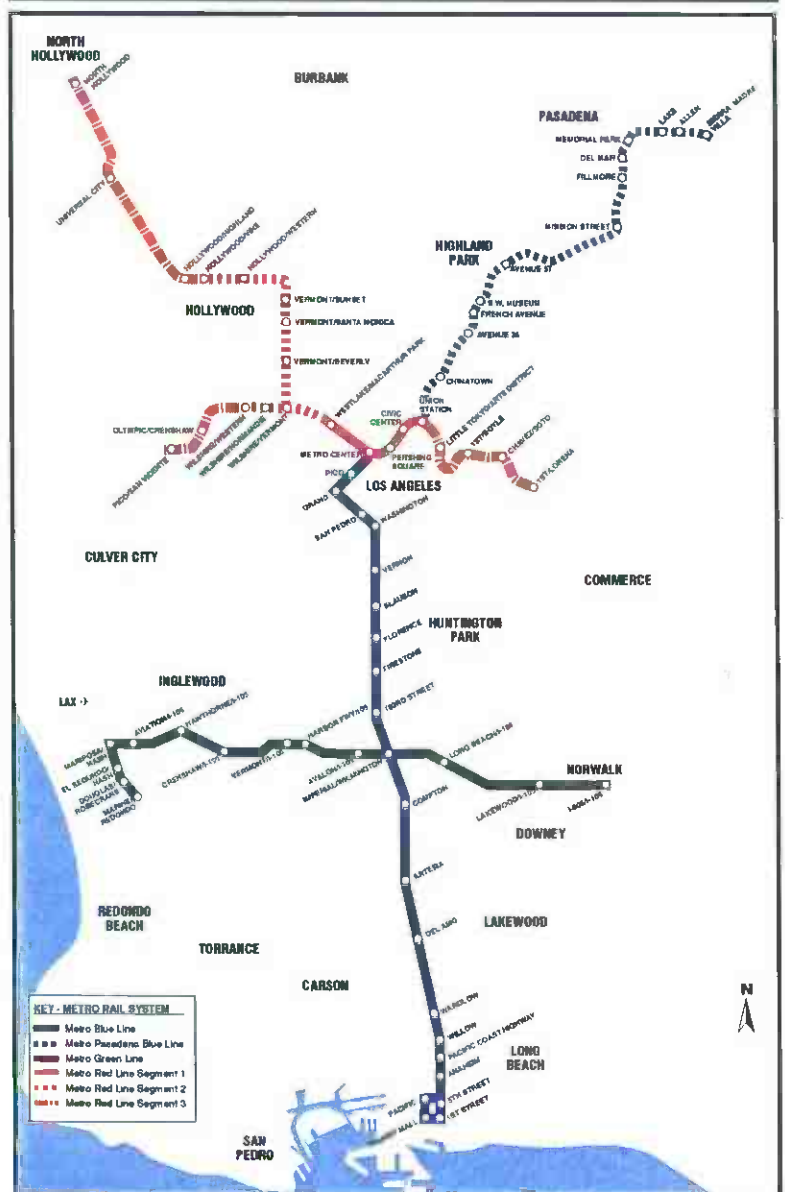


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



FEBRUARY 1998

## **RAIL PROGRAM STATUS SUMMARY**

THE LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY  
METRO CONSTRUCTION DIVISION

**FEBRUARY 1998**

# **RAIL PROGRAM SUMMARY**

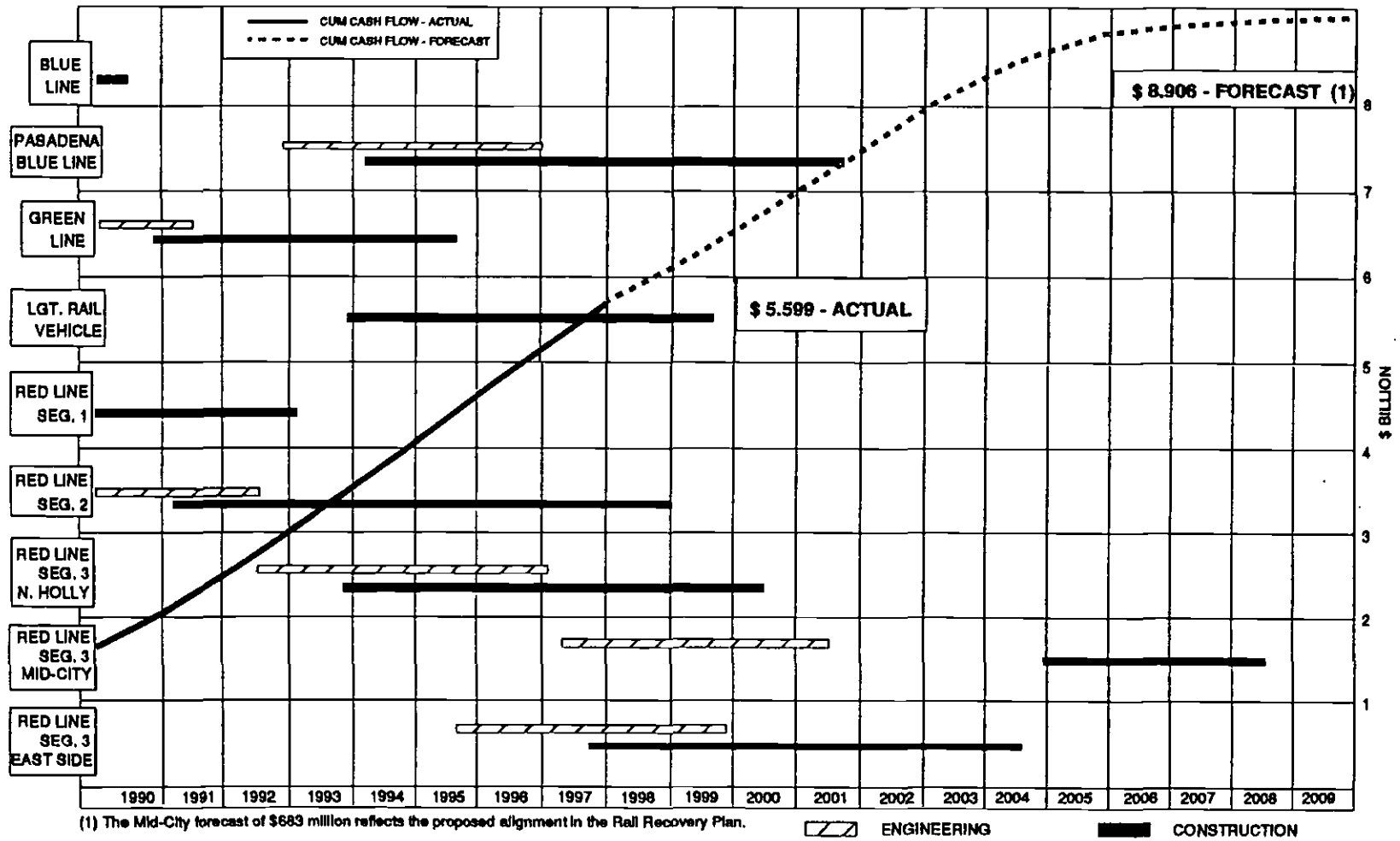


# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of February 1998

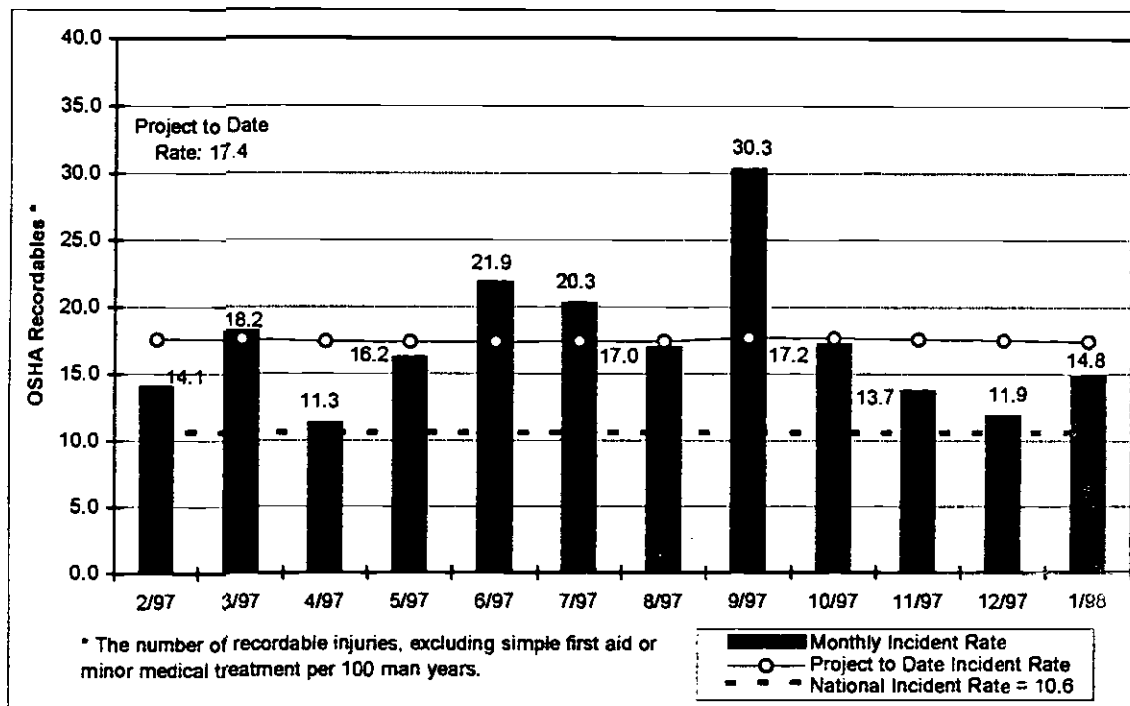
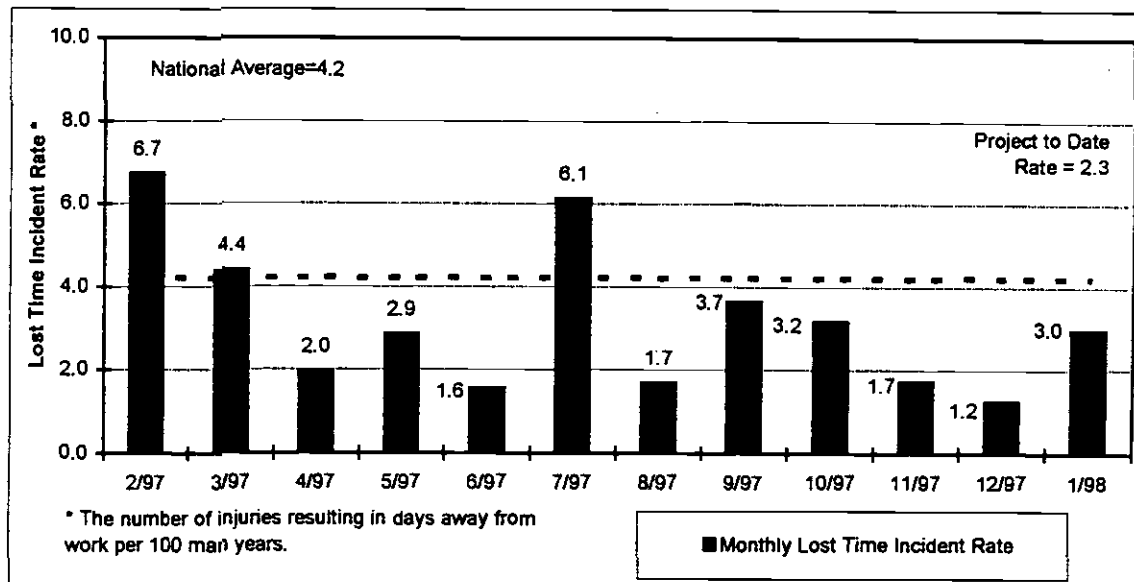
	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.	2.3 MI.	3.7 MI.	22 MI.	13.6 MI.	20 MI.	—	79 MI.
Number of Stations	5	8	3	2	4	22	13	14	52 cars	71 stas.
Technology	Heavy 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	99.0%	93.7%	Final Not Started	86.7%	Completed	80.3%	Completed	Based on Milestones 98%	3 of 9 complt.
Construction Status	Completed	93.3%	60.0%	Not Started	Not Started	Completed	10.8%	99%	Based on Milestones 57%	3 of 9 complt.
Expenditures to Date (in mil.)	\$1438	\$1475	\$721	\$13	\$111	\$860	\$217	\$669	\$95	\$5599
MTA Approved Budget (in mil.)	\$1450	\$1641	\$1314	\$491	\$1049	\$877	\$804	\$712	\$258	\$8596
Federal Funding	48%	44%	62%	39%	54%	0%	0%	0%	35%	31%
State/Local Funding	52%	56%	38%	61%	46%	100%	100%	100%	65%	69%

METROPOLITAN TRANSPORTATION AUTHORITY FUNDING SOURCES (IN MILLIONS)										FEBRUARY 1998	
	METRO BLUE LINE	METRO GREEN LINE	METRO RPO SEGMENT 1	METRO RPO SEGMENT 2	METRO RPO SEGMENT 3 - NH	METRO RPO SEGMENT 3 - MC	METRO RPO SEGMENT 3 - ES	PASADENA BLUE LINE	LIGHT RAIL VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:											
FTA-SECTION 3			805.3	687.0	681.0	242.6	492.8			2688.8	31
FTA - OTHER											
ISTEA - FEO SURFACE TRANSIT PROG				52.1	57.8		25.0		84.0	218.9	3
FED-ISTEA RSTP/CMAQ					79.7	20.4	51.2		8.1	157.4	2
FTA-SECTION 9			90.8							90.8	1
STATE		105.9	210.3	133.0	270.1	90.0	15.0	387.8	16.4	1228.5	14
STATE TSM MATCH					11.4	2.7	0.7			14.8	0
SB 1996 TRUST FUND					66.7					66.7	0
PROPOSITION A	877.2	205.1	178.5	504.3						1766.1	20
PROPOSITION C		395.3			54.1	327.3	390.9	416.1	151.1	1734.8	20
PROP C (AMERICAN DISABILITY ACT)		6.0								6.0	0
CITY OF LOS ANGELES			34.0	98.0	90.0		73.5			293.5	3
BENEFIT ASSESSMENT			130.3	0.0	0.0					130.3	1
COST OVERRUN ACCOUNT			200.1	123.1						323.2	4
APPROVED BUDGET	877.2	712.3	1460.1	1575.5	1310.8	683.0	1049.2	803.9	257.6	8719.6	99
CURRENT FORECAST	877.2	727.4	1439.0	1671.2	1310.8	683.0	1088.4	823.7	201.4	8832.1	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:											
PROP C (TRANSIT ENHANCEMENTS)				62.7	2.7					65.4	1
FEO ISTEA RSTP/CMAQ				2.5						2.5	0
APPROVED BUDGET	0.0	0.0	0.0	65.2	2.7	0.0	0.0	0.0	0.0	67.9	1
CURRENT FORECAST	0.0	0.0	0.0	65.2	1.7	0.0	7.4	0.0	0.0	74.3	

(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.



## Safety Summary Status



# METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - February 27, 1998



## 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	\$ 1.4	0.2 %
Prior Cumulative Prog.	163.6	98.8
Cumulative Progress	165.0	99.0
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 9.9	0.7 %
Prior Cumulative Prog.	951.5	92.6
Cumulative Progress	961.4	93.3
<b>OTHER Cost Elements</b>	<b>\$349.0</b>	
<b>TOTAL</b>	<b>\$ 1475.4</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FED ISTEA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	504.3	412.9	409.8
City of Los Angeles	96.0	94.0	92.1
Benefit Assessment Dist	0.0	0.0	0.0
Benefit Assess. Shortfall	0.0	25.4	25.4
Cost Overrun Account	123.1	51.9	51.9
Prop C Transit Enhance	62.7	48.0	44.1
ISTEA CMAQ/RSTP	2.6	0.0	0.0
<b>TOTAL</b>	<b>\$1640.8</b>	<b>\$1484.3</b>	<b>\$1475.4</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$1101.1	\$1114.5
Professional Services	411.9	457.6
Real Estate	88.1	89.0
Utility Force Account	32.4	32.6
Special Programs	2.5	2.5
Contingency	4.8	41.4
Project Revenue	0.0	(1.3)
<b>TOTAL PROJECT</b>	<b>\$1640.8</b>	<b>\$1736.3</b>

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

The project critical path was changed this period. The new critical path is controlled by additional delays to the B646 Fire and Emergency Management change process as a result of the dispute over the labor and overhead rate. The impact of this event has delayed critical tests at the Vermont/Santa Monica Station. The 165 calendar days of negative float forecast this period represents a 6 calendar day delay since last period. The current forecast for revenue operations is June 1999.

## CURRENT ACTIVITIES / ISSUES

The forecast was adjusted this month to reflect costs for a later than targeted revenue operations date. An issue is the increase in time and effort to process required changes to construction contracts, including, WACN's due to the centralization of approval authority.



# METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

## Rail Program Status Summary

### Period Ending - February 27, 1998



#### 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	0.5 %
Prior Cumulative Prog.	67.8	93.2
Cumulative Progress	67.8	93.7
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 0.0	1.6 %
Prior Cumulative Prog.	455.6	58.4
Cumulative Progress	455.6	60.0
<b>OTHER Cost Elements</b>	<b>\$197.8</b>	
<b>TOTAL</b>	<b>*\$ 721.2</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	\$347.0	\$328.6
FTA - Sect 3 Defer. Local	136.3	86.8	82.1
FED ISTEA STP (State)	50.0	50.0	50.0
FED ISTEA STP/CMAQ	70.5	53.0	53.0
FED ISTEA RSTP Defer	9.1	6.9	6.9
SB 1995 Trust Fund	68.9	68.9	66.7
State SHA/Article XIX	45.9	20.9	20.9
State Proposition 116	25.0	25.0	25.0
State TSM Match	11.4	10.5	10.5
State CTIP	207.2	0.0	0.0
City of Los Angeles	90.0	55.4	55.4
Proposition C	38.3	31.3	22.1
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>\$766.3</b>	<b>*\$721.2</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$826.6	\$846.0
Professional Services	301.5	329.2
Real Estate	89.0	87.3
Utility Force Account	26.3	26.0
Special Programs	0.0	0.9
Contingency	70.0	34.5
Project Reserve	0.4	0.1
Project Revenue	0.0	(11.4)
<b>TOTAL PROJECT</b>	<b>\$1313.8</b>	<b>\$1312.6</b>

\* Expenditures shown are through December 1997. January 1998 expenditures were unavailable due to technical issues related to FIS.

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

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

#### CURRENT ACTIVITIES / ISSUES

The project is currently maintaining its budget. The February 1998 Master Schedule shows the project is currently on schedule. The forecast completion date is May 17, 2000.

Due to the Demobilization Plan approved by the MTA Board in January 1998, Metro Pasadena Blue Line, Metro Red Line Segment 3 Mid-City Extension, and Metro Red Line Segment 3 East Side Extension reports will no longer be produced on a monthly basis. These reports will be produced quarterly in accordance with MTA's Federal and State reporting requirements. If you require any information on these projects, please contact the Project Manager as noted:

Metro Pasadena Blue Line	Joel Sandberg	922-7223
Metro Red Line Segment 3 Mid-City Extension	Kevin Michel	922-2854
Metro Red Line Segment 3 East Side Extension	Charles Stark	922-7220

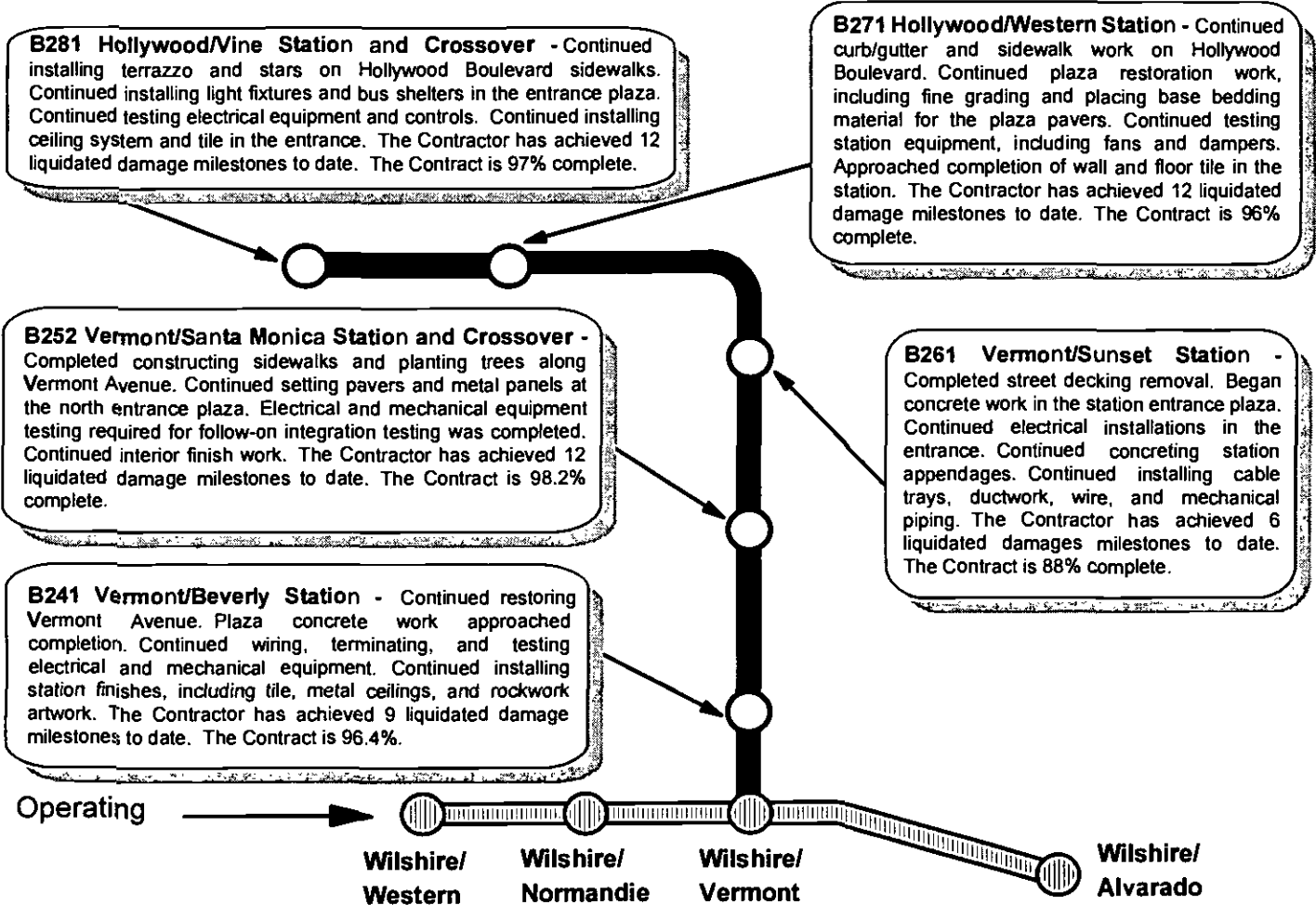
# **METRO RED LINE SEGMENT 2**

## **EXECUTIVE SUMMARY**

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—February 27, 1998**



**Major Activities - This Period**



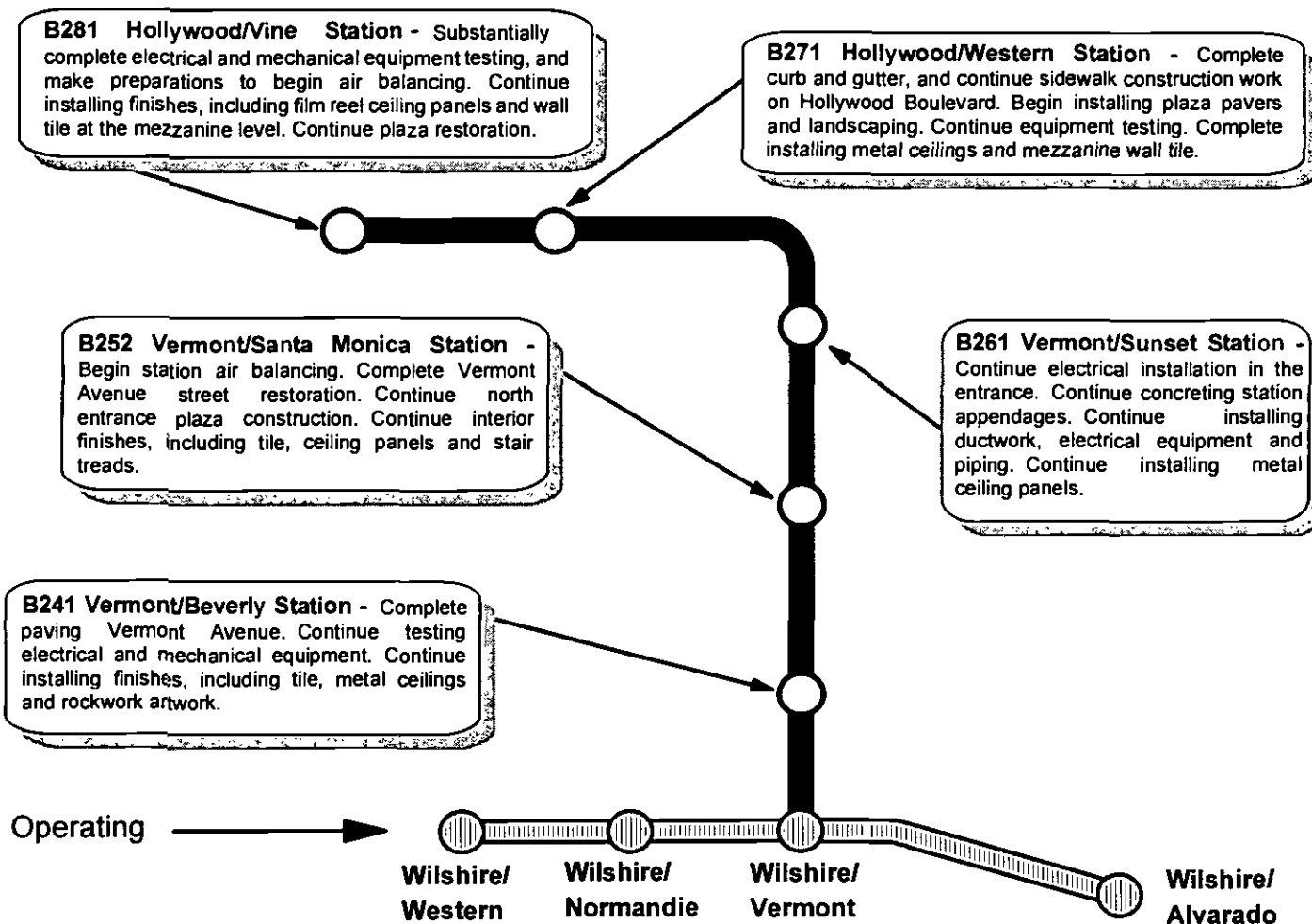
**SYSTEMWIDE ACTIVITIES**

- B610, Trackwork, continued tunnel and yard punchlist work.
- B620, Automatic Train Control Installation, started splice and testing for the fiber optic and cable transmission. Continued wayside equipment installation and the Automatic Train Control cabling in the AL and AR tunnels.
- B631, Traction Power, started 34.5Kv cable splice and testing; continued cable installation and termination in the crossover area. Processing a Change Notice for repairing water damage in the Vermont/Sunset Station.
- B641, Radio, completed tunnel antenna transition work for both AL and AR tunnels.
- B645, TRACS, contractor continued remote terminal unit wiring at Vermont/Santa Monica Station, Vermont/Beverly Station, and Hollywood/Vine Station.
- B646, Fire and Emergency Management, deliveries on hold pending resolution of contract issues.
- B648B, Communication Installation, substantially completed installation at Vermont/Santa Monica Station and Hollywood/Vine Station. Continued cable pulling and equipment installation at Hollywood/Western and Vermont/Beverly stations.
- B710, Elevator/Escalator, elevator equipment installation continued at Hollywood/Vine, Vermont/Santa Monica, and Hollywood/Western stations. Contractor delivered elevator units for Vermont/Beverly Station and is ready for delivery at Vermont/Sunset Station.
- B740/B745, Air Handling/Ventilation, continued tests at Vermont/Beverly Station and continued installation of fan equipment at available stations.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-February 27, 1998**



**Major Activities - Next Period**



**SYSTEMWIDE ACTIVITIES**

- B610, Trackwork, Contractor is to complete the tunnels punchlist work and yard work.
- B620, Automatic Train Control Installation, contractor is to continue the Automatic Train Control cable pulling and wayside equipment installation.
- B630/B631, Traction Power, contractors to continue (34.5Kv) cable termination at AL tunnel Hollywood/Vine, Hollywood/Western stations and start repairing water damage work at Vermont/Sunset Station.
- B641, Radio, contractor is to continue installing radio cable in the Vermont/Sunset Station and start outside antenna installation at the Vermont/Santa Monica and Hollywood/Western stations.
- B645, TRACS, contractor is to continue remote terminal unit cabling at available stations and incorporate fire and emergency management (F&EM) design changes into the TRACS program.
- B646, Fire and Emergency Management, resume deliveries and prepare for testing of equipment.
- B648B, Communication Installation, contractor is to continue installation at available stations. Fabrication of closed circuit television equipment under B648B Change Notice is to continue.
- B710, Elevator/Escalator, elevator equipment installation continued at available stations.
- B740/B745, Air Handling/Ventilation, contractors are to continue installation and tests of fan equipment at available stations.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—February 27, 1998**



## **QUALITY MANAGEMENT**

### **Systemwide**

#### **Surveillances**

<b>Number</b>	<b>Contract</b>	<b>Scope</b>	<b>Date</b>	<b>No. of QARs</b>
S98-24	B795	Battery LFAT	2/5	1
S98-26	All	O&M Manuals	2/10	1
S98-31	B261	Auxiliary Transformer Ground	2/10	-
S98-32	B620	Junction Boxes Installed	2/11	-
S98-38	B631	Cable Installation	2/20	1
S98-42	B631	Grounding Bus.	2/20	-
S98-43	B241	Auxiliary Transformer Ground	2/23	1
S98-44	B646	F&EM Installation	2/24	1
S98-48	B648B	Communication System Installation	2/24	1

#### **Audits**

<b>Number</b>	<b>Contract</b>	<b>Scope</b>	<b>Date</b>	<b>No. of QARs</b>
A98-06	Project Control	Cost Reporting	Exit 2/5	5

#### **Quality Action Requests (QARs) Closed**

<b>Number</b>	<b>Contract</b>	<b>Scope</b>	<b>Date</b>
A96-30-02	B641	No. DIRs	2/5
S97-262-01	B271	Equipment Water Damage	2/11

#### **Test Laboratories**

- Eight Quality Action Requests open; 0 issued; 0 closed
- Two Quality Action Requests closed; 1 open; 0 issued

### **Segment 2**

#### **Audits and Surveillances**

- B241** ■ Nine QAR open; 0 issued; 0 closed  
 ■ Resident Engineer audit completed, no new Quality Action Requests issued
- B252** ■ Three surveillances completed  
 ■ One QAR open; 0 issued; 1 closed
- B261** ■ One surveillance completed  
 ■ No QAR open
- B271** ■ One surveillance completed  
 ■ Four QARs open
- B281** ■ One QAR issued; 1 open; 0 closed  
 ■ Two surveillances completed

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-February 27, 1998**



## **QUALITY MANAGEMENT**

### **Segment 2**

#### **Design**

The Engineering Management Consultant (EMC) tracking system for Nonconformance Reports (NCRs) is operational. Monthly reports are being published to all EMC PUMs and are being made available to all resident engineers, quality control, and quality assurance individuals. This exposure to timely responses appears to have lessened the number of NCRs awaiting processing by EMC.

MTA quality management has started to address the engineering quality control documents that will be required for the North Hollywood design projects that INCA Engineering will do as the Section Designer. MTA engineering will perform the general engineering management function in lieu of EMC for these jobs. The Design Quality Manual, the Design Procedures Manual, and the Design Checklists that are given to section designers before they begin work are EMC documents. The MTA will determine how to transcribe the document information into MTA documents and secondly, how to match the level of quality control documents and requirements with the scope of the design effort.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending~February 27, 1998**



**FINANCIAL STATUS**

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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	FEBRUARY CHANGE IN FORECAST
Construction	\$1,053.8	\$1,066.5	12.7	(2.2)
Professional Services	395.0	440.5	45.5	6.5
Real Estate	88.1	89.0	0.9	0.0
Utility/Force Account	32.4	32.6	0.2	0.0
Special Programs	2.5	2.5	0.0	0.0
Contingency	4.8	41.4	36.6	11.4
Project Revenue	0.0	(1.3)	(1.3)	0.0
<b>Total Project</b>	<b>\$1,576.6</b>	<b>\$1,671.2</b>	<b>\$94.6</b>	<b>\$15.7</b>

**Additional Locally Funded Activities**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	FEBRUARY CHANGE IN FORECAST
Construction	\$47.4	\$48.0	0.6	0.0
Professional Services	16.8	17.1	0.3	0.0
Real Estate	0.0	0.0	0.0	0.0
Utility/Force Account	0.0	0.0	0.0	0.0
Special Programs	0.0	0.0	0.0	0.0
Contingency	0.0	0.1	0.1	0.0
<b>Total Additional Locally Funded Activities</b>	<b>64.2</b>	<b>65.2</b>	<b>1.0</b>	<b>0.0</b>

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

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

Expenditures to date for Original Scope are \$1,431.3 million or 85.7% of current total forecast.

Commitments to date for Original Scope are \$1,520.2 million or 91.0% of current total forecast.

There was no change to the Current Project Budget. There was a transfer of budget from B251 and TS830 to B281T and B290 for Barnsdall shaft closure and site restoration.

There was a \$15.7 million increase to the project forecast.

Construction decreased \$2.2 million as a result of a transfer of some contingency value in construction contracts to the contingency element.

- Several contracts (B252, B281, B215, B261, and B271) were reconciled with the field forecast.
- B281T—Change Notice 114.00, Backfill of Barnsdall shaft, was transferred from B251.

Continued on ES-6



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—February 27, 1998**



**FINANCIAL STATUS**

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

- B285—the forecast was reduced to zero for shaft closure and site relocations and was transferred to B281T and B290.

**Professional Services**

- Construction Management Consultant (PD 3369) increased \$5.4 million, reflecting the possible requirement for construction management services projected past the approved ROD.
- Engineering Management Consultant (EMC E0070) increased \$1.1 million, reflecting the possible requirement for engineering management services projected past the approved ROD.

**Contingency**

- Contingency increased \$11.4 million, reflecting the risk of possible increases to the CM contract and transfer of claim risk from contracts, due to:
  - ♦ Segment 3 transfer increase of \$5.0 million.
  - ♦ Risk of disputed overhead settlement increase of \$4.1 million.
  - ♦ Bamsdall shaft backfill and restoration increase of \$2.0 million.
  - ♦ Sewer cross connect increase of \$.1 million.
  - ♦ Field forecast reconciliation increase of \$.2 million.

Refer to the Management Issues section item regarding project Revenue Operations Date (ROD) forecast.

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

Expenditures to date for Additionally Locally Funded Activities are \$44.1 million or 68% of current total forecast.

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

There was no change to the project forecast cost.

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

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending~February 27, 1998**



**CONTRACT/LINE ITEM VARIANCE REPORT**

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

No items to report this period.

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

<b>LINE ITEM 19—PROJECT ADMINISTRATION</b>	Current Budget:	\$ 55,012,000
	Forecast:	78,182,000
	Variance:	23,170,000
	Percent Variance:	42.1

This did not change this month. The original (Rail Construction Corporation) agency budget did not include overhead; this was being absorbed at the time by the Los Angeles County Transportation Commission. Now that the present overhead allocation system requires the Construction Division absorb some portion of the Authority's overhead, the present budget is insufficient. The manpower, especially support staff, did increase with increased contractual, quality, internal audit, and safety, which also impacted the forecast. The allocation of the MTA overhead, which is anticipated to be 214% of direct labor, is the most significant reason for the increase. Last month there was a slight reduction in the forecast representing an anticipated reduction in the overhead, beginning in Fiscal Year 1999, from 214% to 199% of direct labor.

**Mitigation:** Unless there is a significant shift in the method of allocating overhead by the Finance department, little can be done to mitigate the increase.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-February 27, 1998**

**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	\$133.029	\$133.029	\$133.029	100%	\$133.029	100%	\$133.029	100%
PROPOSITION A	\$439.447	\$504.299	\$412.806 (7)	\$481.002	95%	\$409.782	81%	\$409.782	81%
CITY OF L.A.	\$96.000	\$96.000	\$94.000 (8)	\$96.000	100%	\$92.054	96%	\$92.054	96%
BENEFIT ASSESS.	\$58.000	\$0.000 (9)	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0.000	\$0.000	\$25.400	\$25.400	0%	\$25.400	0%	\$25.400	0%
COST OVERRUN ACCOUNT (3)	\$0.000	\$123.123	\$51.956	\$65.618	53%	\$51.956	42%	\$51.956	42%
<b>TOTAL</b>	<b>\$1,446.432</b>	<b>\$1,575.551</b>	<b>\$1,436.291</b>	<b>\$1,520.149</b>	<b>96%</b>	<b>\$1,431.321</b>	<b>91%</b>	<b>\$1,431.321</b>	<b>91%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES (4):</b>									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$62.702	\$47.993	\$54.287	87%	\$44.095	70%	\$44.095	70%
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>\$54.287</b>	<b>83%</b>	<b>\$44.095</b>	<b>68%</b>	<b>\$44.095</b>	<b>68%</b>

(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st. 1992.

(2) The Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital.

(3) The Cost Overrun Account includes CAPRA funds as well as MTA Proposition A to cover cost overruns.

(4) This includes approximately \$8M for the Kaiser Portal scope.

(5) Based on Current Budget.

(6) Expenditures are cumulative through January 1998.

(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

(9) Benefit Assessment District funds are no longer anticipated due to passage of Proposition 208 ( Right to vote on tax initiatives).



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-February 27, 1998**



**STATUS OF FUNDS BY SOURCE**

**Funds by Source Analysis**

**Status of Funds Anticipated**

**ISTEA CMAQ/RSTP:** In December 1997 the MTA submitted a grant application for \$2.528M. Grant application is suspended until resolution of Kaiser Portal construction issue.

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

**Cost Overrun Account:** The CAPRA account cash balance as of January 31, 1998 is \$24,340,849.

The revised budget growth is funded as follows:

CAPRA	\$21.6M
Proposition A	\$101.5M

**Fiscal Year 1998 Budget**

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

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

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

**Future Funding Needs**

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

# METRO RED LINE Segment 2 Monthly Project Status Report Period ending-February 27, 1998



## SCHEDULE STATUS

### Schedule

		Change from Last Month
Current ROD	Dec. 19, 1998	0
Design Progress	99.0%*	.2
Critical Path	-165 Days	-6
Float		
Const. Progress	93.3%	0.7

\*Design progress percent complete is estimated.

### Current Critical Path Analysis

#### Primary Critical Path

The 165 calendar days of negative float forecast this period represent a 6-calendar-day loss since last period. The increased negative float is due to additional delays to the B646 change process as a result of the dispute over the labor and overhead rate. The impact of this event has delayed the critical B646 Local Field Acceptance Test (LFAT) at Vermont/Santa Monica Station and the subsequent start of phase 1 and 2 System Integration Testing, pre-revenue operations, and the Revenue Operations Date (ROD). The current forecast for revenue operations is June 2, 1999. (For more detail of the disputed issue and possible work around, see the Management Issues section.)

#### Secondary Critical Path

The change process for flood damage repair at the Vermont/Sunset Station controls the secondary critical path. The Change Notice was approved at the February 26 Board meeting (an earlier Board meeting than anticipated) with a forecast to commence work 16 calendar days ahead of schedule. Once the Vermont/Sunset Station electrical equipment has been refurbished and energized, this path continues through the station functional testing. The secondary critical path is two weeks off the primary critical path.

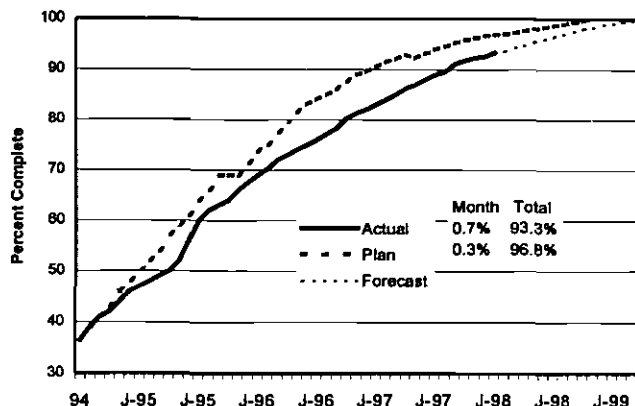
#### Tertiary Critical Path

This path is the B620 Automatic Train Control wayside installation, Train Control and Communications room to wayside installation, operational testing, the dynamic testing, and train control integration testing. This critical path is three weeks off the primary critical path.

The Project Office plans to pursue selective mitigation opportunities, such as acceleration or resequencing of dynamic testing activities on the critical path. Negotiations with the B620 train control contractor are scheduled.

MTA executive management has directed that the most possible ROD with least cost and acceptable risk be established as the Segment 2 project target. However, new issues since the February 1999 target was proposed have placed this date in jeopardy. (Refer to the Management Issues section.)

### Construction Progress



### Construction Progress Analysis

A dichotomy continues whereby progress (float) on the critical path continues to fall behind, whereas the plan versus actual physical progress variance continues to improve. This is due to:

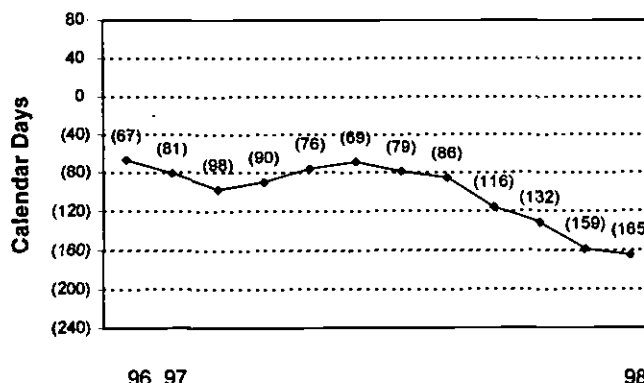
- The dollar value of delayed work on the critical path is relatively small compared to noncritical facilities work, which continues to progress well.
- Several station contracts have plan values of approximately 100%. As progress continues on these contracts, the plan versus actual variance continues to decrease.

The overall project progress remains behind the planned progress by 3.5%, 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 maintained 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 (they were scheduled to be 100% complete). Actual progress was 1.4%, 0.4%, and 1% percent reported, respectively.

### Float Trend



# METRO RED LINE Segment 2

## Monthly Project Status Report

Period ending--February 27, 1998



### SAFETY STATUS

#### Construction Safety Statistics

Project-to-Date Rates	Change From Last Month	
<b>Recordable Injury Rate</b>		
The number of recorded injuries, excluding simple first aid or minor medical treatment, per 100 work years.		
1995 National Average	10.6	
Project Rate (To date/average)	18.5	-0.2
<b>Lost Time Rate (Frequency)</b>		
The number of injuries resulting in days away from work per 100 work years.		
1995 National Average	4.2	
Project Rate (To date/average)	2.6	N/C
(Based on January 1998 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 110,000 work hours each month and has produced over 12,400,000 work hours to date.

### MANAGEMENT ISSUES

#### NEW

##### *Item (Initiated February 1998)*

B263, Vermont/Sunset Kaiser Entrance Award and Notice to Proceed (NTP)

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

The critical schedule issue is that a vent structure needs to be constructed at the Vermont/Sunset Station prior to revenue operations, which will allow smoke exhaust and ancillary fans to be exhausted into a combined shaft to the surface. Upon completion of this vent structure, the airflow within the station can be tested and project staff can then seek approval from Fire/Life/Safety Committee for a beneficial occupancy permit, which will allow the station to be used for revenue service. The plan is to have the vent structure built as part of the Kaiser entrance by the successful B263 Kaiser entrance contractor. The dates for the Award and Notice to Proceed for this contract have been re-scheduled, from December 1997 to March 1998, and this has impacted the ability of project staff to have this vent structure completed in time for revenue operations.

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

At the February MTA Board of Director's meeting, the MTA and CEO requested and received a one-month delay in formalizing a decision on this contract award. The CEO wanted the one-month extension to review funding issues with Kaiser Hospital. The delay in award and issuance of a NTP has placed this contract two months off the project critical path.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-February 27, 1998**



**NEW**

***Item (Initiated February 1998)***

Legal and Owners Controlled Insurance Program Forecast

***Concern/Impact***

The accuracy of project cost forecasts is being affected by the lack of current cost information from the Risk Management and County Counsel departments. Furthermore, the cost impact of future engineering and construction claims to the project budget can not be accurately determined.

***Status/Action***

MTA executive management has been advised of this issue, and the project staff is continuing to coordinate with and assist all cost center managers in order to achieve a more accurate projection of the project total cost at completion.

**NEW**

***Item (Initiated February 1998)***

Unauthorized Labor Charges Originated From Operations Division

***Concern/Impact***

During Fiscal Year 1996-1997, the Operations Division approved unauthorized labor charges 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 credit these monies back to Segment 2 through the appropriate channels. The first attempt was made by memo(s) requesting justification for hours charged, which evoked no response/action from Operations staff. The second attempt was made using the Labor Information Management System (LIMS). Requests for correction of these charges were submitted in August 1997, to date, however, the Operations staff has refused to accept these charges.

**METRO RED LINE Segment 2  
Monthly Project Status Report  
Period ending--February 27, 1998**



**ONGOING**

***Item (Initiated January 1998)***

Change Process

***Concern/Impact***

On January 22, 1998, the Segment 2 Construction Manager, Parsons-Dillingham (PD), was advised that MTA's Chief Executive Officer had moved all signature authority on construction projects from the MTA Construction Division to the Procurement Division. Accordingly, all of PD's delegated signature authority was revoked. The impact of this major management change is to significantly centralize the delegated approval authority, creating a substantial work load for the Deputy Executive Officer (DEO), Procurement and the Segment 2 Manager of Contracts. Previously, the change approval authority was decentralized to PD's resident engineers, the MTA Construction Division, and the Project Manager. The Project Office is concerned that this newly centralized authority will overwhelm the DEO, Procurement and the Segment 2 Manager of Contracts, substantially increasing the time and effort required to process necessary changes to construction contracts, including time-critical Work Authorization Change Notices (WACNs). This, in turn, may jeopardize the MTA's ability to achieve the proposed Revenue Operations Date (ROD) of February 20, 1999, and may also increase the overall cost of the project as a result of extended overhead and construction delay claims.

***Status/Action***

PD management has met with the MTA's Executive Officer, Procurement and Distribution and the Deputy Assistant Chief Executive Officer in an attempt to clarify the contract change process and to emphasize the need for MTA to adopt a high sense of urgency in processing changes within the Procurement Department to minimize adverse impact to project schedule and budget. Additional meetings have been held during February. The Office of Procurement is considering a further delegation of signature authority of up to \$5,000 for the Construction Manager's resident engineers and up to \$25,000 for the MTA contract administrators. To date, no changes to the contract signature authority has been implemented.



**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending-February 27, 1998**



**ONGOING**

***Item (Initiated January 1998)***

Fire and Emergency Management System (B646) Contract Issues

***Concern/Impact***

Contract issues for this contract have reached an impasse. The critical project activities, local field acceptance test (LFAT), and change notice work by B646 at the Vermont/Santa Monica Station has been delayed. This delay impacts the start of phase one system integration testing, which was scheduled to begin earlier this year, and the Segment 2 Revenue Operations Date (ROD).

***Status/Action***

The Construction Manager prepared an analysis and assessment of the schedule and cost impacts of this delay. MTA management has finalized a path forward. MTA Estimating is preparing an estimate of the value of the B646 and associated B645 Transit Automatic Controls and SCADA Change Notices, which are the issue of contention. The estimate will be based on commercially acceptable standards and practices. The MTA Office of Procurement will then offer this MTA estimated value to the B646 contractor as a reasonable settlement.

As of February end date, Contract B646 has become the project critical path (last month it was the tertiary critical path). The loss of 26 calendar days is due to revising the forecast for resolution of the contractual issues from March 15, 1998 to April 10, 1998. Since this is now the critical path, the net affect is a loss of six calendar days to the forecast ROD.

There is a high risk that resolution of contract issues may not occur by April 10, 1998. If this happens, there will be a day for day slippage to the forecast ROD.

**METRO RED LINE Segment 2**  
**Monthly Project Status Report**  
**Period ending—February 27, 1998**



**ONGOING**

***Item (Initiated December 1997)***

Vermont/Sunset Station (B261)—Impact on station interim and final completion milestones including the water damage to electrical equipment

***Concern/Impact***

The level of contractor cooperation in addressing settlement of issues over the past several months has been limited, and delays continue to interim and final completion milestones. The slow progress of entrance construction is of particular concern because it is delaying access by systems contractors. The impact has been further aggravated by the water damage in the station.

On November 26, 1997, the B261 construction site was flooded from a heavy rainstorm. The inrush of water flowed down into the station through an incomplete emergency exit, causing flooding in several rooms where functioning electrical equipment is located. The water damaged both B630/B631 power equipment and B261 station electrical equipment. These events have delayed the start of station equipment testing and have placed this contract on the secondary project critical path.

***Status/Action***

The Project Office is coordinating with MTA Risk Management and is treating the water damage event as an insurance claim. Attempts have been made to resolve the B261 damage costs directly with the insurance company. However, it appears that this process may become lengthy and an interim change will be issued to the B261 contractor to begin repair work, to minimize delays to the project schedule.

In February, successful mitigation of negative float on the critical path occurred because of MTA's decision to go before the MTA Board, requesting authorization for a change to repair the damage to the traction power equipment in February 1998 instead of March 1998. This mitigation action realized a 21-calendar-day saving. However, due to another management issue (B646 contract issues), savings were not realized for the forecast to the ROD.

The Project Office will continue to evaluate options to mitigate the current delays. Minimal mitigation has occurred to date; more is needed to decrease the trend of continual progress delay at this station.

# **METRO RED LINE Segment 2**

## **Monthly Project Status Report**

### **Period ending—February 27, 1998**



#### **ONGOING**

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

Project Revenue Operations Date (ROD) Forecast

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

A continuing trend of construction and systems installation delays have resulted in a revised forecast ROD well beyond the current ROD of December 19, 1998.

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

MTA executive management has directed that the least cost/acceptable risk ROD be established as the project goal. Accordingly, an evaluation of extended overhead versus selective acceleration was conducted in November 1997. The analysis resulted in a February 20, 1999 ROD target, which was initially presented to the MTA Board of Directors in January 1998. The MTA Board directed the MTA Construction Division staff to reevaluate the costs associated with this proposed target date and present this at a future MTA Board meeting.

The analysis in November 1997 did not consider four items that have since been identified as Management issues. These are: 1) water damage at Vermont/Sunset Station; 2) contract issues with the Fire and Emergency Management System B646 contractor; 3) revised contract signature authority for construction projects; and 4) Kaiser Entrance Award and Notice to Proceed. These issues may impact the ability of the MTA Construction Division to meet the proposed February 1999 ROD target. Staff has been requested to evaluate the reasonableness of the proposed target in light of these new management issues.

In February, successful mitigation of negative float on the critical path occurred because of MTA's decision to go before the MTA Board for approval of a critical Change Notice (see water damage management issue) in February 1998 instead of March 1998. The water damage repair work is slightly off the primary project critical path.

Unfortunately, the successful mitigation was offset by a loss of 26 calendar days on the tertiary critical path, Fire and Emergency Management System contractual issues (see Contract B646 management issues). The resolution of the contract issues is forecast to be complete by April 10, 1998 (previous forecast March 15, 1998), which places this contract on the primary critical path. The net affect is a loss of six calendar days to the forecast ROD. The present forecast for ROD is June 2, 1999.

# METRO RED LINE Segment 2

## Monthly Project Status Report

Period ending-February 27, 1998



### ONGOING

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

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

#### **Concern/Impact**

The B710 contractor's lack of performance in the delivery and installation of escalator/elevator equipment remains a concern because of the delay's impact on the contractor's ability to complete work in areas surrounding elevators/escalators, consequently causing delay in the station milestones and system testing.

#### **Status/Action**

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

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

Because of the contractor's refusal to accept the site availability dates, (it claims that the sites are not completely accessible), the contractor was issued a "cure" notice. Subsequent to the cure notice, the contractor has continued to work and is now at maximum crew size of 14 until a proper safety engineer can be hired. The safety engineer is expected in early March, and the contractor plans to hire additional crews to mitigate schedule delays.

The installation of the escalators and elevators is not immediately on the project critical path, but the schedule delays do impact completion of the stations and final testing of the equipment.

### ONGOING

#### *Item (Initiated March 1997)*

Project Cost Forecast

#### **Concern/Impact**

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

#### **Status/Action**

The forecast was adjusted in December 1997 and included a recognition for potential claims. Mitigation measures for project costs have been addressed, but a need for an increase to contingency was deemed necessary. The forecast includes an evaluation of the owners controlled insurance program (OCIP).

A revised budget was initially presented to the MTA Board of Directors in January 1998. The MTA Board of Directors directed the MTA Construction Division staff to re-evaluate the costs associated with this proposed budget change and discuss it again at a future MTA Board of Director's meeting.

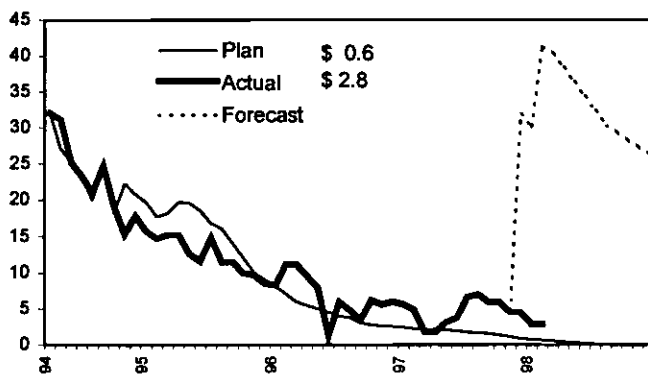
The Project Office has developed a trend associated with the projected additional cost for a forecast ROD of June 2, 1999, which is three and half months beyond the February 20, 1999 target.

# METRO RED LINE Segment 2 Monthly Project Status Report Period ending-February 27, 1998



## COST STATUS

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

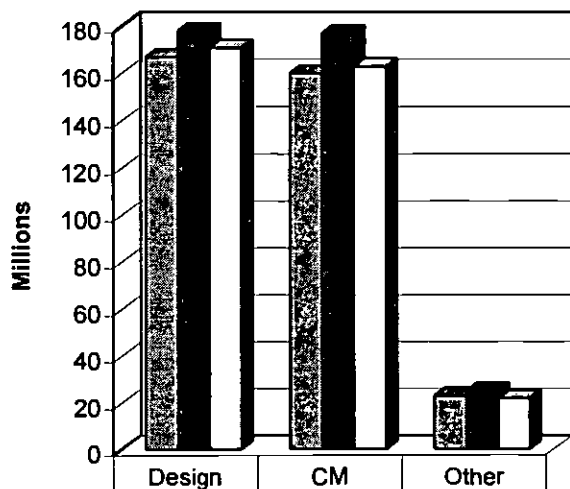


## Contingency Status Analysis

The project unallocated forecast contingency increased \$11.4 million in February to a revised projection of \$41.4 million. This increase is part of the February forecast update for CM services, engineering services, and professional services contingency.

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

## Consultant Cost Status



■ Authorization	167	160	23
■ Forecast	178	177	25
□ Budget	171	163	22

## Professional Services Cost Analysis

The forecasted values for Design Services and Construction Management increased this month. Other Professional Services remained unchanged.

### Design Services

The current Revenue Operations Date (ROD) is in jeopardy; the forecast was increased \$1.1 million, reflecting the anticipated Engineering Management Consultant support needs through June 1999.

### Construction Management Services

The forecast was increased \$5.4 million to reflect the risk of a delay in ROD, reflecting the anticipated construction management support needs.

The project contingency for CM services was increased by \$9.1 million to include the overhead rate risk and Segment 3 transfer amount.

### Other Professional Services

The forecast was unchanged.

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

**EXECUTIVE SUMMARY**

# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

### Period Ending - February 27, 1998



## MAJOR ACTIVITIES - THIS PERIOD



### NORTH HOLLYWOOD STATION

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

- Completed Milestone 19 - trackwork access
- Completed crossover roofs
- Completed entrance exterior walls except for south side
- Continued acoustical spray in mezzanine
- Continued CMU walls in mezzanine
- Started exposed conduit in electrical rooms
- Continued acoustic spray in hi-bay lifts 3-6
- Started entrance interior walls

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

- Completed AL floating slab installation
- Completed MVS track level interior wall concrete placement
- Completed tack level shoring system installation
- Completed fan level supported slab concrete placement
- Completed C1610 north pre-walk through
- Continued AR/AL tunnel final cleanup and punch list work
- Commenced AR/AL crosspassage mechanical/electrical equipment installation

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

- Installed shoring, rebar, and mechanical/electrical embeds for mezzanine deck lifts 12 and 13
- Delivered four B745 air handling units from the MTA Pasadena warehouse
- Delivered B740 ventilation equipment system fans, two under platform exhaust fans and two emergency exhaust fans
- Sprayed acoustic plaster in the north track rooms and mezzanine level phase 1
- Performed backfill operations on top of roof slab lifts 3-8
- Installed overhead cable trays, exposed conduit, and pulled wire for the primary transformers, MCCs, CICs, and ATS in the north auxiliary power room
- Installed HVAC ducting in the mezzanine area of Phase 1
- Installed CMU block walls at mezzanine level lifts 7-11
- Completed rebar, formwork, and placed concrete in lower exterior walls lifts 13-15, interior walls of lift 15, and columns C2-C7
- Installed rebar, formwork, and concrete for the TPSS/DWP equipment access shaft
- Continued to install high-bay stainless steel finish work, ceiling hangers, and sprinkler piping

### UNIVERSAL CITY STATION

#### CONTRACT C1610 - HERZOG CONTRACTING Trackwork Installation

- Approved Baseline Schedule
- Completed AFM inventory
- Tested Type 3 rail fasteners
- Completed ventilation system design
- Approved noise barrier design and issued permit
- Completed Chandler site grading
- Completed mobilization
- Approved major submittals for safety, site access and permits, and construction
- Issued permit for Tujunga Rd. crossing
- Received access to ramp and crossover from C0351

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

- Continued cleanup of AL running tunnel north of track level room
- Commenced HDPE/rebar installation in AR tunnel between Hollywood/Highland Station and La Brea Shaft
- Completed HDPE/rebar installation for AL arch between Hollywood/Highland Station and La Brea Shaft and commenced concrete arch pours
- Continued excavation of track level rooms; completed 30% this month or 44% to date
- Poured AR running tunnel invert to Sta 714+11, completed 36% this month or 36% to date
- Poured invert at AL starter tunnel
- Completed invert pours for Crosspassages 57 through 53
- Modified invert form for use in AL of Santa Monica Mountains tunnel

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

- Completed interior walls, exterior walls and columns at mezzanine level in the main entrance
- Completed upper ancillary level landing for escalator in the main entrance
- Completed installation of elevator No. 1 casing
- Continued electrical/mechanical equipment installation at west end of main station
- Continued installation of ventilation at west end of station
- Began shoring upper ancillary level deck in the main entrance
- Began HDPE and rebar for mezzanine exterior walls at the east end of the station (lifts 1-4)
- Completed stair #6 and #7 at the east end of the station
- Continued installation of ductwork/dampers/diffusers between lifts 5-12
- Continued installation of metal ceiling system between lifts 5-12

LA BREA  
ACCESS SHAFTS

to HOLLYWOOD / VINE  
STATION

### HOLLYWOOD / HIGHLAND STATION

## SYSTEMWIDE ACTIVITIES

#### Quality Assurance/Total Quality Management Audits and Surveillances

C0331 3 Surveillances completed; 3 Quality Action Requests open, 0 issued, 0 closed

C0351 1 Quality Action Request open, 0 issued, 0 closed

#### Design

The EMC tracking system for NCRs is operational. Monthly reports are being published to all EMC PUMs and being made available to all RES, QC and QA individuals. This exposure to timely responses appears to have lessened the number of NCRs awaiting processing by EMC. MTA Quality Management has started to address the engineering quality control documents that will be required for the North Hollywood design projects that INCA Engineering will do as the Section Designer. MTA Engineering will perform the general engineering management function in lieu of EMC for these jobs. The Design Quality Manual, the Design Procedures Manual and the Design Checklists that are given to Section Designers before they begin work, are EMC documents. MTA will determine how to transcribe the document information into MTA documents and secondly, how to match the level of quality control documents and requirements with the scope of the design effort.

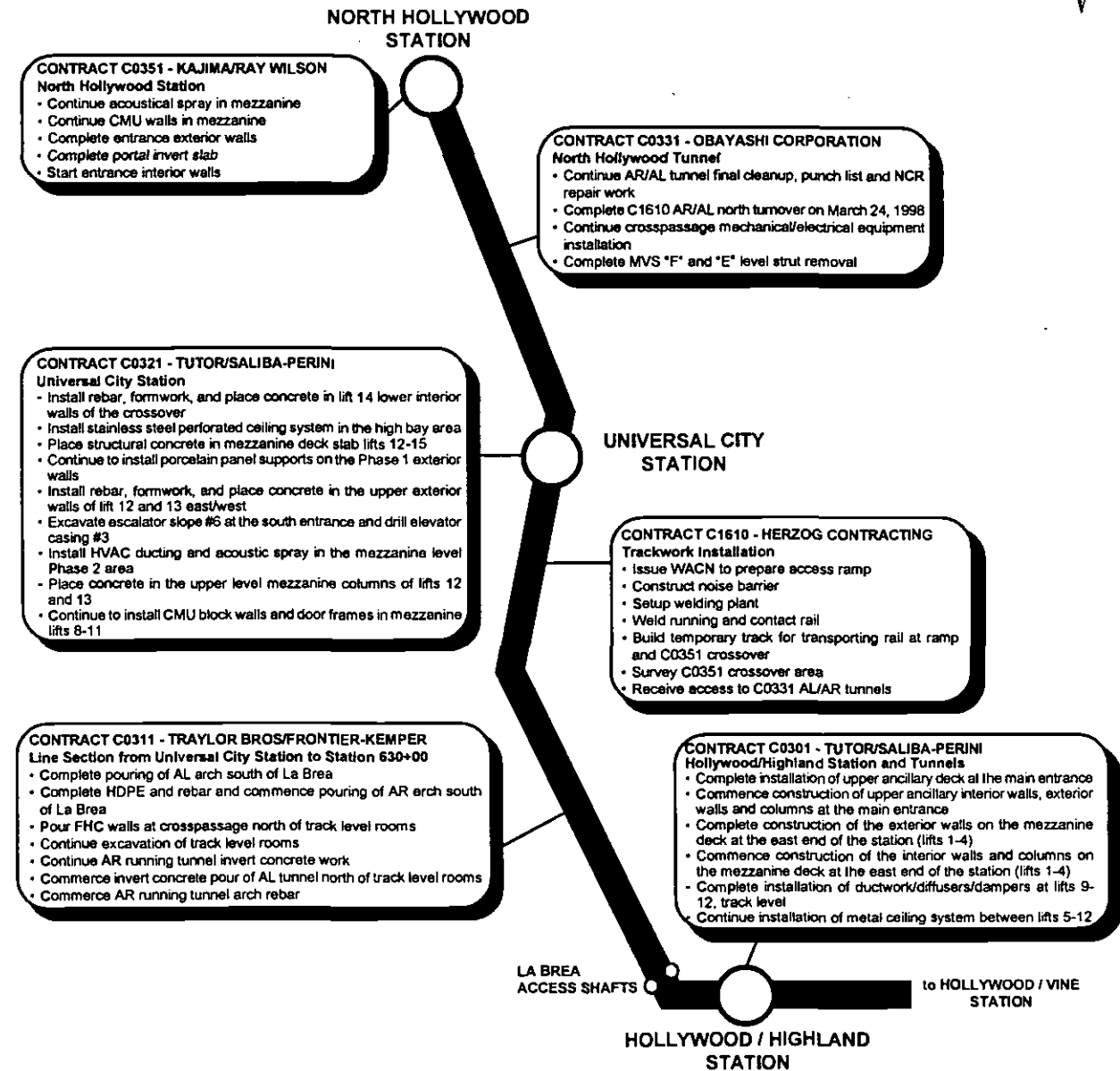
Contract E0112 (Design for Lankershim Blvd. Widening and Bus Plaza) issued NTP.

Contract H0122 (Closed Circuit Television) held pre-bid meeting.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**MAJOR ACTIVITIES - NEXT PERIOD**



**SYSTEMWIDE ACTIVITIES**

- Contract H0122 (Closed Circuit Television) bid opening.
- Contract H0123 (Variable Message Signs) advertise for rebid.



# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - February 27, 1998



### FINANCIAL STATUS

Budget / Forecast Variance (in millions)

#### Original Scope Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	FEBRUARY CHANGE IN FORECAST
CONSTRUCTION	\$824.7	\$834.7	\$10.0	(\$2.3)
PROFESSIONAL SERVICES	300.8	328.3	27.5	0.7
REAL ESTATE	89.0	87.3	(1.8)	0.0
UTILITY/AGENCY FORCE ACCOUNTS	26.3	26.0	(0.3)	0.0
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	69.6	34.5	(35.1)	1.6
PROJECT RESERVE	0.4	0.1	(0.3)	0.0
PROJECT REVENUE	0.0	0.0	0.0	0.0
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

#### Additional Locally Funded Activities

CONSTRUCTION	\$1.9	\$11.3	\$9.4	\$0.0
PROFESSIONAL SERVICES	0.7	0.9	0.3	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	0.9	0.9	0.0
PROJECT CONTINGENCY	0.4	0.0	(0.4)	0.0
PROJECT REVENUE	0.0	(11.4)	(11.4)	0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$1.7	(\$1.3)	\$0.0

### Budget / Forecast Variance Analysis

#### Original Scope Activities

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

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

- Contract E0112 (INCA - Engineering Consultants) - New contract- Forecast increased \$0.7 million due to added work scope consisting of preparation of camera ready final design and contract documents for Contracts C3326 - Bus Plaza, Parking and Street Improvement and C4326 - Lankershim Blvd. Widening.
- Contract C1610 (Trackwork Installation) - Forecast increased \$0.4 million due to quantity adjustment for the Type 3 DF Fasteners and for the supply and installation of a 20' noise barrier.
- Contract B646 (Fire & Emergency Management) - Forecast increased \$1.0 million due to the contractor's dispute over the labor rate and overhead rate.
- Contract C0311 (Tunnels: UC Station to 630+00) - Forecast decreased \$3.7 million due to deletion of proposed additional work on the crossover tunnels. (Deletion of contractual crossover work will be processed in March)
- Project Contingency - Forecast increased \$1.6 million due to the cumulative forecast decreases.

#### Additional Locally Funded Activities (ALFA)

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

The Current Forecast carries \$13.1 million in total for the ALFA work scope. In addition, Project Revenue is anticipated in the amount of (\$11.4 million) which reduces the ALFA work scope costs to \$1.7 million. This cumulative Current Forecast total compared to the Current Budget accounts for the (\$1.3 million) variance.

- Total Original Scope and ALFA Expenditures through December 1997: \$721.2 million (January 1998 information not available)\*
- Total Original Scope and ALFA Commitments through February 1998: \$1,031.3 million

\*No change to the previously reported figures due to management and technical issues related to FIS.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**FINANCIAL STATUS**

**Contract / Line Item Variance Report**

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

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

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

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

**CONTRACT C0351 - NORTH HOLLYWOOD STATION**

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

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

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

**LINE ITEM 03 - HAZARDOUS MATERIAL HANDLING**

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

Mitigation: The Current Budget reflects the conservative scenario presented by MTA Environmental based on the limited information available at the inception of the North Hollywood Project. Forecast is less than the budget due to less than anticipated contaminated soil encountered to date. Final adjustments to the budget and forecast will occur once significant soils excavation is complete.

**LINE ITEM 07 - SYSTEMWIDE EQUIPMENT**

Current Budget: \$46,051,000  
Forecast: \$52,559,837  
Variance: \$6,508,837  
% Variance: 14.1%

Mitigation: The forecast variance of \$6.5 million is largely due to a number of contracts with significant changes in work scope and additional escalation costs including design updates, labor and overhead issues, economic price adjustments and contract contingency adjustments. There is no potential to recover this variance.

**LINE ITEM 08 - TRACKWORK**

Current Budget: \$25,526,000  
Forecast: \$33,466,759  
Variance: \$7,940,759  
% Variance: 31.1%

Mitigation: Contract 1610, Trackwork Installation, is contributing \$7.8 million of the total variance of \$7.9 million. The variance is due to the necessary addition of installation, operation and maintenance of the temporary ventilation system and sump pumps, operation and maintenance of the La Brea and North Access Shafts, and constructing a sound wall for the C1610 yard work at North Hollywood. These changes were necessary to coordinate the overall system ventilation, provide more effective access through the Access Shafts, and to satisfy environmental requirements not initially budgeted. There is no potential to recover this variance.

**LINE ITEM 19 - PROJECT ADMINISTRATION**

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

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

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

Period Ending - February 27, 1998

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO \$	(F/B) SOURCE %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$346.988	\$544.830	100%	\$335.518	62%	\$291.388	53%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$86.749	\$136.207	100%	\$83.879	62%	\$72.847	53%
FED ISTEA STP (STATE)	\$0.000	\$57.800 (5)	\$50.000	\$50.000	87%	\$50.000	87%	\$50.000	87%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$70.540	\$53.037	\$53.037	75%	\$53.037	75%	\$53.037	75%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.139	\$6.871	\$6.871	75%	\$6.871	75%	\$6.871	75%
SB 1995 TRUST FUND	\$53.000	\$66.686	\$66.686 (2)	\$66.686	100%	\$66.686	100%	\$66.686	100%
STATE SHA/ARTICLE XIX	\$115.000	\$45.855	\$20.855	\$20.855	45%	\$20.855	45%	\$20.855	45%
STATE PROP 116	\$0.000	\$57.152 (5)	\$25.000	\$25.000	44%	\$25.000	44%	\$25.000	44%
STATE TSM Match	\$0.000	\$11.380	\$10.537	\$10.537	93%	\$10.537	93%	\$10.537	93%
STATE CTIP	\$0.000	\$167.145 (5)	\$0.000	\$15.665	9%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$101.500	\$90.046 (3)	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$318.185	\$54.062	\$31.263	\$43.726	81%	\$13.301	25%	\$13.301	25%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (6)	\$0	\$0	0%	\$0	0%	\$0	0%
<b>TOTAL</b>	<b>\$1,310.822</b>	<b>\$1,310.822</b>	<b>\$753.442 (4)</b>	<b>\$1,028.660</b>	<b>78%</b>	<b>\$721.130</b>	<b>55%</b>	<b>\$665.968</b>	<b>51%</b>
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$1.396	57%	\$0.064	3%	\$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>\$2.473</b>	<b>91%</b>	<b>\$0.067</b>	<b>2%</b>	<b>\$0.003</b>	<b>0%</b>

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

(2) Funds available have been reduced by \$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) State CTIP funds (\$39.952M) are being replaced by additional STP funds (\$7.8M transfer from LA rail cars project) and additional Prop 116 funds (\$15M from East Side project & \$17.152M from LA Rail Car project).

(6) 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 DECEMBER 1997.

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

**Period Ending - February 27, 1998**

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED TO SOURCE	(F/B)
	\$			\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$408.182	\$632.320	56%	\$396.702	35%	\$352.572	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$102.045	\$158.079	56%	\$99.175	35%	\$88.143	31%
FED ISTEA STP (STATE)	\$25.000	\$82.800	\$75.000	\$50.000	60%	\$50.000	60%	\$50.000	60%
FED ISTEA STP/CMAQ (REGIONAL)	\$158.617	\$133.953	\$71.998	\$54.292	41%	\$54.292	41%	\$54.292	41%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.355	\$9.328	\$7.034	41%	\$7.034	41%	\$7.034	41%
SB 1995 TRUST FUND	\$53.000	\$66.886	\$66.886	\$66.886	100%	\$66.886	100%	\$66.886	100%
STATE SHA/ARTICLE XIX	\$185.000	\$85.855	\$20.855	\$20.855	24%	\$20.855	24%	\$20.855	24%
STATE PRDP 116	\$87.300	\$57.152	\$25.000	\$25.000	44%	\$25.000	44%	\$25.000	44%
STATE FLEXIBLE CONGESTION RELIEF	\$26.000	\$50.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE TSM Match	\$11.142	\$14.695	\$10.537	\$10.537	72%	\$10.537	72%	\$10.537	72%
STATE CTIP	\$0.000	\$187.145	\$0.000	\$15.685	9%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$138.244	\$163.490	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$787.131	\$83.820	\$118.328	15%	\$64.171	8%	\$64.171	8%
BENEF ASSESS. DISTRICT	\$17.100	\$0.000	\$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>\$928.897</b>	<b>\$1,212.242</b>	<b>40%</b>	<b>\$849.898</b>	<b>28%</b>	<b>\$794.736</b>	<b>26%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$1.396	57%	\$0.064	3%	\$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>\$2.473</b>	<b>91%</b>	<b>\$0.067</b>	<b>2%</b>	<b>\$0.003</b>	<b>0%</b>

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1997.



**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**FINANCIAL STATUS**

Metro Red Line Segment 3 Project  
Funds by Source Analysis

**STATUS OF FUNDS ANTICIPATED**

**FTA SECTION 9  
FED ISTEA/CMAQ**

Grant award was approved on August 27, 1997 for FY 96 CMAQ \$20 million funds. Funds will not be available for drawdown until FTA approves the MTA Rail Recovery Plan. MTA plans to submit a grant application in March 1998 for \$20 million of CMAQ funds to be allocated to the North Hollywood Project. Approval is expected in September 1998.

**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 be available for drawdown only when FTA approves the MTA Rail Recovery Plan.

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 approval is expected in March 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 are expected to be allocated in March 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 is expected in March 1998.

**STATE SHA**

MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval was obtained in February 1998.

**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 is available for 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

## Monthly Project Status Report

### Period Ending - February 27, 1998

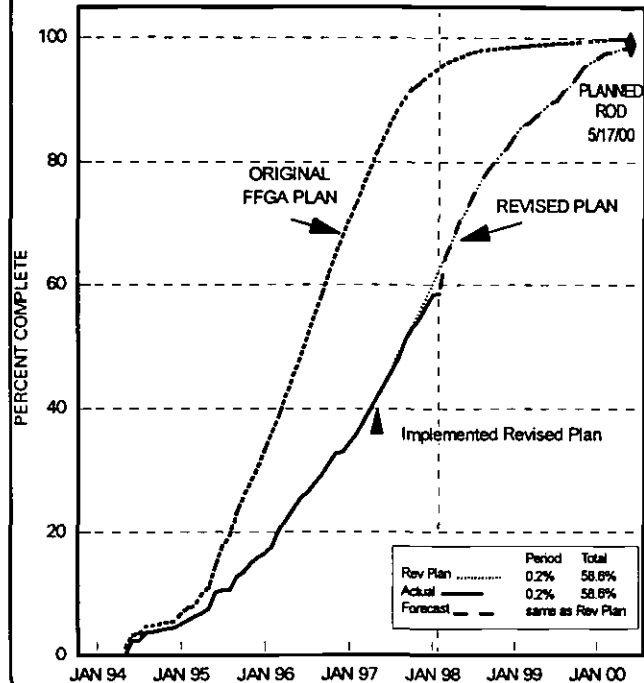


## SCHEDULE STATUS

### Schedule

		Change from Last Month
FFGA ROD	December 2000	
Project Target	May 17, 2000	
Forecast ROD	May 17, 2000	+29 w.d.
Design Progress	93.7%	+0.5
Construction Progress (estimated)	58.6%	+0.2
Critical Path Float	0 c.d.	+29 w.d.

### Construction Progress



### Current Critical Path Analysis

The February 1998 Project Master Schedule shows the project on schedule. Forecast completion date is May 17, 2000 versus a planned May 17, 2000. The C0311 crossovers were deleted which made it possible for an early trackwork access date. The complete schedule gain will be fully evaluated once the mechanical and electrical redesign is completed by the designer.

Mitigation options for C0311 currently under review include providing early access to trackwork south of La Brea Shaft.

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

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

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

### Construction Progress Analysis

The overall construction progress thru February 1998 is 58.6% complete.

Contract C0301 (Hollywood/Highland Station) remains behind contract schedule. The total forecast delay for station completion is 202 calendar days which includes CN-63 impacts. After mitigation, delays are 166 calendar days. Contractor continues to accelerate work to mitigate its own delays on the west end of the station. All but one interim milestone date has been negotiated with the contractor and change orders are being prepared. No impact to ROD.

Contract C0311 (North Hollywood Tunnel) is 206 calendar days behind. Efforts are focused on the track level room excavation, the concrete lining on the northern section of the tunnels and the lining of the tunnels south of La Brea. A total of 4,646 feet of invert are now poured in the AR tunnel. TLR excavation is approximately 44% complete. Cleanup of AL tunnel continues. Crossovers were deleted to mitigate trackwork access delays. The contractor is working 6-day work week for TLR excavation according to change notice.

Contract C0321 (Universal City Station) is 0 calendar days behind schedule. The contract critical path starts at Phase 3 partial access in November 1997 and runs through contract completion. Schedule logic changes are currently under dispute along with the Phase 3 access dates. Phase 2 and main entrance work is being done concurrently with north mezzanine activities to increase overall field efficiency. There is no impact to ROD.

Contract C0331 (North Hollywood Tunnel) is 704 calendar days behind schedule. Contractor is working with CM to provide track level access by March 24, 1998 and is working 6-day work weeks, multiple shifts and concurrent tunnel/MVS work to meet C1610 phased access requirements. AR/AL tunnel bid item work is 99% complete except for Milestones 2A (AL Tunnel Turnover) and 3 (C1610 AR Tunnel Turnover), punch list, cleanup and NCR repair work.

Contract C0351 (North Hollywood Station) is 2 calendar days behind schedule. Contractor continues working a combination of three shifts operation and Saturday work. Milestone 19, C1610 trackwork access, was met by the contractor on February 18 with exception of items on milestone punch list.

Contract C1610 (Trackwork Installation) contractor's baseline schedule was submitted and approved. Access to trackwork in the C0351 ramp and crossover areas was received on February 18, on schedule. Takeover of C0351 ventilation is scheduled on March 16, 1998.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**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.

<b>1995 National Average</b>	10.6	
<b>Project Rate</b>	16.8	-0.1

**Lost Time Rate (Frequency)**

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

<b>1995 National Average</b>	4.2	
<b>Project Rate</b>	1.9	0

(Based on January 1998 statistics)

**Construction Safety Summary**

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

The Project is currently expending over 215,000 work hours each month and has produced over 5,300,000 work hours to date.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**MANAGEMENT ISSUES**

**NEW**

*Item (Date initiated: February 1998)*

Project Cost Forecasts

**Concern/Impact**

The accuracy of project cost forecasts are being affected by the lack of current cost information from the Risk Management and County Counsel departments. Furthermore, the cost impact of future engineering and construction claims to the project budget can not be accurately determined.

**Status/Action**

MTA executive management has been advised of this issue and the project staff are continuing to coordinate with and assist all cost center managers in order to achieve a more accurate projection of the project total cost at completion.

**ONGOING**

*Item (Date initiated: January 1998)*

Change Process

**Concern/Impact**

On January 22, 1998 the Segment 3 - North Hollywood Extension Construction Management Consultants, JMA and Parsons Dillingham (PD), were advised that MTA's Chief Executive Officer had moved all signature authority on construction projects from the MTA Construction Division to the Procurement Division. Accordingly, all of JMA's and PD's delegated signature authorities were revoked. The impact of this major management change is to significantly centralize the delegated approval authority, creating a substantial work load for the Deputy Executive Officer (DEO), Procurement and the North Hollywood Manager of Contracts. Previously, the change approval authority was decentralized to JMA's and PD's Resident Engineers, MTA Construction Division and Project Manager. The Project Office is concerned that this newly centralized authority will overwhelm the DEO, Procurement and the North Hollywood Manager of Contracts, substantially increasing the time and effort to process necessary changes to construction contracts, including time critical Work Authorization Change Notices (WACNs). This, in turn, may jeopardize the MTA's ability to achieve the proposed ROD of May 17, 2000. It may also increase the overall cost of the Project as a result of construction delay claims.

**Status/Action**

The Construction Management Consultants' management has met with MTA's Executive Officer Procurement and Distribution and Deputy Assistant Chief Executive Officer, in an attempt to clarify the contract change process and to emphasize the need for MTA to adopt a high sense of urgency in processing changes within the Procurement Department to minimize adverse impact to the North Hollywood schedule and budget. Additional meetings are planned for the immediate future.



**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**MANAGEMENT ISSUES**

**ONGOING**

*Item (Date initiated: January 30, 1998)*

Contract B710 Escalators and Elevators Supply and Installation - Cure Notice Issued for Segment 2 Work

***Concern/Impact***

On January 27, 1998, a Cure Notice was issued by MTA to the B710 contractor for lack of progress on Segment 2. This raises concern as to whether the contractor will be able to perform on Segment 3, North Hollywood Extension.

***Status/Action***

A Cost and Schedule Benefit Analysis for Contract B710, Escalators and Elevators, was submitted on February 20, 1998. The initial path forward will be to work with the B710 contractor to resolve outstanding contractual and access issues as they relate to the North Hollywood extension. At the next B710-R82 progress meeting, March 4, 1998, these items will be part of the agenda.

**ONGOING**

*Item (Date initiated: January 28, 1998)*

Contract B646 Fire & Emergency Management System Technical Update Dispute

***Concern/Impact***

Design work on this contract is on hold pending resolution of Technical Update DCN which the contractor is claiming to be a cardinal change. Negotiations with the contractor have not resolved this issue. This work is on the project critical path and any delay may impact ROD.

***Status/Action***

The contractor's proposal to view CN 66.00 as a cardinal change and renegotiate the price for Segment 3 was denied. Contractor claims a price increase of \$3.7M. A revised proposal has been requested. An audit of the overhead rates is in progress. Meetings with the supplier are in progress to discuss the issue and resolve any differences.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**MANAGEMENT ISSUES**

**ONGOING**

*Item (Date initiated: November 1997)*

Owner Controlled Insurance Program (OCIP)

**Concern/Impact**

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

**Status/Action**

The Risk Management Division has been requested to provide the Construction Division with updates to this type of analysis for continuing budget review. Preliminary findings indicate a \$3 million increase to this item.

**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 supplemental formation grouting in Reach 4 and Reach 1 after installation of the lining. The extent of this additional grouting is being 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. An irrigation scheme is being installed at La Brea Terrace to mitigate impacts on vegetation. The blast vibration monitoring system is in place and operational. Blasts to date have not generated perceptible vibrations at the surface.

The hydrogeological study has commenced to assess the long-term impact of the tunnels on the ground water regime and a report will be completed during March 1998. A Design Change Notice has been issued to omit weepholes in the tunnel liner beneath Runyon Canyon Park.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**MANAGEMENT ISSUES**

**RESOLVED**

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

Contract C0311 North/South Crossover Redesign Delay

***Concern/Impact***

On September 19, 1997, CN-133 was issued to the C0311 contractor for the civil/structural modifications to the North/South Crossover. The Cost, Schedule Proposal received from the contractor showed a five-month extension to the completion of the crossover work and a claim of \$11 million in additional cost. This would cause a three-month extension to the completion of the C0311 contract and impact ROD.

***Status/Action***

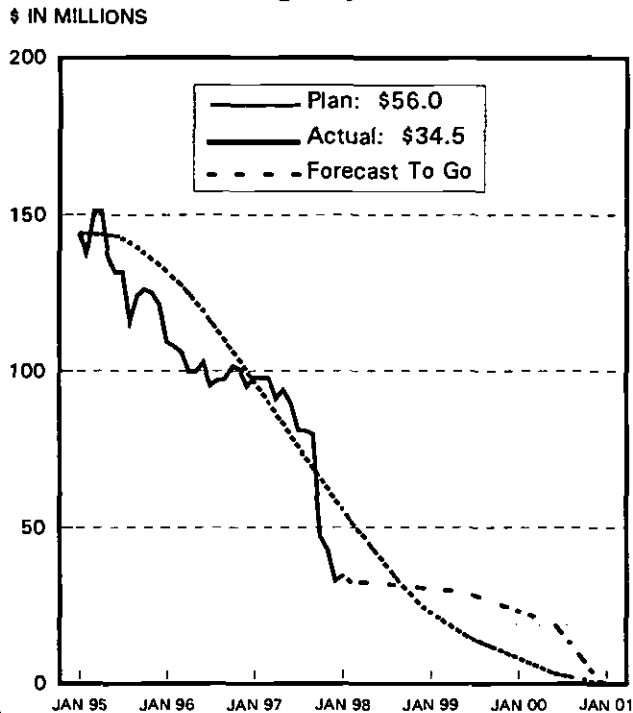
On February 26, 1998, the MTA Board of Directors approved CN-173 for C0311 to remove the crossovers from their scope of services. CN-173 was subsequently issued to the contractor. On February 27, 1998, the contractor issued a Time Impact Analysis with schedule to the CM. The schedule is being reviewed and on March 13, 1998, a balance of construction plan will be issued to the MTA.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - February 27, 1998**



**COST STATUS**

**Contingency Status**



**Contingency Status Analysis**

**February 1998 Period Status**

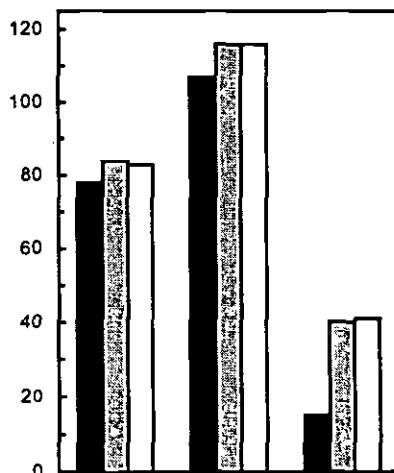
The Contingency Forecast increased \$1.6 million this period to offset a net decrease of \$1.6 million in the Construction Element.

**Cumulative Contingency Status**

The variance of \$21.5 million between the actual and planned contingency is primarily due to an increase in agency cost.

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

Dollar in Millions



	DESIGN	CM	OTHER
Current Authorization	78	107	15
Forecast	84	116	40
Budget	83	116	41

**Professional Services Cost Analysis**

The authorization and forecast for the design professional service increased \$0.7 million this period due to the addition of the "Inca Engineering Inc." design consultant.

The authorization and forecast for Construction Management did not change this period

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, Labor Compliance and Project Management Assistance.

**DATA SOURCE:**

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