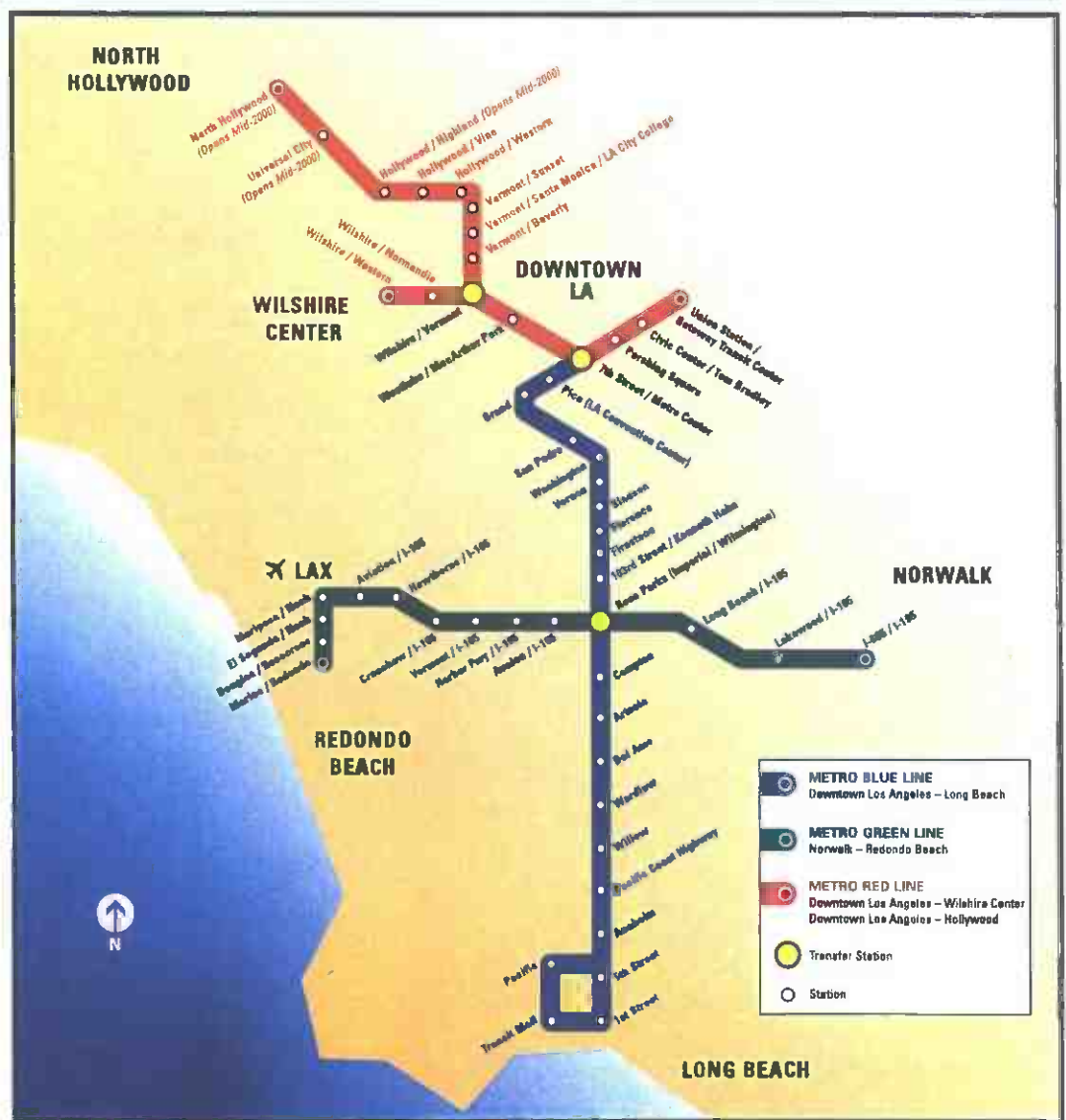


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



October 1999

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

OCTOBER 1999

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of October 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.
Construction Status	Completed	Completed	86.2%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 75%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1640	\$1019	\$14	\$142	\$860	\$235	\$679	\$128	\$6155
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%

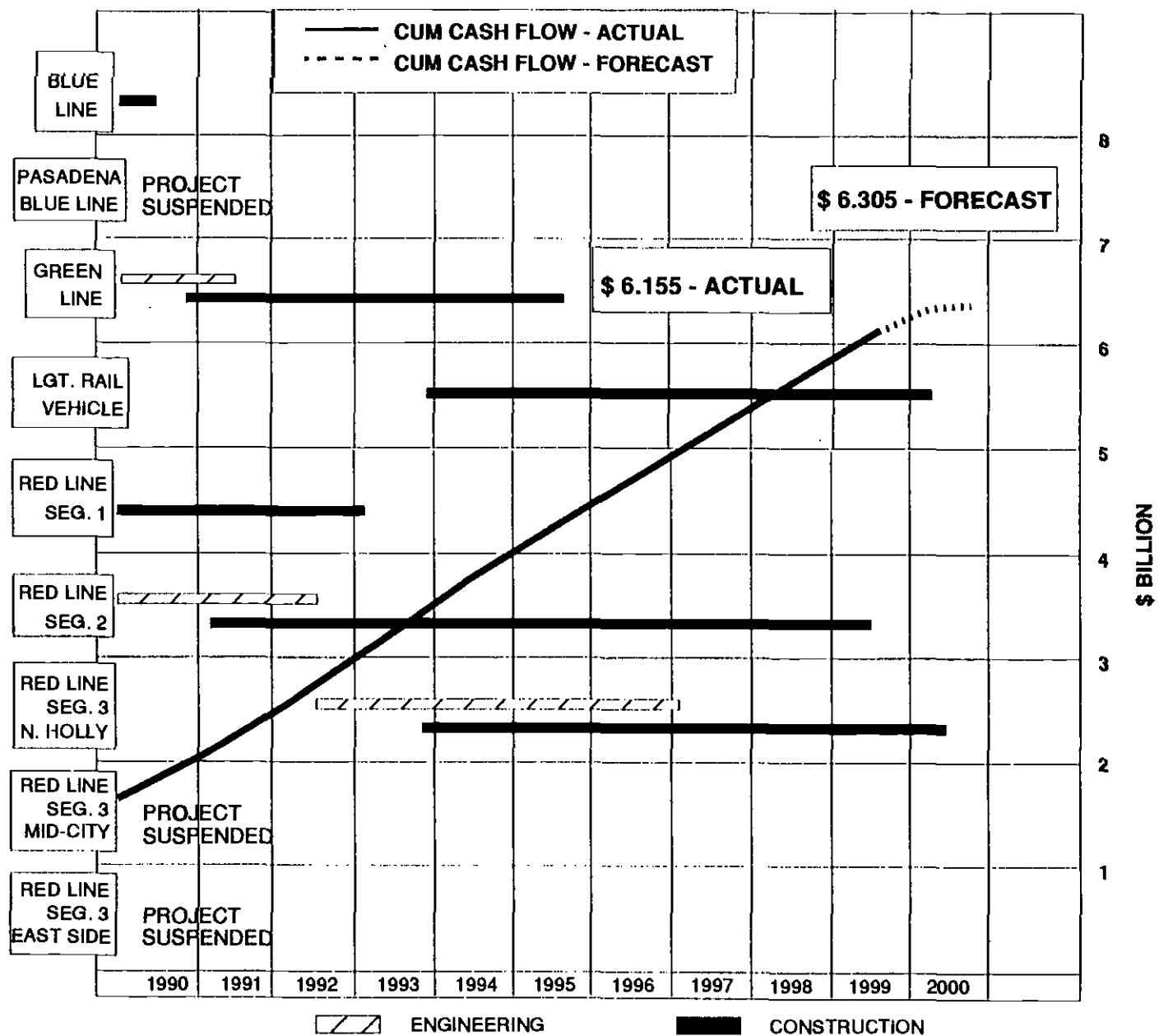
METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)

OCTOBER 1999

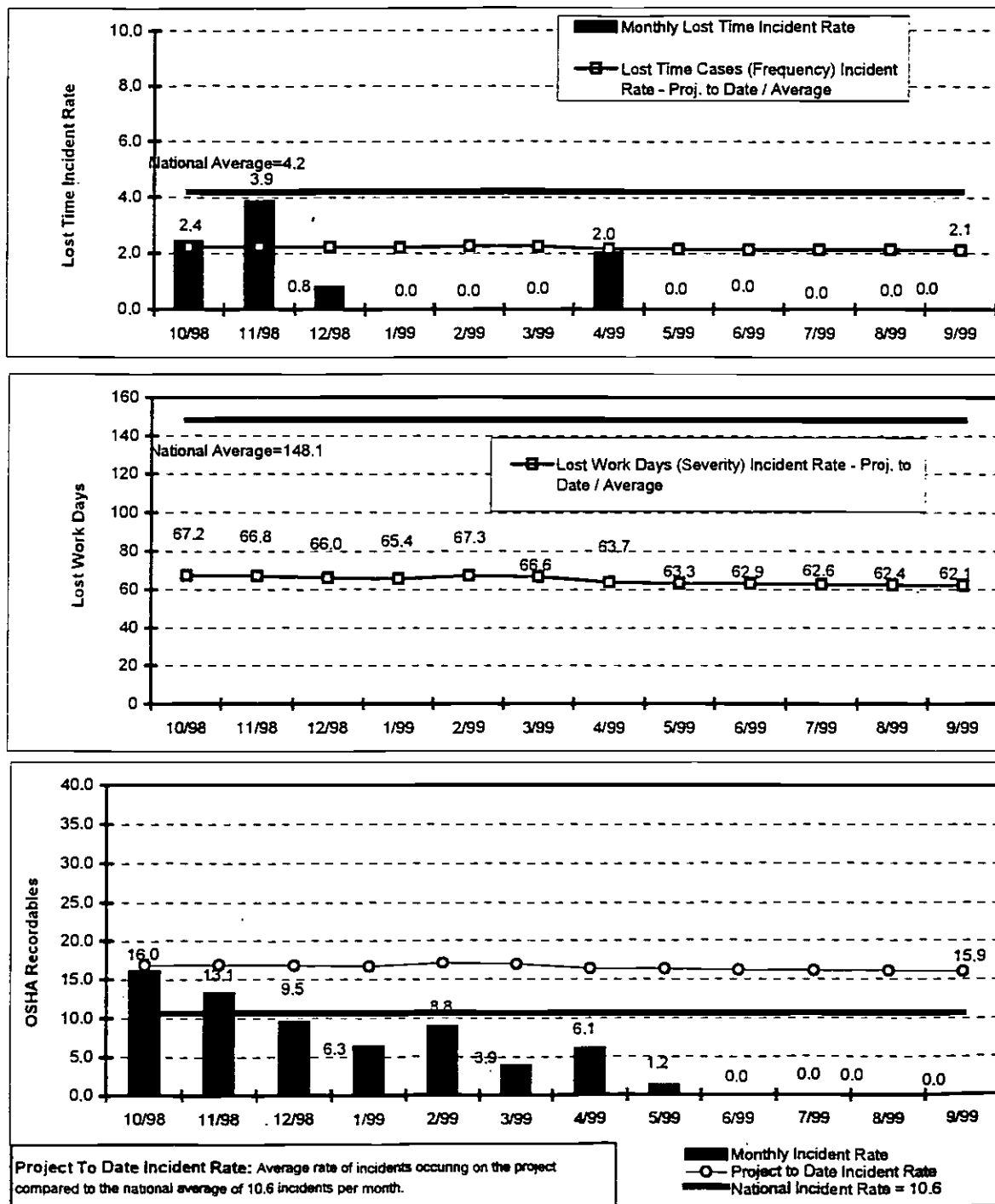
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL ** VEHICLE	TOTAL PROGRAM	%
ORIGINAL SCOPE:								
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANS PRO				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/CMAG					80.6	6.1	86.7	1
FTA-SECTION 9			90.6				90.6	1
STATE		105.9	210.3	133.0	148.5	18.4	614.1	10
STATE TSM MATCH					10.5		10.5	0
SB 1995 TRUST FUND					66.7		66.7	1
PROPOSITION A	877.2	205.1	179.5	504.3			1766.1	29
PROPOSITION C		401.3			59.2	123.8	584.3	9
CITY OF LOS ANGELES			34.0	96.0	90.0		220.0	4
BENEFIT ASSESSMENT			130.3				130.3	2
COST OVERRUN ACCOUNT			200.1	191.3			391.4	6
APPROVED BUDGET	877.2	712.3	1450.1	1643.7	1310.8	201.4	6195.5	99
CURRENT FORECAST	877.2	712.3	1439.0	1645.3	1310.8	201.4	6190.0	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:								
PROP C (ARTWORK)					2.7		2.7	0
PROP C (NON-REV. CONNECTOR)					0.3		0.3	0
COST OVERRUN ACCOUNT				24.7			24.7	0
PROP C (TRANS ENHANCEMENTS)				66.0			66.0	1
PRIVATE FUNDS (KAISER HOSP)				4.4			4.4	0
APPROVED BUDGET	0.0	0.0	0.0	95.1	3.0	0.0	98.1	1
CURRENT FORECAST	0.0	0.0	0.0	93.5	21.7	0.0	115.2	

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

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



September 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.

10/29/99

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - October 29, 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		0.2 %
Prior Cumulative Prog.		86.0
Cumulative Progress		86.2
TOTAL EXPENDED	\$ 1018.7	
(Including: Other Cost Elements)		

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$423.5	\$384.6
FTA - Sect 3 Defer. Local	136.2	105.9	96.2
FED ISTE A STP (State)	174.3	174.3	124.1
FED ISTE A STP/CMAQ	71.4	71.4	71.4
FED ISTE A 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	58.0	58.0
Proposition C	59.2	44.6	48.6
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$1112.6	\$1017.8
Additional Locally Funded Activities			
Prop C (Artwork)	2.7	0.9	0.9
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$3.0	\$0.9	\$0.9

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$841.5
Professional Services	300.8	323.2
Real Estate	89.0	88.7
Utility Force Account	26.3	26.6
Special Programs	0.0	0.0
Contingency	69.6	28.2
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

Rail Program Status Summary

Period ending - October 29, 1999



BUDGET/FORECAST

(In Millions)

		Change from Last Quarter
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.
Rail Program Status Summary
Period ending - October 29, 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-eight (48) 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 the Design Conformance Tests.

AREAS OF CONCERN

MTA continues monitoring Siemens 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. Paint blistering has been found around window areas on the majority of vehicles. Siemens is investigating the cause before repairs. Based on the above, Siemens proposed delivery schedule appears aggressive.

DELIVERY SCHEDULE SUMMARY

		<u>Change from Last Quarter</u>
1st Car	Nov 1999	+2 Mos
52nd Car	Oct 2000	+1 Mo
Design Progress	98% Complete	N/C
Fabrication Progress *	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

	<u>(\$ in Mil.)</u>	<u>No.</u>
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*

<u>Vehicle Number</u>	<u>Contract Schedule</u>	<u>Last Quarter Forecast</u>	<u>Current Forecast</u>	<u>Delay/Change This Quarter</u>	<u>Total Delay</u>
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 - October 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. The forecast construction completion dates for the freeway overcrossing, Universal City Station site restoration, and the pedestrian underpass are scheduled for early 2001. The pedestrian underpass construction bidding has been delayed by Universal Studios Inc. The MTA is awaiting their concurrence to proceed.

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 Syseca management and principals to ensure the contractor accomplishes the target dates for the planned ROD. Syseca rescheduled the first critical software download to November 6, 1999 which will support the beginning of Pre-Phase II Systems Integration Testing on November 16, 1999.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - October 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.

RESOLVED

SYSTEMS INTEGRATION TESTING

Concern/Impact

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

Status/Action

Limited resources are no longer a problem since two additional test teams have been added. A mitigation plan is in progress with the Rail Activation Group targeting November 15, 1999 for resolution of discrepancy reports at two stations and November 30, 1999 at the remaining station. Phase II testing is targeted to start on December 13, 1999.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - October 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	October Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$841.5	\$16.8	(\$0.9)
PROFESSIONAL SERVICES	\$300.8	\$323.2	\$22.4	\$4.9
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	\$28.2	(\$41.4)	(\$4.0)
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 \$0.9 million. The workscope increase for Contract C0390 (Misc. Construction) due to North Hollywood Station access ramp associated work was offset by a decrease in forecast for Seg-3 vehicle procurement based on a re-evaluation of the contract exposure.

Professional Services Contracts - Forecast increased by \$4.9 million primarily due to the rebaseline of the staffing plan to complete CM services.

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



Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	October Change in Forecast
CONSTRUCTION	\$1.9	\$0.2	(\$1.6)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$20.6	\$22.1	(\$2.2)
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	(\$2.2)

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 forecast decreased this period by \$2.2 million due to projected underruns in the current fiscal year.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – October 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. 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. LONP approval was obtained on June 15, 1999 and grant approval is expected to be approved on September 3, 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 East Side Project. These funds will not be available for drawdown until a revised FFGA is approved by FTA. On July 13, 1999 MTA received \$124,344,400 of Section 9 STP funds for the Segment 3 North Hollywood Project.
- STATE SHA:** 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 received the \$15.41 million fund transfer agreement from Caltrans for \$745,600 and receive a \$15.410M fund transfer agreement in July 1999. Both fund transfer agreements were executed in 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 \$55.446 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)

OCTOBER 1999

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$423.536	\$458.486	84%	\$384.656	71%	\$384.370	71%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$105.884	\$114.821	84%	\$96.164	71%	\$96.093	71%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$174.344	\$124.125	71%	\$124.125	71%	\$124.125	71%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$71.358	\$71.358	100%	\$71.358	100%	\$71.358	100%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.245	\$9.245	\$9.245	100%	\$9.245	100%	\$9.245	100%
SB 1995 TRUST FUND	\$53.000	\$66.690	\$66.690 (2)	\$66.690	100%	\$66.690	100%	\$66.690	100%
STATE SHA/ARTICLE XIX	\$115.000	\$64.811	\$64.811	\$64.811	100%	\$64.811	100%	\$64.811	100%
STATE PROP 116	\$0.000	\$57.652	\$57.652	\$57.652	100%	\$57.652	100%	\$57.652	100%
STATE TSM Match	\$0.000	\$10.537	\$10.537	\$10.537	100%	\$10.537	100%	\$10.537	100%
STATE FLEXIBLE CONGESTION RELIEF	\$0.000	\$26.000	\$26.000	\$26.000	100%	\$26.000	100%	\$26.000	100%
CITY OF LA	\$101.500	\$90.000 (3)	\$58.000	\$58.000	64%	\$58.000	64%	\$58.000	64%
PROP C	\$318.185	\$59.148	\$44.588	\$48.568	82%	\$48.568	82%	\$48.568	82%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (5)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$1,112.645 (4)	\$1,110.093	85%	\$1,017.806	78%	\$1,017.449	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. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.972	\$1.544	57%	\$0.972	36%	\$0.972	36%

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

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

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

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

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1999.

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

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



FINANCIAL DETAIL

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

OCTOBER 1999

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FIA-SECTION 3	\$1,317,912	\$1,133,192	\$487,398	\$522,348	46%	\$448,518	40%	\$448,230	40%
FIA-SECTION 3 DEFERRED LOCAL SHARE	\$98,578	\$283,298	\$121,849	\$130,586	46%	\$112,129	40%	\$112,058	40%
FED ISTEA STP (STATE)	\$25,000	\$189,344	\$174,344	\$124,125	62%	\$124,125	62%	\$124,125	62%
FED ISTEA STP/CMAQ (REGIONAL)	\$158,817	\$134,771	\$72,813	\$72,813	54%	\$72,813	54%	\$72,813	54%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$6,875	\$17,481	\$9,408	\$9,408	54%	\$9,408	54%	\$9,408	54%
SB 1995 TRUST FUND	\$53,000	\$66,690	\$66,690	\$66,690	100%	\$66,690	100%	\$66,690	100%
STATE SHAWARTICLE XIX	\$165,000	\$104,811	\$64,811	\$64,811	62%	\$64,811	62%	\$64,811	62%
STATE PROP 118	\$87,300	\$57,652	\$57,652	\$57,652	100%	\$57,652	100%	\$57,652	100%
STATE FLEXIBLE CONGESTION RELIEF	\$26,000	\$50,000	\$0,000	\$0,000	0%	\$0,000	0%	\$0,000	0%
STATE TSM Match	\$11,142	\$17,042	\$10,537	\$10,537	62%	\$10,537	62%	\$10,537	62%
STATE CIIP	\$0,000	\$28,000	\$28,000	\$28,000	100%	\$28,000	100%	\$28,000	100%
CITY OF LA	\$136,244	\$163,444	\$58,000	\$58,000	35%	\$58,000	35%	\$58,000	35%
PROP C	\$877,318	\$789,047	\$110,482	\$149,906	19%	\$123,462	16%	\$123,462	16%
BENEF ASSESS. DISTRICT	\$17,100	\$0,000	\$0,000	\$0,000	0%	\$0,000	0%	\$0,000	0%
TOTAL	\$2,781,088	\$3,042,752	\$1,268,782	\$1,292,874	42%	\$1,173,943	39%	\$1,173,588	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 SEPTEMBER 1999.

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

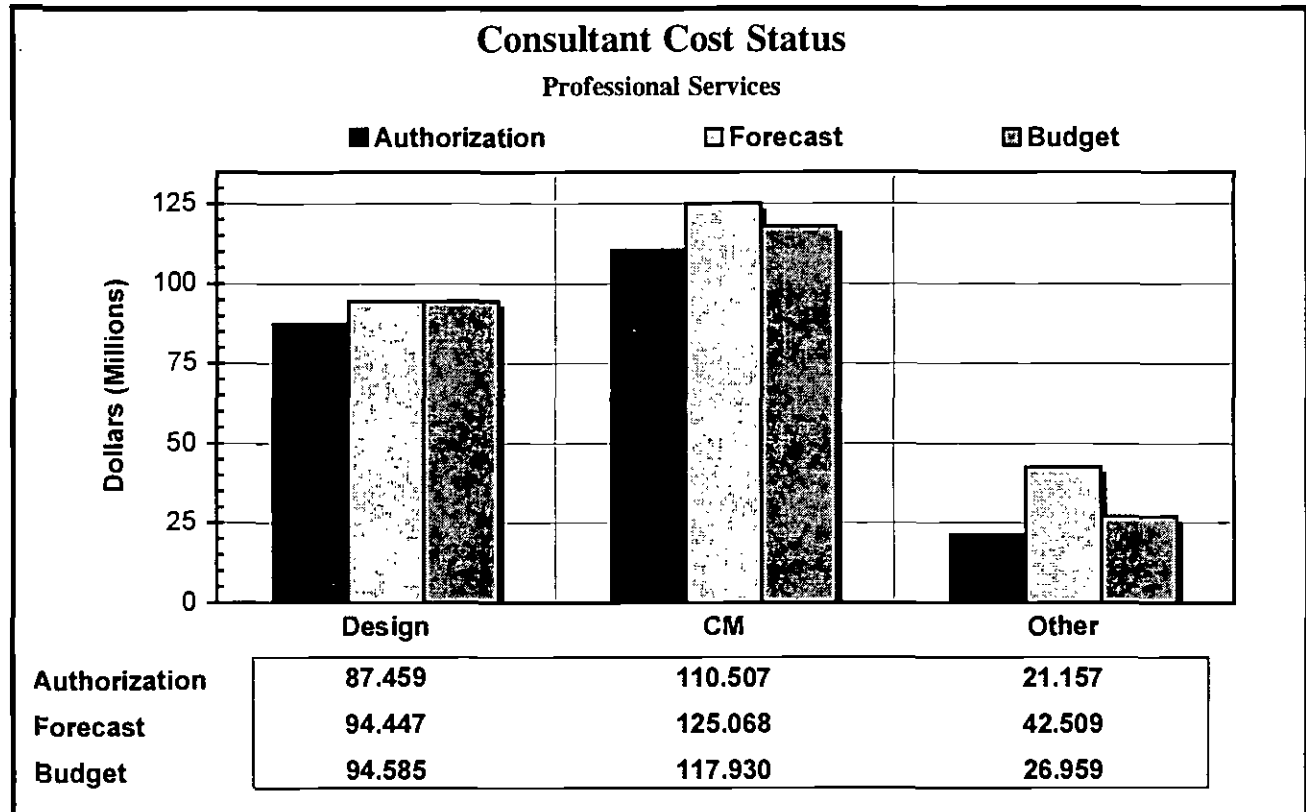
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Professional Services Cost Analysis

The authorization 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 "Design" professional services did not change this period.

The forecast for the "Construction Management" professional services increased by \$4.3 million primarily due to the rebaseline of the staffing plan to complete CM services.

The forecast for the "Other" professional services increased by \$0.6 million due to Contract PS261 - Security Services - increase in security guards requirements due to Construction's Segment 3 Red Tag Operations and potential Y2K disruptions.

The forecast for the "Other" professional services is \$21.4 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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Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	-3 days
Design Progress	100.0%	none
Critical Path Float	0 days	28 days
Construction Progress	86.2%	+0.2%

Current Critical Path Analysis

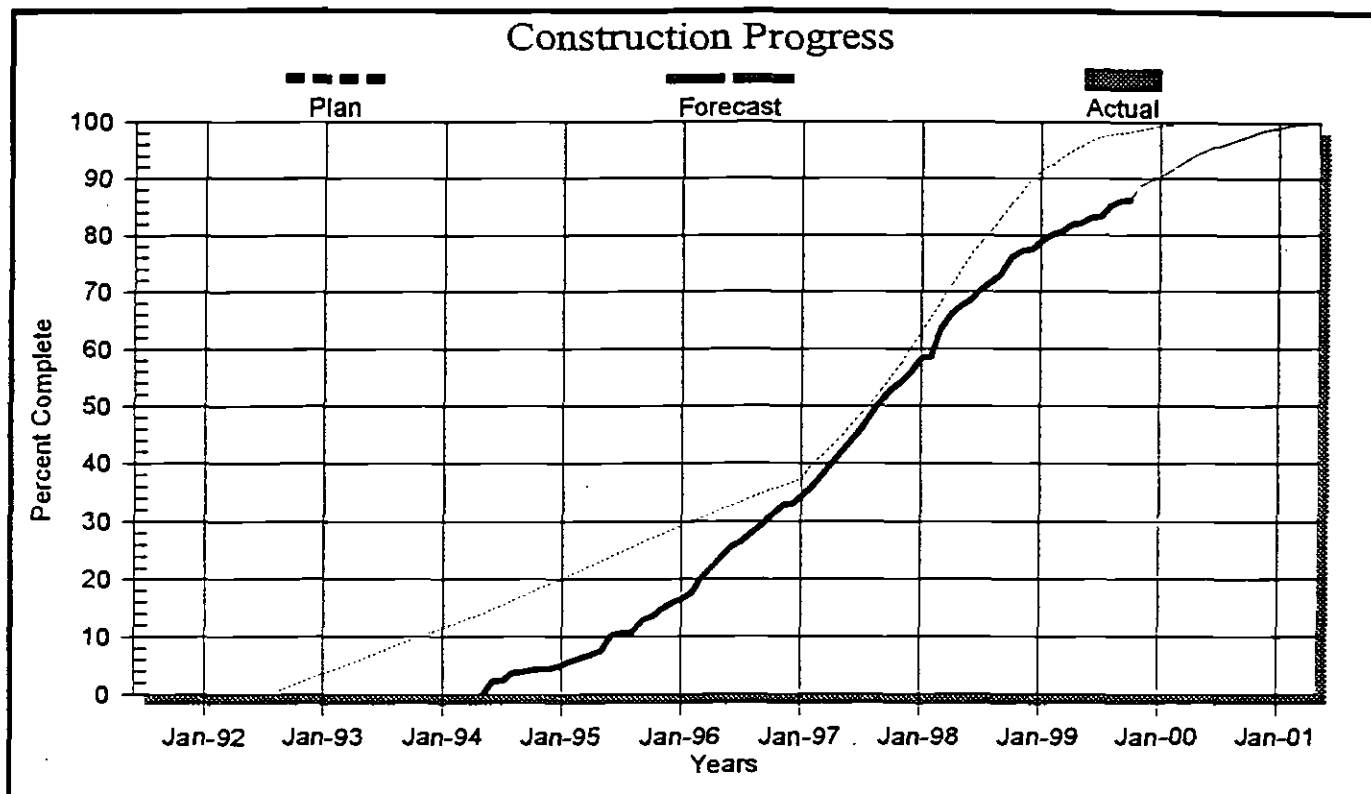
- Planned ROD: May 17, 2000
(Revenue Operation Date determined by MTA)
- Forecast ROD: June 5, 2000
(Revenue Operation Date determined by Master Schedule)
- FFGA ROD: December 2000
(Revenue Operation Date required by Federal agreement)

The October 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 B645 Transit Automatic Train Control and SCADA, Phase 2 Systems Integration Testing, Pre-Revenue Operations, and the Revenue Operations Date. A rescheduling of the first critical software download by SYSECA, as well as additional requirements mandated by Fire/Life/Safety Inspections, has kept Contract B645 on the project critical path. Successful resolution of issues regarding the R-5 radio channel required for testing allowed the implementation of red tag and the start of dynamic testing. The start of Phase II Systems Integration Testing is crucial to the completion of Phase I Systems Integration Testing, timely completion of facility pre-requisites and resolution of DR's.

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Construction Progress Analysis

The overall construction progress through October 1999 is 86.2% complete.

CONSTRUCTION PROGRESS THIS PERIOD

Contract B620 (Automatic Train Control) Contractor started passenger vehicle dynamic testing, continued operational testing at Universal City Station (C0311) and started operational testing at Hollywood/Highland Station and Track Level Room.

Contract B630/H0631 (Traction Power System Installation) Contractor completed TPSS testing and energization of the third rail.

Contract B645 (Transit Automatic Controls - TRACS) Contractor completed assembly and factory acceptance testing (FAT) of the Remote Terminal Unit (RTU) equipment for North Hollywood Station and Track Level Room. Continued incorporating change order items in the TRACS software, database, and screen display units in preparation for the Priority #1 download scheduled for November 1999.

Contract B646 (Fire and Emergency Management) Contractor completed local field acceptance testing (LFAT) for change order work for fire detection/suppression system at Hollywood/Highland Station (C0301).

Contract B710 (Escalators and Elevators) Contractor continued work at the North Hollywood Station. Performed final testing at Universal City and Hollywood/Highland Stations.

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Contract B795 (Uninterruptible Power Supply) Contractor continues to charge batteries and perform tests at all other substations.

Contract C0390 (Ancillary Construction and Mainframe) Contractor started work at La Brea and North Access Shafts. Focused resolution of Systems Integration Testing Discrepancy Reports.

Contract H0648 (Communications Installation) Contractor completed installation of the Fire and Emergency Management System (F&EM) at all North Hollywood locations with the exception of change order work at the track level rooms (TLR). Continued work on the radio system including installation of cables, splice connectors, and wall mounted antenna systems.

Systems Integration Testing. Achieved Red Tag Readiness, concluded vehicle cleanliness test, and completed Emergency Trip Switch Test.

CONSTRUCTION PROGRESS NEXT PERIOD

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

Contract B645 (Transit Automatic Controls - TRACS) Contractor to complete installation of the RTU in last Segment 3 station. Complete incorporating Priority #1 change notice work, and download TRACS software, database and screen displays by early November 1999.

Contract B646 (Fire and Emergency Management) Contractor to complete LFAT of the fire detection and suppression system at Track Level Room and adjoining crosspassages. Continue Change Notice work/rework in support of system integration testing.

Contract B710 (Escalators and Elevators) Contractor to substantially complete work at North Hollywood Station. Perform final testing in preparation for State Inspection.

Contract B795 (Uninterruptible Power Supply) Contractor to commission 80KVA units at Universal City and Mid-Vent Shaft (C0311) substations.

Contract C0390 (Ancillary Construction and Maintenance) Contractor to continue with closure of La Brea and North Access Shafts.

Contract H0648 (Communications Installation) Contractor to continue with installation of the radio system at all locations and the CCTV system at Hollywood/Highland Station and at CCF.

Systems Integration Testing. Continue retesting 300 and 400 series tests at C0321 and C0351 Stations. Retesting at these two locations is scheduled to complete on November 30, 1999. Begin Phase I Testing at C0311 and C0331.

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Quality Assurance

QUALITY MANAGEMENT SEGMENT 3

Surveillances	1
QAR's Closed	1
QAR's Open	4
QAR Responses Due	6
Audits	0
Total	12

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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	-0.2
Lost Time Rate (Freq.)		
National Average	4.2	
Project Rate (Cum.)	0.2	-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 62,000 work hours during September. To date, the project has completed over 8,400,000 work hours.

Statistics reflect injuries through September 1999.