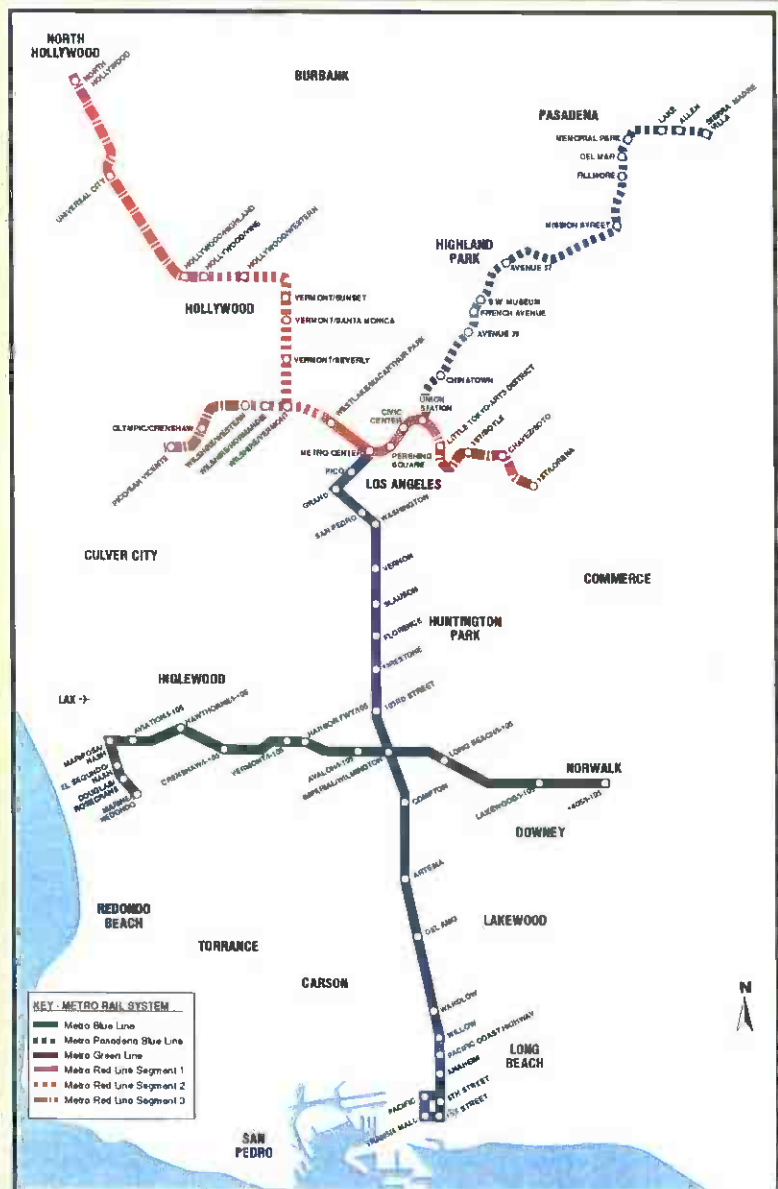


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



DECEMBER 1997



## **RAIL PROGRAM STATUS SUMMARY**

**THE LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY  
METRO CONSTRUCTION DIVISION**

**DECEMBER 1997**



# **RAIL PROGRAM SUMMARY**





# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of December 1997

	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	Jan 1993	Wilshire Jul 1996 Vermont Dec 1998	May 2000	July 2008	May 2004	July 1990	Aug 2001	August 1995	Final Car Delivery Aug 1999	Final Completion Jul 2008
Design Status	Completed	98.7%	93.1%	Final Not Started	85.9%	Completed	80.3%	Completed	Based on Milestones 95%	3 of 9 complt.
Construction Status	Completed	92.3%	56.5%	Not Started	Not Started	Completed	10.8%	99%	Based on Milestones 50%	3 of 9 complt.
Expenditures to Date (in mil.)	\$1438	\$1442	\$707	\$13	\$109	\$860	\$212	\$669	\$95	\$5545
MTA Approved Budget (in mil.)	\$1450	\$1641	\$1314	\$491	\$1049	\$877	\$804	\$712	\$258	\$8596
Federal Funding	48%	44%	62%	39%	75%	0%	0%	0%	35%	34%
State/Local Funding	52%	56%	38%	61%	25%	100%	100%	100%	65%	66%

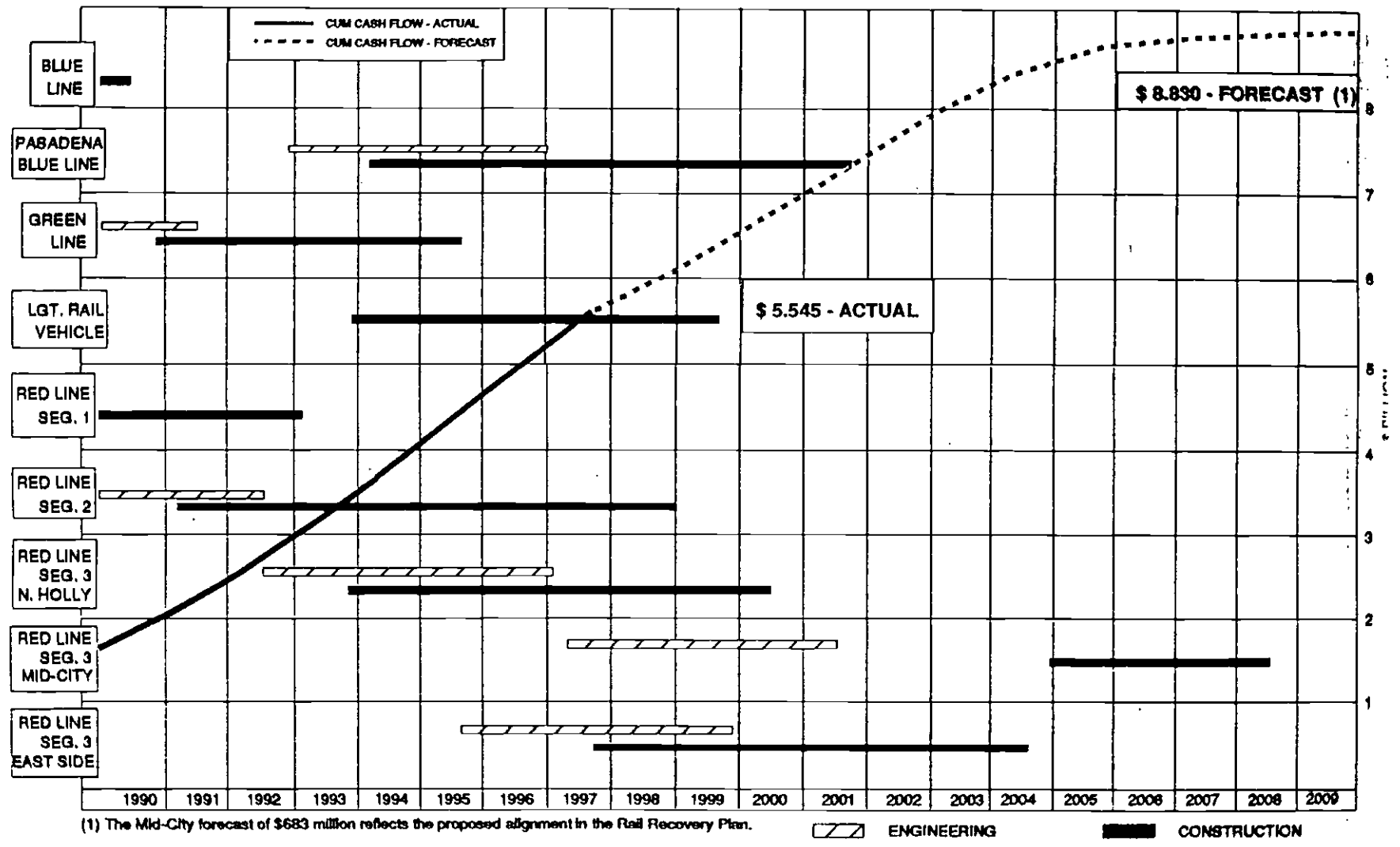


**METROPOLITAN TRANSPORTATION AUTHORITY  
FUNDING SOURCES (IN MILLIONS)**

	DECEMBER 1997									TOTAL PROGRAM	
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	METRO RED (11) SEGMENT 3 - MC	METRO RED SEGMENT 3 - ES	PASADENA BLUE LINE	LIGHT RAIL VEHICLE	\$	%
ORIGINAL SCOPE:											
FTA-SECTION 3			605.3	667.0	681.0	242.6	492.9			2688.8	31
FTA - OTHER											
ISTEA - FED SURFACE TRANSIT PROG				52.1	50.0		26.0		84.0	211.1	3
FED-ISTEA RSTP/CMAQ					79.7	20.4	51.2		6.1	157.4	4
FTA-SECTION 9			90.6							90.6	1
STATE		105.9	210.3	133.0	278.0	80.0	15.0	387.8	16.4	1236.4	12
STATE TSM MATCH					11.4	2.7	0.7			14.8	0
SB 1895 TRUST FUND					68.9					68.9	0
PROPOSITION A	877.2	205.1	179.5	478.9						1740.7	20
PROPOSITION C		395.3			38.3	327.3	390.9	416.1	151.1	1718.0	18
PROP C (AMERICAN DISABILITY ACT)		6.0								6.0	0
CITY OF LOS ANGELES			34.0	96.0	90.0		73.5			293.5	4
BENEFIT ASSESSMENT			130.3	25.4	13.5					169.2	2
COST OVERRUN ACCOUNT			200.1	123.1						323.2	4
APPROVED BUDGET	877.2	712.3	1450.1	1575.5	1310.8	683.0	1049.2	803.9	257.6	8719.6	99
CURRENT FORECAST	877.2	727.4	1439.0	1660.0	1312.6	683.0	1105.6	823.7	201.4	8830.1	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:											
PROP C (TRANSIT ENHANCEMENTS)				62.7	2.7					65.4	1
FED ISTEA RSTP/CMAQ				2.5						2.5	0
APPROVED BUDGET	0.0	0.0	0.0	65.2	2.7	0.0	0.0	0.0	0.0	67.9	1
CURRENT FORECAST	0.0	0.0	0.0	65.2	1.7	0.0	7.4	0.0	0.0	74.3	

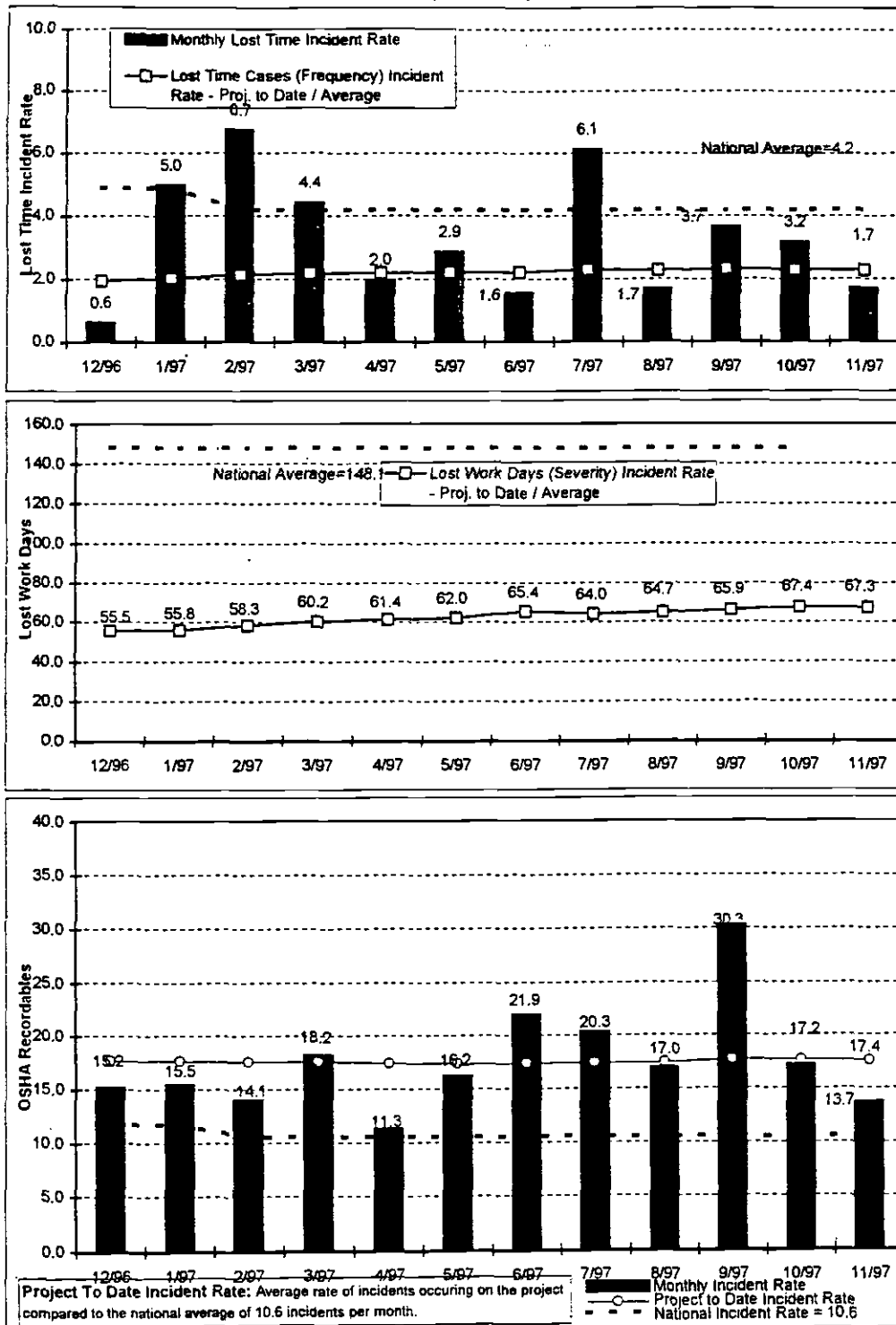
11) The Mid-City budget of \$683 million reflects Total Funds Anticipated pending the selection of a preferred alternative, the Approved Budget is \$491 million.







November 1997

Total Metro  
Safety Summary

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



# METRO PASADENA BLUE LINE

## Rail Program Status Summary

### Period Ending - December 26, 1997



#### 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
<b>DESIGN</b>		
Monthly Progress	\$ 1.8	0.0 %
Prior Cumulative Prog.	76.3	80.3
<b>Cumulative Progress</b>	<b>78.1</b>	<b>80.3</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 5.7	0.1 %
Prior Cumulative Prog.	50.6	10.7
<b>Cumulative Progress</b>	<b>56.3</b>	<b>10.8</b>
<b>OTHER Cost Elements</b>	<b>\$78.2</b>	
<b>TOTAL</b>	<b>\$ 212.6</b>	

#### 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	38.9
Prop C Highway 25%	178.6	101.9	73.7
Prop C 40% Discr.	237.5	40.0	40.0
<b>TOTAL</b>	<b>\$803.9</b>	<b>\$278.4</b>	<b>\$212.6</b>

#### BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$431.4	\$413.6
Professional Services	258.9	279.8
Real Estate	55.5	49.8
Utility Force Account	12.4	15.4
Special Programs	2.2	2.2
Contingency	43.6	63.1
Project Revenue	(0.1)	(0.2)
<b>TOTAL PROJECT</b>	<b>\$803.9</b>	<b>\$823.7</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: August 2001

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 the current August 2001 ROD. Various design packages have been prioritized in order to support the schedule. Presently, the critical path runs through C6390; C6391 Chinatown Station construction, H0060 Train Control, and H0070 Integrated Testing and Pre-Revenue Operations.

#### CURRENT ACTIVITIES / ISSUES

The potential for project delays exists due to the possibility of project suspension resulting from the January 1998 MTA Board Meeting.



# METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - December 26, 1997



## 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
<b>DESIGN</b>		
Monthly Progress	\$ 0.0	0.2 %
Prior Cumulative Prog.	162.5	98.5
Cumulative Progress	162.5	98.7
<b>CONSTRUCTION</b>		
Monthly Progress	\$6.9	0.5 %
Prior Cumulative Prog.	934.5	91.8
Cumulative Progress	941.4	92.3
<b>OTHER Cost Elements</b>	<b>\$338.5</b>	
<b>TOTAL</b>	<b>\$ 1442.4</b>	

## 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	417.3	379.2
City of Los Angeles	96.0	94.0	90.0
Benefit Assessment Dist	25.4	0.0	0.0
Benefit Assess. Shortfall	0.0	25.4	25.4
Cost Overrun Account	123.1	47.4	50.9
Prop C Transit Enhance	62.7	48.0	44.8
ISTEA CMAQ/RSTP	2.6	0.0	0.0
<b>TOTAL</b>	<b>\$1640.8</b>	<b>\$1484.2</b>	<b>\$1442.4</b>

## BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1101.1	\$1120.6
Professional Services	411.9	451.6
Real Estate	88.1	88.0
Utility Force Account	32.4	32.6
Special Programs	2.5	1.7
Contingency	4.8	31.8
Project Revenue	0.0	(1.1)
<b>TOTAL PROJECT</b>	<b>\$1640.8</b>	<b>\$1725.2</b>

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

The project critical path is controlled by the progress of the Automatic Train Control B620 contractor's on critical equipment installation. The 132 calendar days of negative float forecast this period represents a 16 calendar day delay since last period. MTA executive management has directed that the least cost/acceptable risk ROD be established as the project goal. An analysis resulted in a February 20, 1999 ROD target which will be presented to the MTA Board and the FTA in January/ February 1998 for approval.

## CURRENT ACTIVITIES / ISSUES

The forecast was adjusted this month and includes a recognition for potential claims. Mitigation measures for project costs have been addressed, but a need for an increase to contingency was deemed necessary. A revised budget will be presented to the MTA Board in January 1998.



# METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

## Rail Program Status Summary

### Period Ending - December 26, 1997



#### PROJECT DESCRIPTION

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.

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 0.7	0.2 %
Prior Cumulative Prog.	65.7	92.9
Cumulative Progress	66.4	93.1
<b>CONSTRUCTION</b>		
Monthly Progress	\$21.5	2.1 %
Prior Cumulative Prog.	425.5	54.4
Cumulative Progress	447.0	56.5
<b>OTHER Cost Elements</b>	<b>\$193.3</b>	
<b>TOTAL</b>	<b>\$ 706.7</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.9	\$291.4	\$312.8
FTA - Sect 3 Defer. Local	136.3	72.8	78.2
FED ISTE A STP (State)	50.0	50.0	50.0
FED ISTE A STP/CMAQ	70.5	53.0	53.0
FED ISTE A RSTP Defer	9.1	6.9	6.9
SB 1995 Trust Fund	68.9	68.9	66.7
State SHA/Article XIX	45.9	20.9	20.9
State Proposition 116	25.0	25.0	25.0
State TSM Match	11.4	10.5	10.5
State CTIP	207.2	0.0	0.0
City of Los Angeles	90.0	55.4	55.5
Proposition C	38.3	31.3	27.2
Benefit Assessment Dist	13.5	0.0	0.0
Prop C (Artwork)	2.5	0.6	0.0
Prop C (Non-Rev Connect)	0.3	0.0	0.0
<b>TOTAL</b>	<b>\$1313.8</b>	<b>\$686.7</b>	<b>\$706.7</b>

#### BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$826.6	\$838.3
Professional Services	301.5	328.5
Real Estate	89.0	87.3
Utility Force Account	26.3	26.0
Special Programs	0.0	1.0
Contingency	70.0	42.8
Project Reserve	0.4	0.1
Project Revenue	0.0	(11.4)
<b>TOTAL PROJECT</b>	<b>\$1313.8</b>	<b>\$1312.6</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFCA stipulates project completion on December 12, 2000, the project team is targeting May 17, 2000 for Revenue Operations which is 7 months ahead of the FTA schedule.

#### CURRENT ACTIVITIES / ISSUES

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



# METRO RED LINE SEGMENT 3 MID- CITY Rail Program Status Summary Period Ending - December 26, 1997



## PROJECT DESCRIPTION

Metro Red Line Segment 3 Mid -City is an extension of the existing Metro Red Line project. It begins just west of the Wilshire/Western Station. The alignment continues under Wilshire Boulevard and curves southwest at Crenshaw Boulevard, passing through the Crenshaw/Olympic Station and terminates at the Pico/San Vicente Station.

## SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$0.1	0.0 %
Prior Cumulative Prog.	6.9	2.0
<b>Cumulative Progress</b>	<b>7.0</b>	<b>2.0</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 0.0	0.0 %
Prior Cumulative Prog.	0.0	0.0
<b>Cumulative Progress</b>	<b>0.0</b>	<b>0.0</b>
<b>OTHER Cost Elements</b>	<b>\$5.9</b>	
<b>TOTAL</b>	<b>\$12.9</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$194.1	\$4.1	\$4.1
FTA - Sect 3 Defer. Local	48.5	1.0	1.0
FED ISTEA STP (State)	0.0	0.0	0.0
ISTEA STP/CMAQ (Reg)	18.1	1.3	1.3
ISTEA RSTP Defer. Local	2.4	0.1	0.1
State Article XIX	40.0	0.0	0.0
Proposition 116	0.0	0.0	0.0
Flex Congestion Relief	50.0	0.0	0.0
State TSM Match	2.7	0.0	0.0
City of Los Angeles	0.0	0.0	0.0
Prop C	327.2	8.1	6.4
<b>TOTAL</b>	<b>\$683.0</b>	<b>\$14.8</b>	<b>\$12.9</b>

## BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$334.0	\$377.0
Professional Services	98.0	187.0
Real Estate	54.0	44.0
Utility Force Account	5.0	9.0
Special Programs	0.0	2.0
Contingency	0.0	64.0
Project Revenue	0.0	0.0
<b>TOTAL PROJECT</b>	<b>\$491.0</b>	<b>\$683.0</b>

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: July 2008

The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document preparation addressing the Wilton/Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The forecast completion for FTA review of the draft document continues to slip, pending MTA decision on the viability of the Project. If the Project moves forward, the FTA review may be completed in January 1998. The impact of the schedule cannot be mitigated.

## CURRENT ACTIVITIES / ISSUES

The August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) is now planned for May 1998; the Project Adoption and Record of Decision milestones have also slipped accordingly. 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.



# METRO RED LINE SEGMENT 3 EAST SIDE

## Rail Program Status Summary

### Period Ending - November 28, 1997



#### 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.

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$2.4	2.2 %
Prior Cumulative Prog.	51.0	83.7
Cumulative Progress	53.4	85.9
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 0.1	0.0 %
Prior Cumulative Prog.	14.7	0.0
Cumulative Progress	14.8	0.0
<b>OTHER Cost Elements</b>	<b>\$38.8</b>	
<b>TOTAL</b>	<b>\$ 107.0</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$394.3	\$57.0	\$57.1
FTA - Sect 3 Defer. Local	98.6	14.3	14.3
FED ISTE A STP (State)	25.0	25.0	0.0
FED ISTE A STP/CMAQ	45.4	17.7	0.0
FED ISTE A RSTP Defer	5.9	2.3	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	0.7	0.0	0.0
City of Los Angeles	73.4	0.0	0.0
Proposition C	390.9	37.9	37.9
<b>TOTAL</b>	<b>\$1049.2</b>	<b>\$154.3</b>	<b>\$109.3</b>

#### BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$650.2	\$662.8
Professional Services	247.6	301.1
Real Estate	34.8	36.6
Utility Force Account	23.9	23.9
Special Programs	0.0	3.1
Contingency	92.7	78.3
Project Revenue	0.0	0.0
<b>TOTAL PROJECT</b>	<b>\$1049.2</b>	<b>\$1105.8</b>

#### 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 box 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). Additional directives imposed until a recovery plan is approved 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 PASADENA BLUE LINE**

## **EXECUTIVE SUMMARY**

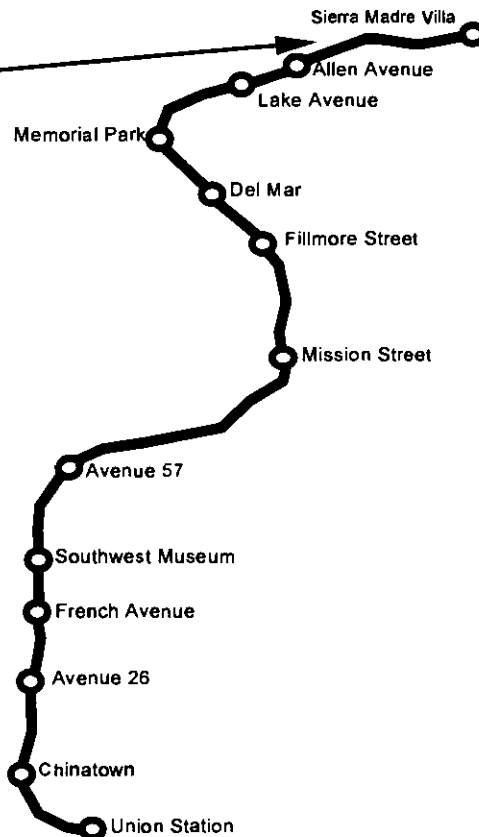


**METRO PASADENA BLUE LINE**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**MAJOR ACTIVITIES THIS PERIOD (December 1997)**

- C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges**
- Contractor completed all punchlist items.
  - Continued Close-out.
  - Negotiated Change Notices (CN's) 67.00 (Relocate "Pasadena Civic Center" sign at Lake Ave Abutment) and 75.00 (Reinstallation of Crash Cushion Modules).
  - Initiated CN's 97.00 (Adjust Bid Quantities at Arroyo Seco Pkwy), 26.04 (Delayed release of Allen Ave. and Lake Ave Overpass), 98.00 (Traffic Control), 99.00 (Adjust Bid Quantities at Fremont), and 100.00 (Barrier Railing Replacement at Lake Ave).
  - Continued to finalize quantities on bridges.
  - Continued review of open claims, and cost/schedule proposals.
  - Demobilized the field office and secured the construction site.
  - Processed the October progress payment and reviewed the schedule update.
  - Prepared Fair Cost Estimates (FCE's) and Time Impact Analysis (TIA) for CN's in process.



**PROJECTWIDE ACTIVITIES**

- Project staff completed its review of the current Basis of Design in August, which involved implementation of cost containment items; mitigating the incurred schedule delay to meet the Board-adopted Revenue Operations Date of August 2001; confirmed the project budget of \$803.9 million, and identified & determined resolution for any open issues. The results of the analysis were planned to be presented to the Board in September 1997, however postponement will continue pending resolution of the Recovery Plan and possibility of project suspension resulting from the January 1998 Board meeting.
- The Section Designer for C6390 - Chinatown Aerial Guideway Structure has made final revisions to the Phase 1 package in response to EMC requests.
- Project staff audited the design schedule recovery plan for C6420 - L.A. River to Arroyo Seco Line Segment. Work for preliminary design of the Marmion/Figueroa intersection grade separation began.
- The Section Designer for C6440 - Arroyo Seco to Del Mar Line Segment and EMC finalized CCN 665 (Add MTA Telephone Conduit and Under-platform Enclosure) and prepared to issue final submittal to MTA.
- EMC and the Section Designer for C6450 - Del Mar to Memorial Park Line Segment completed their pre-final design review and began dispositioning design review comments.
- EMC concluded work on H0060 - Train Control for CCN 664 (Design Changes to Accommodate MTA-Owned Telephone System).
- EMC concluded work on H0070 - Traction Electrification for CCN 666 (Miscellaneous TPS Design Changes).
- Preliminary Engineering for all stations (except to support line segment contracts) continues to be on hold pending Board action on project suspension in mid-January 1998.



# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

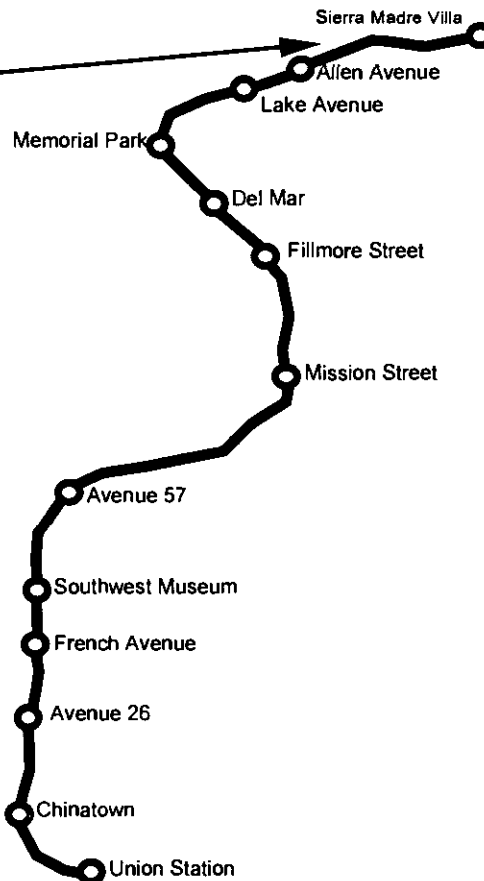
Period Ending - December 26, 1997



### MAJOR ACTIVITIES NEXT PERIOD (January 1998)

#### C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Continue the close-out process.
- Negotiate outstanding Change Notices (CN's).
- Initiate CN's to reconcile quantities for various bridges.
- Review open claims.
- Process the November Progress Payment and review the schedule update.
- Prepare Fair Cost Estimates (FCE) and Time Impact Analysis (TIA) for CN's in process.
- Package/process Change Orders (CO's).



#### PROJECTWIDE ACTIVITIES

- EMC to submit the Phase 1 final design package for C6390 - Chinatown Aerial Guideway Structure to project staff. Project staff will begin an internal and readiness review once the package is received.
- The Section Designer for C6420 - L.A. River to Arroyo Seco Line Segment is to submit 85% of the pre-final design to EMC for interdisciplinary and intradisciplinary reviews.
- The Section Designer for C6440 - Arroyo Seco to Del Mar Line Segment is to furnish the final submittal.
- Comments on pre-final submittals for design drawings and specifications for C6450 - Del Mar to Memorial Park Line Segment will be dispositioned and included in Final Design submittal.
- Decisions on the project suspension will be finalized. This decision is expected to halt further work on Contracts H0060 - Train Control and H0070 - Traction Electrification.
- The MTA Board is scheduled to meet January 14, 1998 to consider suspension of the PBL project. If the suspension is approved, then the following demobilization activities will occur:
  - EMC and Section Designers will be demobilized.
  - MTC and other Professional Services will be demobilized.
  - MTA Administration and Utility/Force Accounts will be demobilized.



# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

Period Ending - December 26, 1997



### FINANCIAL STATUS

#### Budget/Forecast Variance (\$ in millions)

##### Original Scope

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	DECEMBER CHANGE IN FORECAST
CONSTRUCTION	\$431.4	\$413.6	(\$17.8)	\$0.0
PROFESSIONAL SERVICES	258.9	279.8	20.9	0.0
REAL ESTATE	55.5	49.8	(5.7)	0.0
UTILITY/FORCE ACCOUNT	12.4	15.4	3.0	0.0
SPECIAL PROGRAMS	2.2	2.2	0.0	0.0
CONTINGENCY	43.6	63.0	19.4	0.0
PROJECT REVENUE	(0.1)	(0.1)	0.0	0.0
<b>TOTAL PROJECT</b>	<b>\$803.9</b>	<b>\$823.7</b>	<b>\$19.8</b>	<b>\$0.0</b>

##### Additional Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	DECEMBER CHANGE IN FORECAST
CONSTRUCTION	\$0.0	\$0.0	\$0.0	\$0.0
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
<b>TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

#### Budget/Forecast Variance Analysis

##### Original Scope / Additional Locally Funded Activities

The Budget/Forecast Variance reflects changes in Construction, Professional Services, Real Estate, and Utility/Force Account. On June 4, 1997, the Board approved the revised Recovery Plan which called for a Revenue Operations Date (ROD) of August 15, 2001 with a budget of \$803.9 million. A Project Budget Change Request (PBCR) was implemented to reflect this action.

On August 1997, project staff completed its review of the current Basis of Design, which involved implementation of cost containment items; mitigating the incurred schedule delay to meet the Board-adopted ROD of August 2001; confirmed the project budget of \$803.9 million, and identified and determined resolution for any open issues. The results of the analysis were planned to be presented to the Board in September 1997, however postponement will continue pending resolution of the Recovery Plan and possibility of project suspension resulting from the January 1998 Board meeting. For details of the forecast changes during the quarter, refer to FD-3.

Commitments to date are \$273 million or 33% of the current total forecast.

Expenditures to date are \$213 million or 26% of the current total forecast.



**METRO PASADENA BLUE LINE**  
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**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.

- 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 04 - UTILITY RELOCATIONS:**

Current Budget	\$12,188,500
Forecast:	\$10,862,700
Variance:	(\$1,325,800)
% Variance:	(10.9%)

Mitigation: The Current Forecast reflects the latest review with the MTA Third Party Coordinator as to the current scope of the physical 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:	\$27,157,300
Variance:	(\$7,964,300)
% Variance:	(22.7%)

Mitigation: 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 operations.

- **LINE ITEM 07 - SYSTEMWIDE EQUIPMENT:**

Current Budget	\$35,327,400
Forecast:	\$47,482,600
Variance:	\$12,155,200
% Variance:	34.4%

Mitigation: Extensive evaluations of the scope and schedule for Systemwide Equipment have resulted in the current forecast. In addition, the costs for Contract P2000 - L.A. Light Rail Vehicle Procurement were incorporated for the Carborne Automatic Train Protection (ATP) Systems. 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.



**METRO PASADENA BLUE LINE**  
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**CONTRACT/LINE ITEM VARIANCE REPORT (Cont'd)**

• **LINE ITEM 19 - PROJECT ADMINISTRATION:**

Current Budget	\$47,560,900
Forecast:	\$72,463,000
Variance:	\$24,902,100
% Variance:	52.4%

Mitigation: 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 working to see where staffing levels for the various MTA support groups can be decreased while still maintaining overall quality and safety for the project. If Construction overhead rates decreased in the future, further savings can be realized. For details of the forecast change, refer to ES-14.

• **LINE ITEM 20 through 22 - REAL ESTATE:**

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

Mitigation: 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 project scope requirements.

• **LINE ITEM 23 - UTILITY/AGENCY FORCE ACCOUNTS:**

Current Budget	\$12,400,000
Forecast:	\$15,400,000
Variance:	\$3,000,000
% Variance:	24.2%

Mitigation: 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 present level-of-effort support of the utilities and government agencies. If construction durations can be improved, this could result in possible savings by shortening the design/construction reviews by these outside agencies.

• **LINE ITEM 24 - PROJECT CONTINGENCY:**

Current Plan:	\$43,554,108
Forecast:	\$63,063,803
Variance:	\$19,509,695
% Variance:	44.8%

Mitigation: The Current Forecast reflects the validation to the allocated contingency necessary to complete the present scope of the work.



**METRO PASADENA BLUE LINE**  
**Quarterly Project Status Report**  
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**FINANCIAL DETAIL**  
**STATUS OF FUNDS BY SOURCE**

(IN THOUSANDS OF DOLLARS)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
STATE PROP 108	\$368,300	\$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	\$38,853	12%	\$38,853	12%	\$35,646	11%
PROP C (HIGHWAY 25%)	\$0	\$178,547	\$101,925	\$134,230	75%	\$73,707	41%	\$73,707	41%
PROP C (40% DISC.)	\$435,437	\$237,522	\$40,000	\$40,000	17%	\$40,000	17%	\$40,000	17%
<b>TOTAL</b>	<b>\$841,000</b>	<b>\$803,869</b>	<b>\$278,425</b>	<b>\$273,083</b>	<b>34%</b>	<b>\$212,560</b>	<b>26%</b>	<b>\$209,353</b>	<b>26%</b>

**NOTE: (1) Based on Current Budget**

*Expenditures are through November 1997*

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ES-6





## **FINANCIAL DETAIL**

### **Funds by Source Analysis**

#### **Status of Funds Anticipated**

State Highway Account: The CTC allocated \$48.5M from the State Highway Account Fund at its November 1996 meeting. The Fund Transfer Agreement by Caltrans was executed on July 3, 1997. Funds are now available for drawdown.



# METRO PASADENA BLUE LINE

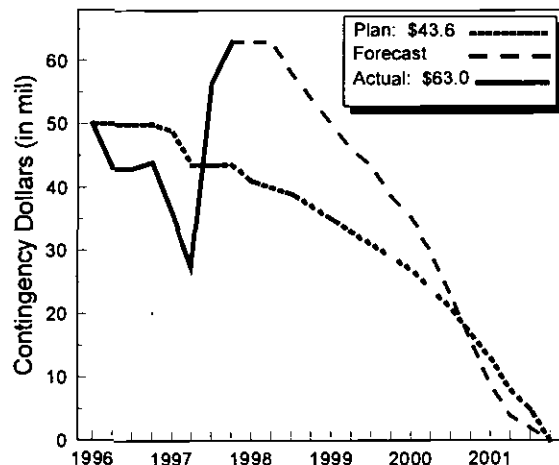
## Quarterly Project Status Report

### Period Ending - December 26, 1997



## FINANCIAL STATUS

### Contingency Status

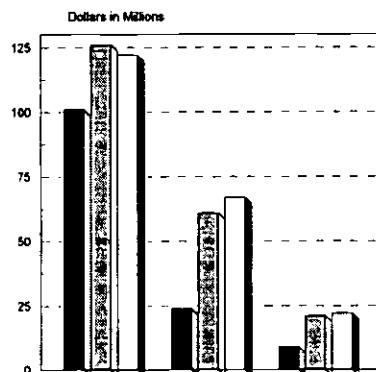


NOTE: The Plan is based on the budget approved by the Board in February 1996 and incorporates all Project Budget Change Requests. The plan will be revised upon Board approval of the Recovery Plan.

### Contingency Status Analysis

The contingency represents potential cost impacts (including escalation and extended administration) associated with the current forecast Revenue Operations Date (ROD) of August 2001 and incorporates the budget validations of the anticipated costs at completion. The project contingency is currently \$63.0 million. For details of contingency drawdown during the quarter, refer to FD-3.

### Professional Service Contracts Consultant Cost Status



	DESIGN	CM	OTHER
Current Authorization	101	24	9
Forecast	126	61	21
Budget	122	67	22

#### DATA 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, as amended by the June 1996 Board report submittal and the June 1997 Recovery Plan. The current forecast was revised to reflect the mitigation of delays associated with the commencement of the redesign effort, as well as the validation of the August 2001 Revenue Operations Date (ROD) and project budget of \$803.9 million.

The forecast for the Design Consultant remained unchanged at a total of \$126.1 million for the period. This forecast reflects the most recent negotiated CWOs with the EMC, as well as Rough-Order-of-Magnitude (ROM) estimates for those CWOs which still awaits final PIP submittals.

The Construction Management forecast remained unchanged at a total of \$60.7 million during the period. This forecast represents the August 2001 ROD and the consolidation of work from the original 46 packages into 23 packages with cost based on a guideline established by MTA Estimating.

The forecast for Specialty Consultants remained unchanged at a total of \$20.6 million and is based on inputs received from the various MTA departments responsible for oversight of these consultants.



# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

### Period Ending - December 26, 1997



## SCHEDULE STATUS

Schedule		Change from Last Month
Current R.O.D.	August 2001	None
Design Progress	80.3%	None
Constr. Progress	10.8%	+0.1
Critical Path Float (Calendar Days)	-53	-18

*Note: Design progress is based on original design work scope which, due to cost containment resulting in redesign, has been substantially revised. Design contracts will be rebaselined as each CWO and Section Design contract is negotiated.*

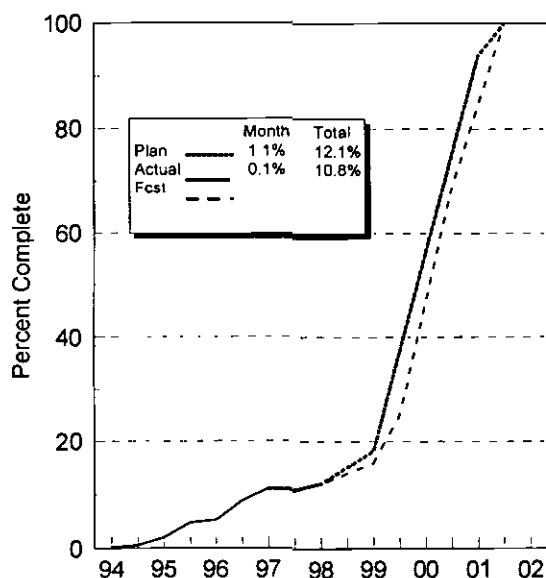
### Current Critical Path Analysis

The December schedule update shows 53 calendar days of negative float. The slippage was caused by design delays to H0070 - TPS/OCS Systems contracts. The Revenue Operations Date is forecast for October 2001. Day-for-day slippages will continue if design is not mitigated.

The critical path continues to run through the design, bid and construction C6390; C6391 - Chinatown Station construction, H0060 - Train Control, and H0070, Integrated Testing, Pre-Revenue Operations.

Subcritical contracts are C6460 - Memorial Park to Sierra Madre Villa Line Segment, C6490 - Union Station & Sierra Madre Villa Stations, P2070 - Special Trackwork and H0110 - Elevators Contract.

### Construction Progress



### Construction Progress Analysis

As a result of the schedule mitigation measures in July 1997, the construction plan was revised. The new plan reflected the following construction contracts to be advertised: one (1) in 1997, fourteen (14) in 1998, three (3) in 1999, and one (1) in 2000. Currently, there is one (1) contract that is near completion and three (3) contracts that have been completed.

The actual construction progress is less than planned due to a lack of construction contracts being awarded in 1997.

The December schedule update shows a fifty-three (53) calendar day slippage due to delays in final design.



**METRO PASADENA BLUE LINE**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**SAFETY STATUS / MANAGEMENT ISSUES**

Construction Safety Statistics			Construction Safety Summary	
		Change from <u>Last Month</u>	<ul style="list-style-type: none"><li>• The Project is expending 8,500 work hours per month and has continued with zero Lost Time Cases and no Lost Work Days.</li><li>• To date, over 784,000 work hours were completed without a Lost Time Injury.</li><li>• The OSHA-200 incidence rate is less than one half of the National Average of 10.6.</li></ul>	
<b>Recordable Injury Rate:</b> The number of recorded injuries (excluding simple first aid or minor medical treatment) per 100 work years.				
1995 National Average	10.6			
Project Rate	4.6	N/C		
<b>Lost Time Incident Rate:</b> The number of injuries resulting in days away from work per 100 work years.				
1995 National Average	4.2			
Project Rate	0.0	N/C		
<b>NOTE:</b> The information shown is based on November 1997 statistics.				

**MANAGEMENT ISSUES**

**NEW**

**Item (Date Initiated: December 1997)**

**Procurement Impacts**

**Concern/Impact**

Procurement Practices are undergoing changes in response to incremental adoption of policy changes and implementation of revised procedures in response to Board adoption of the new Procurement Manual and AB1869. These changes in Policies & Procedures have delayed processing of Pasadena Blue Line (PBL) contractual items. Examples which have caused the PBL project delay include: 1) Audits of Contract Work Orders (CWO's) 039 Part B and 042 2) Issuance of Change Orders (CO's) for Consultant Change Notices (CCN's) supporting C6440 and C6450 3) Requirement to obtain form 60 for specific line items in the Project Implementation Plan (PIP) volume 1, revisions for completed contracts.

**Status/Action**

Staff continues to work with Procurement personnel to expedite contract actions in support of project needs.





## **MANAGEMENT ISSUES (Cont'd)**

### ***NEW (Cont'd)***

***Item (Date Initiated: December 1997)***

#### **Contract C6420 - L.A. River to Arroyo Seco Line Segment**

##### ***Concern/Impact***

The recent MTA spot audit of this contract revealed that the Section Designers and the EMC are not making progress commensurate with the Recovery Plan.

##### ***Status/Action***

Staff will obtain a copy of the Section Designer's pre-final submittal from the EMC and identify areas for further attention.

### ***ONGOING***

***Item (Date Initiated: November 1997)***

#### **CWO 039, Project Management & Support**

##### ***Concern/Impact***

In October, CWO 041 (Station/Yard Design) non-critical contracts were placed on hold pending Board actions on the Recovery Plan. This plan, in turn, required Staff to hold off negotiations on CWO 039, Part B which is the Project Management and Controls in support of CWO 041 design activities.

##### ***Status/Action***

Staff awaits direction from the January Board meeting on the Demobilization Plan in order to initiate CWO 039, Part B negotiation in support of the CWO 041 restart.

***Item (Date Initiated: November 1997)***

#### **CWO 040/041 Final Section Designer Contracts**

##### ***Concern/Impact***

The final negotiated fixed price contracts for Section Designers are in excess of values negotiated in the Project Implementation Plan (PIP). To date, the EMC has not yet processed change notices for these negotiated increases which were concluded several months ago; processing these requests at this late date may impact the design schedules of the line sections.

##### ***Status/Action***

Staff awaits the EMC change notices.





## **MANAGEMENT ISSUES (Cont'd)**

### **ONGOING (Cont'd)**

***Item (Date Initiated: November 1997)***

#### **CWO 042, Design Support for Design/Build Contracts**

##### ***Concern/Impact***

In November, scheduled negotiations for CWO 042 were suspended due to new procurement procedures which require the audit of all new CWO's over \$100 thousand.

##### ***Status/Action***

Staff awaits the completion of the audit.

***Item (Date Initiated: November 1997)***

#### **Owner's Controlled Insurance Program (OCIP)**

##### ***Concern/Impact***

The Owner's Controlled Insurance Program (OCIP) is the insurance for all on-going rail construction projects. The insurance coverage includes general liability, worker's compensation, builder's risk, professional liability and environmental liability coverage. The original project budget was based upon percentages of construction costs. There is a potential variance to the budget that needs to be confirmed.

##### ***Status/Action***

The Risk Management Division was requested to provide the Construction Division with updates based on total actual incurred value analysis.

***Item (Date Initiated: October 1997)***

#### **CWO 041, Station/Yard Design Delay**

##### ***Concern/Impact***

The July Schedule mitigation depicts a sequence of design starts for the CWO 041 contracts commencing in August. However, EMC was unable to get the Section Designers on board due to their request that open issues on CWO 021 (the original Final Design CWO) be resolved prior to restart of this effort under CWO 041. This resulted in two and a half months being lost. The float on these contracts has been consumed and any further delay would have a day-for-day impact on the August 2001 Revenue Operations Date (ROD).

##### ***Status/Action***

MTA had directed EMC to bring the Section Designers on board by the end of October. However, before the end of October, the EMC was directed to suspend negotiations until further notice due to a hold on contracting actions pending resolution of the Recovery Plan and the possibility of project suspension resulting from the January 1998 Board meeting.



# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

Period Ending - December 26, 1997



### MANAGEMENT ISSUES (Cont'd)

#### **ONGOING (Cont'd)**

**Item (Date Initiated: August 1997)**

#### **CEQA Environmental Document/ Issues Resolution Task Force**

##### **Concern/Impact**

Closed Circuit Television (CCTV) was deleted 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 Revenue Operations Date (ROD).

##### **Status/Action**

The Issues Resolution Task Force has recommended reinclusion of the CCTV's in the project in order to avoid long term costs arising from the alternative of 24hr/day security to meet EIR requirements, and to avoid issuance of a supplemental EIR triggered by the lost containment CCTV deletion. The project is proceeding forward with this recommendation in the EIR amendment, currently in preparation.

**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 project. The intent was to evaluate all issues, and determine any action that may be required for the Board's consideration. Twelve issues were identified and their impact, along with the pros and cons were evaluated. Recommendations to the Board were formulated in time for the September Board meeting. However, the Board presentation has been postponed pending resolution of the Recovery Plan and the possibility of project suspension resulting from the January 1998 Board meeting.

##### **Status/Action**

Specific issues which have the potential of affecting the budget, ROD and/or operational capability are being pursued through change notices in advance of the task force presentation to the Board.

Major areas being pursued are:

1. Development of final design for Yard & Shops.
2. Installation of CCTV.
3. Addition of up to three TPSS Facilities.





## **MANAGEMENT ISSUES (Cont'd)**

### ***ONGOING (Cont'd)***

***Item (Date Initiated: May 1997)***

#### **Agency Cost Overrun**

##### ***Concern/Impact***

MTA agency costs are a discrete element of the project budget and incorporate management labor costs, non labor administrative costs, fringe benefits, and agency overhead costs allocated to the project. A potential overrun of \$19.8 million at project completion for the "agency" cost element is being forecast due to the impact of the following:

- 1) A revised overhead allocation methodology developed by the MTA Finance staff and financial consultants has resulted in significantly higher allocation level of MTA overhead to be absorbed within the project's budget.
- 2) An increase in staffing levels to implement legislative (AB1869) requirements.
- 3) A delay to the project's forecast completion date that results in extended manpower levels.

##### ***Status/Action***

The overhead allocation methodology has been determined by the MTA Finance staff to be appropriate. Therefore, in order to mitigate this potential overrun, project staff are first concentrating on reducing direct labor charges to the project proposed for each administrative/management function.

To effect this increased control, the project team will begin utilizing a recently developed Labor Information and Management System that provides immediate, detailed MTA labor-charge information in an automated format for review and approval by the Project Manager. The system also provides the capability to reject ineligible labor charges to the project.

Furthermore, the project staff is conducting a comprehensive examination of the proposed staffing levels for all MTA divisions through project completion. This review evaluates the justification and labor required for these functional support services. It is anticipated that the review will conclude with adjustments to the proposed staffing levels to reduce the projected overrun while ensuring adequate support for necessary functions.

Finally, a review of the construction management professional services budget will be conducted to ensure that funds for functions that are now performed by the MTA (i.e. Quality and Safety) are appropriately budgeted. Once adjustments are finalized, the forecast will be revised and alternative cost mitigation strategies identified, if necessary.





## **MANAGEMENT ISSUES (Cont'd)**

### ***ONGOING (Cont'd)***

***Item (Date Initiated: August 1996)***

#### **Real Estate Availability**

##### ***Concern/Impact***

Real Estate certifications for the remaining parcels continue to be behind planned rates, and will result in certain parcels not being available at Notice-To-Proceed (NTP).

Terminal Annex Property: A parcel which is owned by the Federal Government and leased by Ratkovich Villanueva Partnership is required for the Chinatown Aerial Guideway Structure. 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***

Construction Management is presently reviewing property acquisitions to prioritize and recommend additions to special provisions and identify incremental property availabilities to bidders.

Terminal Annex Property: The MTA received a conceptual landscaping plan for Vignes Street for the Ratkovich Villanueva Partnership. The plan continues to be reviewed with City agencies, L.A. Department of Transportation (LADOT), L.A. Bureau of Engineering (LABOE), and street tree maintenance.



# **METRO RED LINE SEGMENT 2**

## **EXECUTIVE SUMMARY**



# METRO RED LINE Segment 2 Monthly Project Status Report Period ending-December 26, 1997



## Major Activities - This Period

**B281 Hollywood/Vine Station and Crossover** - Continued installing irrigation lines and light pole foundations in the auto/bus plaza area. Continued wiring and testing station electrical equipment and controls. Continued installing film reel ceilings, linear metal ceilings, and wall tile at the mezzanine level. Continued applying acoustical spray in the station appendages. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 94% complete.

**B271 Hollywood/Western Station** - Continued curb and gutter, utility restoration, and street light work on Hollywood Boulevard. Continued plaza restoration work, including construction of planter walls. Continued testing station equipment, including fans, dampers, and power panels. Continued installing mezzanine wall tile, floor tile, and granite stair treads. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 94% complete.

**B252 Vermont/Santa Monica Station and Crossover** - Continued restoring Vermont Avenue and side streets, including constructing buspads and sidewalks. Continued setting precast concrete pavers, surface gratings, and benches at the north entrance plaza. Continued testing electrical and mechanical equipment. Continued interior finish work, including installing metal ceiling panels, terrazzo curbs, and floor tile. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 97% complete.

**B241 Vermont/Beverly Station** - Continued concreting station appendages. Continued curb and gutter work on Vermont Avenue. Continued plaza restoration work, including placing colored concrete. Continued installing ductwork, mechanical piping, electrical equipment, and exposed conduit. Continued testing station electrical equipment. Continued installing station finishes, including tile, metal ceilings, and rockwork artwork. The Contractor has achieved 8 liquidated damage milestones to date. The Contract is 94% complete.

**B261 Vermont/Sunset Station** - Completed stair and interior wall construction at the entrance intermediate landing. Continued installing shoring, and formwork for the entrance roof. Continued concreting the station appendages. Continued relocating utilities in preparation for deck removal. Continued installing cable trays, ductwork, wire, and mechanical piping. Continued installing platform edge pavers and ceiling panels. Extend of the water damage is being assessed and a mitigation plan will be developed for the restoration work. The Contractor has achieved 6 liquidated damage milestones to date. The Contract is 86% complete.

Operating →

Wilshire/  
Western

Wilshire/  
Normandie

Wilshire/  
Vermont

Wilshire/  
Alvarado

## SYSTEMWIDE ACTIVITIES

B610, Trackwork, completed tunnel work, including crossover at B281; started punchlist work and Yard work.

B620, Automatic Train Control Installation, continued installation of communication cable in the AL and AR tunnels as well as fiber optic and cable transmission cabling. Started wayside equipment installation.

B631, Traction Power, continued installation in the Vermont/Sunset Station. Water damage in Vermont/Sunset Station is being assessed, and a mitigation plan is being developed.

B641, Radio, continued installation in the Vermont/Santa Monica, Hollywood/Western, and Hollywood/Vine stations. Began installation of the tunnel/station transition antenna.

B646, Fire and Emergency Management, continued software development and hardware delivery for Vermont/Sunset and Vermont/Beverly stations.

B648B, Communication Installation, closed circuit television equipment was delivered for installation at available stations. Cable pulling and equipment installation continued at Vermont/Santa Monica and Hollywood/Vine stations.

B710, Elevator/Escalator, elevator equipment installation continued at Hollywood/Vine, Vermont/Santa Monica and Hollywood/Western stations. Units for Vermont/Beverly and Vermont/Sunset stations are in storage ready for delivery.

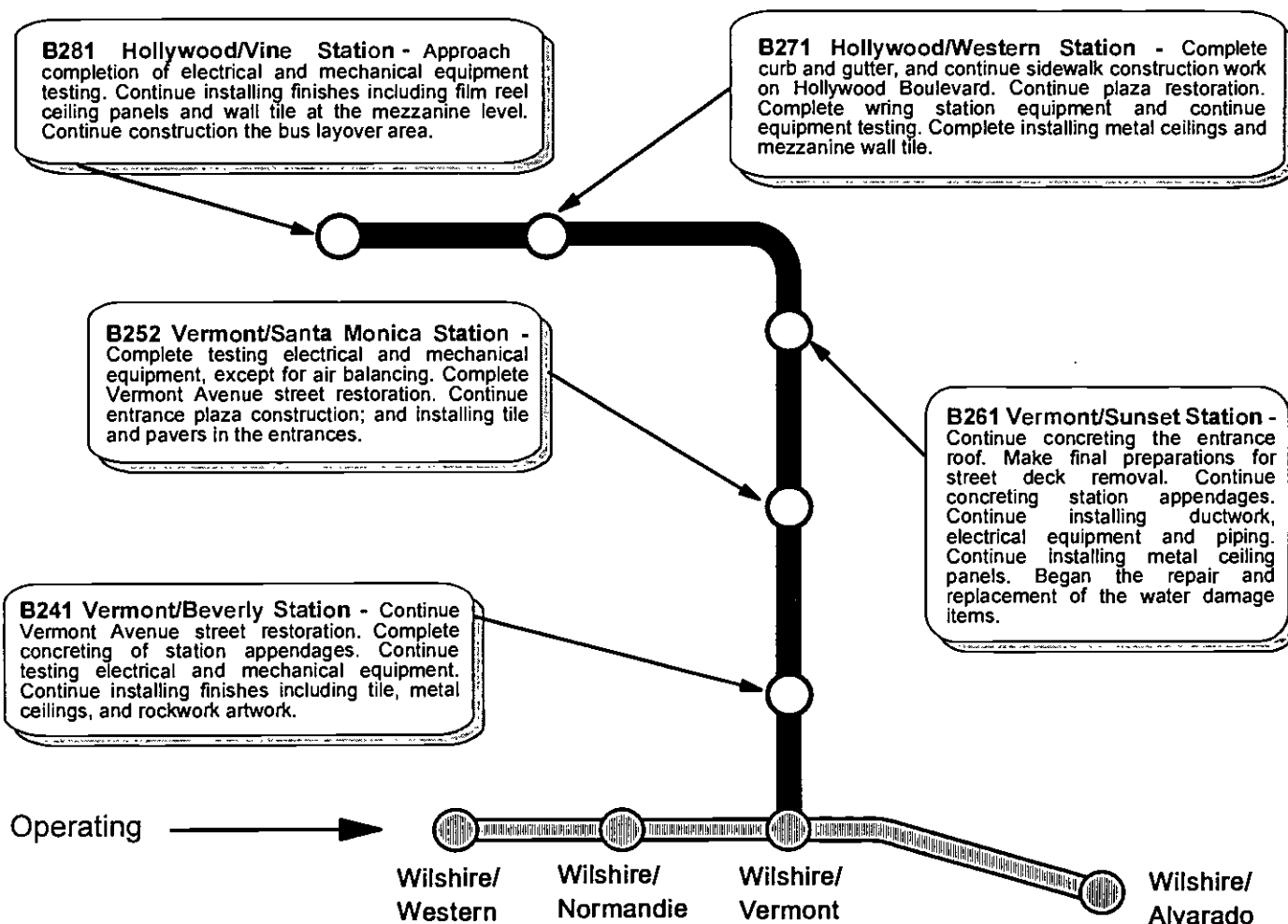
B740/B745, Air Handling/Ventilation, completed installation at Vermont/Santa Monica Station, continued start-up test; installation of fan equipment continued at available stations. Water damage in Vermont/Sunset Station is being assessed and a mitigation plan is being developed.



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-December 26, 1997**



## Major Activities - Next Period



### SYSTEMWIDE ACTIVITIES

- B610, Trackwork, Contractor is substantially complete.
- B620, Automatic Train Control Installation, Contractor is to continue cable pulling and wayside equipment installation.
- B630/B631, Traction Power, Contractors to start repairing water damage work at Vermont/Sunset Station.
- B641, Radio, Contractor is to continue installing radio cable in the available stations and outside antenna installation at the Vermont/Santa Monica Station and Hollywood/Western Station. Complete installation of the tunnel/station transition antenna.
- B645, TRACS, Contractor is to start RTU cabling at Vermont/Santa Monica Station.
- B646, Fire and Emergency Management, Contractor is to deliver software and hardware to the Vermont/Beverly and Vermont/Sunset stations and to start local field acceptance test (LFAT) of the Vermont/Santa Monica Station.
- B648B, Communication Installation, Contractor is to continue installation at available stations. Fabrication of CCTV equipment under B648B Change Notice is to continue.
- System integration to start Phase I testing of the Vermont/Santa Monica Station.
- B740/B745, Air Handling/Ventilation, Contractors are to continue installation of fan equipment at available stations; to complete air-balance test at Santa Monica Station.



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending–December 26, 1997**



**FINANCIAL STATUS**

**Budget/Forecast Variance (in millions)**  
**Original Scope**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	DECEMBER CHANGE IN FORECAST
Construction	\$1,053.8	\$1,072.6	18.8	12.8
Professional Services	395.0	434.5	39.5	0.0
Real Estate	88.1	88.0	(0.1)	0.9
Utility/Force Account	32.4	32.6	0.2	0.5
Special Programs	2.5	1.7	(0.8)	0.0
Contingency	4.8	31.8	27.0	27.4
Project Revenue	0.0	(1.2)	(1.2)	0.0
<b>Total Project</b>	<b>\$1,576.6</b>	<b>\$1,660.0</b>	<b>\$83.4</b>	<b>\$41.6</b>

**Additional Locally Funded Activities**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	DECEMBER CHANGE IN FORECAST
Construction	\$47.4	\$48.0	0.6	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	0.0	0.1	0.1	0.0
<b>Total Additional Locally Funded Activities</b>	<b>64.2</b>	<b>65.2</b>	<b>1.0</b>	<b>0.0</b>

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 \$1,397.6 million or 84% of current total forecast.

Commitments to date for Original Scope are \$1,517.7 million or 91% of current total forecast.

There was no change to the Current Project Budget.

The forecast changes this period consist of a

- Construction increase of \$12.8 million
- Real Estate increase of \$0.9 million
- Utility/Force account increase of \$0.5 million
- Contingency increase of \$27.4 million

Total project forecast cost increased \$41.6 million.

Continued on ES-4



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—December 26, 1997**  
**FINANCIAL STATUS**



**Budget/Forecast Variance Analysis (Contd)**  
**Original Scope**

Construction—increase of \$12.8 million is due to:

- B252, Vermont/Santa Monica Station—CO-82 delay impacts, estimated claims to completion and exposure.
- B263, New engineer's estimate—
- B290, Anticipated work-to-go and task orders written to date.
- B643, Closed Circuit Television—Close out of contract to equal incurred to date.
- MR028, MR26B, MR040—OCIP Administration—Cost-to-date and anticipated premiums and deductibles.

Real Estate—Increase of \$0.9 million is due to legal costs over and above real estate.

Utility/Force Account—Increase of \$0.5 million is due to:

- FO102, DWP power relocation
- FO104, City of Los Angeles

Contingency—Increase of \$27.4 million is due to forecast changes for:

- CL999, Claims Contingency
- Z9999, Project Contingency

**Budget/Forecast Variance Analysis**  
**Additionally Locally Funded Activities**

Expenditures to date for Additionally Locally Funded Activities are \$44.8 million or 67% of current total forecast.

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

There was no change to the project forecast cost.

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



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—December 26, 1997**



**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.)

No items to report this period.

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

<b>LINE ITEM 19—PROJECT ADMINISTRATION</b>	Current Budget:	\$ 55,012,000
	Forecast:	78,808,000
	Variance:	23,796,000
	Percent Variance:	43.3

The original (Rail Construction Corporation) agency budget did not include overhead; this was being absorbed at the time by the Los Angeles County Transportation Commission. Now that the present overhead allocation system requires that the Construction Division absorb a greater portion of the Authority's overhead, the present budget is insufficient. The manpower, especially support staff, did increase with increased contractual quality, safety, and internal audit requirements, which also impacted the forecast. The allocation of MTA overhead, which is anticipated to be 214% of direct labor, is the most significant reason for the increase.

**Mitigation:** Reports are being prepared for MTA Board consideration that discuss the overall impact, as well as the specific impact of this issue on Segment 2.



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-December 26, 1997**

**STATUS OF FUNDS BY SOURCE**

**METRO RAIL PROJECT SEGMENT 2**  
**(IN MILLIONS OF DOLLARS)**

**STATUS OF FUNDS BY SOURCE**

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (5)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS		(E) EXPENDITURES		(F) BILLED TO SOURCE	
				\$	%	\$ (6)	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$667.000	\$522.396	\$522.396	\$522.396	100%	\$522.396	100%	\$522.396	100%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)		\$144.604	\$144.604	\$144.604	100%	\$144.604	100%	\$144.604	100%
FED ISTEA STP (STATE)	\$0.000	\$52.100	\$52.100	\$52.100	100%	\$52.100	100%	\$52.100	100%
STATE	\$185.985	\$133.029	\$133.029	\$133.029	100%	\$133.029	100%	\$133.029	100%
PROPOSITION A	\$439.447	\$478.899	\$417.384 (7)	\$487.821	102%	\$379.139	79%	\$379.139	79%
CITY OF L.A.	\$96.000	\$96.000	\$94.000 (8)	\$96.000	100%	\$90.001	94%	\$90.001	94%
BENEFIT ASSESS.	\$58.000	\$25.400	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0.000	\$0.000	\$25.400	\$25.400	0%	\$25.400	0%	\$25.400	0%
COST OVERRUN ACCOUNT (3)	\$0.000	\$123.123	\$47.378	\$56.317	46%	\$50.901	41%	\$50.151	41%
<b>TOTAL</b>	<b>\$1,446.432</b>	<b>\$1,575.551</b>	<b>\$1,436.291</b>	<b>\$1,517.667</b>	<b>96%</b>	<b>\$1,397.570</b>	<b>89%</b>	<b>\$1,396.820</b>	<b>89%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES (4):</b>									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$62.702	\$47.993	\$54.268	87%	\$44.831	71%	\$44.831	71%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$0.000	\$2.528	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$65.230</b>	<b>\$47.993</b>	<b>\$54.268</b>	<b>83%</b>	<b>\$44.831</b>	<b>69%</b>	<b>\$44.831</b>	<b>69%</b>
(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st, 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. (5) Based on Current Budget (6) Expenditures are cumulative through November 1997. (7) Based on actuals through FY 97 plus FY 98 budget. FY 98 Prop A 35% Rail Capital will also contribute to the funding of the Cost Overrun Account. (8) Reflects City of LA funding contribution through FY 98 based on Funding Agreement between City of LA and MTA									





**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-December 26, 1997**



**STATUS OF FUNDS BY SOURCE**

**Funds by Source Analysis**

**Status of Funds Anticipated**

ISTEA CMAQ/RSTP: In December 1997 the MTA submitted a grant application for \$2.528M. Grant award is expected in April 1998.

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

Cost Overrun Account: The CAPRA account cash balance as of October 31, 1997 is \$24,152,419.

The revised budget growth is funded as follows:

CAPRA	\$21.6M
Proposition A	\$101.5M

**Fiscal Year 1998 Budget**

The revised budget is \$160.2M with funding to be provided by the following sources:

City of Los Angeles	\$4.4M
CMAQ Fund	\$2.5M
Proposition A 35% Rail Bond	\$153.6M*

\*Will also be used to fund part of the Cost Overrun Account

**Future Funding Needs**

Future funding needs have been incorporated into the MTA Long Range Transportation Plan, based on projected cash flow expenditures.



# METRO RED LINE Segment 2 Monthly Project Status Report Period ending—December 26, 1997



## SCHEDULE STATUS

### Schedule

		Change from Last Month
Current ROD	Dec. 19, 1998	0
Design Progress	98.7%	.2
Critical Path	-132 Days	-16
Float		
Const. Progress	92.3%	0.5
Design progress percent complete is estimated, pending completion of December update.		

### Current Critical Path Analysis

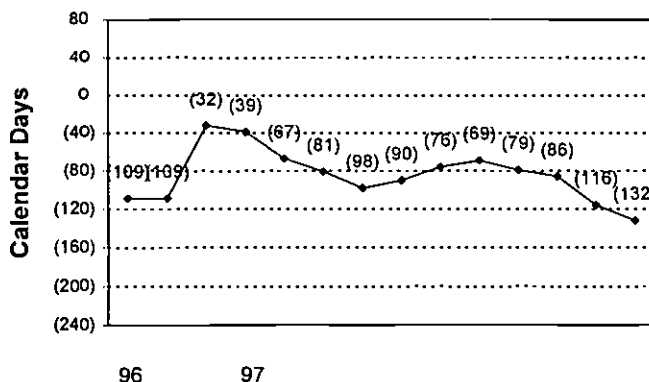
The 132 calendar days of negative float forecast this period represents a 16-calendar-day loss since last period. The increased negative float is due to the B620 Contractor's lack of progress on berthing support equipment installation since the previous period end date.

The Project Office is continuing to pursue selective mitigation opportunities, such as acceleration or resequencing of automatic train control work and dynamic testing.

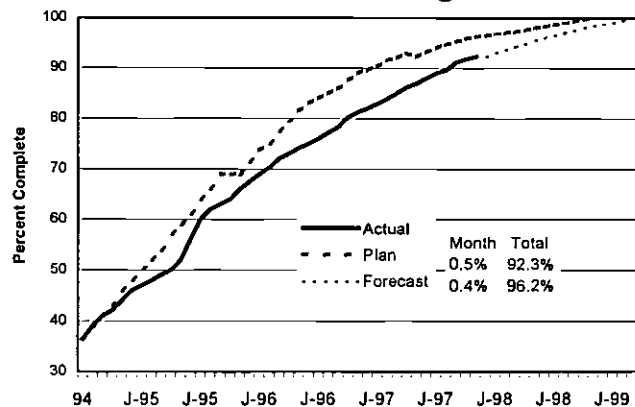
The project critical path is controlled by the progress of the Automatic Train Control B620 contractor's automatic train control (ATC) wayside installation and testing, leading into dynamic testing, systems integration, and pre-revenue operations.

Secondary critical path—Contract B261, Vermont/Sunset—is impacted by over 60 days due to the water damage on the traction power equipment. Additional delays may be realized once the station damages are assessed.

### Float Trend



### Construction Progress



### Construction Progress Analysis

A continuing trend is that actual progress is equal to or better than the monthly plan progress.

The overall project progress remains behind the planned progress by 3.9%, due to earlier delays in facilities (stations and tunnels) construction caused by unforeseen conditions, design changes, and later-than-planned placement of station and tunnel concrete and finish work.

The project variance to date was reduced this period due to:

- Planned progress for the B241 (Vermont/Beverly Station) and B252 (Vermont/Santa Monica Station and Crossover) contracts were zero (they were scheduled to be 100% complete). Actual progress was 1% to 0.5% percent reported, respectively. B261 progress of 86% was maintained this period due to water damage and previously over reported percent complete.

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—December 26, 1997



## SAFETY STATUS

### Construction Safety Statistics

Project-to-Date Rates	Change From Last Quarter	
<b>Recordable Injury Rate</b>		
The number of recorded injuries, excluding simple first aid or minor medical treatment, per 100 work years.		
1995 National Average	10.6	
Project Rate (To date/average)	18.7	-0.1
<b>Lost Time Rate (Frequency)</b>		
The number of injuries resulting in days away from work per 100 work years.		
1995 National Average	4.2	
Project Rate (To date/average)	2.6	N/C

(Based on November 1997 statistics)

### Construction Safety Summary

- The Project-to-Date Lost Time Injury Rate is 2.6. This rate is below the 1995 National Average of 4.2.
- The project is currently expending over 145,000 work hours each month and has produced over 12,180,000 work hours to date.

## MANAGEMENT ISSUES

### NEW

#### *Item*

Vermont/Sunset Station (B261)—Impact on station completion milestones from water damage to electrical equipment

#### *Concern/Impact*

On November 26, 1997, the B261 construction site experienced flooding from a heavy rainstorm. The inrush of water flowed down into the station through an incomplete emergency exit, causing flooding in several rooms where functional electrical equipment is located. The impact of this event may delay B261 schedule milestones and place this contract on the project critical path.

#### *Status/Action*

The Project Office is coordinating with MTA Risk Management and is treating this event as an insurance claim. Staff has begun inspection of the damaged equipment and is evaluating the cost and schedule impacts of the flooding on the station contractor's remaining interim and station completion milestones. A preliminary investigation has revealed that the traction power equipment, supplied by the B630 contractor, must be removed and refurbished. The approximate time for refurbishment is still under evaluation, but some time has been included in the project schedule for this effort. The Construction Manager is still evaluating the impact on the B261-contractor-supplied electrical cables and equipment.



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending–December 26, 1997**



**ONGOING**

***Item (Initiated November 1997)***

Owner's Controlled Insurance Program (OCIP) Potential Cost Overrun

***Concern/Impact***

The Owner's Controlled Insurance Program (OCIP) is the insurance for all ongoing rail construction projects. The insurance coverage includes general liability, workers' compensation, builders' risk, professional liability, and environmental liability coverage. The original project budget was based upon percentages of construction costs.

***Status/Action***

The revised OCIP forecast from Risk Management has been incorporated in this month's forecast and will be presented to the Board in January.

**ONGOING**

***Item (Initiated November 1997)***

Project Revenue Operations Date (ROD) Forecast

***Concern/Impact***

A continuing trend of construction and systems installation delay has resulted in a revised forecast ROD 19 weeks beyond the current ROD of December 19, 1998. The present schedule forecast date is late April 1999.

***Status/Action***

MTA executive management has directed that the least cost/acceptable risk ROD be established as the project goal. Accordingly, an evaluation of extended overhead versus selective acceleration was conducted. The analysis resulted in a February 20, 1999 ROD target, which will be presented to the MTA Board of Directors and Federal Transit Administration in January/February 1998 for approval.



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending–December 26, 1997**



**ONGOING**

***Item (Initiated June 1997)***

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

***Concern/Impact***

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

***Status/Action***

The B710 contractor continues to make equipment deliveries and has mobilized additional forces, but progress remains unsatisfactory. Deliveries to date are as follows:

	Escalator		Elevator	
	Platform	Entrance	Platform	Entrance
B241				
B252		X	X	X
B261				
B271	X	X	X	X
B281	X	X	X	X

Cure Notice was issued to Contractor to complete its delivery of units to the facilities and to perform work in accordance with contract requirements. MTA is continuing to monitor Contractor's performance and evaluate options to mitigate delays. The integration testing for elevators and escalators are rescheduled as part of the last systemwide test activities to minimize the impact of the progress delays due to access and performance by B710.

**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 forecast was adjusted this month and includes a recognition for potential claims. Mitigation measures for project costs have been addressed, but a need for an increase to contingency was deemed necessary. A revised budget will be presented to the MTA Board in January 1998.



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending–December 26, 1997**



**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 continues to be the secondary Segment 2 critical path. The impact was further aggravated by the water damage in the station. The float on this path is negative 88 calendar days.

***Status/Action***

A study to evaluate options to mitigate the current delays, including those resulting from the water damage to electrical equipment, is ongoing. The alternatives being examined include limited acceleration of B261 entrance completion, station functional testing, and follow-on systems integrated testing. Additional delays have resulted recently from water damage to electrical equipment, caused by flooding of the station following heavy rain (refer to New Management Issues on page ES-9).

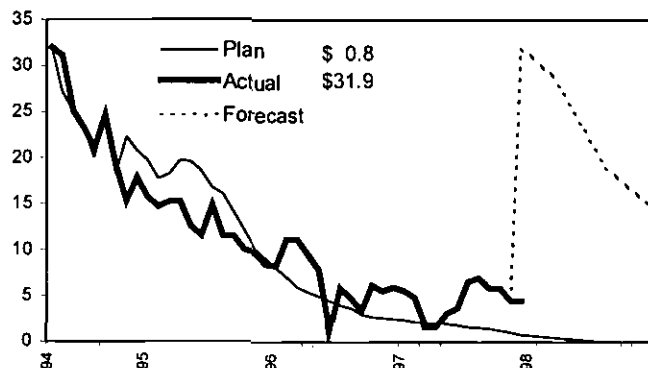


# METRO RED LINE Segment 2 Monthly Project Status Report Period ending–December 26, 1997



## COST STATUS

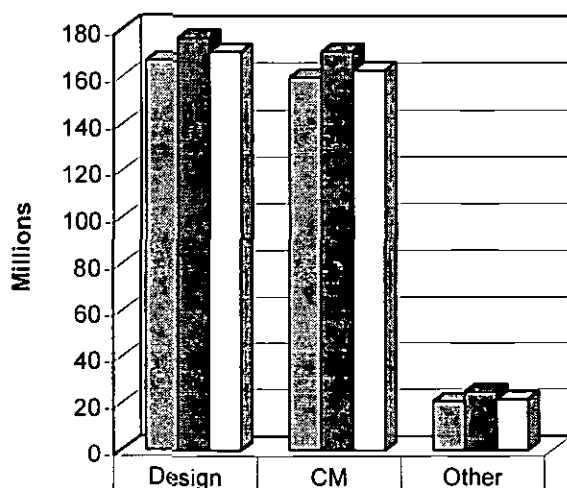
### Contingency Status Original and Locally Funded Activities Dollars (millions)



### Contingency Status Analysis

The project unallocated contingency increased \$27.4 million in December to a revised projection of \$31.9 million. This increase is part of the overall comprehensive analysis of the projected final cost, which was completed in December, and is expected to be presented to the MTA Board in January. The increase in contingency reflects a reevaluation of both claims risk and the projected need for additional contingency through construction completion and contract closeout.

### Consultant Cost Status



	Design	CM	Other
■ Authorization	167	160	21
■ Forecast	177	171	25
□ Budget	171	163	22

### Professional Services Cost Analysis

The forecasted values for Design Services, Construction Management, and Other Professional Services were closely scrutinized during the MTA's overall analysis of final project costs, which was finalized in December and will be presented to the MTA Board in January. Since finalization of the new CWO, the Design Services forecast has remained unchanged for several months. Construction Management (+\$6 million) and Other Professional Services (+\$2.5 million) forecasts increased in October.

#### Design Services

Costs are tracking slightly below the approved Contract Work Order (CWO) values, primarily due to a curtailment of nonessential activities in October and November, pending approval of the next funding increment and due to delayed rail activation support requirements.

Other direct costs (ODC) that may be allocable to Segment 2 are being determined as part of defining the programwide CWO requirements under the terms of EMC's contract with MTA. Incorporation of these costs may impact the Segment 2 forecast.

#### Construction Management Services

Staffing levels were revised to reflect staffing to completion. As a result of this review, the forecast increased this month. Systems, Estimating, and resident engineer staffs are all affected. Authorization also increased by \$2 million. Increases result from lengthening duration of construction contracts, based on unforeseen delays in facility contract progress.

#### Other Professional Services

The forecast was unchanged.



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

**EXECUTIVE SUMMARY**



# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

Period Ending - December 26, 1997



### MAJOR ACTIVITIES - THIS PERIOD



#### NORTH HOLLYWOOD STATION

##### CONTRACT C0351 - KAJIMA/RAY WILSON

###### North Hollywood Station

- Completed mezzanine in crossover
- Completed lower exterior south bulkhead wall

##### CONTRACT C0331 - OBAYASHI CORPORATION

###### North Hollywood Tunnel

- Completed AR tunnel power and lighting wire pulling
- Completed AR tunnel cable tray and lighting installation
- Completed AR tunnel rail removal
- Completed AR tunnel floating slab installation
- Commenced AR tunnel final cleanup and punch list work
- Completed AL tunnel power and lighting wire pulling
- Completed AL tunnel cable tray and conduit installation
- Continued AL south hand rail installation; installed 4,899 ft (90% complete)
- Removed 1,633 lf of rail in AL south (30% complete)
- Resumed MVS work

##### CONTRACT C0321 - TUTOR/SALIBA-PERINI

###### Universal City Station

- Installed rebar, formwork, and placed 695 cy of concrete in the entrance upper north walls
- Gained access into the remaining Phase 3 crossover area from the C0311 contractor on 12-15-97
- Completed HDPE liner and protection mat (lean concrete) for invert lifts 12 through 15
- Installed invert rebar, mechanical/electrical embeds, and formwork for lifts 12 and 13 (Phase 3.1)
- Placed 200 cy of structural concrete in the BRS #2 roof slab and installed rebar for FAI #4
- Installed electrical panels, dry type transformers, and cable trays in the north auxiliary power room
- Began HVAC ducting operations in the mezzanine lifts 1 and 2 air handling equipment room
- Installed rebar, formwork, and placed 300 cy of concrete in the smoke exhaust shaft on top of roof slab lifts 10 and 11
- Installed sprinkler piping, domestic cold water piping, and miscellaneous valves in the north mechanical room
- Installed and welded the column capital strut supports, perforated stainless steel ceiling, and edge light supports

#### UNIVERSAL CITY STATION

##### CONTRACT C1610 - HERZOG CONTRACTING

- Trackwork Installation
- Submitted 120-day schedule
- Continued to mobilize

##### CONTRACT C0311 - TRAYLOR BROS./FRONTIER-KEMPER

###### Line Section from Universal City Station to Station 630+00

- Completed disassembly of AL TBM
- Continued cleanup of running tunnel north of track level room and hang invert rebar
- Completed excavation of Crosspassage 50 and install bulkhead door for explosive storage
- Completed concrete invert in AL tunnel between Hollywood/Highland Station and La Brea Shaft
- Began shotcreting walls and concrete invert at Crosspassages 59 to 50, continued concrete for Crosspassage 42
- Turned over balance of crossover to C0321
- Began HDPE/rebar installation for AR invert between Hollywood/Highland Station and La Brea Shaft
- Began excavation of track level starting at south crosscut
- Began invert concrete pouring at AR starter tunnel

##### CONTRACT C0301 - TUTOR/SALIBA-PERINI

###### Hollywood/Highland Station and Tunnels

- Completed electrical work in the tunnels
- Completed mechanical work in the tunnels
- Completed mud mat and commenced slab on grade at main entrance
- Completed under platform wall/platform deck rebar work
- Continued acoustic spray at the west end rooms of the station
- Continued west end Blast Relief Shaft/Under Platform Exhaust/Fresh Air Intake concrete work
- Continued east end platform level interior room work
- Commenced shoring for east end mezzanine deck
- Commenced main entrance concrete work
- Commenced installation of elevator #1 casing

LA BREA  
ACCESS SHAFTS

#### HOLLYWOOD / HIGHLAND STATION

to HOLLYWOOD / VINE STATION

### SYSTEMWIDE ACTIVITIES

Contract H0122 (Closed Circuit Television) to be rebid.

Contract H0123 (Variable Message Signs) conformed contract documents.

Contract H0648 (Communications Installation) pre-bid meeting, responded to any bidder's questions and prepared addendum.

Contract MS201 (Hollywood Blvd. Restoration) pre-bid meeting, responded to any bidder's questions and prepared addendum.



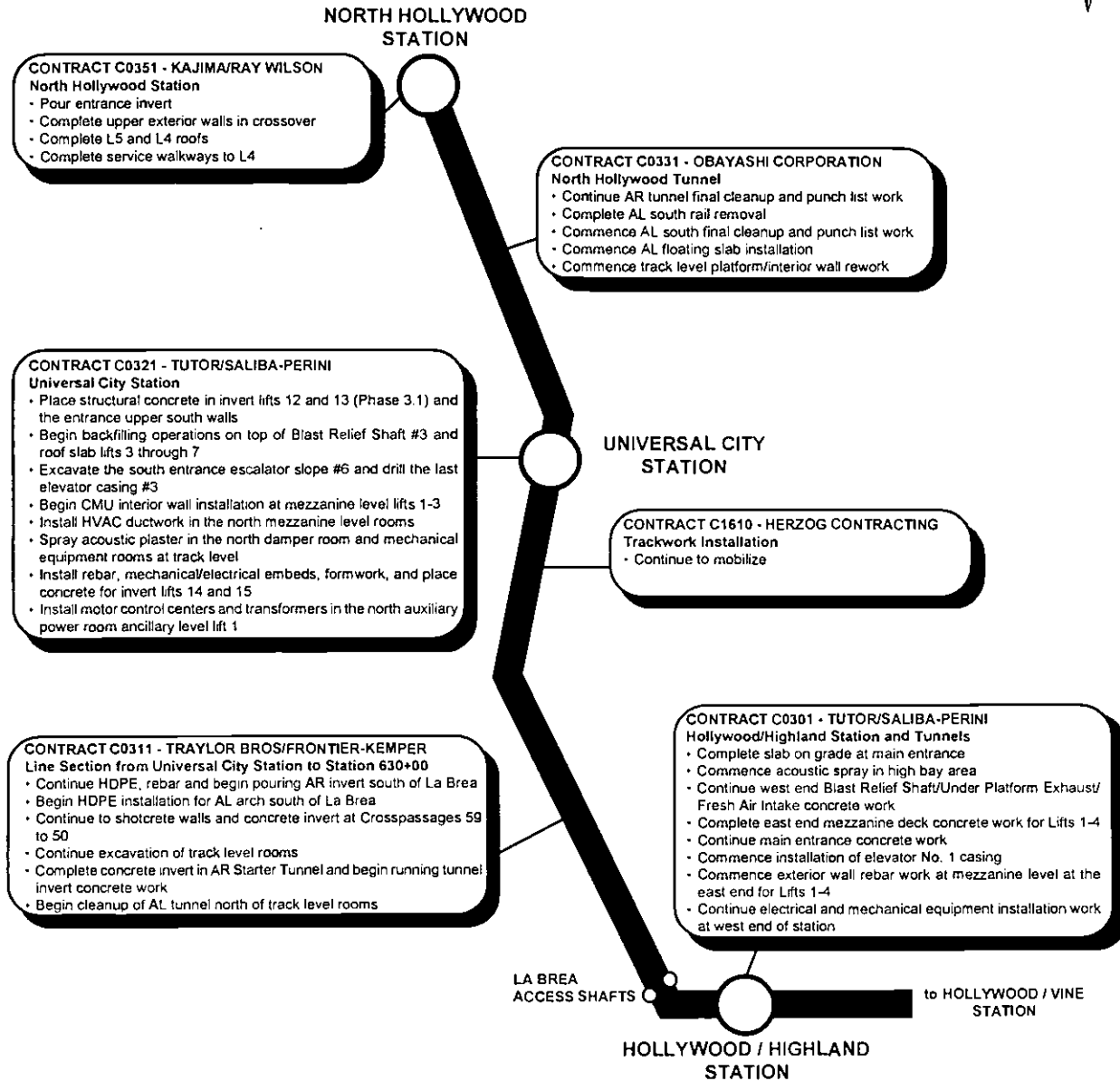
# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

### Period Ending - December 26, 1997



#### MAJOR ACTIVITIES - NEXT PERIOD



#### SYSTEMWIDE ACTIVITIES

Contract H0122 (Closed Circuit Television) will be advertised for rebid.



# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

Period Ending - December 26, 1997



### FINANCIAL STATUS

Budget / Forecast Variance (in millions)

Original Scope Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	DECEMBER CHANGE IN FORECAST
CONSTRUCTION	\$824.7	\$827.0	\$2.3	\$4.2
PROFESSIONAL SERVICES	300.8	327.6	26.8	0.2
REAL ESTATE	89.0	87.3	(1.8)	0.0
UTILITY/AGENCY FORCE ACCOUNTS	26.3	26.0	(0.3)	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	69.6	42.8	(26.8)	(4.4)
PROJECT RESERVE	0.4	0.1	(0.2)	0.0
PROJECT REVENUE	0.0	0.0	0.0	0.0
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

### Additional Locally Funded Activities

CONSTRUCTION	\$1.9	\$11.2	\$9.3	\$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	1.0	1.0	1.0
PROJECT CONTINGENCY	0.4	0.0	(0.4)	0.0
PROJECT REVENUE	0.0	(11.4)	(11.4)	0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$1.7	(\$1.3)	\$1.0

### Budget / Forecast Variance Analysis

#### Original Scope Activities

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

However, there were a number of forecast changes within the Project Elements which were offset by Project Contingency as follows:

- Contract C1610 (Trackwork Installation) - Forecast increased \$0.9 million due to procurement of DF Track Type 3 fasteners.
- Contract HO648 (Communications Installation) - Forecast increased \$3.3 million due to additional radio installation plus change from interim to engineering estimate.
- Contract MC047 (JMA) - Forecast increased \$0.2 million due to addition of CCNs and adjustments in the manning schedule.
- Project Contingency - Forecast decreased \$4.4 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 \$13.1 million in total for the ALFA work scope. In addition, Project Revenue is anticipated in the amount of (\$11.4 million) which reduces the ALFA work scope costs to \$1.7 million. This cumulative Current Forecast total compared to the Current Budget accounts for the (\$1.3 million) variance.

The ALFA Scope Forecast has been increased by \$ 1.0 million due to addition of Station Artist Design and Fabrication contracts.

- Total Original Scope and ALFA Expenditures to date are \$706.7 million
- Total Original Scope and ALFA Commitments to date are \$1,027.3 million



**METRO RED LINE - Segment 3 North Hollywood**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**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 tunnel settlement and termination of the SKK contractor. The forecast reflects the last known information prior to the sinkhole and street settlement. The contractor was terminated and ongoing litigation between MTA, P-D, and SKK will result in significant claims and insurance damages. Since the attorney client confidentiality prevents P-D from disclosing a possible claim exposure figure, the forecast will remain unchanged until public filings are made.

**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.

**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: \$5,177,718  
Variance: (\$9,880,282)  
% Variance: (65.6%)

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. Final adjustments to the budget and forecast will occur once significant soils excavation is complete.

**LINE ITEM 08 - TRACKWORK**

Current Budget: \$25,526,000  
Forecast: \$33,037,205  
Variance: \$7,511,205  
% Variance: 29.4%

Mitigation: Contract 1610, Trackwork Installation, is contributing \$7.4 million of the total variance of \$7.5 million. The variance is due to the necessary addition of installation, operation and maintenance of the temporary ventilation system and sump pumps, operation and maintenance of the La Brea and North Access Shafts, and constructing a sound wall for the C1610 yard work at North Hollywood. These changes were necessary to coordinate the overall system ventilation, provide more effective access through the Access Shafts, and to satisfy environmental requirements not initially budgeted. An additional \$0.9 million was added to this month's forecast for procurement of DF Type Rail Fasteners. There is no potential to recover this variance.

**LINE ITEM 19 - PROJECT ADMINISTRATION**

Current Budget: \$62,000,000  
Forecast: \$89,930,000  
Variance: \$27,930,000  
% Variance: 45.0%

Mitigation: The Current Budget reflects the projected administration forecast prior to the revision included in the November 1997 period. Project staffing is implementing mitigation measures by concentrating on reducing direct labor charges to the project, comprehensively re-examining the proposed staffing levels required for all MTA divisions, and reviewing the Construction Management services budget to ensure that functions now performed by the MTA staff are budgeted appropriately, such as Quality and Safety.

**LINE ITEM 24 - PROJECT CONTINGENCY**

Current Plan: \$62,500,000  
Forecast: \$42,803,709  
Variance: (\$19,696,291)  
% Variance: (31.5%)

Mitigation: The Variance of \$19.7 million between the actual and planned contingency is primarily due to a combination of timing difference of early completions of the facilities contracts and an increase in agency cost. The original planned contingency curve had the facility contracts finishing, on average, eight months earlier than the current schedule.



**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - December 26, 1997**

**FINANCIAL STATUS**

METRO RED LINE NORTH HOLLYWOOD PROJECT  
 (IN THOUSANDS OF DOLLARS)

DECEMBER 1997									
STATUS OF FUNDS BY SOURCE									
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) \$	(D/B) %	(E) \$	(E/B) %	(F) \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$291.388	\$544.830	100%	\$312.827	57%	\$291.388	53%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$72.847	\$136.207	100%	\$78.207	57%	\$72.847	53%
FED ISTEA STP (STATE)	\$0.000	\$50.000	\$50.000	\$50.000	100%	\$50.000	100%	\$50.000	100%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$70.540	\$53.037	\$53.037	75%	\$53.037	75%	\$53.037	75%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.139	\$6.871	\$6.871	75%	\$6.871	75%	\$6.871	75%
SB 1995 TRUST FUND	\$53.000	\$68.912	\$68.912 (2)	\$68.912	100%	\$66.686	97%	\$66.686	97%
STATE SHA/ARTICLE XIX	\$115.000	\$45.855	\$20.855	\$20.855	45%	\$20.855	45%	\$20.855	45%
STATE PROP 116	\$0.000	\$25.000	\$25.000	\$25.000	100%	\$25.000	100%	\$25.000	100%
STATE TSM Match	\$0.000	\$11.360	\$10.537	\$10.537	93%	\$10.537	93%	\$10.537	93%
STATE CTIP	\$0.000	\$207.097	\$0.000	\$15.665	8%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$101.500	\$90.046 (3)	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$318.185	\$38.336	\$31.263	\$38.336	100%	\$27.202	71%	\$27.202	71%
BENEFIT ASSESS. DISTRICT	\$17.100	\$13.500	\$0	\$0	0%	\$0	0%	\$0	0%
<b>TOTAL</b>	<b>\$1,310.822</b>	<b>\$1,310.822</b>	<b>\$688.156 (4)</b>	<b>\$1,025.696</b>	<b>78%</b>	<b>\$706.668</b>	<b>54%</b>	<b>\$679.869</b>	<b>52%</b>
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$0.536	22%	\$0.000	0%	\$0.000	0%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$1.077	378%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.613</b>	<b>\$1.613</b>	<b>59%</b>	<b>\$0.003</b>	<b>0%</b>	<b>\$0.003</b>	<b>0%</b>

(1) Based on Current Budget. Allocation by funding source based on Nov 97 draft funding plan.

(2) Funds available have been reduced by \$6.1M due to usage of interest proceeds to other programs.

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

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1997.





# **METRO RED LINE - Segment 3 North Hollywood** **Monthly Project Status Report**

**Period Ending - December 26, 1997**

## **FINANCIAL STATUS**

**METRO RED LINE TOTAL SEGMENT 3 PROJECT**  
**(IN THOUSANDS OF DOLLARS)**

DECEMBER 1997		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED TO SOURCE	(F/B)
				\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$352.572	\$631.264	56%	\$374.011	33%	\$352.572	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$88.143	\$157.815	56%	\$93.503	33%	\$88.143	31%
FED ISTEA STP (STATE)	\$25.000	\$75.000	\$75.000	\$50.000	67%	\$50.000	67%	\$50.000	67%
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$133.953	\$71.998	\$54.292	41%	\$54.292	41%	\$54.292	41%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.355	\$9.328	\$7.034	41%	\$7.034	41%	\$7.034	41%
SB 1995 TRUST FUND	\$53.000	\$68.912	\$68.912	\$68.912	100%	\$68.686	97%	\$68.686	97%
STATE SHA/ARTICLE XIX	\$165.000	\$85.855	\$20.855	\$20.855	24%	\$20.855	24%	\$20.855	24%
STATE PROP 116	\$87.300	\$40.000	\$25.000	\$25.000	63%	\$25.000	63%	\$25.000	63%
STATE FLEXIBLE CONGESTION RELIEF	\$26.000	\$50.000	\$0.000	\$0.000		\$0.000		\$0.000	
STATE TSM Match	\$11.142	\$14.695	\$10.537	\$10.537	72%	\$10.537	72%	\$10.537	72%
STATE CTIP	\$0.000	\$207.097	\$0.000	\$15.665	8%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$136.244	\$163.490	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$756.405	\$77.289	\$100.694	13%	\$71.523	9%	\$71.523	9%
BENEF ASSESS. DISTRICT	\$17.100	\$13.500	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$2,781.086	\$3,042.752	\$855.080	\$1,197.514	39%	\$828.887	27%	\$802.088	26%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$0.536	22%	\$0.000	0%	\$0.000	0%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$1.077	378%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.613	\$1.613	59%	\$0.003	0%	\$0.003	0%

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1997.





**METRO RED LINE - Segment 3 North Hollywood**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**FINANCIAL STATUS**

Metro Red Line Segment 3 Project  
Funds by Source Analysis

**STATUS OF FUNDS ANTICIPATED**

<b>FTA SECTION 3</b>	MTA submitted a grant application to the FTA on December 13, 1996, for \$69,511,602. Funds are planned to be allocated entirely against the North Hollywood Extension Project. Grant award is expected in January 1998.
<b>FTA SECTION 9 FED ISTE/CMAQ</b>	MTA submitted a grant application to the FTA on December 23, 1996 for \$40,000,000. (This included \$20 million of FY 96 funds and \$20 million of FY 97 funds.) Grant award was approved on August 27, 1997 for FY 96 \$20 million funds only. Funds will not be available for drawdown until FTA approves the MTA Rail Recovery Plan.
<b>FTA SECTION 9 FED ISTE/STP</b>	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 are now available for drawdown with the exception of \$25 million allocated to the Eastside Project. These funds will be available for drawdown only when FTA approves the MTA Rail Recovery Plan.
<b>STATE PROP 116</b>	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. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>STATE SHA</b>	MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>CITY OF LA</b>	A fund transfer agreement has been executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55 million is available for drawdown.
<b>BENEFIT ASSESSMENT</b>	No funds are expected to be available until Fiscal Year 2003.



# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

### Period Ending - December 26, 1997

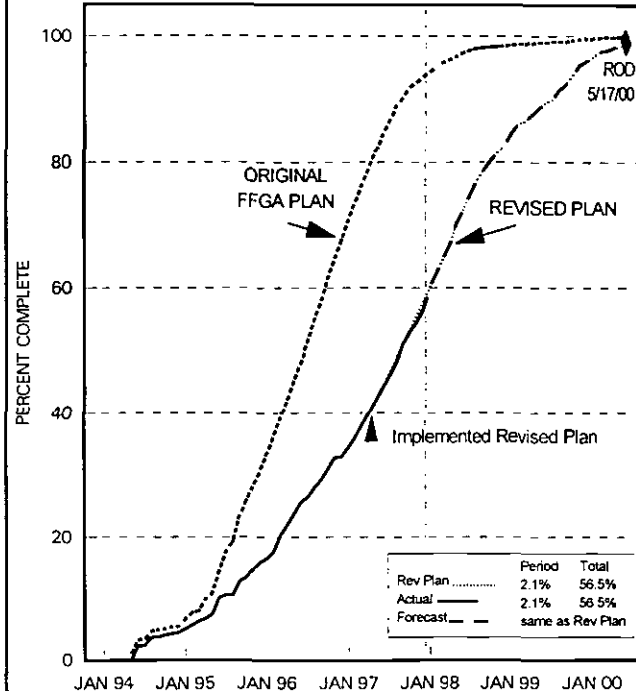


## SCHEDULE STATUS

### Schedule

		Change from Last Month
Current ROD	May 26, 2000	+7 w.d.
Design Progress	93.1%	+0.2
Construction Progress (estimated)	56.5%	+2.1
Critical Path Float (in working days)	-7	-7

### Construction Progress



### Current Critical Path Analysis

The December 1997 Project Master Schedule shows the project to be 7 working days behind schedule. Forecast completion date is May 26, 2000 versus a planned May 17, 2000. Revisions to C0311 crossovers excavation durations and revised design produced a 27-working day delay to the project. The contractor's delay forecast is greater than this. This delay was partially offset by drawing 7 days from the project contingency activity, reducing contingency to 0 days. Changes to Systems Integration Schedule generated 13 days of float which was also used to mitigate the 27-workday delay.

Mitigation options for the C0311 track level rooms and crossover excavation are currently being reviewed. The option of providing early access to trackwork south of the La Brea Shaft is also being reviewed.

The major critical path runs through Contract C0311 (Line Section under the Santa Monica Mountains), C1610 (Trackwork Installation), B620 (Automatic Train Control), B645 (TRACS) and Integration Testing/Pre-Revenue Operations.

Focus on the project is shifting from excavation and concrete to the more complex mechanical, electrical and systems area. Facilities-systems interfaces are being closely coordinated.

Additionally, the goal of 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.

### Construction Progress Analysis

The overall construction progress through December 26 is 56.5% complete.

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 are 166 workdays. Contractor proceeded with two of the acceleration options and partially mitigated its own delays on the west end of the station. All but one interim milestone date is negotiated with the contractor. The Change Order to formalize the new agreed dates is currently being prepared. No impact to ROD.

Contract C0311 (North Hollywood Tunnel) efforts are now focused on the start of the track level room excavation, the commencement of the concrete lining on the northern section of the tunnels and the lining of the tunnels south of La Brea. Crossover excavation and concrete durations were adjusted to reflect new design. Current delays are now 234 calendar days. This revision caused a 27-workday delay to the contract. Foundation grouting may also cause more delay. Mitigation options for the C0311 schedule for track level rooms and crossover excavation and an early access to trackwork south of the La Brea Shaft are currently being reviewed. A Change Notice for a 6-day work week for the TLR excavation was issued to the contractor.

Contract C0321 (Universal City Station) is 7 workdays behind schedule. The contract critical path starts at Phase 3 partial 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 was prepared. Both phases have been turned over. Access for the second part was December 15. This additional delay impacts several interim milestones. However, the delay does not impact the systems schedule or ROD. The contractor is progressing with Phase 2 work 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.

Contract C0331 (North Hollywood Tunnel) contractor is working with CM to provide track level access by March 24, 1998.

Contract C0351 (North Hollywood Station) contractor continues working a combination of three shifts operation and Saturday work and trackwork access dates are on target.

Contract C1610 (Trackwork Installation) contractor's 120-day schedule was submitted and approved.



# METRO RED LINE - Segment 3 North Hollywood

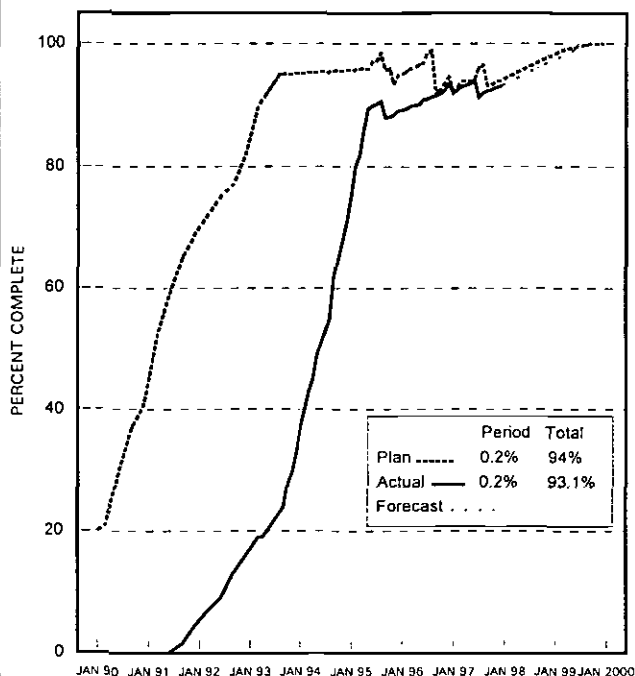
## Quarterly Project Status Report

Period Ending - December 26, 1997



### SCHEDULE / SAFETY STATUS

#### Design Progress



#### Design Progress Analysis

The overall design progress through December 26, 1997 was 93.1% complete versus 94% planned, reflecting a Schedule Performance Index (SPI) of 98.8%.

Refer to page SD-2 for more information on Design Contracts.

#### Construction Safety Statistics

##### Project-to-Date Rates

##### 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	16.9	N/A	Change from Last Month

##### 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	1.9	N/A	Change from Last Month

(Based on November 1997 statistics)

#### Construction Safety Summary

The Project-to-Date Lost Time Injury Rate is less than one-half of the National Average of 4.2.



**METRO RED LINE - Segment 3 North Hollywood**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**MANAGEMENT ISSUES**

**ONGOING**

*Item (Date initiated: November 1997)*

Owner Controlled Insurance Program (OCIP)

**Concern/Impact**

The Owner Controlled Insurance Program (OCIP) is the insurance for all ongoing rail construction projects. The insurance coverage includes general liability, worker compensation, builder's risk, professional liability and environmental liability coverage. The original project budget was based upon percentages of construction costs. There is a potential variance to the budget that needs to be confirmed.

**Status/Action**

The Risk Management Division has been requested to provide the Construction Division with updates to this type of analysis for continuing budget review.

**ONGOING**

*Item (Date initiated: November 1997)*

Contract C0311 North/South Crossover Redesign Delay

**Concern/Impact**

On September 19, 1997, CN-133 was issued to the C0311 contractor for the civil/structural modifications to the North/South Crossover. The Cost, Schedule Proposal received from the contractor showed a five-month extension to the completion of the crossover work. This would cause a three-month extension to the completion of the C0311 contract. JMA disagrees with this analysis, and estimates that the impact to contract completion will be one month in the worst case situation.

**Status/Action**

Negotiations have begun with the contractor for CN-133. The Mechanical/Electrical DCN for the North/South Crossover Redesign is expected to be completed by January 16, 1998. In December, the contractor presented two mitigation schedules for the added work. Because of incorrect work sequences and durations in the schedules that were presented, it was not possible to forecast the revised milestones and completion dates for Contract C0311. The contractor committed to present another schedule the first week of January 1998.



**METRO RED LINE - Segment 3 North Hollywood**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**MANAGEMENT ISSUES**

**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. Further grouting may be required in these zones after installation of the lining. The extent of this additional grouting will be determined and fine tuned as part of the hydrogeological study. 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. Ten blasts in December 1997 gave no perceptible vibration at the surface.

The hydrogeological study has commenced to assess the long-term impact of the tunnels on the ground water regime and to ascertain if additional protective measures are needed. The Stage I study will be completed in January 1998. Design change notice has been prepared to omit weepholes in the lines beneath Runyon Canyon Park.



# METRO RED LINE - Segment 3 North Hollywood

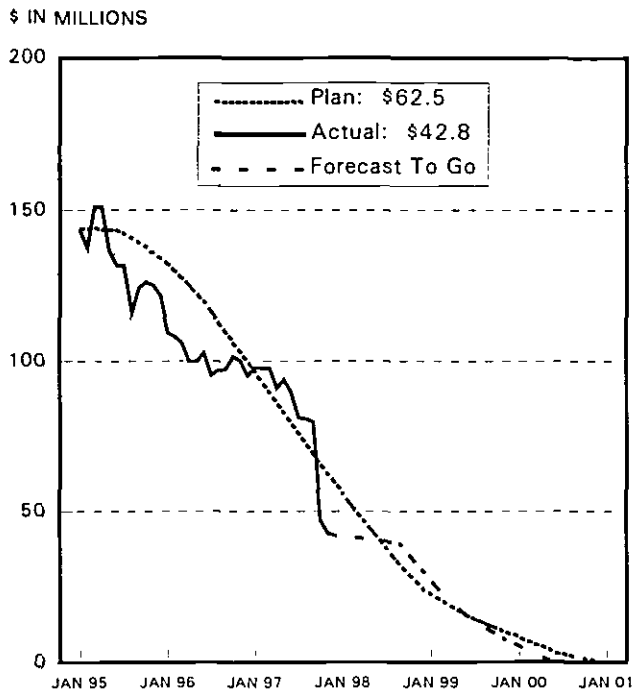
## Quarterly Project Status Report

Period Ending - December 26, 1997



### COST STATUS

#### Contingency Status



#### Contingency Status Analysis

##### December 1997 Period Status

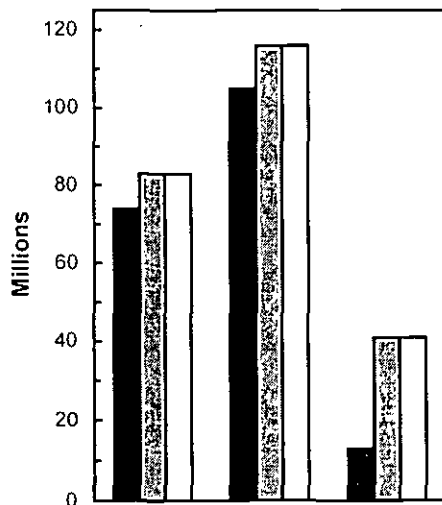
The Contingency Forecast decreased \$4.4 million this period to offset a net increase of \$4.4 million in the Construction and Professional Services Element.

##### Cumulative Contingency Status

The variance of \$19.7 million between the actual and planned contingency is primarily due to a combination of timing difference of early completions of the facilities contracts and an increase in agency cost. The original planned contingency curve had the facility contracts finishing, on average, eight months earlier than the current schedule.

The significant drop in the contingency is due primarily to forecast increase in Professional Services. The Project intends to request additional budget to cover the increased agency costs.

#### Professional Services Contracts - North Hollywood Consultant Cost Status



		DESIGN	CM	OTHER
Current Authorization	■	75	108	15
Forecast	▨	83	116	40
Budget	□	83	116	41

#### Professional Services Cost Analysis

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

The Design Forecast at Completion is being evaluated for facilities and systems services during construction.

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.



**METRO RED LINE SEGMENT 3**

**MID-CITY EXTENSION**

**EXECUTIVE SUMMARY**



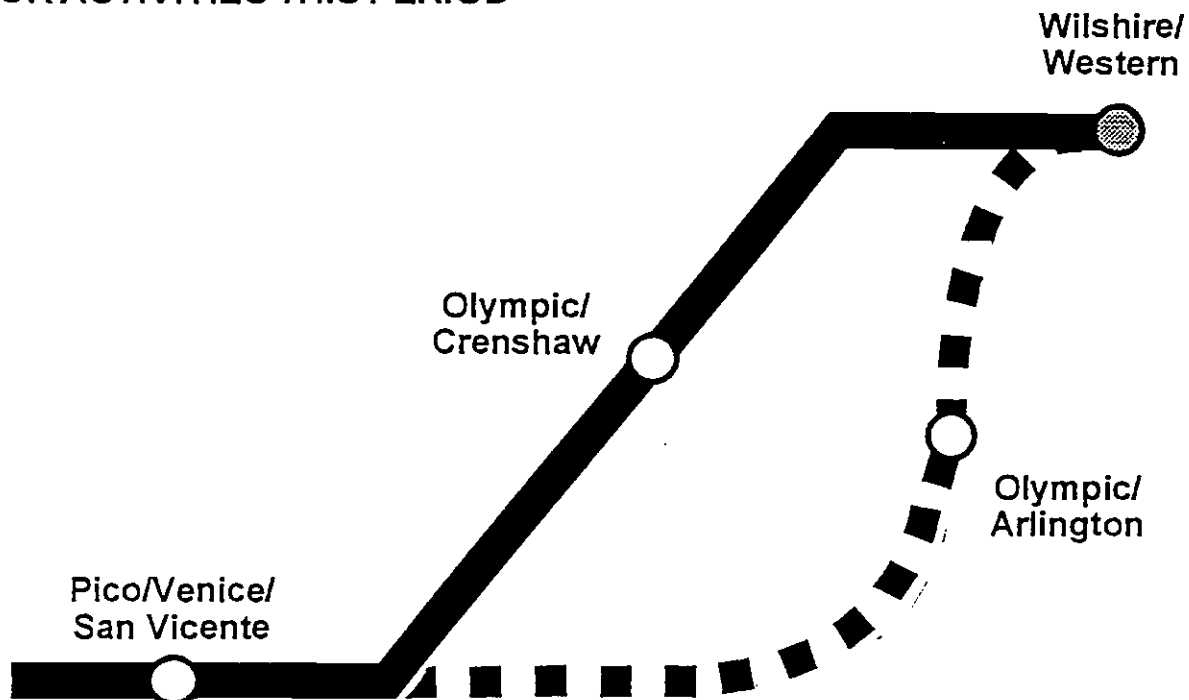
# METRO RED LINE - Segment 3 / Mid-City Extension

## Summary Status Report

Period Ending - December 26, 1997



### MAJOR ACTIVITIES THIS PERIOD



### SYSTEMWIDE ACTIVITIES

- Current MTA Capital Project cash flow projections resulted in a recommendation to the MTA Board this period to suspend Mid-City planning and construction.
- FTA review of the draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) and MTA community outreach efforts are on hold pending MTA Board decision on the viability of the Project.



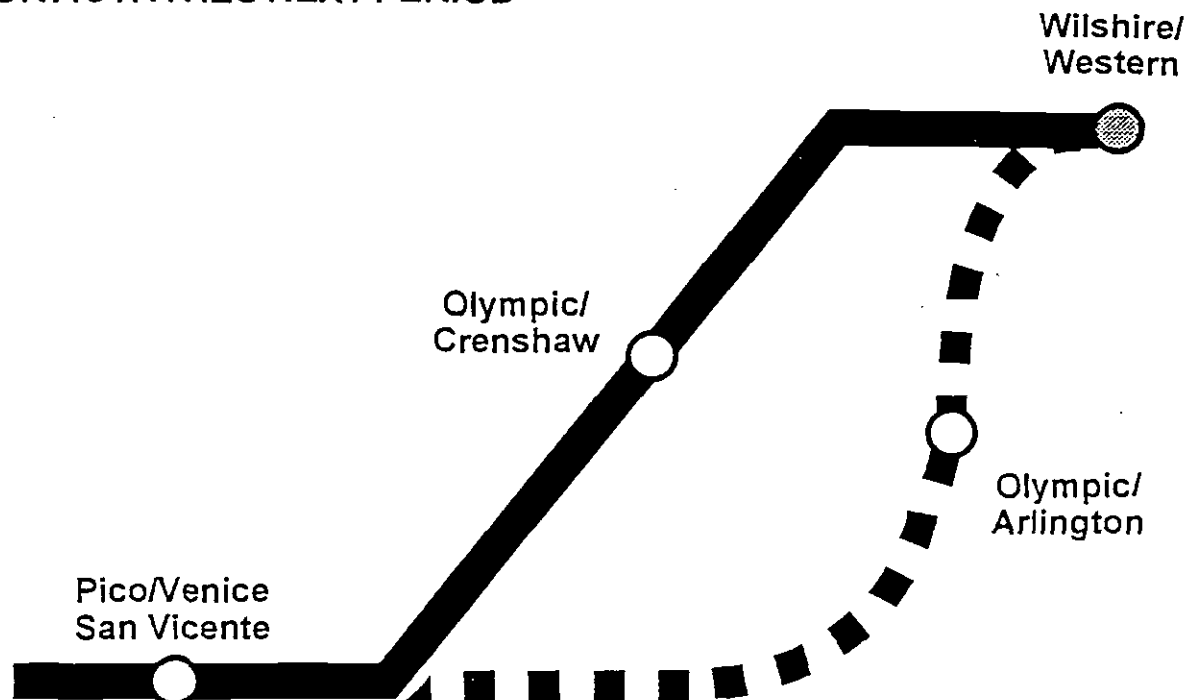
# METRO RED LINE - Segment 3 / Mid-City Extension

## Summary Status Report

Period Ending - December 26, 1997



### MAJOR ACTIVITIES NEXT PERIOD



### SYSTEMWIDE ACTIVITIES

- An MTA Board decision will likely be made to determine the viability of the Mid-City Project.
- The SEIS/SEIR process and the community outreach efforts will remain on hold pending the MTA Board decision.
- If the Project is included in MTA's Capital Projects work plan, the FTA review of the draft SEIS/SEIR will resume. Public outreach efforts will also resume at that time.



**FINANCIAL STATUS****Budget/Forecast Variance (in Millions)****Original Scope Activities**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	DECEMBER CHANGE IN 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				
TOTAL PROJECT	\$491	\$683	\$192	\$0

**Additional Locally Funded Activities**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	DECEMBER CHANGE IN 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 Summer 1998. The budget baseline will be finalized after the Preliminary Engineering is completed and the Project is adopted, now forecast to occur in Spring 1999.

Commitments to date are \$14.2M; Expenditures to date are \$12.9M. These costs are primarily associated with engineering management services, project administration, and environmental engineering services.



**FINANCIAL DETAIL**  
**METRO RED LINE - SEGMENT 3 PROJECT TOTAL**

**STATUS OF FUNDS BY SOURCE (in thousands of dollars)**

SOURCE	(A)	(B)	(C)	(D)		(E)	(E/B)	(F)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA - SECTION 3	\$1,317,912	\$1,133,192	\$352,572	\$631,264	56%	\$374,011	33%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	98,578	283,298	88,143	157,815	56%	93,503	33%	88,143	31%
FED ISTE A STP (STATE)	25,000	75,000	75,000	50,000	67%	50,000	67%	50,000	67%
FED ISTE A STP/CMAQ (REGIONAL)	156,617	133,953	71,998	54,292	41%	54,292	41%	54,292	41%
FED ISTE A RSTP DEFERRED LOCAL SHARE	9,875	17,355	9,328	7,034	41%	7,034	41%	7,034	41%
SB 1995 TRUST FUND	53,000	68,912	68,912	68,912	100%	66,686	97%	66,686	97%
STATE ARTICLE XIX	165,000	85,855	20,855	20,855	24%	20,855	24%	20,855	24%
STATE PROP 116	87,300	40,000	25,000	25,000	63%	25,000	63%	25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000	0	0		0		0	
STATE TSM MATCH	11,142	14,695	10,537	10,537	72%	10,537	72%	10,537	72%
STATE CTIP	0	207,097	0	15,665		0		0	
CITY OF LOS ANGELES	136,244	163,490	55,446	55,446	34%	55,446	34%	55,446	34%
PROP C	677,318	756,405	77,289	100,694	13%	71,523	9%	71,523	9%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
<b>TOTAL</b>	<b>\$2,781,086</b>	<b>\$3,042,752</b>	<b>\$855,080</b>	<b>\$1,197,514</b>	<b>39%</b>	<b>\$828,887</b>	<b>27%</b>	<b>\$802,088</b>	<b>26%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,077	378%	3	1%	3	1%
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$613</b>	<b>\$1,613</b>	<b>59%</b>	<b>\$3</b>	<b>0%</b>	<b>\$3</b>	<b>0%</b>

(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 November 1997.



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

**STATUS OF FUNDS BY SOURCE (in thousands of dollars)**

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) (D/B)		(E) (E/B)		(F) (F/B)	
				COMMITMENT		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
FTA - SECTION 3	\$242,563	\$194,050	\$4,107	\$4,107	2%	\$4,107	2%	\$4,107	2%
FTA - SECTION 3 DEFERRED LOCAL SHARE		48,513	1,027	1,027	2%	1,027	2%	1,027	2%
FED ISTE A STP (STATE)									
FED ISTE A STP/CMAQ (REGIONAL)	55,400	18,060	1,255	1,255	7%	1,255	7%	1,255	7%
FED ISTE A RSTP DEFERRED LOCAL SHARE		2,340	163	163	7%	163	7%	163	7%
STATE ARTICLE XIX		40,000							
STATE PROP 116	72,300								
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000							
STATE TSM MATCH		2,643							
CITY OF LOS ANGELES	34,400								
PROP C	60,000	327,126	8,067	7,607	2%	6,362	2%	6,362	2%
<b>TOTAL</b>	<b>\$490,663</b>	<b>\$682,732</b>	<b>\$14,619</b>	<b>\$14,159</b>	<b>2%</b>	<b>\$12,914</b>	<b>2%</b>	<b>\$12,914</b>	<b>2%</b>

(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 November 1997.



**FINANCIAL DETAIL****FUNDS BY SOURCE ANALYSIS*****Status of Funds Anticipated (Segment 3 Projects)***

<b>FTA Section 3</b>	A Grant Application was submitted to the FTA on December 13, 1996 for \$69.5M. Funds are planned to be allocated entirely against the North Hollywood Extension Project. Grant award is expected in January 1998.
<b>FTA Section 9 FED ISTE/CMAQ</b>	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 for FY 96 funds only. Funds will not be available for drawdown until FTA approves the MTA Restructuring Plan.
<b>FTA Section 9 FED ISTE/STP</b>	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 are now available for drawdown with the exception of \$25.0M allocated to the Eastern Extension Project. These funds will be available for drawdown only when FTA approves the MTA Restructuring Plan.
<b>State Prop. 116</b>	MTA submitted a Grant Application and an Allocation Request in April 1997 to the California Transportation Commission (CTC) for \$15.0M of Proposition 116 Rail Bond Funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>State SHA</b>	MTA submitted an Allocation Request in June 1997 to the CTC for \$20.0M of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>City of Los Angeles</b>	A Fund Transfer Agreement for \$200.0M was executed in July 1997. The first installment, totaling \$55.4M, is available for drawdown.
<b>Benefit Assessment</b>	No funds are expected to be available until FY 2003.



**SCHEDULE STATUS**

<b>SCHEDULE</b>			<b>SCHEDULE ANALYSIS</b>
		<u>Change From Last Month</u>	<p>The Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (SEIS/SEIR) document preparation addressing the Wilton/Arlington &amp; Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The forecast completion for FTA review of the draft document continues to slip, pending MTA decision on the viability of the Project. If the Project moves forward, the FTA review may be completed in March 1998. The impact to the schedule cannot be mitigated; the August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) is now forecast for August 1998 and the Project Adoption and Record of Decision milestones have also slipped accordingly.</p> <p>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.</p>
Current ROD	July 22, 2008	None	
Design Progress	0%	None	
Construction Progress	0%	None	
Critical Path Float	N/A	None	

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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)**

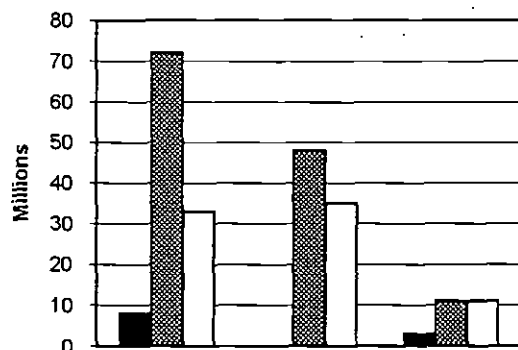
***Concern/Impact***

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

***Status/Action***

The FTA completion of the SEIS/SEIR draft review is on hold pending MTA decision on the viability of the Mid-City Project. The 30 day duration originally planned for the FTA review has now slipped to at least eight months. Compressing the FTA review and/or public review circulation periods is not possible. Therefore, Project Adoption and Record of Decision milestones have also slipped.



**COST STATUS****Consultant Cost Status****Professional Service Contracts**  
Dollars in Millions

	DESIGN	CM	OTHER
Current Authorization	8	0	3
Forecast	72	48	11
Budget	33	35	11

**Professional Services Cost Analysis**

There were no changes to Professional Service Contract values in December. The Forecast information on the chart reflects data contained in the Rail Recovery Plan. The Budget and Forecast information will be finalized when and if the Project is included in the MTA Capital Project Work Plan, preliminary engineering is completed, and the Project is adopted.

**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**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**MAJOR ACTIVITIES THIS PERIOD**

**C0502**

**LITTLE TOKYO / ARTS DISTRICT  
STATION and LINE SECTION**

EMC's design effort was on hold pending receipt of CCNs related to the combination of contracts C0502 and C0541, and authorization to proceed. Two CCNs were received on December 26, completing the receipt of multiple CCNs necessary to resume the design effort. EMC continued to assist MTA and Korve Engineering in design of the Ramirez Flyover structure at USG. Started review of contract specifications for General Conditions and Special Provisions. The Section Designer completed all Change Order work and will issue revised Camera Ready drawings.

**C0521**

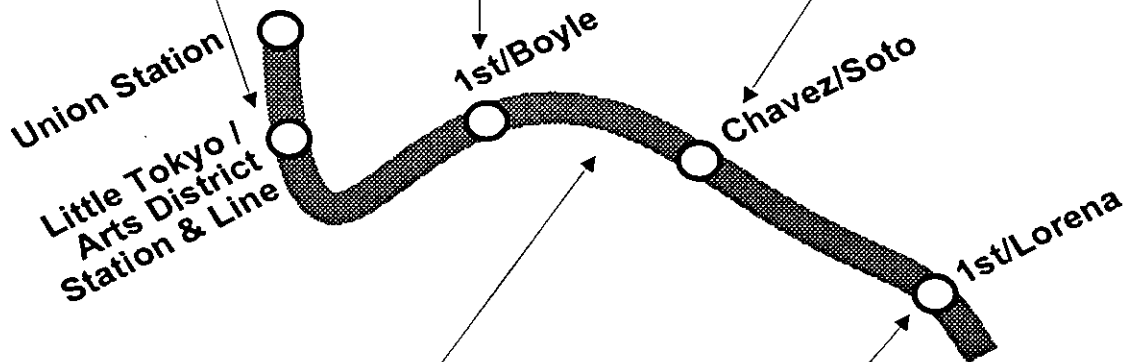
**1st / BOYLE STATION**

The Section Designer resubmitted the structural calculations and the drawings. EMC completed the review of the resubmitted drawings and calculations.

**C0531**

**CHAVEZ / SOTO STATION**

The Camera Ready drawings were completed December 22, 1997.



**C0502 (Formerly C0541)**

**1st / BOYLE to 1st / LORENA  
LINE SECTION**

EMC continued to receive additional comments on specifications from the MTA's Quality Assurance department and MTA's Tunnel Advisory Panel. These comments are being responded to before incorporation.

**C0551**

**1st / LORENA STATION**

The EMC completed all work on CCN # 609.01 - Electrical and systems design for the tail track.

**SYSTEMWIDE ACTIVITIES**

Environmental assessments for parcels that require demolition under C0538 continue and 5 of 17 parcel demolitions were completed. Environmental remediation for these parcels continued. The supplemental gas investigation continued. The Final submittal of Contract P0650 was issued on December 3, 1997. Contracts C2610, P1614, and P1616 remain on hold. The University of Illinois continued evaluation of gasketed precast concrete segments to measure capability to minimize leakage of gas and the influence of simulated ground shaking and displacement during earthquakes on subsequent leakage.

**MTA Public Affairs:**

The month of December was the kick-off for the MTA owned property cleaning and security program. The monthly Review Advisory Committee (RAC) meeting was held on 12/18/97. Completed the publication, distribution and a total mailing of approximately 500 FONSI Notices to elected officials, affected community and organizations. Installed business promotional banners at 1st/Lorena Station area. Finalized language for contract inclusion of special provision for community events along the alignment.



# METRO RED LINE - Segment 3 East Side

## Monthly Project Status Report

Period Ending - December 26, 1997



### ACTIVITIES PLANNED FOR NEXT PERIOD

#### C0502

##### LITTLE TOKYO / ARTS DISTRICT STATION and LINE SECTION

The EMC will resume design effort related to all CCNs combining C0502 and C0541 into a single contract. EMC to continue assistance to MTA and Korve Engineers in the design of the Ramirez Flyover under CCN #595. EMC will work with Fluor Daniel on constructability and claims avoidance tasks.

#### C0521

##### 1st / BOYLE STATION

The Section Designer is scheduled to plot full size Camera Ready drawings. The Section designer is scheduled to complete drawings for the C0502 contract under CCN #670.

#### C0531

##### CHAVEZ / SOTO STATION

The Section Designer is scheduled to plot full size Camera Ready drawings this month.

Union Station

Little Tokyo / Arts District Station & Line

1st/Boyle

Chavez/Soto

1st/Lorena

#### C0502 (Formerly C0541)

##### 1st / BOYLE to 1st / LORENA LINE SECTION

EMC to continue work on combining C0502/C0541 tunnels. EMC plans to start field work for Fault studies at Cummings street to determine length of steel tunnel lining.

#### C0551

##### 1st / LORENA STATION

Work next month will be concentrated on CCN #675, the TBM removal shaft west of the station box.

### SYSTEMWIDE ACTIVITIES

EMC will continue working towards the Pre-Final design submittal of Contract C0595, rescheduled for January 12, 1998. Demolition of parcels under C0538, Phase I Demolition, will continue. Environmental assessments and remediations will continue. Supplemental gas investigations will also continue. Contracts C2610, P1614, and P1616 are expected to remain on hold. The University of Illinois will continue the program testing tunnel segments until the NTE is reached.

#### MTA Public Affairs:

Monthly Review Advisory Committee (RAC) meeting scheduled for 12/18/97.



# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

Period Ending - December 26, 1997



### FINANCIAL STATUS

#### *Budget/Forecast Variance (In Millions)*

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	DECEMBER CHANGE IN FORECAST
Construction	\$650.2	\$662.8	\$12.6	\$0.0
Professional Services	\$247.6	\$296.8	\$49.2	\$0.0
Real Estate	\$34.8	\$36.6	\$1.8	\$0.0
Utility/Force Account	\$23.9	\$23.9	\$0.0	\$0.0
Special Programs	\$0.0	\$0.0	\$0.0	\$0.0
Contingency	\$92.6	\$78.3	(\$14.4)	\$0.0
Project Revenue	\$0.0	\$0.0	\$0.0	\$0.0
Total Project	\$1049.2	\$1098.4	\$49.2	\$0.0

#### *Other Locally Funded Activities*

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

#### *Budget/Forecast Variance Analysis*

In January 1997, the MTA Board adopted a revised schedule which moved the East Side Extension's R.O.D. to November 2004 and changed the current budget and forecast to \$1,049.2M. In May 1997, the R.O.D. was moved forward to May 2004. In October 1997, the project forecast increased to \$1,106M due to an identified increase of \$49.2M in the Agency Cost forecast. Refer to page ES-4 for a detailed explanation.

During the month of December there was no change in the project's current budget and forecast. Expenditures and commitments increased by \$2.3M and \$1.5M respectively.

Total Expenditures To Date: \$109.3 million  
Total Commitments To Date: \$157.7 million

"Other Locally Funded Activities" are defined as work scope not covered under the Full Funding Grant Agreement (FFGA). In April 1997, 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. These costs were not eligible for federal funding since they occurred before the FTA issued a Letter of No Prejudice (LONP) on 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.



# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

Period Ending - December 26, 1997



### 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 19 - Project Administration**

Current Budget	\$38,042,000
Forecast	\$89,071,000
Variance	\$51,029,000
% Variance	134.1%

Agency Costs are a discrete element of the Project Budget and incorporate management labor costs, non labor administrative costs, fringe benefits, and agency overhead costs allocated to the project. A potential overrun at project completion for the "agency" cost element is being forecast due to the impact of the following: (1) A revised overhead allocation methodology developed by the MTA Finance staff and financial consultants has resulted in a significantly higher allocation level of MTA overhead to be absorbed within the project's budget; (2) An increase in staffing levels to implement both legislative (AB1869) and FTA requirements; and (3) A delay to the project's forecast completion date that results in extended staffing levels.

The overhead allocation methodology has been determined by the MTA Finance staff to be appropriate, therefore, to mitigate this potential overrun, project staff are concentrating on reducing direct labor charges to the project proposed for each administrative/management function. To effect this increased control, the project team will begin utilizing a recently developed Labor Information and Management System that provides immediate, detailed MTA labor charge information in an automated format for review and approval by the Project Manager. The system also provides the capability to reject ineligible labor charges to the project.

Furthermore, the project staff is conducting a comprehensive examination of the proposed staffing levels for all MTA divisions through project completion. Through this review, the justification and labor required for these functional support services will be evaluated. It is anticipated that the review will conclude with adjustments to the proposed staffing levels to reduce the projected overrun while ensuring adequate support for necessary functions.

Finally, a review of the construction management professional services budget will be conducted to ensure that funds for functions that are now performed by the MTA (i.e. Quality and Safety) are appropriately budgeted. Once adjustments are finalized, the forecast will be revised and alternative cost mitigation strategies will be identified, if necessary.



**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**FINANCIAL STATUS**

***CONTRACT / ITEM VARIANCE REPORT***

**Line Item 26 - Art-In-Transit Program**

Current Budget	\$0
Forecast	\$3,122,099
Variance	\$3,122,099
% Variance	100%

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 / PROJECT TOTAL**

**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**

**STATUS OF FUNDS BY SOURCE (in thousands of dollars)**

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED <sup>(1)</sup>	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA - SECTION 3	\$1,317,912	\$1,133,192	\$352,572	\$631,264	56%	\$374,011	33%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	98,578	283,298	88,143	157,815	56%	93,503	33%	88,143	31%
FED ISTE A STP (STATE)	25,000	75,000	75,000	50,000	67%	50,000	67%	50,000	67%
FED ISTE A STP/CMAQ (REGIONAL)	156,617	133,953	71,998	54,292	41%	54,292	41%	54,292	41%
FED ISTE A RSTP DEFERRED LOCAL SHARE	9,875	17,355	9,328	7,034	41%	7,034	41%	7,034	41%
SB 1995 TRUST FUND	53,000	68,912	68,912	68,912	100%	66,686	97%	66,686	97%
STATE SHA/ARTICLE XIX	165,000	85,855	20,855	20,855	24%	20,855	24%	20,855	24%
STATE PROP 116	87,300	40,000	25,000	25,000	63%	25,000	63%	25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000	0	0		0		0	
STATE TSM MATCH	11,142	14,695	10,537	10,537	72%	10,537	72%	10,537	72%
STATE CTIP	0	207,097	0	15,665	8%	0		0	
CITY OF LOS ANGELES	136,244	90,046	55,446	55,446	62%	55,446	62%	55,446	62%
PROP C	677,318	829,849	77,289	100,694	12%	71,523	9%	71,523	9%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
<b>TOTAL</b>	<b>\$2,781,086</b>	<b>\$3,042,752</b>	<b>\$855,080</b>	<b>\$1,197,514</b>	<b>39%</b>	<b>\$828,887</b>	<b>27%</b>	<b>\$802,088</b>	<b>26%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,077	378%	3	1%	3	1%
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$613</b>	<b>\$1,613</b>	<b>59%</b>	<b>\$3</b>	<b>0%</b>	<b>\$3</b>	<b>0%</b>

NOTE: Expenditures are cumulative through November 1997.

(1) Based on Current Budget





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

**STATUS OF FUNDS BY SOURCE (in thousands of dollars)**

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED <sup>(1)</sup>	(C) TOTAL FUNDS AVAILABLE	(D) (D/B)		(E) (E/B)		(F) (F/B)	
				COMMITMENTS		EXPENDITURES <sup>(2)</sup>		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
FTA - SECTION 3	\$394,312	\$394,312	\$57,077	\$82,327	21%	\$57,077	14%	\$57,077	14%
FTA - SECTION 3 DEFERRED LOCAL SHAR	98,578	98,578	14,269	20,581	21%	14,269	14%	14,269	14%
FED ISTEA STP (STATE)	25,000	25,000	25,000	0	0%	0	0%	0	0%
FED ISTEA STP/CMAQ (REGIONAL)	76,217	45,353	17,706	0	0%	0	0%	0	0%
FED ISTEA RSTP DEFERRED LOCAL SHAR	9,875	5,876	2,294	0	0%	0	0%	0	0%
STATE SHA/ARTICLE XIX	50,000	0	0	0	0%	0	0%	0	0%
STATE PROP 116	15,000	15,000	0	0	0%	0	0%	0	0%
STATE FLEXIBLE CONGESTION RELIEF	0	0	0	0	0%	0	0%	0	0%
STATE TSM MATCH	11,142	692	0	0	0%	0	0%	0	0%
CITY OF LOS ANGELES	344	73,444 <sup>(3)</sup>	0	0	0%	0	0%	0	0%
PROP C	299,133	390,943	37,959	54,751	14%	37,959	10%	37,959	10%
<b>TOTAL</b>	<b>\$979,601</b>	<b>\$1,049,198</b>	<b>\$154,305</b>	<b>\$157,659</b>	<b>15%</b>	<b>\$109,305</b>	<b>10%</b>	<b>\$109,305</b>	<b>10%</b>

NOTE: Expenditures are cumulative through November 1997.

(A) Original budget is based on October 1994 Amended Full Funding Grant Agreement

(1) Based on Current Budget. Allocation by funding source based on November 1997 draft funding plan. Funding plan should be adopted during December 1997.

(2) Expenditures include actuals spent prior to FTA issuance of their Letter of No Prejudice (LONP) dated 9/7/93.

(3) City of LA funds have been reallocated entirely to the North Hollywood Extension.



**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**FINANCIAL STATUS**

***FUNDS BY SOURCE ANALYSIS***

***Status of Funds Anticipated***

<b>FTA Section 3</b>	MTA submitted a grant application to the FTA on December 13, 1996, for \$69.5M. Funds are planned to be allocated entirely to the North Hollywood Extension Project. Grant award is expected in January 1998.
<b>FTA Section 9 FED ISTEA/CMAQ</b>	MTA submitted a Grant Application to the FTA on December 23, 1996, for \$40M, which includes \$20M of FY96 funds and \$20M of FY97 funds. Grant award was approved on August 27, 1997, for FY96 funds only. Funds will not be available for drawdown until FTA approves the MTA restructuring plan.
<b>FTA Section 9 FED ISTEA/STP</b>	The state allocated \$75M 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. The Grant Award was approved on August 27, 1997. Funds are now available for drawdown except for \$25M allocated to the East Side Project. These funds will be available after the FTA approves the MTA restructuring plan.
<b>State Prop 116</b>	MTA submitted a Grant Application and an Allocation Request to the California Transportation Commission on April 8, 1997, for \$15M of Prop 116 Rail Bond Funds. Funds will be allocated to the East Side Extension Project. Approval is expected in February 1998.
<b>State SHA</b>	MTA submitted an Allocation Request to the California Transportation Commission on June 27, 1997, for \$20M of State Highway Account (SHA) funds. Funds will be allocated to the East Side Extension Project. Approval is expected in February 1998.
<b>City of L.A.</b>	A fund transfer agreement was executed on July 24, 1997 for a total amount of \$200M. The first installment totaling \$55.446M is available for drawdown.
<b>Benefit Assessment</b>	No funds are expected to be available until FY 2003.



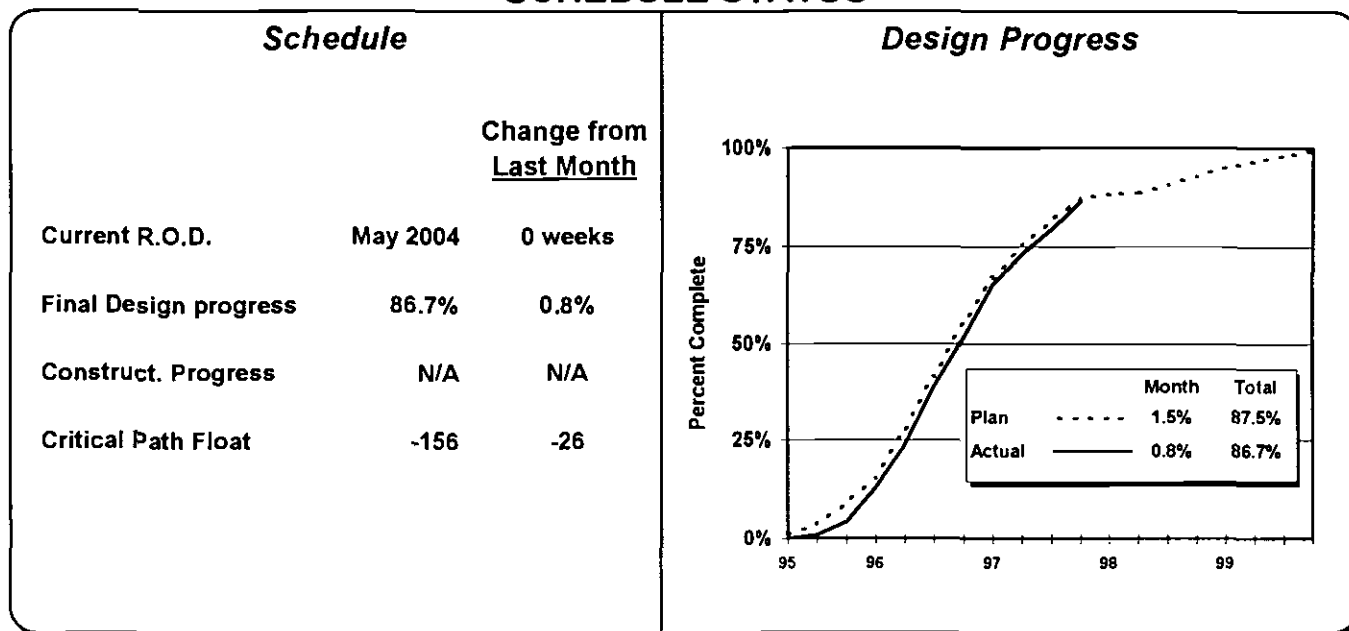
# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

### Period Ending - December 26, 1997



## SCHEDULE STATUS



### Current Critical Path Analysis

The FFGA ROD is November 2002. On December 11, 1997, MTA's CEO offered recommendations to the Board that included possible delays to the construction of the East Side Extension. The Board will meet on January 14, 1998 to consider these recommendations. This critical path analysis will be with respect to the May 2004 ROD which the MTA Board approved on June 4, 1997.

In efforts to reduce costs, a revised contract packaging strategy, utilizing a combined C0502/C0541 single tunnel contractor has been initiated. This approach combines the existing C0502 and C0541 contract scopes and the excavation of the 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.

The primary critical path includes engineering rework, bid and award, execution of the combined tunnel contract, construction of the Chavez/Soto station box, trackwork installation, systems installation, testing, and pre-revenue operations to ROD. Funding approval for incorporation of changes was not obtained until late December, it is expected that this work will take approximately 10 weeks with Camera Ready documents issued April 1, 1998. This delay is impacting the primary critical path by a negative 156 calendar days resulting in a forecast ROD of October 20, 2004.

A secondary critical path includes the acquisition of key parcels at 1st/Boyle station. The tunnel boring machines will tunnel from Little Tokyo to the excavated 1st/Boyle site, skid through the excavated 1st/Boyle site, and then proceed on to the Chavez/Soto site. Parcels must be acquired, environmental cleanups performed, and structures demolished prior to excavating the 1st/Boyle site. Funding and FTA approvals are necessary to proceed with the acquisition of these key parcels. This path currently has a negative 144 calendar days float.

### Design Progress Analysis

The Plan curve reflects the design baseline schedule as adjusted to reflect the revisions in the Trackwork and Systems contracts, and as amended by approved changes.

Through December, overall final design is 86.7% complete versus a plan of 87.5%. The total value of the WACNs issued through December is \$1,999,723 bringing the latest final design cost baseline to \$60,119,466. Ongoing work is limited to CWO 47, completion of Facilities Final Design. The current forecast at completion for CWO 47 is \$4.9M, which includes both PIP and CCN work.

The decision to separate the remainder of Final Design into four separate CWOs had the effect of setting the Cost Performance Index (CPI) and the Schedule Performance Index (SPI) to 1.0 for each CUD. Since overall, original CWO 28 was experiencing an underrun, the budget for the revised CWO 28 was set equal to expenditures. EMC is managing the PIP work under new CWO 47 to a budget of \$3.9M, approximately \$0.4M less than the \$4.3M authorized by the CWO. Amendment 1, a six month time extension to CWO 47, was issued in November to allow EMC to complete all Facilities Final Design, CCNs, and Studies, supported by a core management team, while remaining within the original CWO budget. The December period variance and the relatively flat plan curve for the next six months are both explained by the plan's reflection of the original CWO 47 schedule, which was to be completed this month.

Recently EMC was issued a WACN to combine contracts C0502 and C0541 into a single tunneling contract. EMC reached the limit of the WACN at the end of August. A series of CCNs to provide funding to complete combination work and other cost containment measures have been negotiated, and work will begin January 5. The new Camera Ready date is forecast to be April 1, 1998.



# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

### Period Ending - December 26, 1997



#### Construction Safety Statistics

##### Project-to-Date Rates

		Change from Last Month
<b>Recordable Injury Rate</b>		
The number of recorded injuries excluding simple first aid or minor medical treatment per 100 man years.		
1995 National Average	10.6	
Project Rate	0.0	N/C

##### Lost Time Rate (Frequency)

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

1995 National Average	4.2	
Project Rate	0	N/C

The information shown is based on November 1997 statistics.

#### Construction Safety Summary

Contract C0538, Demolition Phase I, is the only work currently being completed on this project.

The contractor did not complete any hours during December.

Due to low number of hours and zero injuries, no graphical data is presented.

## MANAGEMENT ISSUES

### ONGOING

**Item** [Initiated November 1997]

Owner Controlled Insurance Program (OCIP)

#### Concern/Impact

The Owner Controlled Insurance Program (OCIP) is the insurance for all on-going rail construction projects. The insurance coverage includes general liability, workers compensation, builders' risk, professional liability and environmental liability coverage. The original project budget was based upon percentages of construction costs. There is a potential variance to the budget that needs to be confirmed.

#### Status/Action

The Risk Management Division has been requested to provide the Construction Division with updates based on total actual incurred value analysis.



**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**MANAGEMENT ISSUES (Continued)**

**ONGOING**

*Item* [Initiated May 1997]

Agency Costs

***Concern/Impact***

A potential overrun of \$49.2M at project completion for the "agency" cost element is being forecast due to the impact of the following: (1) A revised overhead allocation methodology developed by the MTA Finance staff and financial consultants has resulted in a significantly higher allocation level of MTA overhead to be absorbed within the project's budget; (2) An increase in staffing levels to implement both legislative (AB1869) and FTA requirements; and (3) A delay to the project's forecast completion date that results in extended staffing levels.

***Status/Action***

To mitigate this potential overrun, project staff are concentrating on reducing direct labor charges to the project proposed for each administrative/management function. To effect this increased control, the project team has begun utilizing a recently developed Labor Information and Management System that provides immediate, detailed MTA labor charge information in an automated format for review and approval by the Project Manager. The system also provides the capability to reject ineligible labor charges to the project.

Furthermore, the project staff is conducting a comprehensive examination of the proposed staffing levels for all MTA divisions through project completion.

Finally, a review of the construction management professional services budget will be conducted to ensure that funds for functions that are now performed by the MTA (i.e. Quality and Safety) are appropriately budgeted. Once adjustments are finalized, the forecast will be revised and alternative cost mitigation strategies will be identified, if necessary. Refer to ES-4 for a more detailed explanation.



**METRO RED LINE - Segment 3 East Side**  
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**Period Ending - December 26, 1997**



**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. Currently the amount of remaining contingency is higher than the plan, however, the plan is based on the schedule that was approved by the Board in May. Since May, there have been additional delays and the work has not progressed according to the plan. For example, construction of C0502, which was scheduled to begin in 1997, has not started. The remaining contingency is 7.9% of remaining project expenditures. With no construction underway and Final Design 86.7% complete, this is not considered an adequate contingency for future project unknowns.

***Status/Action***

In the last several months the contingency forecast has been increased by \$24.9M as a result of cost mitigations and refinements of estimates. The MTA, along with the EMC and PMA consultant, continues 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 July 1997]

Construction Management Consultant Contract

***Concern/Impact***

In July, a 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 in 1998, it is imperative that a CM consultant be selected quickly.

***Status/Action***

The Appeals Court hearing scheduled for December 10, 1997 was rescheduled until January 1998. Pending the outcome of the hearing, the MTA is prepared to issue a new solicitation for CM services. Contingency plans to transfer CM work to other entities have been implemented. Maintenance of the project schedule, as well as remaining constructability reviews were returned to the PMA consultant. CM duties for demolition contracts let in advance of new CM selection will be performed by MTA and the PMA. Production of monthly status reports will be performed by MTA.



**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period Ending - December 26, 1997**



**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

The directives have also been clarified by the FTA to include no new real estate acquisitions.

**Status/Action**

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

**CLOSED**

**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 (1) receipt of approximately 2,000 Pre-Final design comments within the last 48 hours of the comment submittal period, (2) Third Party issues not completely resolved, and (3) seismic redesign due to changes in MTA's design criteria.

The latest delay is due to CCNs related to the combination of contracts C0502 and C0541 into a single tunnel contract. Work was suspended at the end of August when the funding limit was reached. 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. It will take 10 weeks to get the contract package ready for bid.

**Status/Action**

The MTA and EMC have completed negotiations of the CCNs required for the tunnel combination effort and the work is expected to resume during the first week of January. The Camera Ready submittal is expected in April. Although the design for the C0502 contract remains critical, CCN approvals effectively resume the design effort and are no longer an issue. This item is therefore considered closed.



# METRO RED LINE - Segment 3 East Side

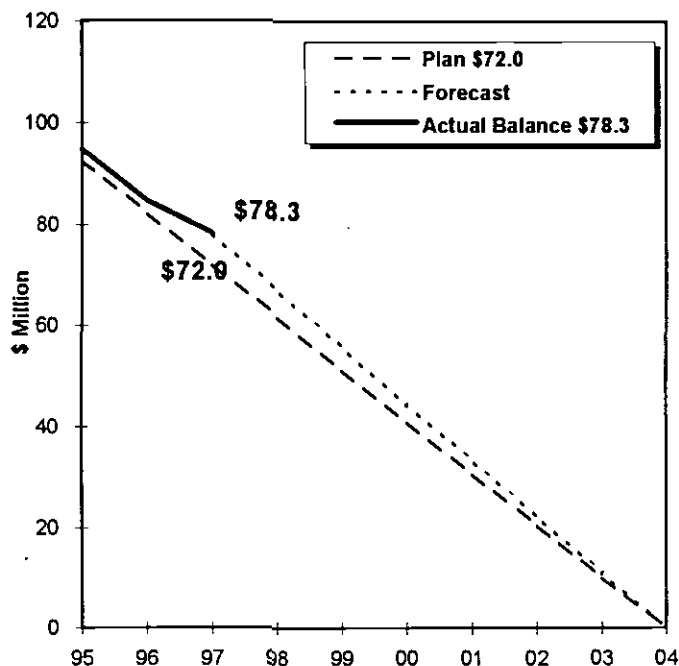
## Quarterly Project Status Report

### Period Ending - December 26, 1997



## COST STATUS

### Contingency Status Original and Locally Funded Activities

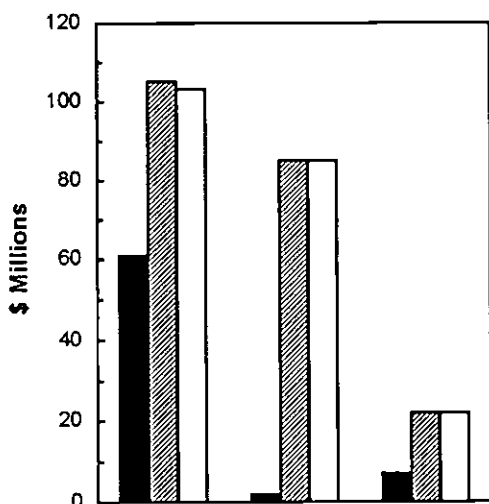


### Contingency Status Analysis

There was no change in the project contingency forecast during the month of December. Reference ES-12 for a detailed explanation of status.

The contingency plan was adjusted this month to correct the numerical value of the plan.

### Professional Services Contracts Consultant Cost Status



	DESIGN	CM	OTHER
Current Authorization	61	2	7
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).

In December, the current authorization for "Other" Services increased due to an increase in the value of legal services contract L0013.

The Design Services forecast was increased by \$2.3M over the budget when the FIS reconciliation was completed in April 1997, increasing the 9979 locally funded source expenditures by \$4.3M overall. A review of the Design Services During Construction estimate will be performed to see if there are opportunities for reducing the forecast.

A detailed review of the final design cost forecast will be undertaken in January 1998. MTA expects this review to result in forecast reduction.