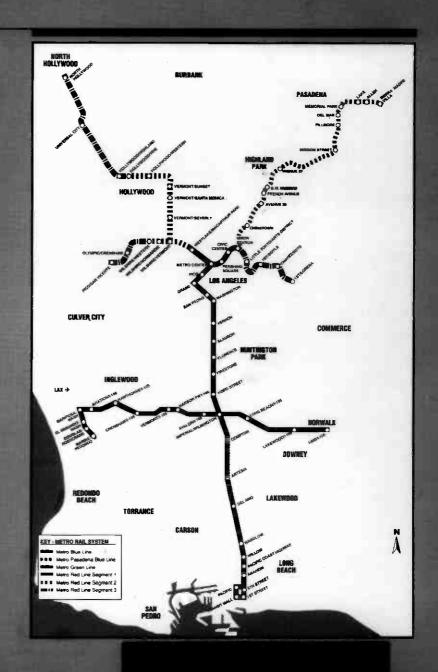
MTA METRO CONSTRUCTION



Executive Report Rail Program Status



RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

RAIL PROGRAM SUMMARY

COST STATUS

Current Budget:

\$803,868,000

There were no changes to the Current Budget during the period.

SCHEDULE STATUS

	<u>Design Progress</u>	Construction Progress
Current Plan: Aug 2001	Plan 100.0% Actual 80.3%	Plan 15.5% Actual 10.3%

The construction variance is due to delays in the start of final design.

SAFETY STATUS

	Project Rate	National Average
Lost Time Incident Rate	0.0	4.2

• The project is incurring 18,000 work hours per month with no Lost Time Injuries.

MANAGEMENT ISSUES

- Design activities on C6400 Yards and Shops were suspended in order to evaluate the necessity of having a full yard and shops.
- The remaining unallocated contingency of 4.7% unexpended forecast raises concerns that
 the forecast will exceed the total project budget. Project Management is reviewing each
 contract work package to determine the adequacy of the remaining unallocated contingency.
- Project staff is currently reviewing the forecasted staff manpower levels, plans, and allocation methodology, to determine the magnitude of overruns in agency costs.

MONTHLY HIGHLIGHTS

 The MTA Board approved the revised Rail Recovery Plan on June 4, 1997 in response to concerns expressed by the Federal Transit Administration and the California Transportation Commission. The revised plan includes a revenue operations date of August 2001.

METRO RED LINE Segment 2

COST STATUS

Current Budget:

\$1,640,800,000

There were no changes to the Current Budget during the period.

SCHEDULE STATUS

Wilshire Corridor:

July 13, 1996 (Actual ROD)

Vermont/Hollywood: December 19, 1998 (Current ROD)

<u>Design Progress</u>		Constru	Construction Progress		
Plan	100.0%	Plan	92.3%		
Actual	97.6%	Actual	86.9%		

Construction Progress is behind the plan due to earlier delays in facilities (stations and tunnels) construction.

SAFETY STATUS

	Project Rate	National Average
Lost Time Incident Rate	2.6	4.2

MANAGEMENT ISSUES

- . The B710 contractor refuses to deliver and perform contractual work, due to unavailability of full facility access.
- The low-level of remaining unallocated contingency raises concerns that the forecast will exceed the current project budget. The Project Office conducted a review and risk analysis at the line item and contract level to determine if the remaining unallocated contingency is adequate.

MONTHLY HIGHLIGHTS

The B610 Trackwork Contractor continued plinth concrete placement for Vermont tunnels. completed B252 crossover concrete, and is mobilizing to concurrently begin concrete placement in the Hollywood tunnels. Running rail placement began at the turnout structure area for the AL and AR tunnels.

METRO RED LINE Segment 3 North Hollywood

COST STATUS

Current Budget:

\$1,313,848,000

There were no changes to the Current Budget during the period.

SCHEDULE STATUS

	<u>Design</u>	<u>Progress</u>	Construc	tion Progress
Current Plan: May 2000	Plan	100.0%	Pla n	44.0%
	Actual	94.1%	Actual	44.0%

 Mitigation options to partially recover from delays on the C0311 contract were implemented in the May 1997 Project Master Schedule.

SAFETY STATUS

OAI ETT OTATOO	Project Rate	National Average
Lost Time Incident Rate	1.5	4.2

The project rate continues at approximately one-third of the National Average.

MANAGEMENT ISSUES

- TBM excavation decreased to an average of 35 feet/day due to poorer ground conditions, ground stabilization, and seeping water. If the average daily excavation rates fall below 30 feet/day, turnover of the Phase III crossover may be impacted. Furthermore, a probe hole established that the last 280 feet of tunnel north of the Special Seismic Section may not be suitable for TBM excavation.
- Project staff is currently reviewing the forecasted staff manpower levels, plans, and allocation methodology to determine the magnitude of overruns in agency costs.

MONTHLY HIGHLIGHTS

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

METRO RED LINE Segment 3 Mid-City

COST STATUS

Current Budget:

\$491,000,000

• There were no changes to the Current Budget during the period.

SCHEDULE STATUS

	<u>Design</u>	Progress	Construc	tion Progress
Current Plan: July 2008	Plan	0%	Plan	0%
	Actual	0%	Actual	0%

 The project baseline schedule will be finalized after Preliminary Engineering is completed and the project is adopted.

SAFETY STATUS

	Project Rate	National Average
Lost Time Incident Rate	0%	0%

There was no Construction Safety activity during the period.

MANAGEMENT ISSUES

- Finalization of the master schedule for design and construction is on hold pending completion of the draft SEIS/SEIR and Board decision on the preferred alternative.
- Preparation of the SEIS/SEIR document is currently twelve weeks behind schedule. This
 document must be completed as scheduled in order for the MTA Board to formally select the
 preferred alternative.
- Project staff is currently reviewing the forecasted staff manpower levels, plans, and allocation methodology, to determine the magnitude of overruns in agency costs.

MONTHLY HIGHLIGHTS

 The SEIS/SEIR administrative draft was completed. The draft SEIS/SEIR document is scheduled to be submitted to the FTA in July 1997.

METRO RED LINE Segment 3 East Side Extension

COST STATUS

Current Budget:

\$1,049,200,000

There were no changes to the Current Budget during the period.

SCHEDULE STATUS

	Design Progress		Construction Progress	
Current Plan: May 2004	Plan	80.2%	Plan	0.0%
	Actual	76.2%	Actual	0.0%

Design progress is behind the plan due to delays in contract submittals.

SAFETY STATUS

	Project Rate	National Average	
Lost Time Incident Rate	0%	0%	

There was no Construction Safety activity during the period.

MANAGEMENT ISSUES

- Remaining contingency is 5.5% of the remaining project expenditures. However, with no
 construction underway and Final Design approximately 76% complete, the remaining
 contingency may not be adequate for future project unknowns.
- Project staff is currently reviewing the forecasted staff manpower levels, plans, and allocation methodology, to determine the magnitude of overruns in agency costs.

MONTHLY HIGHLIGHTS

 MTA and consultant staff continue to conduct various schedule mitigation studies in an effort to improve the ROD better than the six months previously identified.

VEHICLE ACQUISITION PROJECT

COST STATUS

Current Budget:

\$257,597,000

There were no changes to the Current Budget during the period.

SCHEDULE STATUS

		Design Progress	Fabrication Progress
Schedule Ca 1 st Car 52 nd Car	ar Delivery July 1998 June 1999	90.0%	40.0%

The current schedule reflects 21 months delay in first car deliveries.

MANAGEMENT ISSUES

- Carshells No. 202A, 202B, and 301A exhibited symptomatic paint peeling. Paint adhesion testing was conducted in Sacramento and the results were generally satisfactory.
- Vehicle batteries were tested in Sacramento. Initial results indicate that voltage levels and capacity were lower than the specification requirements.
- Line breaker dropout timing related to the Automatic Train Control (ATC) has created a complex technical problem.

MONTHLY HIGHLIGHTS

- · Carshell No. 12 and 13 were completed and shipped for final assembly.
- MTA's newly adopted color striping design was submitted to Siemens for review and implementation.
- Completed design of the Washington Street improvement for vehicle delivery. Plans were submitted to the city for approval.

TOTAL RAIL PROGRAM BUDGET/FORECAST VARIANCE

ORIGINAL SCOPE (IN MILLIONS) STATUS DATE: 06/27/97
BUDGET/

COST ELEMENT	CURRENT	CURRENT	BUDGET/ FORECAST	JUNE CHANGE
	BUDGET	FORECAST	VARIANCE	IN FORECAST
CONSTRUCTION	\$5,379.0	\$5,427.2	\$48.2	\$2.6
PROFESSIONAL SERVICES	2163.3	2269.5	106.2	0.5
REAL ESTATE	541.8	531.6	-10.2	0.0
UTILITY/AGENCY FORCE ACCOUNTS	170.6	170.4	-0.2	0.0
SPECIAL PROGRAMS	16.1	17.6	1.5	0.0
CONTINGENCY	296.5	281.8	-14.7	3.9
PROJECT REVENUE	-39,6	-33.2	6.4	0.0
TOTAL PROJECT	\$8,527.7	\$8,664.9	\$137.2	\$7.0

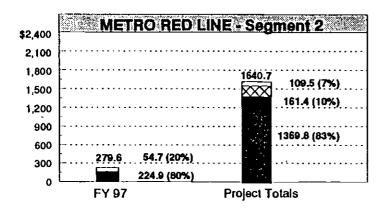
ADDITIONAL LOCALLY FUNDED ACTIVITIES

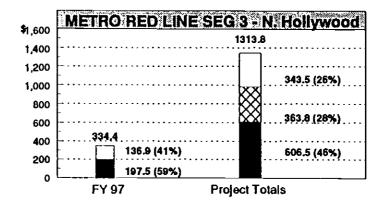
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BUDGET/ FORECAST VARIANCE	JUNE CHANGE IN FORECAST
CONSTRUCTION	\$49.2	\$60.7	\$11.5	\$0.0
PROFESSIONAL SERVICES	17.5	22.3	4.8	0.0
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/AGENCY FORCE ACCOUNTS	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	3.1	3.1	0.0
CONTINGENCY	0.4	0.0	-0.4	0.0
PROJECT REVENUE	1.1	-11.5	-12.6	0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$68.2	\$74.6	\$6.4	\$0.0

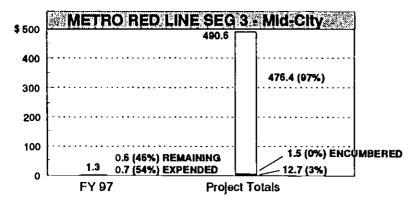
⁽¹⁾ The Mid-City budget of \$491 million is pending the selection of a preferred alternative.

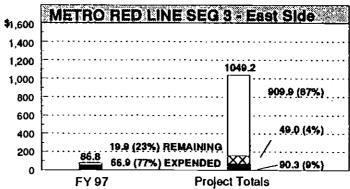
⁽²⁾ The Mid-City forecast of \$683 million reflects the proposed alignment in the Rall Recovery Plan.

BUDGET STATUS - June 27, 1997 (in \$ Millions)



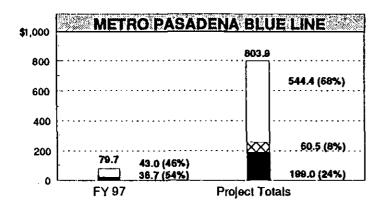


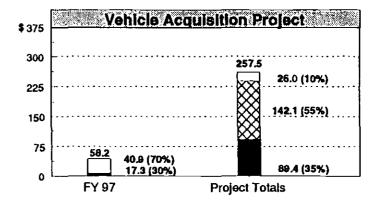




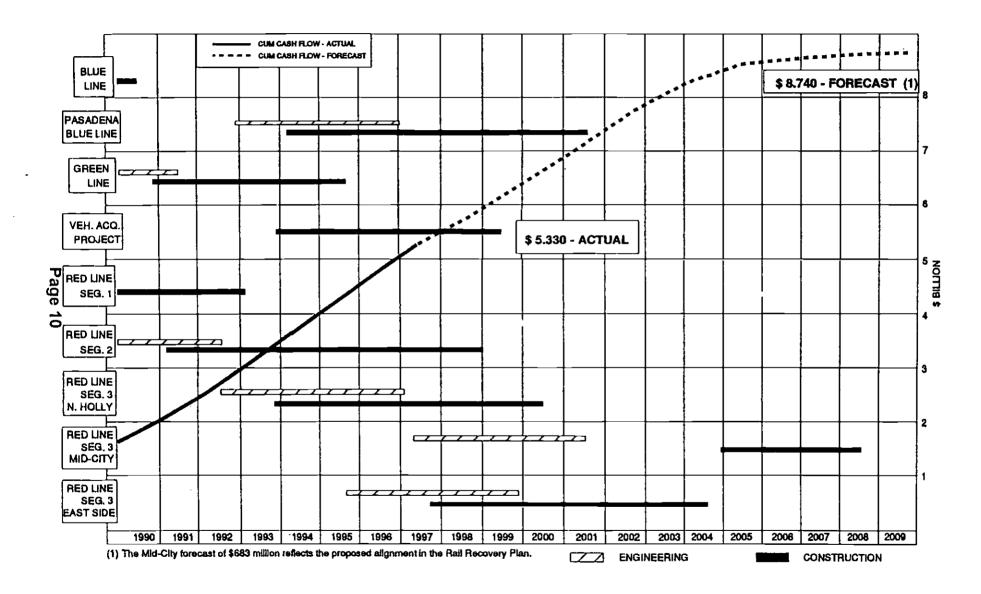


BUDGET STATUS - June 27, 1997 (in \$ Millions)





Actual Spent Encumbered Remaining Budget

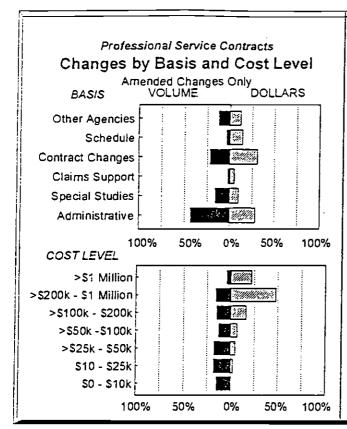


METROPOLITAN TRANSPORTATION AUTHORITY

	FUNDING SOURCES (IN MILLIONS)							JUNE 1997												
		O BLUE	PASA			GREEN	METRO		METRO						VEHICLE ACQ. TOTAL					
}	LIN \$	E %	BLUE	LINE 1	UN \$	E %	SEGM 8	ENT 1	SEGME	NT2	SEGMEN	1 2 - NH	SEGMEN	13 - MC	SEGMEN	1T 3 - ES	PRC \$	TECT	PRDG	RAM N
ORIGINAL SCOPE:	_•	- R	<u> </u>	*	•	- 79	•	70	•	76	•	70	-		•	*	-	*	•	├ *
FTA-SECTION 3							605.3	42	667.0	40	681.0	52	242.6	48	492.9	47			2688.8	32
FTA - OTHER					'												ļ			
ISTEA - FEO SURFACE TRANSIT PROG									52.1	3	50.0	4			25.0	2	84.0	33	211.1	
FEO-ISTEA RSTP/CMAQ								!			87.7	7	20.4	1	268.9	27	6.1	2	383.1	.
FTA-SECTION 0							90.6	6	 				·		,				90.6	
STATE			387.8	48	105.9	15	210.3	15	133.0	в	85.0	6	90.0	14	15.0	1	33.5	13	1060.5	12
STATE TSM MATCH			1	1							11.4	1	2.6	1	34.8	3			48.8	(
SB 1995 TRUST FUND			1								75.0	6							75.0	
PROPUSITION A	877.2	100	202.6	25	205.1	29	179.5	12	602.0	37									2066.4	2
PROPOSITION C			213.5	27	395.3	55					116.5	9	327.3	36	203.3	19	134.0	52	1389.9	10
PROP C (AMERICAN DISABILITY ACT)					6.0	,											ļ		6.0	'
CITY OF LOS ANGELES							34.0	2	96.0	6	190.7	14			9.3	1			330.0	٠
BENEFIT ASSESSMENT							130.3	9	25.4	2	13.5	1							169.2	:
COST OVERRUN ACCOUNT							200.1	14				ļ							200.1	1
ŢOTAL	877.2	100	803.9	100	712.3	100	1450.1	100	1575.5	96	1310.8	100	682,9	100	1049.2	100	257.6	100	8719.5	99
ADDITIONAL LOCALLY FUNDED ACTIVITIES:																				
PROP C (TRANSIT ENHANCEMENTS)									62.7	4	2.7	o							65.4	,
FEO ISTEA RSTP/CMAQ									2.5	a	,		[2.5	4
TOTAL	_	†	 	t	i —			 	65.2	4	2.7	0							67.9	

TOTAL 65.2 4

(1) The Mid-City budget of \$883 million reflects Total Funds Anticipated pending the selection of a preferred alternative.



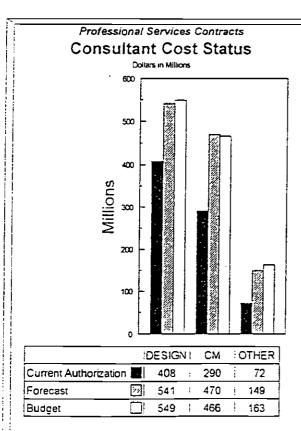
CHANGE BASIS ANALYSIS

Administrative changes account for approximately 43% or 337 of the 776 Consultant Change Notices overall. Administrative changes include capital equipment, facilities and extra work requested by the MTA. This represents approximately 28% of the overall change cost of amended changes.

CHANGE COST LEVEL ANALYSIS

As shown on the Cost Level Analysis chart opposite, the MTA Board approves 69% of all change costs associated with the Rail Project or \$71.1M of a total change cost of \$102.5M. This equals 21% of the total change volume or 161 of 776 total changes.

Note: Data for Basis and Cost charts includes only MTA Board amended and executed changes. Previous months reports included changes which were approved by the MTA Board, but which had not been executed.



PROFESSIONAL SERVICES COST ANALYSIS

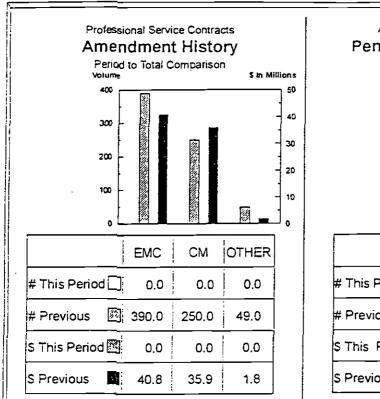
Categories represent all professional services contracts, not individual contracts (i.e. "design" includes all line 11 contracts not just EMC).

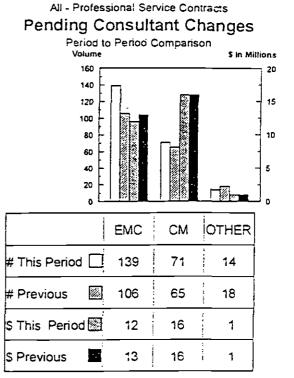
The forecast cost for all categories increased slightly during the period. However, the forecast for design and other remain below the current budget. While the forecast for construction management contracts continues to slightly exceed the budget amount, due to delays in project activities on the Metro Red Line Eastside Extension and Pasadena Blue Line

Data Source:

CMS: Consultant Contract Authorization, Forecast and Budget Values.

CHNGS AMP/06/97





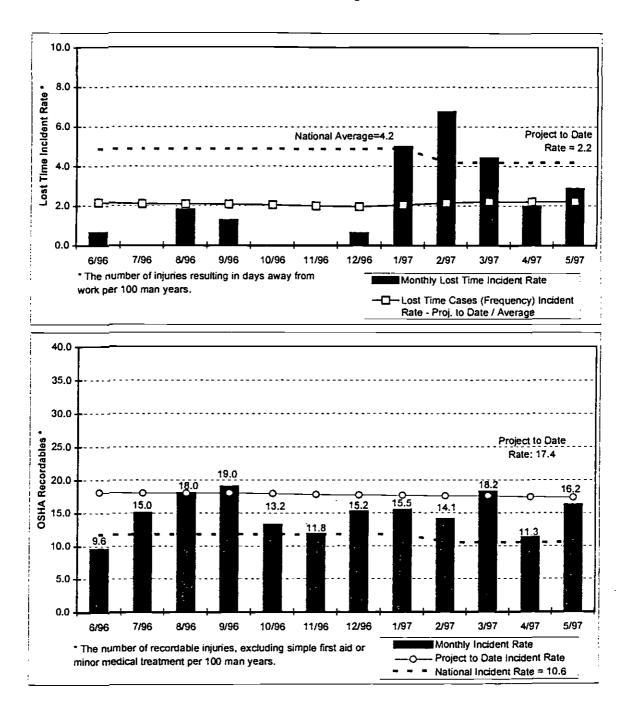
CONSULTANT CHANGE NOTICE ANALYSIS

Eleven new Requests for Change (RFC's) were received during the period with an estimated value of \$1.2 million.

Twenty-two new Consultant Change Notices (CCN's) were issued during the period with an estimated value of \$1.7 million.

Six CCN's, which had an estimated value of 764 thousand, were canceled or withdrawn during the period.

Safety Summary Status



EXECUTIVE SUMMARY

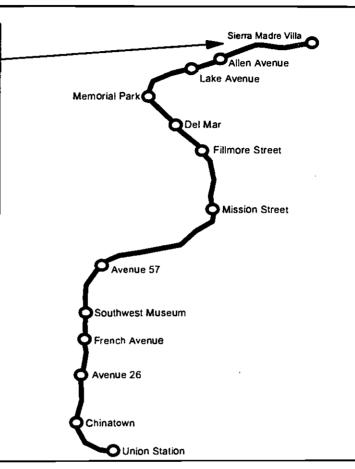
Summary Status Report Period Ending - June 27, 1997



MAJOR ACTIVITIES THIS PERIOD (June 1997)

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Completed erection of the precast concrete girders; removed concrete sidewalk and barriers. Continued final finishing work.
- Allen Ave.: Completed the removal of the remaining section of the existing abutment and piles. Continued structural backfill, falswork erection and formwork.
- Foothill Blvd.: Completed falsework erection.
 Continued forming and placing the cast-in-place (CIP) concrete box girder.
- Fremont Ave.: Continued lead abatement at areas which are to be cored or welded. Continued reinforcement placement of the grade beams at the abutments.



SYSTEMWIDE ACTIVITIES

- MTA Board approved the revised Rail Recovery Plan in response to concerns expressed by the Federal Transit Administration (FTA) and the California Transportation Commission (CTC). The Plan included an action for the Pasadena Blue Line to begin revenue operation in August 2001.
- Completed negotiations with EMC for CWO 041 (Final Design work scope for C6390 Chinatown Aerial, C6460 Line Segment from Walnut to SMV, C6400 - Maintenance Yard & Shops and Stations). Additionally, negotiations for a limited work scope of project management, included in CWO 039, was also completed.
- Environmental Compliance and Consultants are continuing to review for any potential environmental impacts that may
 result from the approved Cost Containment measures. This analysis must be done to determine if additional mitigation
 actions are necessary. Consultants was also authorized to proceed with the preparation of an Initial Study, in compliance
 with California Environmental Quality Act (CEQA), to determine if an Environmental Impact Report (EIR) Addendum or a
 Supplemental or Subsequent EIR (SEIR) will have to be prepared.
- The schematic design of Vignes St. for Contract C6390 was completed and submitted to LADOT for review.
- A path forward was established for EMC to proceed with work on critical contracts included in CWO 040.
- EMC continued work effort on Final Design for Contract C6450 (Del Mar to Memorial Park Line Segment). In addition,
 EMC continued negotiations and issued a limited work scope to the Section Designer, Martinez/Amador.
- EMC continued negotiations with Section Designer and proceeded with Contract C6420 (L.A. River to Arroyo Seco Line Segment) detail design under a limited work scope.
- Received pre-final documents from EMC disciplines and Section Designer, Benito A. Sinclair, for Contract C6440 (Arroyo Seco to Del Mar Line Segment) and commenced interdisciplinary review.
- Continued specification development for Contract H0060 (Train Control System), continued general interface support to C6440 Trackwork designers in preparation of pre-final submittal, and reviewed the interdisciplinary design review submittal.

Summary Status Report

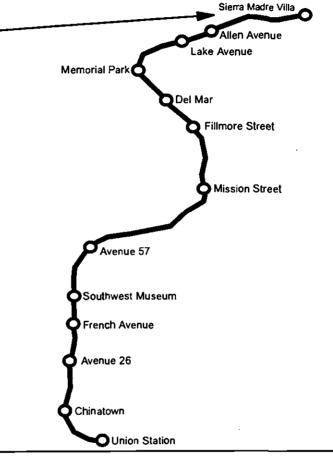
Period Ending - June 27, 1997



MAJOR ACTIVITIES NEXT PERIOD (July 1997)

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Complete installation of the overhang forms at Stage 2 and subsequent work on top deck for the precast girder.
- Fremont Ave.: Continue reinforcement placement for the grade beams. Begin installation of bolts and cables as part of the retrofit work; installation and reinforcement of catch plates; and placement of concrete for catch blocks at the pier.
- Lacy St. Bridge: Continue retrofit work on spans 1, 2 and 3.
- Arroyo Seco Parkway: Complete torquing bolts and removing formwork.
- Foothill Blvd. and Allen Ave.: Form and place concrete for the new CIP concrete box girders.
- All Bridges: Continue punch list items.



SYSTEMWIDE ACTIVITIES

- Conduct a detailed review of the schedule to evaluate the options for mitigation, including contract repackaging.
- Complete capital cost estimate of construction work elements not included in the estimates completed in December 1996.
- Complete a preliminary California Environmental Quality Act (CEQA) recommendation.
- EMC to complete negotiations and issue Notices-to-Proceed (NTP) with Section Designers for Contracts C6390 (Chinatown Aerial Guideway Structure), C6420 (L.A. River to Arroyo Seco Line Segment) and C6450 (Del Mar to Memorial Park Line Segment).
- Continue work effort on critical Contracts C6420 and C6450.
- A project status summarizing the current work scope, schedule and cost changes will be prepared and presented to the MTA Board in September.
- Complete negotiations with EMC for CWO 042.
- Issue Project Implementation Plan (PIP) for CWO 043.
- EMC to complete preliminary structural analysis for Contract C6390 and begin work on final Structural, Traffic, Civil and Utility design drawings.
- EMC to incorporate comments from interdisciplinary review of Contract C6440 (Arroyo Seco to Del Mar Line Segment).
- Contracts H0060 (Train Control System) and H0070 (Traction Power Supply System) will continue to provide general
 design support for critical contracts.
- Obtain MTA Board approval for negotiated CWO 039 and CWO 041, and issue appropriate Contract Work Orders to EMC.

Summary Status Report Period Ending - June 27, 1997



FINANCIAL STATUS

Budget/Forecast Variance (\$ in millions)

Original Scope Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	JUNE CHANGE IN FORECAST
CONSTRUCTION	\$431.5	\$436.8	\$5.3	\$0.1
PROFESSIONAL SERVICES	258.9	269.8	10.9	0.0
REAL ESTATE	55.5	55.5	0.0	0.0
UTILITY/FORCE ACCOUNT	12.4	13.4	1.0	0.0
SPECIAL PROGRAMS	2.2	2.2	0.0	0.0
CONTINGENCY	44.6	27.5	(17.1)	(0.1)
PROJECT REVENUE	(1.2)	(1.3)	(0.1)	0.0
TOTAL PROJECT ,	\$803.9	\$803.9	\$0.0	\$0.0

Additional Locally Funded Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	JUNE CHANGE IN FORECAST
CONSTRUCTION	\$0.0	\$1.2	\$1.2	\$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
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$0.0	\$1.2	\$1.2	\$0.0

Budget/Forecast Variance Analysis

On June 4, 1997, the MTA Board approved the revised Rail Recovery Plan. The Plan calls for the Revenue Operations Date (ROD) for the Pasadena Blue Line to be August 2001 with a budget of \$803.9M. A Project Budget Change Request (PBCR) was implemented this period to reflect this action.

The June forecast reflects changes in Construction and Project Contingency cost elements:

- Construction -- increased \$0.1M due to potential claims;
- Project Contingency -- decreased \$0.1M to offset an increase in Construction.

There was no change to the Total Project Forecast.

Commitments to date are \$259.5M. Expenditures to date are \$199.0M.

Additional Locally Funded Activities (ALFA) are defined as work scope not covered under the original scope such as the repair of the fire damaged Lacy St. Bridge at Contract C6435. The cost associated with completing this work is \$1.2M, resulting in an overall Project Forecast of \$805.1M. Recovery from the liable party's insurance company is currently being pursued to offset this cost.

Summary Status Report Period Ending - June 27, 1997

JUNE 1997 COST 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 19 - PROJECT ADMINISTRATION:

 Current Budget:
 \$ 47,560,900

 Forecast:
 \$ 52,627,500

 Variance:
 \$ 5,066,600

 %Variance
 +10.7%

Mitigation: The change in forecast is attributable to the projected increase of agency costs in conjunction with the projects forecast completion date which is currently reflecting 153 days of negative float. The project staff is reviewing the forecasted staff manpower levels, plans and the proposed allocation methodology to determine appropriate revisions. In addition, staff is also performing a comprehensive review of the project schedule in order to mitigate delays and recover the project schedule. The target for completing this task is first-quarter FY 1998.

LINE ITEM 24 - PROJECT CONTINGENCY:

 Current Budget:
 \$ 44,585,800

 Forecast:
 \$ 27,464,500

 Variance:
 (\$ 17,121,300)

 % Variance:
 (38.4%)

Mitigation: The decrease in forecast is attributable to: 1) added costs in construction contracts for cost containment items that were added back to the project scope at the June 1996 Board meeting, 2) escalation costs due to schedule delays, 3) extending administration staff to cover schedule delays. The project staff is working with EMC to accelerate the design effort and mitigate schedule delays. This would result in reducing the escalation and administration costs. The target completion for this task is first-quarter FY1998.

FINANCIAL DETAIL STATUS OF FUNDS BY SOURCE

(IN THOUSANDS OF DOLLARS)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITM	COMMITMENTS		URES	BILLED TO SOURCE	
		(1)		\$	%	\$	%	\$	%
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	\$32,893	10%	\$32,893	10%	\$28,000	9%
PROP C (HIGHWAY 25%)	\$0	\$152,974	\$123,452	\$126,637	83%	\$66,109	43%	\$66,109	43%
PROP C (40% DISC.)	\$435,437	\$60,534	\$40,000	\$40,000	66%	\$40,000	66%	\$40,000	66%
PROP A (35% RAIL)	\$0	\$202,561	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$841, 0 00	\$803,869	\$299,952	\$259,53 0	32%	\$199,002	25%	\$194 <i>,</i> 109	24%

NOTE: (1) Based on Current Budget

Expenditures are through May 1997



Summary Status Report Period Ending - June 27, 1997



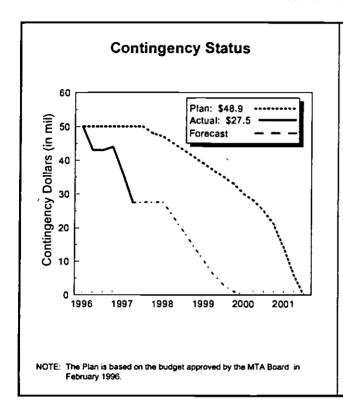
FINANCIAL DETAIL

Funds by Source Analysis Status of Funds Anticipated The CTC allocated \$48.5M from the State Highway State Highway Account: Account Fund at its November 1996 meeting. Execution of the Fund Transfer Agreement by Caltrans is expected in July 1997.

Summary Status Report Period Ending - June 27, 1997



FINANCIAL STATUS



Contingency Status Analysis

On June 4, 1997, the MTA Board approved the revised Rail Recovery Plan. The Plan calls for a change in Revenue Operations Date (ROD) from May 2001 to August 2001 with a budget to remain at \$803.9M.

The total project unallocated contingency forecast decreased \$0.1M during June to reflect the cost for potential claims for Contract C6435. The total Project Contingency is currently \$27.5M. Based on the contingency draw-down to date, the total contingency appears lower than normally required. However, analysis is underway to determine if this contingency is adequate to complete the balance of the project. Additionally, if the ROD continues to slip, there will be a ROM cost impact of \$2.5M to \$3.0M per month due to escalation and extended administration costs.

Professional Service Contracts Consultant Cost Status Collars in Millions 100 50 25 DESIGN CM OTHER Current Authorization 24 8 Forecast 126 69 22 Budget 122 67 22

CMS: Consultant Current Authorization, Forecast, and Budget

DATA SOURCE:

Values

Professional Services Cost Analysis

The current Forecasts for all Professional Services are based on the project scope, schedule and budget approved by the Board on February 28, 1996 and as amended by the June 1996 Board report submittal. The current forecast has been revised to reflect the delays associated in the commencement of the redesign effort.

The budget for the Design and Construction Management Consultants increased for the June period. The increase reflects the extension of project management support required in delaying the ROD to August 2001 as part of the Rail Recovery Plan.

Unless design durations are reduced, the forecast will continue to increase by \$0.8M to \$1.0M per month for additional delays to ROD. The increase is due to the level of effort required for EMC Project Management Support, Design Support During Construction and Construction Management support.

Design and construction durations are currently under review for further cost mitigation measures by Project Staff.

Summary Status Report Period Ending - June 27, 1997



SCHEDULE STATUS

Schedule

		Change from Last Month
Current R.O.D.	August 2001	-65
Design Progress*	80.3%	None
Constr. Progress	10.3%	+0.2
Critical Path Float (Calendar Da	-153 days ys)	+92

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

Current Critical Path Analysis

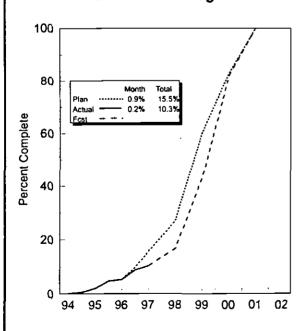
On June 4, 1997, the MTA Board approved the revised Rail Recovery Plan which involves an action for the Pasadena Blue Line to begin revenue operation in August 2001. As a result of this action, the float of -245 calendar days (CD) reported last period was reduced to -153 CD.

An agreement reached between EMC and Section Designers for C6450 (Del Mar to Memorial Park Line Segment) will allow the Section Designers to proceed with Final Design. It is expected this action would reduce further impact to the Project schedule.

The schedule continues to slip for critical Contracts C6420 (L.A. River to Arroyo Seco Line Segment) and C6450 (Del Mar to Memorial Park Line Segment). It is anticipated that the full design effort for these two contracts will commence in July 1997 resulting in fixed design completion dates.

The critical path continues to run through the design, bid cycle and construction of Contracts C6420 and C6450 and continues through installation of trackwork, H0060 (Train Control System), H0070 (TPSS and OCS), Integrated Systems, Pre-Revenue Operations and the ROD.

Construction Progress



Construction Progress Analysis

The current forecast shows 2 construction contracts to be advertised by the end of 1997.

The forecast remains behind the plan due to design delays related to finalizing scope definition; obtaining community concurrence with cost reduction items; contract changes; and continued negotiations between EMC and their Section Designers. These delays have impacted all contracts.

Summary Status Report Period Ending - June 27, 1997



SAFETY STATUS / MANAGEMENT ISSUES

Construction Safety	Stat	istics
		Change from Last Month
Recordable Injury Rate: The number of recorded injuries (excluding simple first aid or minor medical treatment) per 100 man years.		
1995 National Average	10.6	
Project Rate	3.7	0.1
Lost Time Incident Rate: The number of injuries resulting in days away from work per 100 man years.		
1995 National Average	4.2	
Project Rate	0.0	None

Construction Safety Summary

- The Project is producing 18,000 work hours per month and has continued with zero Lost Time Cases and no Lost Work Days.
- To date, over 677,000 work hours were completed without a Lost Time Injury.
- OSHA-200 incidence rate is approximately one third of the National Average of 10.6.

NOTE: Based on May 1997 statistics.

MANAGEMENT ISSUES

ONGOING

Item (Date Initiated: May 1997)

Agency Cost Overrun

Concern/Impact

Agency Costs are an element of the Project Budget and incorporate management issues, non-labor administrative costs, fringe benefits and overhead costs. An allocation plan, in conjunction with the project's forecast completion date, is expected to result in significant overruns to the specific line item budget for "agency" costs.

Status/Action

The Project Staff is currently reviewing the forecasted staff manpower levels, plans and the proposed allocation methodology to determine any appropriate revisions. This review, to accurately quantify the magnitude of this potential overrun, is expected to be completed by July 1997.

Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES (Con't)

ONGOING (Con't)

Item (Date Initiated: September 1996)

Validation of \$803.9M Baseline Estimate

Concern/Impact

When the Pasadena Blue Line Project was re-adopted in February 1996, the EMC had not prepared updated estimates which included the proposed Value Engineering/Cost Containment items approved by the MTA Board. Part of the scope of CWO 037 was the development of capital cost estimates based on the new construction work scope.

Status/Action

EMC submitted the estimates for the construction work packages in December 1996. Project Staff reviewed these estimates and found that some elements of project scope were not included in the estimates. The scope of these items were identified by EMC in April. EMC prepared a proposal identifying the man hours required to complete the estimates and integrate costs into the total capital cost estimates. The work is scheduled to begin in July 1997. The validation of the project budget will be presented to the MTA Board in September.

Item (Date Initiated: April 1997)

Project Cost Forecast

Concern/Impact

The remaining unallocated contingency of 4.7% unexpended forecast raises concerns that the forecast will exceed the total current project budget.

Status/Action

Project Management is reviewing each contract work package to determine the adequacy of the remaining unallocated contingency.

Item (Date Initiated: April 1997)

Yard and Shops

Concern/Impact

Design activities on Contract C6400 (Yard and Shops) have been suspended in order to evaluate the necessity of having a full yard and shops. A limited maintenance yard is being evaluated where excess capacity from other yards could be utilized. In order to eliminate delays to the camera-ready submittal, a decision needs to be finalized as to the requirements of service capabilities. In addition, if a decision is not made in a timely manner, system controls will be impacted.

Status/Action

Project Staff are working with Operations to conduct an analysis to see whether to authorize a full service or limited service maintenance yard. A Board report recommending adoption of the result from the analysis will be prepared for July's Board Meeting.

Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES (Con't)

ONGOING (Con't)

Item (Date Initiated: March 1996)

Start of Final Design

Concern/Impact

The current schedule shows 153 calendar days of negative float because progress of final design is behind plan.

Status/Action

Final design production continues on a limited basis for C6450 (Del Mar to Memorial Park Line Segment) and C6420 (LA River to Arroyo Seco Bridge Line Segment). Final design for the remaining contracts has not progressed because the EMC continues to experience delays in mobilizing Section Designers. An agreement between EMC and the Section Designers for C6420 and C6450 on scope and contract terms remains outstanding. The delay to the start of engineering has impacted the projected ROD, with corresponding impacts to the Project Forecast for additional escalation and administration cost. An action has been taken to suspend other non-critical work, to allow the PBL Project to focus on the completion of scope negotiations of critical activities.

Item (Date Initiated: August 1996)

Community Concurrence With Design

Concern/Impact

Community concurrence with the Chinatown Station redesign and upgrades to Marmion Way between Avenues 50 and 57 remains outstanding. Issues relating to the Chinatown canopy, platform, and plaza design remain to be resolved. However, there is no PBL Construction Budget for these enhancements. These issues may delay the final design of the station and further impact the schedule.

In addition, Marmion Way, between Avenues 57 and 61, was never included as part of this redesign and upgrade effort. However, the Highland Park Historic Preservation Overlay Zone Association is pressing for this section to be included along with Avenues 50 and 57. There is no PBL design or construction budget available for this section either.

Status/Action

In March 1997, the Chinatown Community agreed to the station design concept, allowing the preliminary design work to proceed. In May 1997, additional conceptual designs for Marmion Way were presented to the community. A follow-up meeting is scheduled for June 1997 where a final configuration of the Marmion Way design should be reached. MTA staff will seek MTA Board authorization and budget for these construction enhancements. Additionally, a position paper is being prepared for a redesign and upgrade of the corridor from Avenues 57 to 61. Since the PBL budget does not include funding for urban design and construction enhancements, staff will seek MTA Board Authorization and budget for this effort.

Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES (Con't)

ONGOING (Con't)

Item (Date Initiated: August 1996)

Real Estate Availability

Concern/Impact

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

<u>Terminal Annex Property</u>: A parcel which is owned by the Federal Government and leased by Ratkovich Property is required for the Chinatown Aerial. This property may not be available in sufficient time to support the construction schedule. A resolution must be reached with Ratkovich because this parcel is not eligible for the condemnation process. In order to support the schedule, the property must be available by January 1998.

<u>Certification of Parcels for Underpinning</u>: Certification of parcels required for underpinning associated with Contract C6450 (Del Mar to Memorial Park Line Segment), is required in order to obtain necessary easements for construction. To support the current construction schedule, these parcels must be available by January 1998.

Status/Action

Ratkovich requested a traffic plan from the MTA for the "Vignes Street access" prior to continuing negotiations concerning their property. The traffic plan study was completed and forwarded to the City of Los Angeles for review, prior to a presentation to Ratkovich. The MTA has agreed to commit limited funds for landscaping the property entrance.

The parcels for underpinning were certified in mid-November 1996. The first meeting was held in February with the owners and tenants of the Pasadena Old Town buildings along the alignment requiring underpinning.

Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES (Con't)

RESOLVED

Item (Date Initiated: May 1997)

EMC Cease Work

Concern/Impact

MTA directed EMC on May 29, 1997, to cease all work except for services associated with Contracts C6390, C6420, C6440, C6450, H0060, H0070 and P2070. This action was taken to allow the PBL Project to focus on the completion of scope negotiations of critical activities.

Status/Action

MTA and EMC completed negotiations for a limited work scope included in CWO 039. The negotiated scope will allow EMC to provide project management tasks in support of the critical contracts in order to reduce further impact to the project schedule.

Item (Date Initiated: May 1997)

Contract C6435 Day for Day Slip

Concern/Impact

EMC has not been performing design support services during Construction since February 10, 1997 due to lack of funding.

Status/Action

A plan was developed for EMC to resume Design Support During Construction for Contract C6435 in order to reduce further impact to the delay experienced to-date.

METRO RED LINE SEGMENT 2

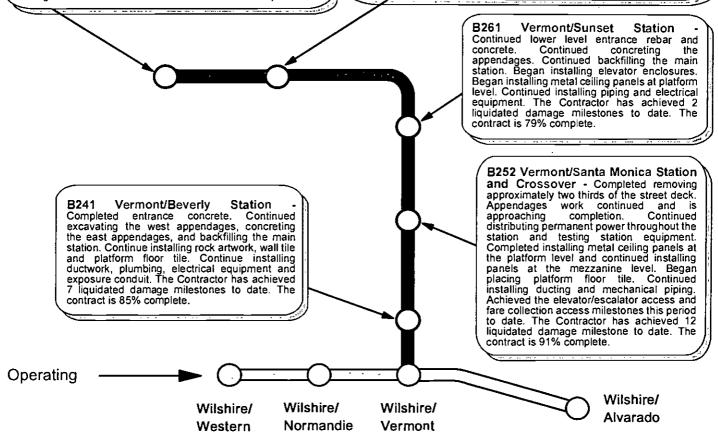
EXECUTIVE SUMMARY

METRO RED LINE Segment 2 Summary Status Report Period ending-June 27, 1997 Major Activities - This Period



B281 Hollywood/Vine Station and Crossover - Continued concreting appendages. Continued backfilling the main station. Substantially completed construction of interior masonry walls at the west mezzanine and entrance areas. Continued installing electrical equipment, ductwork and plumbing items. Achieved air handling equipment access, elevator/escalator access, and traction power equipment access milestones this period. The Contractor has achieved 5 liquidated damage milestones to date. The contract is 78% complete.

B271 Hollywood/Western Station - Began main station and entrance backfill. Continued appendage concrete. Continued installing ductwork and electrical equipment required for permanent power. Continued installing metal ceiling at the mezzanine level. Substantially completed acoustical spray in the main station and entrance areas. Achieved the elevator/escalator access and communications access milestones this period. The Contractor has achieved 9 liquidated damage milestones to date. The contract is 84% complete.



SYSTEMWIDE ACTIVITIES

B610, Trackwork, Contractor continued plinth concrete placement for Vermont tunnels, completed B252 crossover concrete, and is mobilizing to concurrently begin concrete placement in the Hollywood tunnels. Running rail placement was started at turnout structure area for both AL and AR tunnels.

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

B631, Traction Power, Contractor completed installation and test in the B252, Vermont/Santa Monica Station; Contractor continued installation in the B241, Vermont/Beverly Station, and the B271, Hollywood/Western Station.

B641, Radio, Contractor continued installation in the B252 and B271 stations.

B646, Fire and Emergency Management, Contractor continued design development and assembly of programmable logic controller and emergency system.

B648B, Communication Installation, contract is in the Change Notice process for procuring Close Circuit Television equipment.

B710, Elevator/Escalator, Contractor has set up an executive management meeting to resolve the current contracting issues and formalize the installation schedule.

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

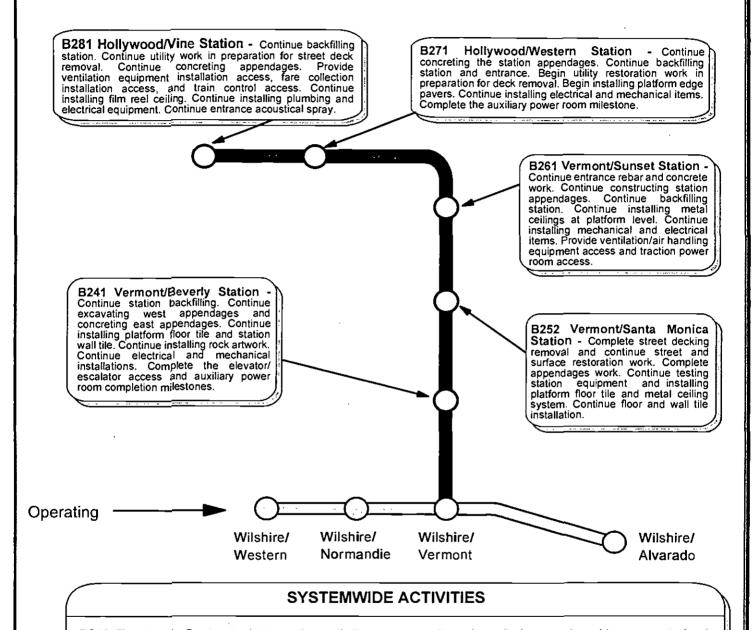
Eabrication of remaining systemwide equipment continued.

METRO RED LINE Segment 2 Summary Status Report

Period ending-June 27, 1997



Major Activities - Next Period



B610, Trackwork, Contractor is to continue plinth concrete and running rail placement, and to prepare to begin contact rail plinth placement in the Vermont tunnels.

B620, Automatic Train Control Installation, Contractor is to continue installation in tunnels and available station

B631, Traction Power, Contractor is to make final connections to energize permanent power in the B241 Vermont/Beverly Station and to continue installing equipment and cabletray in the B271 Hollywood/Western

B641, Radio, Contractor is to continue installing radio cable in the B252 and B271 stations.

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

Fabrication of remaining systemwide equipment is to continue.

METRO RED LINE Segment 2 Summary Status Report Period ending-June 27, 1997



FINANCIAL STATUS

Budget/Forecast Variance (in millions)

Original Scope

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	JUNE CHANGE IN FORECAST
Construction	\$1,056.1	\$1,059.2	\$3.1	\$5.9
Professional Services	389.2	401.5	12.3	0.5
Real Estate	88.1	88.3	0.2	0.0
Utility/Force Account	31.8	28.3	(3.5)	0.0
Special Programs	2.5	2.4	(0.1)	0.0
Contingency	7.9	3.7	(4.2)	0.6
Project Revenue	0.0	(0.8)	(0.8)	0.0
Total Project	\$1,575.6	\$1,582.6	\$7.0	\$7.0

Additional Locally Funded Activities

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

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

Budget/Forecast Variance Analysis

Original Scope

Expenditures to date for Original Scope are \$1,327.7 million or 84% of current total forecast.

Commitments to date for Original Scope are \$1,476.9 million or 93% of current total forecast.

Project Budget Change Request (PBCR) 20 was approved this period for the budget modification to the Sewer Cross Connection scope of work. The budget had been based upon a rough order of magnitude (ROM) encompassing the entire scope of work. The actual new construction contracts for Segment 2 will be comprised of contract B298, for work only on Wilshire (Segment 2A), and a new Construction Management contract, MC021, with Anil Verma and Associates. Accordingly, the budget is reduced to reflect this lower scope. The Vermont/Hollywood Sewer Cross Connections are being addressed in station contracts and the engineering is being addressed in contract E0070 (Engineering Management Consultants) separately.

The Current Forecast increased \$7.0 million this period as a result of improved definition of the estimate at completion (EAC) for various construction and professional services contracts. The forecast changes this period consist of a Construction increase of \$5.9 million, Professional Services increase of \$0.5 million, and Project Unallocated Contingency increase of \$0.6 million.

Continued on ES-4

METRO RED LINE Segment 2 Summary Status Report Period ending-June 27, 1997



FINANCIAL STATUS

Budget/Forecast Variance Analysis

Original Scope (Contd.)

The \$7.0 million increase is due to:

Construction-increase of \$5.9, including:

- B215, Wilshire/Vermont Station Stage II-The forecast increased due to Pending Change Notice 239, for extended overhead for schedule extensions.
- B252, Vermont/Santa Monica Station-The forecast increased due to potential changes for street restoration changes, value room changes for fire sprinkler system, and CN149, platform duct revision. Also contributing to the forecast increase are pending claims for shotcrete lagging, acoustical baffle redesign, 14-inch ductwork requirements, and north elevator cast-in-place glass.
- B298, Sewer Cross Connection, Wilshire Corridor-A new construction contract for sewer cross connect work only on Wilshire (Segment 2A) has been added.
- B620, Automatic Train Control-The forecast increased, due to Hollywood/Vermont Corridor acceleration cost allowance.
- B641, Radio-The forecast increased due to Vermont Corridor access delay cost, data radio upgrade, purchase of spare on frequency repeaters (OFR), Kaiser entrance radio, and core drilling.
- B643, Fire and Emergency Management-The forecast increased due to additional cost for reassignment fee to a new contractor.

Professional Services-increase of \$0.5 million, including:

- 03369, Construction Management Consultant-The forecast increased \$0.4 million because a revised optimistic estimate at completion (EAC) was accepted by the Project Office and included. The gross increase was offset because of the anticipated transfer of \$5.2 million to Segment 3 for its portion of the B251 Tunnel CM Segment 3 scope of work.
- MC021, Anvil Verma and Associates-A new Construction Management contract for work on the sewer cross connection for the Wilshire corridor has been added.

Project Unallocated Contingency-an increase of \$0.6 million, including:

- B241T, Vermont Tunnel Completion-The forecast decreased due to a release of contract allocated contingency back into the project.
- B271, Hollywood/Western Station-The forecast decreased due to a claims exposure for concrete work done on interior/exterior walls.
- B281T, Tunnel Repair/Completion-The forecast decreased due to a release of contract allocated contingency back into the project.
- EN048, Land Fill Services-The forecast decreased to reflect committed/expended values.

Continued on ES-5

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

METRO RED LINE Segment 2 Summary Status Report Period ending-June 27, 1997



Budget/Forecast Variance Analysis Additionally Locally Funded Activities

Expenditures to date for Additionally Locally Funded Activities are \$42.1 million or 64% of current total forecast.

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

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

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

METRO RED LINE Segment 2 Summary Status Report Period Ending - June 27, 1997

JUNE 1997 COST VARIANCE REPORT

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

CONTRACT E0070 - DESIGN ENGINEERING

 Current Budget:
 \$ 93,445,000

 Forecast:
 \$ 104,700,000

 Variance:
 \$ 11,255,000

 %Variance
 +12%

Mitigation: The scope of the contract to complete is under review and renegotiation. Project staff anticipates reducing the value of the forecast when negotiations with the EMC are complete.

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

LINE ITEM 10 - OCIP

CONTRACT MR040 SEDGEWICK JAMES

 Current Budget:
 \$ 37,228,000

 Forecast:
 \$ 26,950,000

 Variance:
 (\$ 10,277,000)

 %Variance
 (27.6%)

Mitigation: The renegotiations of our insurance coverage as well as the reorganization of the Risk Management Department has resulted in forecasting difficulties, specifically with regard to deductible exposure. The present forecast is based upon the costs incurred to date plus the amount budgeted for FY98, at which point construction should be complete. Project staff continues to work with the Risk Management Department to finalize a more definitive and accurate forecast which could result in a budget adjustment.

LINE ITEM 24 - PROJECT CONTINGENCY

 Current Budget:
 \$ 8,922,000

 Forecast:
 \$ 3,658,000

 Variance:
 (\$ 5,334,000)

 %Variance
 (59.3%)

Mitigation: Project management is conducting a thorough review and risk analysis at the individual line item and contract level to determine if the remaining unallocated contingency is adequate. The analysis is under final review by the MTA, and presentation to the MTA Board is anticipated in the first quarter of fiscal year 1998.

FINANCIAL DETAIL

METRO RAIL PROJECT SEGMENT 2
(IN THOUSAND OF DOLLARS)

JUNE 1997

STATUS OF FUNDS BY SOURCE

	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS	(C) TOTAL FUNDS	(D) COMMIT	(D/B) MENTS	EXPEN	(E/B) IDITURES	(F) BILLED T	(F/B) O SOURCE
SOURCE		ANTICIPATED (5)	AVAILABLE	\$	%	\$ (6)	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$667,000	\$522,396	\$522,396	\$522,396	100%	\$522,396	100%	\$522,396	100%
FTA-SECTION 3 DEFERRED LOCAL SHA	NRE (1)	\$144,604	\$144,604	\$144,604	100%	\$144,604	100%	\$144,604	100%
FED ISTEA STP (STATE)	\$0	\$52,100	\$52,100	\$52,100	100%	\$52,100	100%	\$52,100	100%
STATE	\$185,985	\$133,029	\$133,029	\$133,029	100%	\$133,029	100%	\$133,029	100%
PROPOSITION A	\$439,447	\$478,899	\$302,704	\$451,391	94%	\$316,259	66%	\$316,259	66%
CITY OF L.A.	\$96,000	\$96,000	\$89,600	\$96,000	100%	\$87,043	91%	\$87,043	91%
BENEFIT ASSESS.	\$58,000	\$25,400	\$0	\$25,400	100%	\$25,400	100%	\$0	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0	\$0	\$25,400	\$0	0%	\$0	0%	\$25,400	
COST OVERRUN ACCOUNT (3)	\$0	\$123,123	\$46,884	\$52,019	42%	\$46,884	38%	\$46,884	38%
TOTAL	\$1,446,432	\$1,575,551	\$1,316,717	\$1,476,939	94%	\$1,327,715	84%	\$1,327,715	84%
OTHER LOCALLY FUNDED ACTIVITIES	(4):								
PROP C (TRANSIT ENHANCEMENTS)	\$0	\$62,702	\$42,059	\$54,265	87%	\$42,059	67%	\$42,059	67%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$0	\$2,528	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$0	\$65,230	\$ 42,059	\$54,265	83%	\$ 42,059	64%	\$42,059	64%

- (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% Raif Capital.
- (3) The Cost Overrun Account includes CAPRA funds as well as MTA Proposition A to cover cost overruns.
- (4) This includes approximately \$8M for the Kaiser Portal scope which is anticipated to receive \$2.5M from Federal ISTEA CMAQ/RSTP funds.
- (5) Based on Current Budget
- (6) Expenditures are cumulative through May 1997.



STATUS OF FUNDS BY SOURCE

Period ending-June

27, 1997

METRO

RED

Z

Segment

Status

Report

METRO RED LINE Segment 2 Summary Status Report Period ending-June 27, 1997



STATUS OF FUNDS BY SOURCE

Funds by Source Analysis

Status of Funds Anticipated

Benefit Assessment:

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

Cost Overrun Account:

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

\$23,044,169.

The revised budget growth is funded as follows:

CAPRA

\$21.6M

Proposition A

\$101.5M

METRO RED LINE Segment 2 Summary Status Report

Period ending-June 27, 1997



SCHEDULE STATUS

Schedule

		Change from Last Month
Current ROD	Dec. 19, 1998	+12
Design Progress	97.6%	0.5
Critical Path Float	-90 Days	+8
Const. Progress	86.9%	0.7%

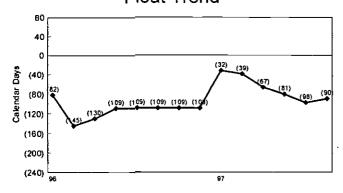
Current Critical Path Analysis

The current Revenue Operations Date has been revised from December 31, 1998, to December 19, 1998. The MTA desires to begin revenue operations prior to the peak holiday period. This caused a one-time additional 12-calendar-day increase to the negative float. This increase was offset by the improved concrete plinth placement by the B610 Contractor, which mitigated 20 calendar days of negative float. The net effect was the relief of eight days of negative float from the critical path.

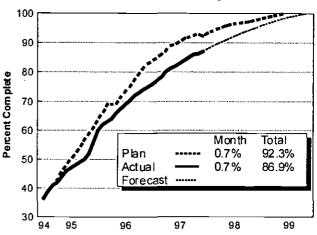
The trend of reducing negative float will continue, based on the better-than-forecast B610 Contractor progress and selective mitigation opportunities. The Project Office is continuing to evaluate mitigation opportunities, such as concurrent trackwork operations, automatic train control work, and acceleration of dynamic testing.

The project critical path continues to be controlled by the progress of the B610 Trackwork Contractor's plinth placement, running rail and contact rail installation activities-leading to the next critical project milestone event-and access for the Automatic Train Control B620 Contractor.

Float Trend



Construction Progress



Construction Progress Analysis

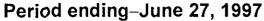
To provide a better measuring tool, the revised baseline progress curves for the systems contracts have been incorporated into the project progress plan curve this period.

The overall project progress remains behind the actual progress by 5.4%, due to earlier delays in facilities (stations and tunnels) construction by unforeseen conditions, design changes, and later-than-planned placement of station and tunnel concrete and finish work.

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 (below 2%).

METRO RED LINE Segment 2

Summary Status Report





SAFETY STATUS

Construction Safety Statistics

Construction Safety Summary

Project-to-Date Rates

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

Recordable Injury Rate

The number of recorded injuries, excluding simple first aid or minor medical treatment, per 100 work years.

1995 National Average Project Rate 10.6 19.1

.1 -0.4

Lost Time Rate (Frequency)

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

1995 National Average

4.2

Project Rate

2.6 +0.1

(Based on May 1997 statistics)

MANAGEMENT ISSUES

NEW

ltem

Elevators and Escalators, Delivery and Installation (B710) Contractor Performance

Concern/Impact

The B710 contractor refuses to deliver and perform contractual work, due to unavailability of full facility access. This has impact on the station contractors completing work in the area surrounding elevators and escalators, which may impact station contract completion milestones. Also, this impacts the start of some follow on systems work, such as the Fire and Emergency Management local field acceptance tests.

Status/Action

The Project Office is scheduled to meet with the Contractor on July 3, 1997, to resolve the issues.

METRO RED LINE Segment 2 Summary Status Report Period ending-June 27, 1997



ONGOING -

Item

Agency Cost Overrun

Concern/Impact

Agency costs are an element of the project budget and incorporate management issues, non-labor administrative costs, fringe benefits, and overhead costs. The allocation plan is expected to result in significant overruns to the specific line item budget for "agency" cost.

Status/Action

The Project Office is currently reviewing the forecasted staff manpower levels, plans, and the proposed allocation methodology to determine any appropriate revisions. This review, meant to accurately quantify the magnitude of this potential overrun, is expected to be completed by July 1997.

ONGOING

Item (Initiated March 1997)

Project Cost Forecast

Concern/Impact

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

Status/Action

The Project Office has conducted a thorough review and risk analysis at the individual line item and contract level in determining if the remaining unallocated contingency is adequate. Certain trends have been reviewed and accepted by the Project Office, while others remain in review. It is possible that when the outstanding trends are finalized, the overall project forecast may increase. Presentation to the MTA Board will be made in the first quarter of Fiscal Year 1998, if necessary.

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.

Status/Action

The CM and the contractor have developed a path forward plan. Several schedule review and coordination meetings have been conducted to establish a realistic schedule to complete work as early as possible. The contractor has put more emphasis on completing critical areas and rooms by resequencing work for turnover access. However, significant progress has not been made by the contractor. The MTA continues to withhold liquidated damages to encourage contractor performance.

METRO RED LINE Segment 2

Summary Status Report Period ending-June 27, 1997

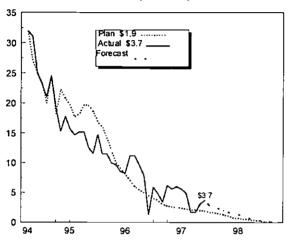


COST STATUS

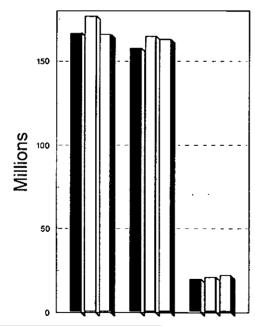
Contingency Status

Original and Locally Funded Activities

Dollars (millions)



Consultant Cost Status



	.[DESIGN	СМ	OTHER
Authorization	1	167	158	. 20
Forecast		177	165	21
Budget		166	163	22

Contingency Status Analysis

The actual unallocated contingency this period is \$3.7 million, an increase of \$0.6 million from last period.

The total project unallocated contingency forecast increased this period, due to a net forecast decrease in the Construction contracts:

Construction

- B241T, Vermont Tunnel Completion
- B271, Hollywood/Western Station
- B281T, Tunnel Repair/Completion
- EN048, Land Fill Services

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

Professional Services Cost Analysis

Design Services

There were no adjustments to the forecast this period. A trend will be prepared to update the forecast when Fiscal Year 1998 budget negotiations, currently underway, have been completed. The design forecast exceeds the budget, a condition that will be addressed by Project Budget Change Request (PBCR) and/or MTA Board review. The forecast has increased over time, due to the cumulative effect of changes, such as station redesign for "greatspace" and enhancements, changes to the sprinkler system, sanitary sewer cross-connects, the Kaiser Hospital second entrance, additional effort required of the rail activation group, increases in the volume of Requests for Information (RFIs) and submittals, the B251 contract repackaging, and other activities.

Construction Management Services

The forecast increase this month was a result of the estimate at completion (EAC) analysis. The forecast has increased over time because of increased level of effort.

Other Professional Services

The authorization value increased, due to an increase in legal services and project management oversight.

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

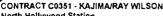
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXTENSION

EXECUTIVE SUMMARY



MAJOR ACTIVITIES - THIS PERIOD

NORTH HOLLYWOOD STATION



- North Hollywood Station
- Completed repar for invert stabs L4 and L5 in Staging Area 4
- Poured 8 lower exterior walls
- · Poured 2 upper exterior walls
- Completed mudmat in Staging Area 4 Continued work on mezzanine decks
- Continued removal of struts ahead of walls

CONTRACT C0331 - OBAYASHI CORPORATION North Hollywood Tunnel

- Completed 100% of the AL arch concrete
- Began AR arch concrete placement
- Began AL walkway concrete placement
- Begin MVS base slab concrete placement

CONTRACT C0321 - TUTOR/SALIBA-PERINI **Universal City Station**

- Placed 626 cy of concrete in mezzanine level interior walls of lifts 1 and 2
- Installed shoring and formwork for ancillary floor slabs lifts 1-2 and roof slab lift 3
- Completed Phase 2 mezzanine level columns B1-B6 and C10-C13 in lifts 7-11
- Ptaced 1,054 cy of concrete in main entrance lower
- exterior walls and escalator/stair slab #1 and #2 Installed rebar, mechanical/electrical metal embeds in
- mezzanine exterior walls of lifts 7-11 east/west Placed 572 cy of concrete in mezzanine level exterior
- walls in lifts 7E, 7W, and 8E
- Placed 25,655 cy out of 62,792 cy of structural concrete

UNIVERSAL CITY STATION

CONTRACT C0327 - WILLIAM L. OLSON CONTRACTING Universal City Station Demolition for Station Access Road Contract closeout in progress

to date (41% complete)

CONTRACT C0311 - TRAYLOR BROS/FRONTIER-KEMPER

Line Section from Universal City Station to Station 630+00 . Completed 558' additional TBM excavation in the AR (83% total) Completed 237' additional TBM excavation in the AL (77.5% total)

. Excavated 84' of heading in AL Seismic Section for a total to

· Excavated 128' of heading in AR Seismic Section for a total to

- Continued grouting of seasonal spring at Reach 1A/1B interface Completed excavation for Crosspassages 54 and 56
 Began excavation on heading for Crosspassages 53 and 55 Continued grouting at seismic/TBM tunnel interfaces

date of 292

CONTRACT C0301 - TUTOR/SALIBA-PERINI Hollywood/Highland Station and Tunnels

- Completed AL tunnel arch concrete

- Completed 50% AR arch concrete
 Commenced contact grouting at AL tunnet
 Installed 75% arch rebar in AR tunnet
 Completed mezzanine deck concrete at west end of station limits
- Commenced delivery of piles for main entrance and plaza Removed hard closure on Hollywood Boulevard
- Commenced rebar and formwork for stairs 8 and 9
- Completed West Bulkhead exterior wall concrete and commenced rebar at lifts 9-12 mezzanine level exterior walls.
 Commenced HDPE and concrete placement for exterior walls at mezzanine level lifts 5-12.

- Commenced column concrete placement for columns at lifts 5-10 Completed removal of struts and wales at west end of station limits
- at levels B and C Continued backfill at McCadden and remaining concrete work
- Removed remaining deck mat at McCadden Place Commenced cleanup and mobilizing of walkway for

LA BREA ACCESS SHAFTS

to HOLLYWOOD / VINE STATION

HOLLYWOOD / HIGHLAND **STATION**

SYSTEMWIDE ACTIVITIES

Contract B620 (Automatic Train Control) performed conceptual engineering for change to relocate track level vent rooms at C0311. Contract B641 (Radio System) reviewed changes required to radio system design shortening CP61 and moving vent shaft A125.

Contract B645 (Transit Automatic Controls and SCADA) finalized TRACS interfaces and points count tables for Stage 2 Segment 3 Technical Information Update (TIU).

Contract B646 (Fire and Emergency Management) finalized TRACS interfaces and points count tables for Stage 2 Segment 3 TIU. Contract C1610 (Trackwork Installation) held pre-bid meeting and conducted a walk through with bidders and prepared contract addendum. Contract H0122 (Closed Circuit Television) compiled technical specifications for Final Design Review. Revised "Front-End" documents and quantities/prices sheets for MTA Contracts Department.

Contract H0631 (Traction Power Installation) completed and issued Camera Ready Submittal.

Contract H0648 (Communication Installation) reviewed and incorporated In-Progress Submittal comments.

ES-1 EXE 6

METRO RED LINE - Segment 3 North Hollywood Summary Status Report

Period Ending - June 27, 1997



MAJOR ACTIVITIES - NEXT PERIOD NORTH HOLLYWOOD **STATION** CONTRACT C0351 - KAJIMA/RAY WILSON North Hollywood Station · Receive access to Staging Area 5 on July 31 . Start rebar for invert slab L1, L2, and L3 in Staging Area 5 Complete station lower exterior walls CONTRACT C0331 - OBAYASHI CORPORATION Start lower exterior walls in Staging Area 4 North Hollywood Tunnel Continue AR arch concrete Continue AL walkway concrete Turnover Staging Area 5 to C0351 Complete MVS base slab concrete CONTRACT C0321 - TUTOR/SALIBA-PERINI **Universal City Station** Place structural concrete in lifts 1-2 ancillary floor slab and roof stabs lifts 3 and 4 · Install rebar, conduits, mechanical embeds, and formwork in the upper ancillary level exterior walls and lower interior UNIVERSAL CITY walls of main entrance STATION · Install formwork and place concrete in mezzanine leve exterior walls of lifts 9-11 east/west CONTRACT C0327 - WILLIAM L. OLSON CONTRACTING Place structural concrete in Blast Relief Shaft #3 invert, Universal City Station Demolition for Station Access Road and stairway #7 in lift 9 platform to mezzanine level Finalize contract closeout CONTRACT C0301 - TUTOR/SALIBA-PERINI Hollywood/Highland Station and Tunnels - Complete AR arch concrete placement Commence AL walkway concrete placement Complete lifts 5-12 mezzanine level exterior walls Commence rebar/formwork and concrete placement for roof Continue backfill and remaining concrete work at McCadden CONTRACT C0311 - TRAYLOR BROS/FRONTIER-KEMPER Complete concrete placement at stairs 8 and 9 Line Section from Universal City Station to Station 630+00 Complete forming and pouring columns, highbay to roof Complete concrete placement mezzanine to roof · Continue TBM excavation in the AR and AL tunnels · Continue mechanical excavation of 300' in the AR and AL seismic Continue utility relocation and installation at McCadden Place section Commence mezzanine level interior wall rebar/formwork and Continue pile delivery for main station entrance work and commence pile installation Commence tunnel crosspassage electrical work Continue grouting of seasonal spring at Reach 1A/1B interface Complete excavation of Crosspassages 53 and 55 Complete grouting at seismic tunnel faces Install drop hale for concrete at Sycamore Avenue and Hollywood Boulevard Refurbish invert concrete form for CN-41 work I A RREA Start concrete work at Crosspassages 39, 39A and 40 per CN-41 to HOLLYWOOD / VINE ACCESS SHAFTS STATION HOLLYWOOD / HIGHLAND STATION SYSTEMWIDE ACTIVITIES Contract B620 (Automatic Train Control) complete CN-70.00. Contract B641 (Radio System) continue to provide support for approval of Change Notice and Board Report preparation. Contract B645 (Transit Automatic Controls and SCADA) provide technical support for ROM estimating. Contract B646 (Fire and Emergency Management) compile and transmit revised facility reference drawings; resolve CALOSHA issues associated with escalator pit and elevator equipment room smoke detectors. Contract C1610 (Trackwork Installation) complete addendum and respond to the bidder inquiries. Contract H0122 (Closed Circuit Television) continue with final design preparation. Contract H0631 (Traction Power Installation) continue review of the lift drawings, RFIs and provide support to facilities. Contract H0648 (Communications Installation) work toward Pre-Final Submittal and hold design review meetings.

ES-2



FINANCIAL STATUS

Budget / Forecast Variance (in millions) Original Scope Activities

				JUNE
COST ELEMENT	CURRENT	CURRENT	BDGT/FCST	CHANGE IN
	BUDGET	FORECAST	VARIANCE	FORECAST
CONSTRUCTION	\$825.1	\$805.7	(\$19.4)	(\$2.9)
PROFESSIONAL SERVICES	300.8	298.3	(2.4)	0.0
REAL ESTATE	89.0	87.3	(1.8)	0.0
UTILITY/AGENCY FORCE ACCOUNTS	26.3	25.5	(0.8)	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	69.6	94.0	24.4	\$2.9
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 PROFESSIONAL SERVICES	\$1.9	\$11.4	\$9.5	\$0.0
	0.7	0.9	0.2	0.0
REAL ESTATE UTILITY/AGENCY FORCE ACCOUNTS SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY PROJECT REVENUE	0.4 0.4 0.0	0.0 0.0 (11,5)	(0.4) (11.5)	0.0 0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES		\$0.8	(\$2.2)	\$0.0

Budget / Forecast Variance Analysis

Original Scope Activities

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

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

- Contract C0321 (Universal City Station) Forecast increase \$0.1 million due to installation of Air Handling Equipment work scope transferred from Contract B745.
- Contract C0351 (North Hollywood Station) Forecast decrease \$4.0 million primarily due to an adjustment to the unallocated contract contingency value based on review of outstanding issues and approved AFE (Authorized for Expenditure). Also, due to a reduction to the potential claim exposure for CN #58, compensating the contractor for late access to staging areas 3, 4, and 5.
- Contract B630 (Traction Power System Procurement) Forecast increase \$1.0 million primarily due to CN #15 Technical Information Update, which includes updates to equipment quantities, contract drawings, and technical specifications.
- Project Contingency Forecast increased \$2.9 million due to the cumulative forecast decreases.

Additional Locally Funded Activities (ALFA)

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

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

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

- Total Original Scope and ALFA Expenditures to date are \$606.5 million
- Total Original Scope and ALFA Commitments to date are \$970.3 million

ES-3

JUNE 1997 COST VARIANCE REPORT

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

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

 Current Budget:
 \$ 60,500,000

 Forecast:
 \$ 44,859,587

 Variance:
 (\$ 15,640,413)

 %Variance
 (25.9%)

Mitigation: The Current Budget was updated through PBCR #3 which allocated additional budget to the contract for original contract delays, grouting, work resequencing and potential claims as a result of the tunnel settlement and termination of the SKK contractor. The forecast reflects the last known information prior to the sinkhole and street settlement. The contractor has been terminated and ongoing litigation between MTA, PD and SKK will result in significant claims and insurance damages. However, the attorney client privilege prevents disclosure of a possible claim exposure estimate. The forecast will remain until public filings are made.

CONTRACT B351 - NORTH HOLLYWOOD STATION

 Current Budget:
 \$ 83,742,000

 Forecast:
 \$ 70,922,352

 Variance:
 (\$ 12,819,648)

 %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 contract bid coming in at a lower than anticipated value. This period the forecast was decreased by \$4 million for an adjustment to the allocated contract contingency based upon review of outstanding issues and a reduction to the potential claim exposure for CN #58.

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

LINE ITEM 3 - HAZARDOUS MATERIAL HANDLING

 Current Budget:
 \$ 15,058,000

 Forecast:
 \$ 6,383,451

 Variance:
 (\$ 8,674,549)

 %Variance
 (57.6%)

Mitigation: The Current Budget was established by MTA environmental at the inception of the North Hollywood Project with only limited geotechnical information. Forecast is less than the budget due to less than anticipated contaminated soil encountered to date. Adjustments to budget and forecast will occur once the tunnel drives and significant soils excavation are complete.

LINE ITEM 24 - PROJECT CONTINGENCY

 Current Budget:
 \$ 69,570,800

 Forecast:
 \$ 94,003,981

 Variance:
 \$ 24,433,181

 %Variance
 35.1%

Mitigation: The Current Budget reflects Project Budget Change Request #4 which did not include areas of exposure which have been recently identified. The forecast includes significant areas of growth in the near future including a \$27 million increase to project administration, claims exposure in Contract C0311 for approximately \$26 million and claims exposure in Contract C0331 for \$40 million.



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								(IN	THO	JSAI	NDS (OF D	OLL	ARS)		_					
	(F/B) SOURCE	%		53%	23%	%0	%89	%89	%68	35%	100%	%0	%0	26%	%0	43%		%0	1%	%0	
	(F) (F/B) BILLED TO SOURCE	\$		\$291,388	\$72,847		\$47,743	\$11,936	\$66,901	\$20,855	\$25,000	\$		\$30,668		\$567,338		\$0	æ	ន	
·	E) (E/B) EXPENDITURES	%		28%	58%	%0	%89	%89	%68	35%	100%	%89	%0	26%	%0	46%		%0	1%	%0	
	(E) EXPEN	s		\$316,569	\$79,142		\$47,743	\$11,936	\$66,901	\$20,855	\$25,000	\$7,694		\$30,668		\$606,508		Ş	S3	83	
Y SOURCE	D) (D/B) COMMITMENTS	%		100%	100%	%0	%89	%89	100%	35%	100%	68%	%0	85%	%0	74%	i	22%	363%	58%	
STATUS OF FUNDS BY SOURCE	(D)	49		\$544,830 100%	\$136,207		\$47,743	\$11,936	\$75,000	\$20,855	\$25,000	\$7,732		\$99,397		\$968,700		\$536	\$1,035	\$1,571	
STATUSO	(C) TOTAL	AVAILABLE		\$291,388	\$72,847		\$47,743	\$11,936	\$75,000	\$20,855	\$25,000	\$7,732		\$54,007		\$606,508		\$610	\$3	\$613	
	(B) TOTAL	ANTICIPATED (1)		\$544,830	\$136,207	\$50,000	\$70,143	\$17,536	\$75,000	\$60,000	\$25,000	\$11,360	\$190,703	\$116,543	\$13,500	\$1,310,822		\$2,435	\$285	\$2,720	
	(A) ORIGINAL	BUDGE		\$681,037		\$0	\$25,000	ш	\$53,000	\$115,000	\$	\$	\$101,500	\$318,185	\$17,100	\$1,310,822		\$0	0\$	0\$	
JUNE 1997		SOURCE	ORIGINAL SCOPE:	FTA-SECTION 3	FTA-SECTION 3 DEFERRED LOCAL SHARE	FED ISTEA STP (STATE)	FED ISTEA STP/CMAQ (REGIONAL)	FED ISTEA RSTP DEFERRED LOCAL SHARE	SB 1995 TRUST FUND	STATE SHA/ARTICLE XIX	STATE PROP 116	STATE TSM Match	CITY OF LA	PROP C	BENEFIT ASSESS, DISTRICT	TOTAL	OTHER LOCALLY FUNDED ACTIVITIES:	PROP C (ARTWORK)	PROP C (NON-REV. CONNECTOR)	TOTAL	

(1) Based on Current Budget

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 1997.

STATUS OF FUNDS BY SOURCE

JUNE 1997



FINANCIAL STATUS

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

	(A) ORIGINAL	(B) TOTAL	(C) TOTAL	(D) COMMI	(D) (D/B) COMMITMENTS	(E) EXPEI	E) (E/B) EXPENDITURES	(F) (F/B) BILLED TO SOURCE	(F/B) SOURC
SOURCE	BUDGET	FUNDS ANTICIPATED (1)	FUNDS AVAILABLE	₩	%	w	*	v	*
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$645,209	27%	\$381,463	34%	\$352,572	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE	0\$	\$283,298	\$88,143	\$161,301	27%	\$95,366	34%	\$88,143	31%
FED ISTEA STP (STATE)	\$0	\$75,000	0 \$	0\$	%	S	%0	Ş	%0
FED ISTEA STP/CMAQ (REGIONAL)	\$166,400	\$301,538	\$49,060	\$49,060	16%	\$49,060	16%	\$49,060	16%
FED ISTEA RSTP DEFERRED LOCAL SHARE	%	\$75,385	\$12,266	\$12,266	16%	\$12,266	16%	\$12,266	16%
SB 1995 TRUST FUND	\$53,000	\$75,000	\$75,000	\$75,000	100%	\$66,901	%68	\$66,901	%68
STATE SHAVARTICLE XIX	\$115,000	\$100,000	\$20,855	\$20,855	21%	\$20,855	21%	\$20,855	21%
STATE PROP 116	\$144,600	\$40,000	\$25,000	\$25,000	63%	\$25,000	63%	\$25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	\$52,000	\$50,000	\$0	\$		\$		S	
STATE TSM Match	\$0	\$48,834	\$10,537	\$8,508	18%	\$8,482	17%	S	%
CITY OF LA	\$177,000	\$200,000	o s		%0	\$	%0	S	%0
PROP C	\$496,385	\$647,131	\$80,715	\$124,862	19%	\$50,102	%8	\$50,102	8%
BENEF ASSESS, DISTRICT	\$17,100	\$13,500	0\$	0\$	%0	0\$	%0	\$0	%0
TOTAL	\$2,451,485	\$3,042,878	\$714,148	\$1,122,161	37%	\$709,495	23%	\$664,899	22%
OTHER LOCALLY FUNDED ACTIVITIES:	;								
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$	%0	%	%0
PROP C (NON-REV. CONNECTOR)	\$0	\$285	83	\$1,035	363%	æ	%1	83	%
TOTAL	0\$	\$2,720	\$613	\$1,571	58%	\$3	%0	\$3	%0
								ŀ	

(1) BASED ON CURRENT BUDGET NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 1997.

ES-5 EXE 10

METRO RED LINE - Segment 3 North Hollywood Summary Status Report

Period Ending - June 27, 1997



FINANCIAL STATUS

Metro Red Line Segment 3 Project Funds by Source Analysis

STATUS OF FUNDS ANTICIPATED

FTA SECTION 3:

MTA submitted a grant application to the FTA on December 13, 1996, for \$69,475,000. Grant award is expected in August 1997.

FTA SECTION 9, FED ISTEA/CMAQ:

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 is expected around July 1997.

FTA SECTION 9, FED ISTEA/STP:

The State allocated \$75 million at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. MTA submitted a grant application to the FTA on December 23, 1996. Grant award is expected around July 1997.

STATE PROP 116:

MTA submitted on April 8, 1997 a grant application and an allocation request to the California Transportation Commission for \$15 million of Prop 116 Rail Bond Funds. Approval is expected in September 1997.

STATE SHA:

MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds. Approval is expected in September 1997.

BENEFIT ASSESSMENT:

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

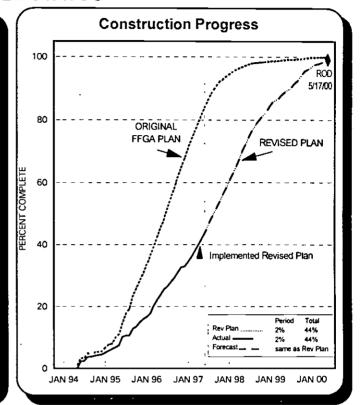
ES-6



SCHEDULE STATUS

Sc	hedule	
		Change from <u>Last Month</u>
Current ROD	May 17, 2000	0
Design Progress	94.1%	+0.6%
Construction Progress (estimated)	44%	+2.0%
Critical Path Float	0	0

To provide a more useful plan for the completion of this project, in March 1997 it was decided to adopt a revised plan that represents the updated facilities forecast completion dates for the remaining work without affecting ROD. These forecast completion dates include all delays and mitigation work for Contracts C0301, C0331, and C0351 through March 1997. Several mitigation options to partially recover current delays on the C0311 contract were negotiated and implemented in the May 1997 Project Master Schedule.



Current Critical Path Analysis

The June 1997 Project Master Schedule includes C0311 trackwork turnover milestone split, revisions to schedule impacts to C0301 (Hollywood/Highland Station) due to CN-63, Tunnel Deletion, C0331 (North Hollywood Tunnel) trackwork turnover milestones split, C1610 (Trackwork Installation) changes to access milestones, and C0311 (Line Section from Universal City Station to Station 630+00) mitigation schedule. These changes had no impact to ROD. The project completion date forecast remains May 17, 2000.

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

Focus continues on TBM progress and risks associated with the tunnels under the Santa Monica Mountains, Contract C0311. Trackwork turnover milestones were split into four turnover dates to minimize the risk on the C1610 contract. See page ES-9.

Additionally, the continuing goal of further schedule improvements are being pursued on Contract C0311 as well as downstream contracts, i.e., C1610 (Trackwork Installation), B620 (Automatic Train Control), B645 (SCADA) and Integration Testing and Start-up.

Construction Progress Analysis

The overall construction progress through June 27, 1997 is 44% complete. Current facilities contracts delays do not impact ROD of May 17, 2000.

Contract C0301 (Hollywood/Highland Station and tunnel work) remains behind contract schedule. The total forecast delay for station completion is 210 workdays which includes CN-63 impacts. After mitigation, delays will be 180 workdays. Interim milestones are being revised to better coordinate follow-on system contracts and establish a better sequence for testing and commissioning of the station. Proposed milestone's language and dates are under review. There is no impact to ROD.

Contract C0311 (Line Section from Universal City Station to Station 613+00) an additional 36 workdays allowance for present ground conditions and ground stabilization was increased to 55 workdays. Other schedule changes made this month include the splitting of trackwork turnover milestones into four different turnover dates. After these changes, the new forecast delay for the AL is 137 workdays. There is no impact to ROD.

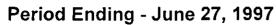
Contract C0321 (Universal City Station) continues to stay on schedule. The contract critical path starts at Phase 3 access in November 1997 and runs through contract completion. The contractor is progressing out of sequence work in Phase 2 and the main entrance to increase the overall field efficiency. This work is being done concurrently with the north mezzanine activities in lifts 1-3. There is no impact to ROD.

Contract C0331 (North Hollywood Tunnel) changes to schedule include the split of trackwork turnover milestones into two turnover dates to accommodate delays to the mid-vent shaft construction.

Contract C0351 (North Hollywood Station) contractor improved on the forecasted invert concrete placement dates. If this effort is maintained through Stage 5, the forecasted trackwork access date of February 1998 will be met.

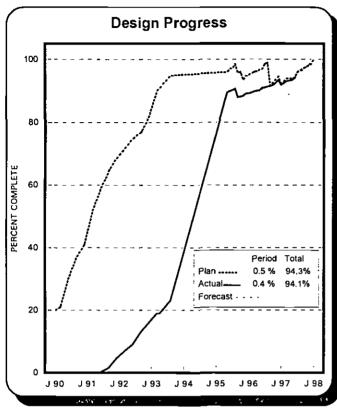
ES-7 EXE 12

METRO RED LINE - Segment 3 North Hollywood Summary Status Report





SCHEDULE / SAFETY STATUS



Design Progress Analysis

The overall design progress through June 1997 was 94.1% complete versus 94.3% planned, reflecting a Schedule Performance Index (SPI) of 99.9%.

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

Construction Safety Statistics

Project-to-Date Rates		Change from Last Month
Recordable Injury Rate The number of recorded injuries excluding simple first aid or minor medical treatment per 100 man years.		
1995 National Average Project Rate	10.6 14.8	+0.5
Lost Time Rate (Frequency) The number of injuries resulting in days away from work per 100 man years.		
1995 National Average Project Rate	4.2 1.5	+0.1

(Based on May 1997 statistics)

Construction Safety Summary

- Project-to-Date Lost Time Injury Rate continues at approximately one-third of the National Average of 4.2.
- The Recordable Injury Rate edged up slightly during the quarter from March - May*.
- The Project produced 600,000 work hours during the March May period.

*Note: Detailed information is contained on Page PS-9.

EXE 13 ES-8



_MANAGEMENT ISSUES _

ONGOING

Item (Date initiated: May 1997)

Agency Cost Overrun

Concern/Impact

Agency Costs are an element of the Project Budget and incorporates management issues non-labor administrative costs, fringe benefits and overhead costs. Allocation plan in conjunction with the projects forecast completion date is expected to result in significant overruns to the specific line item budget for "agency" costs.

Status/Action

The Project Staff is currently reviewing the forecasted staff manpower levels, plans and the proposed allocation methodology to determine any appropriate revisions. This review will quantify the magnitude of this potential overrun and is expected to be completed by July 1997.

ONGOING

Item (Date initiated: May 1997)

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

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

Concern/Impact

Average rate of TBM excavation this period is 35 feet/day because of poorer ground conditions, ground stabilization and seeping water. If average daily excavation rates fall below 30 feet/day for the remaining 6,000 feet of tunnel (3,000 feet each for AL and AR), turnover of the Phase III crossover to Contract C0321 (Universal City Station) scheduled for November 18, 1997 will be impacted. Even slower excavation rates could impact the Revenue Operations Date (ROD) of May 17, 2000.

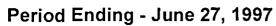
Status/Action

Immediate, short term action includes changing the face probing and grouting procedure which was adopted to protect seasonal springs and reduce water seepage. The procedure was reassessed and grouting ahead of the face was replaced by supplementary grouting performed from staging behind the TBMs. To improve softer ground mining, the TBM cutting head, in the AL tunnel, was overhauled and modified. Similar TBM modification for the AR tunnel is planned in July 1997.

Ongoing, long term action to mitigate impact to the project includes: C0321 track access contingency studies and mitigation schedule studies which have been reviewed with the C0311 contractor. The C0311 options which were adopted are: (1) shotcrete north and south crossover transition; (2) resequence track level room excavation and concrete work; and (3) concrete lining south of La Brea Shaft to be done immediately following the seismic section excavation. Additional mitigation options were identified during a formal brainstorming session. These will be reviewed with the contractor for further development. Contingency plans are being studied and recommendations will be made to ensure crossover turnover to Contract C0321, as scheduled. Also, Contract C1610 trackwork installation milestone turnover date was split into two phases for each tunnel. Turnover dates will be staggered, offering gradual access as scheduled.

ES-9

METRO RED LINE - Segment 3 North Hollywood Summary Status Report





_ MANAGEMENT ISSUES

ONGOING

Item (Date initiated: April 1997)

TBM Junction with Special Seismic Section

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

Concern/Impact

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

Status/Action

A program of ground strengthening by cement grouting has continued from the Special Seismic Section top headings, with a distance of approximately 140 feet completed in the AL tunnel and 300 feet in the AR tunnel. Following completion of AL bench excavation, further grouting will be performed in the AL tunnel starting July 7 to extend the grouted distance. Following completion of the AR bench in late July, additional holes may be drilled at bench level to complete the grout pattern.

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.

The state of the first and the state of the

Status/Action

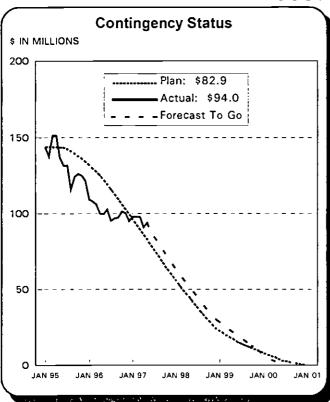
The forecast cost and schedule impacts to Contract C0311 have been incorporated into the program. The seasonal springs protective measures included cost and schedule contingencies for four known spring zones and two unknown spring zones. As planned, the six spring zones are being grouted ahead of the tunnel face with supplemental grouting as tunneling progresses. Supplemental water sources have been installed for Nichols Canyon Creek and a source will be installed above Ellilngton Drive to mitigate the decline of perennial springs.

A hydrogeological study is being conducted to assess water infiltration through the tunnel lining and to ascertain if additional protective measures are needed. A final report of the study will be published at the end of August.

EXE 15 ES-10



COST STATUS



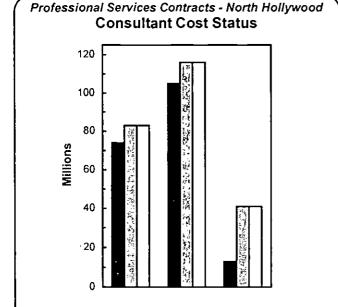
Contingency Status Analysis

June 1997 Period Status

The Contingency Forecast increased \$2.9 million this period to offset a net decrease of \$2.9 million in the Construction Element.

Cumulative Contingency Status

The variance between the actual and planned contingency of \$11.1 million is primarily due to a timing difference of early completions of the facilities contracts. The corresponding schedule to the original planned contingency curve shows the facility contracts finishing, on average, eight months earlier than the current schedule. It also reflects earlier expenditures anticipated for potential CNs, DCNs and claims.



Professional Services Cost Analysis

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

The EMC Forecast at Completion is currently being reevaluated.

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

DATA SOURCE:

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

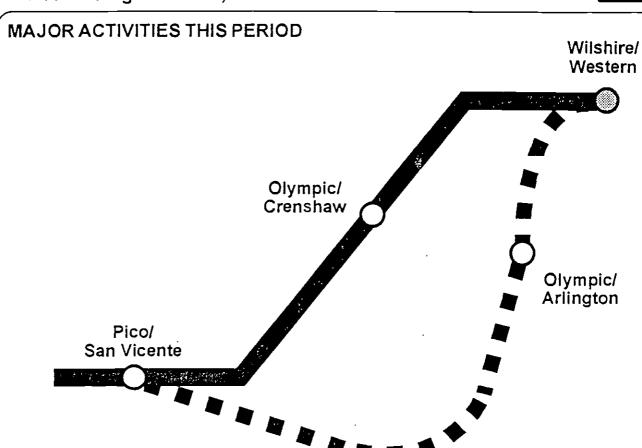
ES-11 EXE 16

METRO RED LINE SEGMENT 3
MID-CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 / Mid-City Extension Summary Status Report Period Ending - June 27, 1997



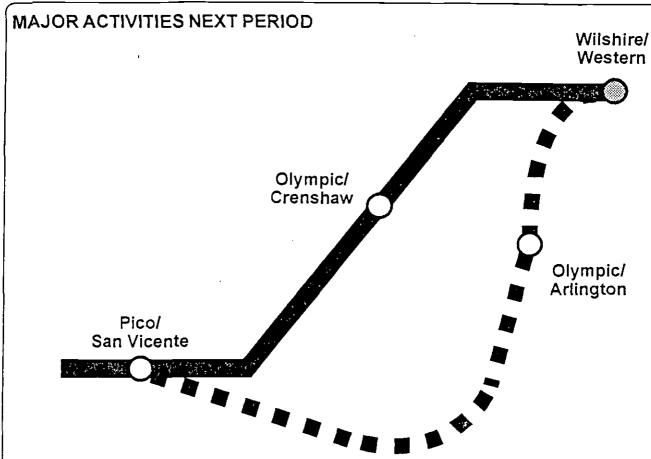


SYSTEMWIDE ACTIVITIES

- Public outreach efforts continued with a briefing to the Mayor's Economic Development Office; three information meetings for areas without Home Owner Associations; meetings with County Supervisor's Office staff who will supplement MTA public outreach efforts; and preparation of a draft strategy for Station Development and Neighborhood Preservation Workshops, scheduled to begin in August.
- The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) initial Administrative Draft was completed for forwarding to the FTA in early July. Cost estimates and mitigation measures were developed for alternatives.

METRO RED LINE - Segment 3 / Mid-City Extension Summary Status Report Period Ending - June 27, 1997





SYSTEMWIDE ACTIVITIES

- Public outreach efforts will continue with a briefing for Councilman Nate Holden's Office regarding alternatives; various community meetings; interface with Home Owner Association and community leaders regarding mitigation measures; and outreach to Pico corridor and other businesses.
- The SEIS/SEIR preparation process will include coordination and interface with the FTA regarding the Administrative Draft review and incorporation of FTA and MTA comments as they are received.

FINANCIAL STATUS

Budget/Forecast Variance (in Millions)

Original Scope Activities

				JUNE
	CURRENT	CURRENT		CHANGE IN
COST ELEMENT	BUDGET	FORECAST	VARIANCE	FORECAST
			-	
CONSTRUCTION	\$334	\$377	\$43	so
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	54	64	0
PROJECT REVENUE				
TOTAL PROJECT	\$491	\$683	\$192	S0

Additional Locally Funded Activities

	$\overline{}$	ı	-	
			1	JUNE
	CURRENT	CURRENT	1	CHANGE IN
COST ELEMENT	BUDGET	FORECAST	VARIANCE	FORECAST
CONSTRUCTION	SO.	S0	S0	so
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			<u> </u>	ł
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	50	\$0	\$0 (j \$0]

Budget/Forecast Variance Analysis

The Budget is based on the original Project alignment and a July 1999 ROD; the Forecast is based on the alignment contained in the Rail Recovery Plan and July 2009 ROD. The Rail Recovery Plan was approved by the MTA in January 1997 and is based on the Wilton/Arlington underground alignment alternative and cash flow constraints. A revision to the Rail Recovery Plan which results in a July 2008 ROD was approved by the MTA Board in May 1997. (The revised plan is conditional on receipt of anticipated ISTEA funding and will be incorporated into the Forecast pending adoption of the new Full Funding Grant Agreement.)

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

Commitments to date are \$14.2M; Expenditures to date are \$12.7M. These costs are primarily associated with engineering management services, project administration, and environmental engineering services.

JUNE 1997

FINANCIAL DETAIL METRO RED LINE - SEGMENT 3 PROJECT TOTAL

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)		(F/B)
	00.000	TOTAL	TOTAL				, ,	BILLE	
SOURCE	ORIGINAL BUDGET	FUNDS ANTICIPATED (1)	FUNDS AVAILABLE	COMMITME	SOMMITMENTS %		URES	TO SOUP	RCE
ORIGINAL SCOPE:			NAMEROLL		_ /*	\$		•	76
FTA - SECTION 3	\$1,230,000	\$1,133,192	\$352 572	\$645,209	57%	\$381,463	34%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	0	283,298	88,143	161,301	57%	,	34%		31%
FED ISTEA STP (STATE)	0	75,000	0	0	0%		0%	,	0%
FED ISTEA STP/CMAQ (REGIONAL)	166,400	301,538	49,060	49,060	16%	49,060	16%	49,060	16%
FED ISTEA RSTP DEFERRED LOCAL SHARE	0	75,385	12,266	12,266	16%	12,266	16%	12,266	16%
SB 1995 TRUST FUND	53,000	75,000	75,000	75,000	100%	66,901	89%	66,901	89%
STATE ARTICLE XIX	115,000	100,000	20,855	20,855	21%	20,855	21%	20,855	21%
STATE PROP 116	144,600	40,000	25,000	25,000	63%	25,000	63%	25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	52,000	50,000	0	0		0		0	
STATE TSM MATCH	0	48,834	10,537	8,608	18%	8,482	17%	0	0%
CITY OF LOS ANGELES	177,000	200,000	0	0	0%	0	0%	o	0%
PROP C	496,385	647,131	80,715	124,862	19%	50,102	8%	50,102	8%
BENEF ASSESS, DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
TOTAL	\$2, <u>45</u> 1,485	\$3,042,878	\$714,148	\$1,12 <u>2</u> ,161	37%	\$709,495	23%	\$664,899	22%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,035	363%	3	1%	3	1%
GRAND TOTAL	\$0	\$2,720	\$613	\$1,571	58%	\$3	0%	\$3	0%

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

NOTE: Expenditures are cumulative through May 1997.

JUNE 1997

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

1	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
		TOTAL	TOTAL				I	BILLE	D
SOURCE	ORIGINAL FUNDS		FUNDS	COMMITA		EXPENDIT		TO SOURCE	
300RCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	<u>%</u>		%	\$	<u> %</u>
FTA - SECTION 3	\$242,563	\$194,050	\$4,107	\$4,107	2%	\$4,107	2%	\$4,107	29
FTA - SECTION 3 DEFERRED LOCAL SHARE	0	48,513	1,027	1,027	2%	1,027	2%	1,027	29
FED ISTEA STP (STATE)	0	0							
FED ISTEA STP/CMAQ (REGIONAL)	55,400	16,320	1,134	1,134	7%	1,134	7%	1,134	79
FED ISTEA RSTP DEFERRED LOCAL SHARE	0	4,080	284	284	7%	284	7%	284	7'
STATE ARTICLE XIX	0	40,000						·	
STATE PROP 116	72,300	0							
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000							
STATE TSM MATCH	0	2,643	184	184		96			
CITY OF LOS ANGELES	34,400	0	,						
PROP C	60,000	327,252	6,109	7,423	2%	6,060	2%	6,060	2'
			-	· _ ·					
TOTAL	\$490,663	\$682,858	\$12,845	\$14,159	2%	\$12,708	2%	\$12,612	2

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

NOTE: Expenditures are cumulative through May 1997.

FINANCIAL DETAIL

FUNDS BY SOURCE ANALYSIS

Status of Funds Anticipated (Segment 3 Projects)

FTA Section 3 A Grant Application was submitted to the FTA on December 13, 1996 for

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

FTA Section 9 A Grant Application for \$40.0M was submitted to the FTA on December 23, 1996.

FED ISTEA/CMAQ (This amount includes \$20.0M of FY 96 funds and \$20.0M of FY 97 funds.) The

grant award is expected in July 1997.

FTA Section 9 The state allocated \$75.3M at the May 1996 California Transportation
FED ISTEA STP 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 is expected around July 1997.

State Prop. 116 MTA submitted a Grant Application and an Allocation Request on April 8, 1997

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

116 Rail Bond Funds. Ecproval is expected in September 1997.

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

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

1997

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

SCHEDULE STATUS

			SCHEDULE ANALYSIS
		Change From Last Month	The Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (SEIS/SEIR)
Current ROD	July 22, 2008	One Year	document preparation which addresses the Wilton/ Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The draft
Design Progress	0%	None	for FTA review was completed during the period, approximately twelve weeks behind schedule. The delay
Construction Progress	0%	None	was due to the length of time required to prepare sup- porting information. The August 1997 planned date for
Critical Path Float	N/A	None	Board LPA selection is now forecast to occur in Octo- ber; the Project Adoption and Record of Decision mile- stones have also been pushed out as a result of the delay.
			The Current ROD was changed this period to reflect a revision in the Rail Recovery Plan; this new ROD is contingent on adoption of the Full Funding Grant Agreement. The Project baseline schedule will be finalized after Preliminary Engineering is completed.
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CONSTRUCTION SAFETY

There is no construction activity at this time.

MANAGEMENT ISSUES

ONGOING

Item

Agency Cost Overrun (initiated 5/97)

Concern/Impact

Agency costs are an element of the Project Budget and incorporate management issues, non-labor administrative costs, fringe benefits, and overhead costs. The allocation plan, in conjunction with the project's forecast completion date, is expected to result in significant overruns to the specific line item budget for "agency" cost.

Status/Action

The Project staff continued reviewing the forecasted staff manpower levels, plans, and the proposed allocation methodology to determine any appropriate revisions. This review to accurately quantify the magnitude of this potential overrun is expected to be completed next period.

Item

Finalization of Mid-City Cost Estimate & 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 draft SEIS/SEIR 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 must be completed as scheduled in order for the Board to formally select the preferred alignment and configuration alternative in August 1997. This effort is twelve weeks behind schedule.

Status/Action

The SEIS/SEIR draft was completed during the June period for forwarding to the FTA in early July. Initial indications are the FTA may require at least 45 days to complete its review, which would further impact the schedule. To help mitigate the delay, the internal review of the Draft SEIS/SEIR document will be expedited, to the extent possible, after the FTA has completed its review. Evaluations are also underway to determine if the duration for preparing the final SEIS/SEIR can be realistically compressed. Currently, Board selection of the Locally Preferred Alternative (LPA) will be impacted, as will the final SEIR Adoption and the FTA Record of Decision milestones. The FTA Record of Decision is now forecast for late June 1998.

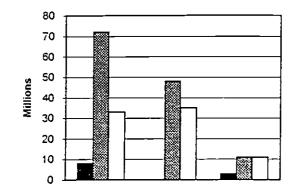
• RESOLVED

No outstanding issues were resolved this period.

FINANCIAL STATUS

Consultant Cost Status

Professional Service Contracts Dollars in Millions



	1	DESIGN	CM i	OTHER
Current Authorization	1	8	0 :	3
Forecast	į	72	48 i	11
Budget	!	33 '	35 :	11

Professional Services Cost Analysis

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

DATA SOURCE:

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

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METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 East Side

Summary Status Report

Period Ending - June 27, 1997



MAJOR ACTIVITIES THIS PERIOD

C0502

LITTLE TOKYO/ARTS DISTRICT STATION and LINE SECTION

Completion of Final Design efforts continued through June. Primary effort placed on seismic redesign of station. Design of double gasketed convex-configuration tunnel linings, and finalization of construction staging and phasing at the station site. Finalized responses to JMA review comments.

C0521

1ST/BOYLE STATION

1stlBoyle

EMC and Section Designer continued design to meet Final Submittal.

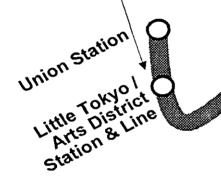
Completed Inter/Intradiscipline review per DQM requirements. Pre-Final Comments Resolution Meetings were held with MTA, CM, and FLSC. Responded to all constructability comments by CM.

C0531

CHAVEZ / SOTO STATION

An Interim Design Review Workshop was held between EMC and JMA, EMC and Section Designer dispositioned/ incorporated the MTA and JMA Design Review Comments. The Hydrology Report was finalized. The Starting Point Specifications were marked-up. The CSP for CCN 577 was completed and provided to EMC Change Control. The Section Designer is 76.3% complete.

1stil Lorena



C0541

1st / BOYLE to 1st / LORENA LINE SECTION

Contract C0541 is on hold at the Camera Ready level. Worked on preparation of a proposal to MTA to combine C0531 station and C0541 tunnels into one package (C0541). Final report for pressure meter testing was forwarded to MTA.

C0551

1st / LORENA STATION

Chavezisoto

EMC completed work for approved CCN's.

SYSTEMWIDE ACTIVITIES

ISSUED AND REVIEWED IN-PROGRESS SUBMITTAL FOR CONTRACT C0595 AND ESTABLISHED A SCHEDULE. CONTINUED WORK ON DRAWINGS AND SPECIFICATIONS FOR CONTRACTS C2610 (PRE-FINAL SUBMITTAL ISSUE PLANNED FOR SEPTEMBER 22,1997) AND P1614 (FINAL SUBMITTAL ISSUE PLANNED JULY 21, 1997). ALSO WORKED ON SPECIFICATIONS FOR CONTRACT P1616 FINAL SUBMITTAL PACKAGE (PLANNED ISSUE DATE OF JUNE 23, 1997). MTA PUBLIC AFFAIRS SPONSORED THE 1st ANNUAL DOWNTOWN ARTS FESTIVAL IN THE LITTLE TOKYO/ARTS DISTRICT STATION AREA AND CONDUCTED A TOUR OF NORTH HOLLYWOOD CONSTRUCTION SITES FOR BOYLE HEIGHTS RESIDENTS.

METRO RED LINE - Segment 3 East Side

Summary Status Report

Period Ending - June 27, 1997



ACTIVITIES PLANNED FOR NEXT PERIOD

C0502

LITTLE TOKYO/ARTS DISTRICT STATION and LINE SECTION

Continue the Final Design, including completion of the seismic redesign effort, and intradiscipline and interdiscipline quality audits. Since the bulk of the remaining work includes a number of outstanding changes and design issues requiring MTA Board authorization, the work will be determined by receipt of NTE and/or contract amendment. Current schedule calls for issuance of Final Design Submittal on July 18, 1997. Complete redesign of cross-passages under CCN 663.

C0521

1st / BOYLE STATION

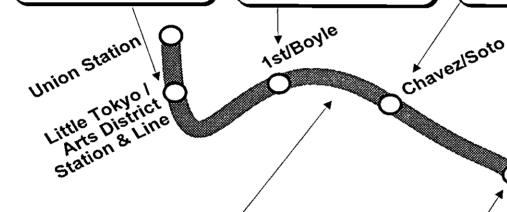
Complete Design for Final Submittal 7/11/97. Complete the Critera Conformance Checklist as required by DQM.

C0531

CHAVEZ / SOTO STATION

Word processing of specification markups by the Specifications Dept. Complete Criteria Conformance Checklist. Perform the Inter/Intra-discipline review and correction of drawings and specifications. Start the Systems Integration and Fire/Life Safety Review/Corrections of the interdiscipline documents.

11st/Lorena



C0541

1st / BOYLE to 1st / LORENA LINE SECTION

Submission of Cost and Schedule proposal to combine Contracts C0531 and C0541. Submission and negotiation of Final Cost and Schedule Proposal on the Seismic Redesign of the Station Box.

C0551

1st / LORENA STATION

Section Designer's contract will be closed out. Camera Ready Submittal is postponed until a future date to be determined by MTA.

SYSTEMWIDE ACTIVITIES

COMPLETE CONTRACT C0595 INTERIM SUBMITTAL AND PRE-FINAL SUBMITTAL.
TRACKWORK AND SYSTEMS CONTRACTS WILL BE PLACED ON HOLD AT THE BEGINNING OF JULY.

MTA PUBLIC AFFAIRS TO UPDATE BUSINESS PLANS AROUND THE STATION AREAS AND CONDUCT TOURS AND MEETINGS FOR RESIDENTS, BUSINESSES, SCHOOLS, AND NEIGHBORHOOD ASSOCIATIONS.



FINANCIAL STATUS

Budget/Forecast Variance (In Millions)							
COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	JUNE CHANGE IN FORECAST			
Construction	\$668.4	\$689.6	\$21.2	(\$0.5)			
Professional Services	\$247.6	\$247.6	\$0.0	\$0.0			
Real Estate	\$34.8	\$34.8	\$0.0	\$0.0			
Utility/Force Account	\$23.9	\$23.9	\$0.0	\$0.0			
Special Programs	\$0.0	\$0.0	\$0.0	\$0.0			
Contingency	\$74.5	\$53.3	(\$21.2)	\$0.5			
Project Revenue	\$0.0	\$0.0	\$0.0	\$0.0			
Total Project	\$1049.2	\$1049.2	\$0.0	\$0.0			

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

Budget/Forecast Variance Analysis

June Forecast Variance

In January 1997, the MTA Board adopted a revised schedule which moved the R.O.D. to November 2004 and changed the East Side Extension current budget and forecast to \$1,049.2M. In June there was no change in either the current budget or the current forecast. Contingency increased slightly from \$52.7M to \$53.2M due primarily to trends T-092, C0595 Water Main Leak Survey and T-094, Seismic Redesign of the Stations (please see page ES-11 for further discussion). In June expenditures decreased overall by \$1.9M due to a correction of a mischarge to the Owner's Insurance in the FIS expeditures report. The MTA & EMC continue analyzing the project for cost reduction measures to reduce overall project costs.

Total Expenditures To Date Are: \$90.3M
Total Commitments To Date Are: \$139.3M

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

JUNE 1997 COST 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 8 - TRACKWORK

 Current Budget:
 \$ 26,387,000

 Forecast:
 \$ 23,064,000

 Variance:
 (\$ 3,323,000)

 %Variance
 (12.6%)

Mitigation: The variance is due entirely to a significant reduction in the forecast for Contract P1616 (Direct Fixation Rail Fasteners). The current budget for this contract was based on conceptual and preliminary engineering. The current forecast includes updated quantities based on progression of design for this work to the pre-final, or 85% complete, stage. Since this is a negative variance, mitigation is not required.

LINE ITEM 24 - PROJECT CONTINGENCY

 Current Budget:
 \$ 74,465,000

 Forecast:
 \$ 53,254,000

 Variance:
 (\$ 21,211,000)

 %Variance
 (28.5%)

Mitigation: This variance is due to drawdown from contingency to cover increased estimates for various construction elements of the project. Major items that have also impacted contingency are as follows:

March 1997: Net drawdown of \$6.4 million to cover increased estimates for the Little Tokyo/Arts District Station and Line Section contract.

April 1997: Net drawdown of \$3.1 million to cover increased estimates for the 1st/Lorena station and the Project Management Assistance contract.

May 1997: Net drawdown of \$10.4 million to cover increased estimates for the Chavez/Soto station and for the Electrical Equipment Procurement contracts.

The East Side Extension Project Team began reporting in the April Monthly Project Status Report a new "Area of Concern/Management Issue" relating to adequacy of remaining contingency. Mitigation of these rapid depletions of the contingency amounts is a high project priority and depends on a number of factors, including accuracy of the estimates. The Project

Team, along with the EMC and the CM continue to investigate Value Engineering/Cost Reduction options and will implement those which are possible and practical. Currently under study for potential savings are the elimination of the Smoke Exhaust Systems, schedule acceleration within funding constraints, and repackaging and re-sequencing of construction work. Concurrent with those efforts, estimate reviews are being undertaken with staff and consultants to verify the scope and content of estimates for design packages, to identify specific areas of increase, and to review those areas for cost reduction potential.

Mitigation this period included incorporating the \$533K savings associated with the seismic redesign of the stations. A decision on the repackaging option mentioned above is expected in July.

LINE ITEM 26 - ART-IN-TRANSIT PROGRAM

 Current Budget:
 \$ 0

 Forecast:
 \$ 3,122,000

 Variance:
 \$ 3,122,000

 %Variance
 100%

Mitigation: The forecast for the Art Program was established in accordance with the Board adopted policy of allocating ½ 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. However, the Metro Art Department has been advised to prepare a Board item to obtain Board approval of a budget. This is anticipated in September 1997.

FINANCIAL STATUS METRO RED LINE - SEGMENT 3 PROJECT TOTAL

STATUS OF FUNDS BY SOURCE (in thousands of dollars)									
	(A)	(B) ·	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
1	1 !	TOTAL	TOTAL	t	J	1	J	BILLEC	_
COURCE	ORIGINAL	FUNDS	FUNDS	COMMITME		EXPENDITU		TO SOUR	
SOURCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	 %	\$	<u>%</u>	\$	<u>%</u>
ORIGINAL SCOPE:	1	1		1		,		1	
FTA - SECTION 3	\$1,230,000	\$1,133,192	\$352,572	\$645,209	57%	\$381,463	34%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHA	\ o	283,298	88,143	161,301	57%	95,366	34%	88,143	31%
FED ISTEA STP (STATE)	0	75,000	0	0	0%	0	0%	1 0'	0%
FED ISTEA STP/CMAQ (REGIONAL)	166,400	301,538	49,060	49,060	16%	49,060	16%	49,060	16%
FED ISTEA RSTP DEFERRED LOCAL SH	0	75,385	12,266	12,266	16%	12,266	16%	12,266	16%
SB 1995 TRUST FUND	53,000	75,000	75,000	75,000	100%	66,901	89%	66,901	89%
STATE SHA/ARTICLE XIX	115,000	100,000	20,855	20,855	21%	20,855	21%	20,855	21%
STATE PROP 116	144,600	40,000	25,000	25,000	63%	25,000	63%	25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	52,000	50,000	0	0		0		0	
STATE TSM MATCH	0	48,834	10,537	8,608	18%	8,482	17%	1 0	0%
CITY OF LOS ANGELES	177,000	200,000	0	0	0%	o	0%	0	0%
PROP C	496,385	647,131	80,715	124,862	19%	50,102	8%	50,102	8%
BENEF ASSESS. DISTRICT	17,100	13,500	_ 0	0	0%	0	0%	0	0%
TOTAL	\$2,451,485	\$3,042,878	\$714,148	\$1,122,161	37%	\$709,495	23%	\$664,899	22%
OTHER LOCALLY FUNDED ACTIVITIES:	'	1		1		1		, ,	
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,035	363%	3	1%	3	1%
GRAND TOTAL	\$0	\$2,720	\$613	\$1,571	58%	\$3	0%	\$3	0%

(1) Based on Current Budget NOTE: Expenditures are cumulative through May 1997.

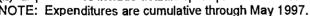


FINANCIAL STATUS METRO RED LINE - SEGMENT 3 / EAST SIDE EXTENSION

STATE	(A)	DS BY SOURC	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	(~)	TOTAL	TOTAL	(6)	(0/0)	(E)	(215)	(F) BILLED	' '
	ORIGINAL	FUNDS	FUNDS	COMMITME	NTS	EXPENDITU	JRES	TO SOURCE	
SOURCE	BUDGET	ANTICIPATED (1)	AVAILABLE	\$	%	\$	%	\$	%
FTA - SECTION 3	\$306,400	\$394,312	\$57,077	\$96,272	24%	\$60,787	15%	¢57.077	14%
	·		İ	·		•		\$57,077	14%
FTA - SECTION 3 DEFERRED LOCAL SHA	0	98,578	14,269	24,067	24%	15,197	15%	14,269	14%
FED ISTEA STP (STATE)	0	25,000							
FED ISTEA STP/CMAQ (REGIONAL)	86,000	215,075	183	183	0%	183	0%	183	0%
FED ISTEA RSTP DEFERRED LOCAL SH	0	53,769	46	46	0%	46	0%	46	0%
STATE SHA/ARTICLE XIX	0	o							
STATE PROP 116	72,300	15,000							
STATE FLEXIBLE CONGESTION RELIEF	26,000	0							
STATE TSM MATCH	0	34,831	2,621	692	2%	692	2%		
CITY OF LOS ANGELES	41,100	9,297							
PROP C	118,200	203,336	20,599	18,042	9%	13,374	7%	13,374	7%
TOTAL	\$650,000	\$1,049,1 98	\$ 94,795	\$139,30 2	13%	\$90,279	9%	\$84,949	8%

⁽¹⁾ Based on Current Budget

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







FINANCIAL STATUS

FUNDS BY SOURCE ANALYSIS

Status of Funds Anticipated

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

\$69,475,000. The Grant Award is expected in August 1997.

FTA Section 9 MTA submitted a grant app FED ISTEA/CMAQ \$40,000,000 (this includes

MTA submitted a grant application to the FTA on December 23, 1996 for \$40,000,000 (this includes \$20,000,000 of FY '96 and \$20,000,000 of

FY '97 funds). The Grant Award is expected in July 1997.

FTA Section 9
FED ISTEA STP

The state allocated \$75,000,000 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 is expected around July 1997.

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

\$20,000,000 of State Highway Account (SHA) funds. Approval is expected

in September 1997.

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

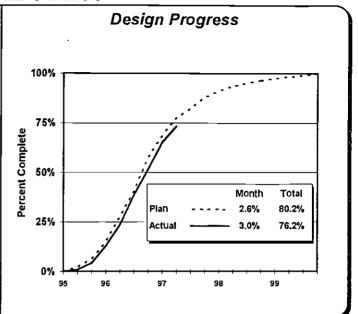
to the California Transportation Commission for \$15,000,000 of Prop 116
Rail Bond Fund, The fund transfer agreement is expected in September 1997.

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



SCHEDULE STATUS

Sch	edule	
		Change from Last Month
Current R.O.D.	May 2004	None
Final Design progress	76.2%	3.0%
Construct. Progress	N/A	N/A
Critical Path Float	0	0



Current Critical Path Analysis

The FFGA ROD is November 2002. The forecast ROD is May 2004, which was approved by the Board on June 4, 1997. This May 2004 date is a six (6) month improvement from the previously reported November 2004 ROD. This improvement results from re-packaging and re-sequencing the tunnel and station work to provide earlier access to the trackwork contractor. Specifically, the Chavez/Soto Station, contract C0531, has now been combined with the second tunnel contract, C0541. This mitigation also eliminates a key construction interface by combining the work into one contract.

The critical path includes the tunnel work (design and construction), the Chavez/Soto Station, Trackwork, Automatic Train Control, SCADA, Communications and Testing and Pre-Revenue Operations to ROD.

MTA and Consultant Staff continue conducting various schedule mitigation studies to improve the ROD more than the six months identified.

Design Progress Analysis

The plan reflects the Design Baseline Schedule as approved by the MTA in October 1996 and amended by approved changes.

Through June, overall final design was 76.2% complete versus a plan of 80.2%. Revisions to the scope of work since March 1995 were negotiated and finalized in a revised PIP to the MTA dated August 2, 1996. With the addition of Amendment #7 for \$331,500 to prepare contract documents for bulk procurement of running rail, direct fixation rail fasteners, signs and graphics, elevators and ventilation equipment, and \$1,259,083 in WACNs, the latest final design cost baseline stands at \$59,427,166.

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

EMC's production work on scope changes also impacts as variance from plan as more CCN's are added and the work is re-prioritized.



Construction Safety Statistics

Not applicable at this time

Construction Safety Summary

Not applicable at this time

MANAGEMENT ISSUES

ONGOING

Item [Initiated May 1997]

Agency Costs

Concern/Impact

Agency Costs are an element of the Project Budget and incorporate management issues, non-labor administrative costs, fringe benefits, and overhead costs. The allocation plan, in conjunction with the project's forecast completion date, is expected to result in significant overruns to the specific line item budget for "agency" costs.

Status/Action

The project staff is currently reviewing the forecast staff manpower levels, plans, and the proposed allocation methodology to determine any appropriate revisions. This review to accurately quantify the magnitude of this potential overrun is expected to be completed by July 1997.



MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated April 1997]Adequacy of Remaining Contingency

Concern/Impact

Substantial drawdowns on contingency have occurred in the past two months as more detailed estimates of construction work based on advancing stages of design completion have become available. Remaining contingency is about 5.5% of remaining project expenditures. With no construction underway and Final Design about 76% complete, this is not considered an adequate contingency for future project unknowns.

Status/Action

MTA will closely monitor remaining contingency and continue to assess the adequacy of this amount. The first major construction work will be bid in the 1st Quarter of 1998; at which time a more realistic analysis of remaining contingency can be completed. In the interim, MTA continues with the EMC and the CM to pursue identification and implementation of cost reduction opportunities. MTA has implemented a new program wide contingency management policy and procedure which provides improved visibility of contingency status.

RESOLVED

Item [Initiated February 1996]

Real Estate acquisition for the parcel EB-037 is critical.

Concern/Impact

Acquisition of parcel EB-037 at C0502 may not be complete in time to meet MTA's target construction NTP of February 12, 1998. Note that the MTA Board-adopted schedule has eliminated from the critical path all other previously critical parcels, because of the one-year time extension to complete the project.

Status/Action

The Camera Ready submittal now stands at August 15, 1997. This has pushed the C0502 NTP date to February 12, 1998. Acquisition of Parcel EB-037 is now forecast to be complete on February 3, 1998. This parcel continues to be critical with respect to contract C0502 NTP.



MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated September 1996]
EIS/EIR Addendum Approval Process

Concern/Impact

Twenty full take property acquisitions cannot be authorized by the MTA Board until the EIS/EIR Addendum has been approved. The EIR Addendum is expected to be approved by the Board in July 1997. This delay at present is not impacting the critical path and the current R.O.D. of May 18, 2004; however, further delays could impact the project schedule.

Status/Action

The earliest date foreseen for approving the EIS/EIR Addendum is July 1997. The Addendum has been submitted for FTA comments and MTA is responding to comments as they are received. MTA is proceeding with property appraisals but purchase offers cannot be made until the addendum is fully approved. MTA Board action is scheduled in July.

ONGOING

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

Concern/Impact

Due to continued slippage in the Final and Camera Ready submittals on contract C0502, design for this contract is critical for NTP of C0502. The initial delay was related to the "Two Pass" vs. "One-Pass with Option" tunnel liner and realignment of the CR tunnel at the Unocal Tank Farm. The additional delay is due to receipt of about 2,000 Pre-Final design comments within the last 48 hours of the comment submittal period, Third Party issues not completely resolved, and seismic redesign due to changes in MTA's design criteria. At present, it appears the Final Design Submittal will be July 18, 1997, and Camera Ready on August 15, 1997.

Status/Action

C0502, as the first major construction contract, remains vital to project success and the EMC and MTA are working to resolve comments as quickly as possible to assure a quality product and to avoid further delays. Potential schedule impact to R.O.D. is being reviewed and mitigation strategies developed.

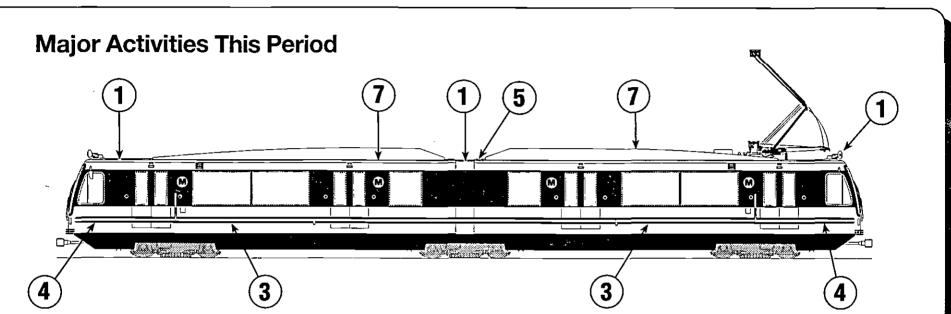
VEHICLE ACQUISITION PROJECT

EXECUTIVE SUMMARY

L.A. Light Rail Vehicle

Summary Status Report Period Ending - June 27, 1997





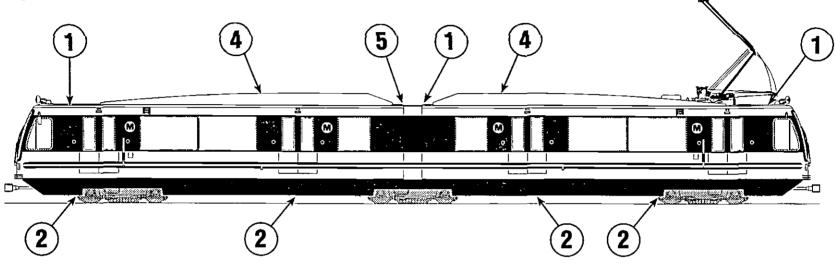
- 1. Carshell No. 12 and 13 were completed and shipped for final assembly. Assembly of 9 cars continued in Sacramento. The balance of carshells are stored in Stockton California until the assembly line can accommodate additional cars.
- 2. Met with new Siemens executive management to review project status, concerns and plans.
- 3. Met with Carson plant Quality Control and Project Management to review concerns with regards to Engineering Change Requests (ECR's), paint quality and other related issues.
- 4. MTA's newly adopted color striping design was forwarded to Siemens for review and implementation.
- 5. First Article Inspection (FAI) of EMI detector was conducted successfully.
- 6. Completed the design of Washington Street improvement for car delivery to MTA. Submitted plans to the city for construction permit.
- 7. Quality audit of HVAC supplier was conducted but results were not satisfactory.

L.A. Light Rail Vehicle

Summary Status Report Period Ending - June 27, 1997



Major Activities Next Period



- 1. Complete Carshell No. 14 and 15 and ship to Sacramento for final assembly. Continue final assembly of 9 cars in production line.
- 2. Start Static Testing the first car and test major components of the car such as propulsion, brakes and auxiliary power supply.
- 3. Meet with Siemens Project Management in Sacramento to review project status.
- 4. Complete HVAC Design Conformance Testing.
- 5. Attend ATC/Vehicle Integration meeting to resolve open interface items.

Z-S-

Summary Status Report Period Ending - June 27, 1997



FINANCIAL STATUS

Budget/Forecast Variance (in millions)

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

Budget/Forecast Variance Analysis

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

Expenditures to date are \$89,439,154.

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

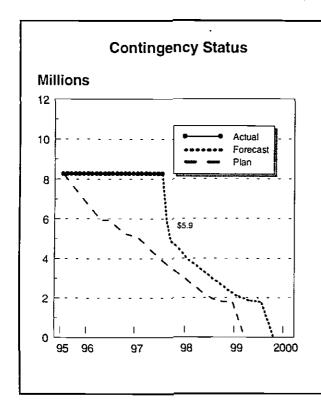
The Current Project Budget is \$257.6 million. The Total Project Forecast for June 1997 remained unchanged at \$201.4 million. The \$56.2 million variance between the current forecast and the current budget is a result of the reduction of the P2000 Contract from 74 cars to 52 cars, and a reduction in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

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

Summary Status Report Period Ending - June 27, 1997



FINANCIAL / SCHEDULE STATUS



Contingency Status Analysis

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

Schedule

Change from Last Month

Schedule Car Delivery

1 st Car	July 1998	-56 Days
52 nd Car	June 1999	+20 Days
Design Progress	90-95% complete	N/C
Fabrication Progress	40-45% complete	+5%
Critical Path	Car assembly	N/C
Delay (1 st Car)	-21 months	-2 Months
Data Date	June 1, 1997	

Schedule Analysis

The Contractor's last forecast schedule reflected a total of 21 months delay in 1st car deliveries. The last car, however, is scheduled to be delivered one month earlier than the previous month's projection. Subsystems with potential impact on delivery are air conditioning and communications equipment. Car assembly is still on the critical path. Acceleration of the delivery schedule for the first several cars is unlikely, however, the delivery schedule is projected to improve for later units.

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

L.A. LIGHT RAIL VEHICLE PROCUREMENT Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES

NEW

Item (Date Initiated: June 1997)

Line Breaker Dropout Timing

Concern/Impact

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

Status/Action

Attempts are being made to facilitate a resolution of this issue between STS and US&S. It is preferred that electric brake remain in force during emergency braking, as this appears to be a common sense approach. The system must be configured, however, such that the risk of the line breaker being energized does not outweigh the benefit of supplemental electric braking in emergency.

ONGOING

Item (Date Initiated: May 1997)

Battery Capacity

Concern/Impact

The first set of vehicle batteries were informally tested in Sacramento. Initial results were not satisfactory, in that voltage levels and capacity were lower than the specification requirements.

Status/Action

STS and Transrail, the auxiliary inverter supplier, have devised a "low impact" solution to this problem. One additional cell will be added to the battery, and the isolation diode will be reconfigured in-circuit so that battery output current will pass through fever circuit elements, lowering that drop within the unit and providing more voltage across the loads. It is anticipated that relocating the isolation diode will reduce the internal drop by 0.7 volts at 135 amps. This should be sufficient to permit STS to pass the one-hour test.

Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES (Con't)

Item (Date Initiated: May 1997)

Side Exterior Paint Flaking Off Car 202

Concern/Impact

A 3" x 5" section of paint detached from Carshell No. 202 when masking tape in the window vicinity was removed. A subsequent test revealed very little paint adhesion on the "B" half of Car 202, and one carshell, but that other cars in the fleet were acceptable.

Status/Action

Paint analyses have been conducted on paint samples from 202B, as well as the vehicles painted just prior and just after this car. Results indicate that only 202A has problems serious enough to mandate repainting. Carshell 201, which preceded 202 in the paint booth; and Carshell 301, which followed 202, have both had their paint systems tested. Siemens reports that results of these tests indicate no apparent anomalies. Car 202A will be repainted in Sacramento in a special tent set up outside the assembly facility for that express purpose.

Paint adhesion testing has been conducted on all cars at Sacramento, and a report issued. Other than on 202A, the results were generally satisfactory, with the possible exception of LRV 203, which failed (by mutually agreed acceptance criteria) five of fourteen paint adhesion tests. An analysis of the paint on that car has been requested.

Item (Date Initiated: May 1997)

Procedure Problems at Carson

Concern/Impact

A number of procedural discrepancies have been noted recently in the Carson operation. For example, manufacturing does not wait for Engineering sign-off on Engineering Change Notices (ECR's) before implementing changes. Additionally, configuration control recording is inconsistent between Engineering and Manufacturing. Finally, Inspection Problem Reports are being used as the controlling document to resolve configuration discrepancies.

Status/Action

Prompted by complaints from the MTA inspector at Carson, we met with both Carson Management and STS Sacramento Engineering at Carson to resolve issues regarding the documentation and approval of engineering changes, as well as the logging of discrepancies against carshells under construction. This loop has now been closed, with Carson QA requiring Sacramento Engineering sign-off before proposed changes are implemented.

The second issue was that discrepancies logged against carshells in Carson were going unrepaired before the carshells were shipped to Sacramento, shifting the burden of the clean-up work to the assembly facility. In response to this complaint, a new procedure was instituted at Carson wherein shop leaders will convene following the application of the finish paint coat (the final step in carshell fabrication) on any given carshell to discuss all open discrepancies and their resolution. The LTK inspector will be part of this meeting.

Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES (Con't)

Item (Date Initiated: September 1996)

Lack of Progress in the Development of Manuals and Training

Concern/Impact

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

Status/Action

No change from last report. Although, we note improvement in the timeliness and quality of the submissions, STS is still behind schedule. We will continue to monitor efforts in this area.

Item (Date Initiated: June 1996)

Vehicle Weight

Concern/Impact

Vehicle Weight Report, No. 13, indicates a margin of approximately 1,800 pounds under the specified weight. This news is encouraging in that the new estimate increased the margin by approximately 1,000 lbs. The total margin is now 1.3%. The estimate reflects actual equipment weights.

Status/Action

STS continues to monitor vehicle weight during the assembly of the first car and make improvements wherever possible. Vehicle Weight Report No. 14 was just received and is being reviewed.

Item (Date Initiated: February 1996)

Schedule Slippage

Concern/Impact

The June 1997 delivery schedule indicates a delay of 21 months for the first car with delivery of the last car approximately 7 months late.

Status/Action

Siemens is expected to start a two shift operation after the first few cars have reached a stable production rate.

Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES (Con't)

Item (Date Initiated: November 1995)

Carborne Signal Equipment for 16 Standard Cars

Concern/Impact

The current plan calls for 16 LA Standard Cars to be assigned to the Metro Blue Line (LA→Long Beach Branch). The Standard Cars require on-board signal equipment compatible with the Blue Line wayside equipment before they can enter revenue service. STS was requested to provide a proposal for the supply of on-board equipment. MTA is finalizing a Light Rail Fleet Plan which may alter the number of cars assigned to various lines and the quantity of on-board signal equipment required for purchase.

Status/Action

Siemens submitted a revised ROM cost which is under review by MTA. With the MTA Fleet Plan adopted, an MTA Board Report is being prepared to authorize staff to negotiate procurement of the required Carborne Signal Equipment.

Item (Date Initiated: July 1995)

Cancellation of 22 Standard Cars

Concern/Impact

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

Status/Action

Back-up data from STS has been evaluated by technical staff and submitted to the Audit Department for final determination. The final determination is scheduled for release by the Audit Department by July 1997.

Summary Status Report Period Ending - June 27, 1997



MANAGEMENT ISSUES (Con't)

Item (Date Initiated: March 1995)

HVAC Design

Concern/Impact

Although Sutrak has completed a Prototype Unit, which we have physically inspected, the Design Conformance Test or the First Article Inspection is yet to be completed due to a number of postponements by Sutrak.

Status/Action

It had been agreed that the Design Conformance Test (the First Article Inspection is largely complete) be completed when the first two HVAC packages are mounted on the first LRV (201). Due to the delay in the assembly of LRV 201, this has not yet occurred.

A Quality Audit of Sutrak has been conducted this month, and the findings were that Sutrak is presently not in compliance with its own Quality Assurance Plan, but may be moving in the right direction towards implementing the appropriate quality procedures. Previously, Sutrak had submitted a Quality Assurance Plan which was very well received. The concern is that many Sutrak employees are unaware of the procedures, and do not use them or the correct forms. Following the audit, Sutrak pledged to accelerate compliance with its own Quality Plan. A follow-up audit of Sutrak will be conducted within a month.

RESOLVED

Item (Date Initiated: May 1997)

Articulation Area Wiring Installation

Concern/Impact

Wiring installation in the articulation area of Carshell No. 1 is poorly designed and does not follow standard wiring practices.

Status/Action

STS has significantly improved the wiring routing and dress in the articulation section of Carshell No. 1. This issue has been resolved and is no longer a concern.