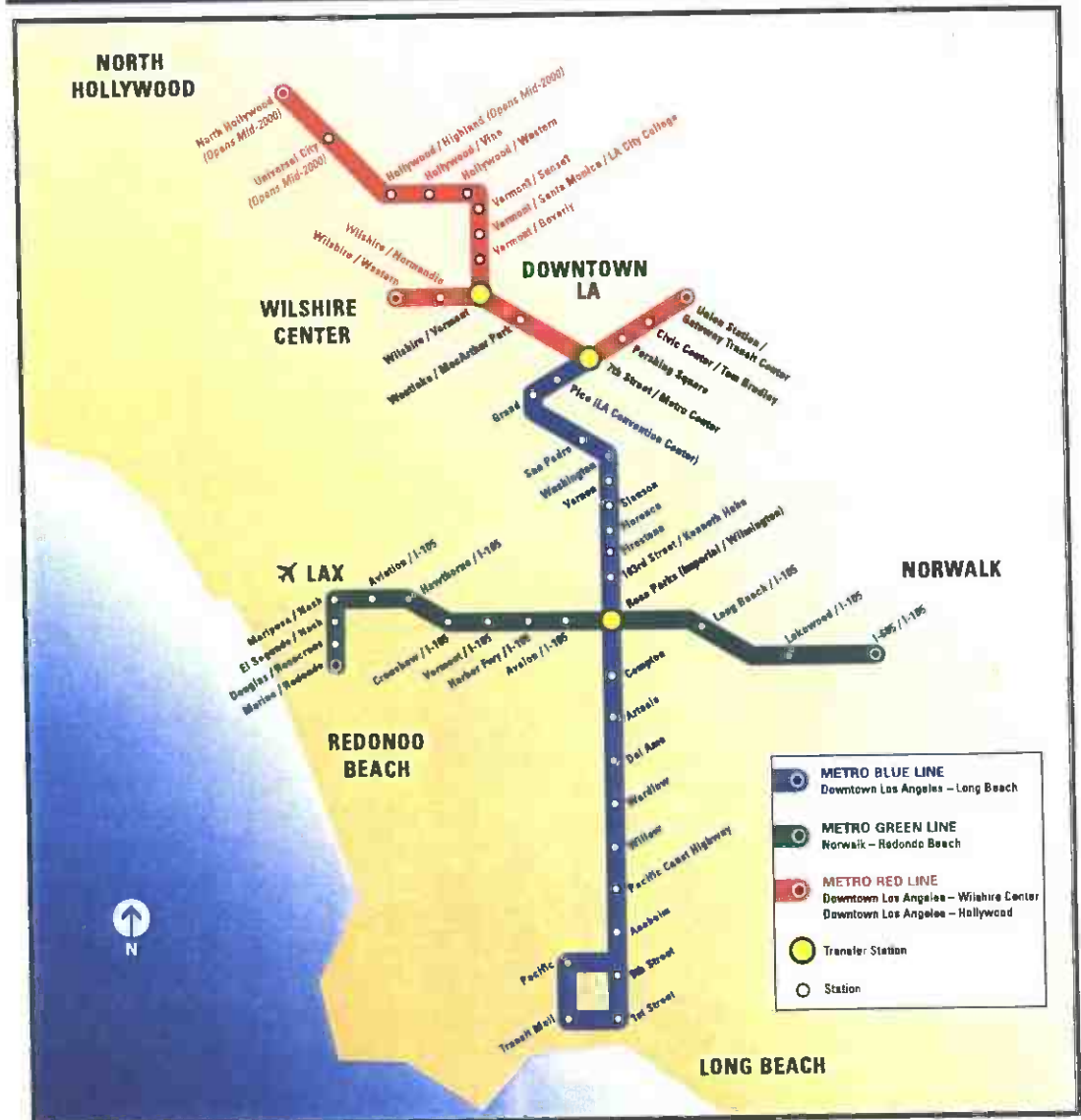


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



May 2000



RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

MAY 2000

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of May 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	92.3%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 81%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1669	\$1108	\$14	\$147	\$860	\$234	\$680	\$129	\$6279
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%

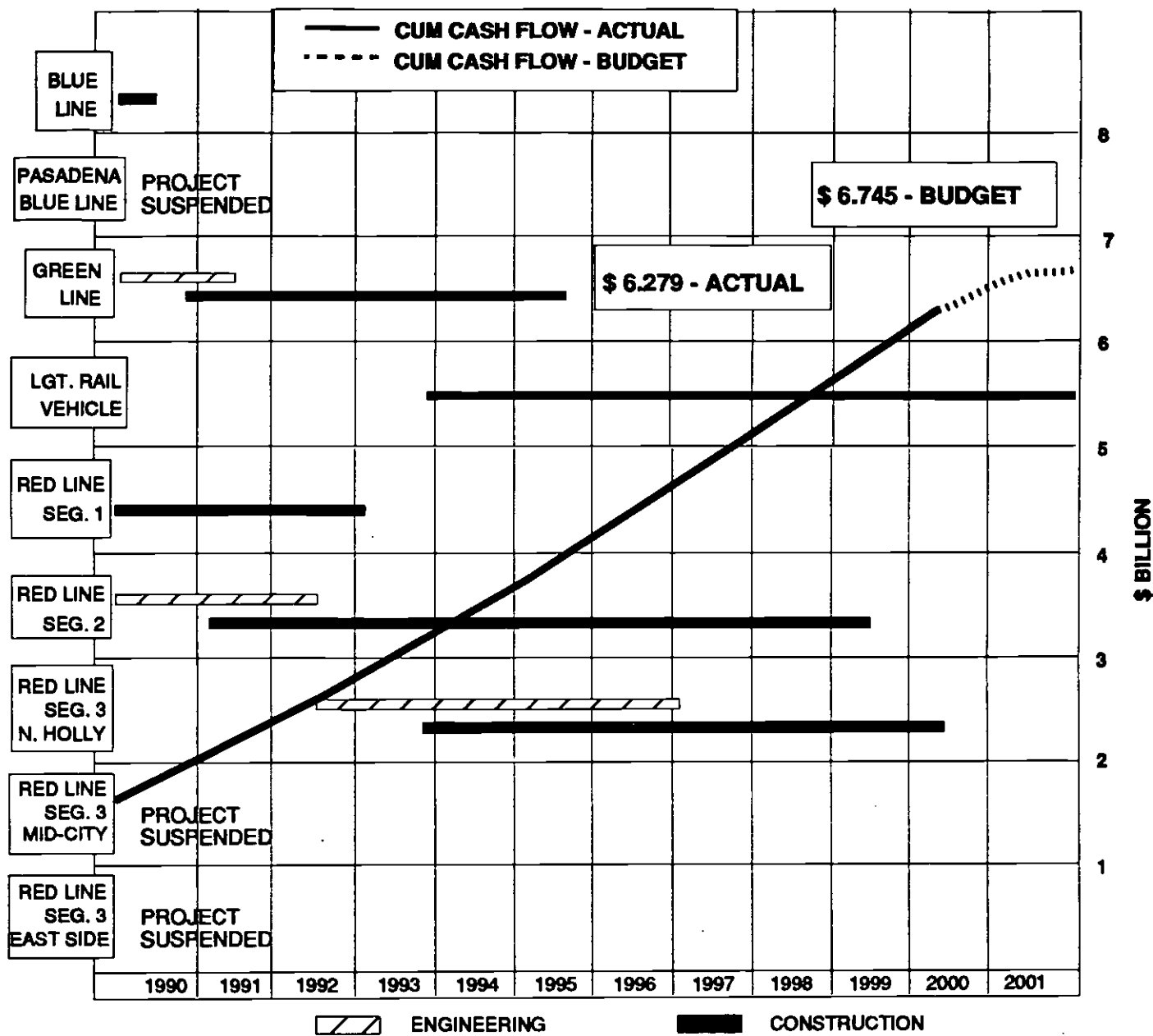
METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)

MAY 2000

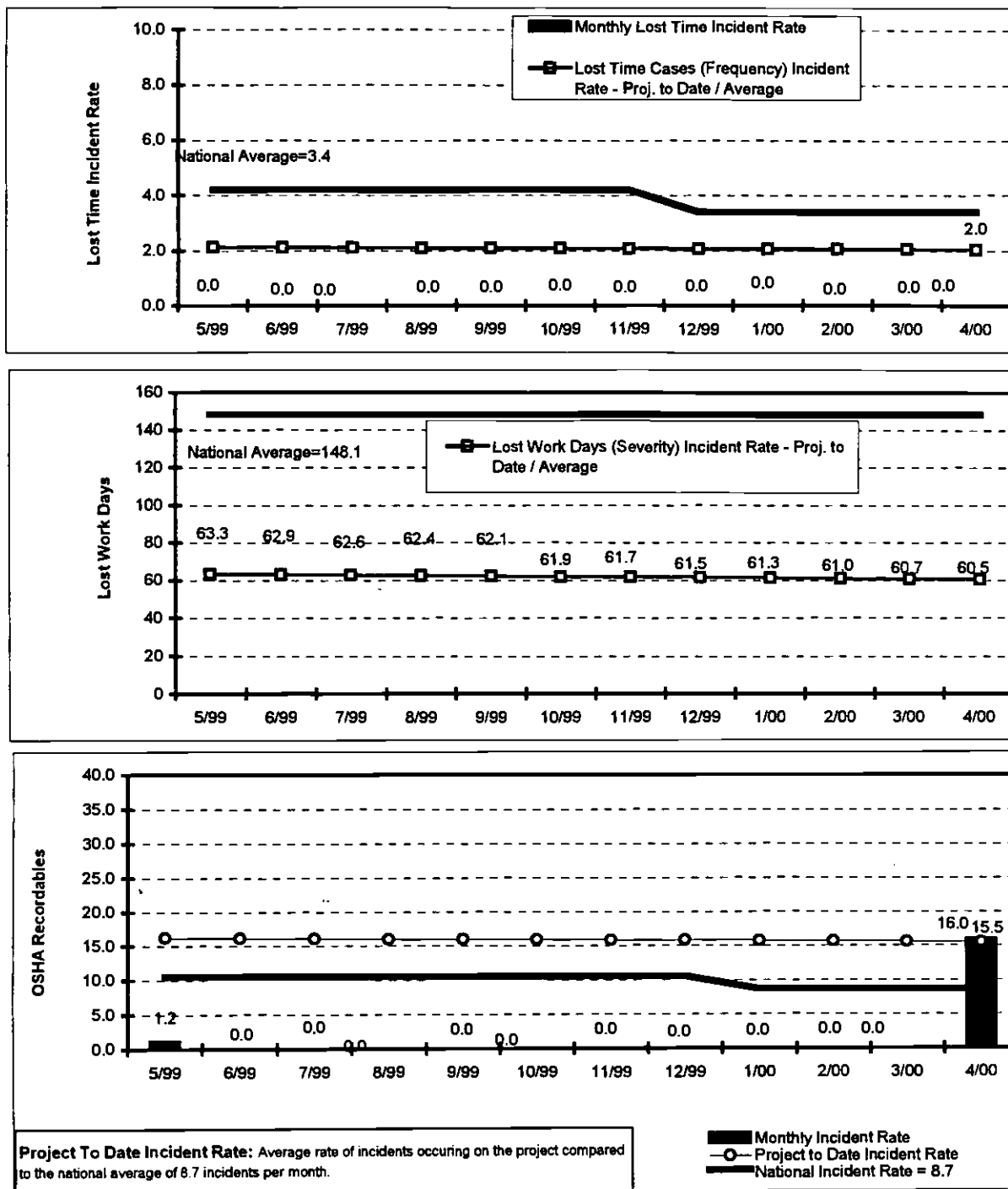
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL ** VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANS PRO				52.1	174.3	55.1	281.5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



April 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.

06/02/2000

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - June 2, 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		1.3 %
Prior Cumulative Prog.		91.0
Cumulative Progress		92.3
TOTAL EXPENDED	\$ 1108.0	
(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	\$404.0
FTA - Sect 3 Defer. Local	136.2	106.5	101.0
FED ISTEA STP (State)	174.3	174.3	163.7
FED ISTEA STP/CMAQ	71.4	71.4	71.4
FED ISTEA RSTP Defer	9.2	9.2	9.2
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	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	76.6	76.6
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$1145.4	\$1107.1
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	\$824.9
Professional Services	301.9	354.1
Real Estate	89.0	86.0
Utility Force Account	26.3	35.7
Special Programs	0.0	0.0
Contingency	53.4	9.3
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.

METRO GREEN LINE

Rail Program Status Summary

Period ending - June 2, 2000



BUDGET (In Millions)

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

BUDGET ANALYSIS

- The Current Budget includes the Maintenance-of-Way Facility and Enhancements.

SCHEDULE

Current ROD (Actual)	August 1995
Construction Progress	99%

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 - June 2, 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 Mill)	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 - May 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 specified window between April 15, 2000 and October 15, 2000.

Status/Action

Delays to work progress have 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 loss schedule time. MTA staff is evaluating the contractors progress and ability to complete work within the construction time window within the river channel during the dry season.

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



Budget/Forecast Variance

Federal Full Funding Grant Agreement
 (\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	May Change in Forecast
CONSTRUCTION	\$839.7	\$824.9	(\$14.8)	(\$3.5)
PROFESSIONAL SERVICES	\$301.9	\$354.1	\$52.2	\$3.9
REAL ESTATE	\$89.0	\$86.0	(\$3.1)	\$0.0
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	\$9.3	(\$44.1)	(\$0.4)
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 were a number of Forecast Changes within the Project Elements. These changes resulted in a decrease to the forecast of unallocated contingency by \$0.4 million.

Construction Contracts - Forecast decreased by a total of \$3.5 million primarily due to less than anticipated staff charges for Testing and Pre-Revenue Operations workscope resulting from an effective pre-testing program.

Professional Services Contracts - Forecast increased by \$3.9 million due to MTA Fiscal Year 2001 approved FTE's budget allocations and additional Professional Services as authorized by the Board.

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



Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	May 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 – May 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)

MAY 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	\$461.395	85%	\$404.030	74%	\$404.030	74%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$106.553	\$115.349	85%	\$101.007	74%	\$101.007	74%
FED ISTE A STP (STATE)	\$0.000	\$174.344	\$174.344	\$163.684	94%	\$163.684	94%	\$163.684	94%
FED ISTE A STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$71.358	\$71.358	100%	\$71.358	100%	\$71.358	100%
FED ISTE A 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	\$89.500	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$318.185	\$59.648	\$76.564	\$76.564	128%	\$76.564	128%	\$76.564	128%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (4)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$1,145.412 (3)	\$1,178.731	90%	\$1,107.024	84%	\$1,107.024	84%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.993	\$1.470	60%	\$0.993	41%	\$0.993	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	\$0.996	\$1.547	57%	\$0.996	37%	\$0.996	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 APRIL 2000.

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

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



FINANCIAL DETAIL

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

MAY 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:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$487.396	\$522.579	46%	\$465.214	41%	\$465.214	41%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$121.849	\$130.645	46%	\$116.303	41%	\$116.303	41%
FED ISTEA STP (STATE)	\$25.000	\$199.344	\$174.344	\$163.684	82%	\$163.684	82%	\$163.684	82%
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$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 SHA/ARTICLE 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	\$26.000	\$50.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE TSM Match	\$11.142	\$17.042	\$10.537	\$10.537	62%	\$10.537	62%	\$10.537	62%
STATE CTIP	\$0.000	\$26.000	\$26.000	\$26.000	100%	\$26.000	100%	\$26.000	100%
CITY OF LA	\$136.244	\$162.944	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$789.547	\$161.768	\$181.247	23%	\$161.768	20%	\$161.768	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	\$1,328.514	\$1,361.312	45%	\$1,270.126	42%	\$1,270.126	42%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.993	\$1.470	60%	\$0.993	41%	\$0.993	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	\$0.996	\$1.547	57%	\$0.996	37%	\$0.996	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 - May 2000



(1) BASED ON CURRENT BUDGET

\$0.000

METRO RED LINE Segment 3 North Hollywood

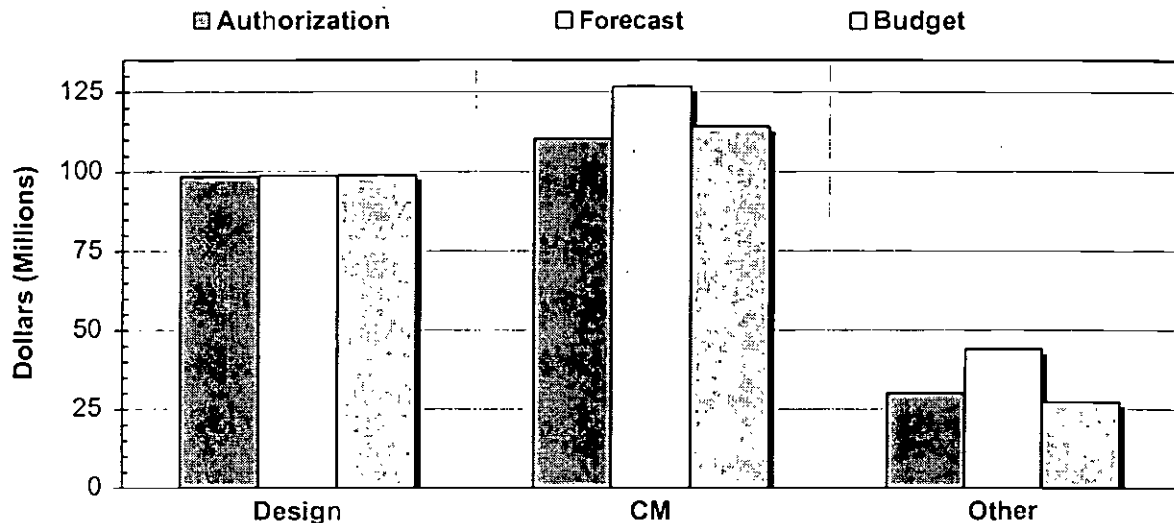
Monthly Project Status Report

Period Ending - May 2000



Consultant Cost Status

Professional Services



Authorization	98.577	110.484	30.136
Forecast	98.865	126.810	44.135
Budget	99.082	114.157	27.380

Professional Services Cost Analysis

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

The forecast for the "Construction Management" professional services increased this period by \$1.7 million due to the re-evaluation of remaining costs and workscope to complete CM services. The forecast exceeds the current budget due to delays to both the award of contracts and the closeout of contracts that necessitated extending staff levels.

The forecast for the "Other" professional services is \$14.0 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.

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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	92.3%	+1.3%
Construction Progress To ROD	98.8%	+1.4%

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)

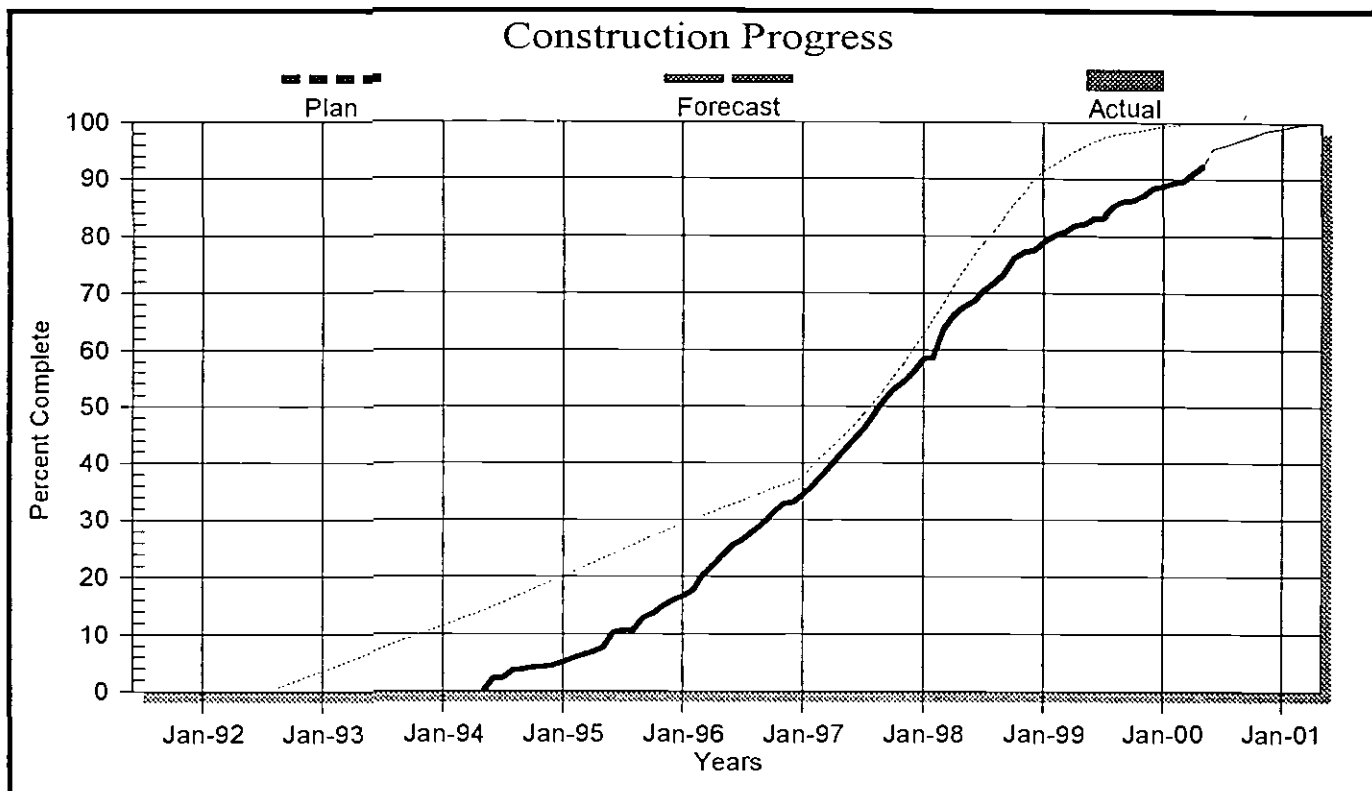
MTA Executive Management has determined the planned ROD to be June 24, 2000. June 24, 2000 is based upon the completion of Contract C0326 Universal City Station Bus Plaza, Parking and Freeway Overcrossing, for bus plaza, a kiss n' ride and adjacent parking. Currently, this work is critical because of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

Pre-revenue operations commenced as planned on April 30, 2000.

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Construction Progress Analysis

The overall Segment 3 construction progress through May 2000 is 92.3% complete and progress to revenue operations is 98.8%. 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 submittal of test reports and started change work and installation of Phase I ventilation zone restriction.

B645 (TRACS) Contractor completed CN-93 work and two software downloads that resolved several discrepancy reports (DR). Continued supporting the rail activation group (RAG) during interface and system integration tests.

B646 (Fire and Emergency Management) Contractor completed resolving discrepancy reports and continued addressing problem reports identified by the Rail Activation Group (RAG).

C0326 (Universal City Station Freeway Overcrossing and Site Restoration) Contractor placed crush aggregate base placement, retaining wall, curb and gutter, planter footings, storm drain system and electrical building at bus plaza and south plaza. Demolished 101 Freeway/Ventura Boulevard overcrossing.

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C0352 (North Hollywood Station Site Restoration) Contractor completed the electrical conduits, concrete curbs and gutters, base for colored sidewalk, light post footings, asphalt concrete (A/C) paving on north side of parking lot, subgrade for south side of parking lot and mainline/lateral irrigation trenching. Continued work on forming and placing of colored sidewalk, irrigation laterals and testing of sprinkler lines. Began work on planter backfill, tree/shrub planting and finishes.

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, the north access shaft parking lot and the removal of mineral deposits from tunnel trench drains. Continued work on door finish hardware repairs systemwide, modification to Segment 3 elevator doors, maintenance of mechanical, electrical and fire protection systems as requested, sealing water leaks in tunnels, Uninterruptible Power Supply (UPS) system modifications and also provided continued support for the Rail Activation Group (RAG) test teams. Work began on the repair of damaged stair tiles, cleanup of electrical equipment, seismic supports for light fixtures and installation of fire stops at crosspassages.

C2326 (LA River Bridge Widening at Lankershim Blvd) Contractor installed twenty-six of thirty-three excavation support piles.

H0123 (Variable Message Signs) Contractor completed systemwide field acceptance testing of the VMS system for North Hollywood Corridor.

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 started systemwide testing of the radio system at all three stations and continued working on punchlist items. Field installation of CN-117 (In-duct Detector Changes) is in progress. Contractor achieved substantial completion.

Systems Integration Testing: Continued test safety certifications.

CONSTRUCTION PROGRESS NEXT PERIOD

B620 (Automatic Train Control) Complete Phase 1 installation of the ventilation zone restriction and prepare design for Union Station ATC modifications.

B645 (TRACS) Complete download #9, and commence change notice work for CN-94 (Replacement of Front End Processor at ROC) and CN-96 (Software Upgrades).

B646 (Fire and Emergency Management) Complete field installation work for CN-117 duct detectors and LFAT of the Fire Control Panel (FCP) and the programmable logic controller (PLC) at all Segment 3 locations. Complete addressing Problem Reports and supporting the Rail Activation Group (RAG) during testing of the Fire Emergency System (F&EM). Provide additional training to MTA operators.

C0326 (Universal City Station Freeway Overcrossing and Site Restoration) Complete the early milestones: bus parking area, park and ride lot and station plaza for ROD.

C0352 (North Hollywood Station Site Restoration) Complete all contractual work which includes the bus plaza, concrete pavement, asphalt concrete (A/C) paving, light poles and fixtures, sidewalk, steel picket fence, irrigation lines, tree/shrub planting, installation of signs, benches, map case, bus shelter and pavement marking/stripping.

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C0390 (Ancillary Construction and Maintenance) Final cleanup of Stations and Tunnels as well as final sealing of public area floors. Complete the cleanup of electrical equipment, Uninterruptible Power Supply (UPS) modifications, modification to Segment 3 elevator doors, install fire stops at crosspassages and leak repairs in tunnels. Continue providing support for the Rail Activation Group (RAG) test teams, repair and maintenance of mechanical, electrical and fire protection systems as necessary. Complete restoration of Chandler Blvd. South between Bakman and Lankershim.

C2326 (LA River Bridge Widening at Lankershim Blvd) Start excavation and installation of lagging.

H0123 (Variable Message Signs) Complete Segment 1 VMS to the new system. Complete and submit as-built documents and other submittals.

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

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

Systems Integration Testing: Complete test safety certifications.

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Quality Assurance

QUALITY MANAGEMENT SEGMENT 3

Surveillances	15
QAR's Closed	0
QAR's Open	1
QAR Responses Due	1
Audits	0
Total	17

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Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	8.7	
Project Rate (Cum.)	13.5	-0.1
Lost Time Rate (Freq.)		
National Average	3.4	
Project Rate (Cum.)	1.7	-0.1

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 86,574 work hours during April. To date, the project has completed over 9,170,000 work hours.

Statistics reflect injuries through April 2000.