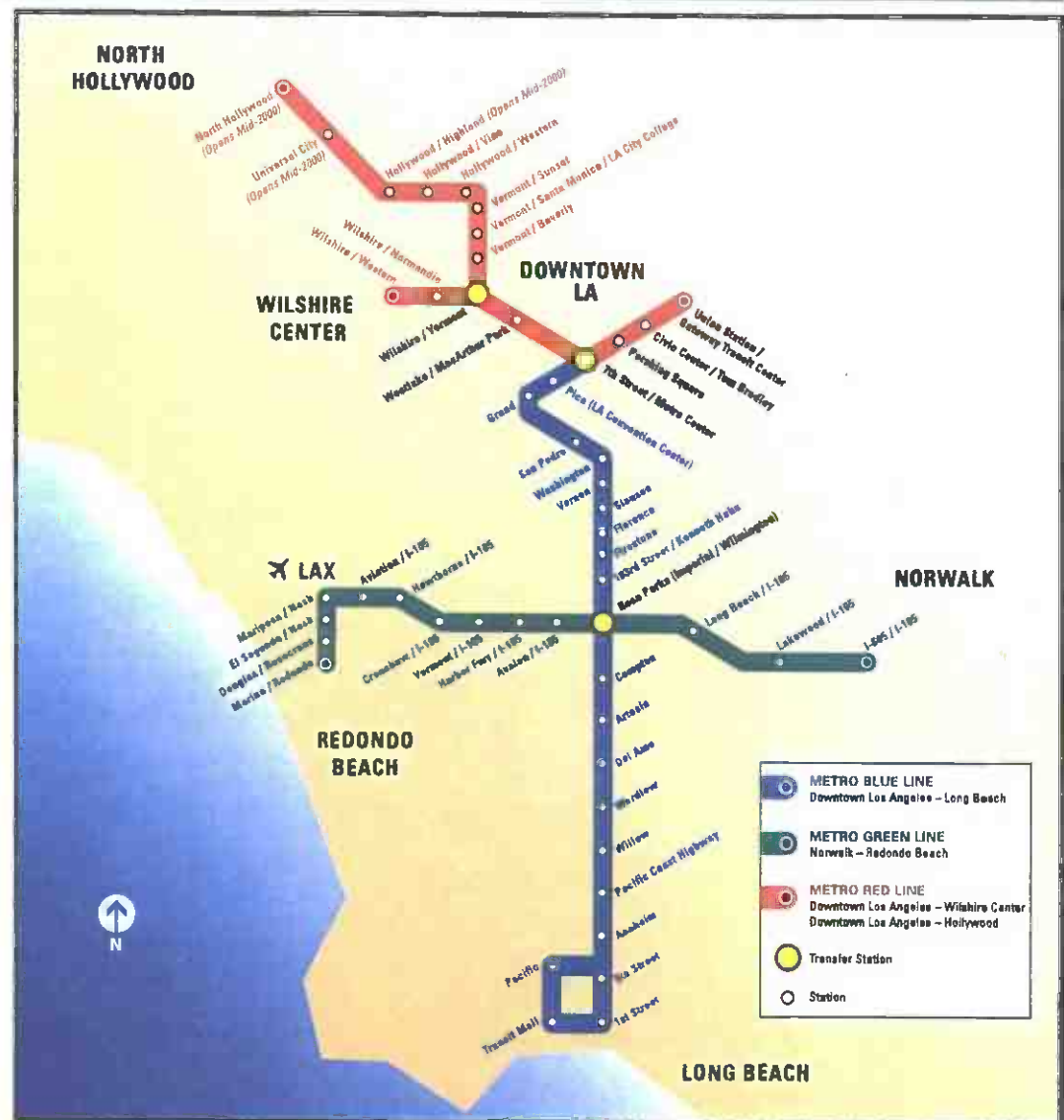


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



April 2000

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

APRIL 2000

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of April 2000

	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	—
Opening Date	Jan 1993	Wilshire Jul 1996 Vermont Jun 1999	Forecast Jun 2000			July 1990		August 1995	Final Car Delivery Dec 2001	Final Completion Dec 2001
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	91.0%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 81%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1669	\$1094	\$14	\$147	\$860	\$234	\$680	\$129	\$6265
Budget (in mil.)	\$1450	\$1739	\$1314	\$14	\$147	\$877	\$234	\$712	\$258	\$6745
Federal Funding	48%	41%	71%			0%		0%	30%	32%
State/Local Funding	52%	59%	29%			100%		100%	70%	68%

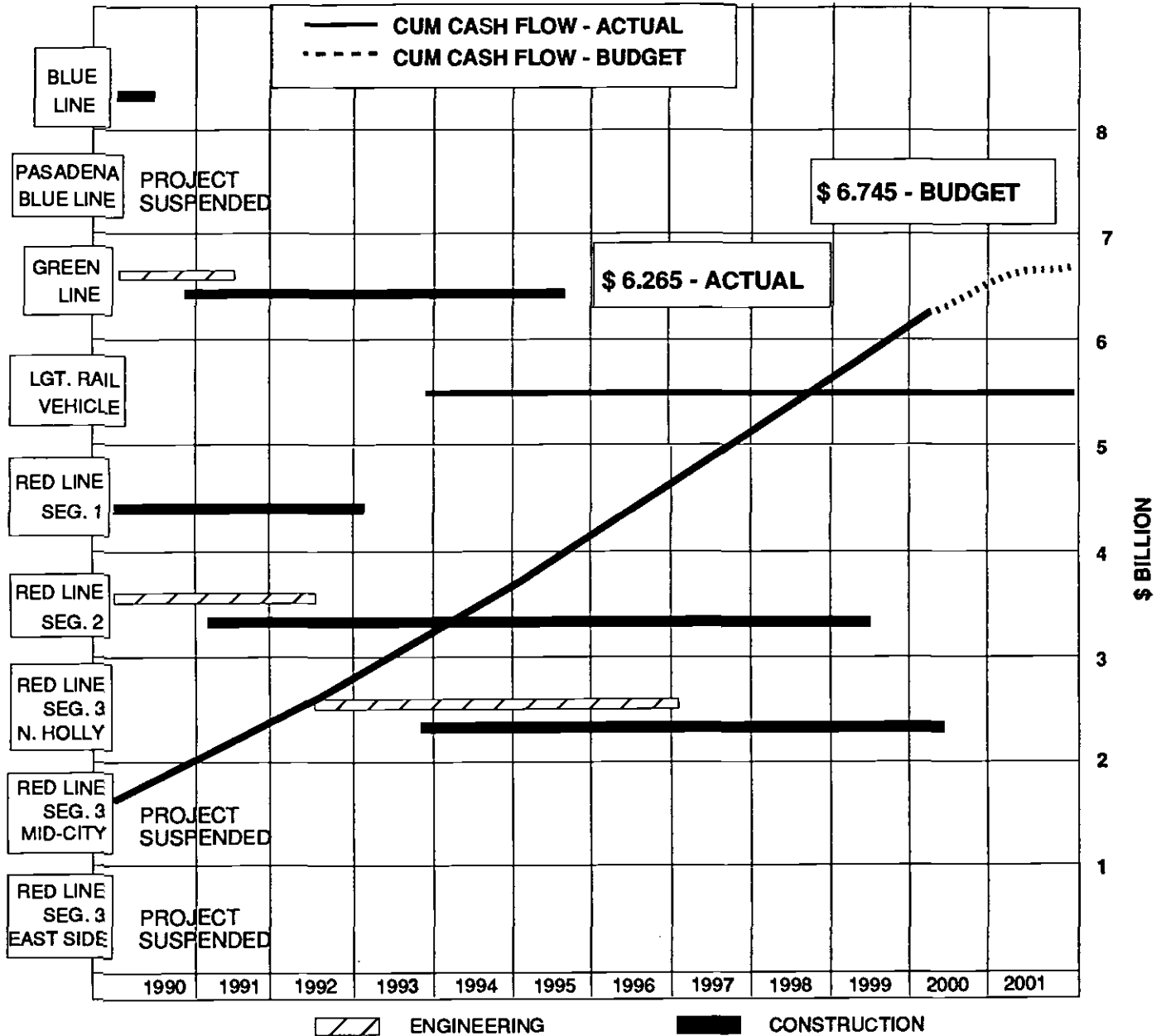
METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)

APRIL 2000

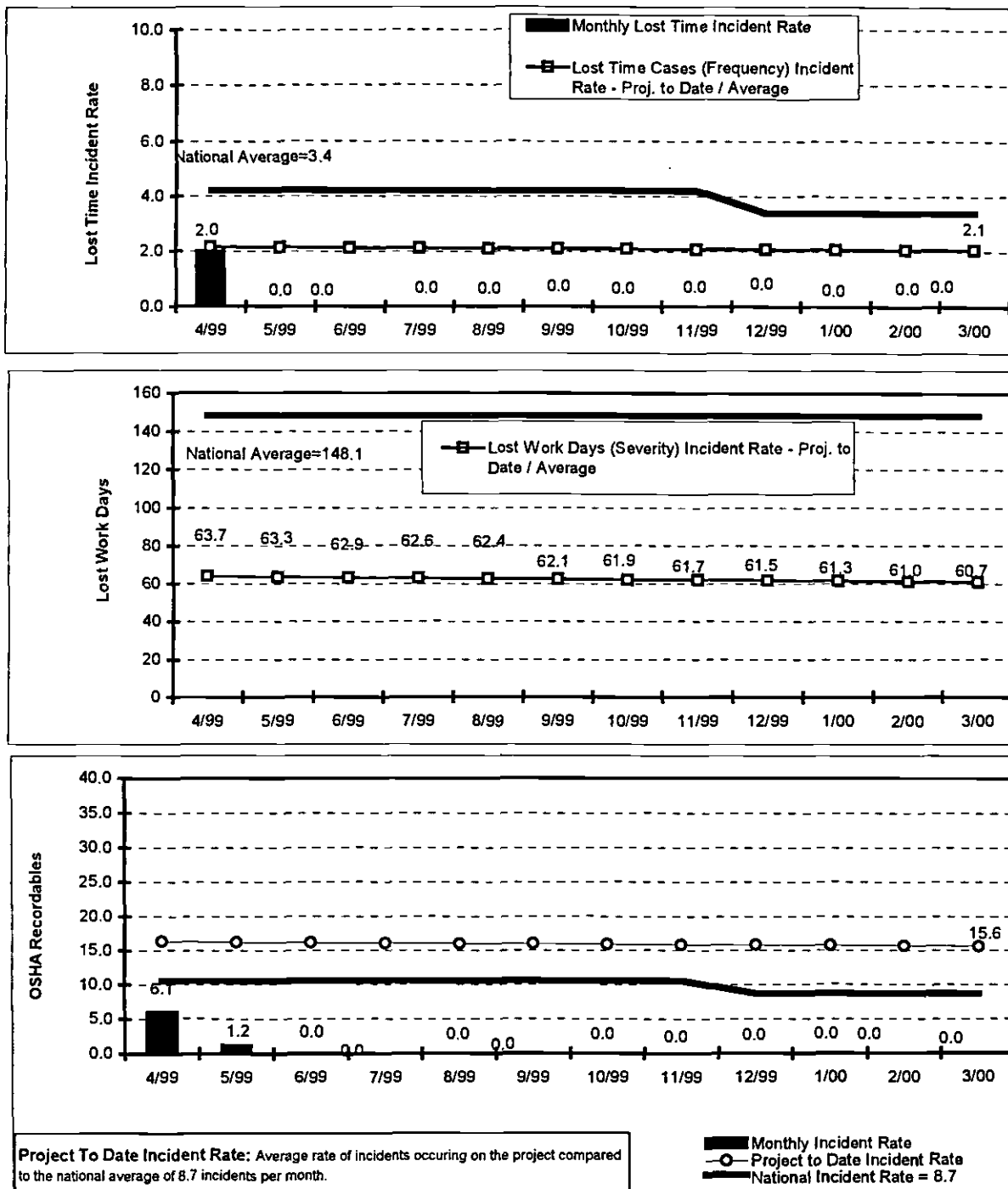
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL ** VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANS PRO				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/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	1450.1	1643.7	1310.8	201.4	6195.5	99
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

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.



March 2000

Prepared By:
Marsh Risk and Insurance ServicesTotal Metro
Safety Summary

• December 17, 1998 The Bureau of Labor and Statistics issued the news release "Workplace Injuries and Illnesses in 1997." OSHA 200 Cases is now 8.7 and Lost Workday Cases involving Days Away From Work is now 3.4.

04/26/2000

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - April 28, 2000



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		1.4 %
Prior Cumulative Prog.		89.6
Cumulative Progress		91.0
TOTAL EXPENDED	\$ 1093.6	
(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	\$426.2	\$402.4
FTA - Sect 3 Defer. Local	136.2	106.6	100.6
FED ISTEA STP (State)	174.3	174.3	156.0
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	71.9	71.9
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$1140.8	\$1092.7
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	\$839.8	\$828.4
Professional Services	301.9	350.2
Real Estate	89.0	86.0
Utility Force Account	26.3	35.7
Special Programs	0.0	0.0
Contingency	53.4	9.7
Project Reserve	0.4	2.6
Project Revenue	0.0	(1.8)
TOTAL ORIGINAL SCOPE	\$1310.8	\$1310.8
	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$1.8

** Expenditure data is currently maintained by MTA Accounting.

SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 2000

The FTA FFGA stipulates project completion in December 2000. MTA Executive Management has determined the planned ROD to be June 24, 2000.

CURRENT ACTIVITIES / ISSUES

The overall contingency balance appears to be sufficient at this time to meet the claims and other exposures under present assumptions. However, any new scope added to the project or new claims may jeopardize completing the project within budget. As such, project staff is reviewing the basis for categorization of all project scope elements. This review may result in adjustments to the forecast for Original Scope and ALFA. Project staff will continue to monitor and evaluate budget compliance.

METRO GREEN LINE

Rail Program Status Summary

Period ending - April 28, 2000



BUDGET (In Millions)

		<u>Change from Last Quarter</u>
Original Budget	\$ 722.4	-0-
Approved Budget	\$712.3	-0-
Current Expenditures	\$680.4	-0-

SCHEDULE

Current ROD (Actual)	August 1995
Construction Progress	99%

BUDGET ANALYSIS

- The Current Budget includes the Maintenance-of-Way Facility and Enhancements.
- Refer to Management Issues

SCHEDULE ANALYSIS

- MOW delays (See Management Issues)
- Construction progress is currently 99% complete. Contract H1100 Train Control is scheduled for completion in December 2000 with contract closeout in December 2001. Progress during the quarter included: Continuation of clearing punchlist items on Phase III Software at Central Control and the use of Cars 205 and 207 by the contractor for Dynamic Design Verification.
- During this quarter the contractor was conducting dynamic testing with production ATC equipment installed on "Standard Cars." A change notice to revise schedule and milestones was negotiated with the contractor. The delay in the H1100 Contract was due to the lack of available P2000 "Standard Cars" to install the H1100 "Production Equipment" on to test. The "Production Equipment" installed on the "Standard Cars" is what MTA will use for revenue service.
- 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 23,067.
- Average Daily Boardings for January 2000 were 22,200 reflecting a 11.4% increase compared to December 1999 and a 4.5% decrease compared to January 1999.
- Average Daily Boardings for February 2000 were 23,825 reflecting a 7.3% increase compared to January 2000 and a 3.0% increase compared to February 1999.
- Average Daily Boardings for March 2000 were 23,175 reflecting a -2.73% decrease compared to February 2000 and a 6.7% increase compared to March 1999.

LOS ANGELES STANDARD LIGHT RAIL VEHICLE

Rail Program Status Summary

Contract No.: P2000 - Siemens Transportation Systems, Inc.

Period ending - April 28, 2000



PROGRESS/WORK COMPLETED

To date, twenty-two (22) cars have been shipped to the Metro Green Line Yard. Several cars are being prepared for "Delivery" by Siemens for "Acceptance" by MTA and 2 prototype cars are continued to be used by US & S for Automatic Train Control Tests. The 4000 mile test has been completed. Siemens crew at MG L is testing cars daily and is working second shift and Saturdays to close open items. Consultant (LTK), MTA and Siemens inspectors are preparing punch list items. The twenty-third (23rd) car, scheduled to shipped by Siemens, was damaged enroute when the pantograph snagged a low hanging electric power line a short distance from the Siemens facility in Sacramento.

Fifteen (15) cars are in final assembly at Siemens Sacramento Plant. Carshell manufacturing at Siemens Carson Plant is near completion. Fifty (50) carshells have been completed and two (2) carshells are in the final stages of manufacturing.

DELIVERY SCHEDULE SUMMARY

		Change from Last Quarter
1st Car	April 2000	+5 Mos
52nd Car	Dec 2001	+14 Mos
Design Progress	98% Complete	N/C
Parts Fab Progress (Est)	81% Complete	+4%
Final Assembly Progress	60%	New
Critical Path	Closing Open Items	N/C
Delay (1st Car)	42 Months	+5 Mos
Data Date	N/A	

Currently awaiting Siemens updated schedule. Above dates are staff estimates.

AREAS OF CONCERN

MTA continues monitoring Siemens progress in Vehicle Testing, and supporting the US & S Automatic Train Control (ATO) Testing. Siemens has submitted rework plan for satisfying paint requirements and the plan is being reviewed. The plan involves removing all windows, repainting, and reinstalling all new windows. The work would be done at the Carson Facility and would take about seven (7) months to refinish the 22 cars onsite. Even though the 4000 mile test has been completed, fixes for a few remaining technical issues have been identified but need to be implemented. Major concerns during this period are:

1. Paint Blistering - Discussed above.
2. Operator consoles which are made of fiberglass have voids in them. Siemens plan for repairing/replacing is being approved.
3. Brake pads on center trucks are wearing out prematurely - Testing continues. Brake pad holding clip design is also being questioned.
4. Subsystem electrical isolation testing needs further evaluation.
5. High number of open quality assurance items being experienced (and worked by Siemens) at the Metro Green Line Shop and Sacramento Facility.

Conditional acceptance of the 1st car was scheduled to start March 17, 2000 but was rescheduled due to varied open items. Such acceptance will be made once the number of open items is agreed upon and found to be within acceptable limits.

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	(38,548)	11

DELIVERY SCHEDULE*

Vehicle Number	Contract Schedule	Last Quarter Forecast	Current Forecast	Delay/Change This Quarter	Total Delay
LRV No. 1	10/25/96	11/18/99	4/17/00	5 months	42 months
Prototype No. 1	10/25/96	9/18/99	5/15/00	8 months	43 months
LRV No. 15	5/27/97	2/28/00	6/30/00	4 months	37 months
LRV No. 34	2/25/98	7/6/00	3/30/01	8 months	37 months
LRV No. 50	10/31/98	10/27/00	12/31/01	13 months	38 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.
Currently awaiting Siemens updated schedule. Above dates are staff estimates.

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

METRO RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period ending - April 2000



Management Issues

Ongoing Item (Date initiated: March 2000)

CONTRACT C2326 L.A. RIVER BRIDGE WIDENING AT LANKERSHIM BLVD. DELAYS

Concern/Impact

Contractor may not be able to complete all the L.A. River channel work in the contractually specified window between April 15, 2000 and October 15, 2000.

Status/Action

Lack of progress by the contractor has impacted timely completion of channel work prior to the rainy season beginning October 15, 2000. The contractor has yet to submit a schedule mitigation plan to show how he will regain the lost schedule time. MTA staff is determining the causes for this delay and preparing a schedule assessment for maintaining the current contractual milestones.

Resolved Item (Date initiated: April 1999)

UNIVERSAL CITY SITE RESTORATION CONTRACTS

Concern/Impact

Delays to both the contract award and subsequent inclement weather for the Universal City Site Restoration contracts may impact the planned ROD.

Status/Action

The Contractor is required to provide the bus plaza, and adjacent parking by June 20, 2000 (a requirement for ROD). In April, MTA authorized a change to the contractor for required schedule mitigation to meet the June 20, 2000 critical milestone.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 2000



Budget/Forecast Variance

Federal Full Funding Grant Agreement
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	April Change in Forecast
CONSTRUCTION	\$839.7	\$828.4	(\$11.3)	(\$2.3)
PROFESSIONAL SERVICES	\$301.9	\$350.2	\$48.2	\$0.0
REAL ESTATE	\$89.0	\$86.0	(\$3.1)	\$0.2
UTILITY/AGENCY FORCE ACCOUNTS	\$26.3	\$35.7	\$9.4	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.0	\$0.0	\$0.0
PROJECT CONTINGENCY	\$53.4	\$9.7	(\$43.7)	\$2.1
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
PROJECT REVENUE	\$0.0	(\$1.8)	(\$1.8)	\$0.0
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

Budget/Forecast Variance Analysis

Federal Full Funding Grant Agreement

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

However, there was one significant Forecast Change within the Project Elements.

Construction Contracts - Forecast decreased by a total of \$2.3 million primarily due to final quantities for grouting beneath seasonal springs for Contract C0311 - Tunnels: Univ. City Sta. to 630+0. The forecast of unallocated contingency increased commensurately.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 2000



Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	April Change in Forecast
CONSTRUCTION	\$1.9	\$0.4	(\$1.6)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$0.5	\$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	\$1.8	(\$1.2)	\$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 Full Funding Grant Agreement (FFGA) scope of a project after Project Adoption (approval) by the Board of Directors. The Baseline Project Budget is based on the FFGA 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.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – April 2000



STATUS OF FUNDS ANTICIPATED

- FTA SECTION 3:** MTA submitted a grant application for \$49,053,936 of Section 3 Funds in December 1999 for the North Hollywood Project. The Grant application is expected to be approved in June 2000.
- 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. 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 financial contribution 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. The Los Angeles City Council approved a motion on February 16, 2000 to allocate \$34M for the Segment 3 North Hollywood Project. Payments will be contingent upon MTA providing 250 parking spaces at the Universal City Station in time for the opening of the Red Line. This motion was approved by the MTA Board on February 24, 2000. The first \$5.6 million City Grant is expected to be approved in July 2000.
- 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)

APRIL 2000

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	\$426.212	\$466.464	86%	\$402.404	74%	\$402.404	74%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$108.553	\$116.616	86%	\$100.621	74%	\$100.601	74%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$174.344	\$155.966	89%	\$155.966	89%	\$155.966	89%
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 SHARE/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	\$89.500	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$318.185	\$59.648	\$71.922	\$71.922	121%	\$71.922	121%	\$71.922	121%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (4)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$1,140.770 (3)	\$1,172.707	89%	\$1,092.652	83%	\$1,092.632	83%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.992	\$1.470	60%	\$0.992	41%	\$0.992	41%
PRDP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.995	\$1.547	57%	\$0.995	37%	\$0.995	37%

(1) Based on Current Budget.

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

(3) 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.

(4) 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 MARCH 2000.

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

METRO RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - April 2000



FINANCIAL DETAIL

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

APRIL 2000

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	\$487.396	\$527.648	47%	\$463.588	41%	\$463.588	41%
FIA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$121.849	\$131.912	47%	\$115.917	41%	\$115.897	41%
FED ISTEA STP (STATE)	\$25.000	\$199.344	\$174.344	\$155.966	78%	\$155.966	78%	\$155.966	78%
FED ISTEA STP/CMAQ (REGIONAL)	\$158.817	\$134.771	\$90.319	\$72.613	54%	\$72.613	54%	\$72.613	54%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$11.702	\$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 116	\$87.300	\$57.652	\$57.652	\$57.652	100%	\$57.652	100%	\$57.652	100%
STATE FLEXIBLE CONGESTION RELIEF	\$28.000	\$50.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE ISM 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	\$162.944	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$789.517	\$154.761	\$176.605	22%	\$154.761	20%	\$154.761	20%
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	\$1,321.507	\$1,355.288	45%	\$1,253.389	41%	\$1,253.369	41%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.992	\$1.470	60%	\$0.992	41%	\$0.992	41%
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	\$0.995	\$1.547	57%	\$0.995	37%	\$0.995	37%

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

METRO RAIL RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - April 2000



(1) BASED ON CURRENT BUDGET

\$0.000

METRO RED LINE Segment 3 North Hollywood

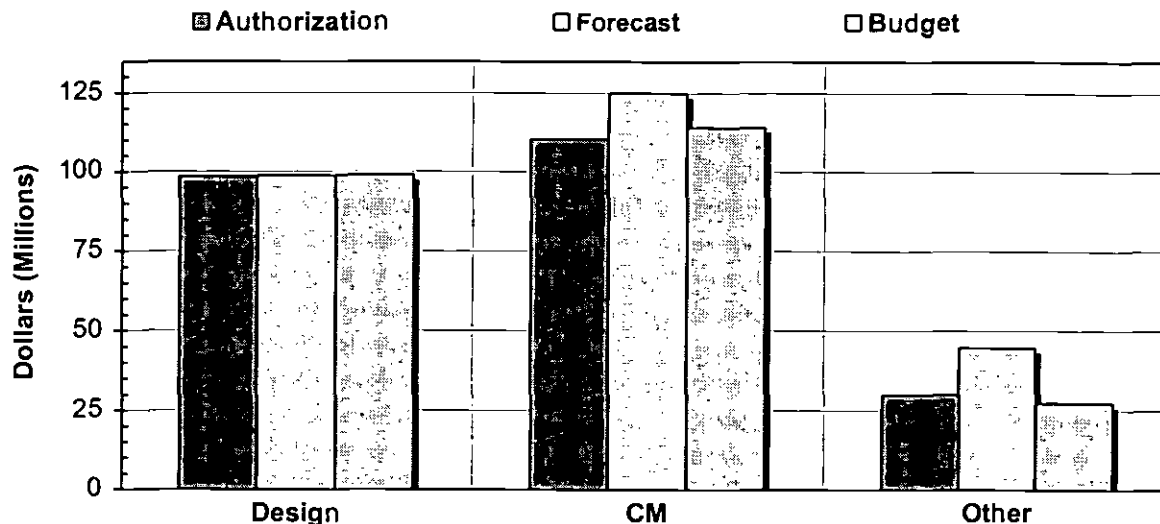
Monthly Project Status Report

Period Ending - April 2000



Consultant Cost Status

Professional Services



Authorization	98.577	110.411	30.036
Forecast	98.865	125.068	44.759
Budget	99.082	114.157	27.380

Professional Services Cost Analysis

The forecast for the "Design", "Construction Management" and "Other" professional services did not change significantly this period.

The authorization and budget for the "Design" and "Other" professional services increased this period to reflect the recently approved Board actions.

The forecast for the "Construction Management" professional services exceeds the current budget due to delays to both the award of contracts and the closeout of contracts that necessitated extending staff levels. This potential overrun may be mitigated based on reductions to consultant staffing levels required to closeout contracts.

The forecast for the "Other" professional services is \$14.7 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

Monthly Project Status Report

Period Ending - April 2000



Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	none
Design Progress	100.0%	none
Critical Path Float To Plan	0 days	none
Critical Path Float To Req'd Compl	+190 days	none
Total Construction Progress	91.0%	+1.4%
Construction Progress To ROD	97.4%	+1.1%

Current Critical Path Analysis

- Planned ROD: June 24, 2000
- Forecast ROD: June 24, 2000
- Full Funding Grant Agreement (FFGA) ROD: December 2000
(Revenue Operation Date required by Federal agreement)

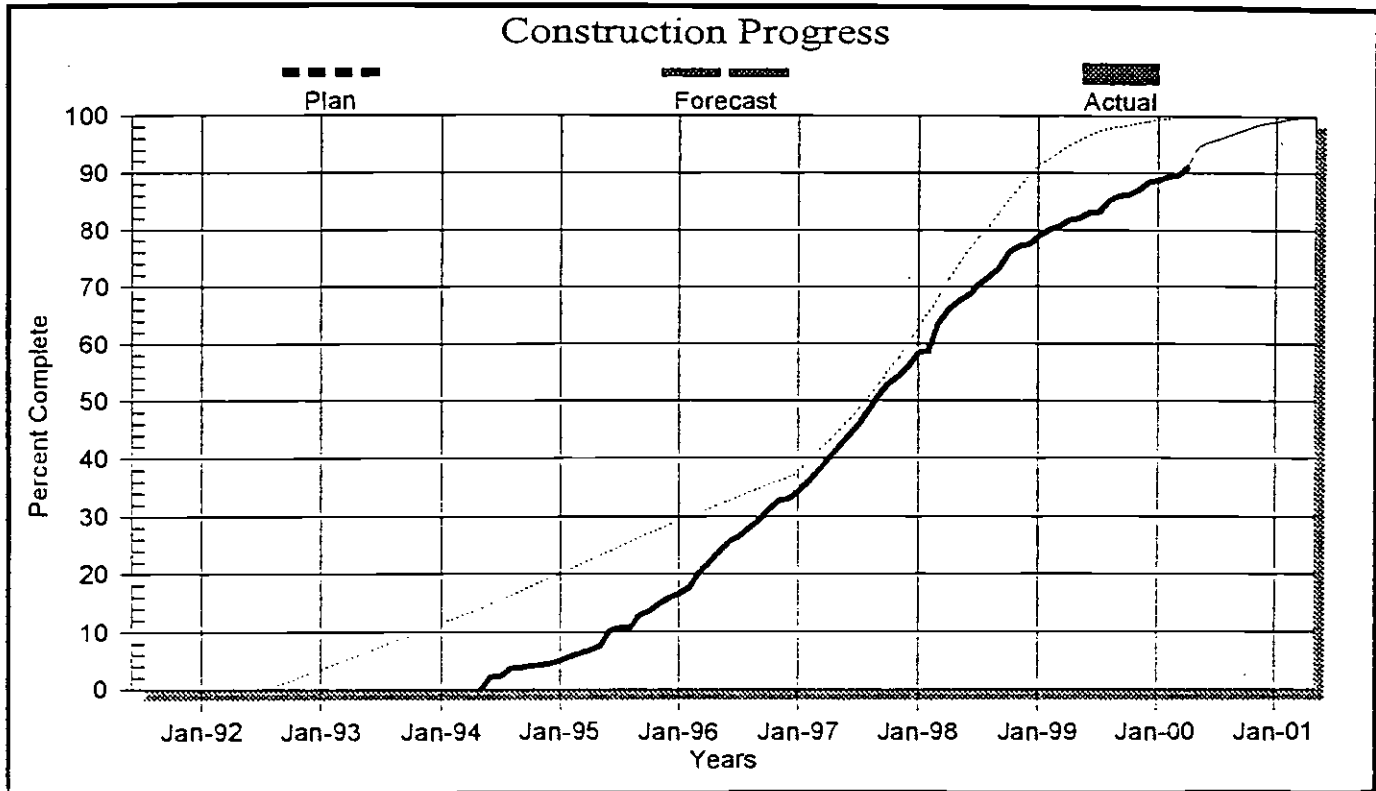
MTA Executive Management has determined the planned ROD to be June 24, 2000. June 24, 2000 is based upon the completion of Contract C0326 Universal City Station Bus Plaza, Parking and Freeway Overcrossing, for bus plaza, a kiss n' ride and adjacent parking. Currently, this work is critical because of the required bus and patron access at Universal City Station at ROD.

System Integration Tests were sufficiently completed to allow pre-revenue operations to commence on April 30, 2000.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 2000



Construction Progress Analysis

The overall Segment 3 construction progress through April 2000 is 91.0% complete and progress to revenue operations is 97.4%. Excluded from progress to revenue operations are Segment 3 contracts whose scope of work continues beyond revenue operations.

CONSTRUCTION PROGRESS THIS PERIOD

B620 (Automatic Train Control) Contractor completed ATC cutover and headway test. Continues to support the system integration testing.

3645 (TRACS) Contractor completed change notice work for CN-90, 91, and 92. Completed three software downloads that resolved 64 discrepancy reports (DR). Continued retesting fixed DR's as well as addressing new DR's.

B646 (Fire and Emergency Management) Contractor continued to work on the resolution discrepancy reports and addressed problem reports identified by the Rail Activation Group (RAG). Completed field installation of change notice work for CN-119, additional EVOP at tail track. Continued to make preparation for field work for CN-117, duct detector changes.

C0326 (Universal City Station Freeway Overcrossing and Site Restoration) Contractor paved north side of Universal Terrace D-1 ramp and completed storm drain systems (east only) at Bus Plaza and Entrance Plaza.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 2000



C0352 (North Hollywood Station Site Restoration) Contractor completed the general excavation work which includes over-excavation to three feet below finished subgrade, processing material and recompaction. Began work on the curbs and gutters, light post footings, bus plaza base, mainline and lateral irrigation trenching, electrical conduits and placing crushed aggregate base under bus plaza pavement.

C0390 (Ancillary Construction and Maintenance) Contractor completed work which includes the closure of over two hundred discrepancy and problem reports by repairs to electrical and mechanical equipment and tunnel wash downs. Contractor continued work on the operation and maintenance of the interim ventilation system, door finish hardware repairs systemwide, maintenance of mechanical, electrical and fire protection systems, and provided continued support for the RAG test teams. Work began on the repair of damaged stair tiles, cleanup of electrical equipment, seismic supports for light fixtures, modifications to Segment 3 elevator doors, installation of fire stops at crosspassages and removing mineral deposits from trench drains.

C2326 (LA River Bridge Widening at Lankershim Blvd) Contractor installed three excavation support piles.

H0123 (Variable Message Signs) Contractor completed Local Field Acceptance Testing at Universal City Station and provided technical support to MTA.

H0631 (Traction Power Installation) Contractor continued TPSS upgrade modifications to Segment 1 substations and is providing support to B630 contract during commissioning.

H0648 (Communication Installation) Contractor completed local field acceptance testing (LFAT) of the variable message signs (VMS) at Universal City Station. Completed the radio system tunnel coverage tests. Started working on punchlist items.

Systems Integration Testing: Tests were significantly completed for pre-revenue operations to commence on April 30, 2000.

CONSTRUCTION PROGRESS NEXT PERIOD

B620 (Automatic Train Control) Contractor to submit test data reports. Contractor is scheduled to start Phase I installation of the ventilation zone enforcement change work.

B645 (TRACS) Complete downloads #7 and #8, which include change notice work related to CN-93. Continue and complete resolution of discrepancy reports issued during the month.

B646 (Fire and Emergency Management) Start and complete field installation work for CN-117 duct detectors. Continue resolving discrepancy reports and supporting the rail activation group (RAG) during system integration testing.

C0326 (Universal City Station Freeway Overcrossing and Site Restoration) Complete the storm drain system for early milestones, pave bus parking area, Lankershim Blvd. underground utilities, and demolish bridge.

C0352 (North Hollywood Station Site Restoration) Complete the placement of crushed aggregate base, the underground irrigation and electrical work and also the forming and placing of concrete for curbs, gutters, and light pole bases. Place the bus plaza payment, begin the steel picket fence installation and the placing of crushed aggregate base (CAB) under a/c paving on the north side. Receive light fixtures, bus shelters, and site signs.

C0390 (Ancillary Construction and Maintenance) Complete the repair of damaged stair tiles, cleanup of electrical equipment, seismic supports for light fixtures, modification to Segment 3 elevator doors and install fire stops at

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 2000



crosspassges. Continue providing support for the RAG test teams, repair and maintenance of mechanical, electrical and fire protection systems and the operation and maintenance of the interim ventilation system. Complete north access shaft area.

C2326 (LA River Bridge Widening at Lankershim Blvd) Continue installation of shoring and CIDH plies.

H0123 (Variable Message Signs) Complete all remaining work including the Systemwide Acceptance Testing (SWAT).

H0631 (Traction Power Installation) Complete TPSS upgrade modification and testing of Segment 1 substations.

H0648 (Communications Installation) Start and complete systemwide testing of the radio system for station radio coverage at the three N/H stations. Start and complete intermodulation tests.

Systems Integration Testing: Complete all Phase I testing. Continue with safety certification and or resolution.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 2000



Quality Assurance

QUALITY MANAGEMENT SEGMENT 3

Surveillances	8
QAR's Closed	0
QAR's Open	3
QAR Responses Due	3
Audits	0
Total	14

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 2000



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	8.7	
Project Rate (Cum.)	13.6	-0.1
Lost Time Rate (Freq.)		
National Average	3.4	
Project Rate (Cum.)	1.8	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 is approximately one-half the revised National Average of 3.4.

The project completed over 95,000 work hours during March. To date, the project has completed over 9,083,000 work hours.

Statistics reflect injuries through March 2000.