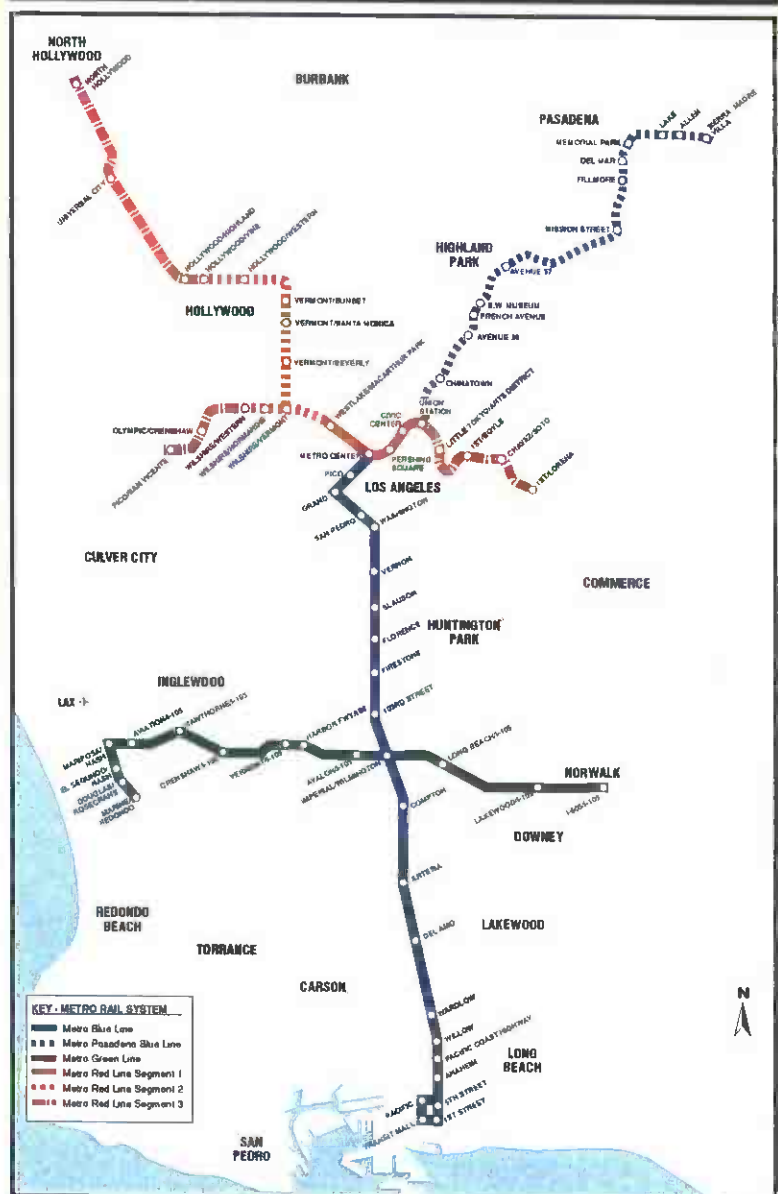


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



NOVEMBER 1997

RAIL PROGRAM STATUS SUMMARY

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

NOVEMBER 1997

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of November 1997

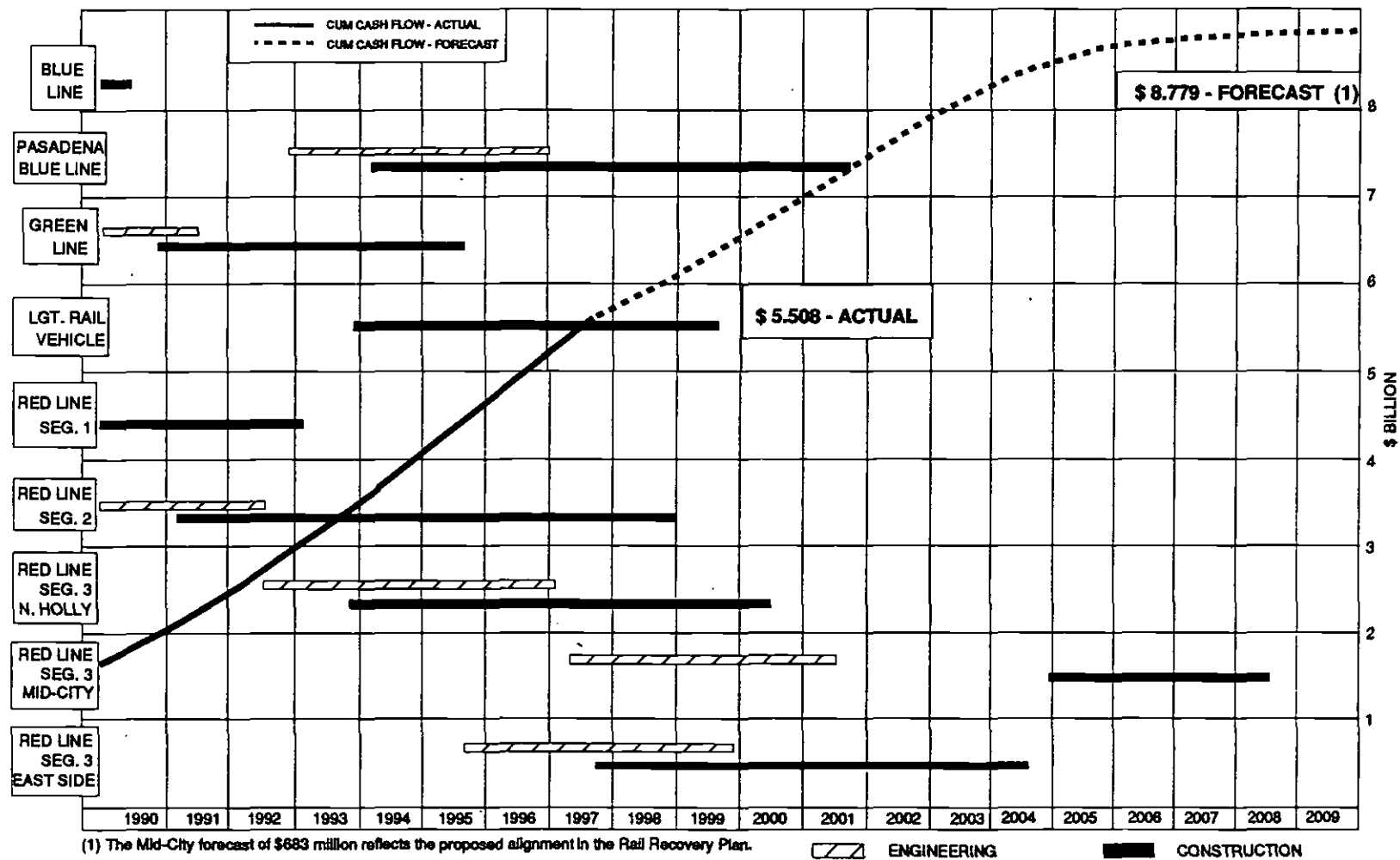
| | RED Segment 1 | RED Segment 2 | RED Seg 3 N. Hollywd | RED Seg 3 Mid-City | RED Seg 3 East Side | BLUE Long Beach/LA | BLUE Pasadena | GREEN | Light Rail Vehicle | Summary |
|-----------------------------------|------------------|---|----------------------------|--------------------------|---------------------------|--------------------------|------------------|----------------|-----------------------------------|---------------------------------|
| Length | 4.4 MI. | 6.7 MI. | 6.3 MI. | 2.3 MI. | 3.7 MI. | 22 MI. | 13.6 MI. | 20 MI. | — | 79 MI. |
| Number of Stations | 5 | 8 | 3 | 2 | 4 | 22 | 13 | 14 | 52 cars | 71 stas. |
| Technology | Heavy Rail | Heavy Rail | Heavy Rail | Heavy Rail | Heavy Rail | Light Rail | Light Rail | Light Rail | Light Rail | — |
| MTA Approved Opening Date | Jan 1993 | Wilshire Jul 1996 Vermont Dec 1998 | May 2000 | July 2008 | May 2004 | July 1990 | Aug 2001 | August 1995 | Final Car Delivery Aug 1999 | Final Completion Jul 2008 |
| Design Status | Completed | 98.2% | 92.9% | Final Not Started | 85.9% | Completed | 80.3% | Completed | Based on Milestones 95% | 3 of 9 complt. |
| Construction Status | Completed | 91.8% | 54.4% | Not Started | Not Started | Completed | 10.7% | 99% | Based on Milestones 50% | 3 of 9 complt. |
| Expenditures to Date (in mil.) | \$1437 | \$1432 | \$686 | \$13 | \$107 | \$860 | \$211 | \$669 | \$93 | \$5508 |
| MTA Approved Budget (in mil.) | \$1450 | \$1641 | \$1314 | \$491 | \$1049 | \$877 | \$804 | \$712 | \$258 | \$8596 |
| Federal Funding | 48% | 44% | 62% | 39% | 75% | 0% | 0% | 0% | 35% | 34% |
| State/Local Funding | 52% | 56% | 38% | 61% | 25% | 100% | 100% | 100% | 65% | 66% |

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

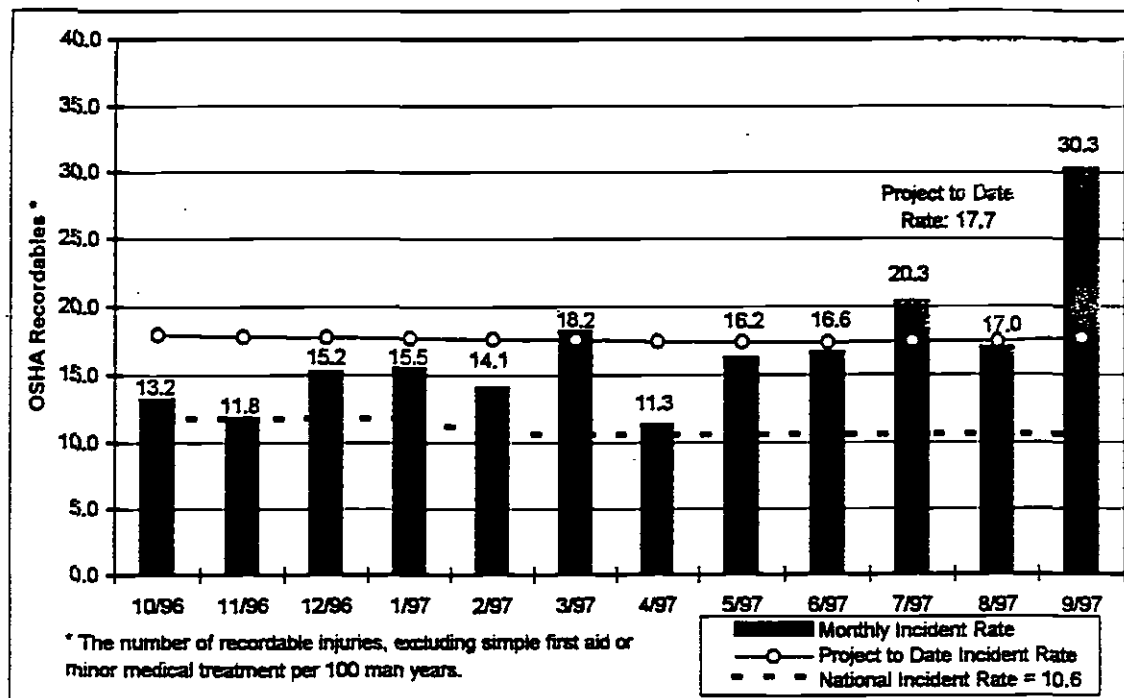
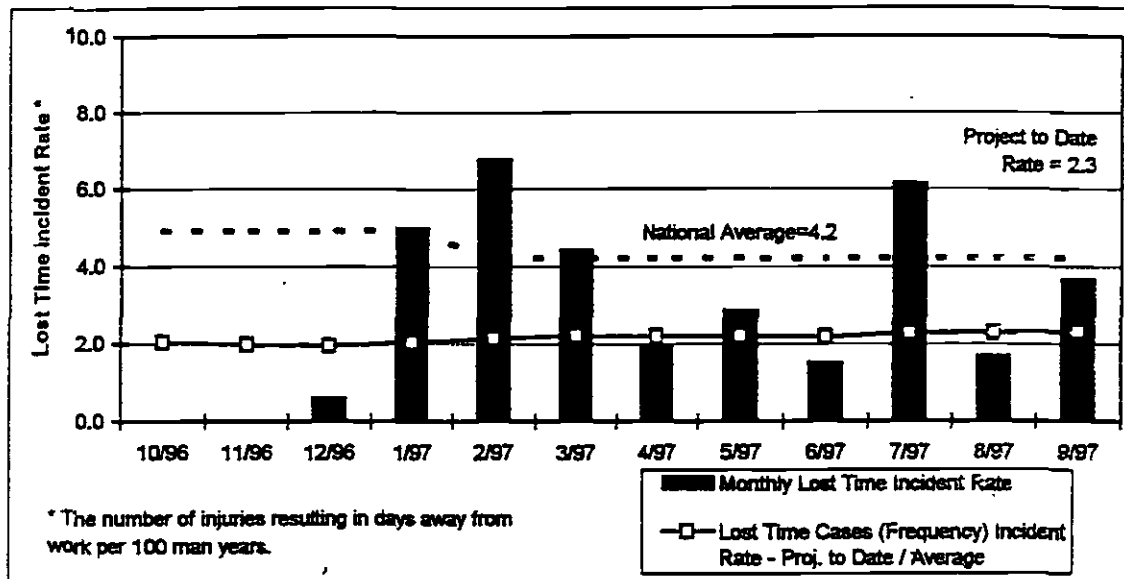
NOVEMBER 1997

| | METRO BLUE LINE | METRO GREEN LINE | METRO RED SEGMENT 1 | METRO RED SEGMENT 2 | METRO RED SEGMENT 3 - NH | METRO RED (1) SEGMENT 3 - MC | METRO RED SEGMENT 3 - ES | PASADENA BLUE LINE | LIGHT RAIL VEHICLE | TOTAL PROGRAM | % |
|--|--------------------|---------------------|------------------------|------------------------|-----------------------------|---------------------------------|-----------------------------|-----------------------|-----------------------|------------------|----|
| ORIGINAL SCOPE: | | | | | | | | | | | |
| FTA-SECTION 3 | | | 605.3 | 667.0 | 681.0 | 242.6 | 492.9 | | | 2688.8 | 31 |
| FTA - OTHER | | | | | | | | | | | |
| ISTEA - FED SURFACE TRANSIT PROG | | | | 52.1 | 50.0 | | 25.0 | | 84.0 | 211.1 | 3 |
| FED-ISTEA RSTP/CMAQ | | | | | 79.7 | 20.4 | 51.2 | | 6.1 | 157.4 | 4 |
| FTA-SECTION 9 | | | 90.6 | | | | | | | 90.6 | 1 |
| STATE | | 105.9 | 210.3 | 133.0 | 278.0 | 90.0 | 15.0 | 387.8 | 33.5 | 1253.5 | 12 |
| STATE TSM MATCH | | | | | 11.4 | 2.7 | 0.7 | | | 14.8 | 0 |
| SB 1895 TRUST FUND | | | | | 68.9 | | | | | 68.9 | 0 |
| PROPOSITION A | 877.2 | 205.1 | 179.5 | 478.9 | | | | | | 1740.7 | 20 |
| PROPOSITION C | | 395.3 | | | 38.3 | 327.3 | 464.4 | 416.1 | 134.0 | 1775.4 | 18 |
| PROP C (AMERICAN DISABILITY ACT) | | 6.0 | | | | | | | | 6.0 | 0 |
| CITY OF LOS ANGELES | | | 34.0 | 96.0 | 90.0 | | | | | 220.0 | 4 |
| BENEFIT ASSESSMENT | | | 130.3 | 25.4 | 13.5 | | | | | 169.2 | 2 |
| COST OVERRUN ACCOUNT | | | 200.1 | 123.1 | | | | | | 323.2 | 4 |
| APPROVED BUDGET | 877.2 | 712.3 | 1450.1 | 1675.5 | 1310.8 | 683.0 | 1049.2 | 803.9 | 257.6 | 8718.6 | 99 |
| CURRENT FORECAST | 877.2 | 727.4 | 1439.0 | 1618.4 | 1310.8 | 683.0 | 1098.4 | 823.7 | 201.4 | 8779.3 | |
| ADDITIONAL LOCALLY FUNDED ACTIVITIES: | | | | | | | | | | | |
| PROP C (TRANSIT ENHANCEMENTS) | | | | 62.7 | 2.7 | | | | | 65.4 | 1 |
| FED ISTEA RSTP/CMAQ | | | | 2.5 | | | | | | 2.5 | 0 |
| APPROVED BUDGET | 0.0 | 0.0 | 0.0 | 65.2 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 67.9 | 1 |
| CURRENT FORECAST | 0.0 | 0.0 | 0.0 | 65.2 | 0.8 | 0.0 | 7.4 | 0.0 | 0.0 | 73.4 | |

(1) The Mid-City budget of \$683 million reflects Total Funds Anticipated pending the selection of a preferred alternative, the Approved Budget is \$481 million.



Safety Summary Status



The information shown is based on September 1997 statistics. October 1997 Safety Statistics were not provided by MTA Risk Management.

METRO PASADENA BLUE LINE

Rail Program Status Summary

Period Ending - November 28, 1997



PROJECT DESCRIPTION

The Metro Pasadena Blue Line is a 13.7 mile conventional light rail project extending from Union Station to the eastern area of Pasadena. Thirteen stations are planned throughout the alignment. The line will travel through the City of Los Angeles, the community of Highland Park, and the cities of South Pasadena and Pasadena.

SCHEDULE PROGRESS

| | Expended (in \$ Mil.) | Percent Complete |
|----------------------------|--------------------------|---------------------|
| DESIGN | | |
| Monthly Progress | \$ 1.4 | 0.0 % |
| Prior Cumulative Prog. | 76.3 | 80.3 |
| Cumulative Progress | 77.7 | 80.3 |
| CONSTRUCTION | | |
| Monthly Progress | \$ 0.0 | 0.1 % |
| Prior Cumulative Prog. | 50.6 | 10.6 |
| Cumulative Progress | 50.6 | 10.7 |
| OTHER Cost Elements | \$82.5 | |
| TOTAL | \$ 210.8 | |

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

| Source | Total Funds Anticipated (in \$ mil.) | Total Funds Available (in \$ mil.) | Expend. |
|--------------------|--|--|----------------|
| State Prop 108 | \$20.0 | \$20.0 | \$20.0 |
| State Prop 116 | 40.0 | 40.0 | 40.0 |
| State Highway Acct | 327.8 | 76.5 | 37.6 |
| Prop C Highway 25% | 178.6 | 101.9 | 73.2 |
| Prop C 40% Discr. | 237.5 | 40.0 | 40.0 |
| TOTAL | \$803.9 | \$278.4 | \$210.8 |

BUDGET/FORECAST STATUS (in \$ mil.)

| Cost Element | Current Budget | Current Forecast |
|-----------------------|-------------------|---------------------|
| Construction | \$431.4 | \$413.6 |
| Professional Services | 258.9 | 279.8 |
| Real Estate | 55.5 | 49.8 |
| Utility Force Account | 12.4 | 15.4 |
| Special Programs | 2.2 | 2.2 |
| Contingency | 43.6 | 63.0 |
| Project Revenue | (0.1) | (0.1) |
| TOTAL PROJECT | \$803.9 | \$823.7 |

SCHEDULE STATUS

REVENUE OPERATIONS DATE: August 2001

A comprehensive re-scheduling effort was conducted in August, taking advantage of design revisions, improved design completion dates and a thorough examination of construction sequencing. The result of this rescheduling effort established the viability of the current August 2001 ROD. Various design packages have been prioritized in order to support the schedule. Presently, critical contracts C6420-LA River to Arroyo Seco Line Segment and C6450- Del Mar to Memorial Line Segment support the August 2001 ROD date.

CURRENT ACTIVITIES / ISSUES

The potential for design delays may jeopardize the recently developed schedule.

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - November 28, 1997



PROJECT DESCRIPTION

Metro Red Line Segment 2 is a continuation of the Segment 1 system and consists of the design, construction, testing and startup operations for 6.63 miles of a two-track rapid transit line, all in subway, with eight stations, three double crossovers and one pocket track.

SCHEDULE PROGRESS

| | Expended (in \$ Mil.) | Percent Complete |
|----------------------------|--------------------------|---------------------|
| DESIGN | | |
| Monthly Progress | \$ 1.6 | 0.3 % |
| Prior Cumulative Prog. | 160.9 | 98.2 |
| Cumulative Progress | 162.5 | 98.5 |
| CONSTRUCTION | | |
| Monthly Progress | \$13.4 | 0.7 % |
| Prior Cumulative Prog. | 921.1 | 91.1 |
| Cumulative Progress | 934.5 | 91.8 |
| OTHER Cost Elements | \$335.0 | |
| TOTAL | \$ 1432.0 | |

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

| Source | Total Funds Anticipated (in \$ mil.) | Total Funds Available (in \$ mil.) | Expend. |
|---------------------------|--|--|-----------------|
| FTA - Section 3 | \$522.4 | \$522.4 | \$522.4 |
| FTA - Sect 3 Defer. Local | 144.6 | 144.6 | 144.6 |
| FED ISTEA STP (State) | 52.1 | 52.1 | 52.1 |
| State of California | 133.0 | 133.0 | 133.0 |
| Proposition A | 478.9 | 417.3 | 371.1 |
| City of Los Angeles | 96.0 | 94.0 | 90.2 |
| Benefit Assessment Dist | 25.4 | 0.0 | 25.4 |
| Benefit Assess. Shortfall | 0.0 | 25.4 | 0.0 |
| Cost Overrun Account | 123.1 | 47.4 | 49.1 |
| Prop C Transit Enhance | 62.7 | 48.0 | 44.1 |
| ISTEA CMAQ/RSTP | 2.6 | 0.0 | 0.0 |
| TOTAL | \$1640.8 | \$1484.2 | \$1432.0 |

BUDGET/FORECAST STATUS (in \$ mil.)

| Cost Element | Current Budget | Current Forecast |
|-----------------------|-------------------|---------------------|
| Construction | \$1101.1 | \$1107.8 |
| Professional Services | 411.9 | 451.7 |
| Real Estate | 88.1 | 87.1 |
| Utility Force Account | 32.4 | 32.1 |
| Special Programs | 2.5 | 1.7 |
| Contingency | 4.8 | 4.4 |
| Project Revenue | 0.0 | (1.2) |
| TOTAL PROJECT | \$1640.8 | \$1683.6 |

SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

The project critical path is now controlled by the progress of the Automatic Train Control B620 contractor's on the critical wayside installation. The 116 calendar days of negative float forecast this period represents a 30 calendar day delay since last period. MTA executive management has directed that the least cost/acceptable risk ROD be established as the project goal. Accordingly, as evaluation of extended overhead versus selective acceleration was conducted. The analysis resulted in a February 20, 1999 ROD target which will be presented to the MTA Board and the FTA in January or February 1998 for approval.

CURRENT ACTIVITIES / ISSUES

The recent estimate at completion review resulted in the forecast increases seen in October for design engineering, construction management, agency, and other minor adjustments. Further analysis has been ongoing; forecast adjustments will be made in December to some construction contracts, OCIP, and claims risk and contingency. Over the last eight months, all efforts have been made to investigate the increases associated with these items. A Board report addressing these issues will be submitted to the MTA Board in January 1998.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - November 28, 1997



PROJECT DESCRIPTION

The North Hollywood Extension includes three stations and extends 6.7 miles northwest from the terminus of Segment 2 at Hollywood/Vine to a new terminus at North Hollywood station. Two intermediate stations, one at Hollywood/Highland and another at Universal City, complete this extension.

SCHEDULE PROGRESS

| | Expended (in \$ Mil.) | Percent Complete |
|----------------------------|--------------------------|---------------------|
| DESIGN | | |
| Monthly Progress | \$ 1.2 | 0.4 % |
| Prior Cumulative Prog. | 64.5 | 92.5 |
| Cumulative Progress | 65.7 | 92.9 |
| CONSTRUCTION | | |
| Monthly Progress | \$9.0 | 1.4 % |
| Prior Cumulative Prog. | 416.5 | 53.0 |
| Cumulative Progress | 425.5 | 54.4 |
| OTHER Cost Elements | \$195.0 | |
| TOTAL | \$ 686.2 | |

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

| Source | Total Funds Anticipated (in \$ mil.) | Total Funds Available (in \$ mil.) | Expend. |
|---------------------------|--|--|----------------|
| FTA - Section 3 | \$544.9 | \$291.4 | \$317.1 |
| FTA - Sect 3 Defer. Local | 136.3 | 72.8 | 79.2 |
| FED ISTEA STP (State) | 50.0 | 50.0 | 50.0 |
| FED ISTEA STP/CMAQ | 70.5 | 53.0 | 53.0 |
| FED ISTEA RSTP Defer | 9.1 | 6.9 | 6.9 |
| SB 1995 Trust Fund | 68.9 | 68.9 | 67.5 |
| State SHA/Article XIX | 45.9 | 20.9 | 20.9 |
| State Proposition 116 | 25.0 | 25.0 | 25.0 |
| State TSM Match | 11.4 | 10.5 | 7.9 |
| State CTIP | 207.2 | 0.0 | 0.0 |
| City of Los Angeles | 90.0 | 55.4 | 42.9 |
| Proposition C | 38.3 | 31.3 | 15.8 |
| Benefit Assessment Dist | 13.5 | 0.0 | 0.0 |
| Prop C (Artwork) | 2.5 | 0.6 | 0.0 |
| Prop C (Non-Rev Connect) | 0.3 | 0.0 | 0.0 |
| TOTAL | \$1313.8 | \$686.7 | \$686.2 |

BUDGET/FORECAST STATUS (in \$ mil.)

| Cost Element | Current Budget | Current Forecast |
|-----------------------|-------------------|---------------------|
| Construction | \$826.6 | \$834.1 |
| Professional Services | 301.5 | 328.2 |
| Real Estate | 89.0 | 87.3 |
| Utility Force Account | 26.3 | 26.0 |
| Special Programs | 0.0 | 0.0 |
| Contingency | 70.0 | 47.2 |
| Project Reserve | 0.4 | 0.1 |
| Project Revenue | 0.0 | (11.4) |
| TOTAL PROJECT | \$1313.8 | \$1311.5 |

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

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

CURRENT ACTIVITIES / ISSUES

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

METRO RED LINE SEGMENT 3 MID- CITY

Rail Program Status Summary

Period Ending - November 28, 1997



PROJECT DESCRIPTION

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

SCHEDULE PROGRESS

| | Expended (in \$ Mil.) | Percent Complete |
|----------------------------|--------------------------|---------------------|
| DESIGN | | |
| Monthly Progress | \$0.0 | 0.0 % |
| Prior Cumulative Prog. | 6.9 | 2.0 |
| Cumulative Progress | 6.9 | 2.0 |
| CONSTRUCTION | | |
| Monthly Progress | \$ 0.0 | 0.0 % |
| Prior Cumulative Prog. | 0.0 | 0.0 |
| Cumulative Progress | 0.0 | 0.0 |
| OTHER Cost Elements | \$5.9 | |
| TOTAL | \$12.8 | |

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

| Source | Total Funds Anticipated (in \$ mil.) | Total Funds Available (in \$ mil.) | Expend. |
|---------------------------|--|--|---------------|
| FTA - Section 3 | \$194.1 | \$4.1 | \$4.1 |
| FTA - Sect 3 Defer. Local | 48.5 | 1.0 | 1.0 |
| FED ISTE A STP (State) | 0.0 | 0.0 | 0.0 |
| ISTEA STP/CMAQ (Reg) | 18.1 | 1.3 | 1.3 |
| ISTEA RSTP Defer. Local | 2.4 | 0.1 | 0.1 |
| State Article XIX | 40.0 | 0.0 | 0.0 |
| Proposition 116 | 0.0 | 0.0 | 0.0 |
| Flex Congestion Relief | 50.0 | 0.0 | 0.0 |
| State TSM Match | 2.7 | 0.0 | 0.0 |
| City of Los Angeles | 0.0 | 0.0 | 0.0 |
| Prop C | 327.2 | 8.1 | 6.3 |
| TOTAL | \$683.0 | \$14.6 | \$12.8 |

BUDGET/FORECAST STATUS (in \$ mil.)

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

SCHEDULE STATUS

REVENUE OPERATIONS DATE: July 2008

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

CURRENT ACTIVITIES / ISSUES

The August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) is now planned for May 1998; the Project Adoption and Record of Decision milestones have also slipped accordingly. The July 2008 ROD is contingent on adoption of the Full Funding Grant Agreement. The Project baseline schedule will be finalized after Preliminary Engineering is completed.

METRO RED LINE SEGMENT 3 EAST SIDE

Rail Program Status Summary

Period Ending - November 28, 1997



PROJECT DESCRIPTION

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

SCHEDULE PROGRESS

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

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

| Source | Total Funds Anticipated (in \$ mil.) | Total Funds Available (in \$ mil.) | Expend. |
|---------------------------|--|--|----------------|
| FTA - Section 3 | \$394.3 | \$57.0 | \$57.1 |
| FTA - Sect 3 Defer. Local | 98.6 | 14.3 | 14.3 |
| FED ISTE A STP (State) | 25.0 | 25.0 | 0.0 |
| FED ISTE A STP/CMAQ | 45.4 | 17.7 | 0.0 |
| FED ISTE A RSTP Defer | 5.9 | 2.3 | 0.0 |
| State SHA/Article XIX | 0.0 | 0.0 | 0.0 |
| State Proposition 116 | 15.0 | 0.0 | 0.0 |
| State Flex Congest Relief | 0.0 | 0.0 | 0.0 |
| State TSM Match | 0.6 | 0.0 | 0.0 |
| City of Los Angeles | 0.0 | 0.0 | 0.0 |
| Proposition C | 464.4 | 35.6 | 35.6 |
| TOTAL | \$1049.2 | \$151.9 | \$107.0 |

BUDGET/FORECAST STATUS (in \$ mil.)

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

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2004

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

CURRENT ACTIVITIES / ISSUES

FTA directives require MTA to submit a revised recovery plan prior to negotiating a new Full Funding Grant Agreement (FFGA). Additional directives imposed until a recovery plan is approved are:

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

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

METRO PASADENA BLUE LINE

EXECUTIVE SUMMARY

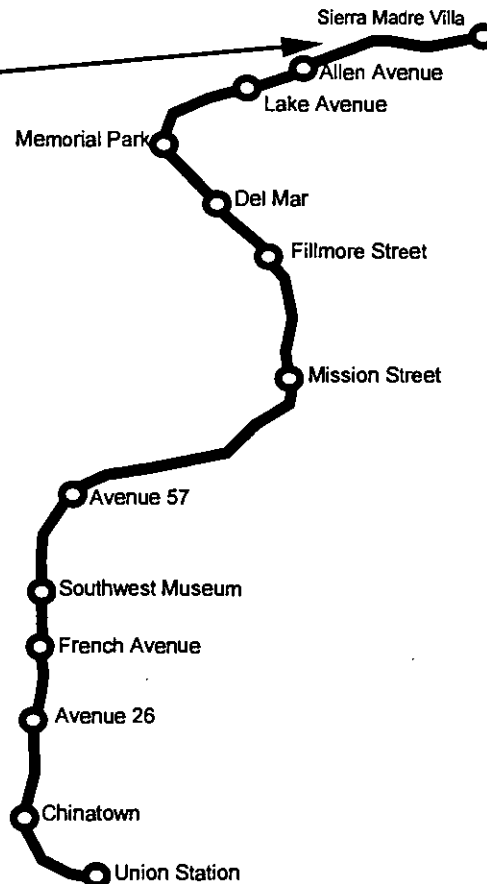
METRO PASADENA BLUE LINE
Monthly Project Status Report
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MAJOR ACTIVITIES THIS PERIOD (November 1997)

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Lake Ave.: Completed the barrier wall & fence, and striping of the Northbound lanes and bus lane to their original condition. Completed slope paving at the abutments.
- Lacy St.: Completed the installation of the catch plates at the piers.
- Foothill Blvd.: Completed filling the voids underneath the slope pavers, and slope paving at the abutments.
- Allen Ave.: Completed slope paving and installation of pavers.
- Commenced Erosion Control and Punchlist work on all bridges.
- A Substantial Completion Certificate was issued to the Contractor on November 18, 1997, after inspection of all the bridges by the MTA, MTC, EMC, Caltrans and City of Pasadena.



PROJECTWIDE ACTIVITIES

- Project staff completed its review of the current Basis of Design in August, which involved implementation of cost containment items; mitigating the incurred schedule delay to meet the Board-adopted Revenue Operations Date of August 2001; confirmed the project budget of \$803.9 million, and identified & determined resolution for any open issues. The results of the analysis were planned to be presented to the Board in September 1997, however postponement will continue pending resolution of the Recovery Plan.
- The Section Designer for C6390 - Chinatown Aerial Guideway Structure has made revisions to the Phase 1 package in response to EMC comments. Constructibility reviews were completed by MTC and comments were transmitted to the Section Designer for incorporation into the drawings.
- Project staff initiated a design schedule recovery plan for C6420 - L.A. River to Arroyo Seco Line Segment. Negotiations for preliminary design of the Marmion/Figueroa intersection grade separation were concluded. Preliminary Engineering for the intersection was reviewed with the L.A. Department of Transportation (LADOT) and the L.A. Bureau of Engineering (LABOE).
- The Section Designer for C6440 - Arroyo Seco to Del Mar Line Segment and EMC incorporated CCN 665 (Add MTA Telephone Conduit and Under-platform Enclosure) and comments received from Constructibility team members.
- EMC and the Section Designer for C6450 - Del Mar to Memorial Park Line Segment completed the pre-final design which was submitted to Third Parties and project staff during the period. In addition, negotiations for CCN 628 (Floating Slab) was finalized within the MTA's estimate.
- EMC continued work on H0060 - Train Control under CCN 664 (Design Changes to Accommodate MTA-Owned Telephone System).
- EMC continued work on H0070 - Traction Electrification under CCN 666 (Miscellaneous TPS Design Changes).
- Preliminary Engineering for all stations (except to support line segment contracts) was placed on hold pending Board action on the capital plan.

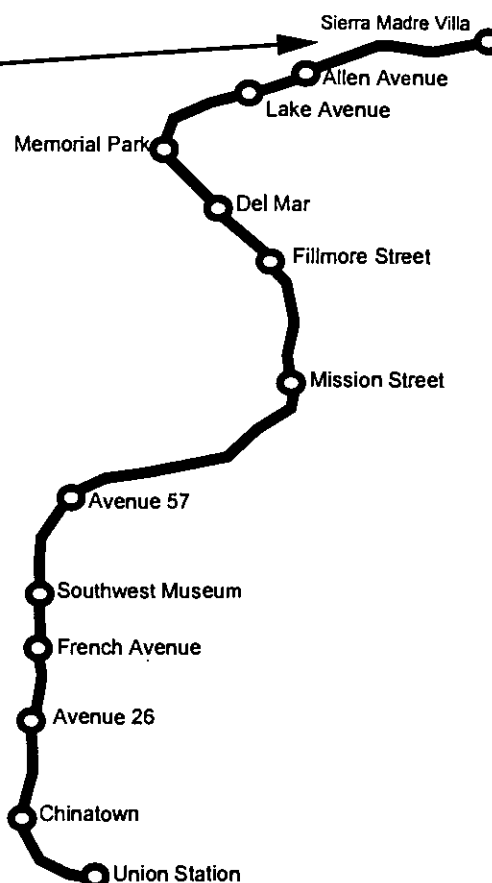
METRO PASADENA BLUE LINE
Monthly Project Status Report
Period Ending - November 28, 1997



MAJOR ACTIVITIES NEXT PERIOD (December 1997)

C6435 - Reconstruction & Retrofit of Steel & Concrete Bridges

- Complete punch list items on all bridges.



PROJECTWIDE ACTIVITIES

- EMC to submit the Phase 1 final design package for C6390 - Chinatown Aerial Guideway Structure to project staff. Project staff will begin an internal and readiness review once the package is received.
- The Section Designer for C6420 - L.A. River to Arroyo Seco Line Segment is to submit 85% of the pre-final design to EMC for interdisciplinary and intradisciplinary reviews.
- The Section Designer for C6440 - Arroyo Seco to Del Mar Line Segment is to furnish the final submittal on 12/05/97 and camera ready on 12/23/97.
- Comments on pre-final submittals for design drawings and specifications for C6450 - Del Mar to Memorial Park Line Segment are expected.
- EMC to complete work on H0060 - Train Control under CCN 664 (Design Changes to Accommodate MTA-Owned Telephone System).
- EMC to complete work on H0070 Traction Electrification under CCN 666 (Miscellaneous TPS Design Changes).
- Decisions on the Recovery Plan need finalization in order to remove hold on contract work.

METRO PASADENA BLUE LINE
Monthly Project Status Report
Period Ending - November 28, 1997



FINANCIAL STATUS

| Budget/Forecast Variance (\$ in millions) | | | | |
|---|----------------|------------------|--------------------|-----------------------------|
| Original Scope | | | | |
| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | BDGT/FCST VARIANCE | NOVEMBER CHANGE IN FORECAST |
| CONSTRUCTION | \$431.4 | \$413.6 | (\$17.8) | \$9.3 |
| PROFESSIONAL SERVICES | 258.9 | 279.8 | 20.9 | 19.8 |
| REAL ESTATE | 55.5 | 49.8 | (5.7) | 0.0 |
| UTILITY/FORCE ACCOUNT | 12.4 | 15.4 | 3.0 | 0.0 |
| SPECIAL PROGRAMS | 2.2 | 2.2 | 0.0 | (3.7) |
| CONTINGENCY | 43.6 | 63.0 | 19.4 | (6.8) |
| PROJECT REVENUE | (0.1) | (0.1) | 0.0 | 1.2 |
| TOTAL PROJECT | \$803.9 | \$823.7 | \$19.8 | \$19.8 |

| Additional Locally Funded Activities | | | | |
|---|----------------|------------------|--------------------|-----------------------------|
| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | BDGT/FCST VARIANCE | NOVEMBER CHANGE IN FORECAST |
| CONSTRUCTION | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| PROFESSIONAL SERVICES | 0.0 | 0.0 | 0.0 | 0.0 |
| REAL ESTATE | 0.0 | 0.0 | 0.0 | 0.0 |
| UTILITY/FORCE ACCOUNT | 0.0 | 0.0 | 0.0 | 0.0 |
| SPECIAL PROGRAMS | 0.0 | 0.0 | 0.0 | 0.0 |
| CONTINGENCY | 0.0 | 0.0 | 0.0 | 0.0 |
| PROJECT REVENUE | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

Budget/Forecast Variance Analysis
Original Scope / Additional Locally Funded Activities

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

Expenditures to date for Original Scope are \$211 million or 26% of the current total forecast.

The November forecast reflects changes in the following cost elements:

- **Construction** -- increased \$6.8 million due to the incorporation of Contract P2000 - L.A. Light Rail Vehicle Procurement; increased \$3.7 million due to the re-allocation of safety awareness and incentive costs from Special Programs; decreased \$1.2 million due to the re-allocation of insurance rebates from Project Revenue.
- **Professional Services** -- increased \$19.8 million due to the re-allocation of Project Administration from Additional Locally Funded Activities to Original Scope. For details of the change, refer to ES-12.
- **Special Programs** -- decreased \$3.7 million to re-allocate safety awareness and incentive costs to construction.
- **Project Revenue** -- re-allocate \$1.2 million insurance rebates to construction.
- **Project Contingency** -- decreased \$6.8 million to offset an increase to Contract P2000.

METRO PASADENA BLUE LINE
Monthly Project Status Report
Period Ending - November 28, 1997



CONTRACT/LINE ITEM VARIANCE REPORT

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

- No items to report this period.

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

- **LINE ITEM 04 - UTILITY RELOCATIONS:**

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

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

- **LINE ITEM 06 - ELECTRIFICATION:**

Current Budget \$ 35,121,600
Forecast: \$ 27,157,300
Variance: (\$ 7,964,300)
% Variance: (22.7%)

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

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

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

Mitigation: Extensive evaluations of the scope and schedule for Systemwide Equipment have resulted in the current forecast. In addition, the costs for Contract P2000 - L.A. Light Rail Vehicle Procurement were incorporated for the Carborne Automatic Train Protection (ATP) Systems. Mitigation of this line item is unlikely since the scope represents the minimum equipment requirements necessary to operate the Pasadena Blue Line rail project. Any further cutbacks would lead to reduced systems capabilities.

METRO PASADENA BLUE LINE
Monthly Project Status Report
Period Ending - November 28, 1997



CONTRACT/LINE ITEM VARIANCE REPORT (Con't)

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

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

Mitigation: The increase in forecast is attributable to the latest MTA staffing plan to support an August 2001 ROD. In addition, the Construction Unit overhead/fringe rate has increased from 165% of direct labor to 282% of direct labor. To mitigate this forecast overrun, the project staff is working to see where staffing levels for the various MTA support groups can be decreased while still maintaining overall quality and safety for the project. If Construction overhead rates decreased in the future, further savings can be realized. For details of the forecast change, refer to ES-12.

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

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

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

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

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

Mitigation: The Current Forecast reflects the latest review with the MTA Third Party Coordinator as to the current scope of the engineering support by outside agencies for the utility relocation effort. The increase in forecast is attributable to the present level-of-effort support of the utilities and government agencies. If construction durations can be improved, this could result in possible savings by shortening the design/construction reviews by these outside agencies.

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

Current Budget \$ 43,554,108
Forecast: \$ 63,034,703
Variance: \$ 19,480,595
% Variance: 44.7%

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

METRO PASADENA BLUE LINE
Monthly Project Status Report
Period Ending - November 28, 1997

FINANCIAL DETAIL
STATUS OF FUNDS BY SOURCE

(IN THOUSANDS OF DOLLARS)

| SOURCE | ORIGINAL BUDGET | TOTAL FUNDS ANTICIPATED (1) | TOTAL FUNDS AVAILABLE | COMMITMENTS | | EXPENDITURES | | BILLED TO SOURCE | |
|-----------------------|--------------------|--------------------------------------|-----------------------------|------------------|------------|------------------|------------|------------------|------------|
| | | | | \$ | % | \$ | % | \$ | % |
| STATE PROP 108 | \$368,300 | \$20,000 | \$20,000 | \$20,000 | 100% | \$20,000 | 100% | \$20,000 | 100% |
| STATE PROP 116 | \$37,263 | \$40,000 | \$40,000 | \$40,000 | 100% | \$40,000 | 100% | \$40,000 | 100% |
| STATE HIGHWAY ACCOUNT | \$0 | \$327,800 | \$76,500 | \$37,603 | 11% | \$37,603 | 11% | \$35,646 | 11% |
| PROP C (HIGHWAY 25%) | \$0 | \$178,547 | \$101,925 | \$134,931 | 76% | \$73,176 | 41% | \$73,176 | 41% |
| PROP C (40% DISC.) | \$435,437 | \$237,522 | \$40,000 | \$40,000 | 17% | \$40,000 | 17% | \$40,000 | 17% |
| TOTAL | \$841,000 | \$803,869 | \$278,425 | \$272,534 | 34% | \$210,779 | 26% | \$208,822 | 26% |

NOTE: (1) Based on Current Budget

Expenditures are through October 1997

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METRO PASADENA BLUE LINE

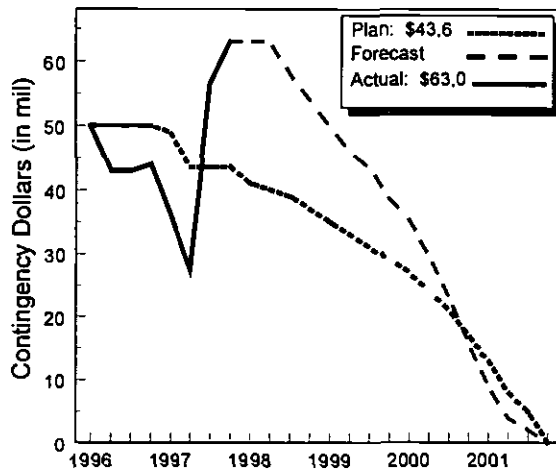
Monthly Project Status Report

Period Ending - November 28, 1997



FINANCIAL STATUS

Contingency Status

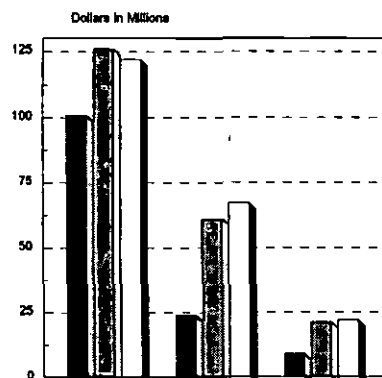


NOTE: The Plan is based on the budget approved by the Board in February 1996 and incorporates all Project Budget Change Requests. The plan will be revised upon Board approval.

Contingency Status Analysis

The total project unallocated contingency forecast decreased \$6.8 million during November to reflect the incorporation of Contract P2000 - L.A. Light Rail Vehicle Procurement. The total project contingency is currently \$63.0 million.

Professional Service Contracts Consultant Cost Status



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

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

Professional Services Cost Analysis

There was no change this period to the Consultant budget and forecast.

METRO PASADENA BLUE LINE

Monthly Project Status Report

Period Ending - November 28, 1997



SCHEDULE STATUS

| Schedule | | Change from Last Month |
|--|-------------|---------------------------|
| Current R.O.D. | August 2001 | None |
| Design Progress | 80.3% | None |
| Constr. Progress | 10.7% | +0.1 |
| Critical Path Float (Calendar Days) | -35 | None |

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

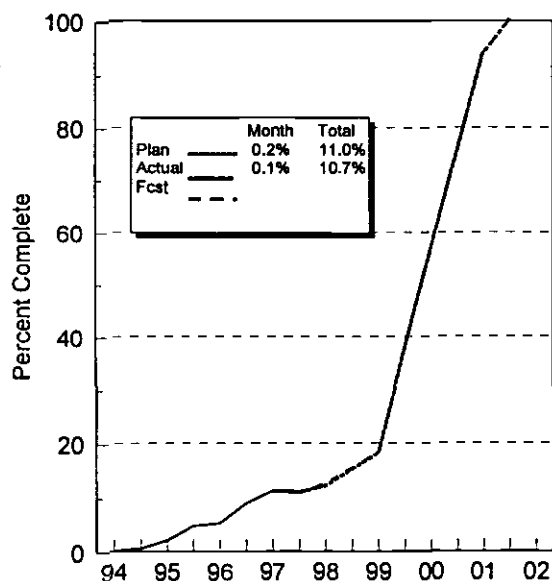
Current Critical Path Analysis

The November schedule update continues to show 35 calendar days of negative float. The slippage was caused by design delays in C6390 - Chinatown Aerial and H0070 - TPS/OCS Systems contracts.

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

Subcritical contracts are C6400 - Yard & Shops C6420 - L.A. River to Arroyo Seco Bridge, C6440 - Arroyo Seco Bridge to Del Mar, C6450 - Del Mar to Memorial Park, and C6490 - Union Station & Sierra Madre Villa Stations. Day-for-day slippages will continue if design is not mitigated.

Construction Progress



Construction Progress Analysis

As a result of the schedule mitigation measures, the construction plan has been revised. The new plan reflects the following construction contracts to be advertised: one (1) in 1997, fourteen (14) in 1998, three (3) in 1999, and one (1) in 2000. Currently, there is one (1) on-going contract and three (3) contracts have been completed.

The November schedule update shows a thirty-five (35) calendar day slippage due to delays in final design.

METRO PASADENA BLUE LINE
Monthly Project Status Report
Period Ending - November 28, 1997



SAFETY STATUS / MANAGEMENT ISSUES

| Construction Safety Statistics | | | Construction Safety Summary | |
|--|-----|----------------------------------|--|--|
| | | Change from <u>Last Month</u> | <ul style="list-style-type: none">• The Project is expending 15,000 work hours per month and has continued with zero Lost Time Cases and no Lost Work Days.• To date, over 760,000 work hours were completed without a Lost Time Injury.• The OSHA-200 incidence rate is approximately one half of the National Average of 10.6. | |
| Recordable Injury Rate: | | | | |
| The number of recorded injuries (excluding simple first aid or minor medical treatment) per 100 man years. | | | | |
| 1995 National Average | N/A | | | |
| Project Rate | N/A | N/A | | |
| Lost Time Incident Rate: | | | | |
| The number of injuries resulting in days away from work per 100 man years. | | | | |
| 1995 National Average | N/A | | | |
| Project Rate | N/A | N/A | | |
| NOTE: The information shown is based on September 1997 statistics. October 1997 Safety Statistics were not provided by MTA Risk Management. | | | | |

MANAGEMENT ISSUES

NEW

Item (Date Initiated: November 1997)

CWO 039, Project Management & Support

Concern/Impact

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

Status/Action

Project staff awaits direction from the December Board meeting on the Recovery Plan in order to initiate CWO 039, Part B negotiation in support of the CWO 041 restart.



MANAGEMENT ISSUES (Con't)

NEW (con't)

Item (Date Initiated: November 1997)

CWO 040/041 Final Section Designer Contracts

Concern/Impact

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

Status/Action

Project staff awaits the EMC change notices.

Item (Date Initiated: November 1997)

CWO 042, Design Support for Preliminary Engineering

Concern/Impact

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

Status/Action

Project Staff awaits the completion of the audit.

Item (Date Initiated: November 1997)

Owner's Controlled Insurance Program (OCIP)

Concern/Impact

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

Status/Action

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



MANAGEMENT ISSUES (Con't)

ONGOING

Item (Date Initiated: October 1997)

CWO 041, Station / Yard Design Delay

Concern/Impact

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

Status/Action

MTA had directed EMC to bring the Section Designers on board by the end of October. However, before the end of October, the EMC was directed to suspend negotiations until further notice due to a hold on contracting actions pending resolution of the Recovery Plan.

Item (Date Initiated: August 1997)

CEQA Environmental Document/ Issues Resolution Task Force

Concern/Impact

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

Status/Action

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

Item (Date Initiated: July 1997)

Issues Resolution Task Force

Concern/Impact

In July, a PBL project task force was initiated to identify all issues that may have an impact to the project. The intent was to evaluate all issues, and determine any action that may be required for the Board's consideration. Twelve issues were identified and their impact, along with the pros and cons were evaluated. Recommendations to the Board were formulated in time for the September Board meeting. However, the Board presentation has been postponed pending resolution of the Recovery Plan.



MANAGEMENT ISSUES (Con't)

ONGOING (Cont'd)

Issues Resolution Task Force

Status/Action

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

Major areas being pursued are:

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

Item (Date Initiated: May 1997)

Agency Cost Overrun

Concern/Impact

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

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

Status/Action

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

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

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

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



MANAGEMENT ISSUES (Con't)

ONGOING (Cont'd)

Item (Date Initiated: August 1996)

Real Estate Availability

Concern/Impact

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

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

Status/Action

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

Terminal Annex Property: The MTA received a conceptual landscaping plan for Vignes Street for the Ratkovich Villanueva Partnership. The plan is being reviewed with City agencies, L.A. Department of Transportation (LADOT), L.A. Bureau of Engineering (LABOE), and street tree maintenance. The Ratkovich property easements appraisal process began this period.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

METRO RED LINE Segment 2

Monthly Project Status Report

Period ending—November 28, 1997



Major Activities - This Period

B281 Hollywood/Vine Station and Crossover - Substantially completed restoring south Argyle Avenue. Continued grading, as well as concrete and paving work in the plaza area. Substantially completed installing ductwork and fans in the main station. Continued wiring and testing station equipment. Continued installing film reel ceilings and wall tile at the mezzanine level. The Contractor has achieved 11 liquidated damage milestones to date. The Contract is 92% complete.

B271 Hollywood/Western Station - Completed concreting and backfilling station appendages. Continued curb, gutter, and utility restoration work. Continued wiring at the west end of the station. Fully activated permanent power and began testing electrical equipment at the east end of the station. Completed installing platform floor tile and began mezzanine wall tile. The Contractor has achieved 11 liquidated damage milestones to date. The Contract is 93% complete.

B252 Vermont/Santa Monica Station and Crossover - Continued restoring Vermont Avenue, including constructing sidewalks, curb, and gutter. Continued installing irrigation lines and concrete pavers at the north entrance plaza. Continued testing electrical and mechanical equipment. Continued interior finish work, including installing metal ceiling panels and column cladding. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 96.5% complete.

B261 Vermont/Sunset Station - Completed constructing the entrance ancillary level exterior walls and continued constructing interior walls. Continued concreting the station appendages. Continued relocating utilities in preparation for deck removal. Continued installing electrical equipment, ductwork, wire, and mechanical piping. Continued installing platform edge pavers and ceiling panels. The Contractor has achieved 6 liquidated damage milestones to date. The Contract is 86% complete.

B241 Vermont/Beverly Station - Continued concreting station appendages. Continued curb and gutter work on Vermont Avenue. Continued plaza restoration work, including placing colored concrete. Continued installing ductwork, mechanical piping, electrical equipment, and exposed conduit. Continued testing station electrical equipment. Continued installing station finishes, including tile, metal ceilings, and rockwork artwork. The Contractor has achieved 8 liquidated damage milestones to date. The Contract is 93% complete.

Operating →

Wilshire/
Western

Wilshire/
Normandie

Wilshire/
Vermont

Wilshire/
Alvarado

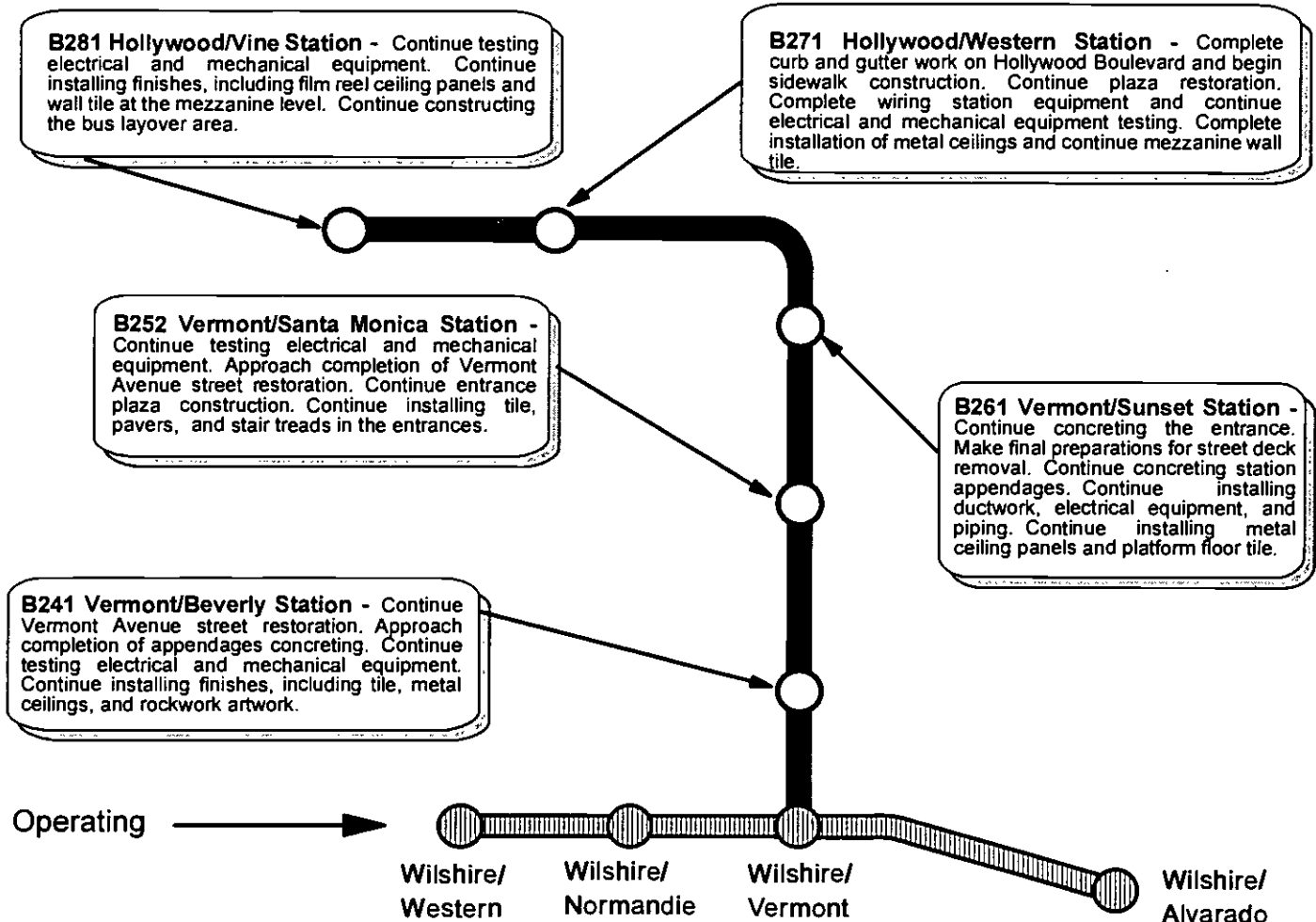
SYSTEMWIDE ACTIVITIES

- B610, Trackwork, completed tunnel work, including crossover at B281; started punchlist work. Yard work started this period.
 - B620, Automatic Train Control Installation, continued installation of communication cable in the AL and AR tunnels; started fiber optic and cable transmission cabling in AL tunnel.
 - B631, Traction Power, completed installation and testing in the Vermont/Beverly Station for energizing traction power substation equipment; continued installation in the Hollywood/Western and Hollywood/Vine stations. Vermont/Sunset Station installation delayed pending assessment of water damage.
 - B641, Radio, continued installation in the Vermont/Santa Monica, Hollywood/Western, and Hollywood/Vine stations.
 - B642, Public Address, equipment is in storage with Communications Installation contractor.
 - B644S, Fiber Optic and Cable Transmission, equipment is in storage for installation by the B648B contractor.
 - B646, Fire and Emergency Management, continued design development of programmable logic controller modules (PLCs) for Vermont/Sunset and Vermont/Beverly stations. The Contractor delivered hardware and software for the Hollywood/Western and Hollywood/Vine stations.
 - B648B, Communication Installation, closed circuit television equipment were delivered for installation at available stations. Cable pulling and equipment installation continued in Vermont/Santa Monica and Hollywood/Vine stations.
 - B710, Elevator/Escalator, Elevator equipment installation continued at Hollywood/Vine, Vermont/Santa Monica and Hollywood/Western stations.
 - B740/B745, Air Handling/Ventilation, installation of fan equipment continued at available stations.
- Fabrication of remaining systemwide equipment continued.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending–November 28, 1997



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES

B610, Trackwork, Contractor is to substantially complete punchlist work in the tunnel.

B620, Automatic Train Control Installation, Contractor is to continue cable pulling and to start wayside equipment installation.

B631, Traction Power, Contractor is to resume installation at B261 station and to continue testing at other stations.

B641, Radio, Contractor is to continue installing radio cable in the Vermont/Beverly, Hollywood/Western, and Hollywood/Vine stations and is to complete outside antenna installation at the Vermont/Santa Monica Station.

B646, Fire and Emergency Management, Contractor is to deliver programmable logic controller (PLC) hardware and software to the Vermont/Sunset and Vermont/Beverly stations equipment.

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

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

Fabrication of remaining systemwide equipment is to continue.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—November 28, 1997



FINANCIAL STATUS

Budget/Forecast Variance (in millions)
Original Scope

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | BDGT/FCST VARIANCE | NOVEMBER CHANGE IN FORECAST |
|-----------------------|----------------|------------------|--------------------|-----------------------------|
| Construction | \$1,053.8 | \$1,059.8 | 6.0 | 0.2 |
| Professional Services | 395.1 | 434.6 | 39.5 | 1.2 |
| Real Estate | 88.1 | 87.1 | (1.0) | 0.0 |
| Utility/Force Account | 32.4 | 32.1 | (0.3) | 0.0 |
| Special Programs | 2.5 | 1.7 | (0.8) | 0.0 |
| Contingency | 4.8 | 4.4 | 0.4 | (1.4) |
| Project Revenue | 0.0 | (1.2) | (1.2) | 0.0 |
| Total Project | \$1,576.6 | \$1,618.4 | \$41.8 | \$0.0 |

Additional Locally Funded Activities

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | BDGT/FCST VARIANCE | NOVEMBER CHANGE IN FORECAST |
|--|----------------|------------------|--------------------|-----------------------------|
| Construction | \$47.3 | \$48.0 | 0.7 | 0.0 |
| Professional Services | 16.8 | 17.1 | 0.3 | 0.0 |
| Real Estate | 0.0 | 0.0 | 0.0 | 0.0 |
| Utility/Force Account | 0.0 | 0.0 | 0.0 | 0.0 |
| Special Programs | 0.0 | 0.0 | 0.0 | 0.0 |
| Contingency | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Additional Locally Funded Activities | 64.2 | 65.2 | 1.0 | 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 \$1,387.6 million or 86% of current total forecast.

Commitments to date for Original Scope are \$1,513.0 million or 93% of current total forecast.

The Current Budget experienced no changes this period. Aspects of the budget variance are discussed in Management Issues.

The Estimate at Completion (EAC) review for November resulted in a net change of \$0. Changes were as follows:

The forecast changes this period consist of a Construction increase of \$0.2 million, due to:

- B252, Vermont/Santa Monica Station—Forecast increase of \$0.3 million.
- B281, Hollywood/Vine Station—Increase of \$0.2 million.
- B643, Closed Circuit Television—Decrease of \$0.3 million.

Continued on ES-4



FINANCIAL STATUS

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

Professional Services increased \$1.2 million due to:

- CM001, Configuration Management (LKG)—Forecast increase of \$0.4 million.
- CM002, Configuration Management (1998–2001)—Forecast increase of \$0.6 million.
- MS072, Printing Services—Forecast increase of \$0.2 million.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending–November 28, 1997



Budget/Forecast Variance Analysis
Additionally Locally Funded Activities

Expenditures to date for Additionally Locally Funded Activities are \$43.9 million or 67% of current total forecast.
Commitments to date for Additionally Locally Funded Activities are \$54.3 million or 83% of current total forecast.
Aspects of the budget variance are discussed in Management Issues.
There were no forecast changes this period. There was no change to the total project forecast cost.

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

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—November 28, 1997



CONTRACT/LINE ITEM VARIANCE REPORT

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

No items to report this period.

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

| | | |
|--|------------------|---------------|
| LINE ITEM 3—HAZARDOUS MATERIALS | Current Budget: | \$ 25,340,000 |
| | Forecast: | 28,135,000 |
| | Variance: | (2,795,000) |
| | Percent Variance | (11.0) |

Mitigation: The scope of the Parsons Environmental Science remaining work will be reevaluated to determine if the forecast can be reduced.

| | | |
|--|------------------|---------------|
| LINE ITEM 19—PROJECT ADMINISTRATION | Current Budget: | \$ 55,012,000 |
| | Forecast: | 78,808,000 |
| | Variance: | 23,796,000 |
| | Percent Variance | 43.3 |

Mitigation: The overhead allocation methodology has been reviewed by both MTA administrative staff and financial consultants and has been determined to be appropriate. To mitigate costs, project staff are therefore concentrating on the direct labor charges proposed for each administrative/management function and staffing requirements for other MTA divisions.

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

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—November 28, 1997

STATUS OF FUNDS BY SOURCE

METRO RAIL PROJECT SEGMENT 2
(IN MILLIONS OF DOLLARS)

STATUS OF FUNDS BY SOURCE

| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED (5) | (C) TOTAL FUNDS AVAILABLE | (D) COMMITMENTS \$ | (D/B) % | (E) EXPENDITURES \$ (6) | (E/B) % | (F) BILLED TO SOURCE \$ | (F/B) % |
|--|---------------------------|---|------------------------------------|--------------------------|------------|----------------------------------|------------|-------------------------------|------------|
| | | | | | | | | | |
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA-SECTION 3 | \$667.000 | \$522.398 | \$522.398 | \$522.398 | 100% | \$522.398 | 100% | \$522.398 | 100% |
| FTA-SECTION 3 DEFERRED LOCAL SHARE (1) | | \$144.604 | \$144.604 | \$144.604 | 100% | \$144.604 | 100% | \$144.604 | 100% |
| FED ISTEA STP (STATE) | \$0.000 | \$52.100 | \$52.100 | \$52.100 | 100% | \$52.100 | 100% | \$52.100 | 100% |
| STATE | \$185.985 | \$133.029 | \$133.029 | \$133.029 | 100% | \$133.029 | 100% | \$133.029 | 100% |
| PROPOSITION A | \$439.447 | \$478.899 | \$417.384 (7) | \$478.899 | 100% | \$370.983 | 77% | \$370.983 | 77% |
| CITY OF L.A. | \$98.000 | \$98.000 | \$94.000 (8) | \$98.000 | 100% | \$90.095 | 94% | \$90.095 | 94% |
| BENEFIT ASSESS. | \$58.000 | \$25.400 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| BENEFIT ASSESS. SHORTFALL (2) | \$0.000 | \$0.000 | \$25.400 | \$25.400 | 0% | \$25.400 | 0% | \$25.400 | 0% |
| COST OVERRUN ACCOUNT (3) | \$0.000 | \$123.123 | \$47.378 | \$60.527 | 49% | \$49.008 | 40% | \$47.378 | 38% |
| TOTAL | \$1,448.432 | \$1,575.551 | \$1,436.291 | \$1,512.955 | 96% | \$1,387.815 | 88% | \$1,385.985 | 88% |
| OTHER LOCALLY FUNDED ACTIVITIES (4): | | | | | | | | | |
| PROP C (TRANSIT ENHANCEMENTS) | \$0.000 | \$82.702 | \$47.993 | \$54.268 | 87% | \$43.908 | 70% | \$43.908 | 70% |
| ISTEA CMAQ/RSTP (TRANSIT ENH.) | \$0.000 | \$2.528 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| TOTAL | \$0.000 | \$65.230 | \$47.993 | \$54.268 | 83% | \$43.908 | 67% | \$43.908 | 67% |
| (1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st, 1992. (2) The current Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital. (3) The Cost Overrun Account includes CAPRA funds as well as MTA Proposition A to cover cost overruns. (4) This includes approximately \$8M for the Kaiser Portal scope which is anticipated to receive \$2.5M from Federal ISTEA CMAQ/RSTP funds. (5) Based on Current Budget (6) Expenditures are cumulative through October 1997. (7) Based on actuals through FY 97 plus FY 98 budget. FY 98 Prop A 35% Rail Capital will also contribute to the funding of the Cost Overrun Account. (8) Reflects City of LA funding contribution through FY 98 based on Funding Agreement between City of LA and MTA | | | | | | | | | |



METRO RED LINE Segment 2
Monthly Project Status Report
Period ending–November 28, 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 October 31, 1997 is \$24,032,375.

The revised budget growth is funded as follows:

| | |
|---------------|----------|
| CAPRA | \$21.6M |
| Proposition A | \$101.5M |

Fiscal Year 1998 Budget

The MTA will submit a revised Fiscal Year 1998 budget to the MTA Board on December 11, 1997. The revised budget is \$160.2M with funding to be provided by the following sources:

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

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

Future Funding Needs

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

METRO RED LINE Segment 2 Monthly Project Status Report Period ending—November 28, 1997

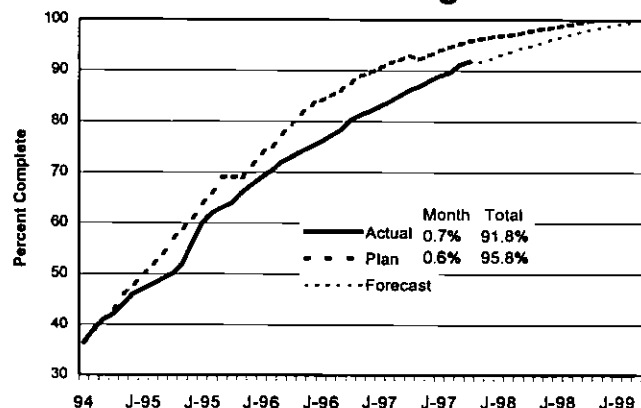


SCHEDULE STATUS

Schedule

| | | Change from Last Month |
|------------------------|---------------|---------------------------|
| Current ROD | Dec. 19, 1998 | 0 |
| Design Progress | 98.5% | .3 |
| Critical Path Float | -116 Days | -30 |
| Const. Progress | 91.8% | 0.7 |

Construction Progress



Current Critical Path Analysis

The 116 calendar days of negative float forecast this period represents a 30-calendar-day loss since last period. The increased negative float is due to the B620 Contractor's lack of progress on the critical ATC wayside installation since the October 20, 1997 official access. The schedule was negatively impacted by 30 days this period, reflecting correct contract duration of B620 work.

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

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

Construction Progress Analysis

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

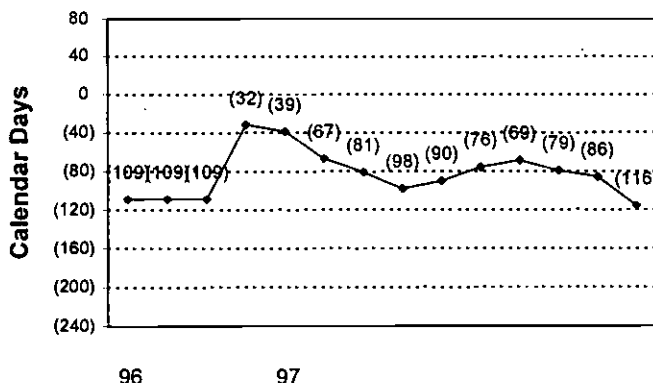
The overall project progress remains behind the planned progress by 4.0%, due to earlier delays in facilities (stations and tunnels) construction caused by unforeseen conditions, design changes, and later-than-planned placement of station and tunnel concrete and finish work.

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

- Planned progress for the B241 (Vermont/Beverly Station) and B252 (Vermont/Santa Monica Station and Crossover) contracts was zero (they were scheduled to be 100% complete). Actual progress was 1% to 0.5% percent reported, respectively.

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.

Float Trend



METRO RED LINE Segment 2

Monthly Project Status Report

Period ending–November 28, 1997



SAFETY STATUS

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 work years.

| | | |
|-----------------------|------|------|
| 1995 National Average | 10.6 | |
| Project Rate | 18.9 | +N/A |

Lost Time Rate (Frequency)

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

| | | |
|-----------------------|-----|-----|
| 1995 National Average | 4.2 | |
| Project Rate | 2.6 | N/C |

(Based on September 1997 statistics)

Construction Safety Summary

- The Project-to-Date Lost Time Injury Rate is 2.6. This rate is below the 1995 National Average of 4.2.
- The project is currently expending over 185,000 work hours each month and has produced over 11,853,000 work hours to date.

October 1997 safety statistics were not provided by MTA Risk Management. The information shown is based on September 1997 statistics.

MANAGEMENT ISSUES

NEW

Item

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

Concern/Impact

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

Status/Action

Based on total incurred value analysis of historical and future construction project losses, there is a potential for a cost overrun in this line item. The Risk Management Division will provide the Construction Division with updates to this type of analysis for continuing budget review.

METRO RED LINE Segment 2

Monthly Project Status Report

Period ending–November 28, 1997



NEW

Item

Project Revenue Operations Date (ROD) Forecast

Concern/Impact

A continuing trend of construction and systems installation delay has resulted in a revised forecast ROD 17 weeks beyond the current ROD of December 19, 1998. The present schedule forecast date has moved to April 1999.

Status/Action

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

ONGOING

Item (Initiated June 1997)

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

Concern/Impact

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

Status/Action

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

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

Cure Notice was issued to Contractor to complete its delivery of units to the facilities and to perform work in accordance with contract requirements. MTA is continuing to monitor Contractor's performance.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending–November 28, 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 recent estimate at completion review resulted in the forecast increases seen in October for design engineering construction management, agency, and other minor adjustments. Further analysis has been ongoing; forecast adjustments will be made in December to some construction contracts, OCIP, and claims risk and contingency. Over the last eight months, all efforts have been made to investigate the increases associated with these items. A Board report addressing these issues will be submitted to the MTA Board in January 1998.

ONGOING

Item (Initiated December 1996)

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

Concern/Impact

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

Status/Action

A study to evaluate options to mitigate the current delays is ongoing. The alternatives being examined include, but are not limited to, accelerating B261 entrance completion and follow-on systems integrated testing. The study, including recommendations for action, will be concluded in December 1997.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending–November 28, 1997



RESOLVED

Item

Agency Cost Overrun

Concern/Impact

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

Status/Action

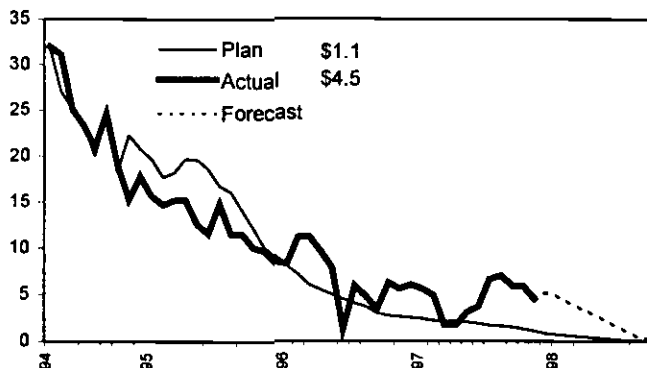
The forecast last month was increased to reflect the latest proposed staffing levels incorporating the planned overhead rate. A report to the MTA Board is planned for January 1998 to address the impacts of this change.

METRO RED LINE Segment 2 Monthly Project Status Report Period ending–November 28, 1997



COST STATUS

Contingency Status Original and Locally Funded Activities Dollars (millions)



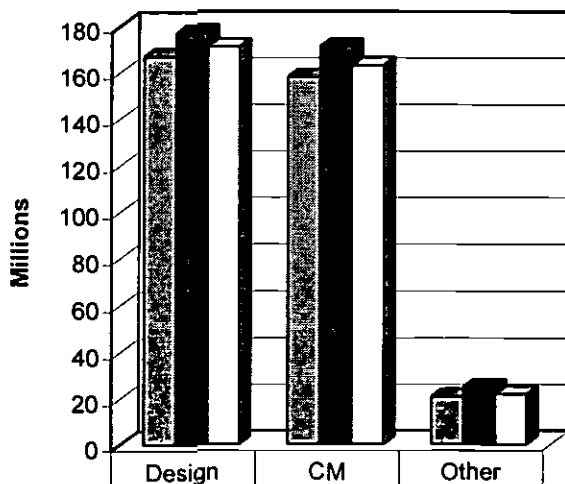
Contingency Status Analysis

The actual unallocated contingency this period is \$4.5 million, a decrease of \$1.4 million from last period.

The total project unallocated contingency forecast decreased this period because of a transfer to Line 13, Configuration Management, of \$1.2 million and a transfer of \$0.2 million to Line 1, Construction.

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

Consultant Cost Status



| | | | |
|---------------|-----|-----|----|
| Authorization | 167 | 158 | 21 |
| Forecast | 177 | 171 | 25 |
| Budget | 171 | 163 | 22 |

Professional Services Cost Analysis

Design Services

Four CWOs have recently been established to reflect EMC's work in Fiscal Year 1998 and beyond: CWO 0064 (Design Support During Construction), CWO 0065 (Final Design), CWO 0066 (Rail Activation), and CWO 0067 (Management/Contract Administration/Project Control). The first increment of funding, totaling \$1.8 million, has been incorporated into the budget. A second funding approval was obtained during the period and will be incorporated into the project budget in the next reporting period. A programwide CWO will be utilized to cover Document Control, Configuration Management/Change Control, POER, and nonallocable ODCs, which are not included as part of the four project CWOs. Costs allocable to Segment 2 under the programwide CWO are being determined; the forecast may be adjusted when this determination has been made. The forecast has increased over time due to the cumulative effect of changes, such as station redesign for great space and enhancements, changes to the sprinkler system, sanitary sewer cross-connects, the Kaiser Hospital second entrance, additional effort required of the rail activation group, increases in the volume of Requests for Information (RFIs) and submittals, the B251 contract repackaging, and other activities.

Construction Management Services

The forecast was unchanged this month.

Other Professional Services

The forecast was changed by \$1.1 million this month for the increase in configuration management.

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

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 28, 1997



MAJOR ACTIVITIES - THIS PERIOD



NORTH HOLLYWOOD STATION

CONTRACT C0351 - KAJIMA/RAY WILSON North Hollywood Station

- Completed lower exterior walls in crossover except the south bulkhead
- Completed mezzanine exterior wall in station area
- Poured lower exterior walls L1 and L3
- Completed roofs L16, L17 and L18
- Completed mezzanine bulkhead wall L18
- Completed platform deck
- Continued rebar for entrance invert

CONTRACT C0331 - OBAYASHI CORPORATION North Hollywood Tunnel

- Completed fire protection installation and performed hydrostatic tests in all AL/AR tunnels and crosspassages
- Completed conduit installation in AR tunnel
- Completed cable tray installation in AL north
- Completed unistrut installation in AL south
- Completed hand rail installation in AR tunnel and in AL north
- Commenced conduit installation in AL south (81% complete)
- Commenced cable tray installation in AL south and AR north
- Commenced rail removal in AR south

CONTRACT C0321 - TUTOR/SALIBA-PERINI Universal City Station

- Placed 743 cy of structural concrete in the entrance upper exterior walls
- Completed rebar, formwork, and placed concrete in the platform deck slab in Phase 2 lifts 7 through 9
- Placed 593 cy of structural concrete in the entrance mechanical/chiller room floor slab
- Gained partial access into the Phase 3.1 crossover area from the C0311 contractor
- Installed miscellaneous hangers for HVAC ducts, ceiling supports, and exposed piping
- Placed concrete in the Blast Relief Shaft #3 roof slab and BRS #2/FAI #4 junction walls
- Performed dewatering operations and prepped HDPE liner in the Phase 3 crossover invert lift 12
- Installed rebar, formwork, and placed concrete in the entrance escalator #5 east wall
- Placed lean concrete over the roof liner in lifts 4-8

UNIVERSAL CITY STATION

CONTRACT C1610 - HERZOG CONTRACTING Trackwork Installation

- Issued Notice to Proceed on November 20
- Conformed contract documents and prepared change notices.
- Began mobilization

CONTRACT C0311 - TRAYLOR BROS./FRONTIER-KEMPER Line Section from Universal City Station to Station 630+00

- Completed AL TBM excavation to Sta 636+00
- Completed AL TBM excavation of additional 429' Standard Tunnel Section and hole through on November 7, 1997
- Completed disassembling AR TBM
- Began disassembling AL TBM
- Continued bench excavation for Crosspassage 50
- Completed excavation for Crosspassages 51 and 52
- Continued to install HDPE in AL tunnel between Hollywood/Highland Station and La Brea Shafts
- Began rebar installation and pouring of AL invert between Hollywood/Highland Station and La Brea Shafts
- Completed excavation and poured invert on Crosspassage 42
- Partial turnover of crossover area to Contract C0321

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

- Completed east bulkhead wall at track level
- Completed lifts 1-3 exterior walls at track level
- Continued west end BRS/UPE and FAI work
- Completed excavation for main entrance
- Commenced platform level interior room work
- Continued under platform wall/platform deck rebar work
- Completed rebar for platform to mezzanine columns
- Completed CMU work at west end of station
- Placed SOG/invert/walls for UPE at west end of the station
- Completed excavation and shoring for stairs 8 and 13 at main entrance area
- Continued electrical work in tunnels
- Continued mechanical work in tunnels
- Commenced main entrance mud mat work
- Commenced tathing at the west end rooms
- Commenced edgelight support work at the west end of the station
- Commenced acoustic spray work at the west end rooms

LA BREA
ACCESS SHAFTS

to HOLLYWOOD / VINE
STATION

HOLLYWOOD / HIGHLAND STATION

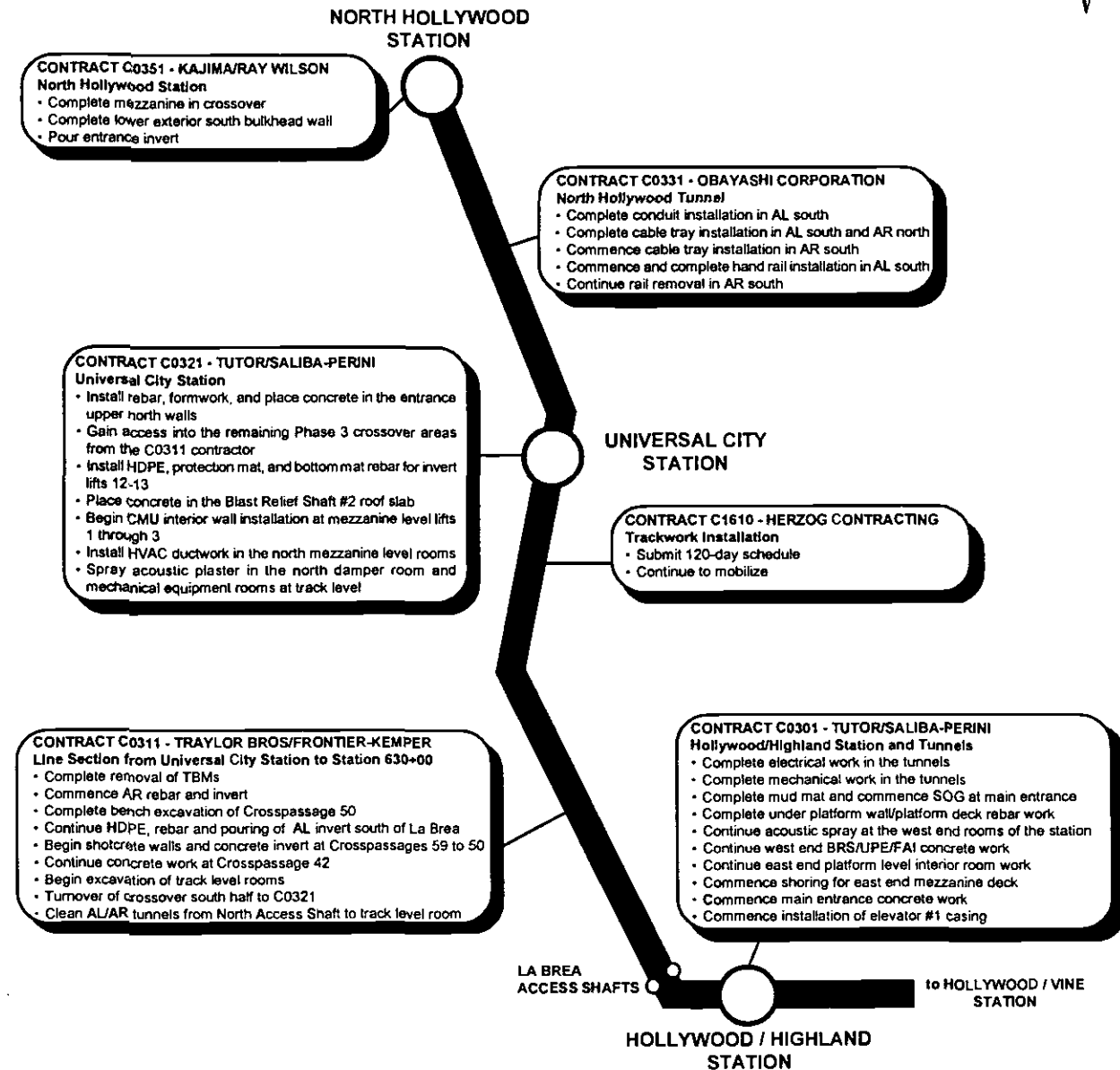
SYSTEMWIDE ACTIVITIES

- Contract H0122 (Closed Circuit Television) bid opening and prepare for rebid.
- Contract H0123 (Variable Message Signs) provided bid support and conform contract documents.
- Contract H0648 (Communications Installation) distributed Camera Ready submittal on November 7; conduct Camera Ready comment review meeting.
- Contract MS201 (Hollywood Blvd. Restoration) submitted Camera Ready documents on November 17.

METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 1997



MAJOR ACTIVITIES - NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- Contract H0122 (Closed Circuit Television) respond to any bidder's questions and prepare addendum.
- Contract H0123 (Variable Message Signs) conform contract documents.
- Contract H0648 (Communications Installation) pre-bid meeting, respond to any bidder's questions and prepare addendum.
- Contract MS201 (Hollywood Blvd. Restoration) pre-bid meeting, respond to any bidder's questions and prepare addendum.

METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 1997



FINANCIAL STATUS

Budget / Forecast Variance (in millions)
Original Scope Activities

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | BDGT/FCST VARIANCE | NOVEMBER CHANGE IN FORECAST |
|-------------------------------|-----------------|------------------|--------------------|-----------------------------|
| CONSTRUCTION | \$824.7 | \$822.8 | (\$1.9) | \$2.2 |
| PROFESSIONAL SERVICES | 300.8 | 327.4 | 26.6 | 30.4 |
| REAL ESTATE | 89.0 | 87.3 | (1.7) | 0.0 |
| UTILITY/AGENCY FORCE ACCOUNTS | 26.3 | 26.0 | (0.3) | 0.0 |
| SPECIAL PROGRAMS | 0.0 | 0.0 | 0.0 | 0.0 |
| PROJECT CONTINGENCY | 69.6 | 47.2 | (22.4) | (32.6) |
| PROJECT RESERVE | 0.4 | 0.1 | (0.3) | 0.0 |
| PROJECT REVENUE | 0.0 | 0.0 | 0.0 | 0.0 |
| TOTAL PROJECT | \$1310.8 | \$1310.8 | \$0.0 | \$0.0 |

Additional Locally Funded Activities

| | | | | |
|---|--------------|--------------|----------------|--------------|
| CONSTRUCTION | \$1.9 | \$11.3 | \$9.4 | \$0.0 |
| PROFESSIONAL SERVICES | 0.7 | 0.9 | 0.2 | 0.0 |
| REAL ESTATE | 0.0 | 0.0 | 0.0 | 0.0 |
| UTILITY/AGENCY FORCE ACCOUNTS | 0.0 | 0.0 | 0.0 | 0.0 |
| SPECIAL PROGRAMS | 0.0 | 0.0 | 0.0 | 0.0 |
| PROJECT CONTINGENCY | 0.4 | 0.0 | (0.4) | 0.0 |
| PROJECT REVENUE | 0.0 | (11.4) | (11.4) | 0.0 |
| TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES | \$3.0 | \$0.8 | (\$2.2) | \$0.0 |

Budget / Forecast Variance Analysis

Original Scope Activities

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

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

- Contract C0301 (Hollywood/Highland Station) - Forecast increased \$2.2 million due to the settlement of CN #63. It had three components: (1) deletion of scope - \$0.4 million; (2) schedule impact - \$0.6 million and (3) cost impact - \$ 1.2 million.
- Contract C0311 (Tunnels - UC Station to 630+00) - Forecast increased \$0.1 million due to La Brea sound enclosure and installing Piezometer to monitor ground water pressure beneath the seasonal springs.
- Line Item S019 (Project Administration) - Forecast increased \$30.3 million mainly due to addition of MTA administration cost. This is based on internal projection of labor duration, fringe benefit and overhead rates.
- Project Contingency - Forecast decreased \$32.6 million due to the cumulative forecast increases.

Additional Locally Funded Activities (ALFA)

"Additionally Locally Funded Activities" (ALFA) are defined as work scope not originally covered under the FFCA 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 \$12.2 million in total for the ALFA work scope. In addition, Project Revenue is anticipated in the amount of (\$11.4 million) which reduces the ALFA work scope costs to \$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 November 1997 period.

- Total Original Scope and ALFA Expenditures to date are \$686.2 million
- Total Original Scope and ALFA Commitments to date are \$1,006.1 million

METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 1997



FINANCIAL STATUS

Contract / Line Item Variance Report

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

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

Current Budget: \$60,500,000
Forecast: \$44,859,587
Variance: (\$15,640,413)
% Variance: (25.9%)

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

CONTRACT C0351 - NORTH HOLLYWOOD STATION

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

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

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

LINE ITEM 03 - HAZARDOUS MATERIAL HANDLING

Current Budget: \$15,058,000
Forecast: \$5,177,718
Variance: (\$9,880,282)
% Variance: (65.6%)

Mitigation: The Current Budget reflects the conservative scenario presented by MTA Environmental based on the limited information available at the inception of the North Hollywood Project. Forecast is less than the budget due to less than anticipated contaminated soil encountered to date. This month less than anticipated waste disposal was realized. This resulted in a \$1.2 million underrun. Final adjustments to budget and forecast will occur once the tunnel drives and significant soils excavation are complete.

LINE ITEM 08 - TRACKWORK

Current Budget: \$25,526,000
Forecast: \$32,134,963
Variance: \$6,608,963
% Variance: 25.9%

Mitigation: Contract 1610, Trackwork Installation, is contributing \$6.5 million of the total variance of \$6.6 million. The variance is due to the necessary addition of installation, operation and maintenance of the temporary ventilation system and sump pumps, operation and maintenance of the La Brea and North Access Shafts, and constructing a sound wall for the C1610 yard work at North Hollywood. These changes were necessary to coordinate the overall system ventilation, provide more effective access through the Access Shafts, and to satisfy environmental requirements not initially budgeted. There is no potential to recover this variance.

LINE ITEM 19 - PROJECT ADMINISTRATION

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

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

LINE ITEM 24 - PROJECT CONTINGENCY

Current Budget: \$69,570,800
Forecast: \$47,248,720
Variance: (\$22,322,080)
% Variance: (32.1%)

Mitigation: The Forecast is \$22.3 million below the Current Budget as a result of transferring contingency to Line Item 19 for Agency administrative costs. No mitigation measures are required.

METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 1997

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

| NOVEMBER 1997 | | | | | | | | | |
|-------------------------------------|--------------------|--------------------------------------|-----------------------------|--------------------|------------|------------------|------------|------------------|------------|
| STATUS OF FUNDS BY SOURCE | | | | | | | | | |
| SOURCE | (A) | (B) | (C) | (D) | (D/B) | (E) | (E/B) | (F) | (F/B) |
| | ORIGINAL BUDGET | TOTAL FUNDS ANTICIPATED (1) | TOTAL FUNDS AVAILABLE | \$ | % | \$ | % | \$ | % |
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA-SECTION 3 | \$681.037 | \$544.830 | \$291.388 | \$544.830 | 100% | \$316.987 | 58% | \$291.388 | 53% |
| FTA-SECTION 3 DEFERRED LOCAL SHARE | | \$136.207 | \$72.847 | \$136.207 | 100% | \$79.247 | 58% | \$72.847 | 53% |
| FED ISTEA STP (STATE) | \$0.000 | \$50.000 | \$50.000 | \$50.000 | 100% | \$50.000 | 100% | \$50.000 | 100% |
| FED ISTEA STP/CMAQ (REGIONAL) | \$25.000 | \$70.540 | \$53.037 | \$53.037 | 75% | \$53.037 | 75% | \$53.037 | 75% |
| FED ISTEA RSTP DEFERRED LOCAL SHARE | | \$9.139 | \$6.871 | \$6.871 | 75% | \$6.871 | 75% | \$6.871 | 75% |
| SB 1995 TRUST FUND | \$53.000 | \$68.912 | \$68.912 (2) | \$68.912 | 100% | \$67.532 | 98% | \$67.532 | 98% |
| STATE SHA/ARTICLE XIX | \$115.000 | \$45.855 | \$20.855 | \$20.855 | 45% | \$20.855 | 45% | \$20.855 | 45% |
| STATE PROP 116 | \$0.000 | \$25.000 | \$25.000 | \$25.000 | 100% | \$25.000 | 100% | \$25.000 | 100% |
| STATE TSM Match | \$0.000 | \$11.360 | \$10.537 | \$10.537 | 93% | \$7.945 | 70% | \$7.945 | 70% |
| STATE CTIP | \$0.000 | \$207.097 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| CITY OF LA | \$101.500 | \$90.046 | \$55.446 | \$55.446 | 62% | \$42.917 | 48% | \$42.917 | 48% |
| PROP C | \$318.185 | \$38.336 | \$31.263 | \$32.838 | 86% | \$15.765 | 41% | \$15.765 | 41% |
| BENEFIT ASSESS. DISTRICT | \$17.100 | \$13.500 | \$0 | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| TOTAL | \$1,310.822 | \$1,310.822 | \$686.156 | \$1,004.533 | 77% | \$686.156 | 52% | \$654.157 | 50% |
| OTHER LOCALLY FUNDED ACTIVITIES: | | | | | | | | | |
| PROP C (ARTWORK) | \$0.000 | \$2.435 | \$0.610 | \$0.536 | 22% | \$0.000 | 0% | \$0.000 | 0% |
| PROP C (NON-REV. CONNECTOR) | \$0.000 | \$0.285 | \$0.003 | \$1.077 | 378% | \$0.003 | 1% | \$0.003 | 1% |
| TOTAL | \$0.000 | \$2.720 | \$0.613 | \$1.813 | 59% | \$0.003 | 0% | \$0.003 | 0% |

(1) Based on Current Budget. Allocation by funding source based on Nov 97 draft funding plan. Funding plan should be adopted during Dec 97.

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1997.



METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 1997

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

| NOVEMBER 1997 | | | | | | | | | |
|---|--------------------|--------------------------------------|-----------------------------|--------------------|------------|------------------|------------|------------------|------------|
| STATUS OF FUNDS BY SOURCE | | | | | | | | | |
| SOURCE | (A) | (B) | (C) | (D) | (D/B) | (E) | (E/B) | (F) | (F/B) |
| | ORIGINAL BUDGET | TOTAL FUNDS ANTICIPATED (1) | TOTAL FUNDS AVAILABLE | \$ | % | \$ | % | \$ | % |
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA-SECTION 3 | \$1,317.912 | \$1,133.192 | \$352.572 | \$835.378 | 56% | \$378.171 | 33% | \$352.572 | 31% |
| FTA-SECTION 3 DEFERRED LOCAL SHARE | \$98.578 | \$283.298 | \$88.143 | \$158.844 | 56% | \$94.543 | 33% | \$88.143 | 31% |
| FED ISTEA STP (STATE) | \$25.000 | \$75.000 | \$75.000 | \$50.000 | 67% | \$50.000 | 67% | \$50.000 | 67% |
| FED ISTEA STP/CMAQ (REGIONAL) | \$156.617 | \$133.953 | \$71.998 | \$54.292 | 41% | \$54.292 | 41% | \$54.292 | 41% |
| FED ISTEA RSTP DEFERRED LOCAL SHARE | \$9.875 | \$17.355 | \$9.328 | \$7.034 | 41% | \$7.034 | 41% | \$7.034 | 41% |
| SB 1995 TRUST FUND | \$53.000 | \$68.912 | \$68.912 | \$68.912 | 100% | \$67.532 | 98% | \$67.532 | 98% |
| STATE SHA/ARTICLE XIX | \$165.000 | \$85.855 | \$20.855 | \$20.855 | 24% | \$20.855 | 24% | \$20.855 | 24% |
| STATE PROP 116 | \$87.300 | \$40.000 | \$25.000 | \$25.000 | 63% | \$25.000 | 63% | \$25.000 | 63% |
| STATE FLEXIBLE CONGESTION RELIEF | \$26.000 | \$50.000 | \$0.000 | \$0.000 | | \$0.000 | | \$0.000 | |
| STATE TSM Match | \$11.142 | \$14.695 | \$10.537 | \$10.537 | 72% | \$7.945 | 54% | \$7.945 | 54% |
| STATE CTIP | \$0.000 | \$207.097 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| CITY OF LA | \$136.244 | \$90.046 | \$55.446 | \$55.446 | 62% | \$42.917 | 48% | \$42.917 | 48% |
| PROP C | \$677.318 | \$829.849 | \$74.951 | \$88.563 | 11% | \$57.873 | 7% | \$55.824 | 7% |
| BENEF ASSESS. DISTRICT | \$17.100 | \$13.500 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| TOTAL | \$2,781.086 | \$3,042.752 | \$852.742 | \$1,174.861 | 39% | \$805.962 | 26% | \$772.114 | 25% |
| OTHER LOCALLY FUNDED ACTIVITIES: | | | | | | | | | |
| PROP C (ARTWORK) | \$0.000 | \$2.435 # | \$0.610 # | \$0.536 | 22% | \$0.000 | 0% | \$0.000 | 0% |
| PROP C (NON-REV. CONNECTOR) | \$0.000 | \$0.285 # | \$0.003 # | \$1.077 | 378% | \$0.003 | 1% | \$0.003 | 1% |
| TOTAL | \$0.000 | \$2.720 | \$0.613 | \$1.613 | 59% | \$0.003 | 0% | \$0.003 | 0% |

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH OCTOBER 1997.



METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 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 \$69,511,602. Funds are planned to be allocated entirely against the North Hollywood Extension Project. Grant award is expected in December 1997. |
| FTA SECTION 9 FED ISTE/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 was approved on August 27, 1997 for FY 96 \$20 million funds only. Funds will not be available for drawdown until FTA approves the MTA Restructuring Plan. |
| FTA SECTION 9 FED ISTE/STP | The State allocated \$75 million at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. MTA submitted a grant application to the FTA on December 23, 1996 for \$75 million. Grant award was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25 million allocated to the Eastside Project. These funds will be available for drawdown only when FTA approves the MTA Restructuring Plan. |
| 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. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998. |
| STATE SHA | MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998. |
| CITY OF LA | A fund transfer agreement has been executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.446 million is available for drawdown. |
| BENEFIT ASSESSMENT | No funds are expected to be available until Fiscal Year 2003. |

METRO RED LINE - Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 28, 1997

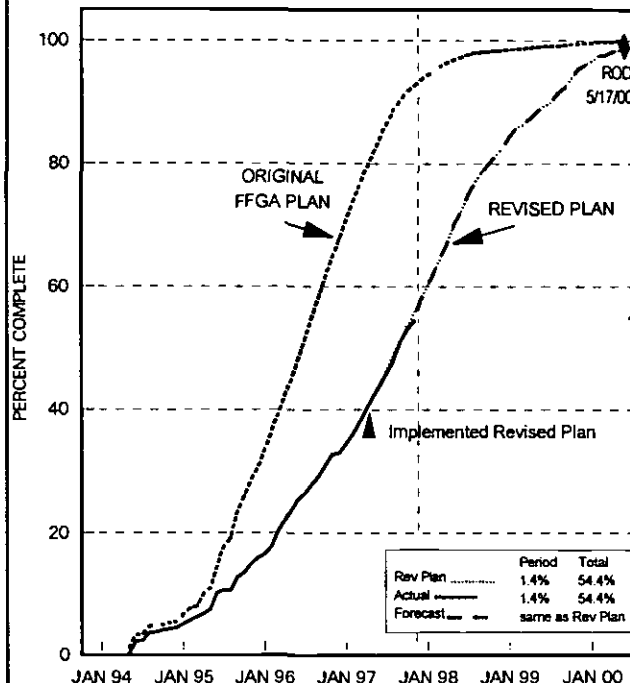


SCHEDULE STATUS

Schedule

| | | Change from Last Month |
|--|--------------|---------------------------|
| Current ROD | May 17, 2000 | 0 |
| Design Progress | 92.9% | +0.4 |
| Construction Progress (estimated) | 54.4% | +1.4 |
| Critical Path Float (in working days) | 0 | 0 |

Construction Progress



Current Critical Path Analysis

The November 1997 Project Master Schedule shows the project on schedule. Revisions to C0311 track level room excavation schedule produced a 3-day delay to ROD. This delay was offset by drawing 3 days from the project contingency activity, reducing that duration to 7 days.

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

A secondary path runs through C1326 (Access Roads, Ramp and 101 Freeway Crossover). This secondary path is originated on Caltrans requirements of having the work associated with this contract completed by project opening date.

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

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

Construction Progress Analysis

The overall construction progress through November 28 is 54.4% complete.

Contract C0301 (Hollywood/Highland Station) remains behind contract schedule. The total forecast delay for station completion is 210 workdays which includes CN-63 impacts. After mitigation, delays are 152 workdays. Contractor proceeded with two of the acceleration options and partially mitigated its own delays on the west end of the station. Station entrance excavation proceeded with a 6-day week schedule. No impact to ROD.

Contract C0311 (North Hollywood Tunnel) AL breakthrough occurred on November 7. AR TBM and trailing gear were removed and the crossover was partially turned over to C0321. Balance of the crossover will be turned over on December 15. Efforts are now focused on the start of the track level room excavation, the commencement of the concrete lining on the northern section of the tunnels and the lining of the tunnels south of La Brea. TLR schedule was reviewed and an additional month was added for preparatory work. Current delays are now 158 calendar days. This revision caused a 3-day delay to ROD. Contractor submitted a proposal for the crossovers redesign change with a 5-month time extension request which could cause a 3-month delay to ROD. CM does not accept this proposal.

Contract C0321 (Universal City Station) continues to stay on schedule. The contract critical path starts at Phase 3 partial access in November 1997 and runs through contract completion. Due to delays on C0311 tunnels excavation, a CN to split the crossover Phase 3 access into two parts was prepared. Phase 3A was turned over on November 24. Forecast access date for second part is now forecast for December 15. This additional delay impacts several interim milestones. However, the delay does not impact the systems schedule nor ROD. The contractor is progressing with work in Phase 2 and the main entrance to increase the overall field efficiency. This work is being done concurrently with the north mezzanine activities in lifts 1-3.

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

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

Contract C1610 (Trackwork Installation) NTP on November 20.

METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 1997



SAFETY STATUS

Construction Safety Statistics

Project-to-Date Rates

| | | <u>Change from Last Month</u> |
|---|--|-----------------------------------|
| 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 | 16.8 | N/A |

Lost Time Rate (Frequency)
The number of injuries resulting in days
away from work per 100 man years.

| | | |
|------------------------------|------------|------------|
| 1995 National Average | 4.2 | |
| Project Rate | 2.0 | N/A |

The information shown is based on September 1997 statistics. October 1997 Safety Statistics were not provided by MTA Risk Management.

Construction Safety Summary

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

The information shown is based on September 1997 statistics. October 1997 Safety Statistics were not provided by MTA Risk Management.

METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 1997



MANAGEMENT ISSUES

NEW

Item (Date initiated: November 1997)

Owner Controlled Insurance Program (OCIP)

Concern/Impact

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

Status/Action

Based on total incurred value analysis of historical and future construction project losses, there is a potential for a cost overrun in this line item. The Risk Management Division will provide the Construction Division with updates to this type of analysis for continuing budget review.

NEW

Item (Date initiated: November 1997)

Contract C0311 North/South Crossover Re-design Delay

Concern/Impact

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

Status/Action

Negotiations have begun with the contractor for CN-133. The EMC is to complete the M/E DCN for the North/South Crossover Re-design by January 16, 1998.



MANAGEMENT ISSUES

ONGOING

Item (Date initiated: February 1996)

MTA Board Motion Dated January 24, 1996

Concern/Impact

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

Status/Action

The forecast cost and schedule impacts to Contract C0311 have been incorporated into the program. The seasonal springs protective measures included the cost and schedule contingencies for four known spring zones and two unknown spring zones. Further grouting may be required in these zones after installation of the lining. The extent of this additional grouting will be determined and fine tuned as part of the hydrogeological study. Supplemental water sources have been installed in several locations for Nichols Canyon Creek, Senalda Road, and the Oakshire Catchment to mitigate the decline of perennial springs. The blast vibration monitoring system is in place and operational.

The hydrogeological study has commenced to assess the long-term impact of the tunnels on the ground water regime and to ascertain if additional protective measures are needed. The study will be completed in January 1998. A parallel study examining methods for grouting behind the tunnel lining, and partial omitting of weepholes has commenced.

RESOLVED

Item (Date initiated: May 1997)

Agency Cost Overrun

Concern/Impact

MTA agency costs are a discrete element of the project budget and incorporate management labor costs, non-labor administrative costs, fringe benefits and agency overhead costs allocated to the project. A potential overrun of \$30.3 million at project completion for the "agency" cost element is being forecast due to the impact of the following: (1) a revised overhead allocation methodology developed by the MTA Finance staff and financial consultants has resulted in a significantly higher allocation level of MTA overhead to be absorbed within the project's budget; (2) an increase in staffing levels to implement both legislative (AB1869) and FTA requirements; and (3) a reassessment of project staffing needs for contract closeout after project completion. This forecast change is reflected in this report (see page ES-3).

Status/Action

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

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

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

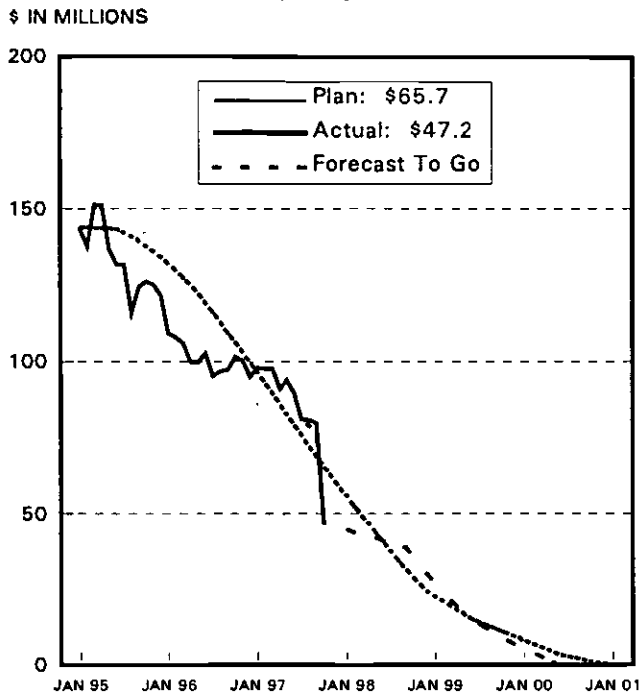
Finally, a review of construction management professional services budget will be conducted to ensure that funds for functions that are now performed by the MTA (i.e., Quality and Safety) are appropriately budgeted. Once adjustments are finalized, the forecast will be revised and alternative cost mitigation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

METRO RED LINE - Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - November 28, 1997



COST STATUS

Contingency Status



Contingency Status Analysis

November 1997 Period Status

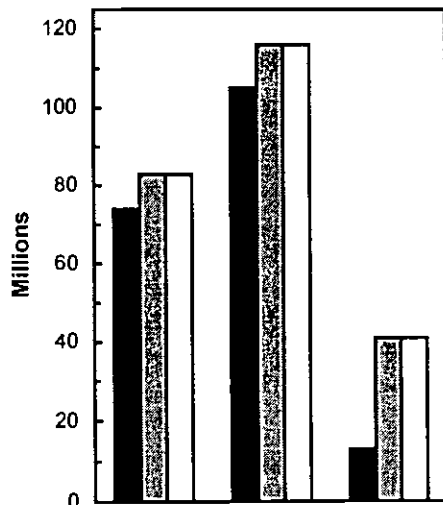
The Contingency Forecast decreased \$32.6 million this period to offset a net increase of \$32.6 million in the Construction and Professional Services Element.

Cumulative Contingency Status

The variance of \$18.5 million between the actual and planned contingency is primarily due to a combination of timing difference of early completions of the facilities contracts and an increase in agency cost. The original planned contingency curve had the facility contracts finishing, on average, seven months earlier than the current schedule.

While the significant drop in the contingency is due primarily to forecast increase in Professional Services, there still is adequate contingency for the remainder of the project.

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



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

Professional Services Cost Analysis

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

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

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

DATA SOURCE:

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

METRO RED LINE SEGMENT 3

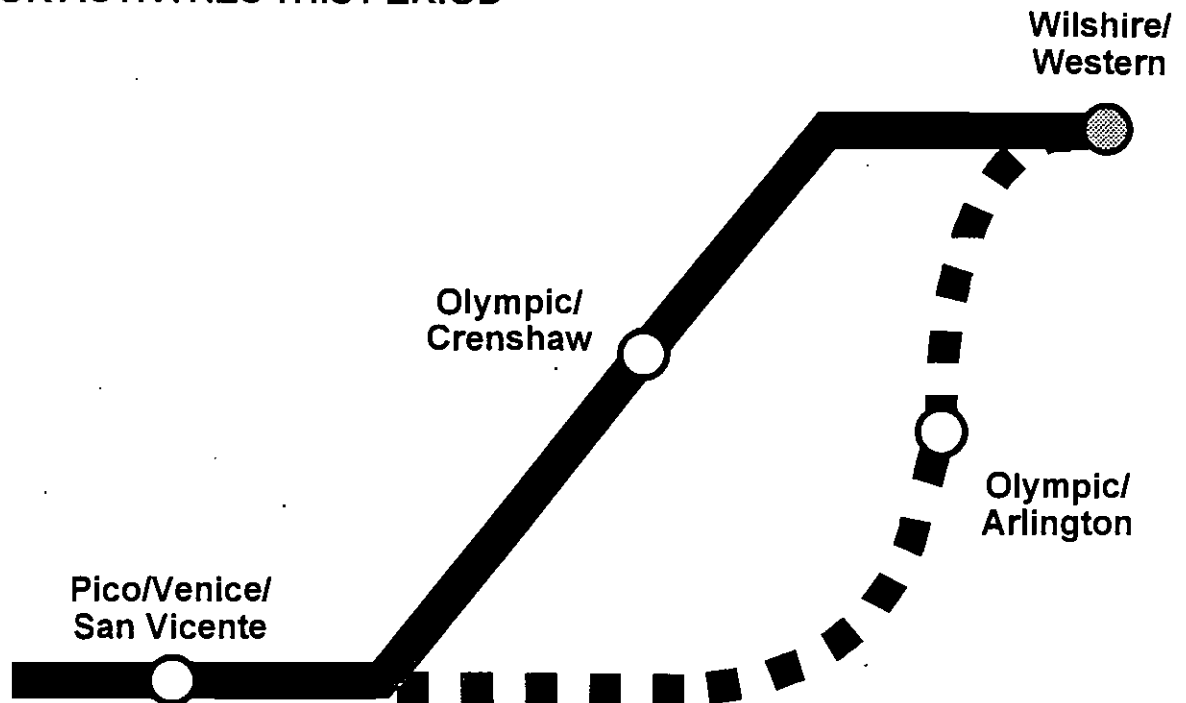
MID-CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - November 28, 1997



MAJOR ACTIVITIES THIS PERIOD



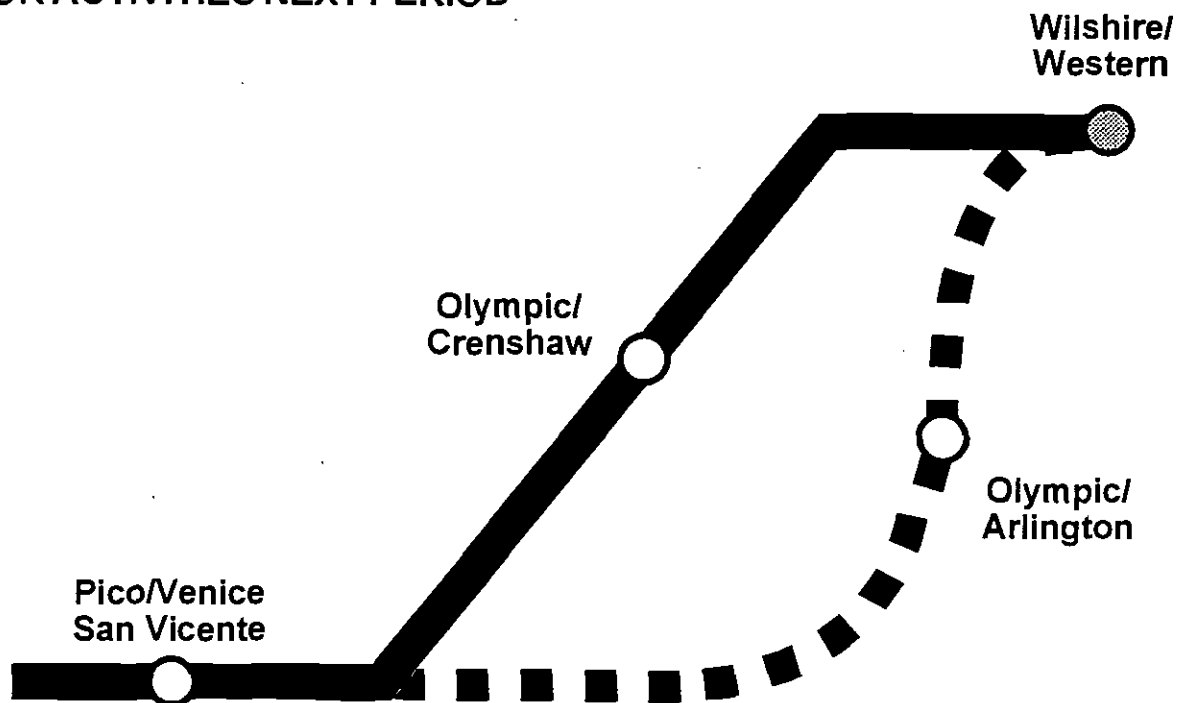
SYSTEMWIDE ACTIVITIES

- FTA review of the draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) is on hold pending MTA decision on the viability of the Project. FTA review will resume if the Mid-City Project is included in the MTA Capital Project work plan.
- MTA staff comments were incorporated into the draft SEIS/SEIR.
- Public outreach efforts continued, including a Red Line tour for the Longwood Home Owner Association (HOA), interface with area HOA leaders, and updates to elected officials' staff members.

METRO RED LINE - Segment 3 / Mid-City Extension
Summary Status Report
Period Ending - November 28, 1997



MAJOR ACTIVITIES NEXT PERIOD



SYSTEMWIDE ACTIVITIES

- The SEIS/SEIR process and the community outreach effort are largely on hold pending a determination by the MTA regarding the viability of the Mid-City Project. If the Project is included in MTA's Capital Projects work plan, the FTA review of the draft SEIS/SEIR will resume, comments will be incorporated, and the public review period will be initiated. Public outreach efforts will also resume at that time.

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

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

Additional Locally Funded Activities

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | VARIANCE | NOVEMBER CHANGE IN FORECAST |
|--|-------------------|---------------------|----------|-----------------------------------|
| CONSTRUCTION | \$0 | \$0 | \$0 | \$0 |
| PROFESSIONAL SERVICES | 0 | 0 | 0 | 0 |
| REAL ESTATE | 0 | 0 | 0 | 0 |
| UTILITY/FORCE ACCOUNTS | 0 | 0 | 0 | 0 |
| SPECIAL PROGRAMS | 0 | 0 | 0 | 0 |
| CONTINGENCY | 0 | 0 | 0 | 0 |
| PROJECT REVENUE | | | | |
| TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES | \$0 | \$0 | \$0 | \$0 |

Budget/Forecast Variance Analysis

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

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

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

FINANCIAL DETAIL
METRO RED LINE - SEGMENT 3 PROJECT TOTAL

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

| SOURCE | (A) | (B) | (C) | (D) (D/B) | | (E) (E/B) | | (F) (F/B) | |
|---|--------------------|-----------------------------------|-----------------------------|--------------------|------------|------------------|------------|---------------------|------------|
| | ORIGINAL BUDGET | TOTAL FUNDS ANTICIPATED (1) | TOTAL FUNDS AVAILABLE | COMMITMENTS | | EXPENDITURES | | BILLED TO SOURCE | |
| | | | | \$ | % | \$ | % | \$ | % |
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA - SECTION 3 | \$1,317,912 | \$1,133,192 | \$352,572 | \$635,378 | 56% | \$378,171 | 33% | \$352,572 | 31% |
| FTA - SECTION 3 DEFERRED LOCAL SHARE | 98,578 | 283,298 | 88,143 | 158,844 | 56% | 94,543 | 33% | 88,143 | 31% |
| FED ISTE A STP (STATE) | 25,000 | 75,000 | 75,000 | 50,000 | 67% | 50,000 | 67% | 50,000 | 67% |
| FED ISTE A STP/CMAQ (REGIONAL) | 156,617 | 133,953 | 71,998 | 54,292 | 41% | 54,292 | 41% | 54,292 | 41% |
| FED ISTE A RSTP DEFERRED LOCAL SHARE | 9,875 | 17,355 | 9,328 | 7,034 | 41% | 7,034 | 41% | 7,034 | 41% |
| SB 1995 TRUST FUND | 53,000 | 68,912 | 68,912 | 68,912 | 100% | 67,532 | 98% | 67,532 | 98% |
| STATE ARTICLE XIX | 165,000 | 85,855 | 20,855 | 20,855 | 24% | 20,855 | 24% | 20,855 | 24% |
| STATE PROP 116 | 87,300 | 40,000 | 25,000 | 25,000 | 63% | 25,000 | 63% | 25,000 | 63% |
| STATE FLEXIBLE CONGESTION RELIEF | 26,000 | 50,000 | 0 | 0 | | 0 | | 0 | |
| STATE TSM MATCH | 11,142 | 14,695 | 10,537 | 10,537 | 72% | 7,945 | 54% | 7,945 | 54% |
| STATE CTIP | 0 | 207,097 | 0 | 0 | | 0 | | 0 | |
| CITY OF LOS ANGELES | 136,244 | 90,046 | 55,446 | 55,446 | 62% | 42,917 | 48% | 42,917 | 48% |
| PROP C | 677,318 | 829,849 | 74,951 | 88,563 | 11% | 57,673 | 7% | 55,824 | 7% |
| BENEF ASSESS. DISTRICT | 17,100 | 13,500 | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| TOTAL | \$2,781,086 | \$3,042,752 | \$852,742 | \$1,174,861 | 39% | \$805,962 | 26% | \$772,114 | 25% |
| 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 | 1,077 | 378% | 3 | 1% | 3 | 1% |
| GRAND TOTAL | \$0 | \$2,720 | \$613 | \$1,613 | 59% | \$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 October 1997.

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

METRO RED LINE SEGMENT 3 / MID-CITY EXTENSION

NOVEMBER 1997

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

| SOURCE | (A) | (B) | (C) | (D) | (D/B) | (E) | (E/B) | (F) | (F/B) |
|--------------------------------------|------------------|------------------|-----------------|-----------------|-----------|-----------------|-----------|------------------|-----------|
| | ORIGINAL | TOTAL | TOTAL | COMMITMENT | | EXPENDITURES | | BILLED TO SOURCE | |
| | BUDGET | ANTICIPATED (1) | FUNDS AVAILABLE | \$ | % | \$ | % | \$ | % |
| FTA - SECTION 3 | \$242,563 | \$194,050 | \$4,107 | \$4,107 | 2% | \$4,107 | 2% | \$4,107 | 2% |
| FTA - SECTION 3 DEFERRED LOCAL SHARE | | 48,513 | 1,027 | 1,027 | 2% | 1,027 | 2% | 1,027 | 2% |
| FED ISTE A STP (STATE) | | | | | | | | | |
| FED ISTE A STP/CMAQ (REGIONAL) | 55,400 | 18,060 | 1,255 | 1,255 | 7% | 1,255 | 7% | 1,255 | 7% |
| FED ISTE A RSTP DEFERRED LOCAL SHARE | | 2,340 | 163 | 163 | 7% | 163 | 7% | 163 | 7% |
| STATE ARTICLE XIX | | 40,000 | | | | | | | |
| STATE PROP 116 | 72,300 | | | | | | | | |
| STATE FLEXIBLE CONGESTION RELIEF | 26,000 | 50,000 | | | | | | | |
| STATE TSM MATCH | | 2,643 | | | | | | | |
| CITY OF LOS ANGELES | 34,400 | | | | | | | | |
| PROP C | 60,000 | 327,126 | 8,067 | 7,607 | 2% | 6,287 | 2% | 6,287 | 2% |
| TOTAL | \$490,663 | \$682,732 | \$14,619 | \$14,159 | 2% | \$12,839 | 2% | \$12,839 | 2% |

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

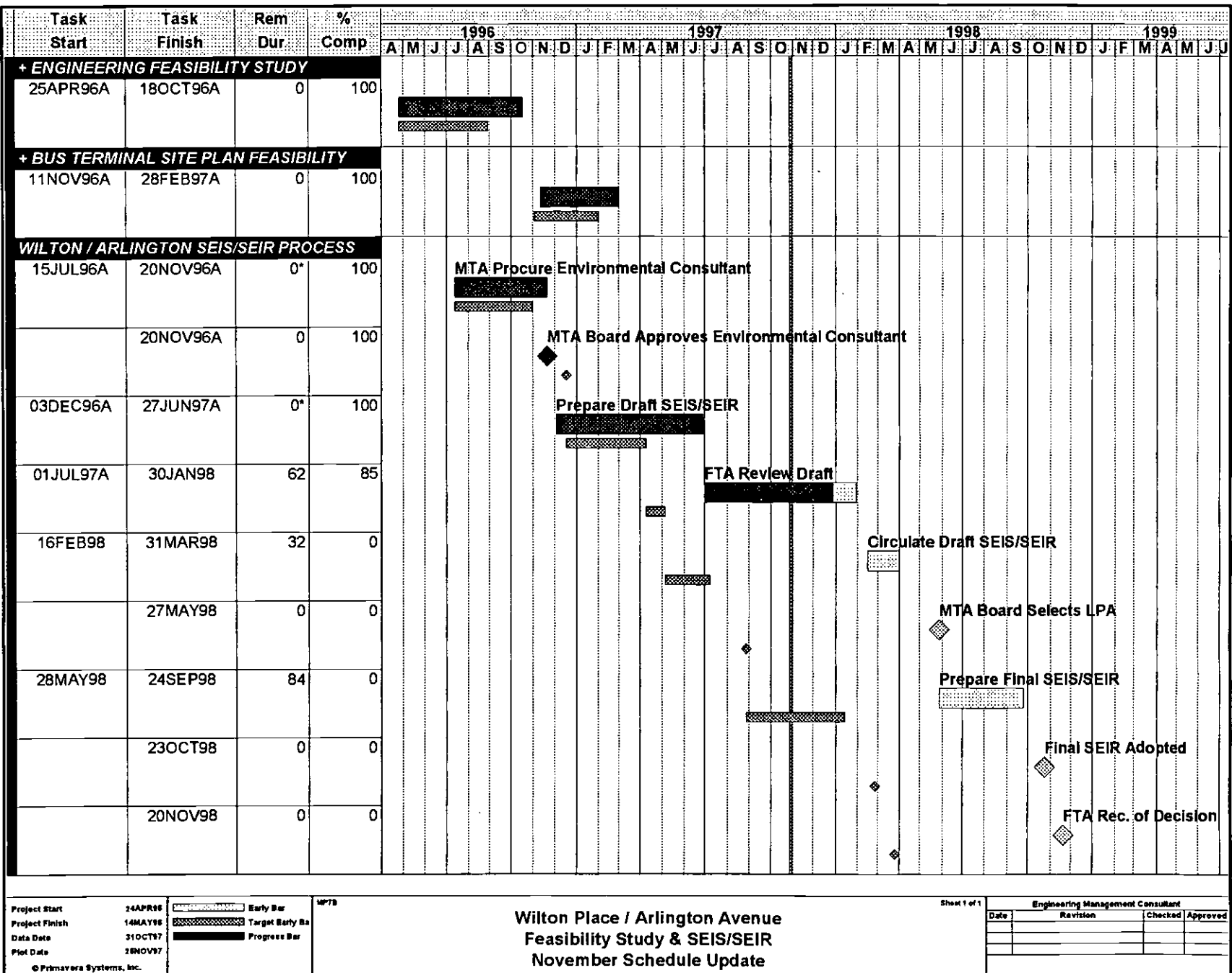
NOTE: Expenditures are cumulative through October 1997.

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. Funds are planned to be allocated entirely against the North Hollywood Extension Project. Grant award is expected in December 1997. |
| FTA Section 9 FED ISTE/CMAQ | A Grant Application for \$40.0M was submitted to the FTA on December 23, 1996. (This includes \$20.0M of FY 96 funds & \$20.0M in FY 97 funds.) Grant award was approved in August 1997 for FY 96 funds only. Funds will not be available for drawdown until FTA approves the MTA Restructuring Plan. |
| FTA Section 9 FED ISTE/STP | The state allocated \$75.0M at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. A Grant Application was submitted to the FTA on December 23, 1996; the Grant award was approved in August 1997. Funds are now available for drawdown with the exception of \$25.0M allocated to the Eastern Extension Project. These funds will be available for drawdown only when FTA approves the MTA Restructuring Plan. |
| State Prop. 116 | MTA submitted a Grant Application and an Allocation Request in April 1997 to the California Transportation Commission (CTC) for \$15.0M of Proposition 116 Rail Bond Funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998. |
| State SHA | MTA submitted an Allocation Request in June 1997 to the CTC for \$20.0M of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998. |
| City of Los Angeles | A Fund Transfer Agreement for \$200.0M was executed in July 1997. The first installment, totaling \$55.4M, is available for drawdown. |
| Benefit Assessment | No funds are expected to be available until FY 2003. |

SCHEDULE STATUS

| SCHEDULE | | | SCHEDULE ANALYSIS |
|---------------------------------------|---------------|-----------------------------------|--|
| | | <u>Change From Last Month</u> | |
| Current ROD | July 22, 2008 | None | <p>The Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (SEIS/SEIR) document preparation addressing the Wilton/Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The forecast completion for FTA review of the draft document continues to slip, pending MTA decision on the viability of the Project. If the Project moves forward, the FTA review may be completed in January 1998. The impact to the schedule cannot be mitigated; the August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) is now forecast for May 1998 and the Project Adoption and Record of Decision milestones have also slipped accordingly.</p> <p>The July 2008 ROD is contingent on adoption of the Full Funding Grant Agreement. The Project baseline schedule will be finalized after Preliminary Engineering is completed.</p> |
| Design Progress | 0% | None | |
| Construction Progress | 0% | None | |
| Critical Path Float | N/A | None | |
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ES-8

P:\EXCEL\MIDCITY\MASR\RD3A.XLS FD-3 11/25/97

CONSTRUCTION SAFETY

- There is no construction activity at this time.

MANAGEMENT ISSUES

- ONGOING

Item

Agency Cost Overrun (initiated 5/97)

Concern/Impact

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

Status/Action

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

Item

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

Concern/Impact

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

Status/Action

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

MANAGEMENT ISSUES (continued)**• ONGOING*****Item***

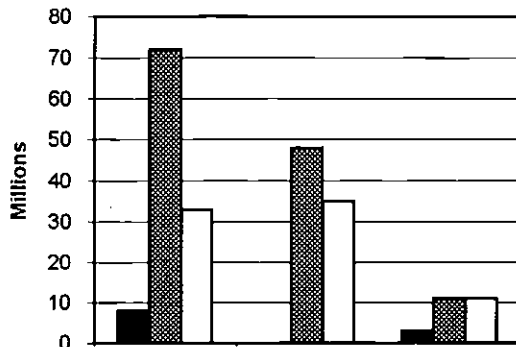
Draft SEIS/SEIR Preparation Schedule Variance (initiated 4/97)

Concern/Impact

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

Status/Action

The FTA completion of the SEIS/SEIR draft review is on hold pending MTA decision on the viability of the Mid City Project. The 30 day duration originally planned for the FTA review has now slipped to at least seven months. Compressing the FTA review and/or the public review circulation periods is not possible. Therefore, Project Adoption and Record of Decision milestones have also slipped. If the Project moves forward, a small portion of the delay may be mitigated by reducing the time required to incorporate comments.

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

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

Professional Services Cost Analysis

There were no changes to Professional Service Contract values in November. 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.

DATA SOURCE:

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

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METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 East Side

Monthly Project Status Report

Period Ending - November 28, 1997



MAJOR ACTIVITIES THIS PERIOD

C0502

LITTLE TOKYO / ARTS DISTRICT STATION and LINE SECTION

EMC & MTA finalized negotiations on multiple CCN's including the combination of C0502 and C0541 into a single tunnel contract. EMC's design effort on C0502 is on hold pending final negotiation's reconciliation with MTA Fair Cost Estimates and authorization to proceed. EMC continued to assist MTA and Korve Engineering in design of the Ramirez Flyover structure at USG.

C0521

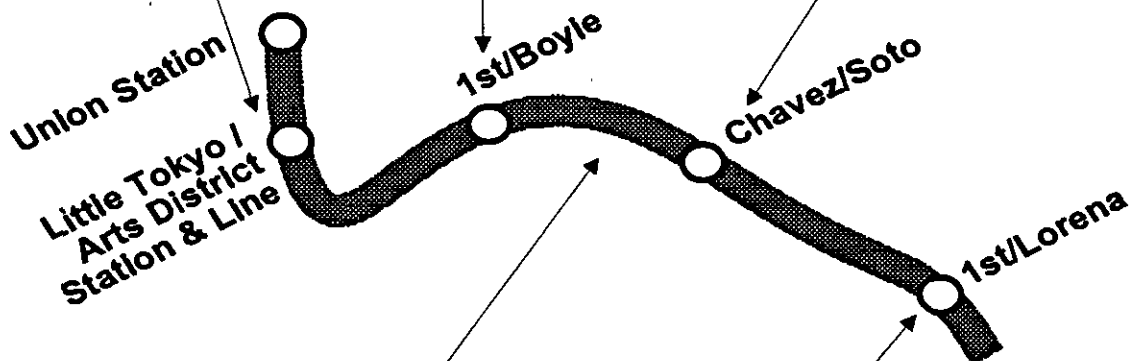
1st / BOYLE STATION

EMC completed the Camera Ready design on October 2, 1997. The Section Designer completed the structural calculations and resubmitted the drawings in November.

C0531

CHAVEZ / SOTO STATION

The Final design submittal was made on November 17, 1997. The MTA, CM and Third Parties began reviewing the submittal.



C0502 (Formerly C0541)

1st / BOYLE to 1st / LORENA LINE SECTION

EMC received additional comments on specifications from the MTA's Quality Assurance department and MTA's Tunnel Advisory Panel. These comments are being reviewed, before incorporation.

C0551

1st / LORENA STATION

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

SYSTEMWIDE ACTIVITIES

Environmental assessments for parcels that require demolition under C0538 continue and 5 of 17 parcel demolitions were completed. Environmental remediation for these parcels continued. The supplemental gas investigation continued. Contracts C2610, P1614, and P1616 remain on hold. The University of Illinois program testing tunnel segments is underway.

MTA Public Affairs:

MTA participated in the Centro Maravilla Job Fair. The monthly Review Advisory Committee (RAC) meeting was held on 11/16/97. MTA participated in the Mariachi Festival on 11/16/97. A model of the 1st/Boyle Station with the Mariachi Plaza was put on display for the community. MTA sponsored the Our Lady of Talpa Job Fair held on 11/22/97. Over 28 organizations participated. The Fair received local media coverage. RAC members, a few local merchants, and MTA staff volunteered their time.

METRO RED LINE - Segment 3 East Side
Monthly Project Status Report
Period Ending - November 28, 1997



ACTIVITIES PLANNED FOR NEXT PERIOD

C0502

LITTLE TOKYO / ARTS DISTRICT STATION and LINE SECTION

The EMC design effort will resume upon receipt of authorization for C0502 related CCN's, whose negotiations were finalized in November. EMC to assist MTA and Korve Engineers in the design of the Ramirez Flyover under CCN #595. EMC will work with Fluor Daniel on constructability and claims avoidance tasks.

C0521

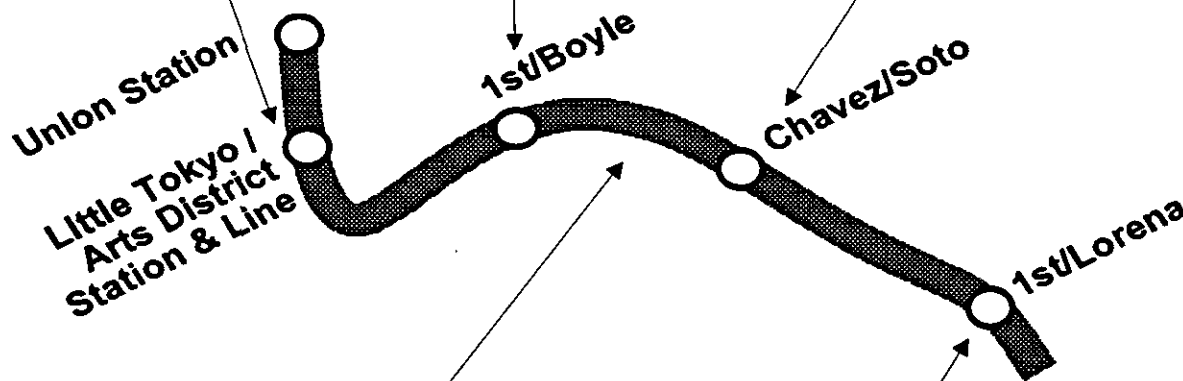
1st / BOYLE STATION

The Section Designer is scheduled to complete all work including any ECR work.

C0531

CHAVEZ / SOTO STATION

The Section Designers and EMC are scheduled to resolve all comments from the Final design submittal. The Camera Ready submittal is scheduled for December 15, 1997.



C0502 (Formerly C0541)

1st / BOYLE to 1st / LORENA LINE SECTION

EMC to continue work on combining C0502/C0541 tunnels, pending authorization for additional funding.

C0551

1st / LORENA STATION

EMC to continue work on CCN #609.01 - Electrical and systems design for the tail track.

SYSTEMWIDE ACTIVITIES

EMC will continue working towards the Final design submittal of Contract C0595, scheduled for December 18, 1997. EMC will continue working towards the Final submittal of Contract P0650, scheduled for December 3, 1997. Demolition of parcels under C0538, Phase I Demolition, will continue. Environmental assessments and remediations will continue. Supplemental gas investigations will also continue. Contracts C2610, P1614, and P1616 are expected to remain on hold. The University of Illinois will continue the program testing tunnel segments until the NTE is reached.

MTA Public Affairs:

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

METRO RED LINE - Segment 3 East Side

Monthly Project Status Report

Period Ending - November 28, 1997



FINANCIAL STATUS

Budget/Forecast Variance (In Millions)

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

Other Locally Funded Activities

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

Budget/Forecast Variance Analysis

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

During the month of November there was no change in the project's current budget and forecast. The contingency budget was increased by \$2.9M due to a Project Budget Change Request (PBCR) processed during the period. Refer to page ES-5 for a detailed explanation. Expenditures increased by \$3.8M and there were no new commitments.

Total Expenditures To Date: \$106.9 million

Total Commitments To Date: \$156.2 million

"Other Locally Funded Activities" are defined as work scope not covered under the Full Funding Grant Agreement (FFGA). In April 1997, the expenditures and current forecast for Professional Services under "OLFA" increased by \$4.3M due to reconciliation with the FIS General Ledger expenditure account. Prior to the reconciliation, these expenditures were kept in a separate account, apart from the project cost. These costs were not eligible for federal funding since they occurred before the FTA issued a Letter of No Prejudice (LONP) on 9/7/93. The current forecast of \$7.4M also includes the MTA Art Program forecast of \$3.1M. MTA is awaiting Board approval to update the current budget to reflect these commitments and forecast.

METRO RED LINE - Segment 3 East Side
Monthly Project Status Report
Period Ending - November 28, 1997



FINANCIAL STATUS

CONTRACT / ITEM VARIANCE REPORT

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

No items to report this period.

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

Line Item 19 - Project Administration

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

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

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

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

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

METRO RED LINE - Segment 3 East Side
Monthly Project Status Report
Period Ending - November 28, 1997



FINANCIAL STATUS

CONTRACT / ITEM VARIANCE REPORT

Line Item 24 - Project Contingency

| | |
|----------------|----------------|
| Current Budget | \$92,639,034 |
| Forecast | \$78,249,534 |
| Variance | (\$14,389,500) |
| % Variance | -15.5% |

During the month of November, a PBCR for the cost savings associated with the construction of a TBM removal shaft at C0551, 1st/Lorena Station, increased the contingency budget by \$2.9M. Consequently, the budget to forecast variance increased from a -12.7% in October, to a -15.5% in November.

In the last several months, the contingency forecast has been increased by approximately \$24.9M as a result of cost mitigation and refinements of estimates. Cost mitigation measures already implemented include: (1) combining C0502 and C0541 into one tunnel contract, (2) the inclusion of a TBM removal shaft at 1st/Lorena Station, (3) transferring the excavation of the 1st/Boyle Station Box to the C0502 contract, and (4) deletion of the smoke exhaust system.

The Project Team, along with the EMC and the PMA consultant, continues to investigate Value Engineering/Cost Reduction options and will implement those which are feasible and practical.

Line Item 26 - Art-In-Transit Program

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

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

FINANCIAL STATUS
METRO RED LINE - SEGMENT 3 / PROJECT TOTAL

METRO RED LINE - Segment 3 East Side
Monthly Project Status Report
Period Ending - November 28, 1997

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED ⁽¹⁾ | (C) TOTAL FUNDS AVAILABLE | (D) (D/B) COMMITMENTS | | (E) (E/B) EXPENDITURES | | (F) (F/B) BILLED TO SOURCE | |
|---|---------------------------|---|------------------------------------|--------------------------|------------|---------------------------|------------|----------------------------------|------------|
| | | | | | | | | | |
| | | | | \$ | % | \$ | % | \$ | % |
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA - SECTION 3 | \$1,317,912 | \$1,133,192 | \$352,572 | \$635,378 | 56% | \$378,171 | 33% | \$352,572 | 31% |
| FTA - SECTION 3 DEFERRED LOCAL SHARE | 98,578 | 283,298 | 88,143 | 158,844 | 56% | 94,543 | 33% | 88,143 | 31% |
| FED ISTE A STP (STATE) | 25,000 | 75,000 | 75,000 | 50,000 | 67% | 50,000 | 67% | 50,000 | 67% |
| FED ISTE A STP/CMAQ (REGIONAL) | 156,617 | 133,953 | 71,998 | 54,292 | 41% | 54,292 | 41% | 54,292 | 41% |
| FED ISTE A RSTP DEFERRED LOCAL SHARE | 9,875 | 17,355 | 9,328 | 7,034 | 41% | 7,034 | 41% | 7,034 | 41% |
| SB 1995 TRUST FUND | 53,000 | 68,912 | 68,912 | 68,912 | 100% | 67,532 | 98% | 67,532 | 98% |
| STATE SHA/ARTICLE XIX | 165,000 | 85,855 | 20,855 | 20,855 | 24% | 20,855 | 24% | 20,855 | 24% |
| STATE PROP 116 | 87,300 | 40,000 | 25,000 | 25,000 | 63% | 25,000 | 63% | 25,000 | 63% |
| STATE FLEXIBLE CONGESTION RELIEF | 26,000 | 50,000 | 0 | 0 | | 0 | | 0 | |
| STATE TSM MATCH | 11,142 | 14,695 | 10,537 | 10,537 | 72% | 7,945 | 54% | 7,945 | 54% |
| STATE CTIP | 0 | 207,097 | 0 | 0 | | 0 | | 0 | |
| CITY OF LOS ANGELES | 136,244 | 90,046 | 55,446 | 55,446 | 62% | 42,917 | 48% | 42,917 | 48% |
| PROP C | 677,318 | 829,849 | 74,951 | 88,563 | 11% | 57,673 | 7% | 55,824 | 7% |
| BENEF ASSESS. DISTRICT | 17,100 | 13,500 | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| TOTAL | \$2,781,086 | \$3,042,752 | \$852,742 | \$1,174,861 | 39% | \$805,962 | 26% | \$772,114 | 25% |
| 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 | 1,077 | 378% | 3 | 1% | 3 | 1% |
| GRAND TOTAL | \$0 | \$2,720 | \$613 | \$1,613 | 59% | \$3 | 0% | \$3 | 0% |

NOTE: Expenditures are cumulative through October 1997.

(1) Based on Current Budget



METRO RED LINE - Segment 3 East Side
Monthly Project Status Report
Period Ending - November 28, 1997

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

STATUS OF FUNDS BY SOURCE (In thousands of dollars)

| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED ⁽¹⁾ | (C) TOTAL FUNDS AVAILABLE | (D) (D/B) | | (E) (E/B) | | (F) (F/B) BILLED TO SOURCE | |
|-------------------------------------|---------------------------|---|------------------------------------|------------------|------------|-------------------------|------------|----------------------------------|------------|
| | | | | COMMITMENTS | | EXPENDITURES | | | |
| | | | | \$ | % | \$ | % | \$ | % |
| FTA - SECTION 3 | \$394,312 | \$394,312 | \$57,077 | \$86,441 | 22% | \$57,077 ⁽⁴⁾ | 14% | \$57,077 | 14% |
| FTA - SECTION 3 DEFERRED LOCAL SHAR | 98,578 | 98,578 | 14,269 | 21,610 | 22% | 14,269 ⁽⁴⁾ | 14% | 14,269 | 14% |
| FED ISTEA STP (STATE) | 25,000 | 25,000 | 25,000 | 0 | 0% | 0 | 0% | 0 | 0% |
| FED ISTEA STP/CMAQ (REGIONAL) | 76,217 | 45,353 | 17,706 | 0 | 0% | 0 | 0% | 0 | 0% |
| FED ISTEA RSTP DEFERRED LOCAL SHAR | 9,875 | 5,876 | 2,294 | 0 | 0% | 0 | 0% | 0 | 0% |
| STATE SHA/ARTICLE XIX | 50,000 | 0 | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| STATE PROP 116 | 15,000 | 15,000 | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| STATE FLEXIBLE CONGESTION RELIEF | 0 | 0 | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| STATE TSM MATCH | 11,142 | 692 | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| CITY OF LOS ANGELES | 344 | 0 ⁽³⁾ | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| PROP C | 299,133 | 464,387 | 35,621 | 48,118 | 10% | 35,621 ⁽⁴⁾ | 8% | 33,772 | 7% |
| TOTAL | \$979,601 | \$1,049,198 | \$151,967 | \$156,169 | 15% | \$106,967 | 10% | \$105,118 | 10% |

NOTE: Expenditures are cumulative through October 1997.

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

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

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

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

METRO RED LINE - Segment 3 East Side
Monthly Project Status Report
Period Ending - November 28, 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 \$69.5M. Funds are planned to be allocated entirely to the North Hollywood Extension Project. Grant award is expected in December 1997. |
| FTA Section 9 FED ISTEA/CMAQ | MTA submitted a Grant Application to the FTA on December 23, 1996, for \$40M, which includes \$20M of FY96 funds and \$20M of FY97 funds. Grant award was approved on August 27, 1997, for FY96 funds only. Funds will not be available for drawdown until FTA approves the MTA restructuring plan. |
| FTA Section 9 FED ISTEA/STP | The state allocated \$75M at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. MTA submitted a grant application to the FTA on December 23, 1996. The Grant Award was approved on August 27, 1997. Funds are now available for drawdown except for \$25M allocated to the East Side Project. These funds will be available after the FTA approves the MTA restructuring plan. |
| State Prop 116 | MTA submitted a Grant Application and an Allocation Request to the California Transportation Commission on April 8, 1997, for \$15M of Prop 116 Rail Bond Funds. Funds will be allocated to the East Side Extension Project. Approval is expected in February 1998. |
| State SHA | MTA submitted an Allocation Request to the California Transportation Commission on June 27, 1997, for \$20M of State Highway Account (SHA) funds on. Funds will be allocated to the East Side Extension Project. Approval is expected in February 1998. |
| City of L.A. | A fund transfer agreement was executed on July 24, 1997 for a total amount of \$200M. The first installment totaling \$55.446M is available for drawdown. |
| Benefit Assessment | No funds are expected to be available until FY 2003. |

METRO RED LINE - Segment 3 East Side

Monthly Project Status Report

Period Ending - November 28, 1997

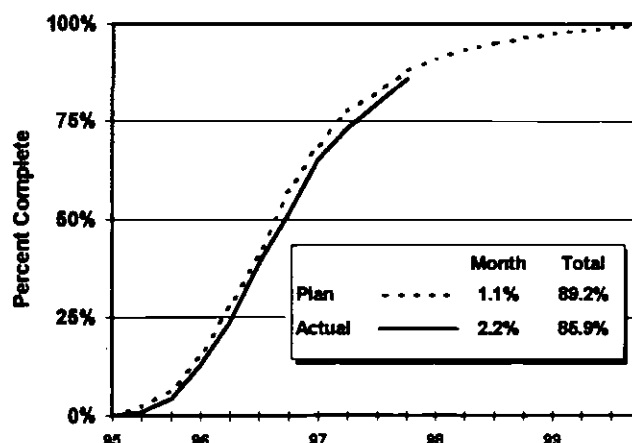


SCHEDULE STATUS

Schedule

| | | Change from Last Month |
|-----------------------|----------|---------------------------|
| Current R.O.D. | May 2004 | 0 weeks |
| Final Design progress | 85.9% | 2.2% |
| Construct. Progress | N/A | N/A |
| Critical Path Float | -130 | -20 |

Design Progress



Current Critical Path Analysis

The FFGA ROD is November 2002. The forecast ROD is September 2004. The Board approved the current ROD of May 2004 on June 4, 1997. In efforts to further reduce costs, a revised contract packaging strategy utilizing a combined C0502/C0541 single tunnel contractor has been initiated. This approach combines the existing C0502 and C0541 contract scopes and the excavation of the 1st/Boyle station into one tunneling contract with separate contracts for construction of 1st/Boyle station, construction of Chavez/Soto station, and excavation and construction of 1st/Lorena station.

The primary critical path includes engineering rework, bid/award, execution of the combined C0502/C0541 contract, construction of the Chavez/Soto station box, trackwork installation, systems installation, testing, and pre-revenue operations to ROD. Engineering rework, which will take approximately 10 weeks, has not started because of delays in obtaining the necessary funding approvals. These delays are impacting the critical path by a negative 130 calendar days.

A secondary critical path includes the acquisition of key parcels at 1st/Boyle station. The tunnel boring machines will tunnel from Little Tokyo to the excavated 1st/Boyle site, skid through the excavated 1st/Boyle site, and then proceed on to the Chavez/Soto site. Parcels must be acquired, environmental cleanups performed, and structures demolished prior to excavating the 1st/Boyle site. Under the recent FTA directive, no new parcels can be acquired until an approved financial plan is in place. This path has a negative 98 calendar days float.

Design Progress Analysis

The plan reflects the design baseline schedule as approved by the MTA in October 1996 and amended by approved changes. Revisions to the scope of work since March 1995 were negotiated and finalized into a revised PIP dated August 2, 1996.

Through November, overall final design is 85.9% complete versus a plan of 89.2%. The total value of the WACNs issued through November is \$1,775,083 bringing the latest final design cost baseline to \$59,894,826.

The recent decision to separate the remainder of Final Design into four separate CWOs has had the effect of setting the Cost Performance Index (CPI) and the Schedule Performance Index (SPI) to 1.0 for each CUD. Since overall, original CWO 28 was experiencing an underrun, the budget for the revised CWO 28 was set equal to expenditures. EMC is managing the new CWO 47, completion of Facilities Final Design, to a budget of \$3.9M, approximately \$1.2M less than the \$5.08M authorized by the MTA Board. In an effort to maintain continuity, both the Month and Total "Plan" percentages shown above are from the original plan, which EMC is slightly behind for reasons detailed in prior months, and due to the suspension of the Trackwork and Systems contracts, originally planned to be ongoing at this time.

Recently EMC was issued a WACN to combine contracts C0502 and C0541 into a single tunneling contract. EMC reached the limit of the WACN at the end of August. A series of CCNs to provide funding to complete combination work and other cost containment measures are in negotiation. A new Camera Ready date will be determined upon completion of negotiations.

METRO RED LINE - Segment 3 East Side
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Construction Safety Statistics

Information not available for this period.

Construction Safety Summary

Information not available for this period.

MANAGEMENT ISSUES

NEW

Item [Initiated December 1997]

Owner Controlled Insurance Program (OCIP)

Concern/Impact

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

Status/Action

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

METRO RED LINE - Segment 3 East Side
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MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated May 1997]

Agency Costs

Concern/Impact

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

Status/Action

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

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

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

METRO RED LINE - Segment 3 East Side
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MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated April 1997]

Adequacy of Remaining Contingency

Concern/Impact

Substantial drawdowns on contingency have occurred recently as more detailed estimates of construction work based on advancing stages of design completion have become available. Currently the amount of remaining contingency is higher than the plan, however, the plan is based on the schedule that was approved by the Board in May. Since May, there have been additional delays and the work has not progressed according to the plan. For example, construction of C0502, which was scheduled to begin in 1997, has not started. The remaining contingency is 7.9% of remaining project expenditures. With no construction underway and Final Design 85.9% complete, this is not considered an adequate contingency for future project unknowns.

Status/Action

During the month of November, the project contingency forecast of \$78.2M remained unchanged. In the last several months the contingency forecast has been increased by \$24.9M as a result of cost mitigations and refinements of estimates. The MTA, along with the EMC and PMA consultant, continues to pursue identification and implementation of cost reduction opportunities. The MTA has implemented a new program wide contingency management policy and procedure that provides improved visibility of contingency status.

ONGOING

Item [Initiated July 1997]

Construction Management Consultant Contract

Concern/Impact

A recent court decision regarding the CM contract set aside the selection of JMA as the CM Consultant on the East Side Extension. With C0502 scheduled to begin construction early in 1998, it is imperative that a CM consultant be selected quickly.

Status/Action

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

METRO RED LINE - Segment 3 East Side
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MANAGEMENT ISSUES (Continued)

ONGOING

Item [Initiated December 1996]

Design is critical for C0502 NTP.

Concern/Impact

Due to continued slippage in the Final and Camera Ready submittals on contract C0502, design for this contract is critical for NTP of C0502. The initial delay was related to the "Two-Pass" vs. "One-Pass with Option" tunnel liner and realignment of the CR tunnel at the Unocal Tank Farm. The additional delay is due to (1) receipt of approximately 2,000 Pre-Final design comments within the last 48 hours of the comment submittal period, (2) Third Party issues not completely resolved, and (3) seismic redesign due to changes in MTA's design criteria.

The latest delay is due to CCN #658 - Combination of contracts C0502 and C0541 into a single tunnel contract. Work was suspended at the end of August when the funding limit was reached. C0502, as the first major construction contract, remains vital to project success. This contract is critical-path work and MTA and EMC are focusing on completing this design package. It will take 10 weeks to get the contract package ready for bid. A December 5, 1997 funding approval will result in a February 16, 1998 Camera Ready date.

Status/Action

The MTA and EMC negotiations are near completion. The work will remain on hold until negotiations are complete and additional funding is released.

ONGOING

Item [Initiated July 1997]

FTA letter directives of August 1, 1997

Concern/Impact

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

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

Status/Action

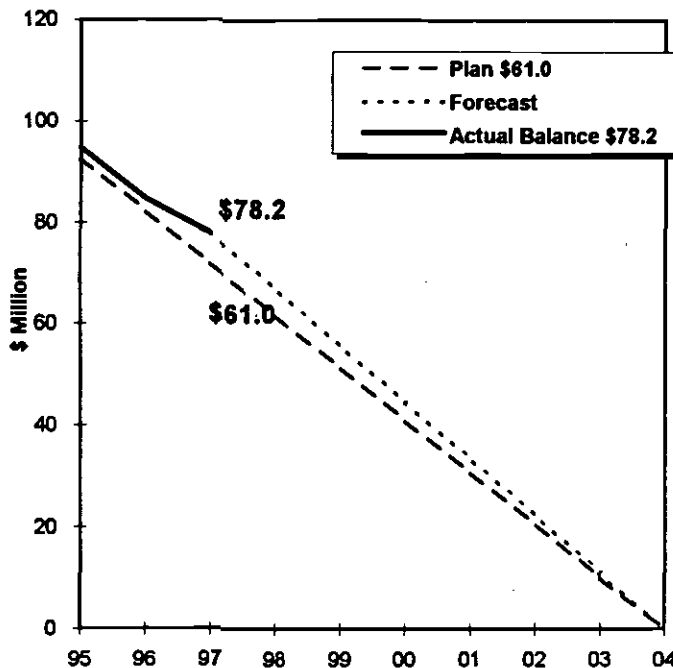
MTA is revising the recovery plan by examining alternative project schedules, funding plans, and consequent impacts to the project budget.

METRO RED LINE - Segment 3 East Side
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COST STATUS

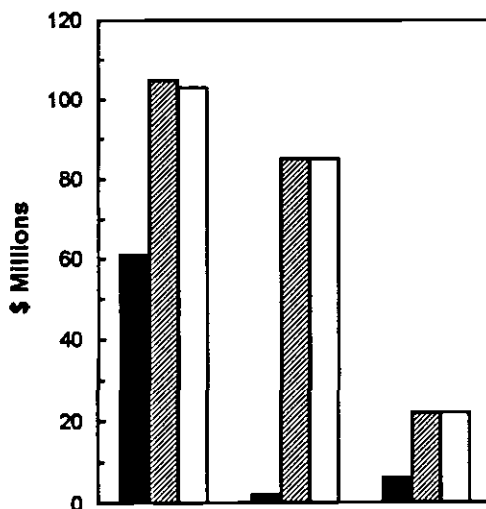
Contingency Status
Original and Locally Funded Activities



Contingency Status Analysis

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

Professional Services Contracts
Consultant Cost Status



| | DESIGN | CM | OTHER |
|-----------------------|--------|----|-------|
| Current Authorization | 61 | 2 | 6 |
| Forecast | 105 | 85 | 22 |
| Budget | 103 | 85 | 22 |

Professional Services Cost Analysis

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

A recent court decision regarding the CM contract invalidated the CM selection for the project. (Please see "Management Issues" page ES-12)

There was no change during the month of November.

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