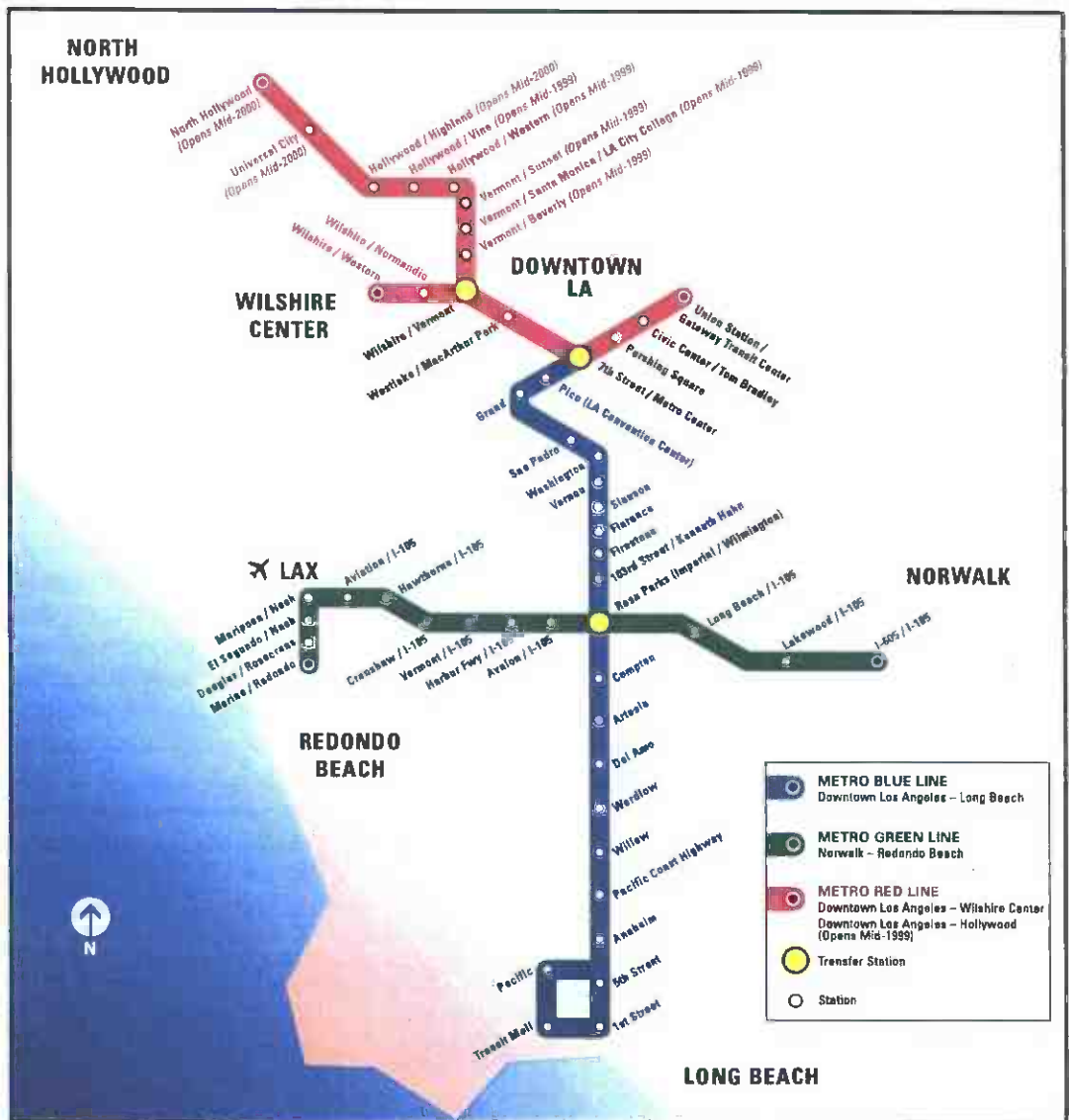


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



December 1998

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

DECEMBER 1998

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of December 1998

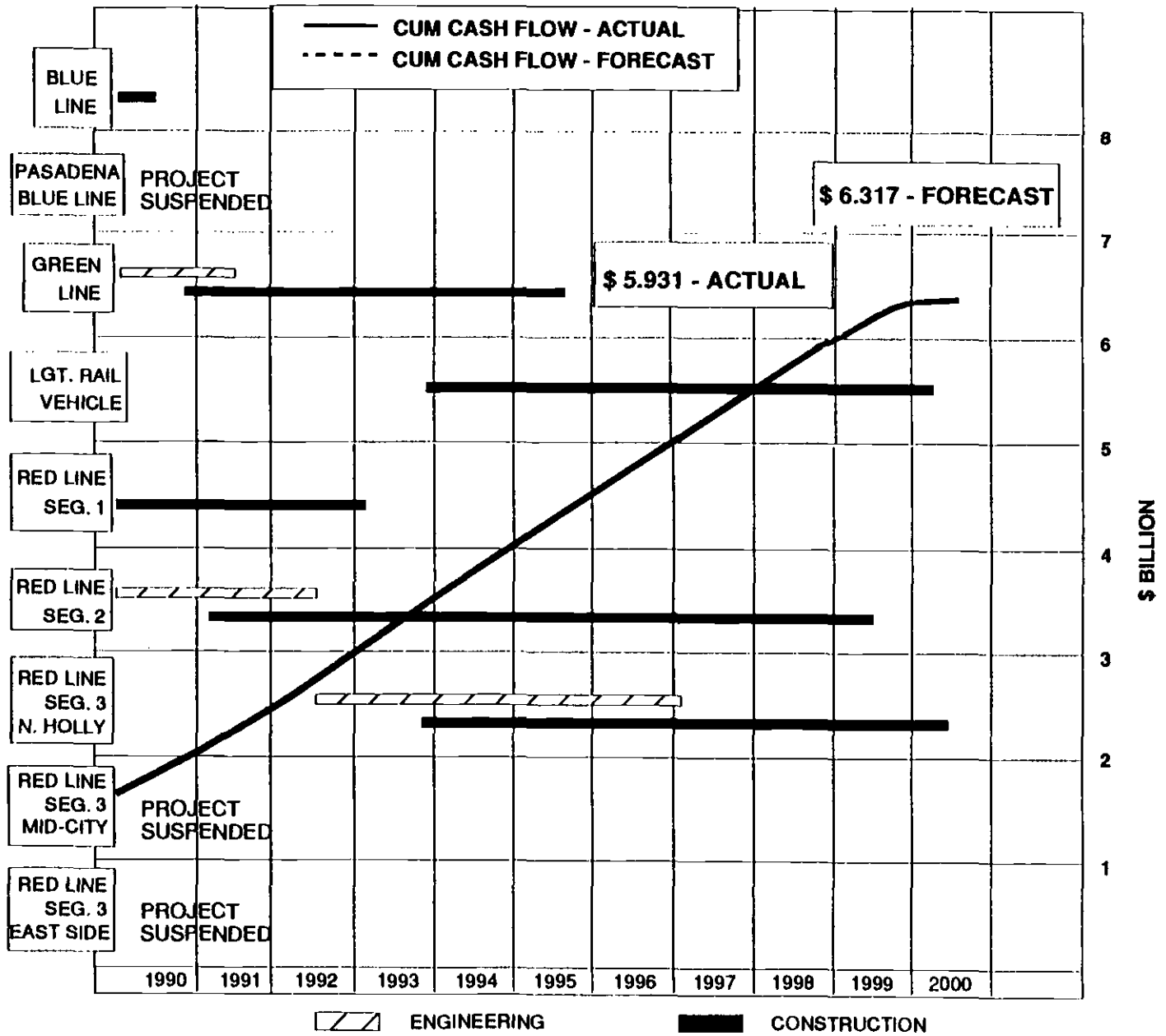
	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.		.	22 MI.		20 MI.	—	59.4 MI.
Number of Stations	5	8	3			22		14	52 cars	52 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail			Light Rail		Light Rail	Light Rail	—
MTA Approved Opening Date	Jan 1993	Wilshire Jul 1996 Vermont May 1999	May 2000			July 1990		August 1995	Final Car Delivery Mar 2000	Final Completion May 2000
Design Status	Completed	100.0%	96.3%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	3 of 6 complt.
Construction Status	Completed	98.1%	77.5%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 69%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1559	\$894	\$13	\$138	\$860	\$235	\$675	\$119	\$5931
MTA Approved Budget (in mil.)	\$1450	\$1739	\$1314	Project suspended	Project suspended	\$877	Project suspended	\$712	\$258	\$6350
Federal Funding	48%	42%	71%			0%		0%	30%	32%
State/Local Funding	52%	58%	29%			100%		100%	70%	68%

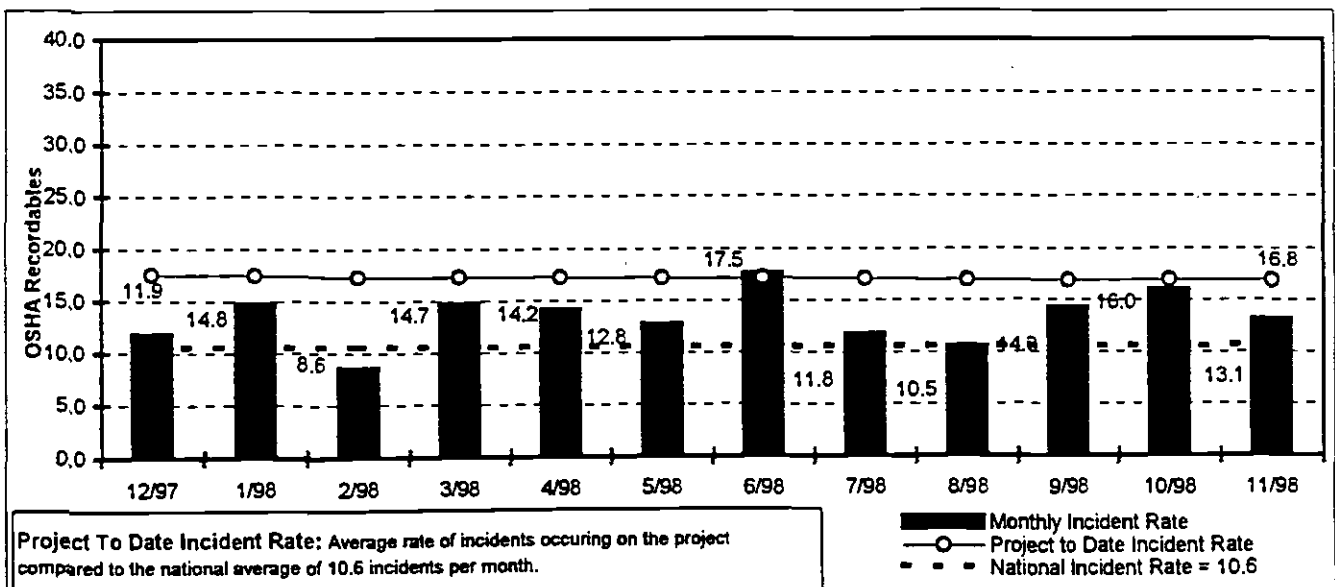
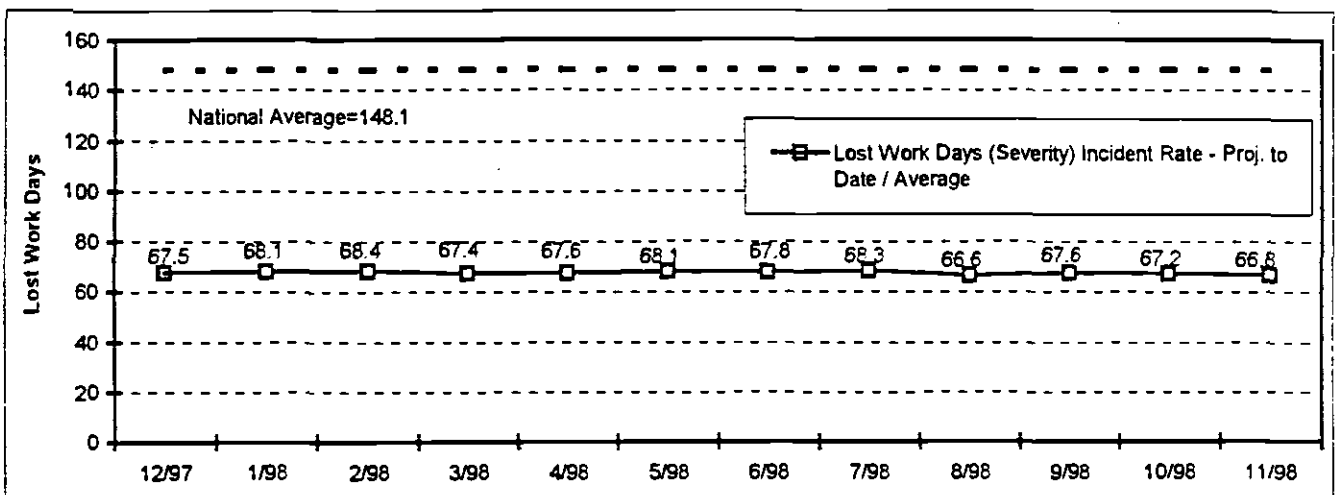
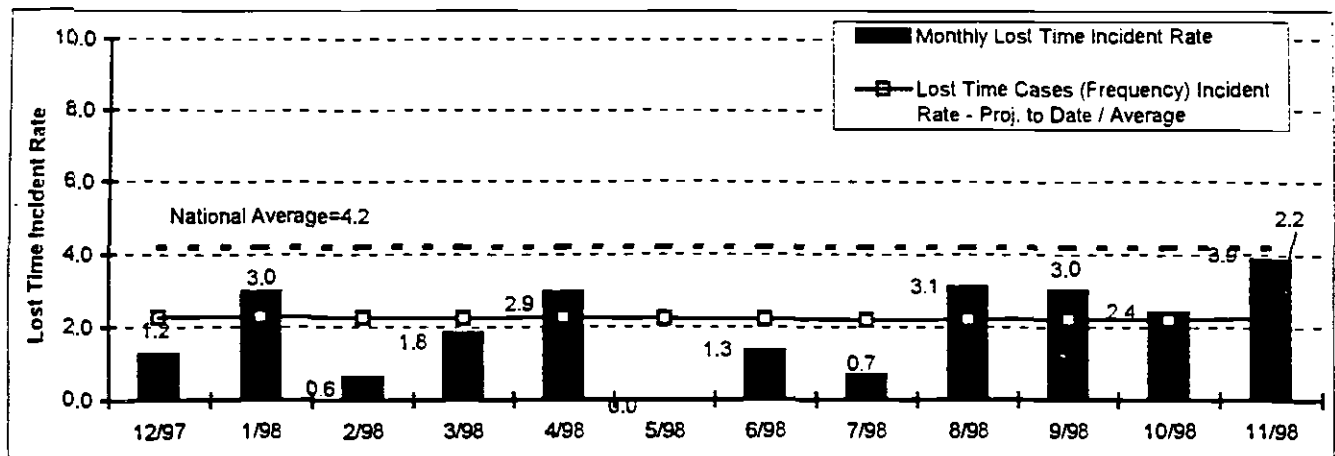
**METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)**

	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE	DECEMBER 1998 TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA SECTION 3			606.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANSIT PROG				52.1	174.3	66.1	281.5	5
FED-ISTEA RST/CMAQ					80.7	6.1	86.8	1
FTA SECTION 9			90.6				90.6	1
STATE		106.9	210.3	133.0	148.5	16.4	614.1	10
STATE TSM MATCH					10.5		10.5	0
SB 1895 TRUST FUND					66.7		66.7	1
PROPOSITION A	877.2	205.1	179.5	504.3			1766.1	29
PROPOSITION C		401.3			69.1	123.8	594.2	9
CITY OF LOS ANGELES			34.0	96.0	90.0		220.0	4
BENEFIT ASSESSMENT			130.3				130.3	2
COST OVERRUN ACCOUNT			200.1	191.3			391.4	6
APPROVED BUDGET	877.2	712.3	1450.1	1643.7	1310.6	*201.4	6186.5	99
CURRENT FORECAST	877.2	718.3	1439.0	1644.5	1310.6	201.4	6189.2	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:								
PROP C (ARTWORK)					2.7		2.7	0
PROP C (NON REV. CONNECTION)					0.3		0.3	0
COST OVERRUN ACCOUNT				24.6			24.6	0
PROP C (TRANSIT ENHANCEMENTS)				66.0			66.0	1
PRIVATE FUNDS (KAISER HOSPITAL)				4.5			4.5	0
APPROVED BUDGET	0.0	0.0	0.0	95.1	3.0	0.0	98.1	1
CURRENT FORECAST	0.0	0.0	0.0	94.3	33.9	0.0	128.2	

Note: Metro Red Line Segment 3 Mid-City Extension, Metro Red Line Segment 3 East Side Extension, and Metro Pasadena Blue Line projects have been suspended.

*Based on Current Forecast.



Total Metro
Safety Summary

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

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - January 1, 1999



PROJECT DESCRIPTION

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

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	0.0	0.0 %
Prior Cumulative Prog.	\$ 175.0	100.0
Cumulative Progress	175.0	100.0
CONSTRUCTION		
Monthly Progress	3.1	0.1 %
Prior Cumulative Prog.	\$ 997.0	98.0
Cumulative Progress	1000.1	98.1
OTHER Cost Elements	\$ 383.7	
TOTAL	\$ 1558.8	

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 ISTFA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	504.3	504.3	472.4
City of Los Angeles	96.0	96.0	96.0
Benefit Assessment Dist	0.0	0.0	0.0
Benefit Assess. Shortfall	0.0	25.4	25.4
Cost Overrun Account	191.3	82.1	63.4
TOTAL	\$1643.7	\$1659.9	\$1609.3
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C Transit Enhance	66.0	49.5	49.5
Cost Overrun Account	24.6	0.0	0.0
Private Funds Kaiser Hos	4.5	0.0	0.0
TOTAL	\$95.1	\$49.5	\$49.5

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1050.3	\$1061.8
Professional Services	438.6	444.2
Real Estate	83.7	85.9
Utility Force Account	30.4	28.4
Special Programs	2.5	2.5
Contingency	39.5	23.0
Project Revenue	(1.3)	(1.3)
TOTAL ORIGINAL SCOPE	\$1643.7	\$1644.5

	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$94.3

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 1999

The Project Office is measuring float against the Revenue Operations Date (ROD) of May 29, 1999 approved by the MTA Board of Directors. During this month, the seven (7) days of negative float was reduced to zero as the Project Office modified schedule logic where some Project scope of work is now forecast to be completed after ROD. The work forecast to be completed after ROD is Phase II System Integration Testing for the Vermont/Sunset Station by the Rail Activation Group, which will be handled by monitoring the station locally from the Emergency Management Panel (EMP). The elevators/escalators at Vermont/Beverly and Vermont/Sunset Stations may have to be handled by implementing para-transit procedures.

CURRENT ACTIVITIES / ISSUES

A critical time issue is mitigation of delays associated with the Transit Automatic Control (TRACS) and the SCADA System which is impacting the completion of Phase II System Integration Testing. The Project Office is preparing an acceleration change notice for the elevator contractors to mitigate the current installation delays. This change notice is scheduled for issue in January 1999.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - January 1, 1999



PROJECT DESCRIPTION

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

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	5.6	0.3 %
Prior Cumulative Prog.	\$ 73.2	96.0
Cumulative Progress	78.8	96.3
CONSTRUCTION		
Monthly Progress	40.1	0.3 %
Prior Cumulative Prog.	\$ 541.3	77.2
Cumulative Progress	581.4	77.5
OTHER Cost Elements	\$ 233.5	
TOTAL	\$ 893.7	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$376.9	\$387.5
FTA - Sect 3 Defer. Local	136.2	94.2	96.9
FED ISTEA STP (State)	174.3	57.8	50.0
FED ISTEA STP/CMAQ	71.4	53.0	73.4
FED ISTEA RSTP Defer	9.3	6.9	9.5
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	66.4	58.5
State Proposition 116	57.7	57.7	56.9
State TSM Match	10.5	10.5	10.5
State CTIP	26.0	0.0	0.0
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.1	59.1	27.6
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$904.7	\$893.0
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C (Artwork)	2.7	0.7	0.7
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$3.0	\$0.7	\$0.7

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$853.6
Professional Services	300.8	310.4
Real Estate	89.0	86.3
Utility Force Account	26.3	26.6
Special Programs	0.0	0.0
Contingency	69.6	31.3
Project Reserve	0.4	2.6
Project Revenue	0.0	0.0
TOTAL ORIGINAL SCOPE	\$1310.8	\$1310.8
	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$33.9

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 12, 2000, the current planned completion date is May 17, 2000 the forecast for completion is June 2000. The project is developing schedule mitigation actions to eliminate the potential delay.

CURRENT ACTIVITIES / ISSUES

The project is forecasting a \$28.9 m overrun to the current budget due to increased agency overhead costs.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

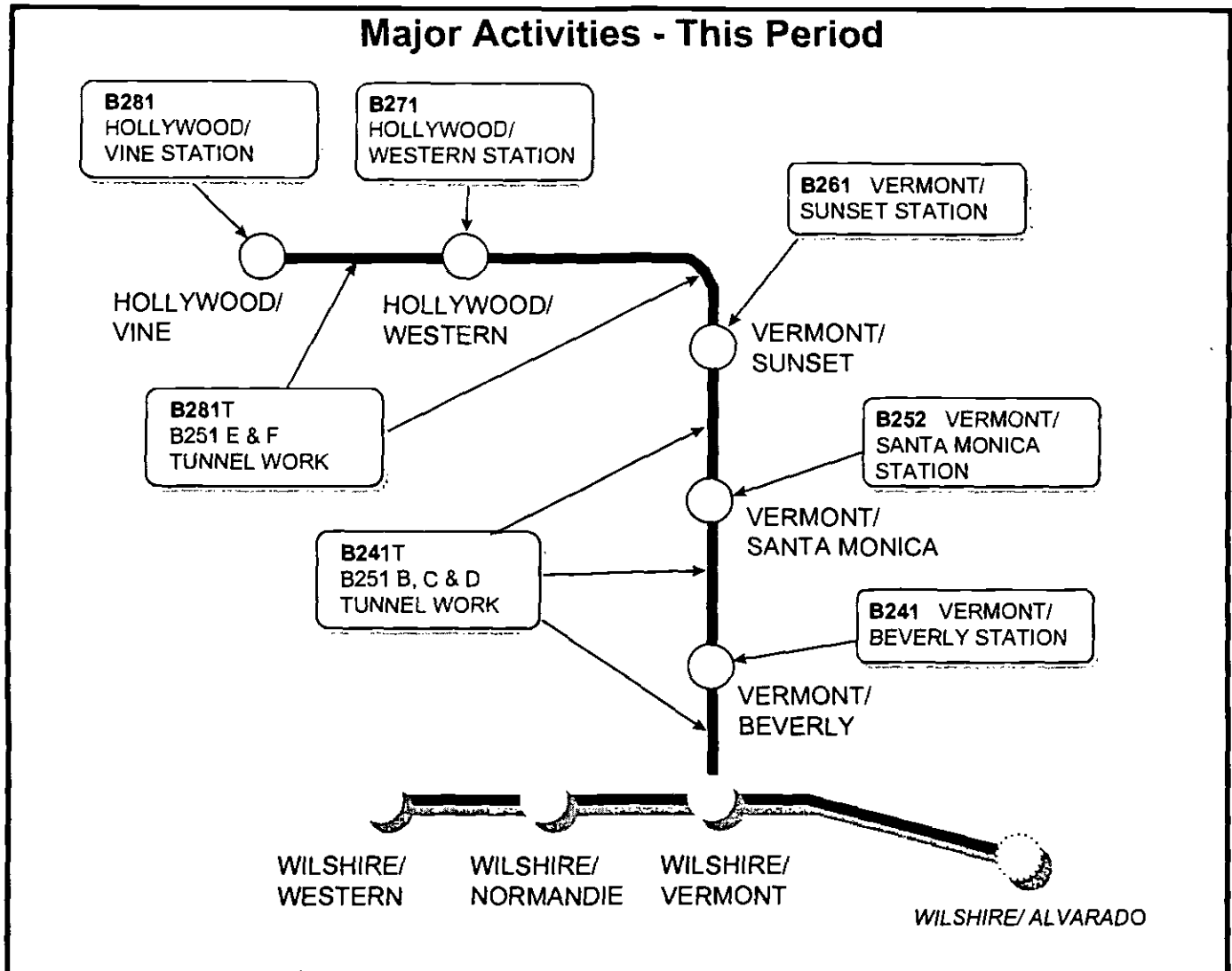
METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - December 1998



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

B620, AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: Dynamic testing remains to be completed between the Wilshire/Vermont and Vermont/Beverly tunnels, which are pending bulkhead removal and ventilation cutover by January 1999.

B641, RADIO: Continuing Systemwide Acceptance Testing (SWAT). SWAT completion will require TRACS system to be operational.

B642, PUBLIC ADDRESS: Completed LFAT at all Segment 2B locations, except B261.

B645, TRACS: Corrective work and Discrepancy Reports (DRs) were completed and updated software was downloaded on December 18, 1998. Interface testing was successfully completed in December at the Vermont/Beverly, Hollywood/Western, and Hollywood/Vine stations, making 3 stations available for SIT Phase II.

B646, FIRE AND EMERGENCY MANAGEMENT (F&EM): Continued to incorporate late changes, impacting the planned completion schedule for testing of all stations and resolution of DRs.

METRO RED LINE Segment 2

Quarterly Project Status Report Period Ending - December 1998



B648B, COMMUNICATION INSTALLATION:

Continued conduit, cable and equipment installation at the Vermont/Sunset Station. Continued with punchlist work at the other stations. The Contractor is incorporating late changes affecting F&EM and DR resolution.

B710, ELEVATOR/ESCALATOR: The Contractor did not mobilize at the Vermont/Sunset Station this period indicating contractual issues with MTA. The MTA continued discussions with the Contractor towards contract compliance and dispute resolution. The B241 contractor continued to work on the entrance elevator shaft.

B740/B745, AIR HANDLING/VENTILATION:

Continued testing of the ventilation equipment at the Vermont/Sunset Station.

B795, UNINTERRUPTIBLE POWER SUPPLIES:

Continued to procure parts required for the UL-924 change work.

FACILITY ACTIVITIES

B241 VERMONT/BEVERLY STATION: Station air balance and punchlist work continued. Began corrective work at the entrance elevator shaft. The Contract is 99.85%.

B261 VERMONT/SUNSET STATION: Station equipment testing is over 83% complete. The Contractor has achieved 9 liquidated damage milestones to date. The Contract is 95.9% complete.

B263 ENTRANCE AT KAISER HOSPITAL:

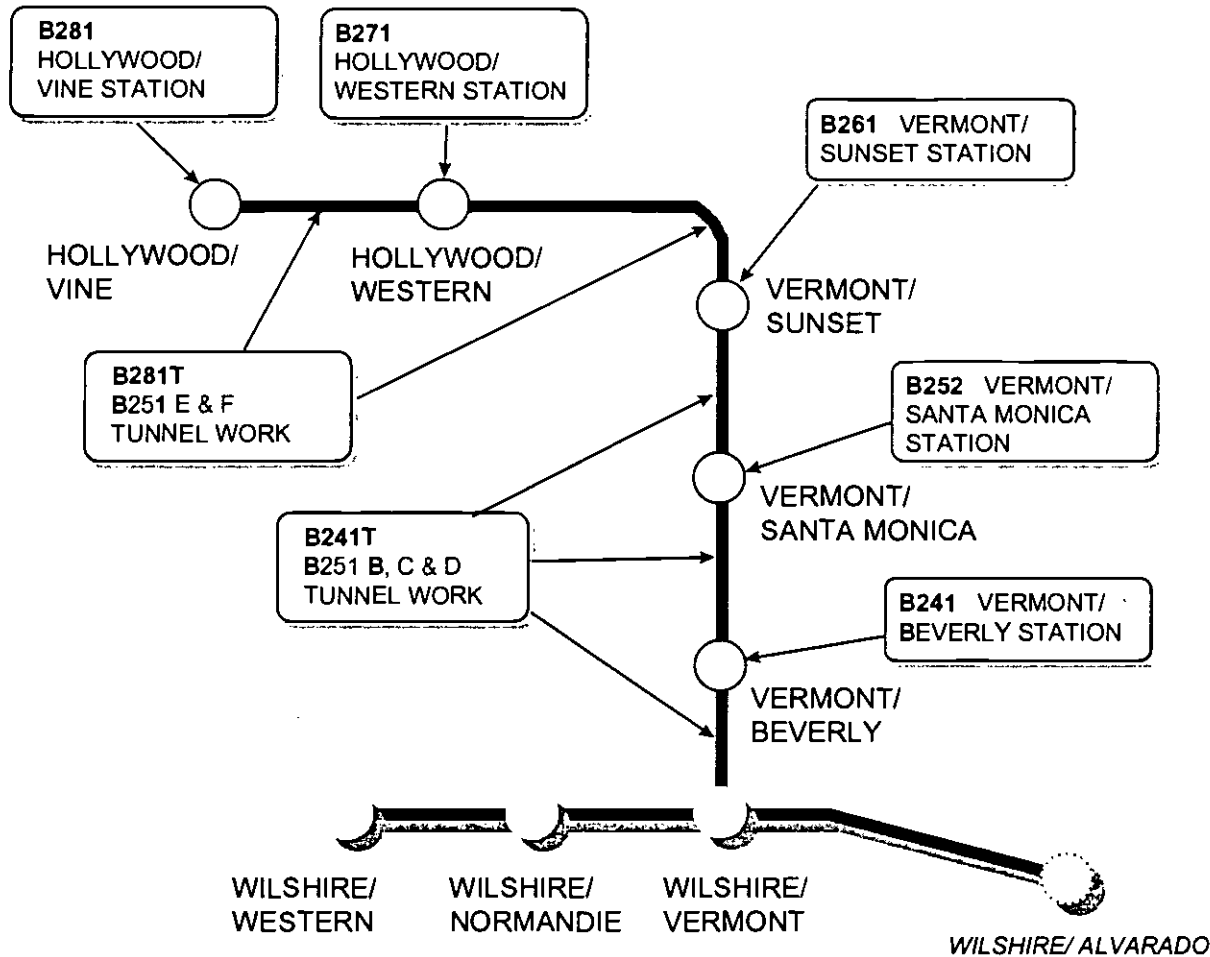
Continued with the entrance excavation, completed the Level A pile and ribbing support system, and began installation of the Level B support system. The Contract is 20% complete.

METRO RED LINE Segment 2

Quarterly Project Status Report
Period Ending - December 1998



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

B620, AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: Complete dynamic testing in January 1999 and continue support of integration testing.

B641, RADIO: Complete Systemwide Acceptance Testing (SWAT) and start Voice Radio System Installation.

B642, PUBLIC ADDRESS: The Contractor is scheduled to conduct post installation inspection (PII) and provide technical support for LFAT at the Vermont/Sunset Station in January 1999.

Systemwide Public Address Installation will continue when the PA/EPABX and other interface equipment are installed.

B645, TRACS: Complete third software download and commence interface testing for the remaining stations.

B646, FIRE AND EMERGENCY MANAGEMENT (F&EM): Complete F&EM LFAT at Vermont/Sunset Station. Continue to incorporate late changes and DRs.

B648B, COMMUNICATION INSTALLATION: Complete installation at the Vermont/Sunset Station

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - December 1998



and support F&EM LFAT and system integration tests. Continue to incorporate late changes to F&EM plus DRs. Complete VMS conduits at B241, B261, B271, and B281.

B710, ELEVATOR/ESCALATOR: Continue installation at Vermont/Santa Monica Station. Issue Change Notices for Vermont/Beverly and Vermont/Sunset stations. Facility to grant access at Vermont/Beverly and Vermont/Sunset stations and begin installation of elevators and escalators.

B740/B745, AIR HANDLING/VENTILATION: Complete remaining tests and support for Vermont/Sunset Station air balance testing.

B795, UNINTERRUPTIBLE POWER SUPPLIES: Complete commissioning of Vermont/Sunset Station UPS equipment and begin the UL-924 retrofit work as soon as Change Order 8.00 is approved.

FACILITY ACTIVITIES

B241 VERMONT/BEVERLY STATION: Complete the installation of traffic signals at the Vermont/Oakwood intersection, and complete granite flooring around escalators. Continue installing rockwork braces and joint connections. Station air balancing continues. Start the re-installation of elevator casing.

B261 VERMONT/SUNSET STATION: Start installation of porcelain panels at the entrance and rotunda. Begin installation of floor tiles at the mezzanine level, complete granite cladding work at the rotunda, and the installation of the art wall and bulkhead framing. Continue electrical testing and platform level, and finish floor cleaning.

B263 ENTRANCE AT KAISER HOSPITAL: Complete the Level 'B' and 'C' support system and excavation to the Level 'D' strut line. Continue removal of the ancillary level knock out panels.

METRO RED LINE Segment 2

Monthly Project Status Report

Period ending—December 1998



QUALITY ASSURANCE

SYSTEMWIDE -- SURVEILLANCES

<u>Number</u>	<u>System Contract</u>	<u>Facility Contract</u>	<u>Scope</u>	<u>Date</u>	<u>No. QARs</u>
S98-286	Integration Test		Rail Activation Test Report Packages, Phase 1	11/12/98	--
S98-223	B740		MTA Engineering Study, air flow/velocities	10/6/98	--
S98-242	Integration Test		Emergency Trip System, Test Procedure (TP) I-417	10/12/98	--
S98-259	Integration Test		Under Platform Exhaust Fans, TP I-405	10/28/98	--
S98-261	Integration Test		Test Records	10/22/98	--
S98-262	Integration Test		Sprinkler Flow Integration, TP I-301	10/22/98	--
S98-268	B740		O & M Data for Segments 2B & 3	10/27/98	--
S98-272	Integration Test		Drill No. D-003, Fire/Smoke Evacuation	10/28/98	--
S98-308	Integration Test	B241	Air Handling Units, TP I-406	12/8/98	--
S98-314		B241	O & M Data Submittals	12/23/98	1
S98-281	B646	B241	LFAT, F & EM System	11/9/98	--
S98-304	Integration Test	B252	Under Car Deluge; TP I-304	12/4/98	--
S98-310	Integration Test	B252	Valve Position Monitoring, TP I-302	12/10/98	1
S98-313	Integration Test	B252	Emergency Fans, TP I-403, Phase II	12/17/98	--
S98-282	B645	B252	LFAT, SYSECA, Rail Operation Control	11/10/98	--
S98-299	B252	B252	O & M Data	11/25/98	--
S98-305	B795	B261	Installation, 80KVA, UPS	12/4/98	--
S98-306	Integration Test	B261	Emergency Trip Switch, TP I-417	12/7/98	--
S98-312	Integration Test	B271	Under Car Deluge, TP I-304	12/16/98	--
S98-233	B646	B271	LFAT, F&EM	10/6/98	1
S98-240	B646	B271	LFAT, F&EM	10/9/98	--
S98-311	Integration Test	B281	AC Power Integration Test, TP I-414	12/11/98	--
S98-254	B620	B281	LFAT, Interlocking Operation Test	10/20/98	1
S98-237	B645	SYSECA	FAT, Emergency Ventilation Operating Procedures/Emergency Gas Operating Procedures/Emergency Seismic Operating Procedures	10/12/98	--

QARs CLOSED

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Closed</u>
S98-86-01	B271	Distance between electrical cabinets.	12/18/98
S98-02-01	B241	Debris in cableway during installation.	12/23/98
S98-81-01	B631	Missing Supports & Wire Ties	10/12/98
S98-70-01	B631	Glastic Installation, Compression Dye Calibration	11/4/98
S98-233-01	B646	No QC for LFAT @ B271	10/22/98
S98-183-01	Integration Test	TP I-414 Not Approved	10/29/98

METRO RED LINE Segment 2

Monthly Project Status Report

Period ending—December 1998



QAR RESPONSES DUE

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Issued</u>
S98-26-01	ALL	O & M Manuals	2/10/98
S98-26-01	ALL	O & M Manuals	2/10/98
S98-26-01	ALL	O & M Manuals	2/10/98
S98-02-01	B241	Debris and dirt in cableway	8/4/98
S98-02-01	B241	Debris and dirt in cableway	8/4/98
S98-182-01	B252	Communications Interface Cabinet Wiring	11/6/98
S98-190-01	B281	Communications Interface Cabinet Wiring	11/6/98
S98-190-01	B281	Communications Interface Cabinet Wiring	11/6/98
S98-254-01	B620	No QC for LFAT @ B281	11/3/98
S98-254-01	B620	No QC for LFAT @ B281	11/3/98
S98-254-01	B620	No QC for LFAT @ B281	11/3/98
S98-217-01	B631	TP Main Yard, Missing 500 MCM Cable	10/15/98
S98-70-01	B631	Compression Dye calibration @ B271	4/21/98
S98-217-01	B631	TP Main Yard, Missing 500 MCM Cable	10/15/98
S98-86-01	B646	Electrical Cabinet Installation @ B271	8/14/98
S98-86-01	B646B	Electrical Cabinet Installation @ B271	8/14/98
S98-86-01	B646B	Electrical Cabinet installation @ B271	8/14/98

SEGMENT 2

SURVEILLANCES

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date</u>	<u>No. QARs</u>
S98-225P	ALL	Non-Destructive Examination (NDE) - Smith Emery Test Lab	10/7/98	6
S98-226P	ALL	NDE – Southwest Inspection & Test Laboratory	10/6/98	
S98-257P	ALL	NDE – TOMAC Non-Destructive Testing (NDT)	10/20/98	
S98-302P	ALL	Walkdown Typical Fire Protection Systems	12/1/98	
S98-303P	ALL	CONAM Inspection Inc. - NDE Test Laboratory	12/1/98	
S98-239P	B241	Open QARs	10/13/98	
S98-318	B241	NDE – Welds – Station Rocks	12/30/98	
S98-245P	B261	HVAC 14" W.G. ductwork	10/15/98	
S98-247P	B261	OVED– Welding Inspection	10/15/98	
S98-273P	B261	Main Feeder Breaker Testing	10/28/98	
S98-285P	B261	TC&C Room Grounding	11/11/98	
S98-307P	B261	Welding Repair Fire Hose Cabinet	12/7/98	
S98-309	B261	Welding – HVAC 14" Water Gauge Ductwork	12/9/98	
S98-267P	B263	TOMAC NDT– NDE Inspection Personnel & Procedures	10/29/98	3
S98-256P	B271	NDE testing not performed	10/21/98	1
S98-255P	B281	NDE – Stainless Steel Handrail	10/20/98	
S98-238P	B710	Fujitec – Escalators – Welding	10/13/98	
S98-266P	B710	Fujitec – Escalators – Welding	10/26/98	

METRO RED LINE Segment 2

Monthly Project Status Report

Period ending—December 1998



AUDIT

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date</u>	<u>No. QARs</u>
A98-22	ALL	CONAM Inspection Inc. – Test Lab.	12/17/98	

QARs CLOSED

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Closed</u>
S98-020-01	ALL	Written Practice – Omissions	12/9/98
S98-020-02	ALL	Radiography procedure – Omissions	12/9/98
S96-145P-01	B241	Resident Engineer (RE) Verification Testing	10/21/98
A97-004-04	B241	RE Verification Testing	10/21/98
A97-002-03	B241,261,252,281	NDE incomplete	10/20/98

QAR RESPONSES DUE

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Issued</u>
A96-032-01	ALL	Twining Lab- NDE Procedures	11/15/97
A96-032-02	ALL	Twining Lab – Qualification Records	11/15/97
A96-032-03	ALL	Twining Lab – NDE Examinations	11/15/97
A96-032-04	ALL	Twining Lab – NDT Level III Qualification	11/15/97
A96-032-05	ALL	Twining Lab - Ultrasonic Testing (UT) Equipment	11/15/97
A96-032-06	ALL	Twining Lab – Magnetic Particle Testing (MT)	11/15/97
A96-032-07	ALL	Twining Lab – NDE Testing Person	11/15/97
A96-032-08	ALL	PD/JMA –MT	11/15/97
A96-032-09	ALL	PD/JMA –UT Equipment	11/15/97
A96-034-07	ALL	Smith-Emery – No Cement & Concrete Reference Lab	7/1/97
A98-019-01	ALL	SIS NDE Written Practice	10/6/98
A98-019-02	ALL	SIS NDE Personnel Qualifications	10/6/98
A98-019-03	ALL	SIS NDE Equipment Calibration	10/6/98
S98-225P-01	ALL	S-E Annual Eye Exam	11/3/98
S98-225P-02	ALL	S-E Written Practice – Level III	11/3/98
S98-225P-03	ALL	S-E Visual Inspection - not CWI	11/3/98
S98-225P-04	ALL	S-E Level II exam not complete	11/3/98
S98-225P-05	ALL	S-E Expired Level II	11/3/98
S98-225P-06	ALL	S-E Lack of test records	11/3/98
A95-2-15-02	B241	As-Builts	9/9/98
S96-148P-01	B241	Current Status Drawings (under review by MTA QM)	9/9/98
A97-004-05	B241	Drawing procedure - Not submitted	9/24/98
A97-004-019	B241	NDE records	9/24/98
A97-004-010	B241	Unauthorized welding on rebar	9/9/98
S98-191P-01	B252	Punchlist – Physical Closeout	9/30/98
S98-191P-02	B252	REP 4.11 – Physical Closeout	9/30/98
S98-191P-01	B252	Punchlist – Closeout	10/23/98
S98-191-02	B252	Physical Closeout Procedure	10/23/98
S98-275-01	B261	Main Feeder Breaker Testing	11/20/98
S98-267P-01	B263	TOMAC NDE procedure not submitted	11/18/98
S98-267-02	B263	TOMAC Written Practice	11/18/98
S98-267-03	B263	TOMAC NDE Personnel Qualifications	11/18/98
S97-159P-01	B271	Backfill Soils Testing	5/31/98
S98-256P-01	B271	Personnel Qualifications – Visual	11/5/98

METRO RED LINE Segment 2

Quarterly Project Status Report
Period Ending - December 1998



Budget/Forecast Variance

Original Scope Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	December Change in Forecast
CONSTRUCTION	\$1,050.3	\$1,061.8	\$11.5	(\$1.9)
PROFESSIONAL SERVICES	\$438.6	\$444.3	\$5.8	(\$0.3)
REAL ESTATE	\$83.7	\$85.9	\$2.1	\$0.0
UTILITY/AGENCY FORCE ACCOUNTS	\$30.4	\$28.4	(\$2.0)	\$0.0
SPECIAL PROGRAMS	\$2.5	\$2.5	\$0.0	\$0.0
PROJECT CONTINGENCY	\$39.5	\$23.0	(\$16.5)	\$2.2
PROJECT REVENUE	(\$1.3)	(\$1.3)	\$0.0	\$0.0
TOTAL PROJECT	\$1,643.7	\$1,644.5	\$0.8	\$0.0

Budget/Forecast Variance Analysis

Original Scope Activities

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

Expenditures through November 1998 for Original Scope are \$1,509.3 million or 92% of the current total forecast.

Commitments to date for Original Scope are \$1,567.0 million or 95.3% of current total forecast.

The current total forecast remains unchanged.

Construction decreased \$1.9 due to:

- B610 decreased \$0.9 million as a result of claims settlements.
- B261 decreased \$0.3 million as a result of adjustments to claims.
- B263 decreased \$0.8 million as a result of a correction to funding.
- B241, B252, B630 and B710 had minor forecast adjustments, which netted out to \$0.1 million.

Professional Services decreased \$0.3 million due to:

- CM001 decreased \$0.2 million as a result of a revision of costs to go.
- MC021 decreased \$0.1 million as a result of the cancellation of the forecast.

Contingency increased \$2.2 million to offset changes noted above.

METRO RED LINE Segment 2

Quarterly Project Status Report
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Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	December Change in Forecast
CONSTRUCTION	\$50.9	\$50.5	(\$0.4)	(\$0.6)
PROFESSIONAL SERVICES	\$44.2	\$41.3	(\$2.9)	\$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	\$0.0	\$2.5	\$2.5	\$0.6
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$94.3	(\$0.8)	\$0.0

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

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

Expenditures through November 1998 for Additionally Locally Funded Activities are \$49.5 million or 52.5% of the current total forecast.

Commitments to date for Additional Locally Funded Activities are \$71.2 million or 74.8% of current total forecast.

The current total forecast remains unchanged.

Construction decreased \$0.6 million due to:

- B261 decreased \$1.4 million as a result of the cancellation of Kaiser work included in an earlier Change Notice.

- B263 increased \$0.8 million as a result of a correction to funding

Professional Services remained unchanged.

Contingency increased \$0.6 million to offset the above changes.

The budget/forecast variance of the Original Scope Activities is \$0.8 million while the Additional Locally Funded Activities is (\$0.8) million. This is the result of a funding change in contingency for November.

Contract Variance: None.

Line Item Variance: None (Current forecast differs from current budget by 10% or more for the contract or line item total).

METRO RED LINE Segment 2

Quarterly Project Status Report
Period Ending -December 1998



Status Of Funds By Source

(\$ Millions)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICI- PATED	TOTAL FUNDS AVAIL- ABLE	COMMIT- MENTS \$	COMMIT- MENTS %	EXPENDI- TURES \$	EXPENDI- TURES %	BILLED TO SOURCE \$	BILLED TO SOURCE %
Original Scope									
FTA-SECTION 3	\$667.000	\$522.396	\$522.396	\$522.396	100%	\$522.396	100%	\$522.396	100%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$0.000	\$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	\$133.029	\$133.029	\$133.029	100%	\$133.029	100%	\$133.029	100%
PROPOSITION A	\$439.447	\$504.299	\$504.299	\$504.299	100%	\$472.426	94%	\$472.426	94%
CITY OF LOS ANGELES	\$96.000	\$96.000	\$96.000	\$96.000	100%	\$96.000	100%	\$96.000	100%
BENEFIT ASSESSMENT	\$58.000	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
BENEFIT ASSESSMENT SHORTFALL	\$0.000	\$0.000	\$25.400	\$25.400	0%	\$25.400	0%	\$25.400	0%
COST OVERRUN ACCOUNT	\$0.000	\$191.233	\$82.063	\$88.592	46%	\$63.376	33%	\$63.376	33%
Total Original Scope	\$1,446.432	\$1,643.661	\$1,559.891	\$1,566.420	95%	\$1,509.331	92%	\$1,509.331	92%
Other Locally Funded Activities									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$49.538	\$71.183	108%	\$49.538	75%	\$49.538	75%
COST OVERRUN ACCT.	\$0.000	\$24.708	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
PRIVATE FUNDS (KAISER HOSPITAL)	\$0.000	\$4.434	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
Total Other Locally Funded Activities	\$0.000	\$95.110	\$49.538	\$71.183	75%	\$49.538	52%	\$49.538	52%

Status Of Funds By Source Analysis

STATUS OF FUNDS ANTICIPATED

BENEFIT ASSESSMENT

Funds are no longer expected due to passage of Proposition 102 (Right to Vote on Tax Initiatives).

COST OVERRUN ACCOUNT

METRO RED LINE Segment 2

Quarterly Project Status Report

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The CAPRA account cash balance as of November 30, 1998 is \$25,524,403.

The revised budget growth is funded as follows:

CAPRA: \$21.6M

Prop A: \$194.3M

FISCAL YEAR 1999 BUDGET

The approved budget is 86.0M with funding to be provided by the following sources:

City of Los Angeles: \$1.9M

Prop A 35% Rail Bond: \$84.1M (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

Quarterly Project Status Report

Period Ending - December 1998



Schedule - Vermont/Hollywood Corridor

	Current Status	Change from Last Month
Current ROD	May 1999	none
Design Progress	100.0%	none
Critical Path Float	0 days	7 days
Construction Progress	98.1%	+0.1%

Current Critical Path Analysis

The Project Office is measuring float against the Revenue Operation Date (ROD) of May 29, 1999 approved by the MTA Board of Directors. During this month, the seven days of negative float was reduced to zero as the Project Office modified schedule logic where some Project scope of work is now forecast to be completed after ROD. This is a change in comparison with how the Project Office anticipated the work to be done in the baseline schedule. The work forecast to be completed after ROD is Phase II system integration testing for the Vermont/Sunset Station by the Rail Activation Group, which will be handled by monitoring the station locally from the emergency management panel (EMP). The elevators/escalators at Vermont/Beverly and Vermont/Sunset stations may have to be handled by implementing para-transit procedures.

It is anticipated that a temporary certificate of occupancy may have to be issued for the project on May 29, 1999. The Project Office is still proceeding with implementing available mitigation opportunities.

PRIMARY CRITICAL PATH (0 CALENDAR DAYS)

The primary critical path was reduced to zero days of float due to several changes in schedule durations and logic. The B645 contractor completed key communication interface tests at three stations in less time than planned. Due to this schedule mitigation, the Rail Activation Group was able to commence, in advance of last month's forecast, Phase II system integration testing at Vermont/Beverly, Hollywood/Western and Hollywood/Vine stations. The completion of Phase II system integration testing remains critical for four of the five stations. The Phase II testing at the Vermont/Sunset Station is critical because it is anticipated that many discrepancy reports will be written and they will require resolution prior to completion of testing. This will require the Project Office and test team to have personnel standing by next to the emergency management panels.

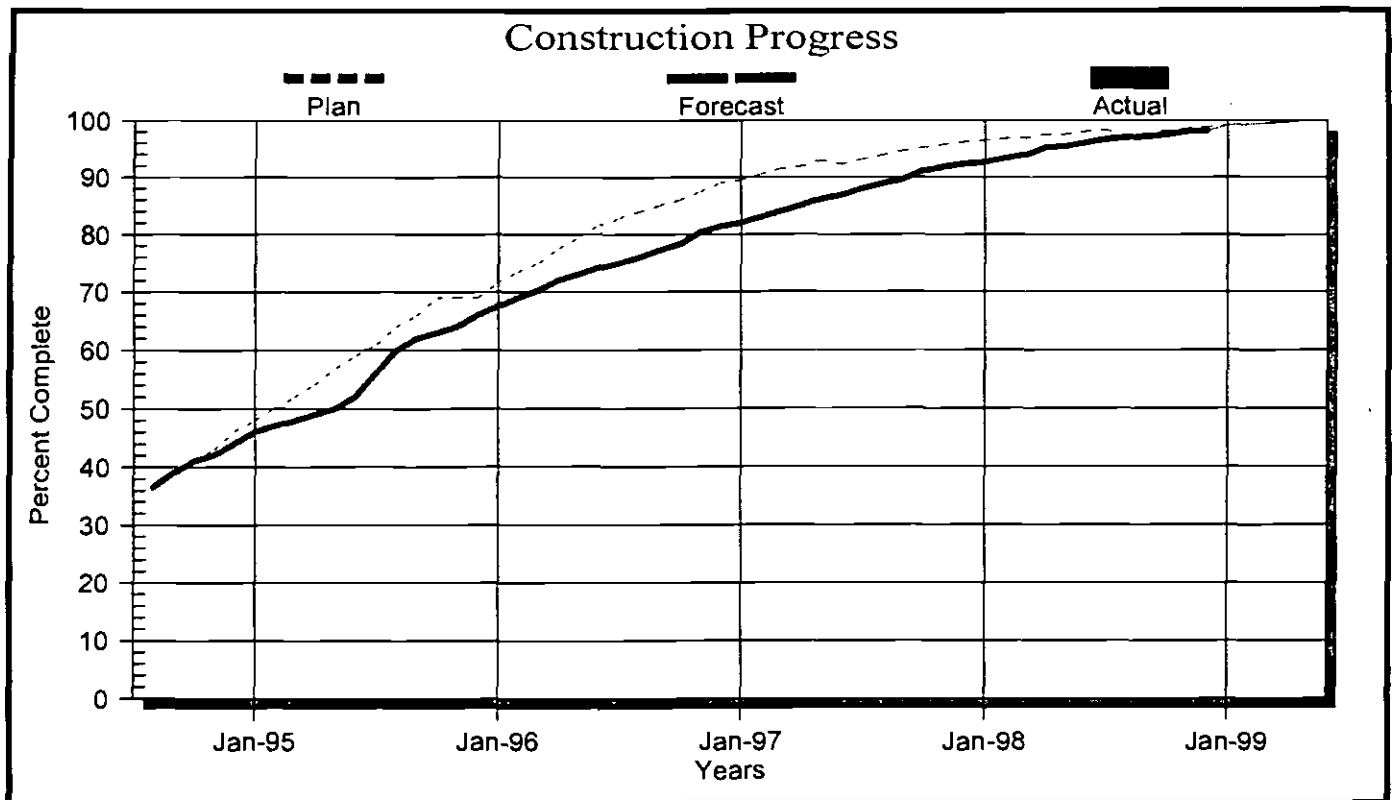
The primary critical path is starting Phase I system integration at the Vermont/Sunset Station in early March 1999, and completing all tests and resolving discrepancy reports prior to revenue operations.

SECONDARY CRITICAL PATH

The secondary critical path is completing the Phase I system integration testing at the four other stations.

METRO RED LINE Segment 2

Quarterly Project Status Report
Period Ending - December 1998



Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 98.1% versus the planned of 98.8%.

The project variance is 0.7%. The plan versus actual physical progress was due to the delays for Contracts B645, TRACS and B646, F&EM, experiencing slower progress than planned in the previous months due to late changes; B710, Elevators/Escalators delayed access and start of installation in the Vermont/Sunset and Vermont/Beverly stations; B261, Vermont/Sunset Station finish work slow progress and B648B, Communication Installation delayed start in Vermont/Sunset Station.

The slower than required resolution of Discrepancy Reports by Project staff and Contractors continues to delay completion of system integration tests and contributes to the progress variance.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - December 1998



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	17.9	n/a
Lost Time Rate (Freq.)		
National Average	4.2	
Project Rate (Cum.)	2.4	n/a

Recordable Injury Rate: The number of recorded injuries excluding simple first aid or minor medical treatment, per 100 man years.

Lost Time Incident Rate: The number of injuries resulting in days away from work, per 100 man years.

Construction Safety Summary

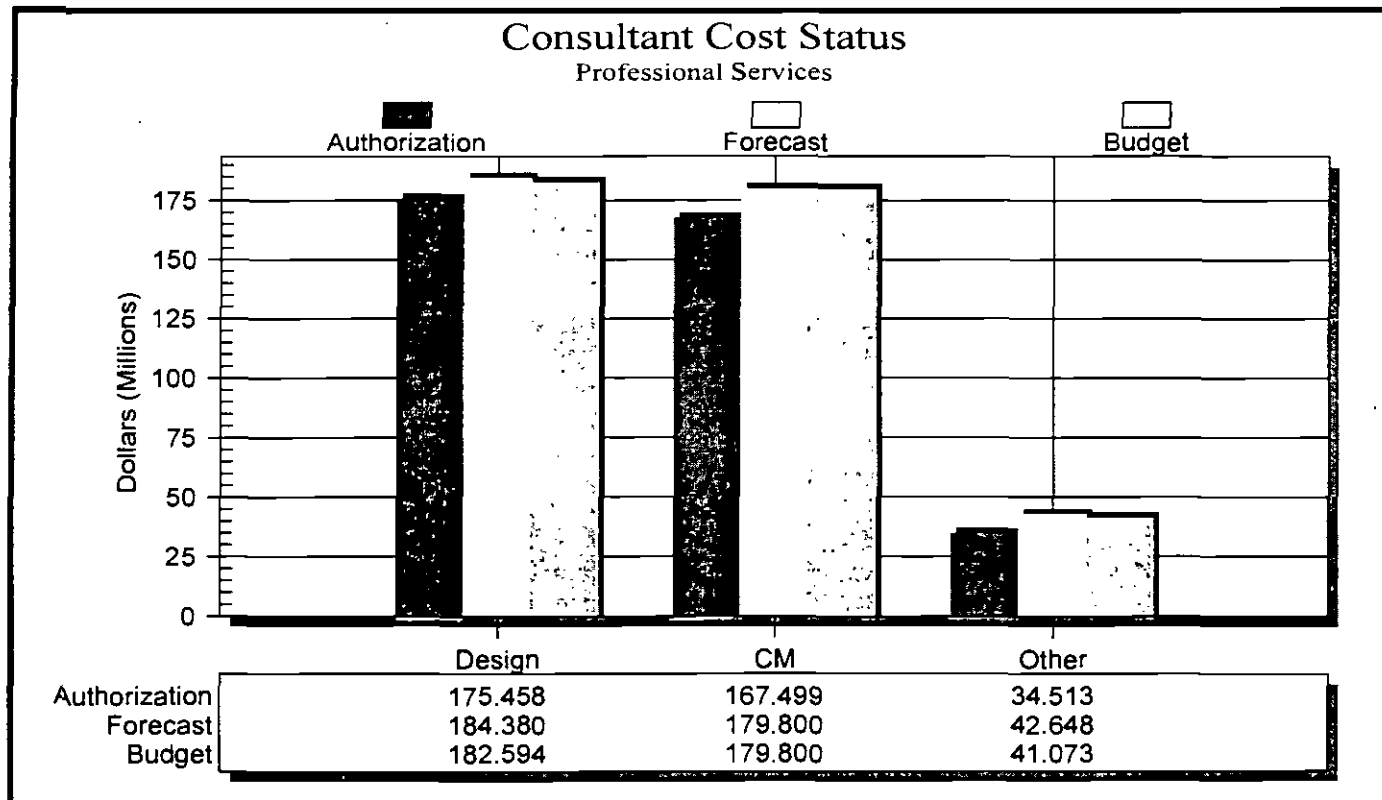
- The Project-to-Date Lost Time Injury Rate continues at 2.4. This rate is below the 1995 National Average of 4.2.
- The project is currently completing almost 70,000 work hours each month and has produced almost 13,250,000 work hours to date without a fatal injury.

Statistics reflect injuries through November 1998.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - December 1998



Professional Services Cost Analysis

There were no changes to Design Services or Construction Management during this period. There were changes to Other Professional Services as described below.

Design Services:

The forecast remained unchanged during this period.

Construction Management:

The rebaseline proposal is presently in negotiations. The forecast will remain the same until agreement is reached.

Other Professional Services:

The forecast decreased by \$.283 million due to changes in Configuration Management and other Consultants.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period Ending - December 1998



Management Issues

NEW

Item (Initiated December 1998)

Completion of Elevators/Escalators Prior to Revenue Operations

Concern/Impact

Due to contract issues with Fujitec America, Inc. and later than planned installation access at two stations, all scope of work may not be complete by revenue operations.

Status/Action

The Project Office is preparing an acceleration change notice to be issued in January 1999 to Fujitec to accelerate completion of work at the Vermont/Beverly and Vermont/Sunset stations prior to revenue operations. A backup plan has been prepared to use para-transit if Contractor is not successful in mitigating delays.

ONGOING

Item (Initiated November 1998)

Assignment of Resources for Resolution of Discrepancy Reports (DR)

Concern/Impact

The Contractors are being impacted by issuance of late changes and Discrepancy Reports. Sorting and resolving the DRs is causing delays to the Contractors and to the Systems Integration testing team in completing their tests.

Status/Action

Parsons-Dillingham (PD) has hired a full-time manager to resolve Discrepancy Reports and coordinate completed work with the RAG team. Additionally, DRs are being written with greater clarity and detail; Resident Engineers are being given weekly updates of outstanding DRs; and DRs are being tracked on a daily basis. Meetings are being held with the key Contractors to better understand and resolve DRs.

The key contractor, B645, has assigned three people to support resolution of TRACS-related DRs. The scheduling of software downloads has become a critical item. The Project Office is reviewing with the Contractor the possibility of completing more than one software download per month, to help speed up DR resolution, thereby allowing the Rail Activation Group to retest the impacted system integration tests. At this stage of the project, the slower-than-required pace of DR resolution has caused the Project Office to forecast DR resolution and testing to be completed after ROD.

ONGOING

Item (Initiated November 1998)

Availability of New Passenger Vehicles for Revenue Operations

METRO RED LINE Segment 2

Quarterly Project Status Report
Period Ending - December 1998



Concern/Impact

MTA Operations has expressed concern that only four of the 46 new option cars delivered to MTA have been accepted, with warranty issues, for revenue service. MTA Operations has projected that a total of 52 heavy rail vehicles will be required for the Metro Red Line when it is extended to Hollywood. This represents a 22-vehicle increase over the existing 30-vehicle fleet.

Status/Action

To ensure availability of new cars for revenue service by May 29, 1999, Rail Operations has established a "tiger team" consisting of rail equipment maintenance personnel, train operators, supervisors, procurement staff, quality assurance staff, construction project office staff and supporting contractor and consultant staff. This team is working daily to ensure vehicle availability for testing and operations by Revenue Operations.

ONGOING

Item (Initiated November 1998)

Legal Support Costs

Concern/Impact

In November, County Counsel requested a \$3 million increase to the 1999 fiscal year budget, already established at \$4 million. While this immediate increase can be covered within the present budget set aside for future years' legal costs, the concern is for the long-term outlook in future years, legal costs related to claims litigation, and the sufficiency of project funds.

Status/Action

The Legal Department has analyzed the outlook for the major legal support contracts. The analysis indicates a slight increase to the present overall legal forecast. The analysis indicates that the balance of the unallocated legal forecast, which had been established, should be allocated to those contracts (which will be done in January's Project Status Report). This action will eliminate the unallocated balance, and in addition, will require a transfer of \$270,000 from contingency. The forecast for legal services performed by outside counsel through County contracts, and for County Counsel in-house staff, is being evaluated. Additional information is required, however, and the impact of this analysis will be forthcoming.

ONGOING

Item (Initiated October 1998)

Sufficiency of Project Contingency/Claims Allowance

Concern/Impact

Concern was expressed regarding the sufficiency of project contingency reserves in the light of recent claim settlements.

Status/Action

METRO RED LINE Segment 2

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The overall contingency balance appears to be sufficient at this time to meet the claim and other exposures under present assumptions. These include the assumption that the project will receive a \$10-11 million credit for insurance settlements from the Hollywood Boulevard sinkhole and flooding at B261. Tracking and monitoring of claim settlements and exposures, as compared to amounts budgeted, is now under development.

ONGOING

Item (Initiated October 1998)

TRACS (B645) Implementation Delay

Concern/Impact

The start and completion of Phase II Systems Integration Testing is on the project's critical path.

Status/Action

As part of the plan to mitigate schedule delays, the B645 contractor successively reduced the duration of interface tests, from five days to one day for three stations. This allowed Phase II system integration testing to commence at three additional stations, Vermont/Beverly, Hollywood/Western and Hollywood/Vine. Phase II System Integration Testing has been delayed at the Vermont/Sunset Station due to delayed start of Phase I testing.

ONGOING

Item (Initiated September 1998)

Out-of-Plumb Elevator Casing at the Vermont/Beverly Station (B241)

Concern/Impact

The elevator casing at the B241 Vermont/Beverly Station is out of plumb. This is delaying installation of elevator equipment by the B710 Elevator/Escalator contractor, impacting completion of this work.

Status/Action

A solution to the problem was developed, and the B241 contractor started repair work. The Contractor is forecasting completion by the end of January 1999. The Project Office is preparing a proposed acceleration change notice to the B710 contractor for completion of elevator installation prior to ROD. A backup plan for use of para-transit is being considered.

ONGOING

Item (Initiated August 1998)

Fire and Emergency Management System (B646) Late Changes

Concern/Impact

Late changes continue to be issued and are impacting the current schedule. A delay on the Change Notice 83 engineering design submittal for the B241 station has impacted the Fire and Emergency Management (F&EM) and field implementation by B648B, which will be followed by F&EM LFAT, and the start of Phase I system

METRO RED LINE Segment 2

Quarterly Project Status Report Period Ending - December 1998



integration testing (SIT) at B241. Change Notice 85, finalization for the Vermont/Sunset Station is impacting the F&EM LFAT and field implementation by B648B, thus affecting the project critical Phase I SIT at Vermont/Sunset Station.

Status/Action

The Contractor submitted the engineering design for Vermont/Beverly Station change, which was subsequently approved by the EMC. The B648B contractor has completed installation of the required equipment associated with this change at Vermont/Beverly Station. The B241 Phase I SIT started in November 1998. Change Notice 85 is on the project critical path and is being processed, it is estimated that the design will be completed in January and LFAT could begin in February 1999.

ONGOING

Item (Initiated December 1997)

Vermont/Sunset Station (B261) -- Delays to station electrical and mechanical work, including water damage to the electrical equipment.

Concern/Impact

Delays to station electrical/mechanical installation, which is followed by station functional testing and overall integrated testing, has placed this work near the critical path to the Segment 2 Revenue Operation Date.

Status/Action

Tutor/Saliba Perini (TSP) has completed 122 of the required 147 station functional tests. The remaining tests are either impacted by issuance of changes or final design modifications, but do not impact the start of Phase I testing. The Project Office is forecasting completion by January 30, 1999, which will allow follow-on contractors to complete their scope of work, (communication installation and local field acceptance tests), prior to systems integration Phase I testing.

ONGOING

Item (Initiated February 1998)

Unauthorized Labor Charges Originating From Operations Division

Concern/Impact

During Fiscal Year 1996-1997, the Operations Division charged unauthorized labor to the Construction Division. The unauthorized Operations labor charges directed to Metro Red Line Segment 2 specifically have been found to total approximately 20,336 hours or approximately \$1M.

Status/Action

Attempts have been made to disallow these charges to Segment 2 through the appropriate channels. A meeting with the Office of Management and Budget recommended that the DEO Project Manager for Segment 2 and the Rail Activation Manager resolve the issues through negotiations. These discussions are continuing.

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

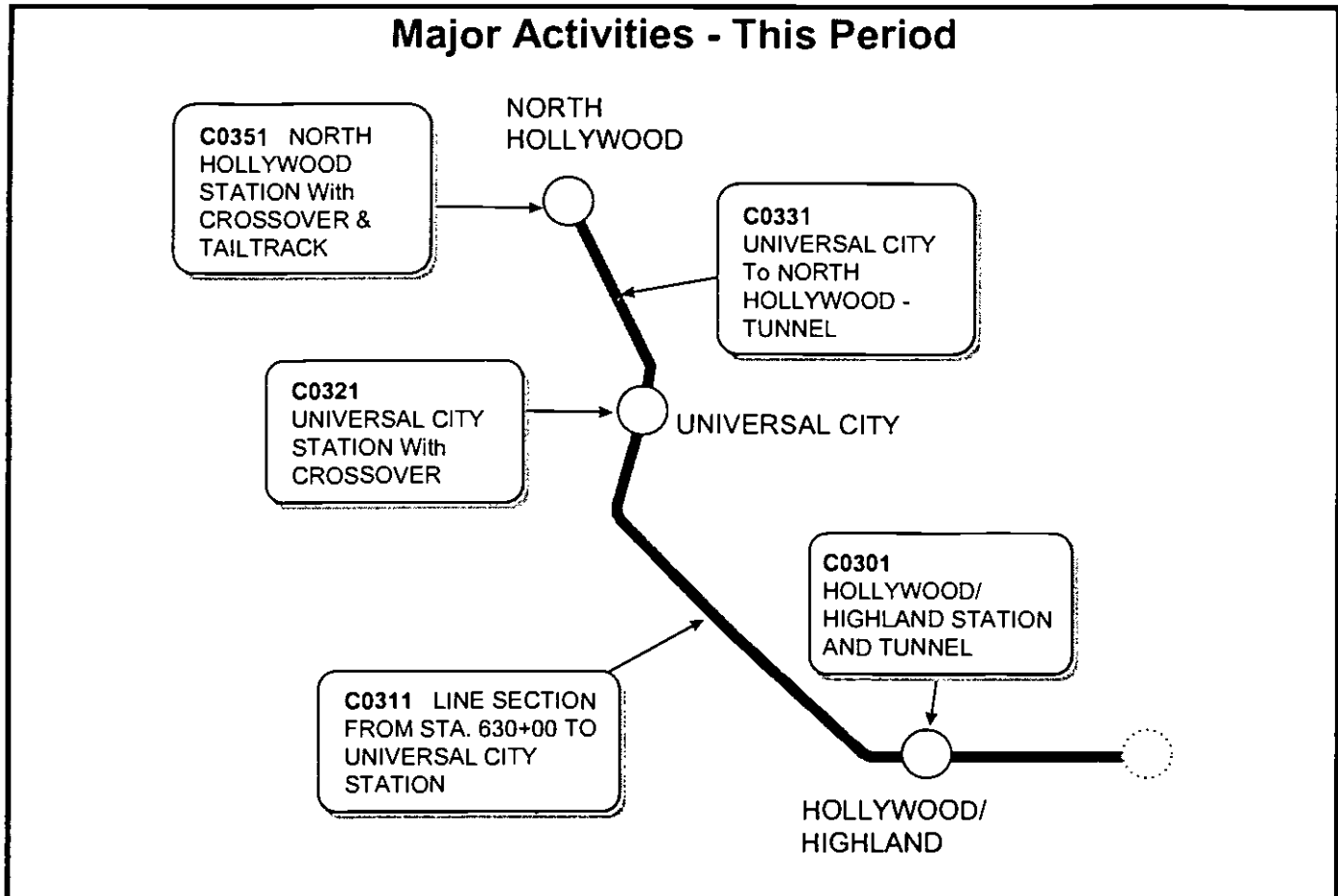
METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1998



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

- C1326 (UCS Freeway Overcrossing & Ramps) completed the camera ready

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Met Milestones #8C, #9C, #10C and #11C, Permanent Power for B710 (Elevator & Escalator Installation) on schedule
- Met Milestone #12.B.3, permanent power available for east end B740 (Ventilation Fan Installation) on schedule
- Met Milestone #14.A.4, turnover West End Auxiliary power room to H0648 (Communication Installation) on schedule
- Met Milestone Complete Milestones #14.B.3, East End Auxiliary Power Room equipment tested with UPS operational on schedule

- Met Milestone Complete Milestones #14.B.4, East End Auxiliary Power Room turnover to H0648 (Communication Installation) on schedule
- Met Milestone #18, turnover area to H0840 (Fare Collection Installation) on schedule
- Energized the MCCs and auxiliary power transformers on east and west ends of the station.
- Permanent power was made available to all mechanical systems (Escalators, Elevators, Ventilation Fans, and Air Handling Fans)

C0311 LINE SECTION FROM STATION 630+00 TO UNIVERSAL CITY:

- Turned over the AR tunnel (part of Milestone #2B) from Track Level Rooms to the Special Seismic Section to the C1610 track contractor
- Continued walkway concrete pours and Wet Stand Pipe installation in the AR and AL tunnels south of the Track Level Rooms

METRO RED LINE Segment 3 North Hollywood

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- Completed concrete work in the Track Level Rooms exterior walls and arch
- Continued interior wall concrete placement in the Track Level Rooms
- Started cable tray, electrical conduit, wiring, and lighting installation in the AL tunnel south of the Track Level Rooms
- Started concrete work in Crosspassages 43 to 48

C0321 UNIVERSAL CITY STATION:

- Installed rebar and placed structural concrete in the emergency stairway 11.1 roof
- Commenced ventilation equipment testing and began air balancing the HVAC system
- Installed floor tiles and granite treads in the upper entrance passageway
- Began removal of the 60" waterline and temporary deck beams under Universal Place
- Continued with mechanical/electrical start-up and testing operations
- Embedded emergency exit hatches on seven stairways

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Restored Lankershim Boulevard

C0351 N. HOLLYWOOD STATION W/CROSSOVER & TAILTRACK COMPL:

- Energized auxiliary power transformers
- Energized MCCs
- Completed platform tile
- Completed mezzanine tile
- Completed stairs 3 and 4 granite treads

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignment (including Tail & Pocket Track): Punch list work is underway
- C0311 AR Alignment (UCS to TLR): Concrete plinth placement and running rail installation are approximately 95% complete
- C0311 AR Alignment (TLR to La Brea): Final alignment was transmitted to the contractor on December 28 (Access-13); temporary rail, dowel drilling, hairpin installation and OTM distribution is underway; and, Milestone #5 is projected to complete on February 16
- C0311 AL Alignment (UCS to TLR): Concrete plinth placement is underway
- C0301 AR/AL Tunnels from 558+81 to 610+00: Milestones #7 and #8 were met on schedule on December 8; and contact rail coverboard punch list items continues

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Quality Assurance

SYSTEMWIDE

SURVEILLANCES

<u>Number</u>	<u>System Contract</u>	<u>Facility Contract</u>	<u>Scope</u>	<u>Date</u>	<u>No. QARs</u>
S98-286	Int. Test		Rail Activation Test Reprt Pkgs, Phase 1	11/12	
S98-295	HO122		FAT, CCTV	11/23	
S98-223	B740		MTA Eng. Study, air flow/velocities.	10/6	
S98-242	Int. Test		Emergency Trip System, TP I-417	10/12	
S98-259	Int. Test		Under Platform Exhaust Fans, TP I-405	10/28	
S98-261	Int. Test		Test Records	10/22	
S98-262	Int. Test		Sprinkler Flow Integration, TP I-301	10/22	
S98-268	B740		O & M Data for Segments 2B & 3	10/27	
S98-272	Int. Test		Drill No. D-003, Fire/Smoke Evacuation	10/28	
S98-308	Int. Test	B241	Air Handling Units, TP I-406.	12/8	
S98-314		B241	O & M Data Submittals	12/23	1
S98-281	B646	B241	LFAT, F & EM System	11/9	
S98-304	Int. Test	B252	Under Car Deluge; TP I-304.	12/4	
S98-310	Int. Test	B252	Valve Position Monitoring, TP I-302.	12/10	1
S98-313	Int. Test	B252	Emergency Fans, TP I-403, Phase II.	12/17	
S98-282	B645	B252	LFAT, SYSECA, Rail Operation Control	11/10	
S98-299	B252	B252.	O & M Data	11/25	
S98-305	B795	B261	Installation, 80KVA, UPS	12/4	
S98-306	Int. Test	B261	Emergency Trip Switch, TP I-417.	12/7	
S98-312	Int. Test	B271	Under Car Deluge, TP I-304.	12/16	
S98-233	B646	B271	LFAT, F&EM	10/6	1
S98-240	B646	B271	LFAT, F&EM	10/9	
S98-311	Int. Test	B281	AC Power Integration Test, TP I-414	12/11	
S98-254	B620	B281	LFAT, Interlocking Operation Test	10/20	1
S98-244		CO301	Aux. Transformer Installation	10/16	
S98-298	B795	CO301	UPS Installation.	11/25	
S98-248	B795	CO301 & CO351	UPS Installation	10/15	
S98-297	HO631	CO301.	Traction Power Installation	11/25	
S98-270		CO321	Aux. Transformer Installation	10/29	
S98-276	B740	CO321	Equipment Maintenance	11/2	
S98-301	CO321	CO321	UPS Equipment Installation	11/30	
S98-274	HO631	CO321	Traction PWR. Installation	10/29	
S98-294	CO331	CO321 & CO351	Stray Current Monitoring System,	11/23	
S98-300	HO631	CO321.	High Voltage Cable Installation	11/30	
S98-271		CO331	O & M Data	10/29	1
S98-275	EMC	CO331	Aux. Transformers, Surge Arresters	11/4	1
S98-289	B620	CO331 & CO351	Wayside Feeder Inst. between	11/13	
S98-264		CO351	O & M Data	10/26	1
S98-249	B630	CO351	LFAT, A/C Switchgear	10/16	
S98-250	HO631	CO351	Traction Power Installation	10/20	
S98-287	EMC	CO351.	Aux. Transformers, Surge Arresters	11/12	
S98-237	B645	SYSECA	FAT, EVOP/EGOP/ESOP	10/12	

QARs CLOSED

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Closed</u>
S98-86-01	B271	Distance between electrical cabinets.	12/18

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending – December 1998



S98-02-01	B241	Debris in cable way during installation.	12/23
S98-81-01	B631	Missing Supports & Wire Ties	10/12
S98-70-01	B631	Glastic Inst.; Compression Dye Calibration	11/4
S98-233-01	B646	No QC for LFAT @ B271	10/22
S98-264-01	CO351	O & M Data	12/1
S98-202-01	CO351	Aux Xformer, Surge Arrestors	12/23
S98-183-01	Int. Test	TP I-414 Not Approved	10/29

QAR RESPONSES DUE

Number	Contract	Scope	Date Issued
S98-26-01	ALL	O & M Manuals	2/10
S98-26-01	ALL	O & M Manuals	2/10
S98-26-01	ALL	O & M Manuals	2/10
S98-02-01	B241	Debris and dirt in cable way	8/4
S98-02-01	B241	Debris and dirt in cable way	8/4
S98-182-01	B252	Comm. Interface Cabinet Wiring	11/6
S98-190-01	B281	Comm. Interface Cabinet Wiring	11/6
S98-190-01	B281	Comm. Interface Cabinet Wiring	11/6
S98-254-01	B620	No QC for LFAT @ B281	11/3
S98-254-01	B620	No QC for LFAT @ B281	11/3
S98-254-01	B620	No QC for LFAT @ B281	11/3
S98-217-01	B631	TP Main Yard, Missing 500 MCM Cable	10/15
S98-70-01	B631	Compression Dye calibration @ B271	4/21
S98-217-01	B631	TP Main Yard, Missing 500 MCM Cable	10/15
S98-86-01	B646	Electrical Cabinet Installation @ B271	8/14
S98-86-01	B646B	Electrical Cabinet Installation @ B271	8/14
S98-86-01	B646B	Electrical Cabinet installation @ b271	8/14
S98-271-01	CO331	O & M Data	11/13
S98-271-01	CO331	O & M Data	11/13
S98-264-01	CO351	O & M Data	11/9
S98-202-01	EMC	Aux. Xformer, Surge Arresters @ CO351	10/31
S98-275-01	EMC	Aux. Xformer, Surge Arresters @ CO331	11/20
S98-202-01	EMC	Aux. Transformer Grounding @ CO351	10/31
S98-275-01	EMC	Aux. Xformer, Surge Arresters @ CO331	11/20

SEGMENT 3

AUDITS & SURVEILLANCES

SURVEILLANCES

Number	Contract	Scope	Date	No. QARs
S98-232P	C0331	HVAC Duct Installation	10/5/98	
S98-235P	C0331	Follow-up QAR A98-008-02	10/7/98	
S98-236P	C0331	NCRs	10/7/98	
S98-241P	C0331	TC&C Room Grounding	10/9/98	
S98-246P	C0331	Sprinkler System Installation	10/15/98	1
S98-251P	C0331	NCRs	10/16/98	
S98-253P	C0331	QARs S98-181P-01 & S98-215-01	10/16/98	
S98-263P	C0331	Installation of Lighting Fixture	10/23/98	
S98-265P	C0331	NCRs	10/26/98	
S98-278P	C0331	NCR Closure	11/3/98	

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending – December 1998



S98-284P	C0331	HVAC Installation	11/10/98	
S98-293P	C0331	Electrical Equipment Test	11/19/98	
S98-231P	C0351	Soils Testing	10/2/98	
S98-234P	C0351	HVAC Installation	10/7/98	
S98-243P	C0351	HDPE Installation	10/13/98	1
S98-260P	C0351	Cable Tray Seismic Support Installation	10/21/98	
S98-269P	C0351	Transformer Interlock Test	10/26/98	
S98-277P	C0351	Transformer Interlock Test	11/2/98	
S98-280P	C0351	Main Entrance Installation	11/5/98	
S98-288P	C0351	QAR Closure	11/12/98	
S98-291P	C0351	QAR Closure	11/16/98	
S98-316	C0351	Welding – Station Entrance Canopy	12/30/98	
S98-317	C0351	Supply & Exhaust Fan Controls Testing	12/30/98	

QARs CLOSED

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Closed</u>
S98-246P-01	C0331	Wet Sprinkler Installation	11/25/98
S98-243P-01	C0351	Personnel Qualifications	11/12/98
S98-291P-01	C0351	QC –Failure to document deficiencies	12/24/98

QAR RESPONSES DUE

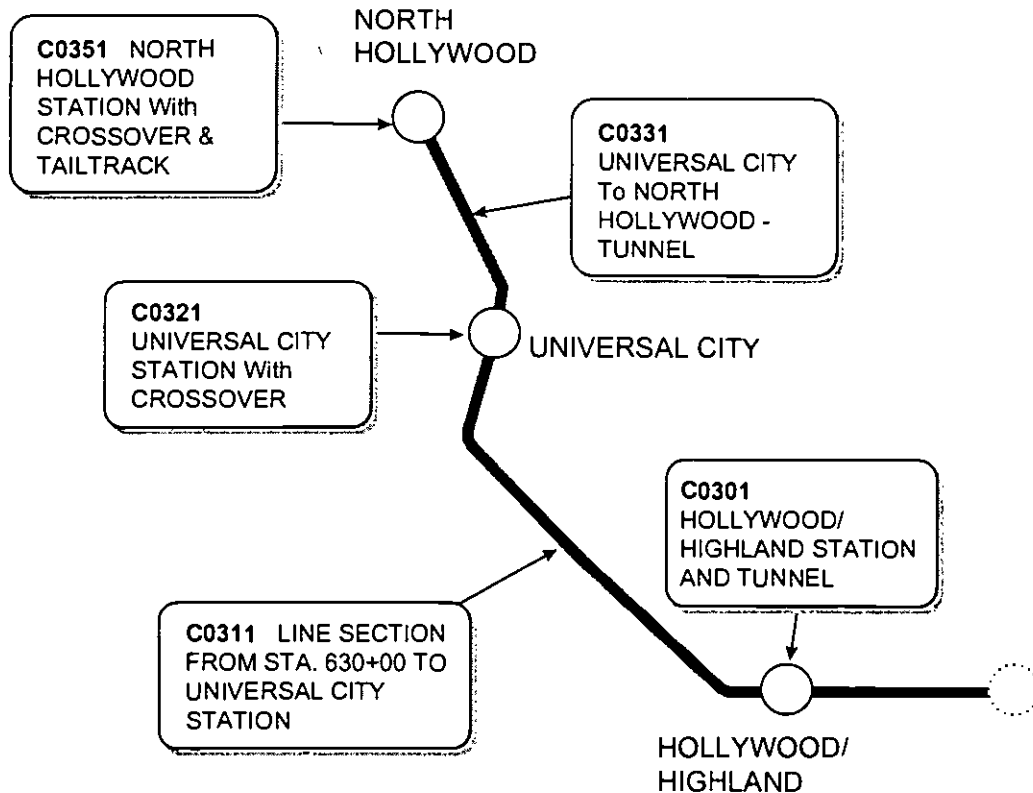
<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Issued</u>
S97-221P-01	C0331	Nonconformance Reports	9/10/98
A98-008-02	C0331	As-Built Documents	6/20/98
A98-008-03	C0331	CWPs	6/20/98
S98-215P-02	C0331	Calibration	10/21/98
A98-013-02	C0351	As-Built Documents not Complete	5/8/98
S98-099P-01	C0351	Fabricating Concrete Samples for Testing	8/31/98

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report
Period Ending - December 1998



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

- C1326 (UCS Freeway Overcrossing & Ramps) complete addendum

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Complete Milestone #22, Rail Activation Access
- Test Air Handling and Ventilation Fan systems

C0311 LINE SECTION FROM STATION 630+00 TO UNIVERSAL CITY:

- Complete the turn over of the AR tunnel (Milestone #2B) from the Special Seismic Section to La Brea Shaft to the C1610 track contractor
- Complete walkway, Wet Stand Pipe, and electrical installation in the AR tunnel, south of the Track Level Rooms

- Continue walkway concrete pours and Wet Stand Pipe installation in the AL tunnel, south of the Track Level Rooms
- Complete interior wall concrete placement in the Track Level Rooms
- Start electrical/mechanical installation in the Track Level Rooms
- Continue cable tray, electrical conduit, wiring, and lighting installation in the AL tunnel south of the Track Level Rooms
- Continue concrete work in Crosspassages 43 to 48
- Complete electrical/mechanical work in Crosspassages 59 to 50
- Start electrical/mechanical work in Crosspassages 48 to 41

C0321 UNIVERSAL CITY STATION:

- Complete Universal Place deck removal and street restoration

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report Period Ending - December 1998



- Complete ventilation equipment testing and air balancing operations
- Complete mechanical/electrical start-up and testing operations
- Substantial Completion scheduled for January 26, 1999

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Reach Milestone #1 - Substantial Completion

C0351 N. HOLLYWOOD STATION W/CROSSOVER & TAILTRACK COMPL:

- Final testing of B740 equipment
- B710 access to set escalator trusses
- Plaza finishes complete
- Complete porcelain column covers

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignment (including Tail & Pocket Track): Continue punch list work
- C0311 AR Alignment (UCS to La Brea): Continue contact rail pedestal placement from UCS to TLR; complete prep work and start plinth placement from TLR to Special Seismic Section; and Milestone #5 is projected to complete on February 16 but will slip due to incomplete turnover of AR alignment
- C0311 AL Alignment (UCS to La Brea): Complete concrete plinth placement from UCS to TLR; Access-16 is projected to be received on March 3 but is expected to be delayed by C0311 construction
- C0301 AL/AR Tunnel from 558+81 to 610+00: Contact rail coverboard punch list items

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1998



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	December Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$853.6	\$28.9	(\$0.7)
PROFESSIONAL SERVICES	\$300.8	\$310.4	\$9.6	\$0.4
REAL ESTATE	\$89.0	\$86.3	(\$2.8)	\$0.0
UTILITY/AGENCY FORCE ACCOUNTS	\$26.3	\$26.6	\$0.3	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.0	\$0.0	\$0.0
PROJECT CONTINGENCY	\$69.6	\$31.3	(\$38.2)	\$0.3
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL PROJECT	\$1,310.8	\$1,310.8	\$0.0	\$0.0

Budget/Forecast Variance Analysis

Original Scope Activities

Total Original Scope Expenditures through November 1998: \$888.6 million.

Total Original Scope Commitments through December 1998: \$1,056.4 million.

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 C0311 (Tunnels: UC Sta to 630+00) - Forecast decreased by \$0.7 million primarily due to lower than anticipated final negotiated costs for the arch/struc/mech/elec changes due to the relocation of the Track Level Rooms and Cross passages.

Contract LS999 (Legal Services) - Forecast increased by \$0.4 million based on MTA County Counsel projections for additional legal consultant services required through project completion in support of ongoing litigations and outstanding construction claims.

Project Contingency - Forecast increased \$0.3 million due to the above mentioned forecast changes.

The December 1998 Planned Project Contingency is \$26.7 million; the Actual Project Contingency is \$31.3 million. The variance of \$4.6 million between the planned and the actual contingency is due to net reductions in the estimate at completion for a number of construction and professional service contracts.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1998



Contract Variance (Current Forecast Differs from Current Budget by 10% or more and Current Budget is \$50 Million or more):

· *Contract B251 - Tunnel Segment Hollywood/Vine to Rock Interface (603+00)

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

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

· *Contract C0301 - Hollywood/Highland Station

Current Budget: \$73,991,000
Forecast: \$81,935,382
Variance: \$7,944,382
%Variance: 10.7%

Mitigation: The Current Budget reflects the anticipated cost of the physical workscope of the contract. The variance as reported in the forecast is largely comprised of potential change growth and allocated contingency to address outstanding claim exposure. The JMA Construction Management field office staff is actively evaluating delay mitigation measures which comprise a large portion of the variance.

· *Contract C0331 - Tunnels from UC City Stn to NH Stn

Current Budget: \$98,628,200
Forecast: \$116,397,995
Variance: \$17,769,795
%Variance: 18.0%

Mitigation: The Current Budget reflects the anticipated cost of the physical work scope of the contract. The variance as reported in the forecast is largely comprised of potential change growth and allocated contingency to address outstanding claim exposure. The PD Construction Management field office has a claims evaluation team assessing the contractor submittals to identify areas of claim mitigation.

· *Contract C0351 - North Hollywood Station

Current Budget: \$83,742,000
Forecast: \$71,748,199
Variance: (\$11,993,801)
%Variance: (14.3%)

Mitigation: The Current Budget reflects the final engineer's estimate prior to contract award. Forecast is less than the budget due to contract bid coming in at a lower than anticipated value.

· *Contract E0070 - Engineering Management Consultants

Current Budget: \$82,187,000
Forecast: \$92,480,279
Variance: \$10,293,279
% Variance: 12.5%

Mitigation: The Current Budget reflects the original project budget. The forecast for the North Hollywood Project has been updated to reflect the cost exposure of \$4.9M due to CWO #072 - Project Office Expense Rate (POER). Once MTA Procurement finalizes all negotiations with the EMC regarding POER through project completion, a re-evaluation of the forecast will occur.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1998



Line Item Variance (Current Forecast Differs from Current Budget by 10% or more for The Line Item Total)

· *Line 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. A budget forecast reconciliation is in process which will align the estimated final costs once hazardous material handling is significantly complete.

· *Line 07 - Systemwide Equipment

Current Budget: \$46,051,000
Forecast: \$55,137,401
Variance: \$9,086,401
%Variance: 19.7%

Mitigation: The forecast variance of \$9.1M is largely due to a number of contracts with significant changes in workscope, delay claim exposure and additional escalation costs including design updates, labor and overhead issues, economic price adjustments and contract contingency adjustments.

· Line 08 - Trackwork

Current Budget: \$25,526,000
Forecast: \$35,745,657
Variance: \$10,219,657
%Variance: 40.0%

Mitigation: Contract C1610, Trackwork Installation, is contributing \$10.1M of the total variance of \$10.2M. 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, the formation grouting program, 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 09 - Testing and Pre Revenue Operations

Current Budget: \$7,715,000
Forecast: \$9,296,000
Variance: \$1,581,000
%Variance: 20.5%

Mitigation: The Current Budget reflects the original Project Control assessment of testing and pre-revenue operational requirements established in 1993. The forecast has been re-evaluated to include areas of potential cost exposure related to delay mitigation/acceleration. Project staff is implementing mitigation measures by concentrating on reducing direct labor charges to the project and comprehensively re-examining the proposed staffing levels required for the impacted Operations division which will service this aspect of the project.

*Notes no change from prior period.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report
Period Ending - December 1998



Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	December Change in Forecast
CONSTRUCTION	\$1.9	\$0.2	(\$1.7)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$32.7	\$32.1	\$2.0
UTILITY/AGENCY FORCE ACCOUNTS	\$0.0	\$0.0	\$0.0	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.9	\$0.9	\$0.0
PROJECT CONTINGENCY	\$0.4	\$0.0	(\$0.4)	\$0.0
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$33.9	\$30.9	\$2.0

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

Total ALFA Expenditures through November 1998: \$5.1 million.

Total ALFA Commitments through December 1998: \$5.1 million.

"Additional Locally Funded Activities" (ALFA) are defined as work scope not originally covered under the FFGA and are therefore ineligible for Federal funding. This includes 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.

Contract S019 (MTA Project Admin.) - The forecast increased this period by \$2.0 million to reflect the FY1998 actuals update and remaining administration costs to project completion. There was a minor decrease to the total projected staff time charges; however, there was a shift in the allocation of FTE's to the Construction division resulting in the forecast increase.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report
Period Ending ~ December 1998



STATUS OF FUNDS ANTICIPATED

FTA SECTION 3: MTA submitted a grant application for \$37,393,664 of Section 3 Funds in March 1998 for the North Hollywood Project. Grant was approved on October 2, 1998 and funds are available for drawdown.

**FTA SECTION 9
FED ISTEA/CMAQ:** Grant award was approved on August 27, 1997 for FY 96 CMAQ \$20 million for the East Side Project. Funds will not be available for drawdown until a revised Full Funding Grant Agreement (FFGA) is approved by FTA. MTA submitted a grant application on March 31, 1998 for \$20.7 million of CMAQ funds to be allocated to the North Hollywood Project. Approval is expected in January 1999.

**FTA SECTION 9
FED ISTEA/STP:** Grant award for \$75 million of STP funds 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 not be available for drawdown until a revised FFGA is approved by FTA.

MTA submitted a request to CTC to reprogram STP funds initially earmarked for LA Rail Car Project to the North Hollywood Project for a total of \$7.8 million. CTC approved MTA request on March 31, 1998.

STATE PROP 116: MTA submitted on April 8, 1997 a grant application and an allocation request to the CTC for \$15 million of Prop. 116 Rail Bond Funds. Funds will now be allocated against the North Hollywood Project instead of the Eastern Extension Project. MTA requested the CTC to take action for transferring the funds. Funds were allocated on March 31, 1998.

MTA submitted a Prop. 116 application to transfer allocation of funds from LA Rail Car Project to the North Hollywood Project for a total of \$17.1 million. CTC approval was granted on March 31, 1998.

STATE SHA: MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds for the North Hollywood Project. Approval was obtained in February 1998. On May 5, 1998, the CTC approved \$26 million of State SHA for the North Hollywood Project. The fund transfer agreement was executed in July 1998. MTA submitted on October 27, 1998 an allocation request to the CTC for \$6.5 million of SHA funds for the North Hollywood Project. CTC approved the allocation request in November 1998. MTA will submit a grant application in December 1998. FTA is expected to approve grant application in June 1999.

CITY OF LA: A fund transfer agreement was executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.4 million has been drawdown.

**BENEFIT
ASSESSMENT:** Funds are no longer expected due to passage of Prop. 218 (Right to Vote on Tax Initiatives).

METRO RED LINE Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending – December 1998

FINANCIAL DETAIL
METRO RED LINE NORTH HOLLYWOOD PROJECT
(IN MILLIONS OF DOLLARS)

DECEMBER 1998

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 FUNDING SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$376.913	\$515.303	95%	\$387.465	71%	\$376.913	69%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$94.228	\$128.826	95%	\$96.866	71%	\$94.228	69%
FED ISTE A STP (STATE)	\$0.000	\$174.344	\$57.800	\$50.000	29%	\$50.000	29%	\$50.000	29%
FED ISTE A STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$53.037	\$71.006	100%	\$73.380	103%	\$53.037	74%
FED ISTE A RSTP DEFERRED LOCAL SHARE		\$9.245	\$6.871	\$9.199	100%	\$9.507	103%	\$6.871	74%
SB 1995 TRUST FUND	\$53.000	\$66.690	\$66.690 (2)	\$66.690	100%	\$66.690	100%	\$66.690	100%
STATE SHA/ARTICLE XIX	\$115.000	\$64.811	\$66.355	\$61.262	95%	\$58.559	90%	\$48.655	75%
STATE PROP 116	\$0.000	\$57.652	\$57.652	\$56.972	99%	\$56.972	99%	\$25.000	43%
STATE TSM Match	\$0.000	\$10.537	\$10.537	\$10.537	100%	\$10.537	100%	\$10.537	100%
STATE CTIP	\$0.000	\$26.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$101.500	\$90.000 (3)	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$318.185	\$59.148	\$59.148	\$34.710	59%	\$27.552	47%	\$31.058	53%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (5)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$904.877 (4)	\$1,059.951	81%	\$892.974	68%	\$818.435	62%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.707	\$1.477	61%	\$0.707	29%	\$0.707	29%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.710	\$1.554	57%	\$0.710	26%	\$0.710	26%

(1) Based on Current Budget. Allocation by funding source based on Dec 98 funding plan.

(2) Funds available have been reduced by \$7.3M due to usage of interest proceeds to other programs.

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

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

(5) Benefit Assessment District funds are no longer expected due to passage of Prop 208 (Right to vote on tax initiatives)

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1998.



METRO RED LINE Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending – December 1998

FINANCIAL DETAIL
METRO RED LINE TOTAL SEGMENT 3 PROJECT
(IN MILLIONS OF DOLLARS)

DECEMBER 1998									
STATUS OF FUNDS BY SOURCE									
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$438.097	\$576.487	51%	\$448.649	40%	\$438.097	39%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$109.524	\$144.122	51%	\$112.162	40%	\$109.524	39%
FED ISTEA STP (STATE)	\$25.000	\$199.344	\$82.800	\$75.000	38%	\$75.000	38%	\$74.193	37%
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$134.771	\$71.998	\$89.967	67%	\$83.897	62%	\$54.292	40%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$9.328	\$11.656	67%	\$10.870	62%	\$7.034	40%
SB 1995 TRUST FUND	\$53.000	\$66.690	\$66.690	\$66.690	100%	\$66.690	100%	\$66.690	100%
STATE SHA/ARTICLE XIX	\$165.000	\$104.811	\$66.355	\$61.262	58%	\$58.559	56%	\$48.655	46%
STATE PROP 116	\$87.300	\$57.652	\$57.652	\$56.972	99%	\$56.972	99%	\$25.000	43%
STATE FLEXIBLE CONGESTION RELIEF	\$26.000	\$50.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE TSM Match	\$11.142	\$17.042	\$10.537	\$10.537	62%	\$10.537	62%	\$10.537	62%
STATE CTIP	\$0.000	\$26.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$136.244	\$163.444	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$789.047	\$88.032	\$95.263	12%	\$66.272	8%	\$69.778	9%
BENEF ASSESS. DISTRICT	\$17.100	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$2,781.086	\$3,042.752	\$1,056.459	\$1,243.402	41%	\$1,045.054	34%	\$959.246	32%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.707	\$1.477	61%	\$0.707	29%	\$0.707	29%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.710	\$1.554	57%	\$0.710	26%	\$0.710	26%

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1998.



METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report
Period Ending - December 1998



Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	+44 days
Design Progress	96.3%	+0.3%
Critical Path Float	0 days	none
Construction Progress	77.5%	+0.3%

Current Critical Path Analysis

- Planned ROD: May 2000
- Forecast ROD: June 2000
- FFGA ROD: December 2000

The December 1998 Master Schedule shows the project behind schedule with a Forecast Revenue Operation date of June 30, 2000 versus May 17, 2000. The project critical path runs through C0311 (Line Section under Santa Monica Mountains), C1610 (Trackwork Installation), B620 (Automatic Train Control), and Integration /Testing/Pre-Revenue Operations.

The southern portion of the C0311 AR tunnel was partially turned over to trackwork on December 15. The remainder area will be turned over on January 20, 1999. AL tunnels south of Track Level Rooms are behind schedule with a forecast turnover date of March 3, 1999 versus January 15, 1999. The delay to AL track access will impact high rail access, affecting B620 and H0631 contracts. The turnover of the rooms to follow-on systems contracts is currently shown with a 6-week delay. Efforts are being made to mitigate the delay to the program by providing AL tunnel partial track access from TLR to Seismic Section and splitting the high rail accesses in two. Changes to the Master Schedule will be done after mitigation is approved.

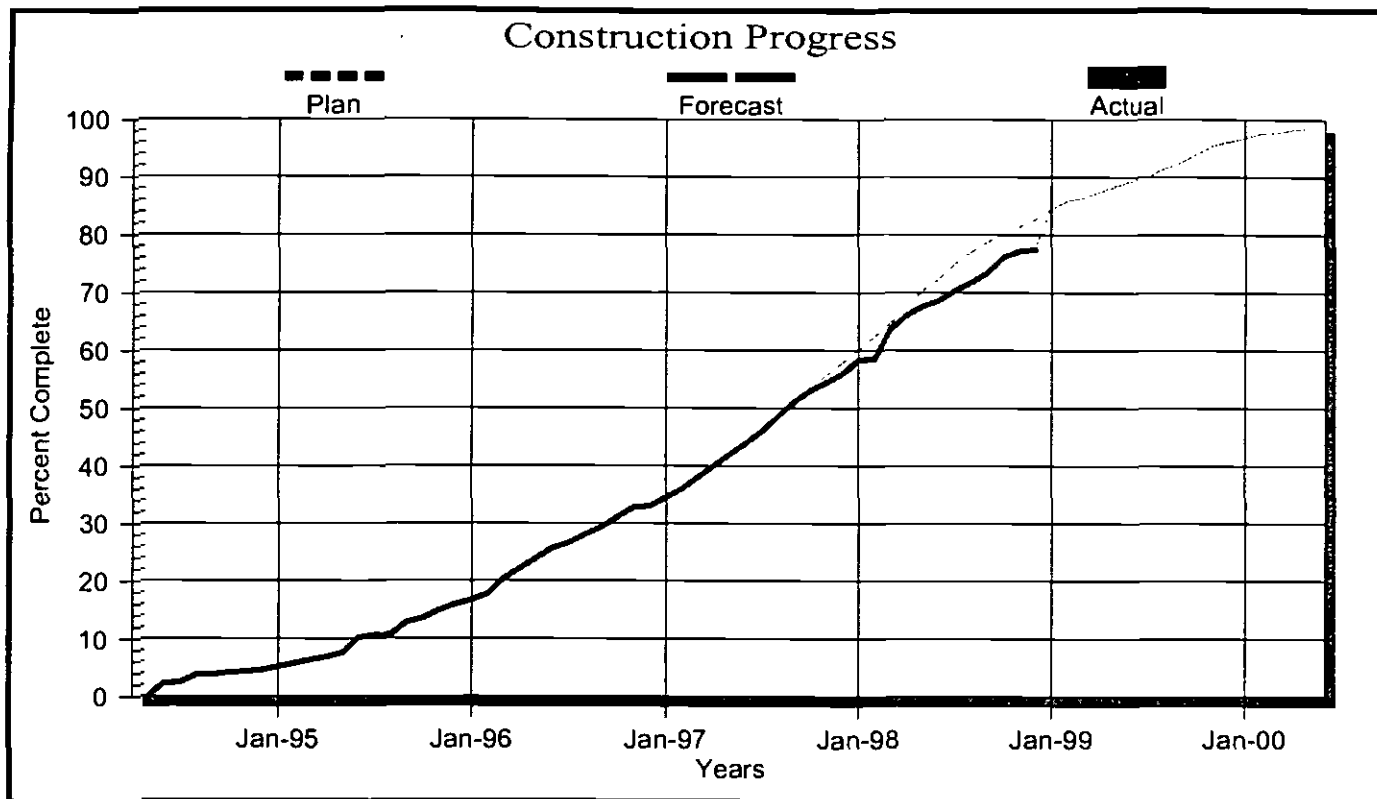
Trackwork installation in tunnels south of La Brea Shaft was completed at the end of November and the tunnels were turned over to the Automatic Train Control contractor in the first week of December. All the stations are now fully energized and tunnels under Lankershim will be energized in early January.

The project continues to shift from facilities concreting to more complex mechanical, electrical and systems work. Contracts B645 (Transit Automatic Controls and SCADA) and B646 (Fire and Emergency Management) are being closely monitored since any potential delay to the design and delivery of the computer software and equipment will impact H0648 and the systems integration testing.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - December 1998



Construction Progress Analysis

The overall construction progress through December is 77.5% complete.

Contract C0301 (Hollywood/Highland Station) Motor Control Centers (MCCs) and auxiliary power transformers were energized in east and west ends of the station. Permanent power was made available to all mechanical systems (Escalators, Elevators, Ventilation Fans and Air Handling Fans) on schedule.

Contract C0311 (Line Section from Universal City Station to Station 630+00) invert concrete is 100% complete in the AR tunnel and 99.7% complete in AL tunnel. The Track Level Rooms (TLRs), exterior walls and arch concrete are 100% complete. Turnover of the AL tunnel south of the TLRs to the C1610 contractor is 6 weeks behind schedule. Contractor plans to add a third shift to accelerate crosspassage critical work. A plan is being prepared to minimize impact to follow-on contracts at the TLRs.

Contract C0321 (Universal City Station) Substantial Completion Milestone #1, Project Completion, is scheduled for January 26, 1999, which is the contractual project completion date. Mechanical/Electrical start-up operation, Train Control, Elevator/Escalators and H0648 continue to work in the station. B795 Uninterrupted Power Supply (U.P.S.) is scheduled for the last two weeks of January 1999.

Contract C0331 (North Hollywood Tunnel) contractor restored and opened Lankershim Boulevard to traffic in both directions. Electrical testing is approximately 95% complete. Punchlist for Milestone #1 will start in January.

Contract C0351 (North Hollywood Station) finish tile, HVAC installation and sidewalks are complete. Contractor is continuing testing local controls for final testing of B740 (ventilation Equipment).

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Contract C1610 (Trackwork Installation) completed the concrete plinth from Universal City Station to the Track Level Rooms and contact rail coverboards in the C301 AR/AL tunnels. The turnover to C1610 of the AR/AL alignments of the C0311 tunnels from the Track Level Rooms to La Brea remains an area of concern.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	16.2	none
Lost Time Rate (Freq.)		
National Average	4.2	
Project Rate (Cum.)	2.0	none

Recordable Injury Rate: The number of recorded injuries excluding simple first aid or minor medical treatment, per 100 man years.

Lost Time Incident Rate: The number of injuries resulting in days away from work, per 100 man years.

Construction Safety Summary

The project-to-date lost time injury rate continues to be less than one-half the national average of 4.2.

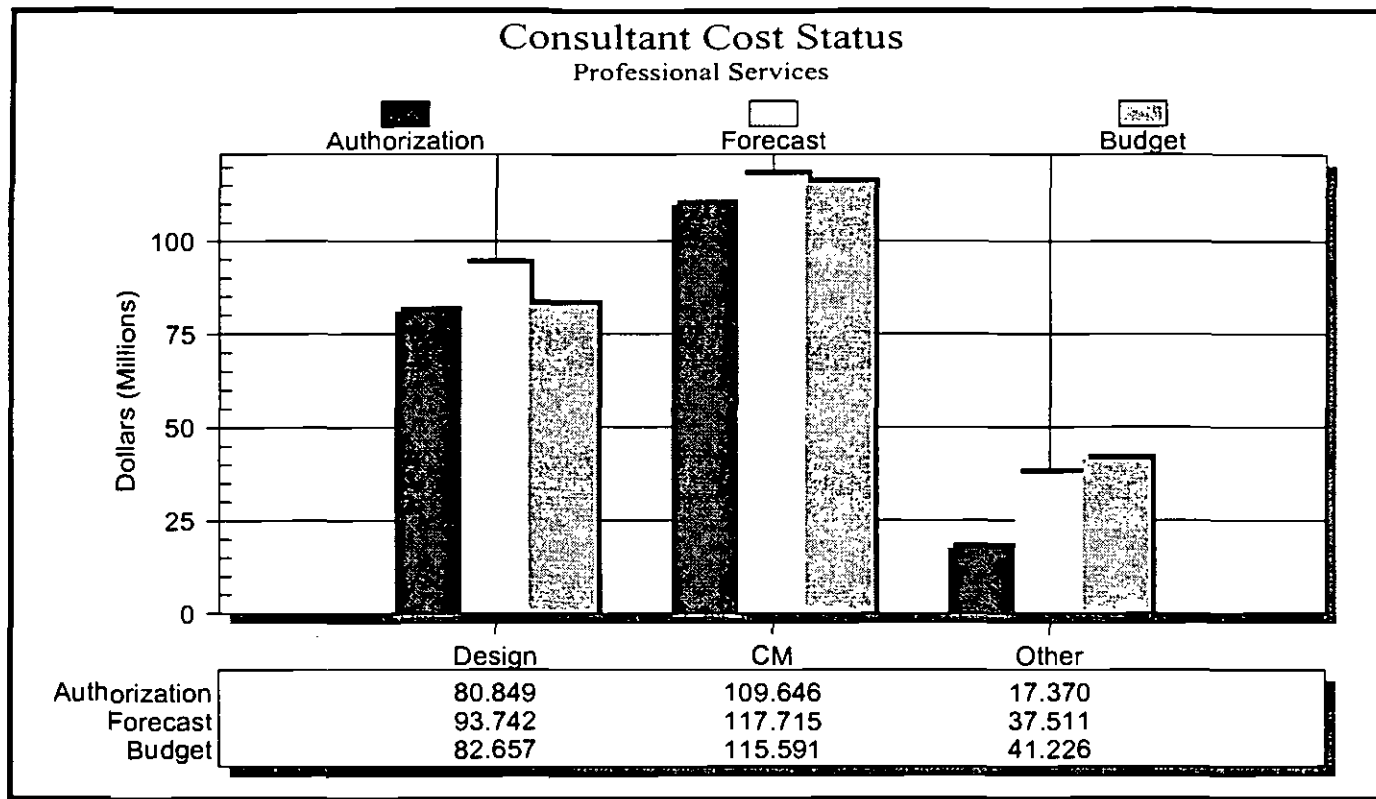
The project completed an average of 200,000 work hours per month during the quarter. To date, the project has completed over 7,500,000 work hours.

Statistics reflect injuries through November 1998.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Professional Services Cost Analysis

The authorization and forecast for the "Design," "Construction Management" and "Other" professional services did not change significantly this period. The changes represent executed change orders that were processed during the period.

The budget for the "Design," "Construction Management" and "Other" professional services did not change from the last period.

The authorization for the "Design" professional service has a significant variance below the budget primarily due to in process contract work orders approved by the Board requiring final MTA Procurement action. Also, the "Design" forecast projects a significant cost exposure greater than the budget related to CWO 72 for "Project Overhead Expense Rate - POER" through project completion. Upon completion of negotiations between MTA Procurement and the EMC, this CWO will be presented to the MTA Board with a corresponding budget adjustment to address the current budget forecast variance.

The forecast for the "Other" professional services is \$20 million above the current authorization due to pending and potential contract orders, amendments and other cost exposures identified to date. The services in this category include the following: Configuration Management, Systems Engineering and Analysis, Rail Vehicle Procurement Services, Environmental Services, Project Management Assistance, Legal Services, Construction Support Services, Labor Compliance Monitoring and Security Staffing.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Management Issues

New Item (Date initiated: December 1998)

Concern/Impact

The C0311 contractor will be completing Milestones #3B (Completion of AL tunnel between track level room (TLR) and La Brea Shaft), #5 (Complete TLR for H0631 (TPSS) occupancy), #6 (Complete TC&C and communication rooms in TLR), #7 (Complete TLR for B641, B645 and H0648 occupancy) and #8 (Turnover AL tunnel and TLR for B620 wayside access) later than their contractual dates. Milestone #3B is on the program critical path, and the delays in construction have impacted ROD by six weeks.

Status/Action

Construction managers are preparing a mitigation plan that will be presented to the Authority on January 15, 1999.

Ongoing Item (Date initiated: November 1998)

MTA BOARD INACTION ON APPROVING EMC ITEMS

Concern/Impact

The November MTA Board was unable to approve EMC items that would have given EMC authorization to continue design on Contract C0390, start final design on Contract C0322 and begin writing Systems Integration Testing Procedures. By not approving these items the camera-ready documents can not be finalized for Contract C0390, therefore award of this contract could impact the formation grouting consent-decree mandate, final design and construction of the Universal City Pedestrian Underpass and phase 1 systems integration testing if the procedures are not written and approved prior to April 1999.

Status/Action

Several alternatives have been and are being considered to relieve the impacts to the project. A request for proposal has been given to the C1610 trackwork contractor to do formation grouting in the absence of a C0390 contract and a limited notice to proceed was given to EMC to begin writing testing procedures. Final design for Contract C0322 will not begin until MTA Board authorization is received, which is scheduled for January.

Ongoing Item (Date initiated: September 1998)

CONTRACT E0070 - EMC, CWO #072 - PROJECT OFFICE EXPENSE RATE (POER)

Concern/Impact

Since May 1, 1997 EMC has been incurring cost against CWO #072 - POER without payment of services, until recently an amount of \$7.0 million out of an approximate amount of \$12 million cost exposure has been released to EMC. MTA Procurement has held payment until their analysis of staffing requirements and negotiations with the EMC were completed. Since there were delays in the completion of negotiations with EMC, the cost exposure to the remaining MTA projects (Segment 2 and Segment 3) are more than originally budgeted.

Status/Action

In November the MTA Board approved an additional contract authorization of \$3.1M for POER that allows for charges through February 1999. The \$3.1M is in addition to the \$11M current contract authorization. The North Hollywood portion of that cost is \$2.8M. An additional POER cost exposure from March 1999 through October 2000 is estimated to be \$2.1M for North Hollywood. MTA Procurement has decided that POER will be handled from March 1999 to October 2000 with the continuation of CWO #072. Once the remaining POER has been negotiated, the budget and forecast will be further updated to reflect the agreed amount.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

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Ongoing Item (Date initiated: August 1998)

CONTRACT H0123 - VARIABLE MESSAGE SIGNS

Concern/Impact

There are still risks associated with the two-envelope bid process which could impact the forecast ROD of May 17, 2000; that is, if the NTP does not occur prior to March 1, 1999.

Status/Action

Two envelope bid process started on November 3 with the opening of the technical proposals from each of the two bidders. Price bid opening occurred on December 17, with the bids ranging from 176% to 201% higher than the engineer's estimate. Recommendation is scheduled for the January MTA Board meeting which will reject both bids and receive authorization from the Board for MTA staff to request proposals and enter into competitive negotiations with the signage equipment suppliers.

Ongoing Item (Date initiated: June 1998)

TRIZECHAHN AND MTA JOINT DEVELOPMENT AT HOLLYWOOD/HIGHLAND STATION

Concern/Impact

TrizecHahn Centers (THC), a land developer, is finalizing plans to construct an entertainment/retail center on and around the C0301 Hollywood/Highland Station. The center is scheduled for completion in the first quarter of 2001. Demolition of the 12-story building started on 7/28/98. There will be impact on the final construction of the station. Plans include modified construction access and laydown area for the contractor, Tutor-Saliba Perini (TSP), and follow-on systems contractors; the demolition and re-construction of the west blast relief shaft (BRS) by THC; the demolition of the 12-story building at the northwest corner of Hollywood Boulevard and Highland Avenue by THC; the demolition of the Holiday Inn parking structure; shoring and excavation adjacent to MTA facilities by THC; deletion of surface improvements at plaza level from TSP's contract and design and construction of surface improvements by THC; and, construction of THC's development adjacent/above MTA facilities.

Status/Action

THC and MTA have entered into a memorandum of understanding for the joint development. As such, it will be tracked separately and MTA has already identified prior labor charges that are eligible for reimbursement by THC. The final Joint Development Agreement has been proposed and stated within are the required completion dates for the blast relief shaft (BRS) and portal entrance, which are to be constructed by THC's contractors. If THC completes the work by these dates and no other unforeseen problems develop, then there should be no impacts to the project completing by the forecast ROD of May 17, 2000.

Ongoing Item (Date initiated: March 1998)

PROJECT AGENCY COST FORECAST

Concern/Impact

The project agency forecast cost at completion will potentially exceed the budget by approximately \$30 million. This is due to revised allocation of MTA overhead to the project.

Status/Action

The project team is attempting to mitigate this potential cost impact by focusing on staffing charges allocated to the North Hollywood Project. There has been a slight decrease in overall project staffing charges however a reallocation of projected staff charges to the Construction Division has resulted in an increase to the overall projected administration costs. The project team is continually assessing professional service consulting requirements to reduce overall manpower costs.