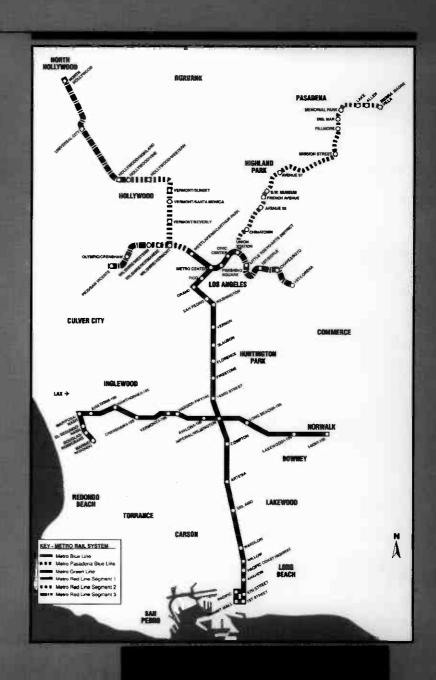
MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION





EXECUTIVE SUMMARY RAIL PROGRAM STATUS

as of August 1997

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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.	2.3 Mi.	3.7 Mi.	22 Mi.	13.6 Mi.	20 Mi.		79 Mi.
Number of Stations	5	8	3	2	4	22	13	14	52 cars	71 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail	Heavy Rail	Heavy Rail	Light Rail	Light Rail	Light Rail	Light Rail	_
MTA Approved Opening Date	Grand Opening Jan 1993	Wilshire Jul 1996 Vermont Dec 1998	May 2000	July 2008	May 2004	Grand Opening Jul 1990	Aug 2001	August 1995	Final Car Delivery Aug 1999	Final Completion Jul 2008
Design Status	Completed	96.3%	92.6%	Final Not Started	79.6%	Completed	80.3%	Completed	Based on Milestones 90%	3 of 9 compited.
Construction Status	Completed	88.9%	48.0%	Not Started	Not Started	Completed	11.4%	99%	Based on Misetones 40%	3 of 9 compitd.
Expenditures to Date (in mil.)	\$1434	\$1387	\$ 637	\$13	\$100	\$860	\$204	\$668	\$91	\$5394
MTA Approved Budget (in mil.)	\$1450	\$1641	\$1314	\$491	\$1049	\$877	\$804	\$712	\$258	\$8596
Federal Funding	48%	44%	62%	54%	75%	0%	0%	0%	35%	35%
State/Local Funding	52%	56%	38%	46%	25%	100%	100%	100%	65%	65%

FED ISTEA RSTP/CMAQ

METROPOUTAN TRANSPORTATION AUTHORITY

					FUNDING SOURCE	ES (IN MILLIONS				AUGUST 199)7
1	METRO BLUE	METRO GREEN	METRO RED	METRO RED	METRO RED	METAD RED (1)	METRO RED	PASADENA	VEHICLE ACO.	TOTAL	
<u> </u>	LINE	LINE	SEGMENT 1	SEGMENT 2	SEGMENT 3 NH			BLUE LINE	PROJECT	PROGRAM	
ORIGINAL SCOPE:		\$	*	<u> </u>	*	:	*	*	- •		*
]											1
FTA-SECTION 3		{	605.3	667	681	24 2.6	492.9	ì		2688.8	31
FTA · OTHER											
STEA - FED SURFACE TRANSIT PROG				62.1	_ 60		25.0		84	211.1	3
FED-ISTEA RSTP/CMAG	Ì				87.7	20.4	268.9		6.1	383.1	Б
FTA-SECTION 0	į	ļ	90.6		i			1		90.6	0
STATE		105.9	210.3	133	85	90	16.0	387.8	33.5	1060.5	12
STATE TSM MATCH		j			11.4	2.6	34.8			48.8	o
SB 199S TRUST FUND					76		[ĺ	. [76	0
PROPOSITION A	877.2	205.1	179.5	478.9				202.6		1943.3	22
PROPOSITION C		395.3			116.5	327.3	203.3	213.5	134	1389.9	16
PROP C (AMERICAN DISABILITY ACT)	1	6					1	İ	1	6	0
CITY OF LOS ANGELES			34	96	190.7		9.3	ļ)	330	4
BENEFIT ASSESSMENT			130.3	25.4	13.5				1	169.2	2
COST OVERRUN ACCOUNT			200.1	123.1						257.6	4
TOTAL	877 <u>.2</u>	712.3	1450.1	1676.6	1310.8	682,9	1049.2	803.9	257.6	8719.5	99
FORECAST COST AT	PROJECT COMPLET	ION	1	1582.5	1310.8	683	1049.2	803.9	201.4		
				<u> </u>		1	1				
ADDITIONAL LOCALLY FUNDED ACTIVITIES:			ĺ			[[ĺ	1		l
						ļ			1		
PROP C (TRANSIT ENHANCEMENTS)				62.7	2.7						1

2.5

65.2

66.2

2.7

8.0

0

7.4

0

0

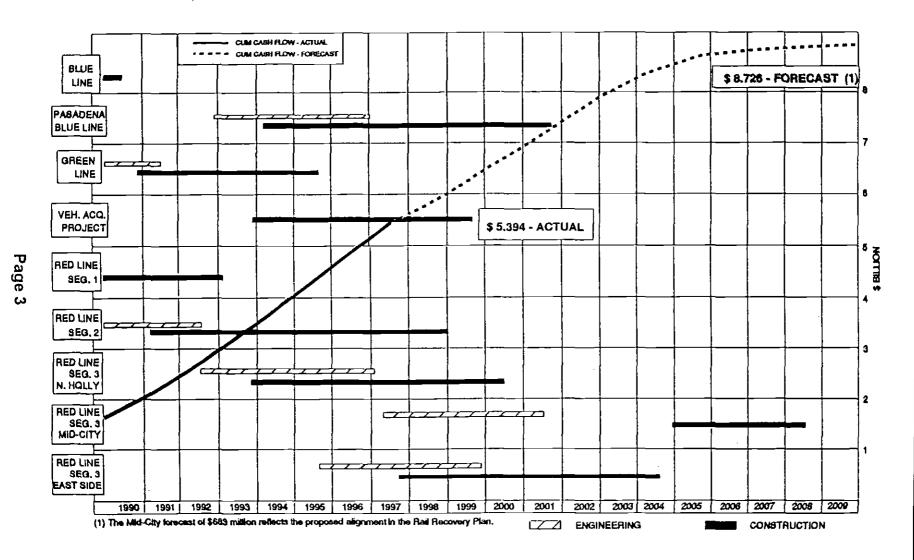
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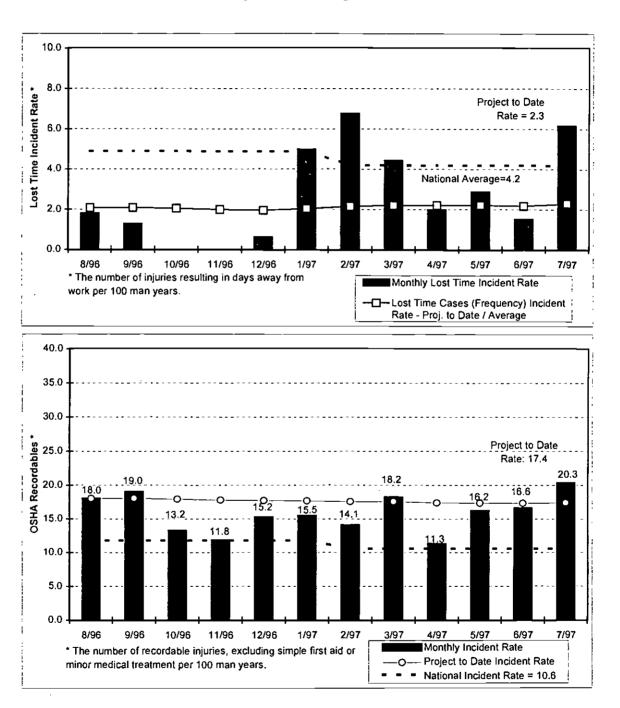
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FORECAST COST AT PROJECT COMPLETION

⁽¹⁾ The Mid-City budget of \$683 million reflects Total Funds Anticipated pending the selection of a preferred alternative.



Safety Summary Status



PROJECT DESCRIPTION

The Metro Pasadena Blue Line is a 13.7 mile conventional light rail project extending from Union Station to the eastern area of Pasadena. Thirteen stations are planned throughout the

alignment. The line will travel through the City of Los Angeles, the community of Highland Park, and the cities of South Pasadena and Pasadena.

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete	
DESIGN			
Monthly Progress	\$ 0.3	0.0 %	
Prior Cumulative Prog.	76.0	80.3	
Cumulative Progress	7 6 .3	80.3	
CONSTRUCTION			
Monthly Progress	\$ 0.6	0.3 %	
Prior Cumulative Prog.	49.5	11.1	
Cumulative Progress	50.1	11.4	
TOTAL	\$ 126.4		

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$432.5	\$404.4
Professional Services	258.9	273.4
Real Estate	55.5	49.8
Utility Force Account	12.4	15.4
Special Programs	2.2	5.9
Contingency ·	43.6	56.7
Project Revenue	(1.2)	(1.3)
TOTAL PROJECT	\$803.9	\$803.9

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
State Prop 108	\$20.0	\$20.0	\$20.0
State Prop 116	40.0	40.0	40.0
State Highway Acct	327.8	76.5	35.5
Prop C Highway 25%	153.0	101.9	70.0
Prop C 40% Discr.	60.5	40.0	40.0
Prop A 35% Rail	202.6	0	0.0
TOTAL	\$803.9	\$278.4	\$204.5

SCHEDULE STATUS

REVENUE OPERATIONS DATE: August 2001

The project schedule, as reported in the July Status Report, showed 153 calendar days of negative float because progress of final design was behind plan. A comprehensive re-scheduling effort was conducted in August, taking advantage of design revisions, improved design completion dates and a thorough examination of construction sequencing. The result of this rescheduling effort established the viability of August 2001 ROD. Additionally, the various design packages have been prioritized in order to support the schedule. Presently, critical contracts C6420-LA River to Arroyo Seco Line Segment and C6450-Del Mar to Memorial Line Segment support the August 2001 ROD date.

CURRENT ACTIVITIES / ISSUES

When the Pasadena Blue Line Project was re-adopted in February 1996, it was not supported by an updated estimate reflecting the proposed Value Engineering/cost Containment items approved by the Board. An extensive re-estimate was conducted in August, based on the construction estimates prepared by EMC in December 1996. As a result, construction and real estate costs decreased; professional services cost increased and the budget of \$803.9M was validated. Significantly, the contingency increased from the current \$43.6M (which as late as last month showed a forecast of just \$27.5M) to \$56.7M or 10.4% of the unexpended cost; thus confirming the project viability from a budgetary point of view.

METRO RED LINE SEGMENT 2

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

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	\$ 0.1	0.3 %
Prior Cumulative Prog.	24.8	96.0
Cumulative Progress	24.9	96.3
CONSTRUCTION		
Monthly Progress	\$ 2.6	0.9 %
Prior Cumulative Prog.	901.8	88.0
Cumulative Progress	904.4	88.9
TOTAL	\$ 929.3	

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1104.2	\$1103.6
Professional Services	406.4	418.6
Real Estate	88.1	88.3
Utility Force Account	32.4	29.0
Special Programs	2.5	2.4
Contingency	7.2	7.0
Project Revenue	0.0	(1.2)
TOTAL PROJECT	\$1640.8	\$1647.7

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	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	478.9	440.8	331.4
City of Los Angeles	96.0	89.6	87.9
Benefit Assessment Dist	25.4	0.0	25.4
Benefit Assess, Shortfall	0.0	25.4	0.0
Cost Overrun Account	123.1	23.7	47.4
Prop C Transit Enhance	62.7	42.7	42.7
ISTEA CMAQ/RSTP	2.5	0.0	0.0
TOTAL	\$1640.8	\$1474.3	\$1386.9

SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

The project critical path continues to be controlled by progress of the B610 Trackwork Contractor's running rail and contact rail installation and special trackwork at Hollywood/Vine station crossover area. This Contractor provides tunnel access for the next critical project contract the Automatic Train Control (B620). The 69 calendar days of negative float forecast this period represents a 7-calendar day improvement since last period. The decrease of negative float is due to the B610 Contractor meeting its planned progress toward the critical AR tunnel high rail milestone in October 1997.

The Project Office is continuing to evaluate selective schedule mitigation opportunities, such as concurrent trackwork operations, automatic train control work, and acceleration of dynamic testing in order to improve the forecast completion date.

CURRENT ACTIVITIES / ISSUES

The Project Office has conducted a thorough review and risk analysis at the individual Budget line item and contract level in determining if the remaining Budget is adequate to support project completion. The result of this review indicates a potential \$6.9 million overrun to the current budget. Since minimal reductions in the large construction contracts can be anticipated, the project staff is reviewing and mitigating professional services, hazardous materials and startup costs in order to meet budget. However, construction claims and associated litigation costs, OCIP property risk claims and Agency overhead overruns may continue to preclude the mitigation of the projected budget overrun.

METRO RED LINE SEGMENT 3 EAST SIDE FROM SCHEDULE PROGRESS

PROJECT DESCRIPTION

The East Side extension consists of seven stations along an alignment of approximately 6.5 miles. Starting at the existing Union Station, the alignment proceeds in an easterly direction and terminates at the intersection of Whittier and Atlantic Boulevards. Intermediate stations are planned at Little Tokyo, First/Boyle, Cesar Chavez/Soto, First/Lorena, Whittier/Rowan and Whittier/Arizona. Plans are to build an Initial Operable Segment (IOS) of approximately 3.5 miles starting at Union Station and terminating at the First/Lorena station.

	Expended (in \$ Mil.)	Percent Complete	\
DESIGN			
Monthly Progress	\$ 2.0	2.1 %	
Prior Cumulative Prog.	49.0	77.5	
Cumulative Progress	51.0	79.6	
CONSTRUCTION			
Monthly Progress	\$ 1.4	0.0 %	
Prior Cumulative Prog.	13.9	0.0	
Cumulative Progress	15.3	0.0	
TOTAL	\$ 66.3		

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$652.5	\$668.0
Professional Services	247.6	251.9
Real Estate	34.8	34.8
Utility Force Account	23.9	23.9
Special Programs	0.0	4.3
Contingency	90.3	74.8
Project Revenue	0.0	0.0
TOTAL PROJECT	\$1049.2	\$1056.6

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

Source	Total Funds Anticipated	Total Funds Available	Expend.
<u> </u>	(in \$ mil.)	(in \$ mil.)	4=0.4
FTA - Section 3	\$394.3	\$57.1	\$76.3
FTA - Sect 3 Defer, Local	98.6	14.3	19.1
FED ISTEA STP (State)	25.0	0.0	0.0
FED ISTEA STP/CMAQ	238.0	0.0	0.0
FED ISTEA RSTP Defer	30.8	0.0	0.0
State SHA/Article XIX	0.0	0.0	0.0
State Proposition 116	15.0	0.0	0.0
State Flex Congest Relief	0.0	0.0	0.0
State TSM Match	34.8	0.7	.7
City of Los Angeles	9.3	0	0
Proposition C	203.3	4.1	4.1
TOTAL	\$1049.2	\$76.1	\$100.2

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2004

The FFGA ROD is November 2002. The forecast ROD is May 2004, which was approved by the Board on June 4, 1997. This ROD date results from revised contract packaging based on a combined C0502/C0541 single tunnel contract strategy utilizing three TBMs. This approach combines the existing C0502 and C0541 contract scopes and the excavation of 1st/Boyle station into one tunneling contract with separate contracts for construction of 1st/Boyle station, for construction of Chavez/Soto station and for excavation and construction of 1st/Lorena station.

CURRENT ACTIVITIES / ISSUES

FTA directives require MTA to submit a revised recovery plan prior to negotiating a new Full Funding Grant Agreement (FFGA). The directives are:

- · No federal funds shall be drawn down for the East Side Extension project
- No new contracts shall be awarded for the East Side Extension project

MTA is revising the recovery plan by examining alternative project schedules, funding plans, and consequent impacts to the project budget.

METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD PROJECT DESCRIPTION SCHEDULE PROGRESS

The North Hollywood Extension includes three stations and extends 6.7 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.

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	\$ 0.6	1.3 %
Prior Cumulative Prog.	63.9	91.3
Cumulative Progress	64.5	92.6
CONSTRUCTION		
Monthly Progress	\$ 0.8	2.0 %
Prior Cumulative Prog.	391.0	46.0
Cumulative Progress	391.8	48.0
TOTAL	\$ 456.3	

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$827.0	\$829.7
Professional Services	301.5	299.2
Real Estate	89.0	87.3
Utility Force Account	26.3	25.6
Special Programs	0.0	0.0
Contingency	70.0	81.2
Project Revenue	0.0	(11.5)
TOTAL PROJECT	\$1313.8	\$1311.6

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$291.4	\$349.5
FTA - Sect 3 Defer. Local	136.2	72.8	87.4
FED ISTEA STP (State)	50.0	0.0	0.0
FED ISTEA STP/CMAQ	77.6	53.0	53.0
FED ISTEA RSTP Defer	10.1	6.9	6.9
SB 1995 Trust Fund	75.0	75.0	66.8
State SHA/Article XIX	60.0	20.9	20.9
State Proposition 116	25.0	25.0	25.0
State TSM Match	11.4	9.7	7.7
City of Los Angeles	190.7	0.0	0.0
Proposition C	116.5	19.5	19.5
Benefit Assessment Dist	13.5	0.0	0.0
Prop C (Artwork)	2.4	0.6	0.0
(Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$1313.5	\$574.9	\$636.7

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 12, 2000, the project team is targeting May 2000 for Revenue Operations. The project is currently forecasting a one week delay to this target due to lack of tunnelling progress, however, the project is 7 months ahead of the FTA schedule.

CURRENT ACTIVITIES / ISSUES

The project is currently maintaining its budget and is on schedule.

EXECUTIVE SUMMARY

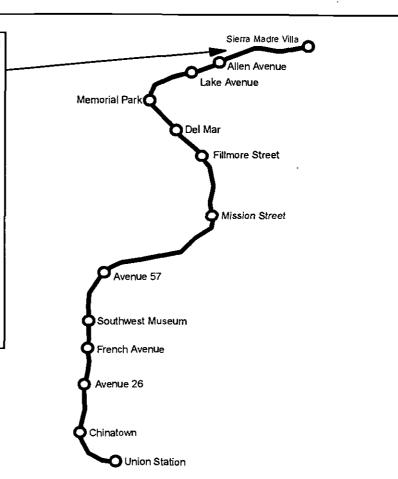
Monthly Project Status Report Period Ending - August 29, 1997



MAJOR ACTIVITIES THIS PERIOD (August 1997)

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Continued final finishing work for sidewalk and concrete barrier at Stage 1 (West).
 Completed post-tensioning of the new girders at Stage 2. Continued the installation of the utilities on the top deck, and reinforcement for the concrete barrier & sidewalk (Stage 2).
- Allen Ave.: Completed the removal of the falsework from southbound Allen Ave. (Span 1).
 Began the removal of the falsework from northbound Allen Ave. (Span 2). Forming was completed and concrete was placed at the Abutment #1 retaining walls.
- Foothill Blvd.: Completed post tensioning of the new CIP Box Girder, and the removal of the falsework. Completed CIDH piles at Abutments #1 & #3. Placed bar reinforcing steel at the abutment pile caps, and concrete at Abutment #3 pile cap. Commenced forming Abutment #1 pile caps.
- Fremont Ave.: Completed the placement of reinforcement and placement of concrete for the grade beams at the abutments. Continued the installation of C channels for the floor beams & other miscellaneous metal. Commenced the catch plate installation at Pier #2. Completed the installation of the OCS Pole Foundation.



SYSTEMWIDE ACTIVITIES

- Project Staff completed their review of the current Basis of Design, which involved implementation of cost containment items; mitigating the incurred schedule delay to meet the Board-adopted Revenue Operations Date of August 2001; confirming the project budget of \$803.9M, and identifying & determining resolution for any open issues. The results of the analysis were planned to be presented to the Board in September 1997, but were postponed pending resolution of the Recovery Plan.
- Contract Work Orders (CWO's) 039 and 041 were issued to EMC.
- Final Section Designer negotiations on Contract C6450 (Del Mar to Memorial Park Line Segment) were completed.
- The Section Designer for Contract C6440 (Arroyo Seco to Del Mar Line Segment) completed the pre-final submittal for the standard canopy support connection.
- Negotiations between EMC and the Section Designer for Contract C6420 (L.A. River to Arroyo Seco Line Segment) were completed and a kick off meeting was held on August 27, 1997.
- EMC completed negotiations with the Section Designer for Contract C6390 (Chinatown Aerial Guideway Structure). In addition, the final traffic design for Contract C6390 was completed and the final civil design effort is continuing.
- EMC submitted pre-final documents to MTA and Third Parties for Contract C6440.
- EMC commenced Preliminary Engineering for Contract C6391 (Chinatown Station).
- As part of CCN 641 Completion of DSDC for Contract C6435, EMC responded to RFI #117 Water Supply Line Ductile Iron Pipe Installation Clarifications and RFI #157 Miscellaneous Metal for Type 26 Barrier Conflict.
- EMC developed a preliminary interlocking layout for the diamond crossover at the Chinatown Aerial abutment in order to identify equipment installation/walkway design issues prior to developing Facilities input requirements for Contract C6390 Phase II. Participated in discussions and meetings with MTA/LADOT to determine traffic signal design and Facilities/Systems Interfaces in the Marmion Way street running Corridor for Contract C6420.

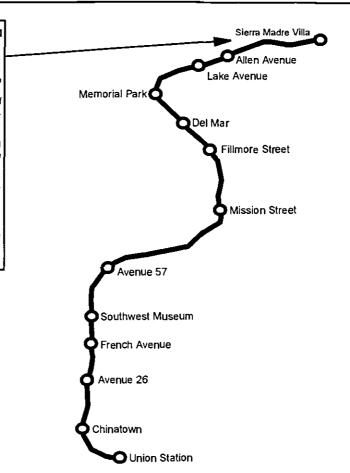
Monthly Project Status Report Period Ending - August 29, 1997



MAJOR ACTIVITIES NEXT PERIOD (September 1997)

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Complete installation and reinforcement of the miscellaneous metal for the pilaster and the concrete barrier wall. Place concrete for the barrier, pilaster and sidewalk at Stage 2. Complete relocation and installation of utilities at Stage 2, including a water supply line. Replace freeway pavement section and restripe the westbound 210 freeway. Install slope paving at the abutments. Remove K-rail at Stage 2 and restripe northbound Lake Ave. Replace overhead freeway sign at Stage 2.
- Lacy St.: Continue retrofit work on spans 1, 2, and
 3. Continue installation walkway plates and other miscellaneous metals.
- Arroyo Seco Parkway: Complete torquing bolts and removing formwork.
- Foothill Blvd.: Place concrete at Abutment #1 pile cap, and backfill at Abutments #1 & #3.
- All Bridges: Continue punch list items.



SYSTEMWIDE ACTIVITIES

- Begin negotiating CWO 042 Design Build. This milestone is predicated on MTA Fact Finding and subsequent development of a negotiated schedule.
- Issue Project Implementation Plan (PIP) for CWO 043.
- Obtain, review and start incorporating Pre-Final comments from MTA and Third Parties for Contracts C6440 (Arroyo Seco to Del Mar Line Segment).
- Complete Structural review of Section Designer's Standard Canopy support connection design.
- Continue with support of DSDC for Contract C6435 (Reconstruction & Retrofit of Steel & Concrete Bridges) by reviewing submittals and responding to RFI's and RFC's as required.
- Continue with design work, drawings and specifications for C6450 (Del Mar to Memorial Park Line Segment).
- Conclude negotiations with the following Section Designers: La Canada Design Group, and start mobilization of Contract C6470 (Stations at Southwest Museum and Ave. 57); Martinez/Amador for Contract C6500 (Del Mar Station) and issue Notice-to-Proceed (NTP); Centennial Engineering for Contract C6460 (Memorial Park to Sierra Madre Villa Line Segment) and issue NTP; Miralles & Associates, Inc. for Contract C6510 (Lake/Allen Stations); and Harshad Patel Design for Contract C6520 (Memorial Park Station) and issue NTP.
- Complete the final structural analysis for entire aerial structure on Contract C6390 (Chinatown Aerial Guideway Structure), complete the final Traffic, Civil and Utility design drawings for Phase I.
- Commence Preliminary Engineering for Ave. 26 and French Stations.

Monthly Project Status Report Period Ending - August 29, 1997



FINANCIAL STATUS

Budget/Forecast Variance (\$ in millions)

Original Scope Activities

	CURRENT	CURRENT	,	AUGUST CHANGE IN
COST ELEMENT	BUDGET	FORECAST	VARIANCE	FORECAST
CONSTRUCTION	\$432.5	\$404.0	(\$28.5)	(\$32.8)
PROFESSIONAL SERVICES	258.9	273.4	14.5	3.6
REAL ESTATE	55.5	49.8	(5.7)	(5.7)
UTILITY/FORCE ACCOUNT	12.4	15.4	3.0	2.0
SPECIAL PROGRAMS	2.2	5.9	3.7	3.7
CONTINGENCY	43.6	56.7	13.1	29.2
PROJECT REVENUE	(1.2)	(1.3)	(0.1)	0.0
TOTAL PROJECT	\$803.9	\$803.9	(\$0)	(\$0)

Additional Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	AUGUST CHANGE IN FORECAST
CONSTRUCTION	\$0.0	\$0.0	\$0.0	(\$1.2)
PROFESSIONAL SERVICES	0.0	0.0	0.0	0.0
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/FORCE ACCOUNT	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	0.0	0.0	0.0	0.0
PROJECT REVENUE	0.0	0.0	0.0	0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$0.0	\$0.0	\$0.0	(\$1.2)

Budget/Forecast Variance Analysis

The Budget/Forecast Variance for this period reflects changes in Construction, Professional Services, Real Estate, Utility/Force Accounts and Special Programs resulting from an extensive re-estimate of the project budget thus confirming the project viability from a budgetary perspective.

Project Budget Change Request (PBCR) #13, which transfers funds from Contingency to Contract C6435 (Reconstruction & Retrofit of Steel & Concrete Bridges), was approved this period to reflect work scope revisions. This budget adjustment did not change the Total Project Budget value.

The following is an itemization of forecast changes for the Original Scope Activities:

- Incorporated the potential 5-month schedule mitigation to maintain the Board-adopted Revenue Operations Date (ROD) of August 2001. Please refer to ES-9 for further details.
- Incorporated the validation of the Project Budget originally approved by the Board in February 1996. During the period, Project Staff reviewed the current Basis of Design which involves implementation of cost containment items and confirmed the Project Budget of \$803.9M.

Commitments to date are \$268.5M. Expenditures to date are \$204.5M.

METRO PASADENA BLUE LINE Monthly Project Status Report Period Ending - August 29, 1997



CONTRACT/LINE ITEM VARIANCE REPORT

CONTRACT VARIANCE: Current Forecast differs from Current Budget by 10% or more and Current Budget is \$50M or more.

No items to report this period.

LINE ITEM VARIANCE: Current Forecast differs from Current Budget by 10% or more for the Line Item total:

LINE ITEM 01 - GUIDEWAYS AND STATIONS:

Current Budget

\$ 248 123 492

Forecast:

\$ 221,074,200

Variance:

(\$ 27,049,292)

% Variance:

(10.9%)

The Current Forecast reflects the latest estimates from EMC which validate the current scope and schedule. (Note: The Safety Awareness and Contractor Safety Incentive Programs have also been segregated into its own Line Item No. 27. This reduction in forecast is the result of incorporating design changes and scope reductions which have mitigated the cost of this line item.

LINE ITEM 04 - UTILITY RELOCATIONS:

Current Budget

\$ 12,188,500

Forecast:

\$ 10,678,700

Variance:

(\$ 1,509,800)

% Variance:

(12.4%)

The Current Forecast reflects the latest review with the MTA Third Party Coordinator as to the current scope of the <u>physical</u> utility relocation effort by outside agencies. No further mitigation is anticipated since this current forecast represents the minimum essential utility relocation required to support the Pasadena Blue Line Project.

LINE ITEM 06 - ELECTRIFICATION:

Current Budget

\$ 35,121,600

Forecast:

\$ 26,850,000

Variance:

(\$ 8,271,600)

% Variance:

(23.6%)

The Current Forecast reflects the latest estimates from EMC which validate the current scope and schedule. No further mitigation is anticipated since this current forecast represents the minimum scope essential for project operation.

Monthly Project Status Report Period Ending - August 29, 1997



CONTRACT/LINE ITEM VARIANCE REPORT (Con't)

LINE ITEM 07 - SYSTEMWIDE EQUIPMENT:

Current Budget \$ 35,327,400
Forecast: \$ 40,358,200
Variance: \$ 5,030,800
% Variance: +14.2%

Extensive evaluations of the scope and schedule for Systemwide Equipment have resulted in the current forecast of \$40.4M. Mitigation of this line item is unlikely since the scope represents the minimum equipment requirements necessary to operate the Pasadena Blue Line rail project. Any further cutbacks would lead to reduced systems capabilities.

LINE ITEM 19 - PROJECT ADMINISTRATION:

Current Budget \$ 47,560,900
Forecast: \$ 65,997,400
Variance: \$ 18,436,500
% Variance: +38,8%

The increase in forecast is attributable to the latest MTA staffing plan to support an August 2001 ROD. In addition, the Construction Unit overhead/fringe rate has increased from 165% of direct labor to 282% of direct labor. To mitigate this forecast overrun, the project staff is reducing staffing levels for the various MTA support groups while still maintaining overall quality and safety for the project. If Construction overhead rates decreased in the future, further savings can be realized.

LINE ITEM 21 - REAL ESTATE:

Current Budget \$ 55,500,000
Forecast: \$ 49,760,000
Variance: (\$ 5,740,000)
% Variance: (10.3%)

The Current Forecast reflects the latest estimate from the MTA Real Estate Department. Cost savings have been realized by eliminating most of the partial-takes along the Marmion Way Corridor. No further mitigation is anticipated since the current forecast represents the present minimum project scope requirements.

Monthly Project Status Report Period Ending - August 29, 1997



CONTRACT/LINE ITEM VARIANCE REPORT (Con't)

LINE ITEM 23 - UTILITY/AGENCY FORCE ACCOUNTS:

Current Budget \$ 12,400,000 Forecast: \$ 15,400,000 Variance: \$ 3,000,000

% Variance: +24,2%

The Current Forecast reflects the latest review with the MTA Third Party Coordinator as to the current scope of the engineering support by outside agencies for the utility relocation effort. The increase in forecast is attributable to the projected level-of-effort support of the utilities and government agencies. MTA is reviewing possible savings by shortening the design/construction reviews by these outside

LINE ITEM 24 - PROJECT CONTINGENCY:

Current Budget \$ 43,554,108

Forecast: \$ 56,689,600

Variance: \$ 13,135,492

% Variance: +30.2%

The Current Forecast reflects the latest review with the PBL staff as to the allocated contingency necessary to complete the present scope of the work on schedule (August 2001 ROD) and on budget (\$803.9 M)

LINE ITEM 27 - SAFETY AWARENESS PROGRAM:

Current Budget \$ 0 Forecast: \$ 3,735,200

Variance: \$ 3,735,200

% Variance:

agencies.

The Current Forecast reflects the latest estimate from EMC and represents the maximum exposure to the MTA for the Safety Awareness and Contractor Incentive Award Programs. These costs have been segregated from the actual construction contracts. No mitigation is mitigated is anticipated as these programs are directed by the MTA.

FINANCIAL DETAIL STATUS OF FUNDS BY SOURCE

(IN THOUSANDS OF DOLLARS)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDIT	URES	BILLED TO	SOURCE
		(1)		\$	%	\$	%	\$	%
STATE PROP 108	\$36 8 ,300	\$20,000	\$20,000	\$20,000	100%	\$20,000	100%	\$20,000	100%
STATE PROP 116	\$37,263	\$40,000	\$40,000	\$40,000	100%	\$40,000	100%	\$40,000	100%
STATE HIGHWAY ACCOUNT	\$0	\$327,800	\$76,500	\$35,518	11%	\$35,518	11%	\$28,000	9%
PROP C (HIGHWAY 25%)	\$0	\$152,974	\$101,925	\$132,969	87%	\$69,961	45%	\$67,032	44%
PROP C (40% DISC.)	\$435,437	\$60,534	\$40,000	\$40,000	66%	\$40,000	66%	\$40,000	66%
PROP A (35% RAIL)	\$0	\$202,561	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$ 841,000	\$80 3,869	\$ 278,425	\$268,487	33%	\$204,479	25%	\$195,032	24%

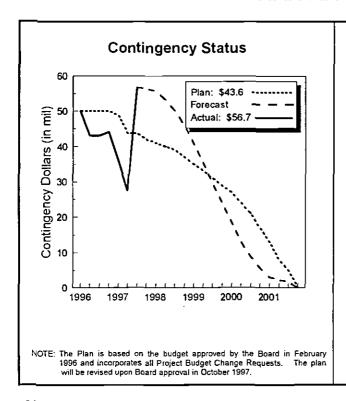
NOTE: (1) Based on Current Budget
Expenditures are through July 1997



Monthly Project Status Report Period Ending - August 29, 1997



FINANCIAL STATUS

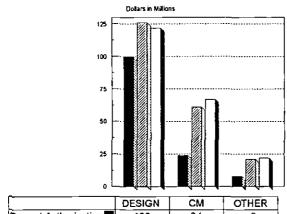


Contingency Status Analysis

The Project Contingency increased to \$56.7M.

The increase is a result of the validation of the Board-adopted Revenue Operations Date (ROD) of August 2001 and project budget.

Professional Service Contracts Consultant Cost Status



 DESIGN
 CM
 OTHER

 Current Authorization
 100
 24
 8

 Forecast
 ☑
 126
 61
 21

 Budget
 ☐
 122
 67
 22

OATA SOURCE:
CMS: Consultant Current Authorization, Forecast, and Budget Values.

Professional Services Cost Analysis

The current budgets for all Professional Services are based on the project scope and schedule approved by the Board on February 28, 1996, and as amended by the June 1996 Board report submittal and the June 1997 Rail Recovery Plan. The current forecast has been revised to reflect the mitigation of delays associated in the commencement of the redesign effort, and the validation of the August 2001 ROD & project budget of \$803.9M.

The forecast for the Design Consultant remained unchanged at a total of \$126.1M for the August 1997 period. This forecast reflects the most recent negotiated CWO's with the engineering management consultant, as well as ROM estimates for those CWO's which still await final PIP submittals (i.e. CWO 043 and CWO 044).

The forecast for Construction Management decreased from \$68.7M to \$60.7M reflecting the MTA estimating guideline.

The forecast for Specialty Consultants decreased from \$22.2M to \$20.6M and is based on inputs received from the various MTA departments responsible for oversight of these consultants.

Monthly Project Status Report Period Ending - August 29, 1997



SCHEDULE STATUS

Schedule

Change from Last Month Current R.O.D. August 2001 None Design Progress* 80.3% None Constr. Progress 11.4% +0.3 Critical Path 0 days +153 days Float (Calendar Days)

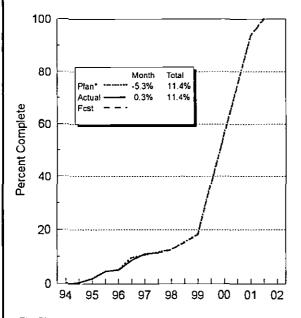
*Based on original design work scope; design will be rebaselined pending an evaluation of design status, detailed definition of new work scope & preparation of an execution plan.

Current Critical Path Analysis

The PBL schedule recently went through an extensive analysis in order to mitigate the 153 calendar days of negative float as represented in the July 1997 MPSR. The current schedule supports a Revenue Operations Date of August 15, 2001. In order to alleviate this, construction methodologies were changed along with some help from design changes; decrease in the length and size of the subgrade "U" section and box, and the elimination of 4000 L.F. of sewer line. Other methodologies include the mitigation of design delays which helped improve the schedule by three weeks, concurrent start of additional crews on critical segments, and reductions of overall contract durations by overlapping construction activities that were previously sequential.

The schedule identifies the critical path through the design, bid cycle and construction of Contracts C6420- L.A. River to Arroyo Seco Line Segment, and continues through installation of trackwork, H0060, H0070, Integrated Systems and Pre-Revenue Operations.

Construction Progress



The Plan decreased this month to reflect the Board directed August 2001 ROD.

Construction Progress Analysis

As a result of the schedule mitigation measures mentioned above, the Construction Progress plan has changed. The new plan reflects the following construction contracts to be advertised: two (2) in 1997, thirteen (13) in 1998, three (3) in 1999, and one (1) in 2000. Currently, there is one (1) on-going contract and three (3) contracts have been completed. The PBL team considers this recently reworked schedule a viable and achievable project schedule.

This mitigation effort, along with the May 1997 Board approved ROD change from May 2001 to August 2001, has resulted in project management's decision to rebaseline the Construction Progress Curve in order to provide a better basis with which to measure and compare progress. The August 1997 schedule update was used as the basis for rebaselining. The new target schedule is depicted in the construction graph opposite.

Monthly Project Status Report Period Ending - August 29, 1997



SAFETY STATUS / MANAGEMENT ISSUES

Construction Safety Statistics

Change from Last Month

0.2

10.6

4.7

Recordable Injury Rate:

The number of recorded injuries (excluding simple first aid or minor medical treatment) per 100 man years.

1995 National Average Project Rate

Lost Time Incident Rate:

The number of injuries resulting in days away from work per 100 man years.

1995 National Average 4.2

Project Rate 0.0 None

Construction Safety Summary

- The Project is producing 15,000 work hours per month and has continued with zero Lost Time Cases and no Lost Work Days.
- To date, over 728,000 work hours were completed without a Lost Time Injury.
- The OSHA-200 incidence rate is less than half of the National Average of 10.6.

NOTE: Based on July 1997 statistics.

MANAGEMENT ISSUES

NEW

Item (Date Initiated: August 1997)

CEQA Environmental Document/ Issues Resolution Task Force

Concern/Impact

Closed Circuit Television (CCTV) was reduced from the project scope during the cost containment review of the project. As a result, this reduction may trigger a Supplemental Environmental Impact Report (SEIR) which may impact the ROD.

Status/Action

Staff and consultants will continue with the environmental review and documentation of cost containment measures. Coincidental to this effort, staff is preparing alternatives for Board consideration to satisfy environmental concerns without resultant impact to the August 2001 ROD. However, any draft environmental document (either an addendum to the EIR or an SEIR) that may be required, is dependent upon the submission and approval of staff recommendations to the Board before such a document may be completed and/or provided to the public for review.

Monthly Project Status Report Period Ending - August 29, 1997



MANAGEMENT ISSUES (Con't)

ONGOING

Item (Date Initiated: July 1997)
Issues Resolution Task Force

Concern/Impact

In July, a PBL project task force was initiated to identify all issues that may have an impact to the PBL project. The intent was to evaluate all issues, and determine any action that may be required for the MTA Board's consideration.

Status/Action

Twelve issues were identified, their impact, pros and cons examined. Recommendations to the MTA Board were formulated in time for the September Board meeting. However, the Board presentation has been postponed pending resolution of the Recovery Plan.

Item (Date Initiated: May 1997)

Agency Cost Overrun

Concern/Impact

Agency Cost is an element of the Project Budget and incorporates management labor costs, non labor administrative costs, fringe benefits and agency overhead costs allocated to the project. Proposed staffing levels in conjunction with the project's forecast completion date and a higher allocation level of overhead than previously forecast may result in potential overrun to the specific line item budget for "agency" costs.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, project staff are therefore concentrating on the direct labor charges proposed for each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the Division are established, proposed staffing levels through project completion for other MTA divisions along with justification for these support services are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

Item (Date Initiated: April 1997)

Yard and Shops

Concern/Impact

Design activities on Contract C6400 - Yard and Shops have been suspended at 85% completion to evaluate the necessity of having a full yard and shops.

Status/Action

A limited maintenance yard is being evaluated where excess capacity from other maintenance facilities could be utilized.

An agreement has been reached between Operations and PBL project to use the limited function shop design developed in 1994. Additionally, modification requirements to utilize other maintenance facilities, as well as a non-revenue rail connection, will be evaluated.

Monthly Project Status Report Period Ending - August 29, 1997



MANAGEMENT ISSUES (Con't)

ONGOING (Con't)

Item (Date Initiated: August 1996)

Real Estate Availability

Concern/Impact

In general, real estate availability is a concern to the extent that certain parcels may not be available to support the schedule for contracts on the critical path. The most critical real estate issues are related to:

<u>Terminal Annex Property</u>: A parcel which is owned by the Federal Government and leased by Ratkovich Villanueva Partnership is required for the Chinatown Aerial. This property should be available in sufficient time to support the construction schedule. A resolution must be reached with the Ratkovich Villanueva Partnership because this parcel is not eligible for the condemnation process. This property is required in order to support the schedule.

Status/Action

<u>Terminal Annex Property</u>: The Ratkovich Villanueva Partnership requested a traffic plan from the MTA for the "Vignes Street access" prior to continuing negotiations concerning their property. The traffic plan study was completed and approved by the City of Los Angeles. The MTA has agreed to commit limited funds for landscaping the property entrance. A meeting is being scheduled with the Ratkovich Villanueva Partnership to continue negotiations in order for EMC to revise certificates.

RESOLVED

Item (Date Initiated: July 1997)

Schedule Mitigation and Cost Validation for the August 2001 ROD

Concern/Impact

The schedule, as it stood was 153 calendar days behind the August 2001 Revenue Operations Date (ROD). This slippage is primarily due to delays in the initiation of final design on line sections.

Status/Action

A comprehensive re-scheduling effort was conducted in August, taking advantage of design revisions, improved design completion dates and a thorough examination of construction sequencing. The result of this rescheduling effort established the viability of August 2001 ROD.

Monthly Project Status Report Period Ending - August 29, 1997



MANAGEMENT ISSUES (Con't)

RESOLVED (Con't)

Item (Date Initiated: September 1996)

Validation of \$803.9M Baseline Estimate

Concern/Impact

When the Pasadena Blue Line Project was re-adopted in February 1996, it was not supported by an updated estimate reflecting the proposed Value Engineering/Cost Containment items approved by the Board.

Status/Action

An extensive re-estimate was conducted in August, based on the construction estimates prepared by EMC in December 1996. As a result, construction and real estate costs decreased; professional services costs increased and the budget of \$803.9M was validated. Significantly, the contingency increased from the current \$43.6M (which as late as last month showed a forecast of just \$27.5M) to \$56.7M, or 10.4% of the unexpended cost; thus confirming the project viability from a budgetary point of view.

Item (Date Initiated: April 1997)

Project Cost Forecast

Concern/Impact

The remaining unallocated contingency of 4.7% unexpended forecast as reported in the July 1997 MPSR raised concerns that the forecast would exceed the total current project budget.

Status/Action

As a result of the Budget validation, the unallocated contingency increased to 10.4% of the unexpended cost, confirming this project's viability from a budgetary point of view.

Item (Date Initiated: March 1996)

Start of Final Design

Concern/Impact

The project schedule, as reported in the July MPSR, showed 153 calendar days of negative float because progress of final design was behind plan.

Status/Action

A schedule mitigation effort accomplished in August has resulted in the PBL project schedule being validated in support of the August 2001 ROD. Additionally, the various design packages have been prioritized in order to support the schedule. Presently, critical contracts C6420 - LA River to Arroyo Seco Line Segment and C6450 - Del Mar to Memorial Line Segment support the August 2001 ROD date.

METRO PASADENA BLUE LINE Monthly Project Status Report Period Ending - August 29, 1997



MANAGEMENT ISSUES (Con't)

RESOLVED (Con't)

Item (Date Initiated: August 1996)

Community Concurrence With Design

Concern/Impact

Marmion Way, between Avenues 57 and 61, was never included as part of this redesign and upgrade effort. However, the Highland Park Preservation Overlay Zone Association is pressing for this section to be included along with the section between Avenue 50 and Avenue 57. There is concern that incorporation of the redesign and upgrade may raise construction costs above the budget for this section.

Status/Action

The Highland Park Preservation Overlay Zone Association approved the Urban Design concept for Marmion Way, between Avenues 50 to 57. A change notice is being prepared for a redesign and upgrade of the corridor from Avenues 57 to 61. Planning has agreed to seek additional funding should final design estimates indicate that construction costs will exceed the budget. Resolution of this item is included under the heading, "Issues Resolution Task Force" and will be reported under this issue in future Management Issues.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY



Major Activities - This Period

B281 Hollywood/Vine Station and Crossover - Continued relocating utilities and backfilling in preparation for street deck removal. Continued installing ductwork, electrical equipment, piping and conduit, electrical and mechanical work in preparation for providing permanent power to the station. Completed installing film reel ceilings at platform level. Continued applying acoustical spray in the entrance and ancillary areas. Achieved the train control room access milestone this period. The Contractor has achieved 7 liquidated damages milestone to date. The Contract is 82% complete.

B271 Hollywood/Western Station - Continued backfilling and utility relocations in preparation for street deck removal. Completed removing approximately 75% of the main station street deck. Completed backfilling the entrance and concreting the appendages. Continued installing melal ceiling panels at platform level; continued installing conduit; began pulling wire to electrical equipment; continued electrical and mechanical work required for permanent power. The Contractor has achieved 9 liquidated damages milestones to date. The Contract is 88% complete.

B252 Vermont/Santa Monica Station and Crossover - Continued functional testing of station equipment, and finish work, including installing metal ceiling panels at the mezzanine level and installing tile at the platform and mezzanine levels. Began final surface grading at the north entrance plaza area. Completed backfilling appendage and began installing emergency exit doors and surface gratings. Began constructing curb and gutter. The Contractor has achieved 12 liquidated damages milestones to date. The Contract is 94% complete.

B241 Vermont/Beverly Station - Began removal of the street deck. Continued concreting appendages, installing ductwork, mechanical piping, electrical equipment, and conduit in preparation for permanent power and testing. Continued tile and other finish work in the main station and entrance. Continued installing rockwork artwork. The Contractor has achieved 8 liquidated damages milestones to date. The Contract is 88% complete.

B261 Vermont/Sunset Station - Continued concreting the entrance walls and excavating and concreting the appendages. Continued backfilling, relocating utilities, installing electrical equipment, ductwork, and mechanical piping. Continued installing metal ceiling panels at the platform level. Achieved ventilation equipment access and auxiliary power room access for the main station, with entrance access to follow later in the year. The Contractor has achieved 6 liquidated damages milestones to date. The Contract is 84% complete.

Operating

Wilshire/ Western Wilshire/ Normandie

Hamannaanie () b emeniaminai

Wilshire/

Wilshire/ Alvarado

SYSTEMWIDE ACTIVITIES

B610, Trackwork, completed plinth concrete placement; continued running rail installation. Began contact rail pedestal concrete.

B620, Automatic Train Control Installation, continued installation of communications interface cabinets (CICs) in the crosspassages, trainway feeders conduit, and completed main distribution frame (MDF) in the train control rooms.

B631, Traction Power, Contractor continued installation and started testing in the Vermont/Beverly Station, Hollywood/Western Station, and Hollywood/Vine Station.

B641, Radio, continued installation in the Vermont/Santa Monica and Hollywood/Western stations.

8642, Public Address, equipment is in storage with Communications Installation contractor.

B644S, Fiber Optic and Cable Transmission, equipment is in storage for installation.

B646, Fire and Emergency Management, continued design development of blue light stations, emergency management panels (EMPs), auxiliary EMPs, programmable logic controller modules (PLCs) for Vermont/Beverly Station. The Contractor has completed FAT for Vermont/Santa Monica Station and equipment is ready for delivery.

B648B, Communication Installation, Change Notice is in process for procuring closed circuit television equipment.

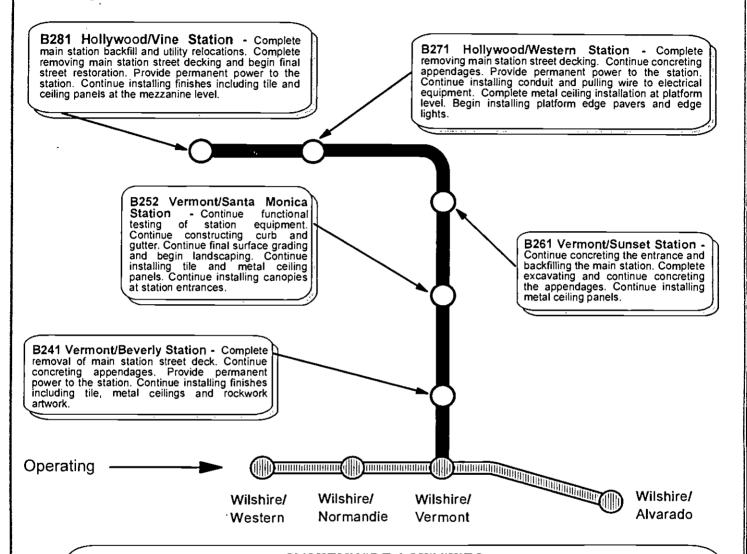
B710, Elevator/Escalator, commenced elevator equipment installation at Hollywood/Vine Station.

B740/B745, Air Handling/Ventilation, continued installation of fan equipment at available stations.

Fabrication of remaining systemwide equipment continued.



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES

B610, Trackwork, Contractor is to complete running rail for AL tunnel, to continue contact rail placement, and to complete AR high rail access.

B620, Automatic Train Control Installation, Contractor is to take official AL tunnel access for cable pulling.

B631, Traction Power, Contractor is to make final connections, and test to energize permanent power in the Vermont/Beverly Station, to continue installing equipment and cabletray in the Hollywood/Western Station and Hollywood/Vine Station.

B641, Radio, Contractor is to continue installing radio cable in the Vermont/Beverly, Hollywood/Western, and Hollywood/Vine stations.

B648B, Communication Installation, Contractor is to continue installation at available stations.

B740/B745, Air Handling/Ventilation, Contractors are to continue installation of fan equipment at available stations.

Fabrication of remaining systemwide equipment is to continue.



FINANCIAL STATUS

Budget/Forecast Variance (in millions) Original Scope

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	AUGUST CHANGE IN FORECAST
Construction	\$1,056.9	\$1,055.5	(\$1.4)	(\$0.7)
Professional Services	389.6	401.5	11.9	0.0
Real Estate	88.1	88.3	0.2	0.0
Utility/Force Account	32.4	29.0	(3.5)	0.7
Special Programs	2.5	2.4	(0.1)	0.0
Contingency	6.1	7.0	0.9	0.4
Project Revenue	0.0	(1.2)	(1.2)	(0.4)
Total Project	\$1,575.6	\$1,582.5	\$6.9	\$0.0

Additional Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	AUGUST CHANGE IN FORECAST
Construction	\$47.3	\$48.1	0.8	0.0
Professional Services	16.8	17.1	0.3	` 0.0
Real Estate	0.0	0.0	0.0	0.0
Utility/Force Account	0.0	0.0	0.0	0.0
Special Programs	0.0	0.0	0.0	0.0
Contingency	1.1	0.0	(1.1)	0.0
Total Additional Locally Funded Activities	65.2	65.2	0.0	0.0

Due to rounding, some values may differ from Cost Management System (CMS) values.

Budget/Forecast Variance Analysis

Original Scope

Expenditures to date for Original Scope are \$1,344.3 million or 85% of current total forecast.

Commitments to date for Original Scope are \$1,491.0 million or 94% of current total forecast.

The Budget/Forecast Variance for this period reflects changes in Construction, Professional Services, and Utility/Agency Force Account. Project Budget Change Request (PBCR) 21 was approved this period, resulting in:

- The transfer of remaining budget from B644, Cable Transmission, to Contract B644S
- The transfer of remaining budget from B264, Demolition-Kaiser Hospital, to Contract MU001
- The budget for B785, Fire Suppression Equipment, is transferred back to contingency
- The Barnsdall Construction Site Restoration will be done in several distinct stages, including:
 - B290-Will perform the actual closure of the opening in the tunnel overhead and backfill/compact the shaft and cut off piling.

Continued on ES-4



FINANCIAL STATUS

Budget/Forecast Variance Analysis

Original Scope (Contd.)

- ♦ B285-A new contract for the surface site rough grading
- ♦ F0104-The City of Los Angeles, through the Parks and Recreation Department, will receive a lump sum amount for final site restoration.
- The CM001 contract, Configuration Management Services with LKG, has increased from added local contingency.
- The Project Reserve was analyzed for unused available budget in accordance with procedure PRCL7.

The forecast changes this period consist of a Construction decrease of \$0.7 million, Utility/Agency Force Accounts increase of \$0.7 million, and Project Revenue decrease of 0.4 million. The \$0.4 million decrease was offset by an increase of \$0.4 million to project unallocated contingency. There was no change to the total project forecast cost.

The \$0.4 million decrease is due to:

- B281T, Tunnel Repair/Completion-Work Authorization Change Notice (WACN) 6.01, Traffic Signal at New Hampshire Avenue; and release of pending claims.
- B285, Barnsdall Construction Site Restoration-B290 will perform the actual closure of the opening in the tunnel overhead and backfill/compact the shaft and cut off piling. F0104 the City of Los Angeles, through the Parks and Recreation Department, will receive a lump sum amount for final site restoration. The existing B285 contract will do the site rough grading.
- B641, Radio-Pending CN 36.00, credit for Data Radio and Trainborne Equipment
- B264, Demolition Kaiser Hospital by Kaiser-Transfer the forecast for demolition work to contract MU001.

Utility /Agency Force Accounts-increase of 0.7 million including:

F0104, the City of Los Angeles, through the Parks and Recreation Department, will receive a lump sum amount for final site restoration for the Barnsdall Shaft closure.

Project Revenue-decrease of 0.4 million including:

The forecast was established to bring the forecast in line with the committed and expended values.



Budget/Forecast Variance Analysis

Additionally Locally Funded Activities

Expenditures to date for Additionally Locally Funded Activities are \$42.7 million or 65% of current total forecast.

Commitments to date for Additionally Locally Funded Activities are \$54.3 million or 83% of current total forecast.

There were no changes this period to the budget and forecast values.

Note: The real estate acquired to support the Transit Enhancement covered under Additional Locally Funded Activities Budget and Forecast is \$38.1 million.



CONTRACT/LINE ITEM VARIANCE REPORT

CONTRACT VARIANCE: (Current Forecast differs from Current Budget by 10% or more, and Current Budget is \$50 million or more.)

Contract E0070—Design Engineering

Current Budget:

\$ 93,445,000

Forecast:

104,700,000

Variance:

11,255,000

Percent Variance

12

Mitigation: Actions planned to reduce the variance include: reduction in the number of new DCNs to be processed, reducing the hourly rates for individual disciplines, reducing the number of hours devoted to RFI processing, and identifying costs that have been incurred, but which should be shared with other projects. The project anticipates that the value of the forecast will decrease by the end of the second quarter of Fiscal Year 1998.

LINE ITEM VARIANCE: (Current Forecast differs from Current Budget by 10% or more for the Line Item Total.)

LINE ITEM 02— MAINTENANCE FACILITIES

Current Budget:

\$ 4,306,000

Forecast:

2.003.000

Variance:

(2,003,000)

Percent Variance

(53.5)

Mitigation: The forecast is based upon support equipment requisition values. Currently, the Rail Activation Group does not anticipate any further large equipment purchases. The budget will remain unchanged until the project progresses further into the startup activity, and the forecast assumptions can be reliably ascertained.

LINE ITEM VARIANCE: (Current Forecast differs from Current Budget by 10% or more for the Line Item Total.)

LINE ITEM 10—OCIP

CONTRACT MR 040 SEDGEWICK JAMES

Current Budget:

\$ 37,228,000

Forecast:

26,950,454

Variance:

(10,277,546)

Percent Variance

(27.6)

Mitigation: The renegotiations of insurance coverage, as well as the reorganization of the Risk Management Department, has resulted in forecasting difficulties, specifically with regard to deductible and claim exposure. The present forecast is based upon the costs incurred to date plus the amount budgeted for Fiscal Year 1998, at which point construction should be complete. Project staff continues to work with the Risk Management Department to finalize a more definitive and accurate forecast, which when received will result in a budget adjustment.



LINE ITEM 23—THIRD PARTY/MASTER AGREEMENTS

 Current Budget:
 \$ 32,439,598

 Forecast:
 28,965,798

 Variance:
 (3,473,798)

 Percent Variance
 (10.7)

Mitigation: Task order closeout negotiations with DWP Power and DWP Water are now underway. The forecast values include credit values for betterments done for DWP. Once the project is sure of the credit values for the contracts, the budgets will be adjusted accordingly.

METRO RAIL PROJECT SEGMENT 2 (IN THOUSAND OF DOLLARS)

STATUS OF FUNDS BY SOURCE

	(A) ORIGINAL	(B) TOTAL	(C) TOTAL	(D) COMMITI	(D/B) MENTS	(E) EXPEN	(E/B) DITURES	(F) BILLED TO	(F/B) SOURCE
SOURCE	BUDGET	FUNDS ANTICIPATED (5)	FUNDS AVAILABLE	\$	%	\$ (6)	%	\$	%
ORIGINAL SCOPE:		·				· ·			
FTA-SECTION 3	\$667,000	\$ 522,396	\$522,396	\$ 522,396	100%	\$ 522,396	100%	\$522,396	100%
FTA-SECTION 3 DEFERRED LOCAL SHAR	E (1)	\$144,604	\$144,604	\$144,604	100%	\$144,604	100%	\$144,604	100%
FED ISTEA STP (STATE)	\$0	. \$52,100	\$ 52,100	\$52,100	100%	\$52,100	100%	\$52,100	100%
STATE	\$185,985	\$133,029	\$133,029	\$133,029	100%	\$133,029	100%	\$133,029	100%
PROPOSITION A	\$439,447	\$478,899	\$440,774 (7)	\$465,019	97%	\$331,374	69%	\$331,374	6 9%
CITY OF L.A.	\$96,000	\$96,000	\$89,600	\$96,000	⁻ 100%	\$87,937	92%	\$87;937	-92%
BENEFIT ASSESS.	\$58,000	\$25,400	\$ 0	\$25,400	100%	\$25,400	100%	\$0	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0	\$0	\$25,400	\$0	0%	\$0	0%	\$25,400	
COST OVERRUN ACCOUNT (3)	\$0	\$123,123	\$23,742	\$52,435	43%	\$47,429	39%	\$0	0%
TOTAL	\$1,446,432	\$1,575,551	\$1,431,645	\$1,490,983	95%	\$ 1,344,269	85%	\$1,296,840	82%
OTHER LOCALLY FUNDED ACTIVITIES (4):								
PROP C (TRANSIT ENHANCEMENTS)	\$0	\$62,702	\$42,673	\$54,265	87%	\$42,673	68%	\$42,673	68%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$0	\$2,528	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$0	\$6 5,230	\$42,673	\$54,265	83%	\$42,673	65%	\$ 42,673	65%

- (1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1sl. 1992.
- (2) The current 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 \$8M for the Kaiser Portal scope which is anticipated to receive \$2.5M from Federal ISTEA CMAQ/RSTP funds.
- Based on Current Budget
- Expenditures are cumulative through July 1997.
- Includes \$109.4M from FY97 carry forward balance. MTA will borrow from "Prop A proceeds from financing" \$51.2M in FY98 to fund remaining of Segment 2 FY budget.



Period ending-August

29,

Monthly Project Status

METRO

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egment

Report , 1997

STATUS OF FUNDS

BY SOURCE



STATUS OF FUNDS BY SOURCE

Funds by Source Analysis

Status of Funds Anticipated

Benefit Assessment:

No funds are expected to be available until Fiscal Year 2003.

Cost Overrun Account:

The CAPRA account cash balance as of July 31, 1997 is

\$23,742,035.

· The revised budget growth is funded as follows:

CAPRA

\$21.6M

Proposition A

\$101.5M

SCHEDULE STATUS

Schedule

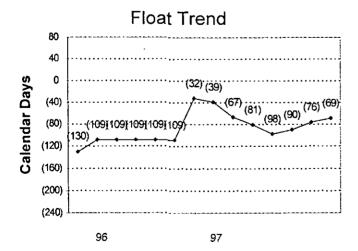
		Change fron Last Month
Current ROD	Dec. 19, 1998	0
Design Progress	96.3%	0.3
Critical Path Float	-69 Days	+7
Const. Progress	88.9%	0.9%

Current Critical Path Analysis

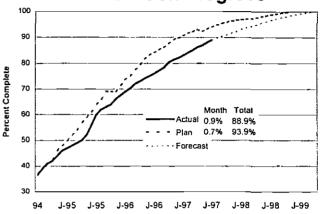
The 69 calendar days of negative float forecast this period represents a 7-calendar-day gain since last period. The decrease of negative float is due to increased Project Office confidence in the B610 Contractor meeting its planned progress toward the critical AR tunnel high rail milestone in October 1997.

The Project Office is continuing to evaluate selective mitigation opportunities, such as concurrent trackwork operations, automatic train control work, acceleration of dynamic testing.

The project critical path continues to be controlled by the progress of the B610 Trackwork Contractor's running rail and contact rail installation and special trackwork at B281 crossover area-leading to the next critical project milestone event-tunnel access for the Automatic Train Control B620 Contractor so it can begin installation.



Construction Progress



Construction Progress Analysis

A developing trend is that actual progress is equal or better than the monthly plan progress. This period the actual progress was again 0.2% better than planned.

The overall project progress remains behind the actual progress by 5.0%, due to earlier delays in facilities (stations and tunnels) construction caused by unforeseen conditions, design changes, and later-thanplanned placement of station and tunnel concrete and finish work.

The project variance to date decreased by 0.2% this period. It is forecast that as the station work moves toward substantial completion by the first quarter of 1998, the progress variance will be reduced significantly.

METRO RED LINE Segment 2 Monthly Project Status Report Period ending-August 29, 1997 SAFETY STATUS



Construction Safety Statistics

The number of recorded injuries, excluding simple first aid or minor medical treatment, per 100 work years. 1995 National Average Project Rate Lost Time Rate (Frequency) The number of injuries resulting in days away from work per 100 work		ge From Quarte
Recordable Injury Rate		
The number of recorded injuries, excluding simple first aid or minor medical treatment, per 100 work years.		
1995 National Average	10.6	
Project Rate	19.0	-0.3
Lost Time Rate (Frequency)		
The number of injuries resulting in days away from work per 100 work years.		
1995 National Average	4.2	
Project Rate	2.6	N/C
(Based on June 1997 statistics)		

Construction Safety Summary

 The Project-to-Date Lost Time Injury Rate is 2.6. This rate is slightly above one-half the 1995 National Average of 4.2.

MANAGEMENT ISSUES

ONGOING

Item (Initiated June 1997)

Elevators and Escalators, Delivery and Installation (B710) contractor performance remains a concern.

Concern/Impact

The B710 contractor's lack of performance in delivering and installing elevator and escalator equipment has impacted the station contractor's ability to complete work in areas surrounding elevators and escalators. This may delay station milestone dates and systems testing.

Status/Action

The B710 contractor has begun delivering and installing some equipment, but work progress still remains unacceptable.

Liquidated damages will be assessed for failure to complete installation of the elevators and escalators within the specified number of days after station access, and additional retention will be held due to unsatisfactory performance. MTA is considering removing the B710 Project Manager, as allowed by contract, and notifying the B710 contractor's surety of the unacceptable rate of progress.



ONGOING

Item

Agency Cost Overrun

Concern/Impact

Agency costs are an element of the project budget and incorporate management labor costs, non-labor administrative costs, fringe benefits, and agency overhead costs allocated to the project. Proposed staffing levels, in conjunction with the project's forecast completion date and a higher allocation level of overhead than previously forecast, may result in a potential overrun to the specific line item budget for "agency" costs.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, project staff are therefore concentrating on the direct labor charges proposed for each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the division are established, proposed staffing levels through project completion for other MTA divisions, along with justification for these support services, are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs, while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

ONGOING

Item (Initiated March 1997)

Project Cost Forecast

Concern/Impact

The low-level of remaining unallocated contingency raises concerns that the forecast will exceed the current project budget,

Status/Action

The Project Office has conducted a thorough review and risk analysis at the individual line item and contract level in determining if the remaining unallocated contingency is adequate. The result of that review is reflected in the \$6.9 million increase reported in June 1997. Certain areas still must be finalized, which may increase the overall project forecast.



ONGOING

Item (Initiated December 1996)

Vermont/Sunset Station (B261) interim and final milestone completion

Concern/Impact

The level of contractor cooperation in addressing settlement of time and safety-related issues over the past several months has been limited. As a result, the Construction Manager (CM) is concerned that the contractor is not proceeding with the work in a timely fashion to support interim system milestones and overall contract completion requirements. The slow progress of entrance construction is of particular concern because it is delaying access by systems contractors and station testing. This work is approximately one month away from the Segment 2 program critical path.

Status/Action

The CM and the Contractor have developed a path forward plan. Several schedule review and coordination meetings have been conducted to establish a realistic schedule to complete work as early as possible. The Contractor has increased manpower levels and progress has improved somewhat. However, additional efforts are required to mitigate current delays, especially in the entrance area. Additional meetings are planned to discuss further options to mitigate and work around the current delays. The MTA continues to withhold liquidated damages to encourage contractor performance.

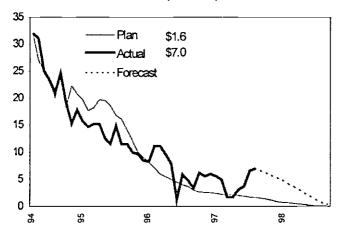


COST STATUS

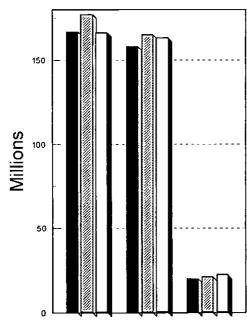
Contingency Status

Original and Locally Funded Activities

Dollars (millions)



Consultant Cost Status



	ا	DESIGN	СМ	OTHER
Authorization		167	158	20
Forecast		177	165	; 21
Budget		166	163	. 22

Contingency Status Analysis

The actual unallocated contingency this period is \$7.0 million, an increase of \$0.4 million from last period.

The total project unallocated contingency forecast increased this period, due to a forecast decrease in the Construction and Project Revenue contracts, and an increase in Utility/Agency Force Accounts contracts:

Construction-decrease

- B264, Demolition-Kaiser Hospital
- B285, Barnsdall Construction Site Restoration
- B644, Fiber Optics and Cable Transmission
- B281T, Tunnel Repair/Completion

Project Revenue-decrease

The forecast was established to bring the forecast in line with the committed and expended values.

Utility/Agency Force Accounts-increase F0104, City of Los Angeles

For details refer to ES-3, Budget/Forecast Variance Analysis.

Professional Services Cost Analysis

Design Services

There were no adjustments to the forecast this period. The forecast will be adjusted next period to reflect changes resulting from recently implemented repricing of the EMC's contract with the MTA. The design forecast exceeds the budget due to the cumulative effect of changes, such as station redesign for "great space" and enhancements, changes to the sprinkler system, sanitary sewer cross-connects, the Kaiser Hospital second entrance, additional effort required of the rail activation group, increases in the volume of Requests for Information (RFIs) and submittals, the B251 contract repackaging, and other activities.

Construction Management Services

The forecast was unchanged this month and remains as it was reported on the estimate at completion (EAC) analysis. The forecast has not increased this period, but it has grown over time because of increased level of effort, resulting from MTA Consultant Change Notices.

Other Professional Services

The forecast was unchanged this month.

For Other Professional Services, Authorization will be revised as the scope becomes more defined.

METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXTENSION

EXECUTIVE SUMMARY



MAJOR ACTIVITIES - THIS PERIOD



NORTH HOLLYWOOD **STATION**

CONTRACT C0351 - KAJIMA/RAY WILSON North Hollywood Station

- Completed roofs L6 and L7
- Completed lower exterior walls in Staging Area 4
- Continued mezzanine decks
- Continued upper walls
- · Started rebar for mezzanine deck in Staging Area 4
- Continued lower interior walls L6
- · Started rebar for L1, L2 and L3 invert pours
- Completed mezzanine decks in the platform area

CONTRACT C0331 - OBAYASHI CORPORATION

North Hollywood Tunnel

- Completed AR arch concrete from C0321 portal to mid-vent; AR arch concrete is complete
- Completed AL walkway concrete from mid-vent to C0351 crossover; AL walkway is complete
- Commenced placing AR walkway concrete from C351 to MVS; placed 1,800 If (17%) out of 10,429 If
- Commenced bracket installation for AL fire protection from C0321 to MVS.
- Commenced AR electrical installation from C0321 to MVS
- Commenced mechanical finish installation in crosspassages
- Continued mid-vent concrete work concurrent with tunnel concrete work
- · Installed exterior wall HOPE at MVS track level
- Began rebar installation at MVS track level exterior east wall Completed MVS track level invert (base stab) concrete

CONTRACT C0321 · TUTOR/SALIBA-PERINI Universal City Station

- Placed 1,923 c.y. of concrete in roof slab lifts 5, 6 and 7
- Placed 583 c.y. of concrete in the upper ancillary exterio east wall lift 1, west wall lifts 1 & 2, and north wall lift 1
- Completed the interior walls located on the mezzanine level
- Placed 304 c.y. of concrete in the upper slab of the Blast Relief Shaft #3 and stairs #8 appendage
- Placed to date 33,009 c.y. out of 62,792 c.y. of structural
- concrete (53% complete) Completed installation of rebar for the Blast Relief Shaft #2 invert slab

UNIVERSAL CITY STATION

CONTRACT C0311 - TRAYLOR BROS/FRONTIER-KEMPER

- Line Section from Universal City Station to Station 630+00
- Completed 542' additional TBM excavation in the AR (93% total) Completed 404' additional TBM excavation in the AL (92% total)
- Continued grouting of seasonal spring at Reach 1A/1B interface
 Completed heading excavation for Crosspassages 51 and 52
- · Completed face grouting at seismic/running tunnel interfaces and prepare for final layer of shotcrete at seismic sections Installed HOPE at Crosspassages 40 and 41; ongoing for
- Crosspassage 39A Fixed rebar in Crosspassages 40, 41 and sump at Crosspassage
- Continued to refurbish invertiform for CN-41 work
- Commenced cleanup and HOPE preparation in Al. tunnel between Hollywood/Highland Station and La Brea Shaft

A BREA ACCESS SHAFTS C

CONTRACT C0301 · TUTOR/SALIBA-PERINI

- Hollywood/Highland Station and Tunnels
 Completed AL walkway concrete placement
- Completed shoring for roof concrete placement lifts 5-12 Commenced roof deck concrete placement for lifts 5-12
- Completed roof concrete for lifts 9-12 Completed main entrance plaza pile installation Completed AR tunnel contact grouting
- Commenced AR tunnel walkway concrete placement
- Commenced AL tunnel wet standpipe installation
- Completed McCadden Place valve pit concrete work
- Started mobilization for demolition for slab on grade of existing parking Removed 80% of temporary track from AL tunne
- Commenced crosspassage electrical and cable tray installation in Commenced removal of struts at Level A after concrete placemen
- for roof deck at lifts 9-12

to HOLLYWOOO / VINE STATION

HOLLYWOOD / HIGHLAND STATION

SYSTEMWIDE ACTIVITIES

Contract C1610 (Trackwork Installation) opened bids on August 14 and reviewed by committee.

Contract H0122 (Closed Circuit Television) incorporated Final Design comments and prepared Camera Ready.

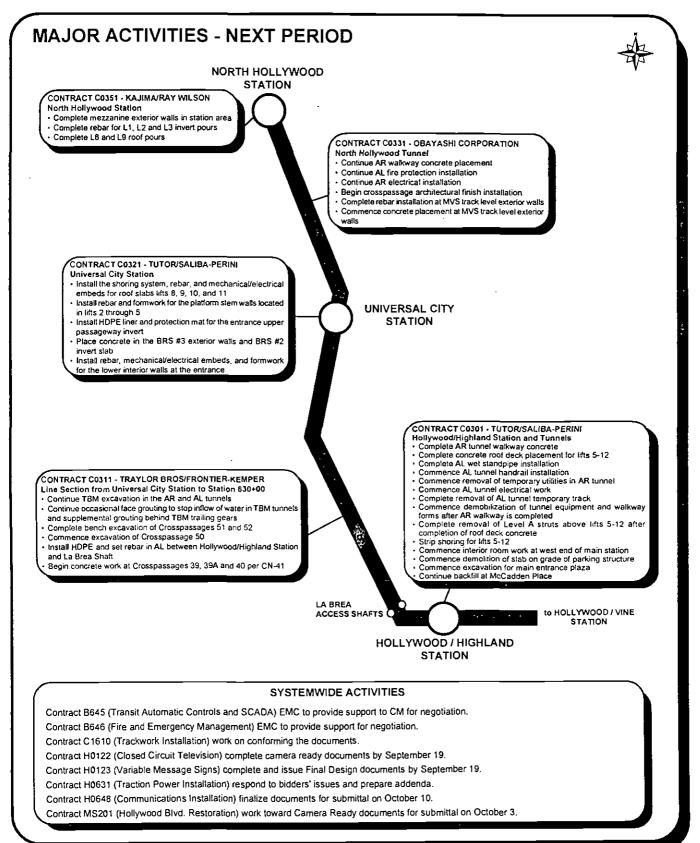
Contract H0123 (Variable Message Signs) completed the Pre-Final Design documents on August 25.

Contract H0631 (Traction Power Installation) prepared Addendum #1.

Contract H0648 (Communication Installation) completed the Pre-Final Design documents on August 22.

Contract MS201 (Hollywood Blvd. Restoration) received Front-End document and issued the Final Design documents on August 18.





ES-2 EXE 8



FINANCIAL STATUS

Budget / Forecast Variance (în millions) Original Scope Activities

		_	_	AUGUST
COST ELEMENT	CURRENT	CURRENT	BDGT/FCST	CHANGE IN
	BUDGET	FORECAST	VARIANCE	FORECAST
CONSTRUCTION	\$825.1	\$818.3	(\$6.7)	\$8.5
PROFESSIONAL SERVICES	300.8	298.3	(2.4)	0.0
REAL ESTATE	89.0	. 87.3	(1.8)	0.0
UTILITY/AGENCY FORCE ACCOUNTS	26.3	2 5.6	(0.7)	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	69.6	81.2	11.7	(8.5)
PROJECT REVENUE	0.0	0.0	0.0	0.6
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

Additional Locally Funded Activities

CONSTRUCTION	\$1.9	\$11.4	\$9.5	\$0.0
PROFESSIONAL SERVICES	0.7	0.9	0.2	0.0
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/AGENCY FORCE ACCOUNTS	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	0.4	0.0	(0.4)	0.0
PROJECT REVENUE	0.0	(11.5)	(11.5)	0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$0.8	(\$2.2)	\$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. The major changes are as follows:

- Contract C0301 (Hollywood/ Highland Station) Forecast increase \$0.1 million primarily due to additional cost for the installation of air handling equipment.
- Contract C1610 (Trackwork Installation) Forecast increased \$8.4 million primarily due to the lowest contract bid in the amount of \$20.4 million plus 10% contingency of \$2.0 million. The increased forecast is due to bid requirements to work three shifts per day for six days per week, additional scope for temporary construction ventilation, sound barrier, supply and installation of sump pumps, and new track configuration.
- CC999 (Project Contingency) Forecast decreased \$8.5 million due to the cumulative forecast increases.

Additional Locally Funded Activities (ALFA)

"Additionally Locally Funded Activities" (ALFA) are defined as work scope not originally covered under the FFGA such as Station Artwork, Hollywood Boulevard Settlement, Non Revenue Connector, etc. The Current Budget contains approximately \$3.0 million in ALFA categories under the Construction, Professional Services and Contingency elements.

The Current Forecast carries \$12.3 million in total for the ALFA work scope. In addition, Project Revenue is anticipated in the amount of (\$11.5 million) which reduces the ALFA work scope costs to \$0.8 million. This cumulative Current Forecast total compared to the Current Budget accounts for the (\$2.2 million) variance.

The ALFA Scope Forecast did not change for the August 1997 period.

- Total Original Scope and ALFA Expenditures to date are \$636.7 million
- Total Original Scope and ALFA Commitments to date are \$991.8 million

EXE 9 ES-3



- FINANCIAL STATUS ----

Contract / Line Item Variance Report

CONTRACT VARIANCE: (Current Forecast differs from Current Budget by 10% or more and Current Budget is \$50 million or more).

CONTRACT B251 - TUNNEL SEGMENT HOLLYWOOD/VINE TO ROCK INTERFACE (603+00)

Current Budget: \$60,500,000 Forecast: \$44,859,587 Variance: \$15,640,413)

% Variance: (25.9%)

Mitigation: The Current Budget was updated through PBCR #3 which allocated additional budget to the contract for original contract delays, grouting, work resequencing and potential claims as a result of the tunnel settlement and termination of the SKK contractor. The forecast reflects the last know information prior to the sinkhole and street settlement. The contractor has been terminated and

confidentiality prevents P-D from disclosing a possible claim exposure figure, the forecast will remain unchanged.

CONTRACT C0351 - NORTH HOLLYWOOD STATION

Current Budget: \$83,742,000 Forecast: \$70,948,199 Variance: (\$12,793,801) % Variance: (15.3%)

Mitigation: The Current Budget reflects the final engineer's estimate prior to contract award. Forecast is less than the budget due to the contract bid coming in at a lower than anticipated value. No changes were reported for this period and mitigation is unnecessary.

ongoing litigation between MTA, P-D, and SKK will result in significant claims and insurance damages. Since the attorney client

CONTRACT C1610 - TRACKWORK INSTALLATION

Current Budget: \$15,879,000 Forecast: \$22,400,000 Variance: (\$6,521,000) % Variance: (41.1%)

Mitigation: The Current Forecast represents the lowest bid proposal received from trackwork bidders. Contributing to the variance is the necessary addition of operating and maintaining temporary ventilation, sump pumps, and La Brea and North Access Shafts. There is no potential to recover this variance.

LINE ITEM VARIANCE: (Current Forecast differs from Current Budget by 10% or more for the Line Item Total).

LINE ITEM 03 - HAZARDOUS MATERIAL HANDLING

Current Budget: \$15,058,000 Forecast: \$6,383,451 Variance: (\$8,674,549) % Variance: (57.6%)

Mitigation: The Current Budget reflects the conservative scenario presented by MTA Environmental based on the limited information available at the inception of the North Hollywood Project. Forecast is less than the budget due to less than anticipated contaminated soil encountered to date. Adjustments to budget and forecast will occur once the tunnel drives and significant soils excavation are complete.

ES-4 EXE 10

Period Ending - August 29, 1997 **Monthly Project Status Report METRO RED LINE - Segment 3 North Hollywood**

FINANCIAL STATUS

METRO RED LINE NORTH HOLLYWOOD PROJECT

(IN THOUSANDS OF DOLLARS)

	ORIGINAL BUDGET	TOTAL FUNDS	TOTAL FUNDS	COM	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
SOURCE		ANTICIPATED (1)	AVAILABLE	\$	%	\$	%	\$	%	
ORIGINAL SCOPE:										
FTA-SECTION 3	\$681,037	\$544,830	\$291,388	\$544,830	100%	\$349,526	64%	\$291,388	53%	
FTA-SECTION 3 DEFERRED LOCAL SHAP	₹E	\$136,207	\$72,847	\$136,207	100%	\$87,382	64%	\$72,847	53%	
FED ISTEA STP (STATE)	\$0	\$50,000		,	0%		0%		0%	
FED ISTEA STP/CMAQ (REGIONAL)	\$25,000	\$77,622	\$53,037	\$53,037	68%	\$53,037	68%	\$53,037	68%	
FED ISTEA RSTP DEFERRED LOCAL SHA	ARE	\$10,057	\$6,871	\$6,871	68%	\$6,871	68%	\$6,871	68%	
SB 1995 TRUST FUND	\$53,000	\$75,000	\$75,000	\$75,000	100%	\$66,779	89%	\$66,779	89%	
STATE SHA/ARTICLE XIX	\$115,000	\$60,000	\$20,855	\$20,855	35%	\$20,855	35%	\$20,855	35%	
STATE PROP 116	\$0	\$25,000	\$25,000	\$25,000	100%	\$25,000	100%	\$25,000	100%	
STATE TSM Match	\$0	\$11,360	\$9,749	\$7,694	68%	\$7,694	68%	\$0	0%	
CITY OF LA	\$101,500	\$190,703			0%		0%		0%	
PROP C	\$318,185	\$116,543	\$19,540	\$120,700	104%	\$19,540	17%	\$19,540	17%	
BENEFIT ASSESS. DISTRICT	\$17,1 <u>00</u>	\$13,500			0%		0%		0%	
TOTAL	\$1,310,822	\$1,310,822	\$574,287	\$990,194	76%	\$636,684	49%	\$556,317	42%	
OTHER LOCALLY FUNDED ACTIVITIES:	<u> </u>				_					
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%	
PROP C (NON-REV. CONNECTOR)	\$0	\$285	\$ 3	\$1,035	363%	\$3	1%	\$3	1%	
TOTAL	\$0	\$2,720	\$ 613	\$1,571	58%	\$3	0%	\$3	0%	

(C)

(A)

(B)

STATUS OF FUNDS BY SOURCE

(D)

(D/B)

(E)

(E/B)

(F)

(F/B)

(1) Based on Current Budget

AUGUST 1997

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 1997.



Monthly Project Status Report Period Ending - August 29, 1997 METRO RED LINE - Segment 3 North Hollywood

FINANCIAL STATUS

(IN THOUSANDS OF DOLLARS)

METRO RED LINE TOTAL SEGMENT 3 PROJECT

SOURCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$645,779	57%	\$429,948	38%	\$352,572	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$0	\$283,298	\$88,143	\$161,445	57%	\$107,488	38%	\$88,143	31%
FED ISTEA STP (STATE)	\$0	\$75,000	\$ 0	\$0	0%	\$0	0%	\$0	0%
ED ISTEA STP/CMAQ (REGIONAL)	\$166,400	\$333,690	\$54,292	\$54,292	16%	\$54,292	16%	\$54,292	16%
FED ISTEA IRSTP DEFERRED LOCAL SHARE	\$0	\$43,233	\$7,034	\$7,034	16%	\$7,034	16%	\$7,034	16%
SB 1995 TRUST FUND	\$53,000	\$75,000	\$75,000	\$75,000	100%	\$66,779	89%	\$66,779	89%
STATE SHAVARTICLE XIX	\$115,000	\$100,000	\$20,855	\$20,855	21%	\$20,855	21%	\$20,855	21%
STATE PROP 116	\$144,600	\$40,000	\$25,000	\$25,000	63%	\$25,000	63%	\$25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	\$52,000	\$50,000	\$0	\$0		\$0		\$0	
STATE TSM Match	\$0	\$48,834	\$10,537	\$8,482	17%	\$8,482	17%	\$0	0%
CITY OF LA	\$177,000	\$200,000	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$496,385	\$647,131	\$29,741	\$160,598	25%	\$29,741	5%	\$29,741	5%
BENEF ASSESS, DISTRICT	\$17,100	\$13,500	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$2,451,485	\$3,042,878	\$663,174	\$1,158,485	38%	\$749,619	25%	\$644,416	21%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV. CONNECTOR)	\$0	\$285	\$3	\$1,035	363%	\$ 3	1%	\$3	1%
TOTAL	\$0	\$2,720	\$613	\$1,571	58%	\$3	0%	\$ 3	0%

(B) TOTAL

FUNDS

(A)

ORIGINAL

BUDGET

STATUS OF FUNDS BY SOURCE

(D/B)

COMMITMENTS

(E)

(E/B)

EXPENDITURES

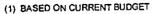
(F)

(F/B)

BILLED TO SOURCE

(C) TOTAL

FUNDS



AUGUST 1997

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 1997.





FINANCIAL STATUS.

Metro Red Line Segment 3 Project Funds by Source Analysis

STATUS OF FUNDS ANTICIPATED

FTA SECTION 3 MTA submitted a grant application to the FTA on December 13, 1996, for \$69,475,000.

Grant award was August, now is expected in October 1997.

FTA SECTION 9
FED ISTEA/CMAQ

MTA submitted a grant application to the FTA on December 23, 1996 for \$40,000,000.

(This includes \$20 million of FY 96 funds and \$20 million of FY 97 funds.)

Grant award was approved on August 27, 1997.

Funds will be available for drawdown by mid September.

FTA SECTION 9
FED ISTEA/STP

The State allocated \$75 million at the May 1996 California Transportation Commission meeting.

Those funds have been allocated as Federal STP funds.

MTA submitted a grant application to the FTA on December 23, 1996 for \$75 million.

Grant award was approved on August 27, 1997. Funds will be available for drawdown by mid September.

Tands will be available for drawdown by fille deptember.

STATE PROP 116 MTA submitted on April 8, 1997 a grant application and an allocation request to the California

Transportation Commission for \$15 million of Prop 116 Rail Bond Funds.

Approval is expected in September 1997.

STATE SHA MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State

Highway Account (SHA) funds.

Approval is expected in September 1997.

BENEFIT ASSESSMENT No funds are expected to be available until Fiscal Year 2003.

Note:

The FTA Section 3 available funds and billings, including the Deferred Local Share, were erroneously over-reported in the July 1997 report. This report shows the correct values. There has been no change since the June report.

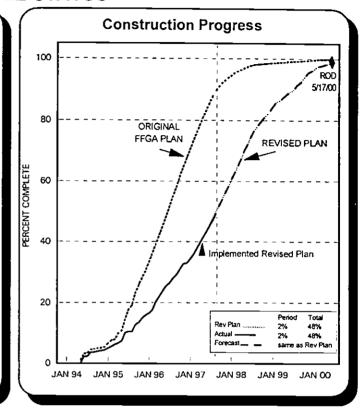
The Section 9 RSTP funds inadvertently showed the State TSM Match amounts and the RSTP amounts were rolled into the STP amounts. These corrections are also reflected in this report.

ES-7



SCHEDULE STATUS

Sc	hedule	
		Change from Last Month
Current ROD	May 24, 2000	+5
Design Progress	92.6%	+1.3
Construction Progress (estimated)	48%	+2.0%
Critical Path Float (in working days)	-5	-5



Current Critical Path Analysis

The August 1997 Project Master Schedule shows the project to be five working days late. The project completion date forecast is May 24, 2000 versus a planned date of May 17, 2000.

To minimize risks to C1610 trackwork contract, access dates from different facilities were adjusted with Addendum 2. The new forecast access dates for Phase II of the C0311 tunnels contract are a month later and the effect of this delay is a one-week delay to ROD.

Critical path runs through Contract C0311 (Line Section from Universal City Station to Station 630+00), C1610 (Trackwork Installation), B620 (Automatic Train Control), B645 (SCADA) and Integration Testing/Pre-Revenue Operations.

Focus continues on TBM progress and risks associated with the tunnels under the Santa Monica Mountains, Contract C0311.

Additionally, the continuing goal of further schedule improvements are being pursued on Contract C0311 as well as downstream contracts, i.e., C1610 (Trackwork Installation), B620 (Automatic Train Control), Integration Testing and Start-up and Pre-Revenue Operations.

It is intended to recover the negative float through one of these options.

Construction Progress Analysis

The overall construction progress through August 29 is 48% complete. Current and forecast C0311 delay projections impacted ROD five working days. Forecast date for project completion is May 24, 2000.

Contract C0301 (Hollywood/Highland Station) remains behind contract schedule. The total forecast delay for station completion is 210 workdays which includes CN-63 impacts. After mitigation, delays will be 152 workdays. Contractor is proceeding with two of the acceleration options to mitigate its own delays on the west end of the station. Station entrance excavation and concrete work has been identified to proceed with a 6-day week schedule. There is no impact to ROD.

Contract C0311 (Line Section from Universal City Station to Station 613+00) eight workdays were lost through the TBM excavation during this penod. An allowance of 33 workdays for ground conditions, ground stabilization, seasonal springs grouting and 429' additional standard tunnel section is included in the forecast delay of 150 workdays for AR tunnel. To minimize risks to C1610 trackwork contract, trackwork turnover dates are split into four accesses. The AUAR Phase 2 turnover dates are one month later. Milestone 10, Phase 3 Crossover Turnover to C0321, is delayed to the first week of December 1997. Impact to ROD is five workdays.

Contract C0321 (Universal City Station) continues to stay on schedule. The contract critical path starts at Phase 3 access in November 1997 and runs through contract completion. Due to delays on C0311 tunnels excavation, a CN to split the crossover Phase 3 access into two parts is being prepared. Forecast access date of December 3, 1997 for the second part does not impact C0321 critical path. The contractor is progressing with work in Phase 2 and the main entrance to increase the overall field efficiency. This work is being done concurrently with the north mezzanine activities in lifts 1-3. There is no impact to ROD.

Contract C0331 (North Hollywood Tunnel) completed turnover of all crossover staging areas to C0351 on July 31. Contractor is working with CM to provide track level access by February 28, 1998.

Contract C0351 (North Hollywood Station) contractor continues on schedule per approved mitigation plan of May 1997. If this effort is maintained through Stage 5, the forecasted trackwork access date of February 1998 is expected to be met.

ES-8 EXE 14



SAFETY STATUS

Construction Safety S	Statis	tics
Project-to-Date Rates		Change from <u>Last Month</u>
Recordable Injury Rate The humber of recorded injuries excluding simple first aid or minor medical treatment per 100 man years.		
1995 National Average Project Rate	10.6 15.6	+0.2
Lost Time Rate (Frequency) The number of injuries resulting in days away from work per 100 man years.		
1995 National Average Project Rate	4.2 1.7	+0.2

Construction Safety Summary

 Project-to-Date Lost Time Injury Rate continues at approximately one-third of the National Average of 4.2.

(Based on July 1997 statistics)

ES-9



MANAGEMENT ISSUES

ONGOING

Item (Date initiated: May 1997)

Agency Cost Overrun

Concern/Impact

Agency costs are an element of the project budget and incorporate management labor costs, non-labor administrative costs, fringe benefits and agency overhead costs allocated to the project. Proposed staffing levels in conjunction with the project's forecast completion date and a higher allocation level of overhead than previously forecast may result in a potential overrun to the specific line item budget for "agency" costs.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, project staff are therefore concentrating on the direct labor charges proposed for each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the Division are established, proposed staffing levels through project completion for other MTA divisions, along with justification for these support services, are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

ONGOING

Item (Date initiated: May 1997)

Ground Conditions and TBM Production in Reaches 1A and 1B

Contract C0311 (Line Section from Universal City Station to Station 630+00)

Concern/Impact

Average rate of TBM excavation this period is 24 feet/day because of poorer ground conditions, ground stabilization and seeping water. As long as the average daily excavation rates are below 30 feet/day for the remaining 2,590 feet of tunnel, 1,410 feet for AL and 1,180 for AR, turnover of the Phase III crossover to Contract C0321 (Universal City Station) scheduled for November 18, 1997 will be impacted.

Status/Action

Immediate, short term action includes changing the face probing and grouting procedure which was adopted to protect seasonal springs and reduce water seepage. The procedure was reassessed in June and grouting ahead of the face was replaced by supplementary grouting performed from staging behind the TBMs. To improve softer ground mining, the TBM cutting heads were modified.

Ongoing, long term action to mitigate impact to the project include: (1) shotcrete north and south crossover transition; (2) resequence track level room excavation and concrete work; (3) concrete lining south of La Brea Shaft to be done immediately following the seismic section excavation; and (4) for Contract C1610 trackwork installation milestone turnover date split into two phases for each tunnel, offering gradual access as scheduled. Additional mitigation options were identified during a formal brainstorming session and discussions with the contractor. These are being reviewed further with the contractor. Contingency plans were studied and recommendations to address potential delays to crossover turnover to Contract C0321 include splitting the C0321 access milestone and accelerating TBM removal and cleanup.

ES-10 EXE 16



MANAGEMENT ISSUES

ONGOING

Item (Date initiated: April 1997)

TBM Junction with Special Seismic Section

Contract C0311 (Line Section from Universal City Station to Station 630+00)

Concern/Impact

A long probe hole has established that the last 280 feet of tunnel north of the Special Seismic Section may not be suitable for TBM excavation.

Status/Action

250 feet to 300 feet from the Special Seismic Section has now been grouted with micro-fine cement. Additional probes have confirmed a significant reduction in water flow. Excavation of this area by the TBMs, north of the Special Seismic Section, is anticipated to start in October.

ONGOING

Item (Date initiated: February 1996)
MTA Board Motion Dated January 24, 1996

Concern/Impact

The MTA Board Motion to adopt community protection measures due to tunneling under the Santa Monica Mountains has added additional cost and time to Contract C0311 and to the project. The protective measures instituted by the Board are being implemented on the tunneling Contract C0311 and include reducing the amount and intensity of blasting, increasing tunnel grouting to prevent surface springs leaking into the tunnel, and monitoring tunneling effects on the surrounding public and private property ecosystems.

Status/Action

The forecast cost and schedule impacts to Contract C0311 have been incorporated into the program. The seasonal springs protective measures included the cost and schedule contingencies for four known spring zones and two unknown spring zones. As planned, the six spring zones are being grouted ahead of the tunnel face and with supplemental grouting as tunneling progresses. Supplemental water sources have been installed in several locations for Nichols Canyon Creek, Senalda Road, and the Oakshire Catchment to mitigate the decline of perennial springs. The blast vibration monitoring system is in place and operational.

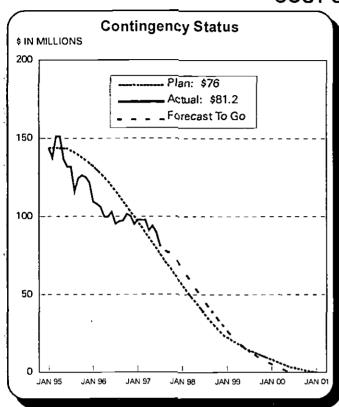
A hydrogeological study is planned to assess the long-term impact of the tunnels on the ground water regime and to ascertain if additional protective measures are needed. The study is expected to start in September.

The explosives issue was resolved because a variance was received from CAL-OSHA.

ES-11



COST STATUS



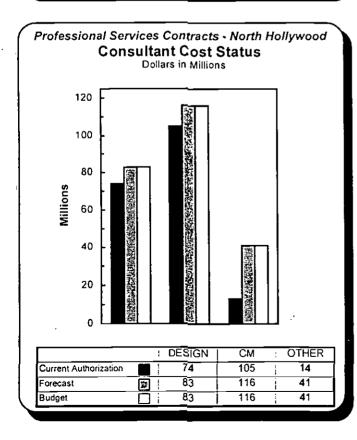
Contingency Status Analysis

August 1997 Period Status

The Contingency Forecast decreased \$8.5 million this period to offset a net increase of \$8.5 million in the Construction Element.

Cumulative Contingency Status

The variance of \$5.2 million between the actual and planned contingency is primarily due to a timing difference of early completions of the facilities contracts. The original planned contingency curve had the facility contracts finishing, on average, eight months earlier than the current schedule. Therefore, the plan has less contingency because contracts' CNs, DCNs and claims issues would have already been quantified.



Professional Services Cost Analysis

The Construction Management current authorization forecast and budget remained the same.

The EMC Forecast at Completion is currently being reevaluated.

Other specialty consultant forecasts include costs for Configuration Management Services, Systems Engineering and Analysis, Rail Vehicle Procurement Services, Environmental Services, Legal Services, Construction Support Services, and Project Management Assistance.

DATA SOURCE:

CMS: Consultant Contract Authorization, Forecast, and Budget Value.

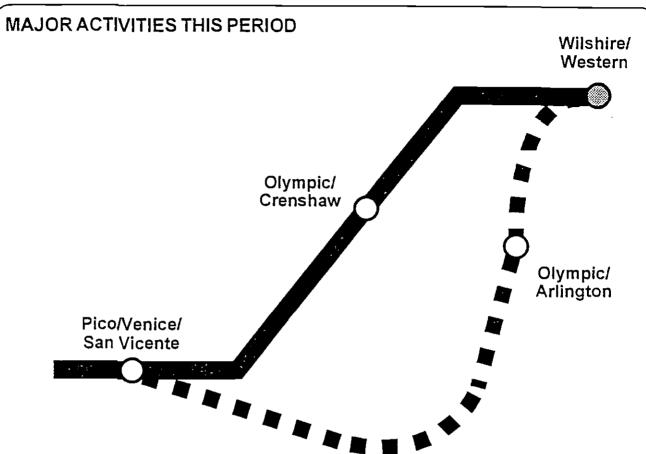
ES-12 EXE 18

METRO RED LINE SEGMENT 3
MID-CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 / Mid-City Extension Summary Status Report Period Ending - August 29, 1997



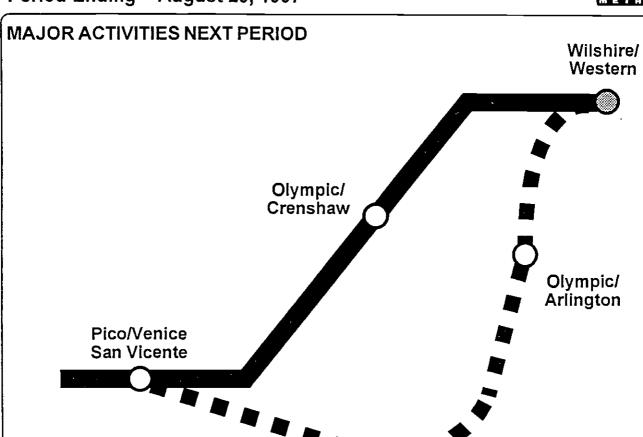


SYSTEMWIDE ACTIVITIES

- The FTA review of the draft SEIS/SEIR continues to take considerably longer than originally anticipated, causing further delay to selection of the preferred alternative, start of Preliminary Engineering, and Project Adoption. Mitigation of the schedule delay is not possible due to the legally mandated 45-day review period required subsequent to completion of the FTA review.
- Met with staff of L.A. County Supervisor Burke's Office regarding public outreach efforts; public outreach continued with briefings for the Director of the Mid-City Shopping Center, Assemblyman Kevin Murray's Chief of Staff, leadership of the Buddhist Temple located near the alignment, the Korean American Chamber of Commerce, a staff member from Congressman Henry Waxman's office, the Wilton School PTA, and homeowners near the Olympic/Arlington Station.
- The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) process continued with additional reviews, interface with the FTA, and completion of additional analysis and conceptual drawings for other possible station locations and alignment alternatives.

METRO RED LINE - Segment 3 / Mid-City Extension Summary Status Report Period Ending - August 29, 1997





SYSTEMWIDE ACTIVITIES

- The SEIS/SEIR process will continue by incorporating changes into the Administrative Draft as requested by the FTA; initial changes involve volume length, document format, and additional information regarding various Olympic/Arlington Station alternatives considered.
- The revised SEIS/SEIR document will be transmitted to the FTA for further review.
- Public outreach efforts will continue through meetings with the Longwood Home Owner Association and possible commencement of Station Area Design Meetings. A booth will be erected at the Wilshire/Western Station for Koreatown Celebration.

FINANCIAL STATUS

Budget/Forecast Variance (in Millions)

Original Scope Activities

				AUGUST
	CURRENT	CURRENT		CHANGE IN
COST ELEMENT	BUDGET	FORECAST	VARIANCE	FORECAST
CONSTRUCTION	\$334	\$377	\$43	\$0
PROFESSIONAL SERVICES	98	187	89	0
REAL ESTATE	54	44	(10)	0
UTILITY/FORCE ACCOUNTS	5	. 9	4	0
SPECIAL PROGRAMS	0	2	2	0]
CONTINGENCY	0	64	64	0
PROJECT REVENUE	ļ			
TOTAL PROJECT	\$491	\$683	\$192	\$0

Additional Locally Funded Activities

THE REPORT OF THE PROPERTY OF									
				AUGUST					
	CURRENT	CURRENT		CHANGE IN					
COST ELEMENT	BUDGET	FORECAST	VARIANCE	FORECAST					
)					
CONSTRUCTION	\$0	\$0	\$0	. \$0					
PROFESSIONAL SERVICES	0	0	0	0					
REAL ESTATE	0	0	0	0					
UTILITY/FORCE ACCOUNTS	0	0	0	0					
SPECIAL PROGRAMS	0	0	0	0					
CONTINGENCY	0	0	0	0					
PROJECT REVENUE									
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$0	\$0	\$0	\$0					

Budget/Forecast Variance Analysis

The Current Budget is based on the original Project alignment and a July 1999 ROD; the Forecast is based on the Wilton/Arlington underground alignment and July 2009 ROD contained in the Rail Recovery Plan. A revision to the Rail Recovery Plan which results in a July 2008 ROD was approved by the MTA Board in May 1997. Since the revised plan is conditional on receipt of anticipated ISTEA funding, the forecast will not be adjusted until adoption of the Full Funding Grant Agreement.

A forecast trend will be prepared to formally adjust the forecast when the preferred alternative is selected, now anticipated for late Fall 1997. The budget baseline will be finalized after the Preliminary Engineering is completed and the Project is adopted, now forecast to occur in late Spring 1998.

Commitments to date are \$14.2M; Expenditures to date are \$12.8M. These costs are primarily associated with engineering management services, project administration, and environmental engineering services.

AUGUST 1997

FINANCIAL DETAIL METRO RED LINE - SEGMENT 3 PROJECT TOTAL

STATUS OF FUNDS BY SOURCE (in thousands of dollars)									
	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
.	ĺ	TOTAL	TOTAL	··· -		BILLE			
	ORIGINAL	FUNDS	FUNDS	COMMITME	NTS %	EXPENDIT		IUOS OT	RCE %
SOURCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	76	\$	%	•	70
ORIGINAL SCOPE:		[([[
FTA - SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$645,779	57%	\$429,948	38%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	0	283,298	88,143	161,445	57%	107,488	38%	88,143	31%
FED ISTEA STP (STATE)	0	75,000	0	0	0%	0	0%	. 0	0%
FED ISTEA STP/CMAQ (REGIONAL)	166,400	301,538	54,292	54,292	18%	54,292	18%	54,292	18%
FED ISTEA RSTP DEFERRED LOCAL SHARE	0	75,385	7,034	7,034	9%	7,034	9%	7,034	9%
SB 1995 TRUST FUND	53,000	75,000	75,000	75,000	100%	66,779	89%	66,779	89%
STATE ARTICLE XIX	115,000	100,000	20,855	20,855	21%	20,855	21%	20,855	21%
STATE PROP 116	144,600	40,000	25,000	25,000	63%	25,000	63%	25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	52,000	50,000	0	0		0		0	
STATE TSM MATCH	0	48,834	10,537	8,482	17%	8,482	17%	0	0%
CITY OF LOS ANGELES	177,000	200,000	0	0	0%	0	0%	0	0%
PROP C	496,385	647,131	29,741	160,598	25%	29,741	5%	29,741	5%
BENEF ASSESS. DISTRICT	17,100	13,500	0	_0	0%		0%	0	0%
TOTAL	\$2,451,485	\$3,042,878	\$663,174	\$1,158,485	38%	\$749,619	25%	\$644,416	21%
OTHER LOCALLY FUNDED ACTIVITIES:		ļ							
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,035	363%	3	1%	3	1%
GRAND TOTAL	\$0	\$2,720	\$6 <u>13</u>	\$1,571	58%	\$3	0%	\$3	0%

⁽¹⁾ Anticipated Funds information as available at time of closing; funding information to be reconciled with Board approved schedule and budget for Mid-City.

NOTE: Expenditures are cumulative through July 1997.

AUGUST 1997

FINANCIAL DETAIL METRO RED LINE - SEGMENT 3 / MID-CITY EXTENSION

STATUS OF FUNDS BY SOURCE (in thousands of dollars)													
		(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)			
			TOTAL	TOTAL					BILLE				
	NIBOE	ORIGINAL BUDGET	FUNDS	FUNDS AVAILABLE	COMMITM		EXPENDIT	URES	TO SOUP				
30	DURCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	%	\$	70	\$	%			
FTA ~ SECTION 3		\$242,563	\$194,050	\$4,107	\$4,107	2%	\$4,107	2%	\$4,107	2%			
FTA - SECTION 3 DE	FERRED LOCAL SHARE	0	48,513	1,027	1,027	2%	1,027	2%	1,027	2%			
FED ISTEA STP (STA	λΤΕ)	0	0										
FED ISTEA STP/CMA	Q (REGIONAL)	55,400	16,320	1,255	1,418	9%:	1,255	8%	1,255	8%			
FED ISTEA RSTP DE	FERRED LOCAL SHARE	0	4,080	163	184	5%	163	4%	163	4%			
STATE ARTICLE XIX		0	40,000										
STATE PROP 116		72,300	0										
STATE FLEXIBLE CO	ONGESTION RELIEF	26,000	50,000										
STATE TSM MATCH		0	2,643	96	0		96		0				
CITY OF LOS ANGEL	_ES	34,400	0										
PROP C		60,000	327,252	6,134	7,423	2%	6,1 <u>3</u> 4	2%	6,134	2%			
TOTAL		\$490,663	\$682,858	\$12,782	\$14,159	2%	\$12,782	2%	\$12,686	2%			

⁽¹⁾ Anticipated Funds information as available at time of closing; funding information to be reconciled with Board approved schedule and budget.

NOTE: Expenditures are cumulative through July 1997.

FINANCIAL DETAIL

FUNDS BY SOURCE ANALYSIS

Status of Funds Anticipated (Segment 3 Projects)

FTA Section 3

A Grant Application was submitted to the FTA on December 13, 1996 for

\$69.5M. Grant award is anticipated in October 1997.

FTA Section 9
FED ISTEA/CMAQ

A Grant Application for \$40.0M was submitted to the FTA on December 23, 1996. (This includes \$20.0M of FY 96 funds & \$20.0M in FY 97 funds.) Grant award

was approved in August 1997. Funds will be available for drawdown by mid-

September.

FTA Section 9
FED ISTEA STP

The state allocated \$75.0M at the May 1996 California Transportation

Commission meeting. Those funds have been allocated as Federal STP funds. A Grant Application was submitted to the FTA on December 23, 1996; the Grant award was approved in August 1997. Funds will be available for drawdown by

mid-September.

State Prop. 116

MTA submitted a Grant Application and an Allocation Request on April 8, 1997

to the California Transportation Commission (CTC) for \$15.0M of Proposition

116 Rail Bond Funds. Approval is expected in December 1997.

State SHA

MTA submitted an Allocation Request on June 27, 1997 to the CTC for \$20.0M

of State Highway Account (SHA) funds. Approval is expected in October

1997

Benefit Assessment

No funds are expected to be available until FY 2003.

SCHEDULE STATUS

SCHEDULE			SCHEDULE ANALYSIS
		Change From Last Month	The Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (SEIS/SEIR)
Current ROD	July 22, 2008	None	document preparation addressing the Wilton/Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The May 1997
Design Progress	0%	None	planned completion for FTA review has slipped to late October, due to the time required to prepare information
Construction Progress	0%	None	and the FTA review cycle. These delays are having a major impact to the schedule; no mitigation is antici-
Critical Path Float	N/A	None	pated due to the time legally required for circulation of the document after incorporation of FTA comments.
			The August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) will now be February 1998; the Project Adoption and Record of Decision milestones have also slipped as a result of these delays. The July 2008 ROD is contingent on adoption of the Full Funding Grant Agreement. The Project baseline schedule will be finalized after Preliminary Engineering is completed.
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CONSTRUCTION SAFETY

• There is no construction activity at this time.

MANAGEMENT ISSUES

ONGOING

Item

Agency Cost Overrun (initiated 5/97)

Concern/Impact

Agency costs are an element of the Project Budget and incorporate management labor costs, non-labor administrative costs, fringe benefits, and agency overhead costs allocated to the Project. Proposed staffing levels, in conjunction with the Project's forecast completion date and a higher allocation level of overhead than previously forecast, may result in a potential overrun to the specific line item budget for "agency" cost.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, Project staff are therefore concentrating on the direct labor charges proposed to each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the division are established, proposed staffing levels through Project completion for other MTA divisions, along with justification for these support services, are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs, while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.

Item

Finalization of Mid-City Cost Estimate and Master Schedule (initiated 8/95)

Concern/Impact

The Mid-City Project cost and schedule baseline cannot be finalized until an alignment alternative is selected. Finalization of the master schedule for design and construction is on hold pending completion of the SEIS/SEIR process and the Board decision on the preferred alternative.

Status/Action

Preliminary engineering and a final SEIS/SEIR will be done after the Board has selected the alignment. The Project Master Schedule and budget baseline will be finalized when the preliminary engineering is completed and the Project is adopted.

MANAGEMENT ISSUES (continued)

ONGOING

Item

Draft SEIS/SEIR Preparation Schedule Variance (initiated 4/97)

Concern/Impact

The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document preparation will not be completed as scheduled and the Board cannot formally select the preferred alignment and configuration alternative in August 1997. This will also impact the start of Preliminary Engineering.

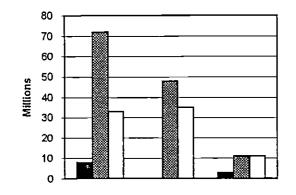
Status/Action

Evaluation of the SEIS/SEIR draft by the FTA began in early July, about twelve weeks behind schedule. The originally planned duration of 30 days for FTA review was extended to 45 days, then extended again to 123 days, to allow for a second review. Mitigating the delay by compressing either the FTA review or the public review circulation periods is not possible. Therefore, the Project Adoption and Record of Decision milestones have slipped accordingly. If comments/changes resulting from these reviews are minimal, it may be possible to mitigate some portion of the delay; MTA will evaluate this possibility as review comments are received.

COST STATUS

Consultant Cost Status

Professional Service Contracts Dollars in Millions



	DESIGN	СМ	OTHER
Current Authorization	 8	0	3
Forecast	72	48	1 1
Budget	33	35	1 1

Professional Services Cost Analysis

There were no changes to Professional Service Contract values in August. The Forecast information on the chart reflects data contained in the Rail Recovery Plan. The Budget and Forecast information will be finalized after Preliminary Engineering is completed and the project is adopted in the Summer of 1998.

DATA SOURCE:

CMS: Consultant Contract Authorization, Forecast, and Budget values.

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METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 East Side

Monthly Project Status Report Period Ending - August 29, 1997



MAJOR ACTIVITIES THIS PERIOD

C0502

LITTLE TOKYO / ARTS DISTRICT STATION and LINE SECTION EMC received and dispositioned JMA constructability and claims avoidance reviews. Received and dispositioned MTA and Third Party design review comments on the C0502 Final Submittal which was issued on July 21. Completed cost and schedule proposal for CCN 658, combining C0502 and C0541 into a single contract.

C0521

1st / BOYLE STATION
EMC and Section Designers
received and dispositioned design
review comments made on the Final
Submittal of July 11, 1997 from
LADOT, BOE and MTA. Section
Designer received authorization to
proceed with drawings for C0502
contract to do advance excavation
at C0521.

1st/Boyle

C0531

CHAVEZ I SOTO STATION
Systems Integration performed
interdiscipline review and comments.
EMC and Section Designer performed
the interdiscipline and Pre-Final review
and corrections of the drawings and
specifications and completed the Quality
Control Compliance Documentation
binders. EMC QA performed audit of
EMC/Section Designer documents.
Completed MTA review and sign-off of

15tiLorena

Pre-Final submittal.

Union Station
Union Station

Little Tokyol

Arts District

Arts District

Station & Line

C0502 (Formerly C0541)
1st / BOYLE to 1st / LORENA
LINE SECTION

Started working on change notices to revise cross-passages, tunnel gasket design, and respond to earlier review comments (CCN's 585, 592, and 632). Started on combining C0502 and C0541 tunnel drawings.

C0551

1st / LORENA STATION

Chavezisoto

No work was performed this period. The contract is on hold at the Final level.

SYSTEMWIDE ACTIVITIES

EMC

Work was put on hold for contracts C2610, P1614 and P1616 in July. Awaiting DWP Water comments for contract C0595. Work for P0650 is progressing toward the Pre-Final submittal by September 2, 1997. An Industry Review by the major manufacturers has been completed. All parcels that require demolition under C0538 have been acquired by MTA Real Estate. Environmental assessment for these parcels has started. Continued Stage I supplemental gas investigation.

MTA Public Affairs:

Conducted two East Side Coordination Communication Team meetings as a means to facilitate interdepartmental cooperation for construction issues such as relocation and security. Co-sponsored Nisei Week Festival which began on August 21. Coordinated a Merchant Breakfast for the Chavez/Soto Station to discuss construction impact management issues such as signage and promotional opportunities for strengthening business in advance of construction. Updated business surveys around the four stations to develop a station specific mitigation plan.

METRO RED LINE - Segment 3 East Side

Monthly Project Status Report

Period Ending - August 29, 1997



ACTIVITIES PLANNED FOR NEXT PERIOD

C0502

LITTLE TOKYO / ARTS DISTRICT STATION and LINE SECTION

Complete incorporation of constructability and claims avoidance review comments into the C0502 documents. Complete disposition and incorporation of design review comments into the C0502 documents. The EMC design effort stopped August 29 on CCN 658.01 pending additional funding approval by MTA. The CHCG effort continues.

C0521

1st / BOYLE STATION

1stiBoyle

EMC to complete design for Camera Ready submittal; revise Civil and Utility drawings, as the C0502 Contract will be excavating the station area per CCN 658.01; prepare proposal for seismic redesign and smoke exhaust system deletion. Negotiate with the section designers.

C0531

CHAVEZ / SOTO STATION
Pre-Final design review by MTA
and Third Parties. Corrosion
control review by PSG and
Fire/Life/Safety review by Rolf
Jensen. Consolidate and distribute
the design review comments by
various parties. Section
Designer/EMC initial disposition
and incorporation of Pre-Final
review comments. EMC Estimating
to perform Pre-Final cost estimate.

15til Orena

Union Station
Union Station
Little Tokyol
Arts District
Arts District
Station & Line

C0502 (Formerly C0541)

1st / BOYLE to 1st / LORENA
LINE SECTION

EMC to continue work on combining C0502/C0541 tunnels, pending Board approval.

C0551

1st / LORENA STATION

Chavezisoto

No work is anticipated. The contract is on hold at the Final level

SYSTEMWIDE ACTIVITIES

EMC:

Work was put on hold for contracts C2610, P1614 and P1616 in July. No work is anticipated for these contracts in September. Contract P0650 working towards Pre-Final submittal on September 2, 1997. Environmental remediation is expected to begin for parcels associated with Demolition Contract C0538. Stage I supplemental gas investigation is expected to continue through next month.

MTA Public Affairs:

Conduct a tour of the Red Line for residents of the Chernow House, transitional housing organization. Attend the monthly Review Advisory Committee (RAC) meeting. MTA will be providing the location for the RAC leadership training workshop scheduled for September 13 & 20.



FINANCIAL STATUS

Budget/Forecast Variance (In Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	AUGUST CHANGE IN FORECAST
Construction	\$652.5	\$668.0	\$15.5	(\$21.5)
Professional Services	\$247.6	\$247.6	\$0.0	\$0.0
Real Estate	\$34.8	\$34.8	\$0.0	\$0.0
Utility/Force Account	\$23.9	\$23.9	\$0.0	\$0.0
Special Programs	\$0.0	\$0.0	\$0.0	\$0.0
Contingency	\$90.3	\$74.8	(\$15.5)	\$21.5
Project Revenue	\$0.0	\$0.0	\$0.0	\$0.0
Total Project	\$1049.2	\$1049.2	\$0.0	\$0.0

Other Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	AUGUST CHANGE IN FORECAST
Construction Professional Services Real Estate		\$4.3	\$4.3	\$0.0
Utility/Force Account Special Programs Contingency	\$0 .0	\$3.1	\$3.1	\$0.0
Total Other Locally Funded Activities	\$0.0	\$7.4	\$7.4	\$0.0

Budget/Forecast Variance Analysis

August Forecast Variance

In January 1997, the MTA Board adopted a revised schedule which moved the R.O.D. to November 2004 and changed the East Side Extension current budget and forecast to \$1,049.2M. In May, the R.O.D. was moved forward to May 2004. In August there was no change in either the current budget or the current forecast. However, contingency increased substantially (+\$21.5M) this month from \$53.3M to \$74.8M due to seven new trends. The major increase was incurred by trend T-107 (combining the two tunnel contracts, C0502 and C0541) which returned \$10.0M to the contingency account. For a listing of the seven trends please see page ES-14. This month there were relatively minor increases to commitments (\$4.3K) and expenditures (\$6.3K).

Total Expenditures To Date Are: \$100.5M
Total Commitments To Date Are: \$154.1M

"Other Locally Funded Activities" are defined as work scope not covered under the Full Funding Grant Agreement (FFGA). During the month of April, the expenditures and current forecast for Professional Services under "OLFA" increased by \$4.3M due to reconciliation with the FIS General Ledger expenditure account. Prior to the reconciliation, these expenditures were kept in a separate account, apart from the project cost, as they were not eligible for federal funding since they occurred before the FTA's issuance of the Letter of No Prejudice (LONP) dated 9/7/93. The current forecast of \$7.4M also includes the MTA Art Program forecast of \$3.1M. MTA is awaiting Board approval to update the current budget to reflect these commitments and forecast.



FINANCIAL STATUS

CONTRACT / ITEM VARIANCE REPORT

1. CONTRACT VARIANCE (CURRENT FORECAST DIFFERS FROM CURRENT BUDGET BY 10% OR MORE AND CURRENT BUDGET IS \$50 MILLION OR MORE)

No items to report this period.

2. LINE ITEM VARIANCE (CURRENT FORECAST DIFFERS FROM CURRENT BUDGET BY 10% OR MORE FOR THE LINE ITEM TOTAL)

Line Item 8 - Trackwork

Current Budget \$22,690,000 Forecast \$19,360,000 Variance (\$3.330.000)% Variance -14.7%

Mitigation:

This variance is due to a significant reduction in the forecast for contract C2610 (Trackwork Installation). The current budget for this contract was based on conceptual and preliminary engineering. The interim estimate reduced the forecast primarily as a result of scope changes, including the deletion of the restraining rail, deletion of two double crossovers, and a reduced cost for concrete and rebar. The budget for this contract will be revised in September to reflect this change.

Line Item 24 - Project Contingency

Current Budget \$90,339,000 Forecast \$74,825,000 Variance (\$15,514,000) % Variance -17.2%

Mitigation:

During the month of August the project contingency forecast was increased by approximately \$21.5M which resulted in a reduction of 14.6% to the variance, primarily due to MTA Management's decision to implement the following mitigation measures: 1) combining C0502 and C0541 into one tunnel contract; 2) the inclusion of a TBM removal shaft at 1st/Lorena Station; 3) transferring the excavation of the 1st/Boyle Station box to C0502 contract; and 4) deletion of the smoke exhaust system.

Mitigation of these rapid depletions of the contingency amounts is a high project priority and depends on a number of factors, including accuracy of the estimates. The Project Team, along with the EMC continues to investigate Value Engineering/ Cost Reduction options and will implement those which are possible and practical. Currently under study for potential savings is the option of accelerating the schedule

within the funding constraints.



FINANCIAL STATUS

CONTRACT / ITEM VARIANCE REPORT

Line Item 24 - Project Contingency - continued

Concurrent with those efforts, estimate reviews are being undertaken with staff and consultants to verify the scope and content of estimates for design packages, to identify specific areas of increase, and to review those areas for cost reduction potential. The MTA has also implemented a new program wide contingency management policy and procedure that provides improved visibility of contingency status.

Line Item 26 - Art-In-Transit Program

 Current Budget
 \$0

 Forecast
 \$3,122,000

 Variance
 \$3,122,000

 % Variance
 100%

Mitigation:

The forecast for the Art Program was established in accordance with the Board adopted policy of allocating 1/2 of 1% of the station construction costs for the Art Program. Since the Art Program was not included as part of the Full Funding Grant Agreement for the East Side, there is no Board approved budget. The Metro Art Department has been advised to prepare a Board item to obtain Board approval of a budget.

FINANCIAL STATUS METRO RED LINE - SEGMENT 3 / EAST SIDE EXTENSION

STATUS OF FUNDS BY SOURCE (in thousands of dollars) (A) (B) (C) (D) (D/B) (E) (E/B) (F) (F/B) **TOTAL TOTAL** BILLED **FUNDS** COMMITMENTS **EXPENDITURES** TO SOURCE **FUNDS** ORIGINAL AVAILABLE % \$ % SOURCE BUDGET ANTICIPATED (1) **ORIGINAL SCOPE:** 38% \$352,572 \$1,230,000 \$1,133,192 \$352,572 \$645,779 57% \$429,948 31% FTA - SECTION 3 107,488 FTA - SECTION 3 DEFERRED LOCAL SHARE 0 283,298 88,143 161,445 57% 38% 88,143 31% FED ISTEA STP (STATE) 75,000 0% 0% 0 0% 54,292 54,292 16% 54,292 FED ISTEA STP/CMAQ (REGIONAL) 166,400 333,690 54,292 16% 16% FED ISTEA RSTP DEFERRED LOCAL SHARE 7,034 7,034 7.034 16% 7,034 16% 0 43,233 16% SB 1995 TRUST FUND 53,000 75,000 75,000 100% 66,779 89% 66,779 89% 75,000 20,855 20,855 20,855 21% 20,855 21% STATE SHA/ARTICLE XIX 115,000 100,000 21% 63% STATE PROP 116 144,600 40,000 25,000 25,000 63% 25,000 25,000 63% STATE FLEXIBLE CONGESTION RELIEF 52,000 0 50,000 STATE TSM MATCH 48,834 10,537 8.482 17% 8.482 17% 0 0% CITY OF LOS ANGELES 177,000 200,000 0 0% 0% 0% 29,741 160,598 25% 29,741 5% 29,741 5% PROP C 496,385 647,131 BENEF ASSESS. DISTRICT 17,100 13,500 0 0 0% 0% 0% 38% \$749,619 **TOTAL** \$2,451,485 \$3,042,878 \$663,174 \$1,158,485 25% \$644,416 21% **OTHER LOCALLY FUNDED ACTIVITIES:** \$536 22% \$0 0% PROP C (ARTWORK) \$0 \$2,435 \$610 \$0 0% PROP C (NON-REV CONNECTOR) 0 285 1,035 363% 1% 3 1% \$0 \$1,571 \$3 0% \$3 0% \$2,720 \$613 58% **GRAND TOTAL**

(1) Based on Current Budget

NOTE: Expenditures are cumulative through July 1997.



FINANCIAL STATUS METRO RED LINE - SEGMENT 3 / EAST SIDE EXTENSION

STATUS OF FUNDS BY SOURCE (in thousands of dollars)										
		(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
			TOTAL	TOTAL	, ,	, ,	}	`	BILLE	
		ORIGINAL	FUNDS	FUNDS	COMMITMENTS		EXPENDITURES		TO SOURCE	
	SOURCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	%	\$	%	\$	%
FTA - SECT	TION 3	\$306,400	\$394,312	\$57,077	\$96,842	25%	\$76,315	19%	\$57,077	14%
FTA - SECT	TION 3 DEFERRED LOCAL SHARE	0	98,578	14,269	24,211	25%	19,079	19%	14,269	14%
FED ISTEA	A STP (STATE)	0	25,000							
FED ISTEA	A STP/CMAQ (REGIONAL)	86,000	238,008	0	0	0%	0	0%	0	0%
FED ISTEA	A RSTP DEFERRED LOCAL SHARE	0	30,836	. 0	0	0%	0	0%	0	0%
STATE SH/	A/ARTICLE XIX	0	0							
STATE PRO	OP 116	72,300	15,000		!					
STATE FLE	EXIBLE CONGESTION RELIEF	26,000	0							
STATE TSN	M MATCH	0	34,831	692	692	2%	692	2%		
CITY OF LO	OS ANGELES	41,100	9,297	!						
PROP C		118,200	203,336	4,067	32,387	16%	4,067	2%	4,067	2%
TOTAL_		\$650,000	\$1,049,198	\$76,105	\$154,1 <u>32</u>	15%	\$100,153	10%	\$75,413	7%

⁽¹⁾ Based on Current Budget



⁽²⁾ Expenditures include actuals spent prior to FTA issuance of their Letter of No Prejudice (LONP) dated 9/7/93. NOTE: Expenditures are cumulative through July 1997.

METRO RED LINE - Segment 3 East Side

Monthly Project Status Report Period Ending - August 29, 1997



FINANCIAL STATUS

FUNDS BY SOURCE ANALYSIS

Status of Funds Anticipated

FED ISTEA/STP

FTA Section 3 MTA submitted a grant application to the FTA on December 13, 1996, for

\$69,475M. The Grant Award is expected in October 1997.

FTA Section 9 MTA submitted a grant application to the FTA on December 23, 1996 for \$40M (This includes \$20M for FY '96 funds and 20M for FY '97 funds). The FED ISTEA/CMAQ

Grant Award was approved on August 27, 1997. The fund will be available for

drawdown by mid-September.

The state allocated \$75M at the May 1996 California Transportation FTA Section 9

> Commission meeting. Those funds have been allocated as Federal STP funds. MTA submitted a grant application to the FTA on December 23, 1996. The Grant Award was approved on August 27, 1997. The fund will be available

for drawdown by mid-September.

MTA submitted on April 8, 1997 a grant application and an allocation request State Prop 116

to the California Transportation Commission for \$15M of Prop 116 Rail Bond

Funds. Approval is expected in December 1997.

State SHA MTA submitted on June 27, 1997 an allocation request to the CTC for

\$20M of State Highway Account (SHA) funds. Approval is expected

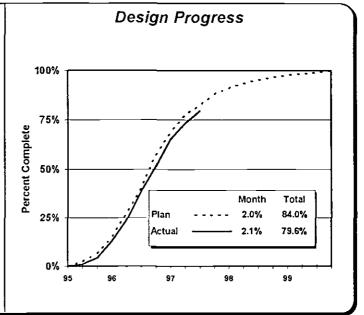
in October 1997.

No funds are expected to be available until FY 2003. Benefit Assessment



SCHEDULE STATUS

Schedule									
		Change from Last Month							
Current R.O.D.	May 2004	0 weeks							
Final Design progress	79.6%	2.1%							
Construct. Progress	N/A	N/A							
Critical Path Float	0	o							



Current Critical Path Analysis

The FFGA ROD is November 2002. The forecast ROD is May 2004, which was approved by the Board on June 4, 1997. This ROD date results from revised contract packaging based on a combined C0502/C0541 single tunnel contract strategy utilizing three TBMs. This approach combines the existing C0502 and C0541 contract scopes and the excavation of 1st/Boyle station into one tunneling contract with separate contracts for construction of 1st/Boyle, for construction of Chavez/Soto and for excavation and construction of 1st/Lorena.

The critical path includes completion of the C0502/C0541 design package, tender/award, purchase and setup of TBMs, tunneling from Little Tokyo to 1st/Lorena, Chavez/Soto station box, trackwork, Automatic Train Control, SCADA and other systems, testing and Pre-revenue Operations to ROD.

The FTA has directed the MTA to submit a revised financial recovery plan which may as a consequence severely hinder aggressive pursuit of the May 2004 ROD date. If sufficient funds are not available, a later ROD date will be proposed.

Design Progress Analysis

The plan reflects the design baseline schedule as approved by the MTA in October 1996 and amended by approved changes.

Through August, overall final design was 79.6% complete versus a plan of 84.0%. Revisions to the scope of work since March 1995 were negotiated and finalized in a revised PIP to the MTA dated August 2, 1996. The total value of the WACNs received through August is \$1,765,083 bringing the latest final design cost baseline to \$59,884,826.

EMC is slightly behind schedule for several reasons. Changes in direction of the tunnel liner configuration resulted in a certain amount of rework, and therefore, delays in tunnel contracts C0502 and C0541. The effect of this delay, coupled with such factors as a more extensive quality assurance program and incorporation of other technical changes, caused C0502 submittal dates to shift and begin to conflict with those of other contracts. Therefore, in order to distribute the sequence of submittals more evenly and solve a potential staffing shortfall, EMC elected to delay submittals for C0531 and C0521 by two weeks and three weeks respectively. Contract C0551 was placed on hold by MTA prior to the Camera Ready submittal.

Recently EMC was directed to combine contracts C0502 and C0541 forming a single tunneling contract. This has caused a delay in submitting Camera Ready for contract C0502 by approximately two months.



Construction Safety Statistics

Not applicable at this time

Construction Safety Summary

Not applicable at this time

MANAGEMENT ISSUES

ONGOING

Item [Initiated July 1997]

Construction Management Consultant Contract

Concern/Impact

A recent court decision regarding the CM contract set aside the selection of JMA as the CM Consultant on the East Side Extension. With C0502 scheduled to begin construction early in 1998, it is imperative that a CM consultant be selected quickly. In the interim, ongoing CM work is being distributed to MTA, EMC, and the PMA consultants.

Status/Action

JMA has filed an appeal and a decision is pending. The MTA has begun the paperwork required to begin the selection process again. Contingency plans to transfer CM work to other entities are being implemented. Maintenance of the project schedule is being returned to EMC and PMA; remaining constructability reviews will be performed by PMA; CM duties for demo contracts let in advance of new CM selection will be performed by MTA and the PMA. EMC will retain production of the MPSR/QPSR and maintenance of CMS.



MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated July 1997] FTA letter directives of August 1, 1997

Concern/Impact

The subject letter directives require MTA to submit a revised recovery plan prior to negotiating a new Full Funding Grant Agreement (FFGA). The directives are:

- No federal funds shall be drawn down for the East Side Extension project
- No new contracts shall be awarded for the East Side Extension project

Status/Action

MTA is revising the recovery plan by examining alternative project schedules, funding plans, and consequent impacts to the project budget.

ONGOING

Item [Initiated May 1997]

Issue: Agency Costs

Concern/Impact

Agency Costs are an element of the Project Budget and incorporate management labor costs, non labor administrative costs, fringe benefits, and agency overhead costs allocated to the project. Proposed staffing levels in conjunction with the project's forecast completion date and a higher allocation level of overhead than previously forecast may result in a potential overrun to the specific line item budget for "agency" costs.

Status/Action

The overhead allocation methodology has been reviewed by both MTA staff and financial consultants and determined to be appropriate. To mitigate costs, project staff are therefore concentrating on the direct labor charges proposed for each administrative/management function. Although this review for the Construction Division is complete and appropriate staffing levels for the division are established, proposed staffing levels through project completion for other MTA divisions along with justification for these support services are currently under review and evaluation. Necessary staffing level adjustments are being implemented to reduce projected costs while ensuring adequate support for necessary functions. Once adjustments are finalized, an accurate forecast will be determined along with a cost mitigation strategy, if needed.



MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated April 1997]

Adequacy of Remaining Contingency

Concern/Impact

Substantial drawdowns on contingency have occurred recently as more detailed estimates of construction work based on advancing stages of design completion have become available. Remaining contingency is about 7.8% of remaining project expenditures. With no construction underway and Final Design about 79.6% complete, this is not considered an adequate contingency for future project unknowns.

Status/Action

During the month of August the project contingency forecast was increased by approximately \$21.5M primarily due to MTA Management's decision to implement the following cost mitigation measures: 1) combining C0502 and C0541 into one tunnel contract; 2) the inclusion of a TBM removal shaft at 1st/Lorena Station; 3) transferring the excavation of the 1st/Boyle Station to the C0502 contract; and 4) deletion of the smoke exhaust system. The MTA will closely monitor remaining contingency and continue to assess the adequacy of this amount. The MTA continues with the EMC to pursue identification and implementation of cost reduction opportunities. The MTA has implemented a new program wide contingency management policy and procedure that provides improved visibility of contingency status.

ONGOING

Item [Initiated September 1996]

EIS/EIR Addendum Approval Process

Concern/Impact

Twenty full take property acquisitions cannot be authorized by the MTA Board until the EIS/EIR Addendum has been approved. The EIR Addendum is expected to be approved by the Board in September 1997. This delay at present is not impacting the critical path and the current R.O.D. of May 27, 2004; however, further delays could impact the project schedule.

Status/Action

The Addendum has been approved by the MTA Board and submitted to FTA for final approval and issue of a Finding Of No Significant Impact (FONSI). The earliest date foreseen for approving the EIS/EIR Addendum is September 1997. MTA is proceeding with property appraisals but purchase offers cannot be made until the addendum is fully approved.



MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated December 1996] Design is critical for C0502 NTP.

Concern/Impact

Due to continued slippage in the Final and Camera Ready submittals on contract C0502, design for this contract is critical for NTP of C0502. The initial delay was related to the "Two-Pass" vs. "One-Pass with Option" tunnel liner and realignment of the CR tunnel at the Unocal Tank Farm. The additional delay is due to receipt of about 2,000 Pre-Final design comments within the last 48 hours of the comment submittal period, Third Party issues not completely resolved, and seismic redesign due to changes in MTA's design criteria. The latest delay is due to CCN #658 (combining contracts C0502 and C0541) which has moved the Camera Ready Submittal out approximately 2 months. At present, it appears the Camera Ready Submittal will be on October 13, 1997. Work on CCN #658 however, was suspended at the end of August when the funding limit was reached. In addition, the Board deferred a decision on further funding for this work until next month. The effect will be a day for day slip to the Camera Ready submittal date until authorization to restart this work is granted.

Status/Action

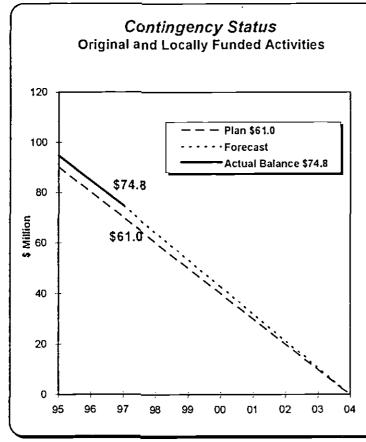
C0502, as the first major construction contract, remains vital to project success. This contract is critical-path work and MTA and EMC are focusing on completing this design package. MTA is working to resolve this funding issue as quickly as possible.

METRO RED LINE - Segment 3 East Side

Monthly Project Status Report Period Ending - August 29, 1997



COST STATUS



Contingency Status Analysis

Contingency balance this month increased \$21.5M due to the following major trends:

T-102 \$1.5M ROM cost savings for deletion of the smoke exhaust system.

T-103 \$1.5M Reduced allocated contingency of A650 contract

T-105 (\$0.5M) \$0.5M allocation for the C0596 Utility Stand-By Contractor.

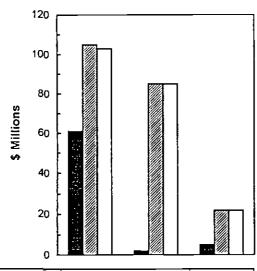
T-106 \$3.3M Interim estimate for contract C2610.

T-107 \$10.0M ROM cost savings from combining contract C0502 and C0541.

T-108 \$2.7M ROM cost savings for transferring excavation of C0521 box to contract C0502.

T-109 \$3.0M ROM cost savings associated with providing a TBM removal shaft at 1st/Lorena and reducing contract schedule.

Professional Services Contracts Consultant Cost Status



	DESIGN	CM	OTHER
Current Authorization	61	2	5
Forecast	105	85	22
Budget	103	85	22

Professional Services Cost Analysis

Categories represent all professional services contracts, not individual contracts ("Design" includes all Line Item 11 contracts, "CM" is Line Item 12, and "Other" is Line Item 13).

A recent court decision regarding the CM contract invalidated the CM selection for the project. (Please see "Management Issues" page ES-10)

The Final Design commitments increased \$4.3M in August for a total of \$61.0M. There were no increases in commitments this month for Construction Management (Line Item 12) or for Other Specialty Services (Line Item 13). There were no changes to any line item on the project forecast or the budget.

The Design Services forecast was increased by \$2.3M over the budget when the FIS reconciliation was completed increasing the 9979 locally funded source expenditures by \$4.3M overall.

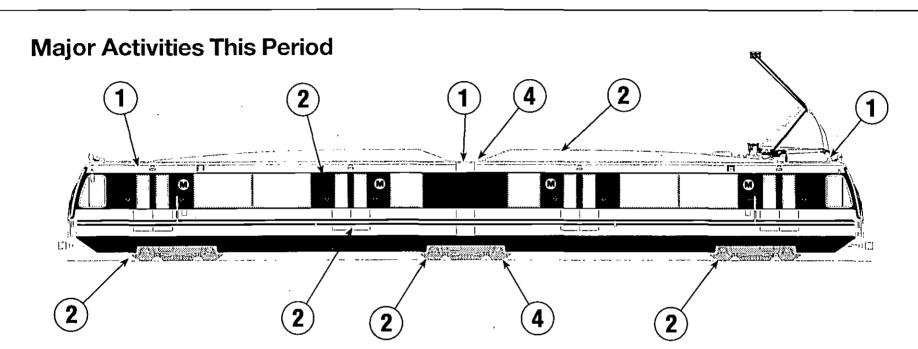
VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

L.A. Light Rail Vehicle

Monthly Project Status Report Period Ending - August 29, 1997



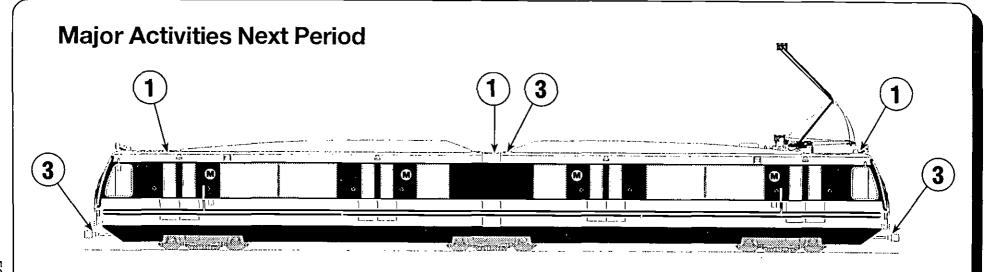


- 1. Carshells No. 16, 17, and 18 were completed and shipped for final assembly in Sacramento where the assembly of nine cars is continuing. The remaining carshells are stored in Stockton, California until the assembly line can accommodate additional cars.
- 2. Static Testing of the first car progressed. Major sub-systems being tested are propulsion, brakes, doors, HVAC.
- 3. Initiated preliminary negotiations with Siemens regarding MTA's Recovery Plan requirement and possible alternatives.
- 4. Met with US & S (Green Line Signal System Supplier) to resolve interface issues regarding vehicle line breaker dropout time. Additionally, met with the "start up" team to discuss vehicle commissioning and testing and with Siemens regarding vehicle sub-systems assembly progress.
- 5. Initiated discussions with Siemens for the final phase of the 22 car cancellation.

L.A. Light Rail Vehicle

Monthly Project Status Report Period Ending - August 29, 1997





- 1. Complete Carshells No. 19 and 20 and ship for assembly. Continue assembly and testing of nine cars on the assembly line.
- 2. Meet with Siemens to review assembly issues and the progress and resolve open technical issues.
- 3. Conduct P2000/Metro Blue Line Vehicle Compatibility Tests and EMI Test.
- 4. Continue negotiations with Siemens to finalize the 22 car cancellation.

FS-2

Monthly Project Status Report Period Ending - August 29, 1997



FINANCIAL STATUS

Budget/Forecast	Variance ((in millions)
Orig		

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	AUGUST CHANGE IN FORECAST
CONSTRUCTION	\$232.4	\$180.6	(\$51.7)	0
PROFESSIONAL SERVICES	\$12.9	\$14.8	\$1.8	0
CONTINGENCY	\$12.3	\$5.9	(\$6.3)	0
PROJECT REVENUE	\$0	\$0	\$0	0
TOTAL PROJECT	\$257.6	\$201.4	(\$56.2)	\$0.0

Budget/Forecast Variance Analysis

The Budget/Forecast Variance chart includes only those elements for the project as initially adopted by the MTA Board.

Expenditures to date are \$91,284,154.

Commitments to date are \$231,522,973. Once the cost impact of the reduced car order is approved by the MTA, a reduction in project commitments will occur.

The Current Project Budget is \$257.6 million. The Total Project Forecast for August 1997 remained unchanged at \$201.4 million. The \$56.2 million variance between the current forecast and the current budget is a result of the reduction of the P2000 Contract from 74 cars to 52 cars, and a reduction in the forecast of indirect costs.

STS' claim is still under review. Findings will be reported once termination liability is negotiated.

FINANCIAL DETAIL

LA LIGHT RAIL VEHICLE PROCUREMENT (IN THOUSANDS OF DOLLARS)

STATES OF FUNDS BY SOURCE

AUGUST 97

	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS	(C) TOTAL FUNDS	(D) COMM	(D/B) ITMENTS	EXPEN	(E/B) IDITURES	(F) BILLED TO	(F/B) SOURCE
SOURCE		ANTICIPATED (1)	AVAILABLE	\$	%	\$ 	% 	\$	%
FTA RSTP (ISTEA)		\$6,077	\$6,077	\$6,077	100%	\$0	0%	\$0	0%
FTA - OTHER	\$18,000	\$0	\$0	\$0	0%	\$0	0%	\$0	0%
FED ISTEA STP	\$84,000	\$84,000	\$55,100	\$84,000	100%	\$42,060	50%	\$42,060	50%
STATE PROP 116	\$33,550	\$33,550	\$16,398	\$33,550	100%	\$16,398	49%	\$16,398	49%
PROP C	\$118,450	\$133,970	\$32,826	\$107,896	81%	\$32,826	25%	\$32,826	25%
TOTAL	\$254,000	\$257,597	\$110,401	\$231,523	90%	\$91,284	35%	\$91,284	35%

(1) BASED ON CURRENT BUDGET

NOTES: EXPENDITURES ARE THROUGH JULY 1997.



Monthly Project Status Report Period Ending - August 29, 1997



FINANCIAL DETAIL

FUNDS BY SOURCE ANALYSIS

STATUS OF FUNDS ANTICIPATED

FED ISTEA STP

MTA submitted a grant application to the FTA for \$28.9 million of Federal STP funds in March 1997.

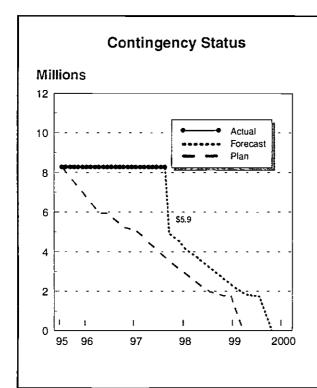
Grant award is expected in December 1997.

California Transportation Commission (CTC) has expressed concerns regarding the status of MTA's recovery plan and long range transportation plan. Until such time as these documents are approved by the MTA Board the CTC is reluctant to approve any request for funding of the MTA's rail projects.

Monthly Project Status Report Period Ending - August 29, 1997



FINANCIAL / SCHEDULE STATUS



Contingency Status Analysis

The Project Contingency remained unchanged this period. The forecasted decrease in contingency from \$8.2 million to \$5.9 million is due to the reduction of the P2000 Contract from 74 cars to 52 cars.

Schedule Change from

Last Month

Schedule Car Delivery 1st Car November 1998 +4 Months 52nd Car +2 Months August 1999 **Design Progress** 90% complete N/C N/C **Fabrication Progress** 40% complete Critical Path Car assembly N/C Delay (1st Car) -25 months -4 Months

August 1, 1997

Data Date

Schedule Analysis

The Contractor's last forecast schedule reflects a total of 25 months delay in 1st car deliveries. The additional delay is due in part to the contractor's revision of schedule to incorporate more realistic parameters in the schedule. Subsystems with potential impact on delivery are air conditioning and communications equipment. Car assembly is still on the critical path. Acceleration of the delivery schedule for the first several cars is unlikely, however, the delivery schedule is projected to improve for later units.

In recent schedules, STS assumed that the MTA can accept cars at a higher rate than specified (2 cars per month).

Monthly Project Status Report Period Ending - August 29, 1997



MANAGEMENT ISSUES

ONGOING

Item (Date Initiated: July 1997)

Destination Sign Character Appearance

Concern/Impact

The destination sign characters are comprised exclusively of square pixels, giving them an undesirable "blocky" appearance.

Status/Action

STS and Luminator (destination sign supplier) have been asked to review the destination sign appearance and report if an improvement is possible at this time.

Item (Date Initiated: June 1997)

Line Breaker Dropout Timing

Concern/Impact

A complex technical issue related to the Automatic Train Control (ATC) interface arose last month. In order to insure the presence of electric brake, AdTranz (the propulsion supplier) needs to retain the Line Breaker energized for three seconds following a command to drop propulsion and initiate emergency braking. During this three seconds, the ATC designer (Union Switch and Signal) must assume the worst case for their Safe Braking Distance (SBD) model; that is, that propulsion remains in the selected mode. This assumption leads to block lengths longer than planned. US & S has asked that the Line Breaker be dropped almost immediately. This is possible, but could translate to reduced, or no, electric braking in emergency; only friction braking would be present. With only friction braking, the stop would be less efficient, and may not meet select portions of the CPUC emergency braking requirements at heavy vehicle loads.

Status/Action

On 21AUG97, we met with LTK, Union Switch & Signal, and the EMC (RTS, the EMC's Signal Consultant for H1100) to discuss this issue. The following are the salient points made during this discussion:

- By tradition, Union Switch & Signal must assume that when the line breaker is energized, the vehicle is in a runaway propulsion mode.
- AdTranz acknowledged that they may be able to establish electric brake current in less than three seconds, dropping the line breaker earlier, but not early enough to allow the braking distance to fall within the now established block lengths.
- Costs for Union Switch & Signal to reestablish new block lengths consistent with a three second line breaker dropout time range from \$1 million to \$3 Million.
- One solution would be for the electric brake to be eliminated in ATC generated Emergency only, but retained for Full Service Brake at all other times. Siemens will investigate what circuit changes need to be implemented to effect this change.

Monthly Project Status Report Period Ending - August 29, 1997



MANAGEMENT ISSUES (Con't)

Item (Date Initiated: May 1997)

Battery Capacity

Concern/Impact

The first set of vehicle batteries were informally tested in Sacramento. Initial results were not satisfactory, in that voltage levels and capacity were lower than the specification requirements. STS proposed changes to the system that may resolve the concern.

Status/Action

Awaiting results of formal capacity testing to confirm that the proposed fixes are adequate.

Item (Date Initiated: September 1996)

Lack of Progress in the Development of Manuals and Training

Concern/Impact

Lack of progress in both the development of Repair and Parts Manuals, and the Vehicle Training Program.

Status/Action

Although behind schedule, progress is being made now. Siemens continues to await the MTA Contract Compliance Department's sanction of TransEd's removal. Such relief was formally requested (along with the MTA-requested back up) in January 1997 of this year.

Item (Date Initiated: February 1996)

Schedule Slippage

Concern/Impact

The August 1, 1997 delivery schedule indicates a delay of 25 months for the first car with delivery of the last car approximately 9 months late. The additional delay is in part due to the **c**ontractor's revision of the schedule to incorporate more realistic parameters in the schedule.

Status/Action

Although the August schedule indicates that the official shipping date for the first vehicle has been pushed back 4 months, Siemens is working toward a more aggressive delivery schedule.

Monthly Project Status Report
Period Ending - August 29, 1997



MANAGEMENT ISSUES (Con't)

Item (Date Initiated: November 1995)

Carborne Signal Equipment for 16 Standard Cars

Concern/Impact

The 24 Standard Cars designated for the Metro Blue Line will need on-board signal equipment compatible with the wayside before they can enter revenue service.

Status/Action

The MTA's Board-approved Fleet Allocation Plan, indicates that 24 cars will be assigned to the Metro Blue Line. Although the Fleet Plan suggests that t 16 LA Standard Cars will already be equipped with Metro Blue Line Carborne ATP equipment, this in not accurate. The only on-board signal equipment contracted for to date are the 36 Metro Green Line US & S signal packages. Purchase of 24 Metro-Blue Line type Carborne signal packages (plus an appropriate number of spares) must be approved by the MTA Board. Moreover, it does not appear that sufficient time exists in which to have the 24 Metro-Blue Line packages procured and installed before these cars arrive. No approved plan for their procurement exists at this time.

Item (Date Initiated: July 1995)

Cancellation of 22 Standard Cars

Concern/Impact

STS requested \$10 million in damages from the cancellation of 22 cars. This claim must be validated before payment can be made.

Status/Action

Back-up data from STS has been evaluated by technical staff and was submitted to the Audit Department for final determination; their findings were received and negotiations with Siemens will be conducted in September 1997.

Monthly Project Status Report Period Ending - August 29, 1997



MANAGEMENT ISSUES (Con't)

Item (Date Initiated: March 1995)

HVAC Design

Concern/Impact

Although Sutrak has completed a Prototype Unit, which has been physically inspected, the Design Conformance Test (DCT) or the First Article Inspection (FAI) is yet to be completed. Moreover, quality problems have been noted on the few HVAC units thus far shipped to Sacramento.

Status/Action

We met with STS Engineers on 22AUG97 to identify all open HVAC items. Although many were closed, a few FAI and DCT open items still remain. STS pledged to work diligently to close all such items.

The lack of quality control manifested on the few HVAC units shipped to Sacramento to date is of concern. Deficiencies, such as unapproved wire harnessing and metal chips and shards, have been found in these units. This indicates a lack of surveillance by at least three parties: Sutrak QC at Lamar; STS QC at Lamar; and STS QC (Receiving Inspection) at Sacramento. In order to insure that this problem is corrected, a meeting is scheduled with Sutrak's QA representatives, LTK and STS QA representatives in Sacramento to review the non-compliant units. A second meeting will be held to review and correct the situation in Sutrak's plant in Lamar.

Resolved

Item (Date Initiated: June 1996)

Vehicle Weight

Concern/Impact

The most recent revision of the Vehicle Weight Report, No. 13, indicates a margin of about 1860 pounds under the specified weight.

Status/Action

All indications are that the vehicle weight is decreasing; not increasing. This issue will be dropped as a management issue in future reports unless cause for concern is detected.