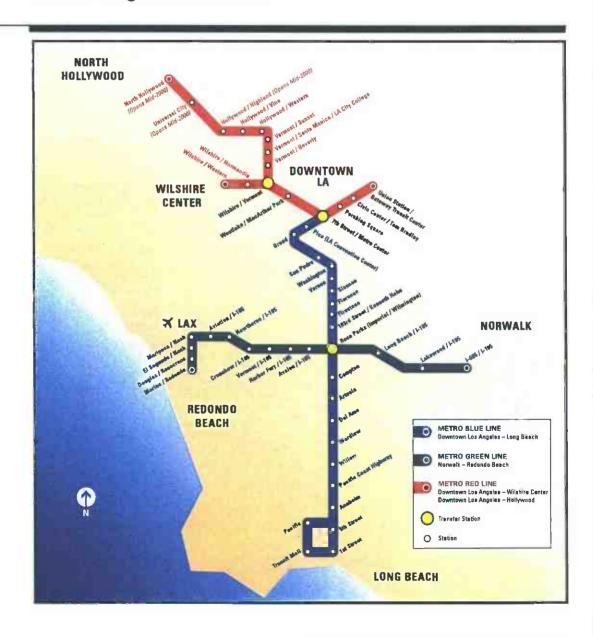
MTA METRO CONSTRUCTION



Executive Report Rail Program Status



September 1999

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS

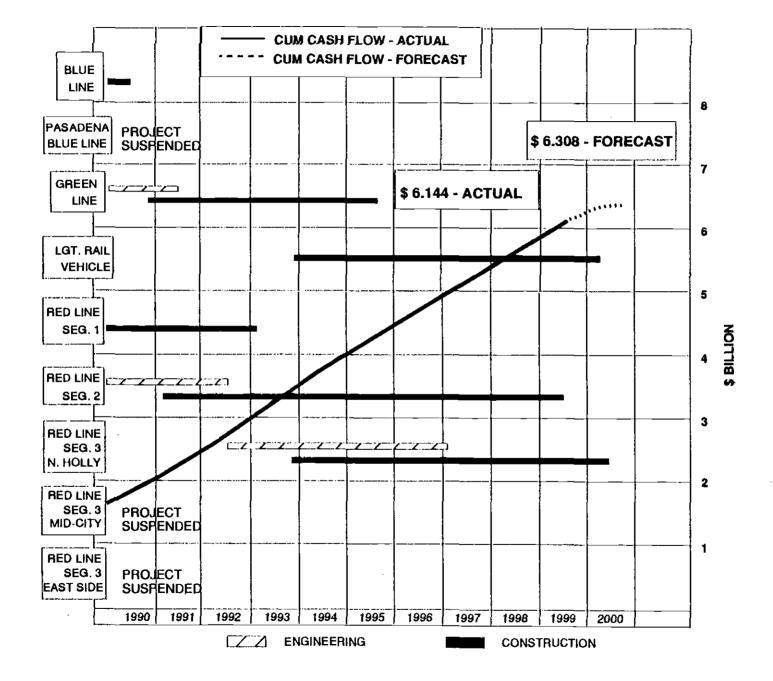
as of September 1999

METRO	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	Witshire 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 Misetones 98%	4 of 6 compltd.
Construction Status	Completed	Completed	86.0%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestanes 75%	3 of 6 compltd.
Expenditures to Date (in mil.)	\$1438	\$1640	\$1008	\$14	\$142	\$860	\$235	\$679	\$128	\$6144
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										
	METRO BLUE	METRO GREEN	METRO RED	SOURCES (IN I		110107.0411	SEPTEMBER 1	909		
1	LINE	LINE	SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE	TOTAL			
<u> </u>	\$	S	SEGMENT 1	SEGMENT 2	SEGMENT 3 - NO	VEHICLE	PROGRAM	-		
ORIGINAL SCOPE:				*			*	*		
FTA-SECTION 3			805.3	6 67.0	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					60.6	6.1	66.7	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		1			1D.5		10.5	o		
SB 1995 TRUST FUND					66.7		66.7	ì		
PROPOSITION A	677.2	205.1	179.5	504.3			1766,1	20		
PROPOSITION C		3.401			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	145 <u>0.</u> 1	1643.7	1310.8	201,4	6195.5	99		
CURRENT FORECAST	977.2	716.3	1439.0	1645,3	<u>1</u> 31 <u>0.8</u>	201,4	6190.0			
		ı 			,	_				
ADDITIONAL LDCALLY FUNDED ACTIVITIES:										
PROP C (ARTWORK)		ļ			2.7		2.7	0		
PHOP C (NON-HEV. CONNECTOR)					0.3		0.3	٥		
COST OVERRUN ACCOUNT	:			24.7			24.7	0		
PROP C (TRANS ENHANCEMENTS)				66.0			66.0	,		
PRIVATE FUNOS (KAISER HOSP)				4.4			4.4	0		
APPROYED BUDGET	0.0	0.0	0.0	95.1	3.0	0.0	98.1	1		
CURRENT FORECAST	0.0	0.0	Q.0	93.5	24.0	0.0	117.5			
		9.9	¥.0			0.0	117.5			

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 Rall Vehicle Project is shown as the Current Forecast not the Approved Budget.

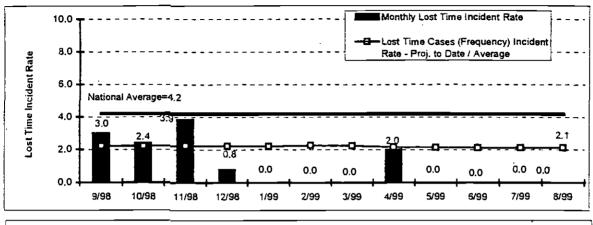


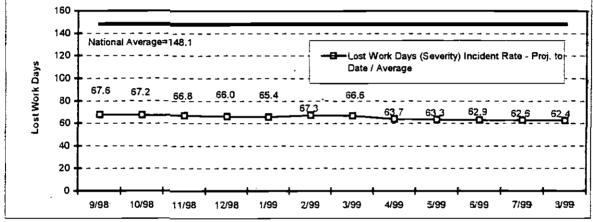
Page 3

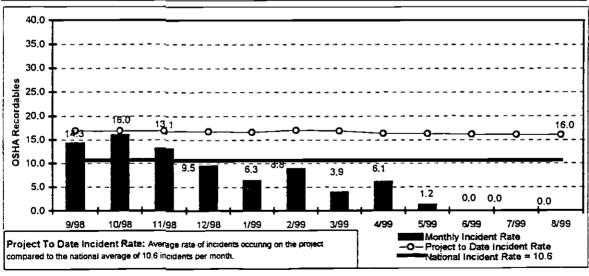
August 1999

Prepared By: Marsh Risk and Insurance Services

Total Metro Safety Summary







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

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD Rail Program Status Summary Period Ending - October 1, 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		0.8 %
Prior Cumulative Prog.		85.2
Cumulative Progress		86.0
TOTAL EXPENDED	\$ 1007.7	

(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	\$389.2
FTA - Sect 3 Defer. Local	136.2	105.9	97.3
FED ISTEA STP (State)	174.3	174.3	111.4
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	58.0	58.0
Proposition C	59.2	44.6	44.6
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$1112.6	\$1006.8
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	\$842.4
Professional Services	300.8	318.3
Real Estate	89.0	88.7
Utility Force Account	26.3	26.6
Special Programs	0.0	0.0
Contingency	69.6	32.1
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	\$24.0

^{**} 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 8, 2000.

CURRENT ACTIVITIES / ISSUES

The project is forecasting a \$20.9 m overrun to the current budget largely due to increased agency overhead costs.

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - October 1, 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

(Including: Other Cost Elements)

	** Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
Cumulative Progress		100.0
CONSTRUCTION		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
Cumulative Progress		100.0
TOTAL EXPENDED	\$ 1640.3	

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	521	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	131.3	101.7
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$ 1643.7	\$1609.1	\$1579.5
Prop C Transit Enhance	66.0	66.0	56.4
Cost Overrun Account	24.7	0.0	0.0
Private Funds Kaiser Hos	4.4	4.4	4.4
TOTAL	\$95.1	\$70.4	\$60.8

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1049.9	\$1066.0
Professional Services	438.6	460.7
Real Estate	83.7	86.8
Utility Force Account	30.4	28.4
Special Programs	2.5	2.1
Contingency	39.9	3.5
Project Revenue	(1.3)	(2.2)
TOTAL ORIGINAL SCOPE	\$1643.7	\$1645.3

	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$93.5

^{**} Expenditure data is currently maintained by MTA Accounting.

REVENUE OPERATIONS DATE: June 12, 1999

SCHEDULE STATUS

Revenue Operations began on June 12, 1999. After resolving all the outstanding TRACS issues in October, MTA will request a Permanent Certificate of Occupancy.

CURRENT ACTIVITIES / ISSUES

The B263 Contract continues to be the focal point of heavy civil work. The Contractor completed the above grade concrete structure including elevator houses. The B290 Contractor continued miscellaneous punchlist work. The B645 Contractor continued work on remaining Phase II Discrepancy Reports.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

Quarterly Project Status Report Period Ending - September 1999



CONSTRUCTION STATUS

B263, Entrance at Kaiser Hospital: The contractor completed the above grade concrete structure, which include elevator houses, parapet roof, and under platform exhaust (UPE) shaft. In addition, the contractor completed backfill to grade. The contractor is scheduled to start street and sidewalk restoration, installation of fans, and metal ceiling panel installation in November. In addition, the contractor will continue installation of fire sprinklers, heating ventilation and air conditioning (HVAC) duct, and electrical fixtures.

B290, Ancillary Construction and Maintenance: Continued miscellaneous punchlist work and items on the problem report.

B645, TRACS: Continued work on remaining Phase II Discrepancy Reports. Complete the remaining emergency backup and power supply (EBPS) and front-end processor (FEP) work and download in October 1999.

Permanent Certificate of Occupancy: After resolving all the outstanding TRACS issues in October, MTA will request Permanent Certificate of Occupancy.

SAFETY STATUS

Injury Recap (June 1999 - August 1999)

The quarter from June through August 1999 saw not only the revenue opening of Segment 2B, but also the continued improvement of safety statistics. This improvement is attributed to both, the continued reduction in heavy civil work and the continued efforts of MTA and its contractors to prevent all injuries.

Quarterly Safety Highlights

The B263 Kaiser Entrance continues to be the focal point of heavy civil work on Segment 2B. This quarter saw the completion of the primary heavy civil activity at the Kaiser Entrance, with systems installation and testing continuing.

Particular attention will continue to be given to the B263 contract as work continues at the Kaiser Entrance.

CONTRACT CLOSEOUT STATUS

Twelve closeouts are completed, two are in process and 27 are still remaining.

Quarterly Project Status Report Period Ending - September 1999



QUALITY STATUS

Quality Action Request (QARs)

Currently, three QARs are closed, two responses are due, 31 are still open, and 15 are under surveillance.

PUBLIC AFFAIRS STATUS

Developed a sight-impaired education and community outreach program for the Braille Institute located on the Vermont alignment of the segment.

Monitored construction progress of the Kaiser portal at the Vermont/Sunset Station, which is slated for completion early in 2000. Distributed construction notices and held meetings with the community on construction related issues.

Developed lessons learned profile on Segment 2 opening events for application to Segment 3 North Hollywood revenue operations.

MANAGEMENT ISSUE: PROJECT COST FORECAST

Concern/Impact

The Project budget may be exceeded in the future due to litigation exposure. This exposure, which is difficult to define at this time, when combined with continually increasing levels of Legal support on pending litigation may result in a project cost at completion higher than the current budget.

Status/Action

The Project team in conjunction with County Counsel is committed to reducing this potential cost impact by risk assessment and timely resolution of the various contractual disputes on the project. Presently, an increase to the Project budget is not necessary since the projection of future costs associated with the above litigation issues is subject to considerable variation over the period to complete and close out this project.

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Quarterly Project Status Report Period Ending - September 1999



Status of Funds by Source

(\$ Millions)

	· (A)	(B)	(C)		(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL	101AL	TOTAL		COMMIT	MENTS	EXPEN	DITURES	BILLED TO	
SOURCE	BUDGET	FUNDS ANTICIPATED	FUNDS AVAILABLI	E	\$	%	\$	*	SOUF \$	% %
DRIGINAL SCOPE:		(5)					(6)			
FTA-SECTION 3	\$667.000	\$522 396	\$522,396		\$522.396	100%	\$522.396	100%	\$522.396	100%
TA-SECTION 3 DEFERRED LOCAL SHA	RE (1)	\$144 604	\$144 604		\$144 604	100%	\$144 604	100%	\$144 604	100%
FED ISTEA STP (STATE)	\$0 000	\$52 100	\$52 100		\$52 100	100%	\$52 100	100%	\$52 100	100%
SIAIE	\$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 LA.	\$96.000	\$96 000	\$96 000	(8)	\$96 000	100%	\$96.000	100%	\$96 000	100%
HENEFIT ASSESS	\$58 000	\$0,000 ((9) \$0.000		\$0 000	0%	\$0 000	0%	\$0 000	0%
BENEFIT ASSESS, SHORTFALL (2)	\$0 000	\$0.000	\$25.400		\$25.400	0%	\$25,400	0%	\$25.400	0%
COST OVERRUN ACCOUNT (3)	\$0.000	\$191.233	\$131.294	(7)	\$127,033	66%	\$101.679	53%	\$101.67 <u>9</u>	53%
TOTAL	\$1,446.432	\$1,643 661	\$1,609 122		\$1,604 861	98%	\$1,579.507	96%	\$1,579.507	96%
OTHER LOCALLY FUNDED ACTIVITIES	(4):									
PROP C (TRANSIT ENHANCEMENTS)	\$0 000	\$65.968	\$65.968		\$65 968	100%	\$56.345	85%	\$56.345	85%
COST OVERRUN ACCOUNT (10)	\$0 000	\$24.708	\$0 000		\$5.282	21%	\$0.000	0%	\$0 000	0%
PRIVATE FUNDS (KAISER HOSPITAL)	\$0 000	\$4.434	\$4,434		\$4,434	100%	\$4,434	100%	\$4,434	100%
TOTAL	\$0 000	\$95.110	\$70 402		\$75 684	80%	\$60.779	64%	\$60 779	64%

- (1) FTA Section 3 Deterred Local Share. Commitments and expenditures are effective starting July 1st. 1992.
- (2) The Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital.
- (3) The Cost Overrun Account Includes CAPRA funds as well as MTA Proposition A to cover cost overruns.
- (4) This includes approximately \$9.9M for the Kalser Portal scope.
- Based on Current Budget (latest increase approved by MTA Board on July 23, 1998).
- (6) Expenditures are cumulative through August 1999.
- Based on actuals through FY 99 plus FY 00 budget.
- (8) Reflects City of LA funding contribution through FY 99 based on Funding Agreement between City of LA and MTA
- 9) Benefit Assessment District funds ere no longer anticipated due to passage of Proposition 218 (Right to vote on tax initiatives).
- 10) Per MTA Executive Management, latest budget increase due to agency cost will be part of Locally Funded Activities.

Quarterly Project Status Report Period Ending - September 1999



Status of Funds by Source Analysis

STATUS OF FUNDS ANTICIPATED

BENEFIT ASSESSMENT

Funds are no longer expected due to passage of Proposition 218 (Right to Vote on Tax Initiatives).

COST OVERRUN ACCOUNT

The CAPRA account cash balance as of August 31, 1999 is \$26,566,624. The revised budget growth is funded as follows:

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

FISCAL YEAR 00 BUDGET

The approved budget is 54.0M with funding to be provided by the following sources:

Private funds Kaiser Hospital: \$1.9M Prop A 35% Rail Bond: \$84.1M

FUTURE FUNDING NEEDS

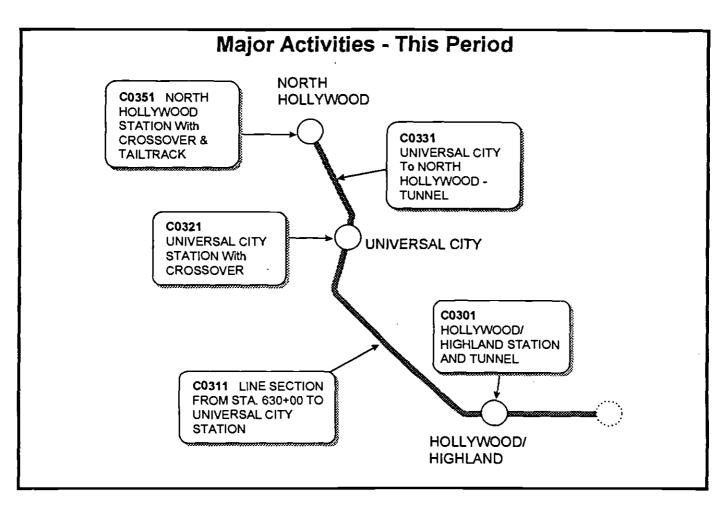
Future funding needs have been incorporated into MTA long range transportation plan based on projected cashflow expenditures.

METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXTENSION

EXECUTIVE SUMMARY

Quarterly Project Status Report Period Ending - September 1999





SYSTEMWIDE ACTIVITIES:

DESIGN ACTIVITIES:

C0322 (Universal City Station Pedestrian Undercrossing) Completed Camera Ready submittal and Addendum #1.

C0352 (North Hollywood Sitework) Completed Camera Ready. Provided support to MTA and JMA in the bid process. EMC completed the repackaging of the bid documents for readvertisement.

C0390 (Miscellaneous Construction) Completed Camera Ready. Provided support to MTA and JMA in the bid process. EMC conformed the documents and specifications and began DSDC.

C1326/C3326 (UCS Overcross, Ramps, Access/UCS Bus Plaza Parking, Landscape &

Lankershim Blvd. Widening) Completed Addendum #2. Completed repackaging of the bid documents for re-bid. Produced final project report and updated ROW maps.

CONSTRUCTION ACTIVITES:

B620 (Automatic Train Control) Contractor completed installation of ATC cable and wayside equipment; continued termination and testing of ATC cable; continued operational testing at North Hollywood Station and started at Universal City Station.

B630/H0631 (Traction Power System Installation)
Contractor completed DC wayside cable

Quarterly Project Status Report Period Ending - September 1999



connections at North Hollywood, Universal City and Hollywood/Highland Stations. The contractor completed bonding (cadwelding) of 34.5kv cable and commenced TPSS testing requirement for energization of the third rail. The rectifier transformers at all substations, except Hollywood/Highland, were commissioned.

B645 (TRACS) Contractor completed work on database, graphic displays and layout development. Delivered RTU's for Hollywood/Highland and Universal City Stations and installation of the same is in progress. Assembly of RTU for North Hollywood and fabrication of RTU for the Mid-Vent Shaft is in progress.

B646 (Fire and Emergency Management)
Completed local field acceptance testing (LFAT)
and the Fire/Life/Safety change order work (CN92.01) was completed at the Mid-Vent Shaft (A135).
LFAT of the same at Hollywood/Highland (C0301)
Station is in progress.

B710 (Escalators and Elevators) Substantial completion of elevators and escalators was achieved at Universal City and Hollywood/Highland Stations. Continued work at North Hollywood Station.

B795 (Uninterruptible Power Supply) Commissioned 80KVA unit at Mid-Vent Shaft (C0331) substation. Continued to charge batteries and perform tests at all other substations.

H0648 (Communication Installation) Completed trouble shooting and testing of the emergency trip switch (ETS) system for North Hollywood Corridor. Completed installing telephone handsets throughout the North Hollywood (C0351) Station. Installed conduits and cables at Universal City Station (C0321). Continued assembling jumpers and interconnecting cables, and running cables for the radio system at C0351. Began to install CCTV camera support system at Hollywood/ Highland (C0301) Station. Continued installing fire alarm and smoke detectors at Track Level Shaft (A125).

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:
Continued working on punch list items.

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

Continued working on punch list items.

C0321 UNIVERSAL CITY STATION: Continued air damper and emergency entrance tests. Demobilized from site.

C1610 TRACKWORK INSTALLATION: Removed sound wall from rail welding site at Chandler. Completed final cleaning of tunnels. Installed AL precast panels at North Access Shaft.

Quarterly Project Status Report Period Ending - September 1999



Quality Assurance

SEGMENT 3

QAR's Closed 2

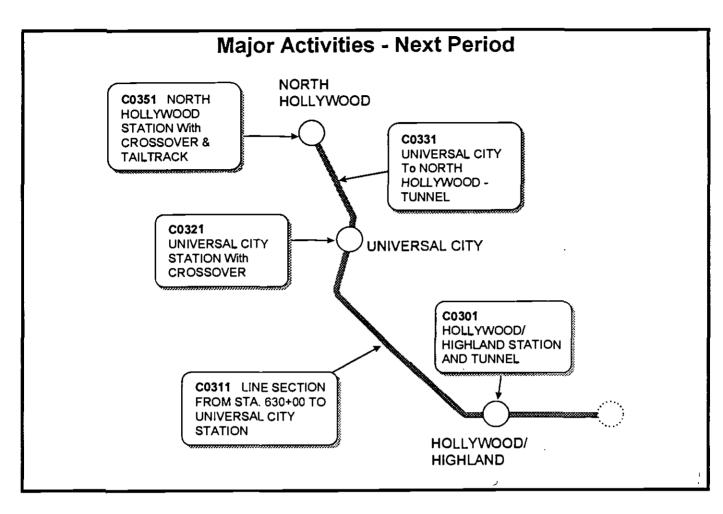
QAR's Open 5

QAR Responses Due 6

Current Period Surveillances 10

Quarterly Project Status Report Period Ending - September 1999





SYSTEMWIDE ACTIVITIES:

DESIGN ACTIVITIES:

C0322 (Universal City Station Pedestrian Undercrossing) Completed Addendum. Provide DSDC.

C0352 (North Hollywood Sitework) Provide DSDC.

C0390 (Miscellaneous Construction) Provide DSDC.

C1326/C3326 (UCS Overcross, Ramps, Access/UCS Bus Plaza, Parking, Landscaping & Lankershim Blvd. Widening) Complete Addendum as required. Provide DSDC.

CONSTRUCTION ACTIVITES:

B620 (Automatic Train Control) Start passenger vehicle dynamic testing. Complete termination and testing of ATC cable; continue operational testing at Universal City substation and start at Hollywood/Highland and Mid-Vent Shaft (C0311) substations.

B630/H0631 (Traction Power System Installation)
Complete TPSS testing and energize the third rail.
Commission rectifier-transformer at
Hollywood/Highland Station.

B645 (TRACS) Incorporate some change order works into the database and graphics displays and layout for priority #1 download. Complete factory acceptance and deliver the RTU for North Hollywood Station. Complete fabrication and assembly of RTU for Mid-Vent Shaft.

Quarterly Project Status Report Period Ending - September 1999



B646 (Fire and Emergency Management) Complete local field acceptance testing (LFAT) of the Fire/Safety change order work (CN-92.01) at Hollywood/Highland Station and Track Level Room.

B710 (Escalators and Elevators) Substantially complete work at North Hollywood Station and complete punchlist work at other stations. Perform final testing in preparation for State Inspection.

B795 (Uninterruptible Power Supply) Commission 80KVA units at Universal City and Mid-Vent Shaft (C0311) substations. Install a replacement battery bank at North Hollywood Station.

H0648 (Communications Installation) Complete installation of the change work for the fire detection and suppression system at Track Level Room. Complete assembly and installation of the radio system at North Hollywood Station and crosspassages. Complete installation of CCTV cameras at Hollywood/Highland Station. The Project Office will energize the third rail and initiate Red Tag Procedures to control access to the construction site.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE: Finish punch list items.

C0311 LINE SECTION FROM STATION 630+00 TO UNIVERSAL CITY: Finish punch list items.

C0321 UNIVERSAL CITY STATION: Commission Uninterruptible Power Supply. Finish punch list items and damper tests.

C0326 UNIVERSAL CITY ROADWAYS, AND SITE RESTORATION: Issue NTP.

C2326 UNIVERSAL CITY STATION: LANKERSHIM BLVD. & L:A. RI: Issue NTP.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION: Finish punch list items.

METRO RED LINE SEGMENT 3 - NORTH HOLLYWOOD

Quarterly Project Status Report Period Ending - September 1999



Budget/Forecast Variance Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	September Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$842.4	\$17.7	(\$6.7)
PROFESSIONAL SERVICES	\$300.8	\$318.3	\$17.6	\$7.4
REAL ESTATE	\$89.0	\$88.7	(\$0.3)	\$2.4
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	\$32.1	(\$37.4)	(\$3.2)
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 \$6.7 million due to a re-evaluation of various Contract Contingencies for Potential Claims and lower than anticipated actual quantities installed in several contracts bid line items. NOTE: There is a forecast change incorporated into the September 1999 Project Element Summary which will be captured in all databases in the October 1999 MPSR.

Professional Services Contracts - Forecast increased by \$7.4 million primarily due to Contract 03369 (Construction Mgmt. - PD) for a forecast increase of \$3.1 million to reflect revised workscope and estimate to complete and Contract LS999 (Legal Services) for a forecast increase of \$3.1 million to reflect added support for litigation and charge-backs from outside counsel.

Real Estate Program Services - Forecast increased by \$2.4 primarily due to acquisition of new parcel required by Flood Control for Universal City Station and acquisition from L.A. City Parks and Recreation (Weddington Park).

Quarterly Project Status Report Period Ending - September 1999



Budget/Forecast Variance

Additional Locally Funded Activities (\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	September Change in Forecast
CONSTRUCTION	\$1.9	\$0.3	(\$1.6)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$22.8	\$22.1	(\$4.8)
UTILTY/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	\$24.0	\$20.9	(\$4.8)

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 Administration) - 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 was reduced this period by approximately \$5 million. (Refer to Management Issues).

Quarterly Project Status Report Period Ending – September 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 in 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 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.

BENEFIT

ASSESSMENT: Funds are no longer expected due to passage of Prop. 218 (Right to Vote on Tax

Initiatives).

SEPTEMBER 1999

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS	(C) TOTAL FUNDS	(D) COMMI	(D/B) IMENTS	(E) EXPEN	(E/B) IDITURES	(F) BILLED TO SOURCE	
		ANTICIPATED (1)	AVAILABLI	E \$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$423,536	\$453.901	83%	\$389.202	71%	\$389.202	71%
I-TA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$105.884	\$113.475	83%	\$97,300	71%	\$97,300	71%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$174.344	\$111.383	64%	\$111.383	64%	\$111.180	64%
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 SHAR	E	\$9.245	\$9.245	\$9.245	100%	\$9.245	100%	\$9.245	100%
SU 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%	\$5B.000	64%	\$58.000	64%
PROP C	\$318.185	\$59.148	\$44.588	\$44.588	75%	\$44.588	75%	\$44.588	75%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000	(5) \$0	\$0	0%_	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$1,112.845	(4) \$1,087.640	83%	\$1,006.768	77%	\$1,006.563	77%
OTHER LOCALLY FUNDED ACTIVITIES:						_			
PROP C (ARTWORK)	\$0.000	\$2,435	\$0.954	\$1,467	60%	\$0.954	39%	\$0.954	39%
PROPIC (NON-REV. CONNECTOR)	\$0,000	\$0.285	\$0 003	\$0.077	27%	\$0.003	1%	\$0,003	1%
TATO	\$0.000	\$2.720	\$0.957	\$1.544	57%	\$0.957	35%	\$0.957	35%

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

(2) Funds available trave 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.



METRO

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

PROJECT



Version 1.99.4 - [INSERT]

⁽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)

FINANCIAL DETAIL

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

SEPTEMBER 1999

STATUS OF FUNDS BY SOURCE

	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS	(C) TOTAL FUIDS	(D) COMMI	(D/B) IMENTS	(E) EXPEN	(E/B) (DITURES	(F) BILLED TO SOURCE	
SOUNCE		ANTICIPATED	AVAII ABLE	\$	%	\$	%	\$	%
ORIGINAL SCOPE:								_	_
FTA SECTION 3	\$1,317 912	\$1,133.192	\$487.396	\$517,761	46%	\$453 062	40%	\$453 062	40%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$121.849	\$129,440	46%	\$113 265	40%	\$113.266	40%
FED ISTEA STP (STATE)	\$25 000	\$199,344	\$174 344	\$111,383	56%	\$111.383	56%	\$111.180	56%
FEU ISTEA STP/CMAQ (REGIONAL)	\$156 617	\$134.771	\$72 613	\$72.613	54%	\$72.613	54%	\$72.613	54%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$១ 875	\$17 461	\$9 408	\$9.408	54%	\$9 408	54%	\$9.408	54%
SB 1995 TRUST FUND	\$53 000	\$66 690	\$66 690	\$66 690	100%	\$66.690	100%	\$66 690	100%
STATE SHAVARTICLE XIX	\$165 000	\$104 811	\$64 811	\$04.811	62%	\$64.811	62%	\$64.816	62%
STATE PROP 116	\$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 ISM Maich	\$11 142	\$17.042	\$10.507	\$10.537	62%	\$ 10 537	62%	\$ 10.537	62%
STATE CTIP	\$0 000	\$26,000	\$28 000	\$28 000	100%	\$26 000	100%	\$26.000	100%
CITY OF LA	\$136 244	\$163 444	\$58 000	\$58,000	35%	\$58 000	35%	\$58 000	35%
PROP C	\$677.318	\$789 04/	\$110 919	\$150 141	19%	\$118919	15%	\$118.919	15%
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	\$1,268 219	\$1,274.436	42%	\$1,162.340	38%	\$1,162.137	38%
OTHER LOCALLY FUNDED ACTIVITIES:									
THOP C (ARTWORK)	\$0.000	\$2 435	\$0.954	\$1,467	6u%	\$0 954	39%	\$0.954	39%
PHOP C (HON-REV. CONNECTOR)	\$0.000	\$0.265	\$0 003	\$0.077	27%	\$0.003	1%	\$0 003	1%
TOTAL	\$0 000	\$2.720	\$0 957	\$1.544	57%	\$0.957	35%	\$0 957	35%



NOTE. EXPENDITURES ARE CUMULATIVE THROUGH AUGUST 1999



Quarterly Project Status Report Period Ending - September 1999

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

METRO

RED LINE Segment 3 North Hollywood

Quarterly Project Status Report Period Ending - September 1999



Schedule

	Current Status	Change from Last Month		
Current ROD	Jun 2000	-6 days		
Design Progress	100.0%	none		
Critical Path Float	-28 days	none		
Construction Progress	86.0%	+0.8%		

Current Critical Path Analysis

· Planned ROD: May 17, 2000

(Revenue Operation Date determined by MTA)

· Forecast ROD: June 8, 2000

(Revenue Operation Date determined by Master Schedule)

· FFGA ROD: December 2000

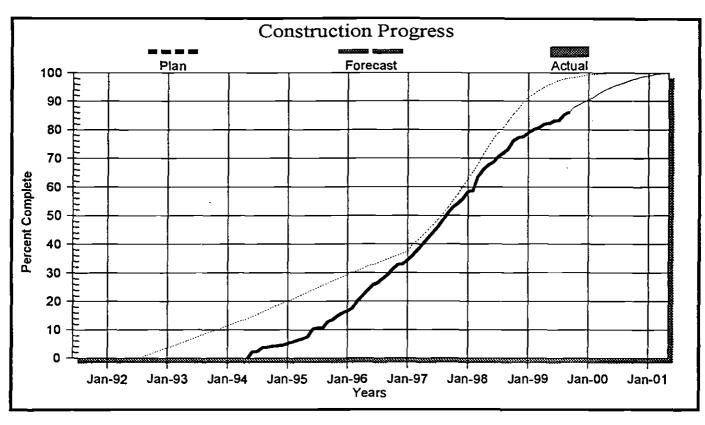
(Revenue Operation Date determined by Federal mandate)

The September 1999 Master Schedule continues to show the project behind schedule with a forecast Revenue Operations Date of June 8, 2000. The current critical path for the project runs through B645 Transit Automatic Train Control and SCADA, Phase-2 Testing, Pre-Revenue, and ROD. A slippage in software development by SYSECA and additional requirements found in Fire-Life Safety Inspections by the Fire Department has moved B645 back onto the critical path. These delays are affecting software downloads that are critical to system-wide testing. Additionally, B620 Automatic Train Control has become critical as delays in completing the Radio System may affect the start of Dynamic Testing.

The secondary critical path for this month's update is composed of delays at C0301 and C0311 by B646 Fire and Emergency Management and H0648 Communications Installation which continue to impact the start of Local Field Acceptance Tests. Installation and testing of the Radio System (R-5 channel) is also impacting the start of Red Tag and Dynamic Testing.

Quarterly Project Status Report Period Ending - September 1999





Construction Progress Analysis

The overall construction progress through September 1999 is 86.0% complete.

Contract B620 (Automatic Train Control) Contractor completed installation of ATC cable and wayside equipment.

Contract B645 (Transit Automatic Controls - TRACS) Contractor completed work on database, graphic displays and layout development.

Contract C0301 (Hollywood/Highland Station) Continued working on punch list items.

Contract C0311 (Universal City to Hollywood/Highland Tunnels) Continued working on punch list items.

Contract C0321 (Universal City Station) Continued air damper and emergency entrance tests.

Contract C1610 (Trackwork Installation) Removed sound wall from rail welding site at Chandler.

Contract H0631 (Traction Power System Installation) Contractor substantially completed the cadwelding and cable adapter work.

Contract H0648 (Communications Installation) Contractor completed trouble shooting and testing of the emergency trip switch (ETS) system.

Quarterly Project Status Report Period Ending - September 1999



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month		
Recordable Injury Rate				
National Average	10.6			
Project Rate (Cum.)	15.1	-0.1		
Lost Time Rate (Freq.)				
National Average	4.2			
Project Rate (Cum.)	1.9	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

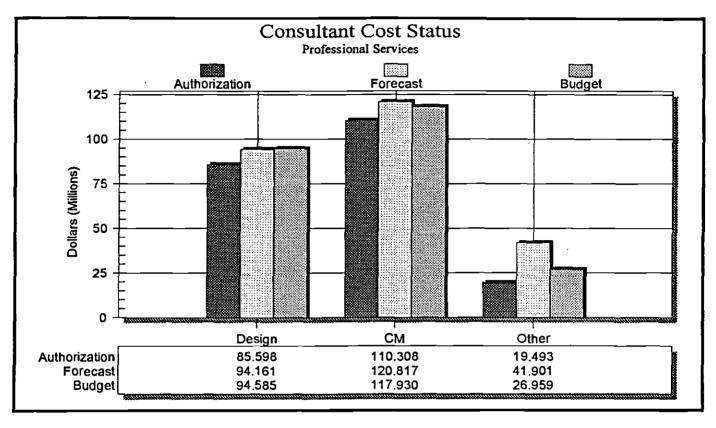
The project-to-date lost time injury rate continues to be less than one-half the national average of 4.2.

The project completed over 50,000 work hours during August. To date, the project has completed over 8,400,000 work hours.

Statistics reflect injuries through August 1999.

Quarterly Project Status Report Period Ending - September 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 processed during the period. Authorizations will remain significantly below the budget and forecast until the scope of future services are finalized.

The forecast for the "Design" professional services increased \$0.4 million due to Inca Engineering Consultants' support during construction for C0326.

The forecast for the "Construction Management" professional services increased by \$3.1 million due to Parsons-Dillingham's revised workscope and estimate to complete. This potential overrun will be mitigated based on reductions to staffing levels required to closeout contracts.

The forecast for the "Other" professional services increased by \$3.9 million primarily due to the Legal Department's added support for litigation and charge-backs from outside counsel.

The forecast for the "Other" professional services is \$22.4 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 including: Configuration Management, Systems Engineering and Analysis, Rail Vehicle Procurement Services, Environmental Services, Project Management Assistance, Construction Support Services, Labor Compliance Monitoring, and Security Staffing.

Quarterly Project Status Report Period Ending - September 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 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, is further delayed with a potential impact to ROD. 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: March 1999)

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 to the three that were originally planned. Potential impacts to the systems integration testing plan still remain with Contracts B645, B646, and more recently the timely completion of Discrepancy Reports (DRs) and meeting the prerequisites for Red Tag by mid-October.

Quarterly Project Status Report Period Ending - September 1999



Ongoing Item (Date initiated: February 1999)

CONTRACT B645 TRACS DELAYS

Concem/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.

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 completed the first group of priority software displays and databases required for the first software download scheduled for October 1999.

Ongoing Item (Date initiated: March 1998)

PROJECT AGENCY COST FORECAST

Concem/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 (\$22 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. An approximate \$5 million reduction is reflected in this update due to reduced staffing and associated overhead charges during FY99/00.