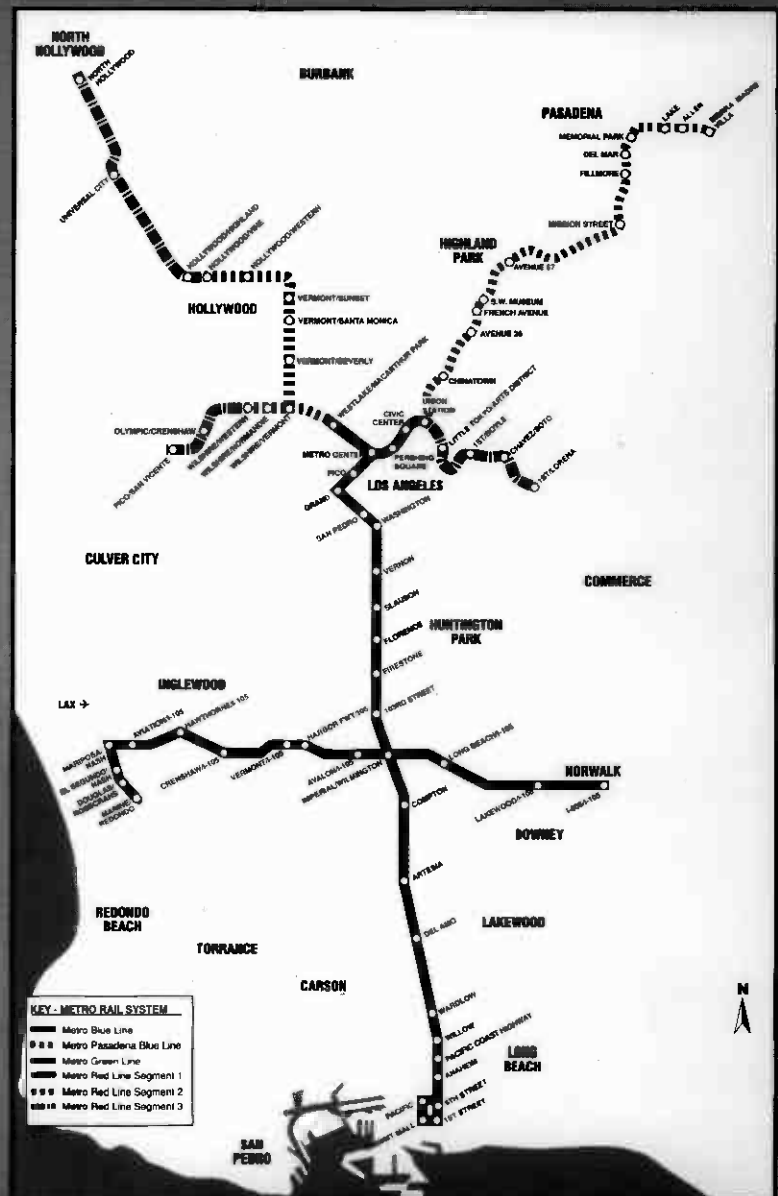


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



## **RAIL PROGRAM STATUS SUMMARY**

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

**OCTOBER 1997**

# **RAIL PROGRAM SUMMARY**



# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of October 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%	92.5%	Final Not Started	83.7%	Completed	80.3%	Completed	Based on Milestones 95%	3 of 9 complt.
Construction Status	Completed	91.1%	53.0%	Not Started	Not Started	Completed	10.6%	99%	Based on Milestones 50%	3 of 9 complt.
Expenditures to Date (in mil.)	\$1437	\$1411	\$667	\$13	\$103	\$860	\$207	\$669	\$93	\$5460
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%

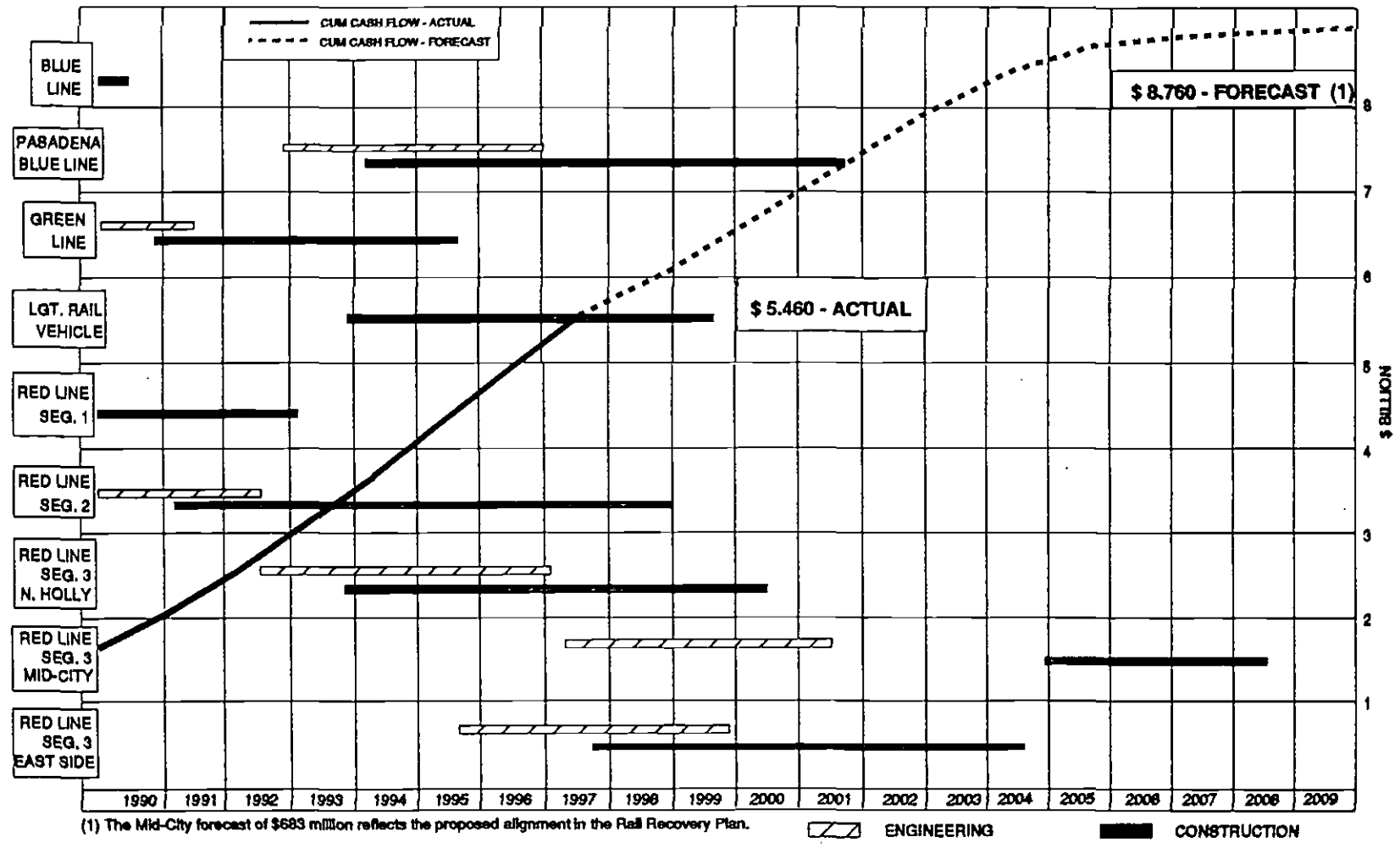
## METROPOLITAN TRANSPORTATION AUTHORITY

## FUNDING SOURCES (IN MILLIONS)

OCTOBER 1997

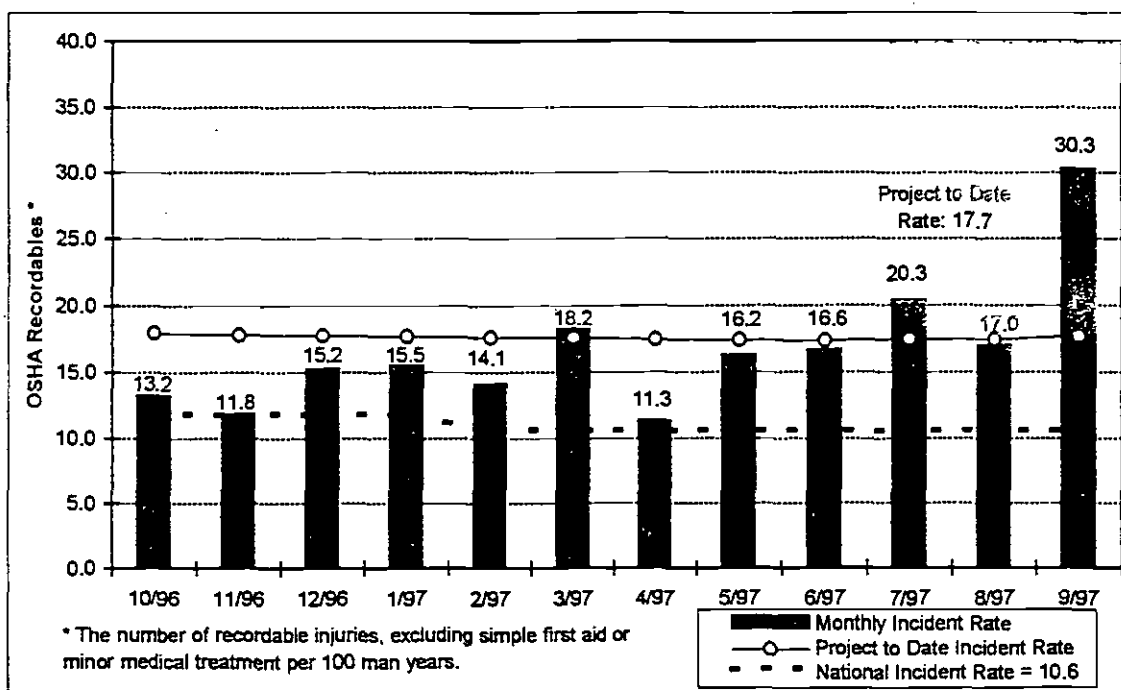
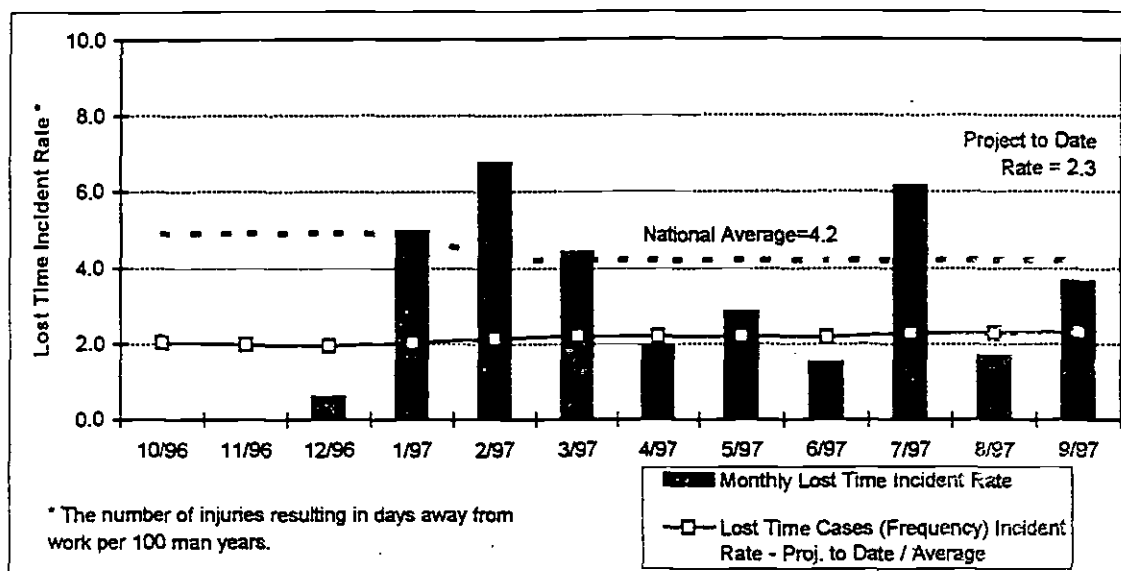
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	METRO RED (1) SEGMENT 3 - MC	METRO RED SEGMENT 3 - ES	PASADENA BLUE LINE	LIGHT RAIL VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:											
FTA-SECTION 3			605.3	667.0	681.0	242.6	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					87.7	20.4	268.9		6.1	383.1	4
FTA-SECTION 9			90.6							90.6	1
STATE		105.9	210.3	133.0	85.0	90.0	15.0	387.8	33.5	1060.5	12
STATE TSM MATCH					11.4	2.7	34.8			48.9	0
SB 1996 TRUST FUND					68.9					68.9	0
PROPOSITION A	877.2	205.1	179.5	478.9						1740.7	20
PROPOSITION C		395.3			113.3	327.3	212.6	416.1	134.0	1598.6	18
PROP C (AMERICAN DISABILITY ACT)		6.0								6.0	0
CITY OF LOS ANGELES			34.0	96.0	200.0					330.0	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	1575.5	1310.8	683.0	1049.2	803.9	257.6	8719.6	99
CURRENT FORECAST	877.2	727.4	1439.0	1618.4	1310.8	683.0	1098.4	803.9	201.4	8759.5	
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 \$491 million.



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

## Safety Summary Status



# METRO PASADENA BLUE LINE

## Rail Program Status Summary

### Period Ending - October 31, 1997



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 0.0	0.0 %
Prior Cumulative Prog.	76.3	80.3
<b>Cumulative Progress</b>	<b>76.3</b>	<b>80.3</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 0.5	0.2 %
Prior Cumulative Prog.	50.1	11.7
<b>Cumulative Progress</b>	<b>50.6</b>	<b>10.6</b>
<b>OTHER Cost Elements</b>	<b>\$80.0</b>	
<b>TOTAL</b>	<b>\$ 206.9</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
State Prop 108	\$20.0	\$20.0	\$20.0
State Prop 116	40.0	40.0	40.0
State Highway Acct	327.8	76.5	37.6
Prop C Highway 25%	178.6	101.9	69.3
Prop C 40% Discr.	237.5	40.0	40.0
<b>TOTAL</b>	<b>\$803.9</b>	<b>\$278.4</b>	<b>\$206.9</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$432.5	\$404.2
Professional Services	258.9	279.9
Real Estate	55.5	49.8
Utility Force Account	12.4	15.4
Special Programs	2.2	5.9
Contingency	43.6	69.8
Project Revenue	(1.2)	(1.3)
<b>TOTAL PROJECT</b>	<b>\$803.9</b>	<b>\$823.7</b>

#### SCHEDULE STATUS

**REVENUE OPERATIONS DATE: August 2001**

A comprehensive re-scheduling effort was conducted in August, taking advantage of design revisions, improved design completion dates and a thorough examination of construction sequencing. The result of this rescheduling effort established the viability of the current August 2001 ROD. Various design packages have been prioritized in order to support the schedule. Presently, 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 - October 31, 1997



## PROJECT DESCRIPTION

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

## SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 0.0	0.7 %
Prior Cumulative Prog.	160.9	97.5
Cumulative Progress	160.9	98.2
<b>CONSTRUCTION</b>		
Monthly Progress	\$10.4	1.5 %
Prior Cumulative Prog.	910.7	89.6
Cumulative Progress	921.1	91.1
<b>OTHER Cost Elements</b>	<b>\$328.8</b>	
<b>TOTAL</b>	<b>\$ 1410.8</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FED ISTEA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	478.9	418.8	352.7
City of Los Angeles	96.0	94.0	89.3
Benefit Assessment Dist	25.4	0.0	25.4
Benefit Assess. Shortfall	0.0	25.4	0.0
Cost Overrun Account	123.1	45.9	48.0
Prop C Transit Enhance	62.7	48.0	43.3
ISTEA CMAQ/RSTP	2.6	0.0	0.0
<b>TOTAL</b>	<b>\$1640.8</b>	<b>\$1484.2</b>	<b>\$1410.8</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$1101.1	\$1107.5
Professional Services	411.9	450.5
Real Estate	88.1	87.1
Utility Force Account	32.4	32.1
Special Programs	2.5	1.7
Contingency	4.8	5.9
Project Revenue	0.0	(1.2)
<b>TOTAL PROJECT</b>	<b>\$1640.8</b>	<b>\$1683.6</b>

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

Since the B610 Trackwork Installation contractor has completed running rail installation and has provided "high rail tunnel access," the project critical path is now controlled by the progress of the Automatic Train Control B620 contractor's start of wayside installation. The 86 calendar days of negative float forecast this period represents a 7 calendar day delay since last period. The increase in negative float is due to the B620 contractor's lack of progress on the critical wayside installation. The Project Office is continuing to evaluate selective schedule mitigation opportunities, such as acceleration or resequencing of automatic train control work and dynamic testing in order to improve the forecast revenue operations date of March 1999.

## CURRENT ACTIVITIES / ISSUES

The Project Office has conducted a thorough review and risk analysis at the individual Budget line item and contract level in determining if the remaining Budget is adequate to support project completion. The result of this review indicates a potential \$43.0 million forecast overrun to the current budget. Construction claims and associated litigation costs, OCIP property risk claims may worsen the projected forecast overrun.

# METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

## Rail Program Status Summary

### Period Ending - October 31, 1997



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 0.0	0.1 %
Prior Cumulative Prog.	64.5	92.4
<b>Cumulative Progress</b>	<b>64.5</b>	<b>92.5</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$10.4	2.0 %
Prior Cumulative Prog.	406.1	51.0
<b>Cumulative Progress</b>	<b>416.5</b>	<b>53.0</b>
<b>OTHER Cost Elements</b>	<b>\$186.3</b>	
<b>TOTAL</b>	<b>\$ 667.3</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.9	\$291.4	\$305.2
FTA - Sect 3 Defer. Local	136.2	72.8	76.3
FED ISTEA STP (State)	50.0	50.0	50.0
FED ISTEA STP/CMAQ	77.6	53.0	53.0
FED ISTEA RSTP Defer	10.1	6.9	6.9
SB 1995 Trust Fund	68.9	68.9	67.5
State SHA/Article XIX	60.0	20.9	20.9
State Proposition 116	25.0	25.0	25.0
State TSM Match	11.4	10.5	7.9
City of Los Angeles	200.0	55.5	36.8
Proposition C	113.4	17.8	17.8
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
<b>TOTAL</b>	<b>\$1313.8</b>	<b>\$673.3</b>	<b>\$667.3</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$826.6	\$831.8
Professional Services	301.5	297.9
Real Estate	89.0	87.3
Utility Force Account	26.3	26.0
Special Programs	0.0	0.0
Contingency	70.0	79.9
Project Reserve	0.4	0.1
Project Revenue	0.0	(11.4)
<b>TOTAL PROJECT</b>	<b>\$1313.8</b>	<b>\$1311.6</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 12, 2000, the project team is targeting May 2000 for Revenue Operations. The project is currently forecasting completion on May 17, 2000 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 - October 31, 1997



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

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

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

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

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

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

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: July 2008

The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document preparation addressing the Wilton/Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The forecast completion for FTA review of the draft document continues to slip, now anticipated for December 1998 at the earliest. This delay continues to have a major impact to the schedule. Mitigation is unlikely due to the length of time legally required for circulation of the document after incorporation of FTA comments.

#### CURRENT ACTIVITIES / ISSUES

The August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) is now planned for March 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 - October 31, 1997



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$0.1	0.8 %
Prior Cumulative Prog.	51.0	82.9
Cumulative Progress	51.1	83.7
<b>CONSTRUCTION</b>		
Monthly Progress	(\$ 0.8)	0.0 %
Prior Cumulative Prog.	15.5	0.0
Cumulative Progress	14.7	0.0
<b>OTHER Cost Elements</b>	\$37.3	
<b>TOTAL</b>	<b>\$ 103.1</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$394.3	\$57.0	\$55.0
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	238.0	17.7	0.0
FED ISTE A RSTP Defer	30.9	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	34.8	0.0	0.0
City of Los Angeles	0.0	0.0	0.0
Proposition C	212.6	33.8	33.8
<b>TOTAL</b>	<b>\$1049.2</b>	<b>\$150.1</b>	<b>\$103.1</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$653.2	\$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	89.7	78.3
Project Revenue	0.0	0.0
<b>TOTAL PROJECT</b>	<b>\$1049.2</b>	<b>\$1105.8</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2004

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

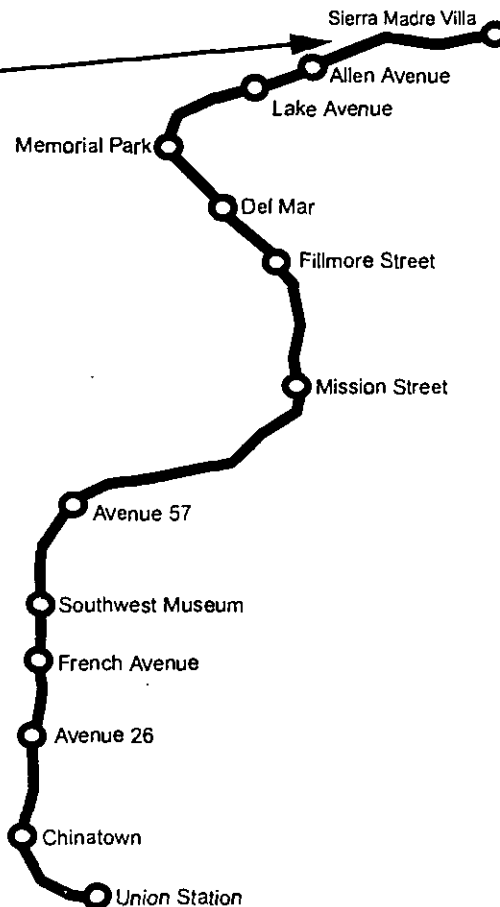
### Period Ending - October 31, 1997



## MAJOR ACTIVITIES THIS PERIOD (October 1997)

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

- Lake Ave.: Completed final finishing work for the sidewalk & concrete barrier; the lighting standards, and applied the priming and top coat application for the column casing. Installed the metal barrier railing on the concrete barrier and completed forming and concrete placement for the barrier, pilaster & sidewalk. Completed restriping the West I-210 freeway to its original condition, and slope paving at the Abutments. Commenced finishing of the concrete barrier.
- Lacy St.: Began the installation of the catch plates at the piers.
- Foothill Blvd.: Completed the repair for the soffit for the new cast-in-place girder, and the backfill of the slopes.
- Allen Ave.: Completed backfilling between the retaining walls and Abutment 3. Completed sidewalk construction.



### SYSTEMWIDE ACTIVITIES

- Project Staff completed their 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 submitted the Phase 1 package to EMC and the Pre-Final Interdisciplinary review has been completed. All Third Party agreements have been reviewed and are now only subject to final acceptance by the appropriate agencies. Constructibility reviews have been initiated.
- EMC completed Preliminary Engineering for the reconfigured intersection at the grade separation (road alignment only) for C6420 - L.A. River to Arroyo Seco Line Segment was completed.
- The Design Review meeting for C6440 - Arroyo Seco to Del Mar Line Segment was held this month. The Section Designer and EMC are making the necessary revisions based on comments received from Constructibility team members. Design issues concerning Fremont Bridge have been resolved. EMC continued to work on CCN 634 Standard Canopy Support Connection.
- Preliminary Engineering for C6391 - Chinatown Station continues.
- EMC received a WACN for CCN 664 (Design Changes to Accommodate MTA-Owned Telephone System) and has started work on H0060 - Train Control.
- EMC received a WACN for CCN 666 (Miscellaneous TPS Design Changes) and has started work on H0070 - Traction Electrification.

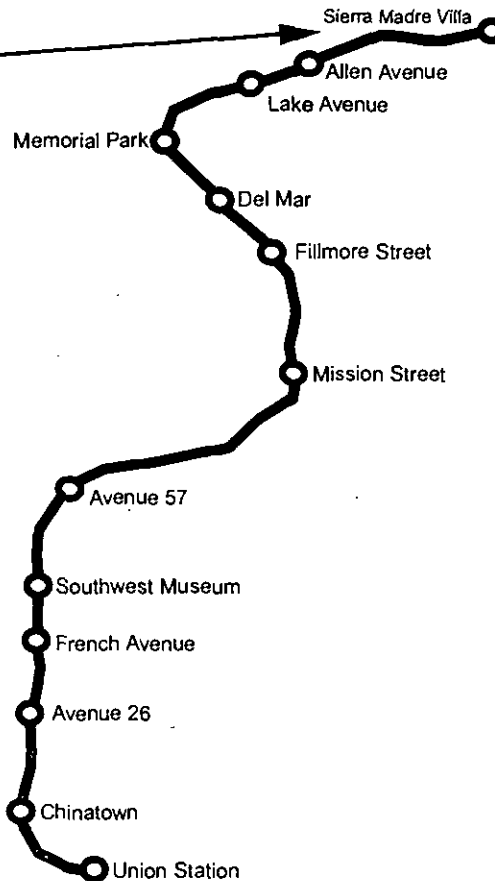
**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**MAJOR ACTIVITIES NEXT PERIOD (November 1997)**

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

- Lake Ave.: Complete finishing the concrete barrier wall, including curb and gutter. Install slope paving at the abutments.
- Lacy St.: Complete pier retrofit work.
- Foothill Blvd.: Complete filling of voids underneath the slope pavers and install slope pavers within the limits of construction. Relocate the irrigation line.
- Allen Ave.: Complete installation of the slope pavers.



**SYSTEMWIDE ACTIVITIES**

- Submit the Phase 1 package to MTA for C6390 - Chinatown Aerial Guideway Structure for Third Party reviews.
- Start the Structural final design for C6420 - L.A. River to Arroyo Seco Line Segment for the emergency stairs. Start Civil efforts on C6410 - L.A. River Bridge and C6430 - Arroyo Seco Bridge Track Alignment Plan and Profiles. Negotiate with the Section Designer for the Slab Bridge and the Civil, Electrical and Mechanical effort for the roadwork and pump facilities at the grade separation.
- The Section Designer for C6440 - Arroyo Seco to Del Mar Line Segment to furnish Final Submittal. Continue to work on MTA Telephone Conduit and Under-platform enclosure.
- Continue to work on design drawings and specifications for C6450 - Del Mar to Memorial Park Line Segment towards pre-final completion level for pre-final submittal to MTA on November 21, 1997.
- Continue with Preliminary Engineering for C6391 - Chinatown Station.
- Continue with work on Design Changes to Accommodate MTA Owned Telephone System.
- Continue with work on Miscellaneous TPS Design Changes.

**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**FINANCIAL STATUS**

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

**Original Scope**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	OCTOBER CHANGE IN FORECAST
CONSTRUCTION	\$432.5	\$404.2	(\$28.3)	\$0.0
PROFESSIONAL SERVICES	258.9	260.1	1.2	(13.3)
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	5.9	3.7	0.0
CONTINGENCY	43.6	69.8	26.2	13.3
PROJECT REVENUE	(1.2)	(1.3)	(0.1)	0.0
<b>TOTAL PROJECT</b>	<b>\$803.9</b>	<b>\$803.9</b>	<b>\$0.0</b>	<b>\$0.0</b>

**Additional Locally Funded Activities**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	OCTOBER CHANGE IN FORECAST
CONSTRUCTION	\$0.0	\$0.0	\$0.0	\$0.0
PROFESSIONAL SERVICES	0.0	19.8	19.8	19.8
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/FORCE ACCOUNT	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
CONTINGENCY	0.0	0.0	0.0	0.0
PROJECT REVENUE	0.0	0.0	0.0	0.0
<b>TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>	<b>\$0.0</b>	<b>\$19.8</b>	<b>\$19.8</b>	<b>\$19.8</b>

**Budget/Forecast Variance Analysis**

**Original Scope / Additional Locally Funded Activities**

Commitments to date for Original Scope are \$271 million or 34% of the current total forecast.

Expenditures to date for Original Scope are \$207 million or 26% of the current total forecast.

The forecast for Professional Services has been revised this period to separate costs from "Original Scope" to "Additional Locally Funded Activities." This change was offset by an increase of \$13.3 million to project unallocated contingency. There was no change to the Total Project forecast cost.

For details of the "Additional Locally Funded Activities" change in forecast, refer to ES-12.



**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 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 01 - GUIDEWAYS AND STATIONS:**

Current Budget      \$ 248,123,492

Forecast:            \$ 221,301,597

Variance:            (\$ 26,821,895)

% Variance:            (10.8%)

Mitigation: The Current Forecast reflects the latest estimates from EMC which validate the current scope and schedule. In addition, the Current Forecast includes the anticipated credit for the claim for the Lacy Street Bridge rework. (NOTE: The Safety Awareness and Contractor Safety Incentive Programs have also been segregated into its own Line Item #27. If included, this negative variance would be less than the +/- 10% threshold.) This reduction in forecast is the result of incorporating design changes and scope reductions which have mitigated the cost of this line item.

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

Current Budget      \$ 12,188,500

Forecast:            \$ 10,678,700

Variance:            (\$ 1,509,800)

% Variance:            (12.4%)

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:            \$ 26,850,000

Variance:            (\$ 8,271,600)

% Variance:            (23.6%)

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.

**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**CONTRACT/LINE ITEM VARIANCE REPORT (Con't)**

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

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

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

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

Current Budget	\$ 47,560,900
Forecast:	\$ 72,463,000
Variance:	\$ 24,902,100
% Variance:	52.3%

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 October change in forecast, 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.

**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**CONTRACT/LINE ITEM VARIANCE REPORT (Con't)**

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

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

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:	\$	69,834,703
Variance:	\$	26,280,595
% Variance:		60.3%

Mitigation: The Current Forecast reflects the latest review with the Project Staff as to the allocated contingency necessary to complete the present scope of the work on schedule (August 2001 ROD) and on budget (\$803.9 million).

• **LINE ITEM 27 - SAFETY AWARENESS PROGRAM:**

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

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

**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 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	\$134,115	75%	\$69,321	39%	\$69,321	39%
PROP C (40% DISC.)	\$435,437	\$237,522	\$40,000	\$40,000	17%	\$40,000	17%	\$40,000	17%
<b>TOTAL</b>	<b>\$841,000</b>	<b>\$803,869</b>	<b>\$278,425</b>	<b>\$271,718</b>	<b>34%</b>	<b>\$206,924</b>	<b>26%</b>	<b>\$204,967</b>	<b>25%</b>

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

F:\COST\PM\SR\9710-OCT\5200.DOC



# METRO PASADENA BLUE LINE

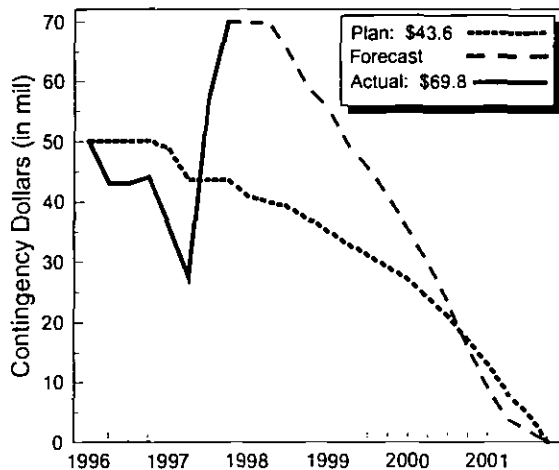
## Monthly Project Status Report

### Period Ending - October 31, 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.

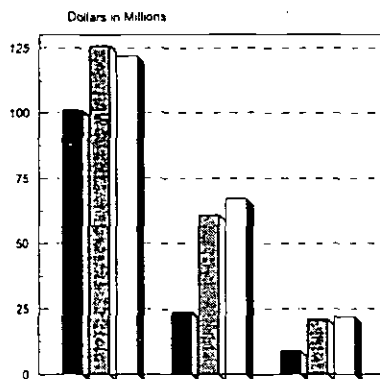
### Contingency Status Analysis

The total project unallocated contingency forecast increased \$13.3 million for the October 1997 period to reflect the cost separation from "Original Scope" to "Additional Locally Funded Activities." The total project contingency is currently \$69.8 million.

The MTA is working to provide a revised Recovery Plan to the Federal government. This plan is forecast to be complete in December 1997, and could affect the August 2001 Revenue Operations Date (ROD).

Additionally, if the ROD slips, there will be a Rough Order of Magnitude (ROM) cost impact of \$2.5 to \$3.0 million per month due to escalation and extended administration costs.

### Professional Service Contracts Consultant Cost Status



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

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

### Professional Services Cost Analysis

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

The forecast for the Design Consultant remained unchanged at a total of \$126.1 million for the October 1997 period. This forecast reflects the most recent negotiated CWO's with the Engineering Management Consultant, as well as ROM estimates for those CWO's which still await final PIP submittals.

The forecast for Construction Management remained unchanged at a total of \$60.7 million for the Oct. period. This forecast represents the August 2001 ROD and the consolidation of work from the original 46 packages into 23 packages with the cost based on a percentage established by MTA Estimating for the remaining "to-go" construction activities.

The forecast for Specialty Consultants remained unchanged at a total of \$20.6 million and is based on inputs received from the various MTA departments responsible for oversight of these consultants. Again, the forecast is based on the August 2001 ROD.

# METRO PASADENA BLUE LINE

## Monthly Project Status Report

### Period Ending - October 31, 1997



## SCHEDULE STATUS

Schedule		Change from Last Month
Current R.O.D.	August 2001	None
Design Progress	80.3%	None
Constr. Progress	10.6%	+0.2
Critical Path Float (Calendar Days)	-35	-35

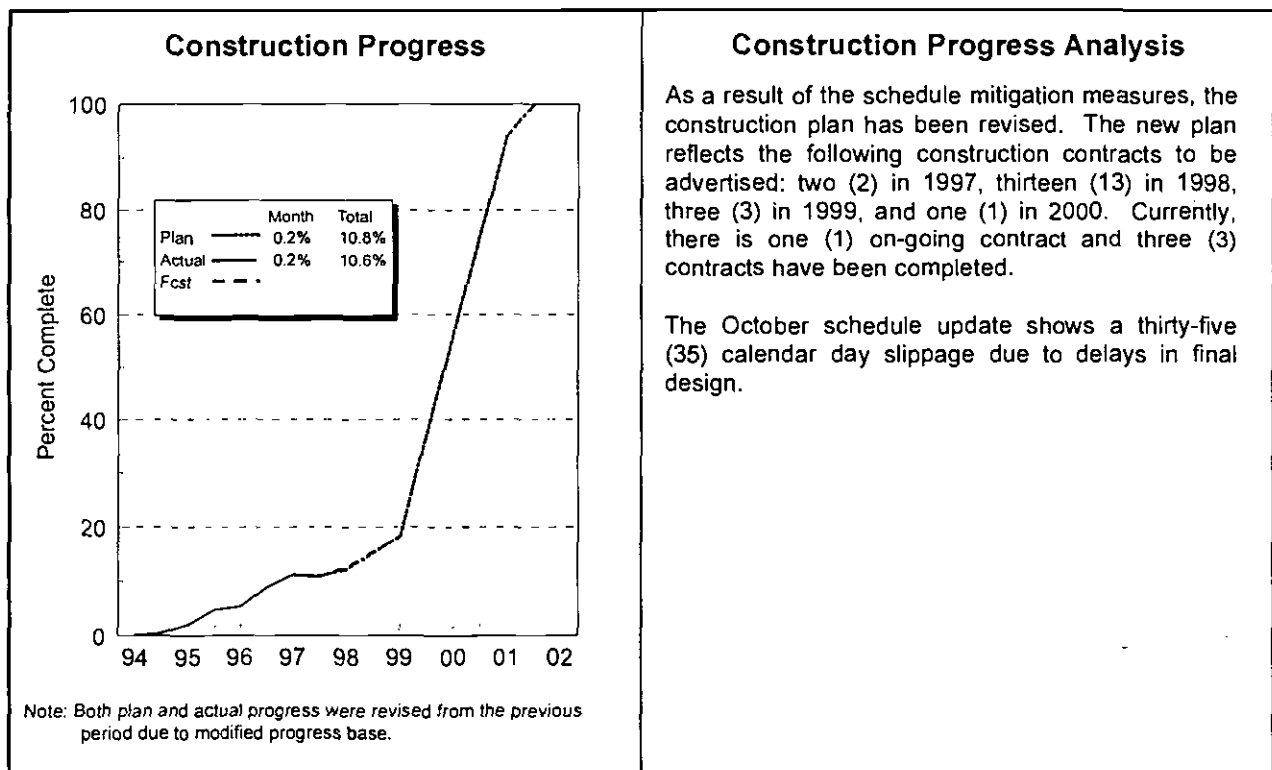
**Current Critical Path Analysis**

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

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

Subcritical contracts are C6400 - Yard & Shops and C6490 - Union Station & Sierra Madre Villa Stations. Day-for-day slippages will continue if design is not mitigated.

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



**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**SAFETY STATUS / MANAGEMENT ISSUES**

Construction Safety Statistics			Construction Safety Summary	
		Change from <u>Last Month</u>		
<b>Recordable Injury Rate:</b>				
The number of recorded injuries (excluding simple first aid or minor medical treatment) per 100 man years.				
1995 National Average	10.6		• The Project is expending 15,000 work hours per month and has continued with zero Lost Time Cases and no Lost Work Days.	
Project Rate	4.7	None	• To date, over 760,000 work hours were completed without a Lost Time Injury.	
<b>Lost Time Incident Rate:</b>				
The number of injuries resulting in days away from work per 100 man years.				
1995 National Average	4.2		• The OSHA-200 incidence rate is approximately one half of the National Average of 10.6.	
Project Rate	0.0	None		
NOTE: Based on September 1997 statistics.				

**MANAGEMENT ISSUES**

**NEW**

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

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

**Concern/Impact**

The July Schedule mitigation depicts a sequence of design start 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.

**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**MANAGEMENT ISSUES (Con't)**

**ONGOING**

***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.

***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 two TPSS Facilities.



**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**MANAGEMENT ISSUES (Con't)**

**ONGOING (Cont'd)**

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

**Agency Cost Overrun**

***Concern/Impact***

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

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

***Status/Action***

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

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

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

Finally, a review of 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 PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**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 Ratkovich Villanueva Partnership requested a traffic plan from the MTA for the "Vignes Street access" prior to continuing negotiations concerning their property. The preliminary traffic plan was completed and approved by the City of Los Angeles. The MTA has agreed to commit limited funds for landscaping the property entrance. A meeting is being scheduled with the Ratkovich Villanueva Partnership to continue negotiations.

***RESOLVED***

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

**CWO 040 Final Design Contracts**

***Concern/Impact***

Late initiation of invoice processing for C6450 - Del Mar to Memorial Line Segment and C6390 - Chinatown Aerial by the EMC has resulted in these two contracts stopping work 21 days and 10 days respectively.

***Status/Action***

Both contracts have re-started without any impact to the August 2001 ROD.

# **METRO RED LINE SEGMENT 2**

## **EXECUTIVE SUMMARY**

# METRO RED LINE Segment 2 Monthly Project Status Report Period ending—October 31, 1997



## Major Activities - This Period

**B281 Hollywood/Vine Station and Crossover** - Substantially completed Hollywood Boulevard street restoration. Continued installing ductwork, electrical equipment, piping, and conduit. Activated permanent power in the station and began testing electrical and mechanical equipment. Continued installing ceiling panels in the entrance and mezzanine areas. The Contractor has achieved 9 liquidated damage milestones to date. The Contract is 90% complete.

**B271 Hollywood/Western Station** - Appendage concreting approached completion. Began curb and gutter work. Continued installing conduit and pulling wire to electrical equipment in preparation for station equipment testing. Completed installing platform edge pavers and began installing floor tile. Substantially completed installing platform edge lights. The Contractor has achieved 10 liquidated damage milestones to date. The Contract is 92% complete.

**B252 Vermont/Santa Monica Station and Crossover** - Continued testing electrical and mechanical equipment. Continued finish work, including installing granite pavers and stair treads in the entrances and metal ceiling panels in the main station. Continued final restoration of the plaza area, including installing light poles. Continued constructing curb, gutter, sidewalk, and traffic signals. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 96% complete.

**B241 Vermont/Beverly Station** - Continued street restoration work following deck removal. Continued concreting appendages. Continued installing ductwork, mechanical piping, electrical equipment, and conduit in preparation for equipment testing. Continued tile and other finish work in the main station and entrance. Continued installing rockwork artwork. The Contractor has achieved 8 liquidated damage milestones to date. The Contract is 92% complete.

**B261 Vermont/Sunset Station** - Completed constructing the entrance landing slab and began landing level walls. Completed excavating the west appendages and continued concreting the east appendages. Continued backfilling the main station and 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.

Operating →

Wilshire/  
Western

Wilshire/  
Normandie

Wilshire/  
Vermont

Wilshire/  
Alvarado

## SYSTEMWIDE ACTIVITIES

B610, Trackwork, completed AR running rail installation and provided high-rail access for follow-on contractors. Continued contact rail installation in the tunnels.

B620, Automatic Train Control Installation, continued installation of communication cable in the AL tunnel and began cable pulling in the AR 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.

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 blue light stations, emergency management panels (EMPs), auxiliary EMPs, and the programmable logic controller modules (PLCs) for Hollywood/Vine Station. The Contractor has completed factory acceptance testing (FAT) of PLCs and both hardware and software were delivered for the Hollywood/Western Station.

B648B, Communication Installation, Change Notice is in process for procuring closed circuit television equipment. Cable pulling and equipment installation continued at available stations.

B710, Elevator/Escalator, Elevator equipment installation continued at Hollywood/Vine and Vermont/Santa Monica stations.

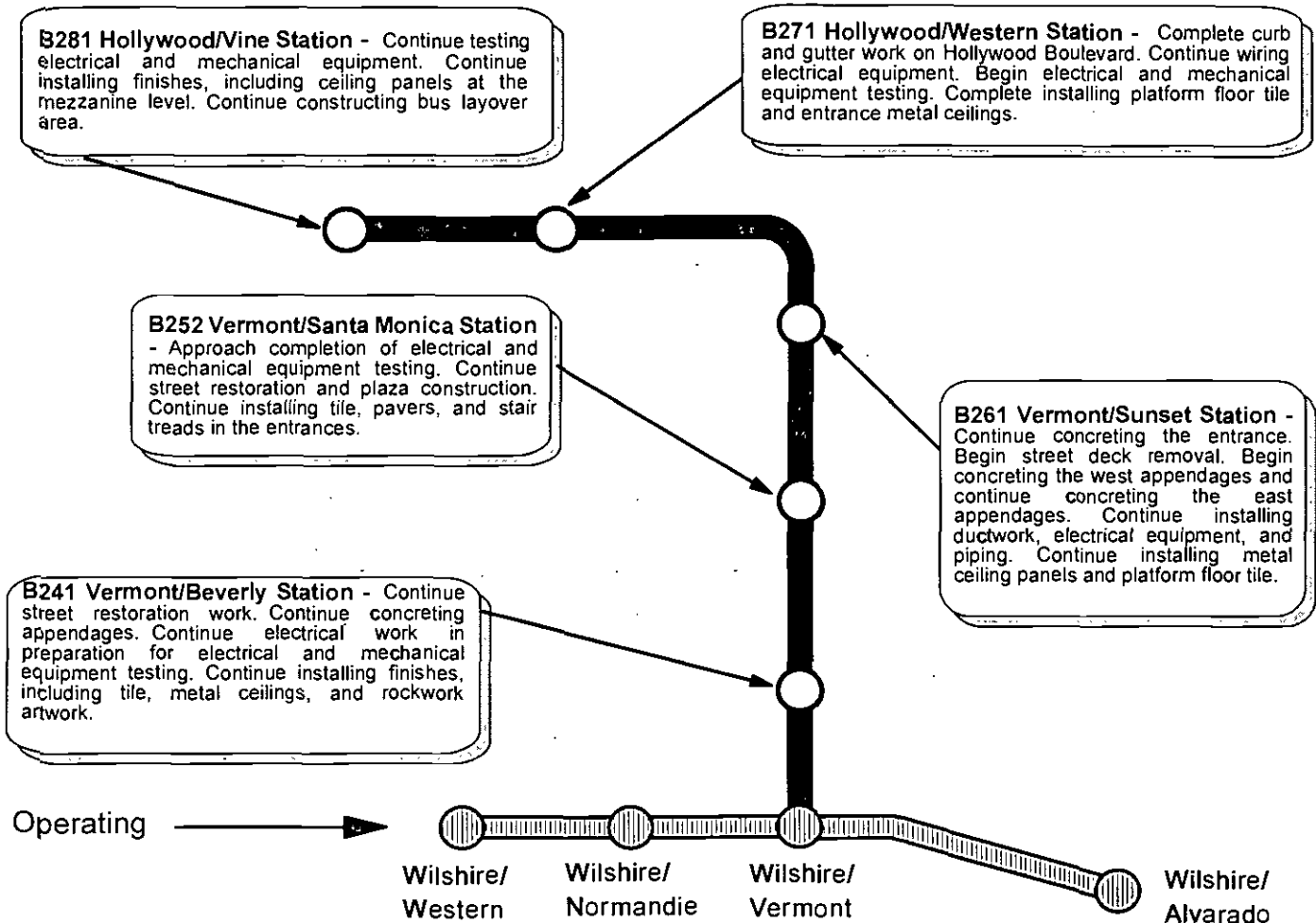
B740/B745, Air Handling/Ventilation, installation of fan equipment continued at available stations.

Fabrication of remaining systemwide equipment continued.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—October 31, 1997**



## Major Activities - Next Period



### SYSTEMWIDE ACTIVITIES

B610, Trackwork, Contractor is to complete contact rail.

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

B631, Traction Power, Contractor is to make final connections and perform testing associated with energizing permanent power in the Hollywood/Western and Hollywood/Vine stations.

B641, Radio, Contractor is to continue installing radio cable in the Vermont/Beverly, Hollywood/Western, and Hollywood/Vine stations and will commence 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 Hollywood/Vine Station and to start factory acceptance test (FAT) of the Vermont/Beverly Station 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—October 31, 1997**



**FINANCIAL STATUS**

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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	OCTOBER CHANGE IN FORECAST
Construction	\$1,053.8	\$1,059.5	5.7	2.7
Professional Services	395.1	433.4	38.3	31.9
Real Estate	88.1	87.1	(1.0)	(1.2)
Utility/Force Account	32.4	32.1	(0.3)	3.1
Special Programs	2.5	1.7	(0.8)	(0.7)
Contingency	4.8	5.8	1.0	0.0
Project Revenue	0.0	(1.2)	(1.2)	0.0
<b>Total Project</b>	<b>\$1,576.6</b>	<b>\$1,618.4</b>	<b>\$41.8</b>	<b>\$35.8</b>

**Additional Locally Funded Activities**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	OCTOBER 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
<b>Total Additional Locally Funded Activities</b>	<b>64.2</b>	<b>65.2</b>	<b>1.0</b>	<b>0.0</b>

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

**Budget/Forecast Variance Analysis**  
**Original Scope**

Expenditures to date for Original Scope are \$1,367.4 million or 85% of current total forecast.

Commitments to date for Original Scope are \$1,497.1 million or 93% of current total forecast.

The Current Budget experienced no changes this period.

The Estimate at Completion (EAC) review for September resulted in a \$35.8 million increase. These changes were as follows:

The forecast changes this period consist of a Construction increase of \$2.7 million, due to:

- B263, Entrance at Kaiser Hospital—Forecast increase of \$1.3 million.
- EN25, Hazardous Waste—Increase of \$0.4 million.

Continued on ES-4

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—October 31, 1997**



**FINANCIAL STATUS**

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

- A650, Passenger Vehicle Procurement—Increase of \$0.6 million.
- TS830, Force Account Labor by Operations—Decrease of \$1.8.
- MR40, OCIP Coverage—Increase of \$2.9 million.
- MR028, OCIP Administration—Decrease of \$0.7 million.

Professional Services increased \$31.9 million due to:

- 03369, Construction Management Consultant—Forecast increase of \$6.1 million.
- PM002, Legal Services—Forecast increase of \$2.5 million.
- MY001, Project Administration—Forecast increase of \$23.3 million.

Real Estate—Decreased \$1.2 million due to A5050, Right of Way Acquisition; forecast decrease of \$1.2 million.

Utility Force Account increased \$3.1 million due to:

- F0102, DWP Power Relocation—Forecast increase of \$4.1 million.
- F0103, DWP Water Relocation—Forecast increase of \$0.5 million.
- F0104, City of Los Angeles—Forecast decrease of \$1.3 million.
- F0808, Pacific Bell Relocation—Forecast decrease of \$0.1 million.
- All other small changes including the rounding - forecast decrease of \$0.1 million.

Special Programs—Decreased \$0.7 million due to B0715, Art in Transit; forecast decreased \$0.7 million.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending–October 31, 1997**



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

Expenditures to date for Additionally Locally Funded Activities are \$43.3 million or 66% of current total forecast.

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

There were no 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—October 31, 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 10—OCIP**

<b>CONTRACT MR 040 SEDGEWICK JAMES</b>	Current Budget:	\$ 37,228,000
	Forecast:	29,860,000
	Variance:	(7,367,000)
	Percent Variance	(19.8)

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

<b>LINE ITEM 3—HAZARDOUS MATERIALS</b>	Current Budget:	\$ 25,340,000
	Forecast:	28,135,000
	Variance:	(2,787,000)
	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.

<b>LINE ITEM 19—PROJECT ADMINISTRATION</b>	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—October 31, 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) %
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$667.000	\$522.396	\$522.396	\$522.396	100%	\$522.396	100%	\$522.396	100%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)		\$144.604	\$144.604	\$144.604	100%	\$144.604	100%	\$144.604	100%
FED ISTE A STP (STATE)	\$0.000	\$52.100	\$52.100	\$52.100	100%	\$52.100	100%	\$52.100	100%
STATE	\$185.985	\$133.020	\$133.029	\$133.029	100%	\$133.029	100%	\$133.029	100%
PROPOSITION A	\$439.447	\$478.899	\$418.825 (7)	\$469.598	98%	\$352.709	74%	\$352.709	74%
CITY OF L.A.	\$98.000	\$96.000	\$94.000 (8)	\$96.000	100%	\$89.218	93%	\$89.218	93%
BENEFIT ASSESS.	\$58.000	\$25.400	\$0.000	\$25.400	100%	\$25.400	100%	\$0.000	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0.000	\$0.000	\$25.400	\$0.000	0%	\$0.000	0%	\$25.400	0%
COST OVERRUN ACCOUNT (3)	\$0.000	\$123.123	\$45.937	\$53.965	44%	\$47.993	39%	\$45.937	37%
<b>TOTAL</b>	<b>\$1,446.432</b>	<b>\$1,575.551</b>	<b>\$1,436.291</b>	<b>\$1,497.092</b>	<b>95%</b>	<b>\$1,367.449</b>	<b>87%</b>	<b>\$1,365.393</b>	<b>87%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES (4):</b>									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$62.702	\$47.993	\$54.268	87%	\$43.318	69%	\$43.318	69%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$0.000	\$2.528	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$65.230</b>	<b>\$47.993</b>	<b>\$54.268</b>	<b>83%</b>	<b>\$43.318</b>	<b>66%</b>	<b>\$43.318</b>	<b>66%</b>
(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st, 1992. (2) The current Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital. (3) The Cost Overrun Account Includes CAPRA funds as well as MTA Proposition A to cover cost overruns. (4) This includes approximately \$8M for the Kalsar Portal scope which is anticipated to receive \$2.5M from Federal ISTE A CMAQ/RSTP funds. (5) Based on Current Budget (6) Expenditures are cumulative through September 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—October 31, 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 September 30, 1997 is \$23,988,291.

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—October 31, 1997



## SCHEDULE STATUS

### Schedule

		Change from Last Month
Current ROD	Dec. 19, 1998	0
Design Progress	98.2%	.7
Critical Path Float	-86 Days	-7
Const. Progress	91.1%	1.5

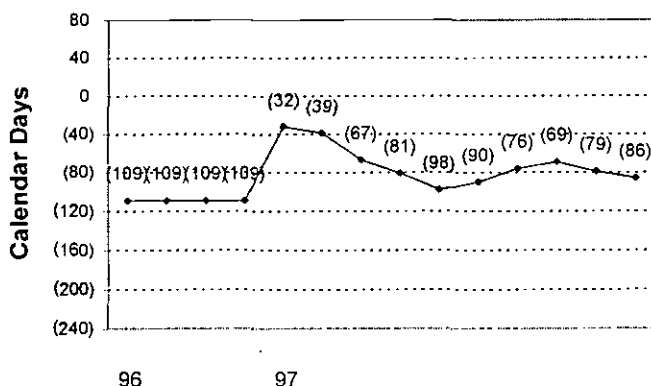
### Current Critical Path Analysis

The 86 calendar days of negative float forecast this period represents a 7-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.

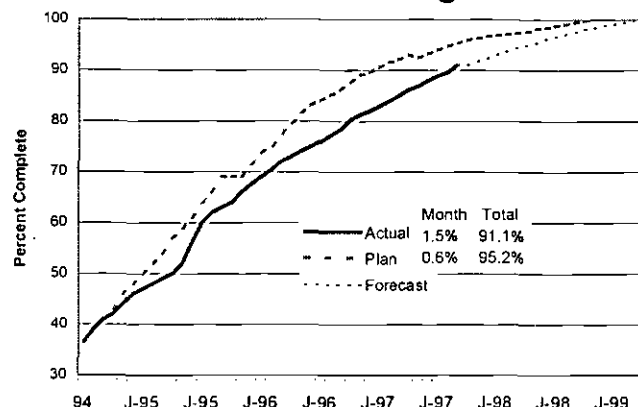
The Project Office is continuing to pursue selective mitigation opportunities, such as acceleration or resequencing of automatic train control work and dynamic testing.

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.

### Float Trend



### Construction Progress



### Construction Progress Analysis

A continuing trend is that actual progress is equal or better than the monthly plan progress. This period the actual progress was better than the planned.

The overall project progress remains behind the planned progress by 4.1%, 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), B252 (Vermont/Santa Monica Station and Crossover), and B261 (Vermont/Sunset Station) contracts was zero (scheduled to be 100% complete) and actual progress of 1 to 2 percent.
- Contract B281, Hollywood/Vine Station, Contractor made significant progress due to earlier-than-planned street restoration in September and October.
- Contracts B610, Trackwork; B740, Ventilation; and B745, Air Handling reported significant progress due to substantial completion of work in the tunnels and stations.

It is forecast that as the station work moves toward substantial completion by the first quarter of 1998, the progress variance will be reduced significantly.

# METRO RED LINE Segment 2

## Monthly Project Status Report

### Period ending—October 31, 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	+0.1

#### 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.

## MANAGEMENT ISSUES

### ONGOING

#### Item (Initiated June 1997)

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

#### Concern/Impact

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

#### Status/Action

The B710 contractor has begun delivering and installing some equipment, but work progress still remains unacceptable. Deliveries to date are as follows:

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

The MTA is considering several options, including possible termination of the B710 contractor. Cure Notice was issued to Contractor to complete its delivery of units to the facilities and to perform work in accordance with contract requirements.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—October 31, 1997**



**ONGOING**

***Item***

Agency Cost Overrun

***Concern/Impact***

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

***Status/Action***

The forecast this month was increased to reflect the latest proposed staffing levels incorporating the planned overhead rate. A report to the MTA Board is planned for December 1997 to address the impacts of this change.

**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 projected the final costs of all contracts. The revised forecasts incorporated the anticipated contingency within their values.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—October 31, 1997**



**ONGOING**

***Item (Initiated December 1996)***

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

***Concern/Impact***

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

***Status/Action***

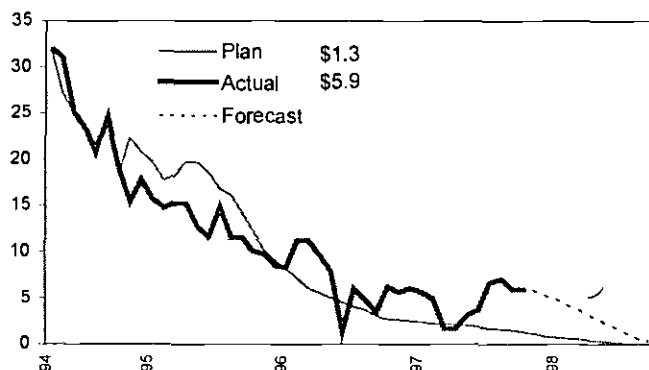
Several options are being evaluated to mitigate the current delays, including, but not limited to, accelerating B261 entrance completion and follow-on systems integrated testing.

# METRO RED LINE Segment 2 Monthly Project Status Report Period ending—October 31, 1997



## COST STATUS

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

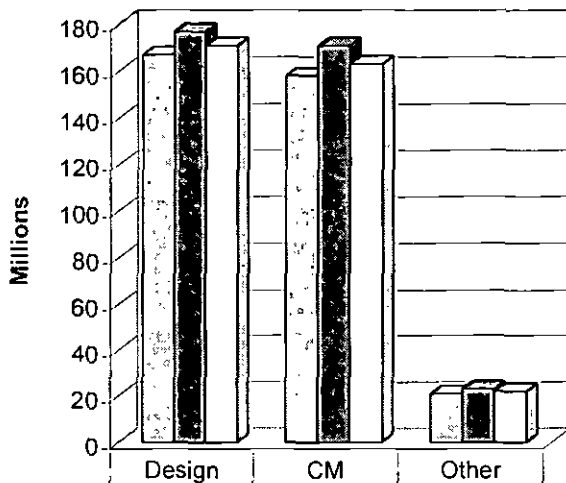


### Contingency Status Analysis

The actual unallocated contingency this period is \$5.9 million, unchanged from last period.

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

### Consultant Cost Status



	Design	CM	Other
□ Authorization	167	158	21
■ Forecast	177	171	23
□ Budget	171	163	22

### Professional Services Cost Analysis

#### Design Services

Four CWOs have recently been established to reflect EMCs 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 for the current annual work plan, totaling \$1.8 million, has been approved. Authorization for the remainder of Fiscal Year 1998 will be approved on an incremental basis. The design forecast exceeds the budget due to the cumulative effect of changes, such as station redesign for "great space" and enhancements, changes to the sprinkler system, sanitary sewer cross-connects, the Kaiser Hospital second entrance, additional effort required of the rail activation group, increases in the volume of Requests for Information (RFIs) and submittals, the B251 contract repackaging, and other activities.

#### Construction Management Services

The forecast was changed by \$6.1 million this month, as reported on the estimate at completion (EAC) analysis. The forecast has increased this period, and it has grown over time because of increased level of effort, resulting from MTA Consultant Change Notices.

#### Other Professional Services

The forecast was changed by \$2.5 million this month for the addition of PM002 legal services.

The increase in authorization resulted from increased legal costs.



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

# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - October 31, 1997



### MAJOR ACTIVITIES - THIS PERIOD



#### CONTRACT C0351 - KAJIMA/RAY WILSON North Hollywood Station

- Completed invert pours L1, L2, L3 and access shaft
- Completed lower exterior walls L2
- Completed L4 and L5 mezzanine decks
- Completed roof decks L12, L13, L14 and L15
- Completed platform walls
- Completed one-half of platform deck
- Poured protection mat for entrance
- Completed HDPE for entrance

#### NORTH HOLLYWOOD STATION

#### CONTRACT C0331 - OBAYASHI CORPORATION North Hollywood Tunnel

- Completed AR walkway concrete
- Completed MVS track level exterior walls
- Continued AL fire protection installation; completed wet standpipe, victrolc couplings, gullwings, valves and crosspassage manifold installation
- Commenced fire protection installation in AR tunnel
- Completed fire protection hydro test between C0321 to MVS in crosspassages and AL/AR tunnels
- Completed conduit installation in AL north from C0351 to MVS
- Completed unistrut installation in AR tunnel
- Commenced concurrent conduit installation in AR north and south; installed 3,916 lf out of 4,985 lf (79%) in AR north and installed 1,348 lf out of 5,444 lf (25%) in AR south
- Commenced cable tray installation in AL north; 70% complete
- Commenced crosspassage plumbing and fire protection

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

- Placed 441 cy of concrete in the platform stem walls of lifts 2-9 and platform deck lifts 2-6
- Placed 3,218 cy of concrete in roof slab lifts 8-11, and ancillary roof slab lifts 1 and 2
- Installed rebar, formwork, and placed concrete in escalator slope #5 at the north side of the entrance
- Completed the lower interior walls of the entrance and placed 171 cy of concrete
- Began installation of the shoring system for the entrance 2nd level mechanical chiller room slab
- Mandrelled & line tagged embedded conduits inside the north station track level rooms
- Installed rebar, formwork, and placed concrete in BRS# 2 and BRS #3 exterior walls

#### UNIVERSAL CITY STATION

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

- Completed AR TBM excavation of additional 429' Standard Tunnel Section and hole through on October 22
- Completed 304' additional TBM excavation in the AL (12,263' total)
- Began to disassemble AR TBM after hole through
- Excavated heading to required station for Crosspassage 50
- Completed excavation for Crosspassages 51 and 52
- Completed shotcrete at Special Seismic Section
- Continued occasional face grouting for ground stabilization at TBM tunnel faces and supplemental grouting behind TBM trailing gear
- Poured arch and end wall for Crosspassages 39A, 40 and 41
- Began to install HDPE in AL tunnel between Hollywood/Highland Station and La Brea Shaft
- Began to excavate Crosspassage 42

#### LA BREA ACCESS SHAFTS

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

- Completed removal of struts Level A lifts 5-8
- Completed demobilization of tunnel equipment and walkway forms
- Completed AR wet-standpipe installation
- Completed removal of temporary utilities and track in AR tunnel
- Commenced AR electrical work
- Completed removing re-struts in the main station
- Continued excavation for main station entrance and plaza; approximately 80% complete
- Commenced BRS concrete work at west end of station
- Continued electrical work at crosspassages
- Completed installation of rakers at west end of the station
- Commenced exterior wall rebar work at lifts 1-4 at platform level
- Commenced under platform wall rebar work at lifts 1-4
- Commenced tunnel ring work at east end of the station
- Commenced CMU work at west end of station

#### to HOLLYWOOD / VINE STATION

#### HOLLYWOOD / HIGHLAND STATION

### SYSTEMWIDE ACTIVITIES

- Contract C1610 (Trackwork Installation) attended meeting for Type III fasteners change notice.
- Contract H0122 (Closed Circuit Television) processed two contract addenda; pre-bid meeting and job-walk site tour occurred
- Contract H0123 (Variable Message Signs) released solicitation level contract documents; pre-bid conference held.
- Contract H0631 (Traction Power Installation) submitted engineer estimate on October 7, bid opening and bid review committee meeting.
- Contract H0648 (Communication Installation) distributed Final Submittal on October 10; conducted radio installations comments review meeting.
- Contract MS201 (Hollywood Blvd. Restoration) worked toward completion of Camera Ready documents.

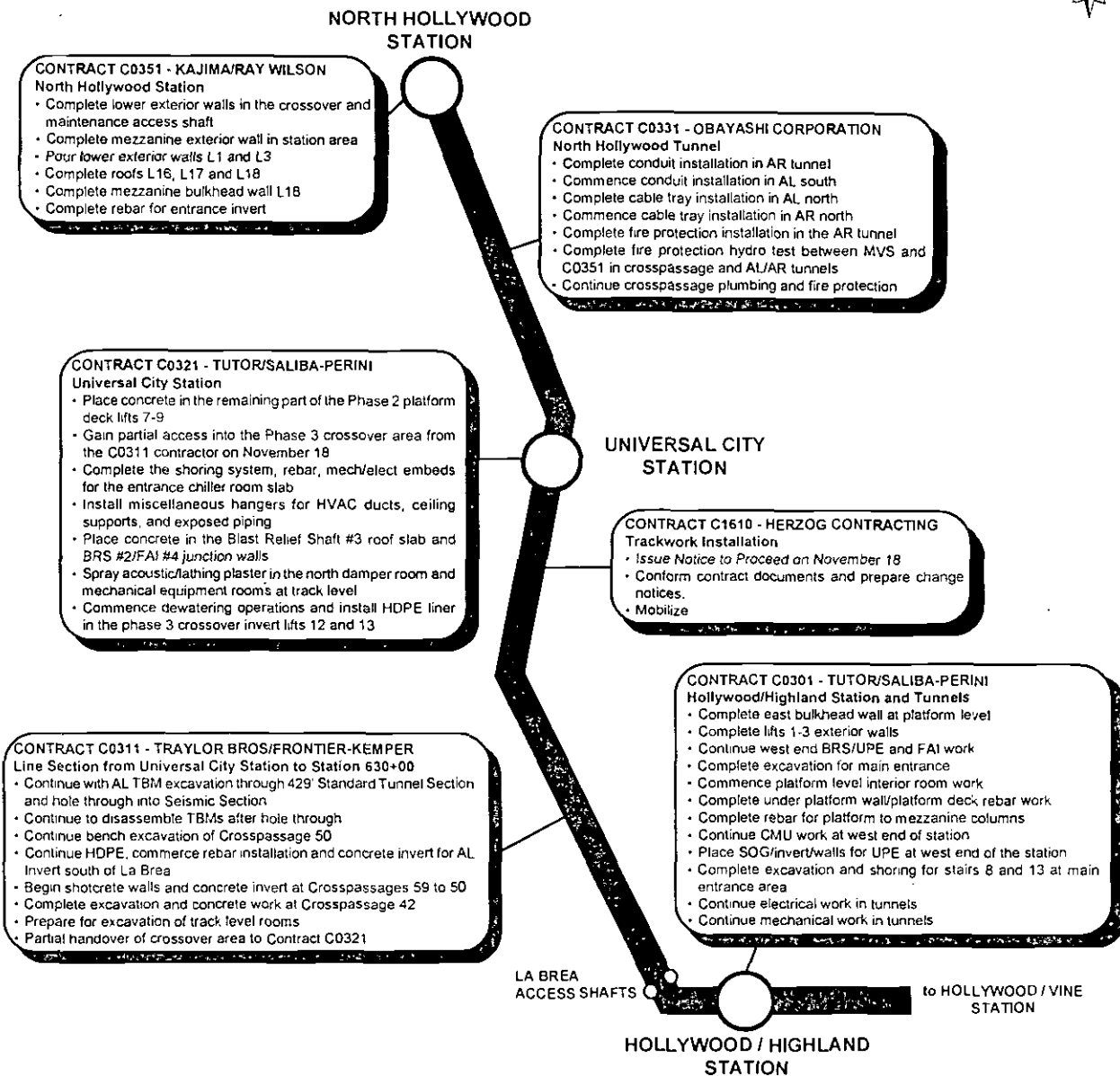
# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

### Period Ending - October 31, 1997



## MAJOR ACTIVITIES - NEXT PERIOD



## SYSTEMWIDE ACTIVITIES

- Contract H0122 (Closed Circuit Television) provide support at pre-bid meeting, respond to any bidder's questions and assist as required with addendum preparation.
- Contract H0123 (Variable Message Signs) provide bid support and conform contract documents.
- Contract H0631 (Traction Power Installation) provide support to CM.
- Contract H0648 (Communications Installation) distribute Camera Ready submittal on November 7; conduct Camera Ready comment review meeting.
- Contract MS201 (Hollywood Blvd. Restoration) hold comments review meeting and issue the Camera Ready submittal in November.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**FINANCIAL STATUS**

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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	OCTOBER CHANGE IN FORECAST
CONSTRUCTION	\$824.7	\$820.5	(\$4.2)	\$1.9
PROFESSIONAL SERVICES	300.8	297.0	(3.8)	(1.3)
REAL ESTATE	89.0	87.3	(1.8)	0.0
UTILITY/AGENCY FORCE ACCOUNTS	26.3	26.0	(0.3)	0.4
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	69.6	79.9	10.3	(1.0)
PROJECT RESERVE	0.4	0.1	(0.2)	0.1
PROJECT REVENUE	0.0	0.0	0.0	0.0
<b>TOTAL PROJECT</b>	<b>\$1310.8</b>	<b>\$1310.8</b>	<b>\$0.0</b>	<b>(\$0.0)</b>

**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	0.1	(0.4)	(0.0)
PROJECT REVENUE	0.0	(11.4)	(11.4)	0.0
<b>TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>	<b>\$3.0</b>	<b>\$0.8</b>	<b>(\$2.2)</b>	<b>(\$0.0)</b>

**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 F103 (DWP-Water) - Forecast increased \$0.4 million due to a new work order for relocation of 60" waterline.
- Contract EN025 (Environmental Services) - Forecast decreased \$1.3 million due to i) reduced scopes in various CWOs and ii) decrease in contract contingency.
- Contract B710 (Escalators & Elevators) - Forecast increased \$0.6 million primarily due to updated design data and contract drawings for elevators and escalators.
- Contract MS201 (Hollywood Blvd. Restoration) - Forecast increased \$2.3 million. This is a new contract and the EAC reflects the final estimate.
- Contract EN030 (Waste Handling) - Forecast decreased \$1.2 million due to reevaluation of existing work orders and contract contingency. Majority of the work orders have been completed.
- Contract H0123/P0060 (Variable Message Signs) - Forecast increased \$0.2 million due to closeout of P0060 and superseded by H0123 with an increased cost.
- Project Contingency - Forecast decreased \$1.0 million due to the cumulative forecast increases.
- Contract PR999 (Project Reserve) - This is a newly created item. Projects CO327, CO328, CO329 and CO358 have been closed and the residual amounts totalling \$0.1 million have been transferred to this account.

**Additional Locally Funded Activities (ALFA)**

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

The Current Forecast carries \$12.2 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 October 1997 period.

- Total Original Scope and ALFA Expenditures to date are \$667.3 million
- Total Original Scope and ALFA Commitments to date are \$1,000.1 million

# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - October 31, 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 the tunnel settlement and termination of the SKK contractor. The forecast reflects the last known information prior to the sinkhole and street settlement. The contractor has been terminated and ongoing litigation between MTA, 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. 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 24 - PROJECT CONTINGENCY**

Current Budget: \$69,570,800

Forecast: \$79,866,129

Variance: \$10,295,329

% Variance: 14.8%

Mitigation: The Forecast is \$10.3 million above the Current Budget as a result of cost mitigation measures and reassessment of contract work scopes. No mitigation measures are required.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



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

**OCTOBER 1997**

**STATUS OF FUNDS BY SOURCE**

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED TO SOURCE	(F/B)
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$681.037	\$544.830	\$291.388	\$544.830	100%	\$305.257	56%	\$291.388	53%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$72.847	\$136.207	100%	\$76.314	56%	\$72.847	53%
FED ISTE A STP (STATE)	\$0.000	\$50.000	\$50.000	\$50.000	100%	\$50.000	100%	\$50.000	100%
FED ISTE A STP/CMAQ (REGIONAL)	\$25.000	\$77.622	\$53.037	\$53.037	68%	\$53.037	68%	\$53.037	68%
FED ISTE A RSTP DEFERRED LOCAL SHARE		\$10.057	\$6.871	\$6.871	68%	\$6.871	68%	\$6.871	68%
SB 1995 TRUST FUND	\$53.000	\$68.912	\$68.912 (2)	\$68.912	100%	\$67.509	98%	\$67.509	98%
STATE SHA/ARTICLE XIX	\$115.000	\$60.000	\$20.855	\$20.855	35%	\$20.855	35%	\$20.855	35%
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%
CITY OF LA	\$101.500	\$200.000 (3)	\$55.446	\$55.446	28%	\$36.766	18%	\$36.766	18%
PROP C	\$318.185	\$113.334	\$17.791	\$26.828	24%	\$17.791	16%	\$17.791	16%
BENEFIT ASSESS. DISTRICT	\$17.100	\$13.500	\$0	\$0	0%	\$0	0%	\$0	0%
<b>TOTAL</b>	<b>\$1,310.822</b>	<b>\$1,310.822</b>	<b>\$672.684</b>	<b>\$998.523</b>	<b>76%</b>	<b>\$667.345</b>	<b>51%</b>	<b>\$650.009</b>	<b>50%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$0.536	22%	\$0.000	0%	\$0.000	0%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$1.077	378%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.613</b>	<b>\$1.613</b>	<b>59%</b>	<b>\$0.003</b>	<b>0%</b>	<b>\$0.003</b>	<b>0%</b>

(1) Based on Current Budget

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

(3) City of LA full contribution to be allocated fully to North Hollywood.

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1997.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**

**FINANCIAL STATUS**

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

OCTOBER 1997

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$352.572	\$635.378	56%	\$364.441	32%	\$350.572	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$88.143	\$158.844	56%	\$91.610	32%	\$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)	\$156.517	\$333.690	\$71.998	\$54.292	16%	\$54.292	16%	\$54.292	16%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$43.233	\$9.328	\$7.034	16%	\$7.034	16%	\$7.034	16%
SB 1995 TRUST FUND	\$53.000	\$68.912	\$68.912	\$68.912	100%	\$67.509	98%	\$67.509	98%
STATE SHA/ARTICLE XIX	\$165.000	\$100.000	\$20.855	\$20.855	21%	\$20.855	21%	\$20.855	21%
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	\$48.834	\$10.537	\$10.537	22%	\$7.945	16%	\$7.945	16%
CITY OF LA	\$136.244	\$200.000	\$55.446	\$55.446	28%	\$36.766	18%	\$36.766	18%
PROP C	\$677.318	\$653.093	\$59.630	\$82.553	13%	\$57.835	9%	\$57.835	9%
BENEF ASSESS. DISTRICT	\$17.100	\$13.500	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
<b>TOTAL</b>	<b>\$2,781.086</b>	<b>\$3,042.752</b>	<b>\$837.421</b>	<b>\$1,168.851</b>	<b>38%</b>	<b>\$783.287</b>	<b>26%</b>	<b>\$765.951</b>	<b>25%</b>
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$0.536	22%	\$0.000	0%	\$0.000	0%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$1.077	378%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.613</b>	<b>\$1.613</b>	<b>59%</b>	<b>\$0.003</b>	<b>0%</b>	<b>\$0.003</b>	<b>0%</b>

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1997.



**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**FINANCIAL STATUS**

Metro Red Line Segment 3 Project  
Funds by Source Analysis

STATUS OF FUNDS ANTICIPATED

<b>FTA SECTION 3</b>	MTA submitted a grant application to the FTA on December 13, 1996, for \$69,551,602. Funds are planned to be allocated entirely against the North Hollywood Extension Project. Grant award is expected in November 1997.
<b>FTA SECTION 9 FED ISTE/CMAQ</b>	MTA submitted a grant application to the FTA on December 23, 1996 for \$40,000,000. (This included \$20 million of FY 96 funds and \$20 million of FY 97 funds.) Grant award was approved on August 27, 1997 for FY 96 \$20 million funds only. Funds will not be available for drawdown until FTA approves the MTA Restructuring Plan.
<b>FTA SECTION 9 FED ISTE/STP</b>	The State allocated \$75 million at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. MTA submitted a grant application to the FTA on December 23, 1996 for \$75 million. Grant award was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25 million allocated to the Eastside Project. These funds will be available for drawdown only when FTA approves the MTA Restructuring Plan.
<b>STATE PROP 116</b>	MTA submitted on April 8, 1997 a grant application and an allocation request to the California Transportation Commission for \$15 million of Prop 116 Rail Bond Funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>STATE SHA</b>	MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>CITY OF LA</b>	A fund transfer agreement has been executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.446 million is available for drawdown.
<b>BENEFIT ASSESSMENT</b>	No funds are expected to be available until Fiscal Year 2003.



# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - October 31, 1997

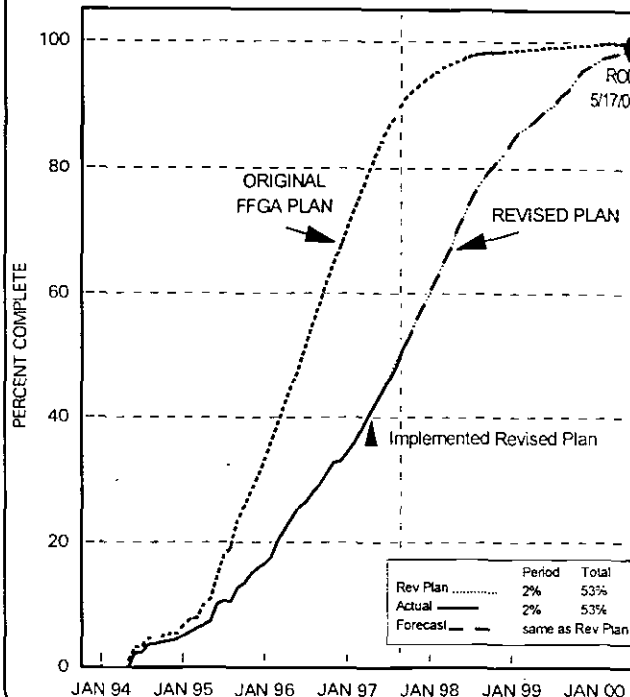


### SCHEDULE STATUS

#### Schedule

		Change from Last Month
Current ROD	May 17, 2000	-5
Design Progress	92.5%	+0.1
Construction Progress (estimated)	53%	+2%
Critical Path Float (in working days)	0	+5

#### Construction Progress



#### Current Critical Path Analysis

The October 1997 Project Master Schedule shows the project back on schedule. The forecast project completion date is May 17, 2000. Adjustments to B620 schedule to show work being performed as facility rooms become available, and the revamping of System Integration Test schedule to reflect the Building Block Approach by separating Phase 1 and Phase 2 tests, created 5 working days of project float to recover schedule delay.

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.

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 October 31 is 53% 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 will be 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 and concrete work has been identified to proceed with a 6-day week schedule. Entrance excavation started during this period. No impact to ROD.

Contract C0311 (North Hollywood Tunnel) breakthrough in the AR tunnel happened on October 22. AL breakthrough is anticipated to happen the first week of November. As a result, 10 days were gained in the excavation. Efforts are now focused on the demobilization of the TBMs to guarantee the turnover of the crossover to the C0321 contractor. C0311 delay is currently 133 calendar days. To minimize risks to C1610 trackwork contract, trackwork turnover dates are split into four accesses. Milestone 10, Phase 3 Crossover Turnover to C0321, is delayed to the first week of December 1997. No impact to ROD.

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

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

Contract C0351 (North Hollywood Station) contract schedule slippage of 17 calendar days last month is being mitigated through a combination of three shifts operation and Saturday work.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - October 31, 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 man years.

1995 National Average	10.6	
Project Rate	16.8	+0.9

**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	+0.2

(Based on September 1997 statistics)

**Construction Safety Summary**

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

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**MANAGEMENT ISSUES**

**ONGOING**

*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 delay to the project's forecast completion date that results in extended manpower levels. This forecast change will be reflected in the November 1997 report.

**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.

**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 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.

A 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.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**MANAGEMENT ISSUES**

**RESOLVED**

*Item (Date initiated: April 1997)*

TBM Junction with Special Seismic Section

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

**Concern/Impact**

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

**Status/Action**

250 feet to 300 feet from the Special Seismic Section has now been grouted with micro-fine cement. The AR tunnel has been completed. The final 250 feet of drive had significantly reduced water inflow and the ground was reasonably stable.

**RESOLVED**

*Item (Date initiated: May 1997)*

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

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

**Concern/Impact**

Average rate of TBM excavation this period was 20 feet/day because of poorer ground conditions, ground stabilization and seeping water. Average daily excavation rates below 30 feet/day in the past impacted turnover of the Phase III crossover to Contract C0321 (Universal City Station) scheduled for November 18, 1997.

**Status/Action**

AR breakthrough occurred on October 22. AL breakthrough is anticipated for the first week in November.

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

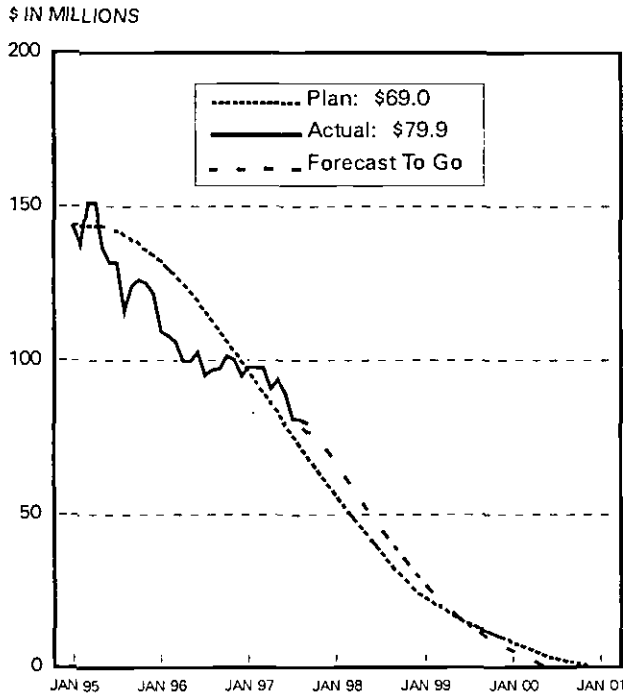
Ongoing, long term action to mitigate impact to the project included: (1) shotcrete north and south crossover transition; (2) resequence track level room excavation and concrete work; (3) concrete lining south of La Brea Shaft to be done immediately following the seismic section excavation; (4) for Contract C1610 trackwork installation milestone turnover date split into two phases for each tunnel, offering gradual access as scheduled; and (5) contingency plans were studied and several change notices were processed to address delays to crossover turnover to Contract C0321. Changes included phased turnover of the C0321 access milestone and accelerating TBM removal and cleanup by working Saturdays.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**COST STATUS**

**Contingency Status**



**Contingency Status Analysis**

**October 1997 Period Status**

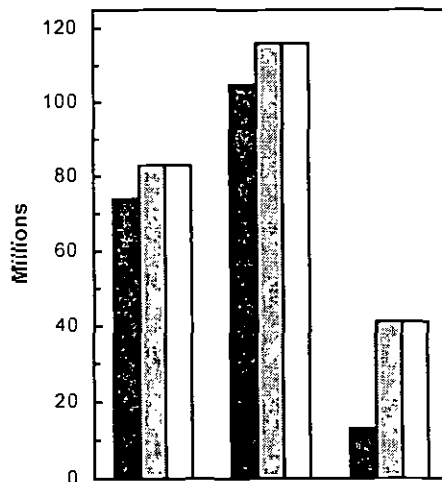
The Contingency Forecast decreased \$1.0 million this period to offset a net increase of \$1.0 million in the Construction Element.

**Cumulative Contingency Status**

The variance of \$10.9 million between the actual and planned contingency is primarily due to a timing difference of completions of the facilities contracts. The original planned contingency curve had the facility contracts finishing, on average, seven months earlier than the current schedule.

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

Dollars in Millions



		DESIGN	CM	OTHER
Current Authorization		75	108	14
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 continuing to be reevaluated. MTA has negotiated remaining services to complete with EMC Project Management, Project Administration and Project Controls.

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. The forecast reflects a \$1.3 million reduction to environmental services.

**DATA SOURCE:**

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

**METRO RED LINE SEGMENT 3**

**MID-CITY EXTENSION**

**EXECUTIVE SUMMARY**

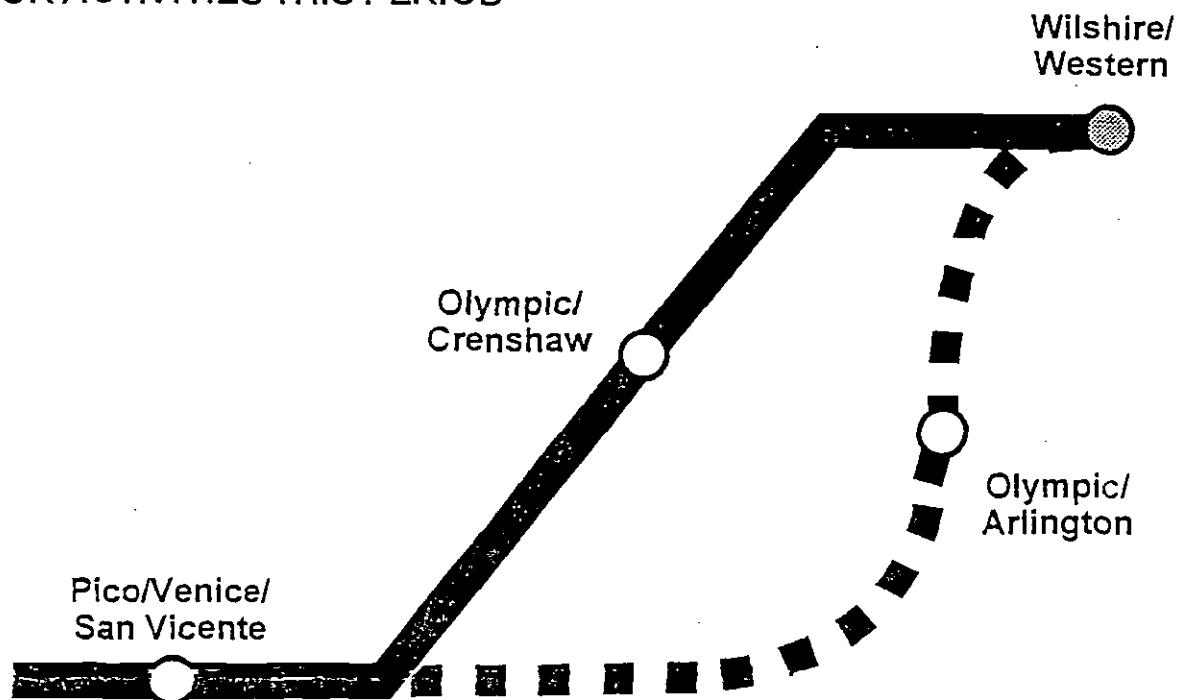
# METRO RED LINE - Segment 3 / Mid-City Extension

## Summary Status Report

Period Ending - October 31, 1997



### MAJOR ACTIVITIES THIS PERIOD



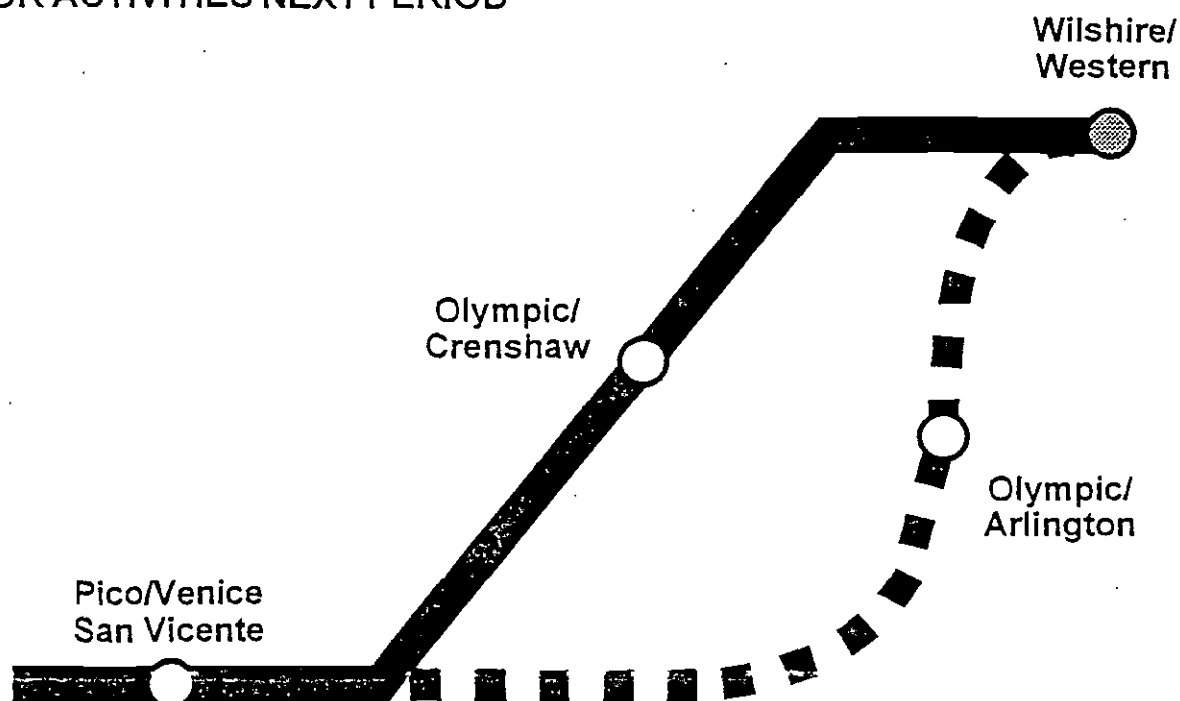
### SYSTEMWIDE ACTIVITIES

- Interfaced with FTA as they continued an initial review of the Administrative Supplemental Environmental Impact/Subsequent Environmental Impact Report (SEIS/SEIR) Draft which addresses the Wilton/Arlington and Crenshaw alignment alternatives. The Project schedule slipped an additional 30 days in October due to the length of time anticipated for FTA to complete the review.
- Received MTA staff Administrative Draft comments and transmitted mark-ups to the environmental consultant.
- Continued public outreach, including an information booth at the Wilshire Park Home Owner Association (HOA) party and interface with other community groups.

**METRO RED LINE - Segment 3 / Mid-City Extension**  
**Summary Status Report**  
**Period Ending - October 31, 1997**



**MAJOR ACTIVITIES NEXT PERIOD**



**SYSTEMWIDE ACTIVITIES**

- Continue SEIS/SEIR Administrative Draft briefings/coordination with the FTA; incorporate FTA comments into the Administrative Draft as available from the FTA.
- Incorporate MTA staff comments into the Draft SEIS/SEIR.
- Begin preparations to initiate the 45-day public review period (contingent on receipt and incorporation of FTA review comments).
- Continue public outreach, including a Red Line tour for the Longwood Home Owner Association (HOA), interface with area HOA leaders, and updates to elected officials' staff members, as required.



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

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

METRO RED LINE SEGMENT 3 / MID-CITY EXTENSION

OCTOBER 1997

**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 \$	%
<b>ORIGINAL SCOPE:</b>									
FTA - SECTION 3	\$1,317,912	\$1,133,192	\$352,572	\$635,378	56%	\$364,441	32%	\$350,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	98,578	283,298	88,143	158,844	56%	91,610	32%	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	333,690	71,998	54,292	16%	54,292	16%	54,292	16%
FED ISTEA RSTP DEFERRED LOCAL SHARE	9,875	43,233	9,328	7,034	16%	7,034	16%	7,034	16%
SB 1995 TRUST FUND	53,000	68,912	68,912	68,912	100%	67,509	98%	67,509	98%
STATE ARTICLE XIX	165,000	100,000	20,855	20,855	21%	20,855	21%	20,855	21%
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	48,834	10,537	10,537	22%	7,945	16%	7,945	16%
CITY OF LOS ANGELES	136,244	200,000	55,446	55,446	28%	36,766	18%	36,766	18%
PROP C	677,318	653,093	59,630	82,553	13%	57,835	9%	57,835	9%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
<b>TOTAL</b>	<b>\$2,781,086</b>	<b>\$3,042,752</b>	<b>\$837,421</b>	<b>\$1,168,851</b>	<b>38%</b>	<b>\$783,287</b>	<b>26%</b>	<b>\$765,951</b>	<b>25%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,077	378%	3	1%	3	1%
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$613</b>	<b>\$1,613</b>	<b>59%</b>	<b>\$3</b>	<b>0%</b>	<b>\$3</b>	<b>0%</b>

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

NOTE: Expenditures are cumulative through September 1997.

ES-4

P:\ECEL\MIDCITY\PMAS\R9703A.XLS FD-3 11/4/97

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

METRO RED LINE SEGMENT 3 / MID-CITY EXTENSION

OCTOBER 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) COMMITMENT		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
FTA - SECTION 3	\$242,563	\$194,050	\$4,107	\$4,107	2%	\$4,107	2%	\$4,107	2%
FTA - SECTION 3 DEFERRED LOCAL SHARE		48,513	1,027	1,027	2%	1,027	2%	1,027	2%
FED ISTEA STP (STATE)									
FED ISTEA STP/CMAQ (REGIONAL)	55,400	18,060	1,255	1,255	7%	1,255	7%	1,255	7%
FED ISTEA 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%	6,272	2%	6,272	2%
<b>TOTAL</b>	<b>\$490,663</b>	<b>\$682,732</b>	<b>\$14,619</b>	<b>\$14,159</b>	<b>2%</b>	<b>\$12,824</b>	<b>2%</b>	<b>\$12,824</b>	<b>2%</b>

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

NOTE: Expenditures are cumulative through September 1997.

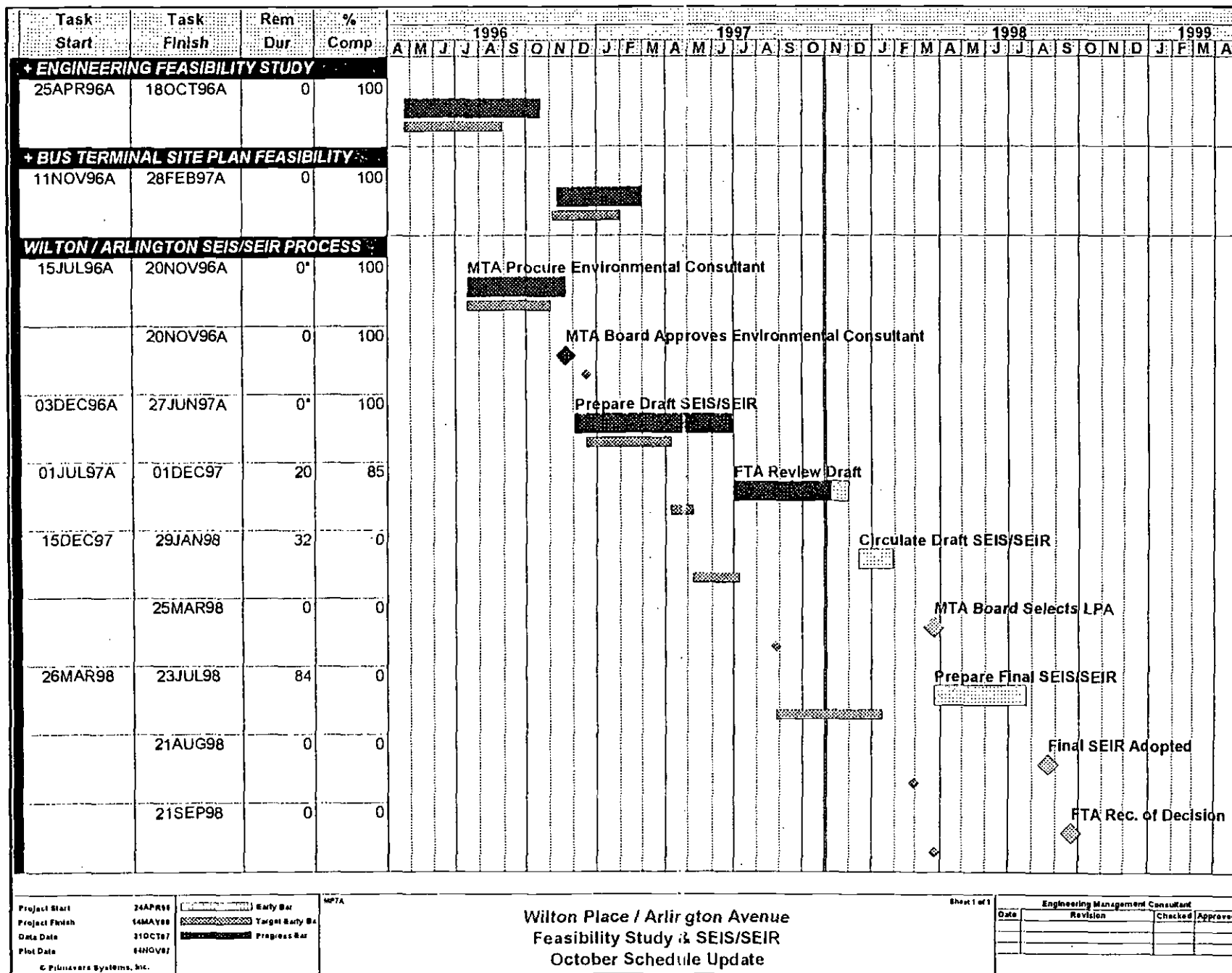
**FINANCIAL DETAIL****FUNDS BY SOURCE ANALYSIS****Status of Funds Anticipated (Segment 3 Projects)**

<b>FTA Section 3</b>	A Grant Application was submitted to the FTA on December 13, 1996 for \$69.5M. Funds are planned to be allocated entirely against the North Hollywood Extension Project. Grant award is expected in November 1997.
<b>FTA Section 9 FED ISTEA/CMAQ</b>	A Grant Application for \$40.0M was submitted to the FTA on December 23, 1996. (This includes \$20.0M of FY 96 funds & \$20.0M in FY 97 funds.) Grant award was approved in August 1997 for FY 96 funds only. Funds will not be available for drawdown until FTA approves the Restructuring Plan.
<b>FTA Section 9 FED ISTEA/STP</b>	The state allocated \$75.0M at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. A Grant Application was submitted to the FTA on December 23, 1996; the Grant award was approved in August 1997. Funds are now available for drawdown with the exception of \$25.0M allocated to the Eastern Extension Project. These funds will be available for drawdown only when FTA approves the MTA Restructuring Plan.
<b>State Prop. 116</b>	MTA submitted a Grant Application and an Allocation Request in April 1997 to the California Transportation Commission (CTC) for \$15.0M of Proposition 116 Rail Bond Funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>State SHA</b>	MTA submitted an Allocation Request in June 1997 to the CTC for \$20.0M of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>City of Los Angeles</b>	A Fund Transfer Agreement for \$200.0M was executed in July 1997. The first installment, totaling \$55.4M, is available for drawdown.
<b>Benefit Assessment</b>	No funds are expected to be available until FY 2003.

<b>SCHEDULE</b>			<b>SCHEDULE ANALYSIS</b>
		<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 &amp; Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The forecast completion for FTA review of the draft document continues to slip, now anticipated for December 1998 at the earliest. This delay continues to have a major impact to the schedule. Mitigation is unlikely due to the length of time legally required for circulation of the document after incorporation of FTA comments.</p> <p>The August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) is now planned for March 1998; 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	
This section intentionally left blank			This section intentionally left blank

ES-8

P:\EXCEL\MIDCITY\MIDCITY703A.XLS FD-3 11/1/97



## 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.

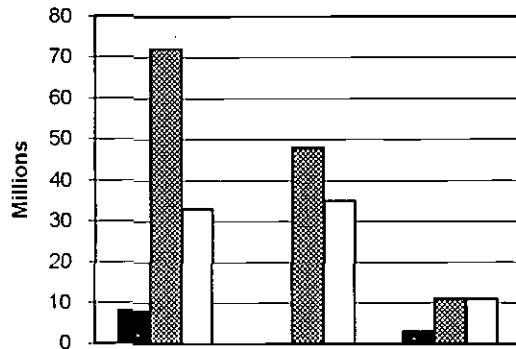
***Status/Action***




The completion date for FTA to provide draft comments continues to slip; now forecast to be completed in December. The draft was submitted to the FTA about twelve weeks behind schedule due to the length of time required to prepare supporting documentation; the 30 day duration originally planned for the FTA review has now slipped to at least five months. Compressing the FTA review and/or the public review circulation periods is not possible. Therefore, the Project Adoption and Record of Decision milestones continue to slip. If comments/changes resulting from these reviews are minimal, it may be possible to mitigate a small portion of the delay by reducing the length of time required to incorporate comments. MTA will evaluate this possibility as review comments are received.



**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 October. The Forecast information on the chart reflects data contained in the Rail Recovery Plan. The Budget and Forecast information will be finalized after Preliminary Engineering is completed and the project is adopted in the Summer of 1998.

**DATA SOURCE:**

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

This section intentionally left blank

This section intentionally left blank

**METRO RED LINE SEGMENT 3**

**EAST SIDE EXTENSION**

**EXECUTIVE SUMMARY**

# METRO RED LINE - Segment 3 East Side

## Monthly Project Status Report

### Period Ending - October 31, 1997



#### MAJOR ACTIVITIES THIS PERIOD

##### C0502

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

EMC finalized disposition of JMA constructability & claims avoidance reviews, and the MTA and Third Party design review comments on the C0502 Final Submittal which was issued on July 21. EMC & MTA proceeded with negotiations on multiple CCN's including the combination of C0502 and C0541 into a single tunnel contract. EMC design effort related to combining C0502/C0541 contracts is on hold pending final negotiations and authorization to proceed.

##### C0521

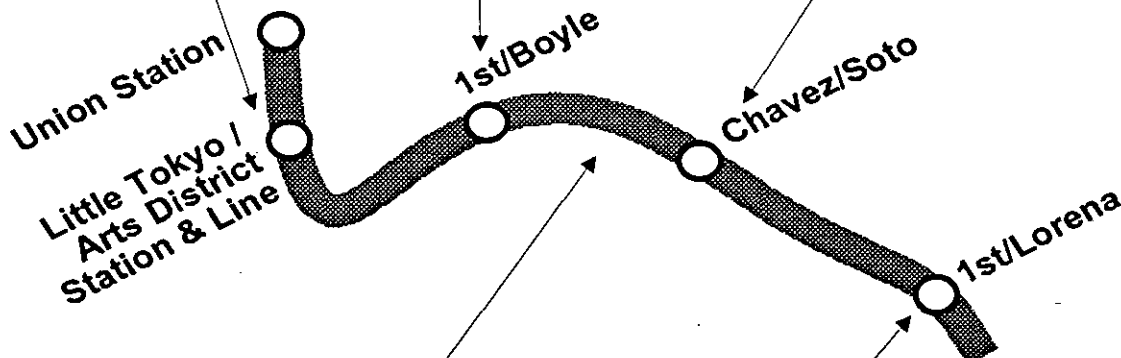
##### 1st / BOYLE STATION

EMC completed Camera Ready on October 2, 1997. The Section Designer is completing structural calculations and ECR work.

##### C0531

##### CHAVEZ / SOTO STATION

Design review resolution meetings were held on October 6 and 7, with MTA and Third Parties. Started Inter/Intra discipline review of the drawings and specifications.



##### C0502 (Formerly C0541)

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

Received additional comments on specifications from MTA Quality Assurance. Review is being done, before incorporation.

##### C0551

##### 1st / LORENA STATION

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

#### SYSTEMWIDE ACTIVITIES

EMC is working with MTA Safety on specifications for Contract C0595 and finalizing drawings. Environmental assessments for parcels that require demolition under C0538 continue and 3 of 17 parcel demolitions were completed. Environmental remediation for these parcels has started. Continued supplemental gas investigation. Contracts C2610, P1614, and P1616 remain on hold.

##### MTA Public Affairs:

Continued development of a security and cleaning program for the East Side alignment in response to community's complaints and concerns about acquisition of properties along the alignment. Coordinated the monthly Review Advisory Committee (RAC) meeting on October 16, 1997. Updated the business surveys around the four station areas to develop a station specific mitigation plan. Coordinated Red Line tour for 65 Roosevelt High School students and teachers, 20 community representatives organized by Congressman Roybal-Allard's office and staff from the Dept. of Transportation, Inspector General's office. Monitored the demolition of properties in Phase I of the demolition process.

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**ACTIVITIES PLANNED FOR NEXT PERIOD**

**C0502**

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

The EMC design effort on CCN 658.01 was stopped on August 29 pending additional funding approval by MTA. EMC & MTA to finalize negotiations of related CCN's. The EMC design effort will resume upon receipt of authorization. EMC to assist MTA and Korve Engineers by analyzing footing settlement for Ramirez Flyover.

**C0521**

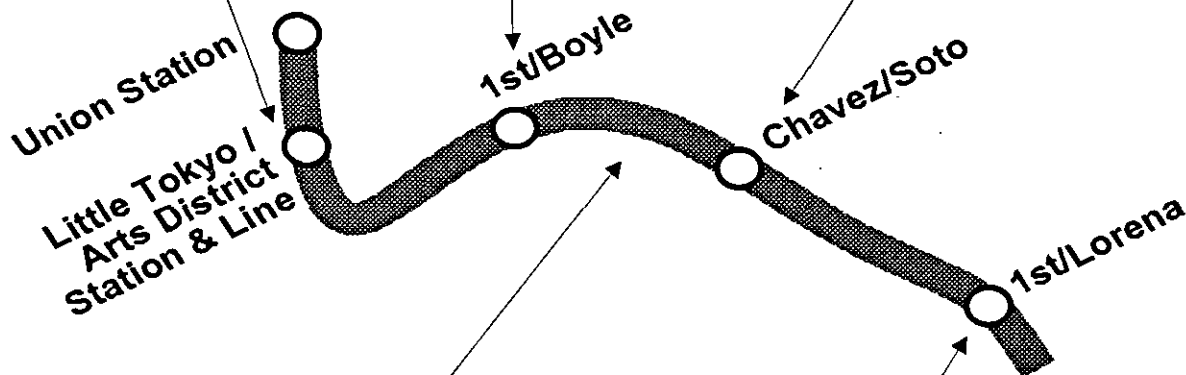
**1st / BOYLE STATION**

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

**C0531**

**CHAVEZ / SOTO STATION**

EMC to complete drawings and specifications for Final Submittal on November 17, 1997. EMC to complete Inter/Intra discipline checking and incorporate all comments.



**C0502 (Formerly C0541)**

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

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

**C0551**

**1st / LORENA STATION**

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

**SYSTEMWIDE ACTIVITIES**

EMC's Pre-Final submittal for Contract C0595 is scheduled for November 7, 1997. EMC is working towards the Final submittal of Contract P0650 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.

**MTA Public Affairs:**

Security and cleaning program is scheduled to begin by Mid-November, 1997. Monthly Review Advisory Committee (RAC) meeting to be held November 20, 1997. Coordinating MTA participation in the 7th annual Mariachi Festival held at the 1st/Boyle station area on November 16, 1997. Sponsoring a Job Fair on November 22, 1997 with over 20 organizations participating such as the LAPD, Cal Works and the ELA Skills Center to be held at Our Lady of Talpa Church in Boyle Heights.

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**FINANCIAL STATUS**

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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	OCTOBER CHANGE IN FORECAST
Construction	\$653.2	\$662.8	\$9.6	(\$0.3)
Professional Services	\$247.6	\$296.8	\$49.2	\$49.2
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	\$89.7	\$78.2	(\$11.4)	\$0.3
Project Revenue	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Project</b>	<b>\$1049.2</b>	<b>\$1098.4</b>	<b>\$49.2</b>	<b>\$49.2</b>

***Other Locally Funded Activities***

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	OCTOBER 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				
<b>Total Other Locally Funded Activities</b>	<b>\$0.0</b>	<b>\$7.4</b>	<b>\$7.4</b>	<b>\$0.0</b>

***Budget/Forecast Variance Analysis***

**October Forecast Variance**

In January 1997, the MTA Board adopted a revised schedule which moved the R.O.D. to November 2004 and changed the East Side Extension current budget and forecast to \$1,049.2M. In May, the R.O.D. was moved forward to May 2004. During the month of October, the project's current forecast increased by \$49.2M due to an identified increase in the Agency Cost forecast. Refer to page ES-11 for a detailed explanation. The contingency forecast increased from \$77.9M to \$78.2M due to one new trend. Trend T-119 reduced the P0650 forecast by \$282K, based on a reconciliation with the Pre-Final design estimate. Commitments increased by \$1.9M primarily due to increased commitments of \$1.2M for EN027 and \$742K for EN032. Expenditures increased by \$671K.

Total Expenditures To Date Are: \$103.1M  
 Total Commitments To Date Are: \$156.2M

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

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 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)**

Work Package: C0551, 1st/Lorena Station  
Current Budget: \$66,537,000  
Forecast: \$74,667,000  
Variance: \$8,130,000  
% Variance: 12.2%

Mitigation: In March, adjustments to the forecast were made to incorporate necessary scope changes included in the 85% design submittal.

In August and September, reconciliation with the 100% design estimate, and the addition of a TBM removal shaft increased the forecast, however, a PBCR was not prepared in conjunction with this trend notice, causing the variance to increase. The project team continues to investigate cost mitigation options, including the possibility of accelerating the schedule. The budget will be adjusted in November to reflect the scope additions.

**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%

Mitigation: 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 manpower 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 first concentrating on reducing direct labor charges to the project proposed for each administrative/management function. To effect this increased control, the project

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**FINANCIAL STATUS**

**CONTRACT / ITEM VARIANCE REPORT**

**Line Item 19 - Project Administration - continued**

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.

**Line Item 24 - Project Contingency**

Current Budget	\$89,660,000
Forecast	\$78,249,000
Variance	(\$11,411,000)
% Variance	-12.7%

**Mitigation:** During the month of October, the current budget was reduced by \$1M in order to establish a budget for an emergency repair contract. The forecast was increased by \$282K due to a reduction in the forecast of Contract P0650 - Electrical Equipment Procurement, based on the Pre-Final design estimate.

In September the project contingency forecast was increased by approximately \$3.1M due primarily to reconciliation with the 100% design estimates for both C0502 and C0521. In August, the forecast was increased by \$21M due to MTA Management's decision to implement the following cost mitigation measures: 1) combining C0502 and C0541 into one tunnel contract, 2) the inclusion of a TBM removal shaft at 1st/Lorena Station, 3) transferring the excavation of the 1st/Boyle Station Box to the C0502 contract, and 4) deletion of the smoke exhaust system.

In the last few months, the contingency forecast has been increased by approximately \$24.6M as a result of cost mitigation and refinements of estimates. The Project Team, along with the EMC and the PMA consultant, continues to investigate Value Engineering/Cost Reduction options and will implement those

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**FINANCIAL STATUS**

**CONTRACT / ITEM VARIANCE REPORT**

**Line Item 24 - Project Contingency - continued**

which are feasible and practical. Currently under study for potential savings is the option of accelerating the schedule within the funding constraints. Concurrent with this effort, additional estimate reviews are being undertaken with staff and consultants to verify the scope and content of estimates for design packages, to identify specific areas of increase, and to review those areas for cost reduction potential. The MTA has also implemented a new program wide contingency management policy and procedure that provides improved visibility of contingency status.

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

Current Budget	\$0
Forecast	\$3,122,000
Variance	\$3,122,000
% Variance	100%

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



**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**

**FINANCIAL STATUS**  
**METRO RED LINE - SEGMENT 3 / PROJECT TOTAL**

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED <sup>(1)</sup>	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA - SECTION 3	\$1,317,912	\$1,133,192	\$352,572	\$635,378	56%	\$364,441	32%	\$350,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	98,578	283,298	88,143	158,844	56%	91,610	32%	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	333,690	71,998	54,292	16%	54,292	16%	54,292	16%
FED ISTE A RSTP DEFERRED LOCAL SHARE	9,875	43,233	9,328	7,034	16%	7,034	16%	7,034	16%
SB 1995 TRUST FUND	53,000	68,912	68,912	68,912	100%	67,509	98%	67,509	98%
STATE SHA/ARTICLE XIX	165,000	100,000	20,855	20,855	21%	20,855	21%	20,855	21%
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	48,834	10,537	10,537	22%	7,945	16%	7,945	16%
CITY OF LOS ANGELES	136,244	200,000	55,446	55,446	28%	36,766	18%	36,766	18%
PROP C	677,318	653,093	59,630	82,553	13%	57,835	9%	57,835	9%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
<b>TOTAL</b>	<b>\$2,781,086</b>	<b>\$3,042,752</b>	<b>\$837,421</b>	<b>\$1,168,851</b>	<b>38%</b>	<b>\$783,287</b>	<b>26%</b>	<b>\$765,951</b>	<b>25%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$536	22%	\$0	0%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,077	378%	3	1%	3	1%
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$613</b>	<b>\$1,613</b>	<b>59%</b>	<b>\$3</b>	<b>0%</b>	<b>\$3</b>	<b>0%</b>

(1) Based on Current Budget

NOTE: Expenditures are cumulative through September 1997.



**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 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 <sup>(1)</sup>	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
FTA - SECTION 3	\$394,312	\$394,312	\$57,077	\$86,441	22%	\$55,077 <sup>(4)</sup>	14%	\$55,077	14%
FTA - SECTION 3 DEFERRED LOCAL SHAR	98,578	98,578	14,269	21,610	22%	14,269 <sup>(4)</sup>	14%	14,269	14%
FED ISTE A STP (STATE)	25,000	25,000	25,000	0	0%	0	0%	0	0%
FED ISTE A STP/CMAQ (REGIONAL)	76,217	238,008	17,706	0	0%	0	0%	0	0%
FED ISTE A RSTP DEFERRED LOCAL SHAR	9,875	30,836	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	34,831	0	0	0%	0	0%	0	0%
CITY OF LOS ANGELES	344	0 <sup>(3)</sup>	0	0	0%	0	0%	0	0%
PROP C	299,133	212,633	33,772	48,118	23%	33,772 <sup>(4)</sup>	16%	33,772	16%
<b>TOTAL</b>	<b>\$979,601</b>	<b>\$1,049,198</b>	<b>\$150,118</b>	<b>\$156,169</b>	<b>15%</b>	<b>\$103,118</b>	<b>10%</b>	<b>\$103,118</b>	<b>10%</b>

(1) Based on Current Budget

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

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

(4) Fund allocation reversal done by MTA Grant Accounting due to unavailability of Federal Funds in the near future.

NOTE: Expenditures are cumulative through September 1997.



**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**FINANCIAL STATUS**

**FUNDS BY SOURCE ANALYSIS**

***Status of Funds Anticipated***

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

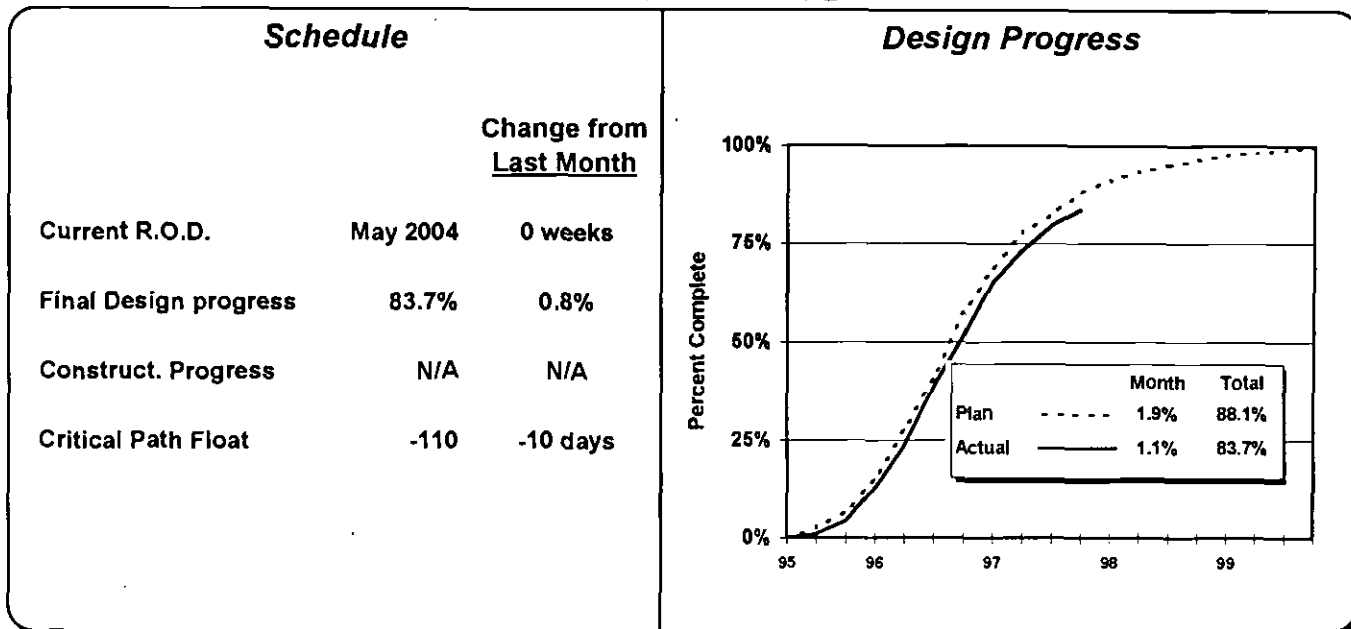
# METRO RED LINE - Segment 3 East Side

## Monthly Project Status Report

### Period Ending - October 31, 1997



#### SCHEDULE STATUS



#### 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, for construction of Chavez/Soto station, and for excavation and construction of 1st/Lorena station.

The critical path includes completion, bid/award, and execution of the combined C0502/C0541 contract, the construction of the Chavez/Soto station box, trackwork installation, systems installation, testing, and then pre-revenue operations to ROD.

Critical items also include 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 is seriously impacting (-110 calendar days) the critical path, and will continue to do so, until the FTA restrictions are lifted or modified.

#### Design Progress Analysis

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

Through October, overall final design is 83.7% complete versus a plan of 88.1%. Revisions to the scope of work since March 1995 were negotiated and finalized in a revised PIP to the MTA dated August 2, 1996. The total value of the WACNs received through October is \$1,895,083 bringing the latest final design cost baseline to \$60,014,826.

The recent decision to separate the remainder of Final Design into four different CWOs has had the effect of setting CPI and SPI to 1.0 for each CUD. Since overall, original CWO 28 was experiencing an underrun, budget for revised CWO 28 was set equal to expenditures. EMC is managing new CWO 47, completion of Facilities Final Design, to a budget of \$3.9M, about \$1.2 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 because Trackwork and Systems contracts, originally planned to be ongoing at this time, are on hold. The period progress reported above is a 1.3% increase over a corrected EMC September total of 82.6%.

Recently EMC was given a WACN to combine contracts C0502 and C0541 forming 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 the 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**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



***Construction Safety Statistics***

Information will be available in November.

***Construction Safety Summary***

Information will be available in November.

**MANAGEMENT ISSUES**

**RESOLVED**

***Item*** [Initiated September 1996]

EIS/EIR Addendum Approval Process

***Concern/Impact***

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

***Status/Action***

The Addendum has been approved by the MTA Board and submitted to FTA for final approval and issue of a Finding Of No Significant Impact (FONSI). The EIS/EIR Addendum was approved by the FTA on October 6, 1997. This item is now closed, however, impact to the critical path rose from this issue and will be evaluated and addressed through the scheduling issues.

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**MANAGEMENT ISSUES (Continued)**

**ONGOING**

*Item* [Initiated July 1997]

FTA letter directives of August 1, 1997

**Concern/Impact**

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

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

**Status/Action**

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

**ONGOING**

*Item* [Initiated May 1997]

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 manpower levels.

**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 East Side**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**MANAGEMENT ISSUES (Continued)**

**ONGOING**

*Item* [Initiated April 1997]

Adequacy of Remaining Contingency

***Concern/Impact***

Substantial drawdowns on contingency have occurred recently as more detailed estimates of construction work based on advancing stages of design completion have become available. Currently the amount of remaining contingency is higher than the plan, however, the plan is based on the schedule that was approved by the Board in May. Since May, there have been additional delays and the work has not progressed according to the plan. For example, C0502 construction should have started. The remaining contingency is about 8.2% of remaining project expenditures. With no construction underway and Final Design about 82.9% complete, this is not considered an adequate contingency for future project unknowns.

***Status/Action***

During the month of September the project contingency forecast was increased by \$3.1M. In the last few months the forecast has been increased by a total of \$24.6M as a result of mitigations and refinements of estimates. The MTA will closely monitor remaining contingency and continue to assess the adequacy of this amount. 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. In the interim, ongoing CM work is being distributed to MTA, EMC, and the PMA consultant.

***Status/Action***

JMA's Appeals Court hearing is scheduled for December 10, 1997. The MTA has begun the paperwork required to begin the selection process again. 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 Project Management Assistance 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**  
**Monthly Project Status Report**  
**Period Ending - October 31, 1997**



**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 about 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 (combining contracts C0502 and C0541). Work on CCN #658 however, was suspended at the end of August when the funding limit was reached. In addition, the Board deferred a decision on further funding for this work for one month.

**Status/Action**

The MTA and EMC are in the process of negotiating this change. The work will remain on hold until negotiations are complete and additional funding is released.

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. A Camera Ready submittal date cannot be determined until this issue is resolved.



# METRO RED LINE - Segment 3 East Side

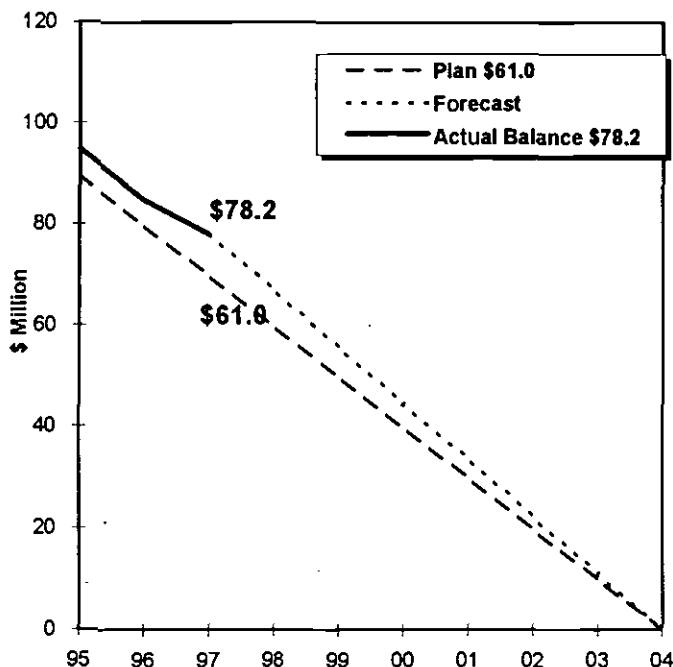
## Monthly Project Status Report

### Period Ending - October 31, 1997



## COST STATUS

### Contingency Status Original and Locally Funded Activities



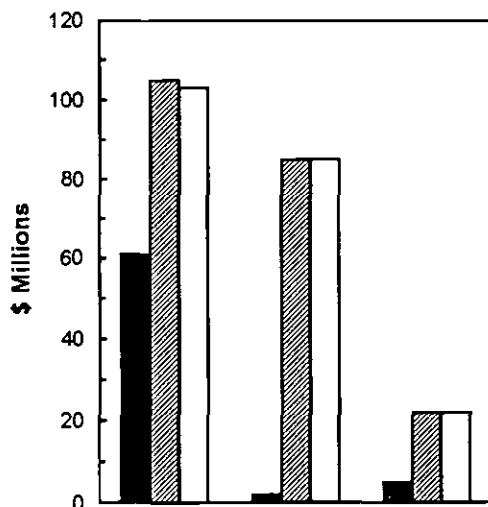
### Contingency Status Analysis

Contingency balance this month increased \$.3M due to the following major trends:

**T-119 \$.3M** Decrease to P0650 Electrical Equipment Procurement, based on reconciliation with Pre-Final design estimate.

Refer to pages ES-5 and ES-13 for a detailed explanation of this status.

### Professional Services Contracts Consultant Cost Status



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

### Professional Services Cost Analysis

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

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

There was no change during the month of September.

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.