

# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



JANUARY 1998

## **RAIL PROGRAM STATUS SUMMARY**

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

**JANUARY 1998**

# **RAIL PROGRAM SUMMARY**



# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of January 1998

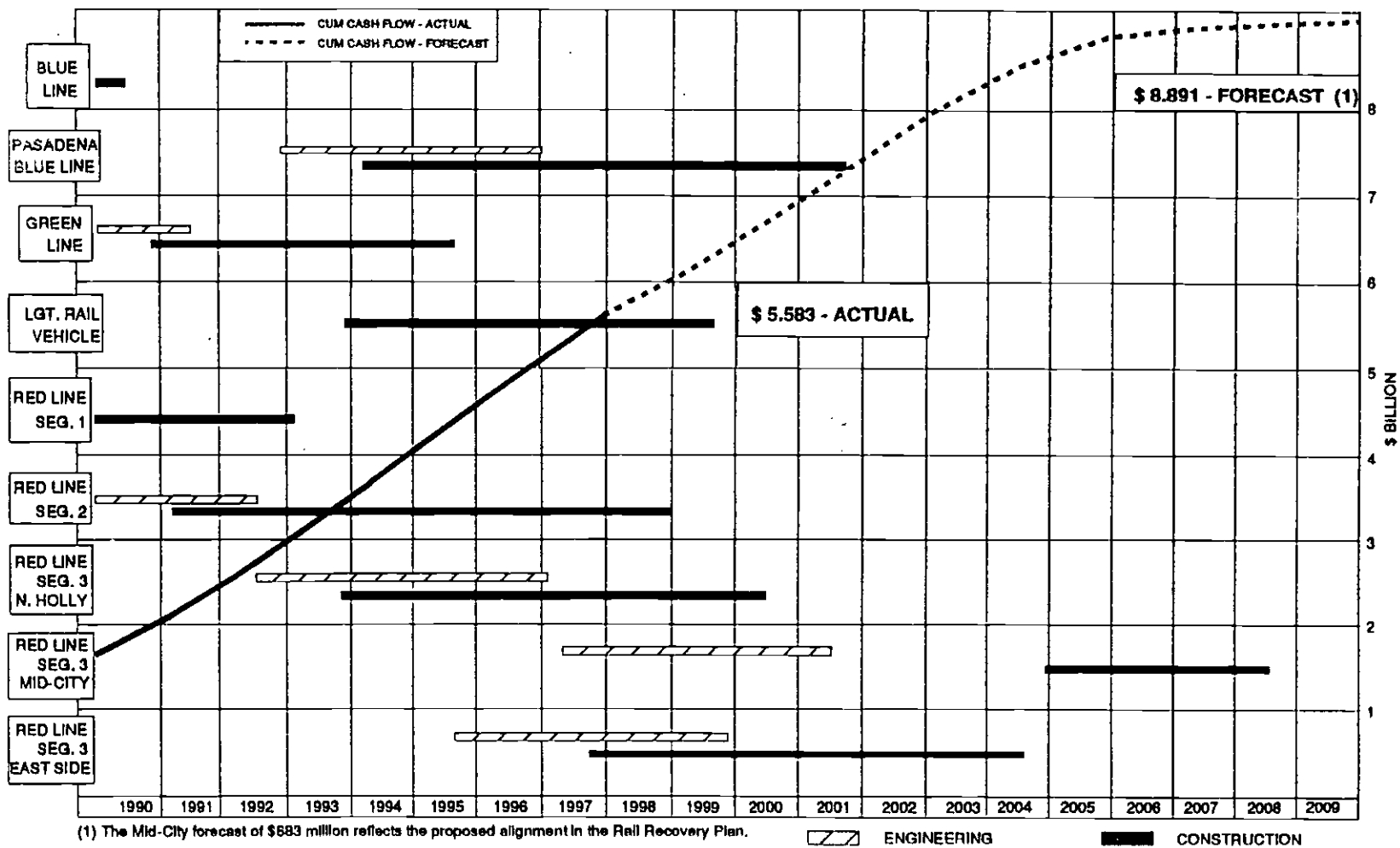
	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.	2.3 MI.	3.7 MI.	22 MI.	13.6 MI.	20 MI.	—	79 MI.
Number of Stations	5	8	3	2	4	22	13	14	52 cars	71 stas.
Technology	Heavy 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	98.8%	93.2%	Final Not Started	86.4%	Completed	80.3%	Completed	Based on Milestones 98%	3 of 9 complt.
Construction Status	Completed	92.6%	58.45%	Not Started	Not Started	Completed	10.8%	99%	Based on Milestones 57%	3 of 9 complt.
Expenditures to Date (in mil.)	\$1438	\$1459	\$721	\$13	\$111	\$860	\$217	\$669	\$95	\$5583
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)**

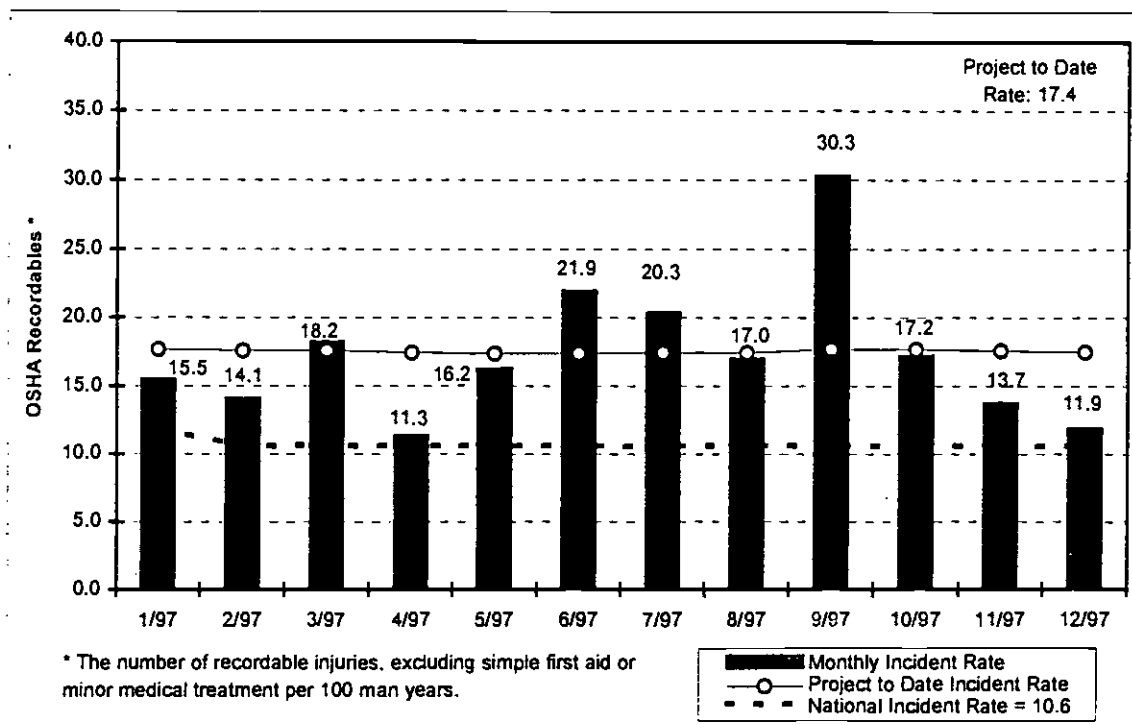
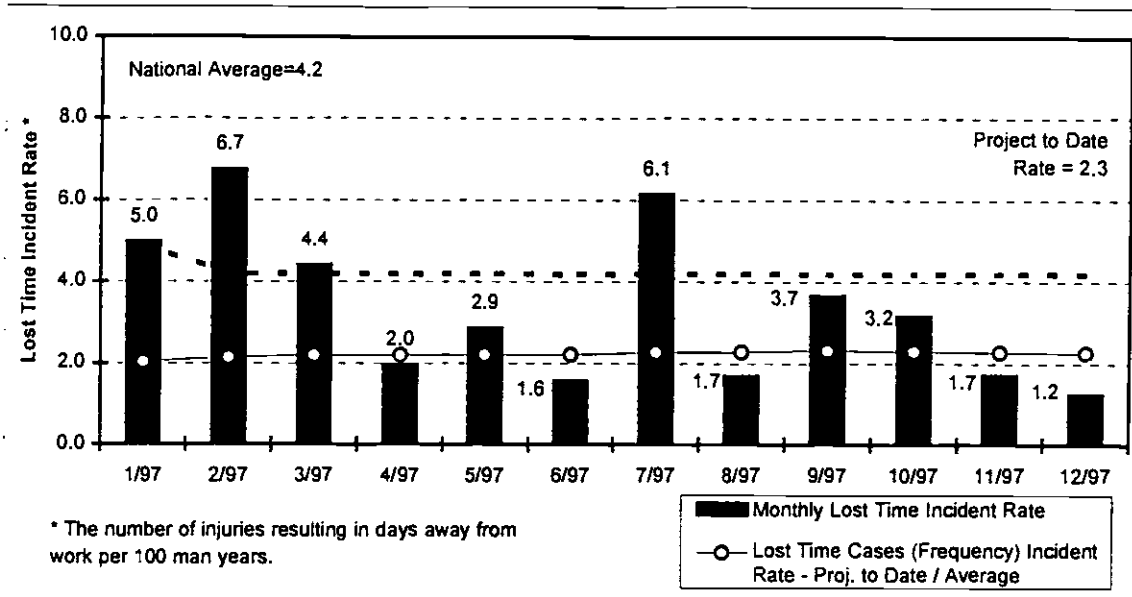
JANUARY 1998

	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	METRO RED SEGMENT 3 - MC	METRO RED SEGMENT 3 - ES	PASADENA BLUE LINE	LIGHT RAIL VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:											
FTA-SECTION 3			605.3	667.0	681.0	242.6	492.9			2688.8	31
FTA - OTHER											
ISTEA - FED SURFACE TRANSIT PROG				52.1	50.0		25.0		84.0	211.1	3
FED-ISTEA RSTP/CMAQ					79.7	20.4	51.2		6.1	157.4	4
FTA-SECTION 8			90.6							90.6	1
STATE		105.9	210.3	133.0	278.0	90.0	15.0	387.8	16.4	1236.4	12
STATE TSM MATCH					11.4	2.7	0.7			14.8	0
SB 1995 TRUST FUND					68.9					68.9	0
PROPOSITION A	877.2	205.1	179.5	478.9						1740.7	20
PROPOSITION C		395.3			38.3	327.3	390.9	416.1	151.1	1719.0	18
PROP C (AMERICAN DISABILITY ACT)		6.0								6.0	0
CITY OF LOS ANGELES			34.0	96.0	90.0		73.5			293.5	4
BENEFIT ASSESSMENT			130.3	25.4	13.5					169.2	2
COST OVERRUN ACCOUNT			200.1	123.1						323.2	4
APPROVED BUDGET	877.2	712.3	1450.1	1675.6	1310.8	683.0	1049.2	803.9	257.6	8719.6	99
CURRENT FORECAST	877.2	727.4	1439.0	1655.5	1310.8	683.0	1098.4	823.7	201.4	8816.4	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:											
PROP C (TRANSIT ENHANCEMENTS)				62.7	2.7					65.4	1
FED ISTEA RSTP/CMAQ				2.5						2.5	0
APPROVED BUDGET	0.0	0.0	0.0	65.2	2.7	0.0	0.0	0.0	0.0	67.9	1
CURRENT FORECAST	0.0	0.0	0.0	65.2	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 PASADENA BLUE LINE Rail Program Status Summary Period Ending - January 30, 1998



## PROJECT DESCRIPTION

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

## SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 2.0	0.0 %
Prior Cumulative Prog.	78.1	80.3
<b>Cumulative Progress</b>	<b>80.1</b>	<b>80.3</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 0.8	0.0 %
Prior Cumulative Prog.	56.3	10.8
<b>Cumulative Progress</b>	<b>57.1</b>	<b>10.8</b>
<b>OTHER Cost Elements</b>	<b>\$79.5</b>	
<b>TOTAL</b>	<b>\$ 216.7</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
State Prop 108	\$20.0	\$20.0	\$20.0
State Prop 116	40.0	40.0	40.0
State Highway Acct	327.8	76.5	40.3
Prop C Highway 25%	178.6	101.9	76.4
Prop C 40% Discr.	237.5	40.0	40.0
<b>TOTAL</b>	<b>\$803.9</b>	<b>\$278.4</b>	<b>\$216.7</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$431.4	\$413.6
Professional Services	258.9	279.8
Real Estate	55.5	49.8
Utility Force Account	12.4	15.4
Special Programs	2.2	2.2
Contingency	43.6	63.1
Project Revenue	(0.1)	(0.2)
<b>TOTAL PROJECT</b>	<b>\$803.9</b>	<b>\$823.7</b>

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: August 2001

A comprehensive re-scheduling effort was conducted in August, taking advantage of design revisions, improved design completion dates and a thorough examination of construction sequencing. The result of this rescheduling effort established the viability of the current August 2001 ROD. Various design packages have been prioritized in order to support the schedule. Presently, the critical path is experiencing a day for day slip due to the MTA Board directed project suspension on January 14, 1998.

## CURRENT ACTIVITIES / ISSUES

The MTA Board approved project suspension on January 14, 1998 has resulted in the implementation of the Pasadena Blue Line Demobilization Plan.



# METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - January 30, 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	\$ 1.1	0.1 %
Prior Cumulative Prog.	162.5	98.7
Cumulative Progress	163.6	98.8
<b>CONSTRUCTION</b>		
Monthly Progress	\$10.0	0.3 %
Prior Cumulative Prog.	941.5	92.3
Cumulative Progress	951.5	92.6
<b>OTHER Cost Elements</b>	<b>\$344.0</b>	
<b>TOTAL</b>	<b>\$ 1459.1</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 ISTE A STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	478.9	412.9	392.9
City of Los Angeles	96.0	94.0	91.8
Benefit Assessment Dist	25.4	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	45.0
ISTEA CMAQ/RSTP	2.6	0.0	0.0
<b>TOTAL</b>	<b>\$1640.8</b>	<b>\$1484.3</b>	<b>\$1459.1</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$1101.1	\$1116.8
Professional Services	411.9	451.1
Real Estate	88.1	89.0
Utility Force Account	32.4	32.6
Special Programs	2.5	2.5
Contingency	4.8	30.0
Project Revenue	0.0	(1.3)
<b>TOTAL PROJECT</b>	<b>\$1640.8</b>	<b>\$1720.7</b>

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

The project critical path was changed this period. The new critical path is controlled by receiving MTA Board approval for a change notice for repair of water damage traction power equipment at the Vermont/Sunset Station. The 159 calendar days of negative float forecast this period represents a 27 calendar day delay since last period. MTA Executive Management has directed that the least/cost acceptable risk ROD be established as the project goal. An analysis resulted in a February 20, 1999 ROD which will be presented to the MTA Board and the FTA in February or March for approval.

## CURRENT ACTIVITIES / ISSUES

The forecast was adjusted this month and includes a recognition for potential claims. Mitigation measures for project costs have been addressed, but a need for an increase to contingency was deemed necessary. A revised budget will be presented to the MTA Board in February 1998. 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 - January 30, 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	\$ 1.4	0.1 %
Prior Cumulative Prog.	66.4	93.1
<b>Cumulative Progress</b>	<b>67.8</b>	<b>93.2</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$8.6	1.9 %
Prior Cumulative Prog.	447.0	56.5
<b>Cumulative Progress</b>	<b>455.6</b>	<b>58.4</b>
<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>\$756.3</b>	<b>\$721.2</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$826.6	\$848.2
Professional Services	301.5	328.6
Real Estate	89.0	87.3
Utility Force Account	26.3	26.0
Special Programs	0.0	0.9
Contingency	70.0	32.9
Project Reserve	0.4	0.1
Project Revenue	0.0	(11.4)
<b>TOTAL PROJECT</b>	<b>\$1313.8</b>	<b>\$1312.6</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: July 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. However, the January 1998 Master Schedule shows the project as 36 days behind schedule. This brings the forecast completion date to July 10, 2000. Mitigation measures are being reviewed to bring the schedule to May 17, 2000.

# METRO RED LINE SEGMENT 3 MID- CITY

## Rail Program Status Summary

### Period Ending - January 30, 1998



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$0.1	0.0 %
Prior Cumulative Prog.	6.9	2.0
Cumulative Progress	7.0	2.0
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 0.0	0.0 %
Prior Cumulative Prog.	0.0	0.0
Cumulative Progress	0.0	0.0
<b>OTHER Cost Elements</b>	\$5.9	
<b>TOTAL</b>	<b>\$12.9</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$194.1	\$4.1	\$4.1
FTA - Sect 3 Defer. Local	48.5	1.0	1.0
FED ISTEA STP (State)	0.0	0.0	0.0
ISTEA STP/CMAQ (Reg)	18.1	1.3	1.3
ISTEA RSTP Defer. Local	2.4	0.1	0.1
State Article XIX	40.0	0.0	0.0
Proposition 116	0.0	0.0	0.0
Flex Congestion Relief	50.0	0.0	0.0
State TSM Match	2.7	0.0	0.0
City of Los Angeles	0.0	0.0	0.0
Prop C	327.2	8.1	6.4
<b>TOTAL</b>	<b>\$683.0</b>	<b>\$14.6</b>	<b>\$12.9</b>

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

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

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: July 2008

The Mid-City Project was suspended by MTA Board action in January 1998. The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document preparation addressing the Wilton/Arlington & Crenshaw alignment alternatives is on the critical path for the overall Mid-City Project. The forecast completion for FTA review of the draft document continues to slip. The impacts of the schedule will be determined when direction is given.

#### CURRENT ACTIVITIES / ISSUES

The August 1997 plan date for Board selection of the Locally Preferred Alternative (LPA) is now planned for May 1998.

# METRO RED LINE SEGMENT 3 EAST SIDE

## Rail Program Status Summary

### Period Ending - January 30, 1998



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$0.0	-0.3 %
Prior Cumulative Prog.	54.3	86.7
<b>Cumulative Progress</b>	<b>54.3</b>	<b>86.4</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 0.1	0.0 %
Prior Cumulative Prog.	15.5	0.0
<b>Cumulative Progress</b>	<b>15.6</b>	<b>0.0</b>
<b>OTHER Cost Elements</b>	<b>\$41.6</b>	
<b>TOTAL</b>	<b>\$ 111.5</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$394.3	\$57.1	\$57.1
FTA - Sect 3 Defer. Local	98.6	14.3	14.3
FED ISTEA STP (State)	25.0	25.0	0.0
FED ISTEA STP/CMAQ	45.4	17.7	0.0
FED ISTEA RSTP Defer	5.9	2.3	0.0
State SHA/Article XIX	0.0	0.0	0.0
State Proposition 116	15.0	0.0	0.0
State Flex Congest Relief	0.0	0.0	0.0
State TSM Match	0.7	0.0	0.0
City of Los Angeles	73.4	0.0	0.0
Proposition C	390.9	40.1	40.1
<b>TOTAL</b>	<b>\$1049.2</b>	<b>\$156.5</b>	<b>\$111.5</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$650.2	\$654.2
Professional Services	255.5	306.9
Real Estate	34.8	36.6
Utility Force Account	23.9	23.9
Special Programs	0.0	3.1
Contingency	84.8	81.1
Project Revenue	0.0	0.0
<b>TOTAL PROJECT</b>	<b>\$1049.2</b>	<b>\$1105.8</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2004

The FFGA ROD is November 2002. On June 4, 1997, the MTA Board approved a May 2004 ROD. On January 14, 1998, MTA's CEO offered to the MTA Board recommendations that included suspensions to the construction of the East Side and implementation of a demobilization plan. The Board voted in accordance with the recommendations and the project is now in a demobilization mode. The CEO will return to the Board within six months or less with a report of a feasible funding options for the remobilization of the project.

#### CURRENT ACTIVITIES / ISSUES

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

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

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

# **METRO PASADENA BLUE LINE**

## **EXECUTIVE SUMMARY**

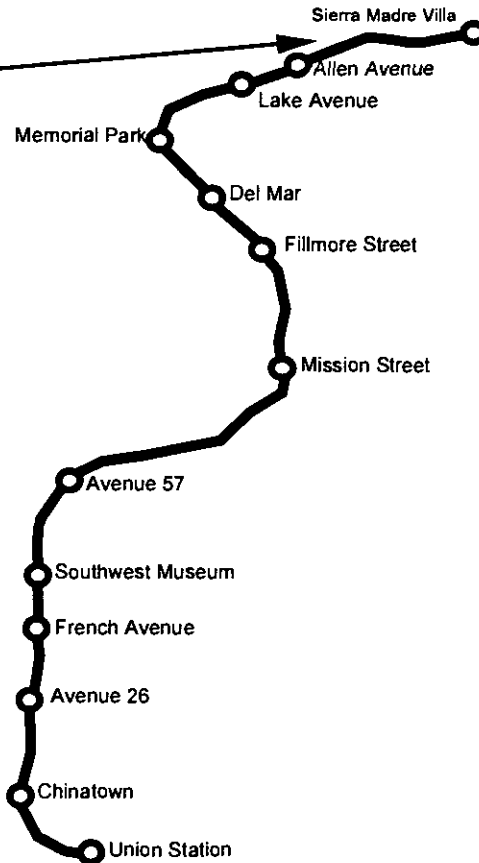
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**MAJOR ACTIVITIES THIS PERIOD (January 1998)**

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

- Continued Close-out.
- Negotiated four (4) Change Notices (CN's).
- Processed two (2) Change Orders (CO's).
- Processed five (5) Request for Change (RFC's), and nine (9) submittals.
- Continued to finalize quantities on the bridges.
- Continued review of open claims, and cost/schedule proposals.
- Reviewed the schedule update and processed progress payment.
- Prepared Fair Cost Estimates (FCE's) and Time Impact Analysis (TIA) for CN's in process.
- Commenced review of the final contract as-built drawings submitted by the contractor.



**PROJECTWIDE ACTIVITIES**

- At a special meeting, the MTA Board approved the CEO's recommendation to suspend the Pasadena Blue Line (PBL) Project by implementing the proposed demobilization plan. As such, directions in accordance with the demobilization plan were issued to EMC and MTC.
- The final submittal for Phase 1 for C6390 - Chinatown Aerial Guideway Structure was submitted to the MTA on 1/22/98.
- The Section Designer for C6420 - L.A. River to Arroyo Seco submitted 85% pre-final design to EMC for interdisciplinary and intradisciplinary reviews. Work for preliminary design of the Marmion/Figueroa intersection grade separation was completed.
- The Section Designer for C6440 - Arroyo Seco to Del Mar Line submitted camera ready documents on 1/14/98. Documents are being reviewed.
- EMC and the Section Designer for C6450 - Del Mar to Memorial Park Line Segment completed their pre-final design review and continued dispositioning design review comments.
- EMC concluded work on H0060 - Train Control for CCN 664 (Design Changes to Accommodate MTA-Owned Telephone System). EMC performed pre-final and final interdisciplinary design reviews for C6420 and C6450.
- Preliminary Engineering for all stations (except to support line segment contracts) continues to be on hold pending Board action on project suspension in mid-January 1998.
- MTA QA audit of C6435 Contract Construction Close-out was rescheduled for March.
- There were zero (0) QA requests opened, issued or closed for PBL during the period.
- Test Laboratories conducted one (1) audit projectwide; one (1) surveillance; and eight (8) QA requests are open, zero (0) issued, zero (0) closed.

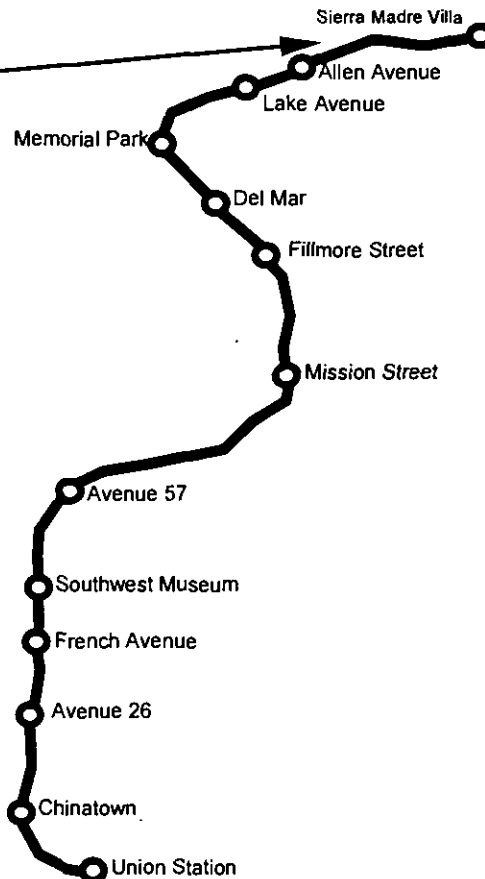
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**MAJOR ACTIVITIES NEXT PERIOD (February 1998)**

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

- Continue the close-out process.
- Negotiate outstanding Change Notices (CN's).
- Initiate CN's to reconcile quantities for various bridges.
- Review open claims.
- Finalize the November Progress Payment and review the schedule update.
- Prepare Fair Cost Estimates (FCE) and Time Impact Analysis (TIA) for CN's in process.
- Package/process Change Orders (CO's).



**PROJECTWIDE ACTIVITIES**

- EMC to submit the Phase 1 final design package for C6390 - Chinatown Aerial Guideway Structure. EMC will continue with Phase 2 efforts.
- The Section Designer for C6420 - L.A. River to Arroyo Seco Line Segment is to submit the pre-final design to MTA along with a recovery plan to achieve the camera ready date.
- EMC to furnish the camera ready and final suspension document for C6440 - Arroyo Seco to Del Mar Line Segment.
- Comments on pre-final submittals for design drawings and specifications for C6450 - Del Mar to Memorial Park Line Segment will be dispositioned and included in a combined submittal.
- Contracts H0060 - Train Control and H0070 - Traction Electrification will be prepared for suspension.
- Demobilization and closeout of all third party work orders will continue.
- A detailed MTA staff demobilization plan to be developed and submitted.
- Demobilization plan tracking and reporting process to be developed and implemented.



# METRO PASADENA BLUE LINE

## Monthly Project Status Report

Period Ending - January 30, 1998



### FINANCIAL STATUS

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

##### Original Scope

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	JANUARY CHANGE IN FORECAST
CONSTRUCTION	\$431.4	\$413.6	(\$17.8)	\$0.0
PROFESSIONAL SERVICES	258.9	279.8	20.9	0.0
REAL ESTATE	55.5	49.8	(5.7)	0.0
UTILITY/FORCE ACCOUNT	12.4	15.4	3.0	0.0
SPECIAL PROGRAMS	2.2	2.2	0.0	0.0
CONTINGENCY	43.6	63.0	19.4	0.0
PROJECT REVENUE	(0.1)	(0.1)	0.0	0.0
TOTAL PROJECT	\$803.9	\$823.7	\$19.8	\$0.0

##### Additional Locally Funded Activities

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

#### Budget/Forecast Variance Analysis

##### Original Scope / Additional Locally Funded Activities

The Budget/Forecast Variance reflects changes in Construction, Professional Services, Real Estate, and Utility/Force Account. On June 4, 1997, the Board approved the revised Recovery Plan which called for a Revenue Operations Date (ROD) of August 15, 2001 with a budget of \$803.9 million. A Project Budget Change Request (PBCR) was implemented to reflect this action.

At a special meeting in January 1998, the Board accepted the CEO's recommendation to suspend the PBL project by implementing the proposed demobilization plan.

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

Expenditures to date are \$217 million or 26% of the current total forecast.

**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
**Period Ending - January 30, 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:

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

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

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

- **LINE ITEM 06 - ELECTRIFICATION:**

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

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

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

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

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

**METRO PASADENA BLUE LINE**  
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**CONTRACT/LINE ITEM VARIANCE REPORT (Cont'd)**

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

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

Mitigation: The increase in forecast is attributable to the latest MTA staffing plan to support an August 2001 ROD. In addition, the Construction Unit overhead/fringe rate has increased from 165% of direct labor to 282% of direct labor. To mitigate this forecast overrun, the project staff is working to see where staffing levels for the various MTA support groups can be decreased while still maintaining overall quality and safety for the project. If Construction overhead rates decreased in the future, further savings can be realized. For details of the forecast change, refer to ES-14.

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

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

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

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

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

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

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

Current Plan:	\$43,554,108
Forecast:	\$63,063,803
Variance:	\$19,509,695
% Variance:	44.8%

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

**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
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**FINANCIAL DETAIL**  
**STATUS OF FUNDS BY SOURCE**

(IN THOUSANDS OF DOLLARS)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
STATE PROP 108	\$368,300	\$20,000	\$20,000	\$20,000	100%	\$20,000	100%	\$20,000	100%
STATE PROP 116	\$37,263	\$40,000	\$40,000	\$40,000	100%	\$40,000	100%	\$40,000	100%
STATE HIGHWAY ACCOUNT	\$0	\$327,800	\$76,500	\$40,341	12%	\$40,341	12%	\$38,030	12%
PROP C (HIGHWAY 25%)	\$0	\$178,547	\$101,925	\$133,220	75%	\$76,375	43%	\$76,375	43%
PROP C (40% DISC.)	\$435,437	\$237,522	\$40,000	\$40,000	17%	\$40,000	17%	\$40,000	17%
<b>TOTAL</b>	<b>\$841,000</b>	<b>\$803,869</b>	<b>\$278,425</b>	<b>\$273,561</b>	<b>34%</b>	<b>\$216,716</b>	<b>27%</b>	<b>\$214,405</b>	<b>27%</b>

**NOTE: (1) Based on Current Budget**

*Expenditures are through December 1997*

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ES-6



# METRO PASADENA BLUE LINE

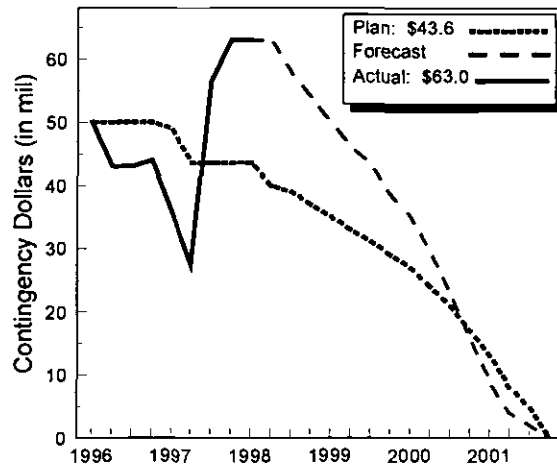
## Monthly Project Status Report

### Period Ending - January 30, 1998



## FINANCIAL STATUS

### Contingency Status

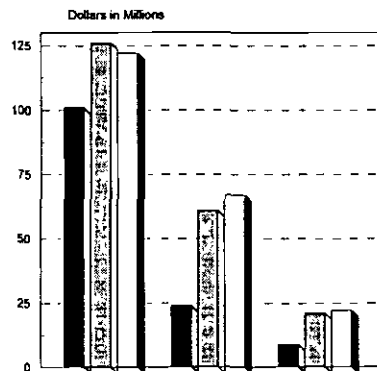


NOTE: The Plan is based on the budget approved by the Board in February 1996 and incorporates all Project Budget Change Requests. The plan will be revised upon Board approval of the Recovery Plan.

### Contingency Status Analysis

The contingency remained unchanged this period. It represents potential cost impacts (including escalation and extended administration) associated with the current forecast Revenue Operations Date (ROD) of August 2001 and incorporates the budget validations of the anticipated costs at completion. The project contingency is currently \$63.0 million.

### Professional Service Contracts Consultant Cost Status



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

#### DATA SOURCE:

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

### Professional Services Cost Analysis

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

The forecast for the Design Consultant remained unchanged at a total of \$126.1 million for the period. This forecast reflects the most recent negotiated CWOs with the EMC, as well as Rough-Order-of-Magnitude (ROM) estimates for those CWOs which still awaits final PIP submittals.

The Construction Management forecast remained unchanged at a total of \$60.7 million during the period. This forecast represents the August 2001 ROD and the consolidation of work from the original 46 packages into 23 packages with cost based on a guideline established by MTA Estimating.

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

**METRO PASADENA BLUE LINE**  
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**SCHEDULE STATUS**

Schedule		Change from Last Month
Current R.O.D.	August 2001	None
Design Progress	80.3%	None
Constr. Progress	10.8%	None
Critical Path Float (Calendar Days)	-84	-31

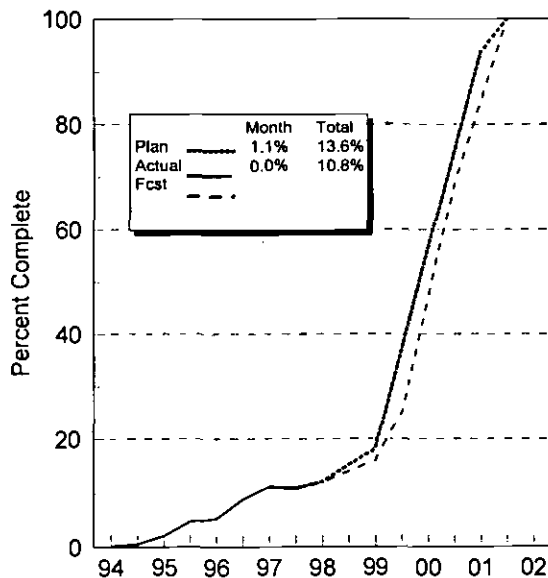
Note: Design progress is based on original design work scope which, due to cost containment resulting in redesign, has been substantially revised. Design contracts will be rebaselined as each CWO and Section Design contract is negotiated.

**Current Critical Path Analysis**

The January 1998 schedule update shows 84 calendar days of negative float. As a result of the Board directed suspension of the PBL project, the schedule is experiencing a day-for-day slip.

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

**Construction Progress**



**Construction Progress Analysis**

As a result of the schedule mitigation measures in July 1997, the construction plan was revised. The new plan reflected the following construction contracts to be advertised: one (1) in 1997, fourteen (14) in 1998, three (3) in 1999, and one (1) in 2000. Currently, there are four (4) contracts that have been completed, with three (3) of the four (4) contracts still in close-out.

The actual construction progress is less than planned due to a lack of construction contracts being awarded in 1997 and the beginning of 1998. However, as a result of the MTA Board suspension of the PBL project, no further construction contracts will not be advertised or awarded at this time.

**METRO PASADENA BLUE LINE**  
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**SAFETY STATUS / MANAGEMENT ISSUES**

Construction Safety Statistics			Construction Safety Summary <ul style="list-style-type: none"><li>To date, over 784,000 work hours were completed without a Lost Time Injury.</li><li>The OSHA-200 incidence rate is less than one half of the National Average of 10.6.</li></ul>	
		Change from <u>Last Month</u>		
<b>Recordable Injury Rate:</b> The number of recorded injuries (excluding simple first aid or minor medical treatment) per 100 work years.				
1995 National Average	10.6			
Project Rate	4.6	N/C		
<b>Lost Time Incident Rate:</b> The number of injuries resulting in days away from work per 100 work years.				
1995 National Average	4.2			
Project Rate	0.0	N/C		
NOTE: The information shown is based on November 1997 statistics as reported in the December 1997 QPSR.				
<b>MANAGEMENT ISSUES</b>				
<b>NEW</b>				
<b>Item (Date Initiated: January 1998)</b>				
<b><u>Project Demobilization</u></b>				
<b>Concern/Impact</b>				
At a special meeting in January, the MTA Board approved the CEO's recommendation to suspend the Pasadena Blue Line Project by implementing the proposed demobilization plan. As a consequence of the expected suspension directive, critical activities had already been suspended, which means the projected completion date for the project is slipping on a day-for-day basis and will continue to do so until the suspension is lifted.				
<b>Status/Action</b>				
Staff have begun implementation of the demobilization plan; all open services not supporting the four (4) continuing design contracts have been discontinued.				



**METRO PASADENA BLUE LINE**  
**Monthly Project Status Report**  
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**MANAGEMENT ISSUES (Cont'd)**

**ONGOING**

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

**Procurement Impacts**

***Concern/Impact***

Procurement Practices are undergoing changes in response to incremental adoption of policy changes and implementation of revised procedures in response to Board adoption of the new Procurement Manual and AB1869. These changes in Policies & Procedures have delayed processing of Pasadena Blue Line (PBL) contractual items. Examples which have caused the PBL project delay include: 1) Audits of Contract Work Orders (CWO's) 039 Part B and 042 2) Issuance of Change Orders (CO's) for Consultant Change Notices (CCN's) supporting C6440 and C6450 3) Requirement to obtain form 60 for specific line items in the Project Implementation Plan (PIP) volume 1, revisions for completed CWO's.

***Status/Action***

Staff continues to work with Procurement personnel to expedite contract actions in support of project needs.

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

**Contract C6420 - L.A. River to Arroyo Seco Line Segment**

***Concern/Impact***

The recent MTA spot audit of this contract revealed that the Section Designers and the EMC are not making progress commensurate with the Recovery Plan.

***Status/Action***

MTA staff have mandated a Recovery Plan from the EMC which requires weekly site visits by the Discipline Lead and a full time assigned job captain. MTA continues its ongoing surveillance of the Section Designer and EMC team.

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

**CWO 039, Project Management & Support**

***Concern/Impact***

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

***Status/Action***

Staff have begun implementation of the demobilization plan; all bid period and open services not supporting the four (4) continuing design contracts have been discontinued.



## **MANAGEMENT ISSUES (Cont'd)**

### ***ONGOING (Cont'd)***

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

#### **CWO 040/041 Final Section Designer Contracts**

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

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

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

All CWO 041 efforts with the exception of preliminary engineering and C6390 have been terminated in compliance with the MTA Board ordered demobilization plan.

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

#### **CWO 042, Design Support for Design/Build Contracts**

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

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

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

Staff has terminated this letter contract in compliance with the MTA Board ordered demobilization plan.

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

#### **Owner's Controlled Insurance Program (OCIP)**

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

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

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

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



## **MANAGEMENT ISSUES (Cont'd)**

### ***ONGOING (Cont'd)***

#### ***Item (Date Initiated: August 1997)***

##### **CEQA Environmental Document/ Issues Resolution Task Force**

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

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

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

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

#### ***Item (Date Initiated: July 1997)***

##### **Issues Resolution Task Force**

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

In July, a PBL project task force was initiated to identify all issues that may have an impact to the project. The intent was to evaluate all issues, and determine any action that may be required for the Board's consideration. Twelve issues were identified and their impact, along with the pros and cons were evaluated. Recommendations to the Board were formulated in time for the September Board meeting. However, the Board presentation has been postponed pending resolution of the Recovery Plan and the possibility of project suspension resulting from the January 1998 Board meeting.

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

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

Major areas pursued were:

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

As part of the demobilization plan, staff will prepare a presentation for the MTA Board that will address the suspension of the PBL project and its subsequent impact to these open issues.



## **MANAGEMENT ISSUES (Cont'd)**

### **ONGOING (Cont'd)**

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

#### **Agency Cost Overrun**

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

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

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

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

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

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

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

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

**METRO PASADENA BLUE LINE**  
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**MANAGEMENT ISSUES (Cont'd)**

***ONGOING (Cont'd)***

***Item (Date Initiated: August 1996)***

**Real Estate Availability**

***Concern/Impact***

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

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

***Status/Action***

All Real Estate efforts have been suspended in compliance with the MTA Board directed demobilization plan.

***CLOSED***

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

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

***Concern/Impact***

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

***Status/Action***

This suspended CWO 041 effort has been terminated in compliance with the Board mandated demobilization plan.

# **METRO RED LINE SEGMENT 2**

## **EXECUTIVE SUMMARY**

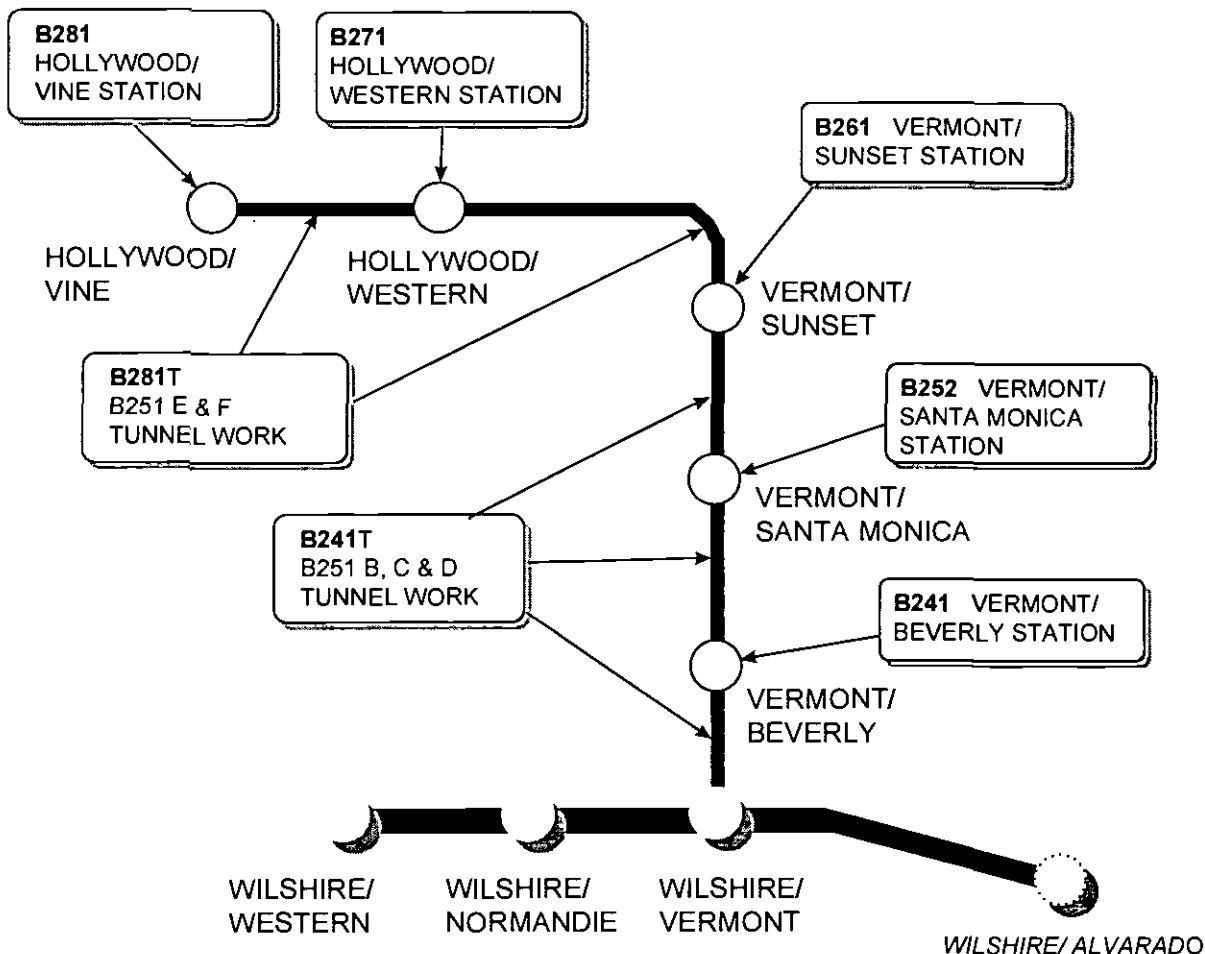
## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1998



### Major Activities - This Period



#### SYSTEMWIDE ACTIVITIES:

**B610, TRACKWORK:** Continued tunnel and yard punchlist work.

**B620, AUTOMATIC TRAIN CONTROL INSTALLATION:** Completed installation of 34.5KV cable in the AL tunnel, as well as fiber optic and cable transmission cabling and communication cable in the AL and AR tunnels. Continued wayside equipment installation and started the Automatic Train Control cabling.

**B631, TRACTION POWER:** Continued cable installation and termination in the Hollywood/Vine Station, Hollywood/Western Station, and tunnels. 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 started remote terminal unit wiring at Vermont/Santa Monica Station.



# METRO RED LINE Segment 2

## Monthly Project Status Report

Period Ending - January 1998



**B646, FIRE AND EMERGENCY MANAGEMENT:**  
Continued software development and hardware delivery for Vermont/Sunset Station.

**B648B, COMMUNICATION INSTALLATION:**  
Substantially completed installation at Vermont/Santa Monica Station. Continued cable pulling and equipment installation at Hollywood/Western and Hollywood/Vine stations. Started installation at Vermont/Beverly Station.

**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:**  
Completed startup test at Vermont/Santa Monica Station. Continued tests at Vermont/Beverly Station and continued installation of fan equipment at available stations.

### QUALITY MANAGEMENT

### FACILITIES CONTRACTS

#### B241

- . Three surveillances completed
- . Three Quality Action Requests closed; 9 open; 0 issued
- . Resident Engineer audit scheduled February

#### B252

- . Two surveillances completed
- . Two Quality Action Requests open; 0 issued; 0 closed

#### B261

- . One surveillance completed
- . One Quality Action Request issued; 3 closed

#### B271

- . Resident Engineer audit completed; 4 Quality Action Requests issued

- . Two surveillances completed; 1 Quality Action Request issued
- . One Quality Action Request open; 0 closed

#### B281

- . Resident Engineer audit completed; 1 Quality Action Request issued; 0 open; 0 closed
- . Two surveillances completed

### SYSTEMS/EQUIPMENT CONTRACTS

#### B610

- . Contract complete 3/98
- . One Quality Action Request open; 0 issued; 0 closed

#### B620

- . Two surveillances completed; 1 Quality Action Request issued; 0 open; 0 closed

#### B630/631

- . Two surveillances completed
- . Three Quality Action Requests open; 0 issued; 0 closed

#### B641/645/646/648A/B

- . One surveillance completed
- . Six Quality Action Requests open; 0 issued; 0 closed

#### B710

- . Quality Action Request open; 0 issued; 0 closed

#### B740/745

- . One surveillance completed; 2 Quality Action Requests issued
- . One Quality Action Request open; 0 closed

#### B795

- . One surveillance completed

### GENERAL SYSTEMS/EQUIPMENT

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



. Water damage meetings held with major equipment suppliers

#### FACILITIES CONTRACTS

**B241 VERMONT/BEVERLY STATION:** Completed concreting station appendages. Continued street restoration work. Plaza concrete work approached completion. Continued wiring, terminating, and testing equipment. Continued installing station finishes, including tile, metal ceilings, and rockwork artwork. The Contractor has achieved 9 liquidated damage milestones to date. The Contract is 95% complete.

**B252 VERMONT/SANTA MONICA STATION:** Continued restoring Vermont Avenue and side streets, including construction bus pads and sidewalks. Continued setting precast benches and glass block at the north entrance plaza. Electrical and mechanical equipment testing approached completion. Continued interior finish work, including installing metal ceiling panels, terrazzo curbs, floor tile, and cladding. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 97.8% complete.

**B261 VERMONT/SUNSET STATION:** Completed concreting stairs and interior walls at the entrance's intermediate landing. Completed entrance's upper interior wall and roof concrete. Continued concreting the station appendages in preparation for street deck removal. Continued installing cable trays, ductwork, wire, and mechanical piping. Completed installing platform edge pavers and continued installing metal ceiling panels. The Contractor has achieved 6 liquidated damage milestones to date. The Contract is 87% complete.

**B271 HOLLYWOOD/WESTERN STATION:** Continued street and utility restoration work on Hollywood Boulevard. Continued plaza restoration work, including installing lights poles and concrete stairs. Continued testing station equipment, including fans, dampers and power panels. Continued installing mezzanine level tile and gypsum board ceilings, and completed installing granite stair treads. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 95% complete.

**B281 HOLLYWOOD/VINE STATION:** Began installing terrazzo and stars on Hollywood Boulevard sidewalks. Began installing light fixtures and bus shelters in the entrance plaza. Continued wiring, termination, and testing of electrical equipment and controls. Substantially completed installing platform floor tile and granite stair treads. Continued installing ceiling system and tile in the entrance. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 95% complete.

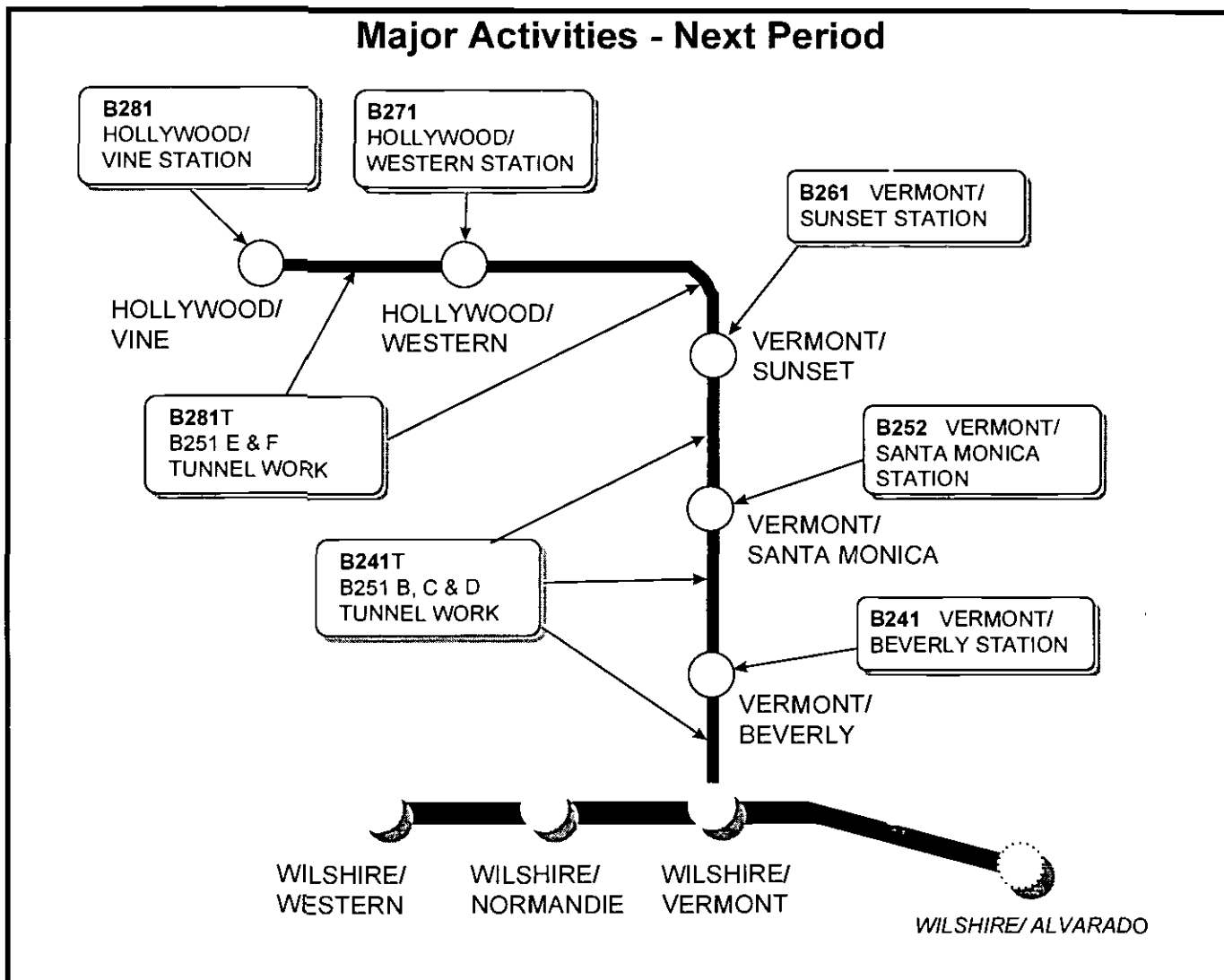
## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1998



### Major Activities - Next Period



#### SYSTEMWIDE ACTIVITIES:

B610, TRACKWORK: Contractor is to complete the tunnels and yard punchlist 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 cable pulling and termination at Hollywood/vine and Hollywood/Western stations and

probably start repairing water damage work at Vermont/Sunset Station.

B641, RADIO: Contractor is to continue installing radio cable in the Vermont/Sunset Station and 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.

# **METRO RED LINE Segment 2**

## **Monthly Project Status Report**

**Period Ending - January 1998**



**B646, FIRE AND EMERGENCY MANAGEMENT:** Contractor is to start local field acceptance test (LFAT) at the Vermont/Santa Monica Station.

**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.

System integration to start Phase 1 testing of the Vermont/Santa Monica Station after the F&EM LFAT completion.

**B241 VERMONT/BEVERLY STATION:** Continue Vermont Avenue street restoration work. Complete station plaza hardscape. Continue testing electrical and mechanical equipment. Continue installing finishes, including tile, metal ceilings and rockwork artwork.

**B252 VERMONT/SANTA MONICA STATION:** Complete testing electrical and mechanical equipment, and make preparations to begin air balancing. Complete Vermont Avenue street restoration. Continue entrance plaza construction. Continue installing floor tile, ceiling panels, and cladding.

**B261 VERMONT/SUNSET STATION:** Begin constructing masonry walls in the entrance. Complete concreting station appendages sufficiently to allow for removal of the street decking. Continue installing ductwork, electrical equipment, and piping. Continue installing metal ceiling panels.

**B271 HOLLYWOOD/WESTERN STATION:** Complete curb and gutter, and continue sidewalk construction work on Hollywood Boulevard. Begin installing bedding material for plaza tile. Complete equipment testing. Complete installing metal ceilings and mezzanine wall tile.

**B281 HOLLYWOOD/VINE STATION:** Substantially complete electrical and mechanical equipment testing, and make preparations to begin air balancing. Continue installing finishes, including film reel ceiling panels and wall tile at the mezzanine level. Continue plaza restoration.

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



### Budget/Forecast Variance

#### Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	January Change in Forecast
CONSTRUCTION	\$1,053.8	\$1,068.7	\$14.9	(\$3.9)
PROFESSIONAL SERVICES	\$395.1	\$434.0	\$38.9	(\$0.5)
REAL ESTATE	\$88.1	\$89.0	\$0.9	\$0.9
UTILITY/AGENCY FORCE ACCOUNTS	\$32.4	\$32.6	\$0.2	\$0.0
SPECIAL PROGRAMS	\$2.5	\$2.5	\$0.0	\$0.8
PROJECT CONTINGENCY	\$4.8	\$2.8	(\$2.0)	(\$1.8)
PROJECT REVENUE	\$0.0	(\$1.2)	(\$1.2)	\$0.0
TOTAL PROJECT	\$1,576.6	\$1,628.3	\$51.7	(\$4.5)

### Budget/Forecast Variance Analysis

#### Original Scope Activities

Expenditures to date for Original Scope are \$1,414.0 million or 85.4% of current total forecast.

Commitments to date for Original Scope are \$1,519.9 million or 91.8% of current total forecast.

There was no change to the Current Project Budget.

Changes to project forecast cost were:

Construction--decrease of \$3.9 million is due to:

- B252, Vermont/Santa Monica Station--an estimate at completion (EAC) analysis was presented to the MTA Board's Construction Committee. For reconciliation purposes, this forecast was temporarily reduced to that EAC level.
- B263, Kaiser Hospital Entrance--reduced to budget pending further study.
- B281, Hollywood/Vine Station--an estimate at completion (EAC) analysis was presented to the MTA Board's Construction Committee. For reconciliation purposes, this forecast was temporarily reduced to that EAC level.
- B281T--Change Notice 114.00, Backfill of Barnsdall Shaft.
- B285--Increased to anticipated EAC level for closure staff and site relocations and transfer to B281T.
- A650, Passenger Vehicle Procurement--No further changes are anticipated, and the forecast was reduced to contract level.

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



Professional Services--MY001, project administration staffing plan forecast and anticipated reduction of overhead in Fiscal Year 1999.

Real Estate--Increase of \$0.9 million is due to legal cost for right-of-way acquisition and appraisals.

Special Programs increased \$0.8 million due to B0715, Art in Transit.

Contingency--Decrease of \$1.8 million is due to forecast changes (to offset Real Estate and Special Programs cost increases) for:

- CC999, Reserve Contingency

- Z9999, Project Contingency

#### CONTRACT/LINE ITEM VARIANCE REPORT

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

No items to report this period.

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

#### LINE ITEM 19--PROJECT ADMINISTRATION

Current Budget: \$ 55,012,000

Forecast: \$78,182,000

Variance: \$23,170,000

Percent Variance: 42.1

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 that 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 requirements, which also impacted the forecast. The allocation of MTA overhead, which is anticipated to be 214% of direct labor, is the most significant reason for the increase. This 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: Board reports are being prepared to discuss the rail programs' overall impact, as well as the specific impact to Segment 2. The Construction Division cannot implement mitigation of this increase.

#### LINE ITEM 24--PROJECT CONTINGENCY

Current Budget: \$ 4,760,703

Forecast: \$30,160,670

## **METRO RED LINE Segment 2**

### **Monthly Project Status Report**

**Period Ending - January 1998**



Variance: \$25,399,967

Percent Variance: 533.5

The current forecast contains \$20 million to address the risk of adverse claims settlement. In the recent Estimate at Completion adjustment, \$8 million, or 5% of the cost to go, was included in the forecast for unknown scope increases other than claims.

Mitigation: A Board report recommending a change to the budget will go to committee in March.



## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



### Budget/Forecast Variance

#### Additional Locally Funded Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	January Change in Forecast
CONSTRUCTION	\$47.3	\$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/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	\$0.1	\$0.1	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$64.2	\$65.2	\$1.1	\$0.0

### Budget/Forecast Variance Analysis

#### Additional Locally Funded Activities

Expenditures to date for Additionally Locally Funded Activities are \$45.0 million or 69% 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.

# METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending -January 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	0%	\$522.396	0%	\$522.396	0%
FTA SECTION 3 DEFERRED LOCAL SHARE	\$0.000	\$144.604	\$144.604	\$144.604	0%	\$144.604	0%	\$144.604	0%
FED ISTE A STP (STATE)	\$0.000	\$52.100	\$52.100	\$52.100	0%	\$52.100	0%	\$52.100	0%
STATE	\$185.985	\$133.029	\$133.029	\$133.029	0%	\$133.029	0%	\$133.029	0%
PROPOSITION A	\$439.447	\$478.899	\$412.883	\$478.899	0%	\$392.902	0%	\$392.902	0%
CITY OF L.A.	\$96.000	\$96.000	\$94.000	\$96.000	0%	\$91.750	0%	\$91.750	0%
BENEFIT ASSESS.	\$58.000	\$25.400	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
BENEFIT ASSESS. SHORTFALL	\$0.000	\$0.000	\$25.400	\$25.400	0%	\$25.400	0%	\$25.400	0%
COST OVERRUN ACCOUNT	\$0.000	\$123.123	\$51.879	\$65.618	0%	\$51.879	0%	\$51.879	0%
Total Original Scope	\$1,446.432	\$1,575.551	\$1,436.291	\$1,518.046	1%	\$1,414.060	1%	\$1,414.060	1%
Other Locally Funded Activities									
PROO C (TRANSIT ENHANCEMENTS)	\$0.000	\$62.702	\$47.993	\$54.287	0%	\$44.997	0%	\$44.997	0%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$0.000	\$2.528	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
Total Other Locally Funded Activities	\$0.000	\$65.230	\$47.993	\$54.287	0%	\$44.997	0%	\$44.997	0%

## Status Of Funds By Source Analysis

Status of Funds Anticipated

ISTEA CMAQ/RSTP: In December 1997 the MTA submitted a grant application for \$2.528M. Grant award is expected in April 1998.

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

Cost Overrun Account: The CAPRA account cash balance as of December 31, 1997 is \$24,271,327.

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending -January 1998



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 - January 1998



### Schedule - Vermont/Hollywood Corridor

	Current Status	Change from Last Month
Current ROD	Dec 1998	none
Design Progress	98.8%	+0.1%
Critical Path Float	-159 days	-27 days
Construction Progress	92.6%	+0.3%

### Current Critical Path Analysis

The 159 calendar days of negative float forecast this period represent a 27-calendar-day loss since last period. The increased negative float is due to a change in the project critical path because last period's secondary critical path has replaced the primary critical path. Identified as a management issue last period, the flooding at the Vermont/Sunset Station (B261) caused flooding in several rooms where functional electrical equipment is located. The impact of this event has delayed critical Vermont/Sunset Station schedule milestones and functional testing.

In last period's Project Schedule, the Project Office forecast executing an exigent change on January 12, 1998, to the B630 traction power contractor. This change would refurbish the flood damage traction power equipment at the Vermont/Sunset Station. However, the estimated cost of this work is in excess of \$200,000, and this requires MTA Board of Directors approval. The Project Office will be presenting a board report requesting authorization for a change at the MTA Board of Directors meeting on March 26, 1998. The extensive amount of time required to receive MTA Board authorization for a change is responsible for the additional delay to the Revenue Operations Date.

Once the Vermont/Sunset Station traction power equipment has been refurbished and equipment has been energized, the primary critical path continues through the station functional testing. The critical path then continues through several critical systems integration Phase 1 and 2 tests and finally pre-revenue operations. The current forecast for revenue operations is May 27, 1999.

The secondary critical path is the B620 Automatic Train Control wayside installation, room to wayside installation, operational testing, the dynamic testing, and train control system integration testing.

The new tertiary critical path is a contractual dispute issue with the B646 Fire Emergency Management contractor, which is causing the contractor to delay start of a critical Local Field Acceptance Test (LFAT) at the Vermont/Santa Monica Station. The critical path LFAT is three weeks off the critical path.

The Project Office is continuing 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 expected to be completed by March 1998, and presentation of a mitigation plan to MTA Board of Directors for approval is planned for May 1998.

## **METRO RED LINE Segment 2**

### **Monthly Project Status Report**

**Period Ending - January 1998**



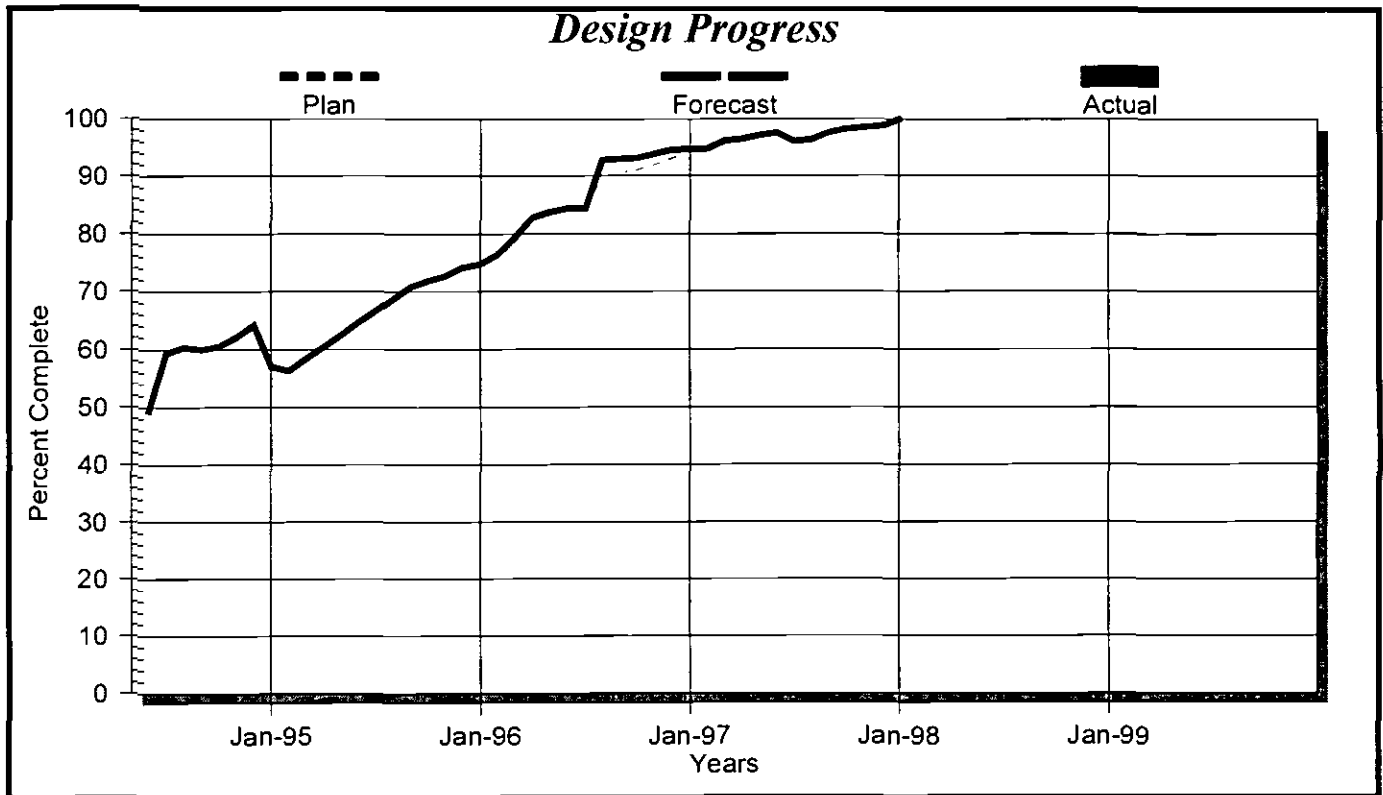
MTA executive management has directed that the least cost/acceptable risk revenue operation date (ROD) be established as the Segment 2 project goal.

Accordingly, an evaluation of extended overhead versus selective acceleration was conducted. The analysis resulted in a February 20, 1999 ROD target, which will be presented to the MTA Board of Directors and the Federal Transit Administration in March/April 1998 for approval.

## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1998



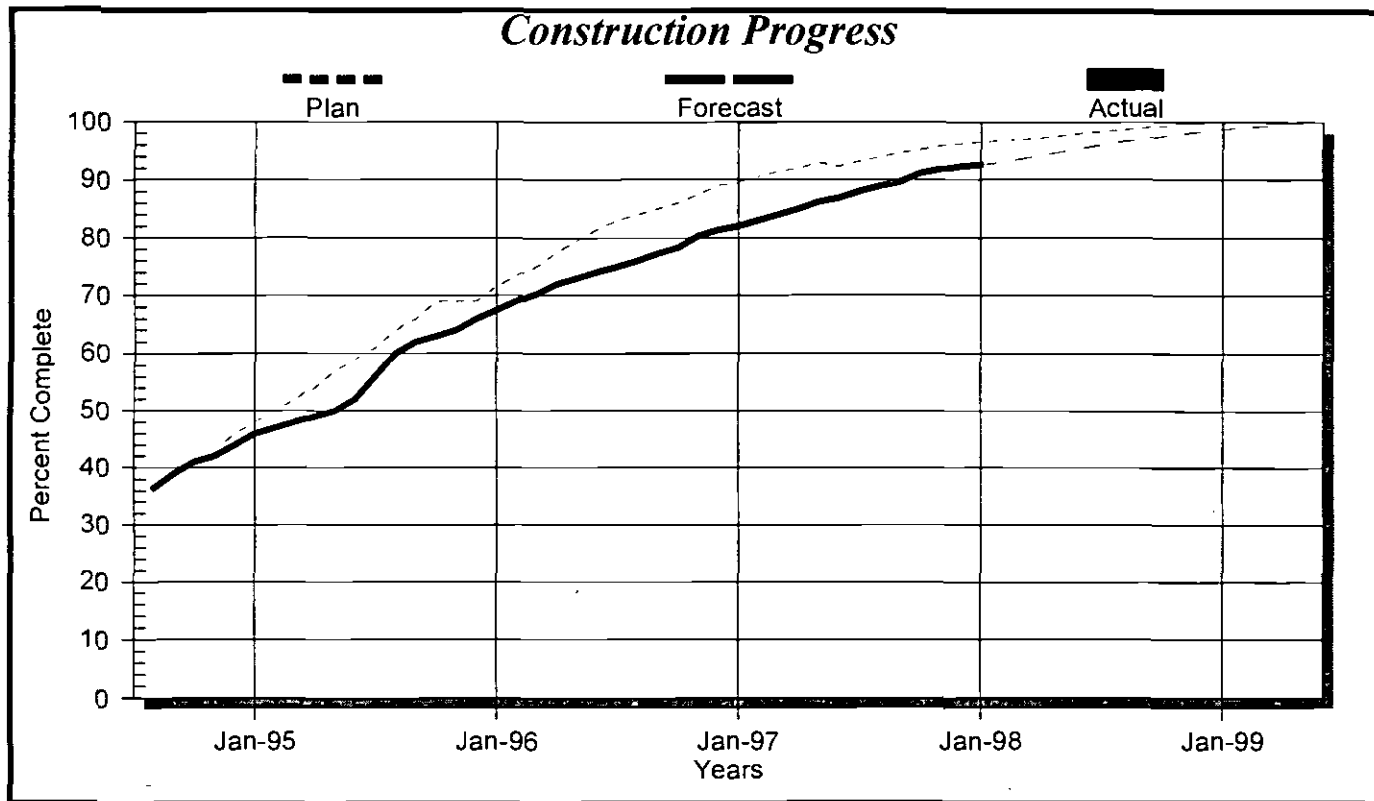
### Design Progress Analysis

Final design for Segment 2 is essentially complete. The progress will show 100% pending finalization of administrative work associated with final design completion on a few remaining work packages.

## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1998



### Construction Progress Analysis

Actual 92.6% (Total), 0.3% (Month); Plan 96.5% (Total), 0.3% (Month)

A dichotomy has recently developed whereby progress (float) on the critical path continues to fall further 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%, which therefore cannot increase. As progress continues on these contracts, the plan versus actual variance continues to decrease.

The overall project progress remains behind the planned progress by 3.9%, 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%, 0.8%, and 1% percent reported, respectively.

## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1998



### Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
<b>Recordable Injury Rate</b>		
National Average	10.6	
Project Rate (Cum.)	18.7	none
<b>Lost Time Rate (Freq.)</b>		
National Average	4.2	
Project Rate (Cum.)	2.6	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

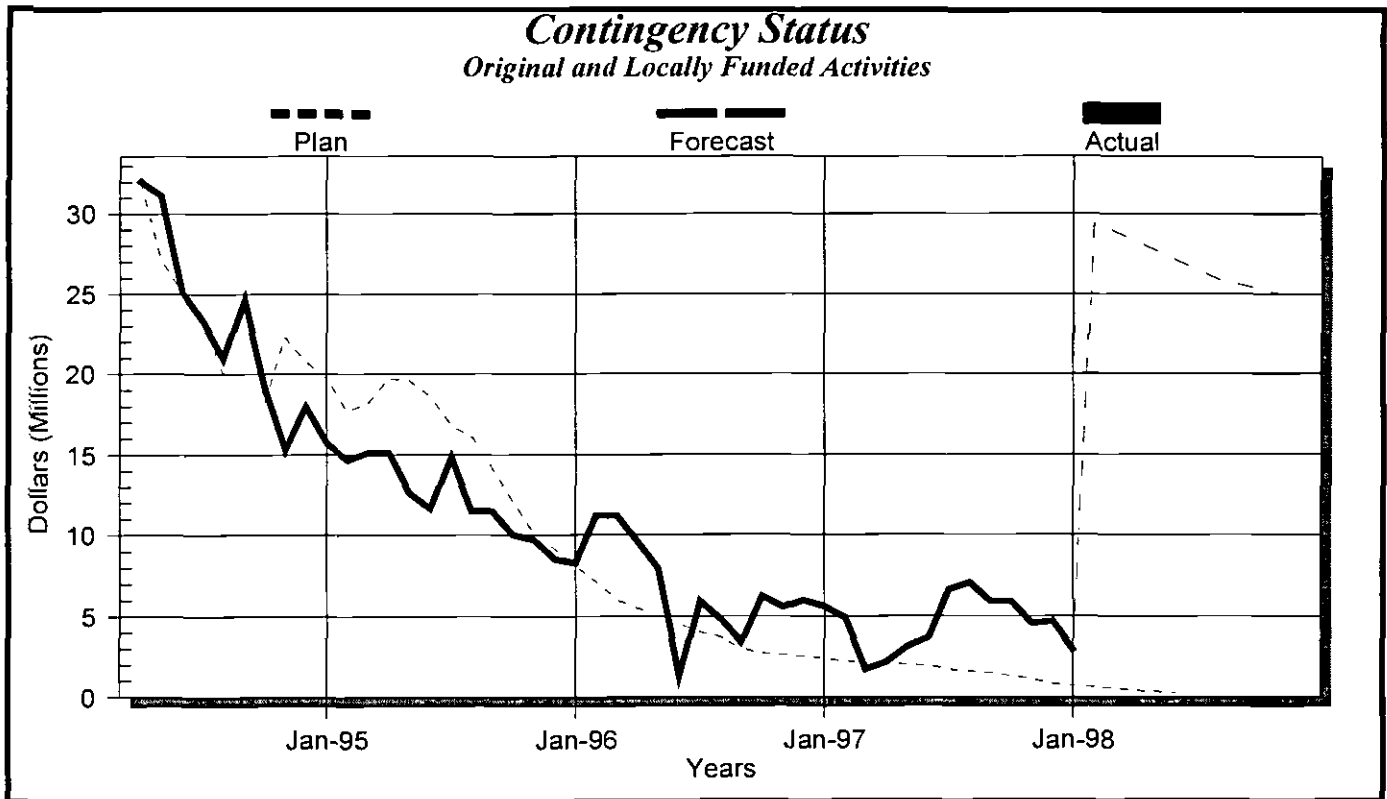
Data for this period was unavailable. Data shown is from December 1997.



## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



### Contingency Status Analysis

The project unallocated contingency decreased \$1.8 million in January to a revised projection of \$30.1 million.

This decrease is part of the overall January forecast update due to changes as noted in the Budget/Forecast Analysis.

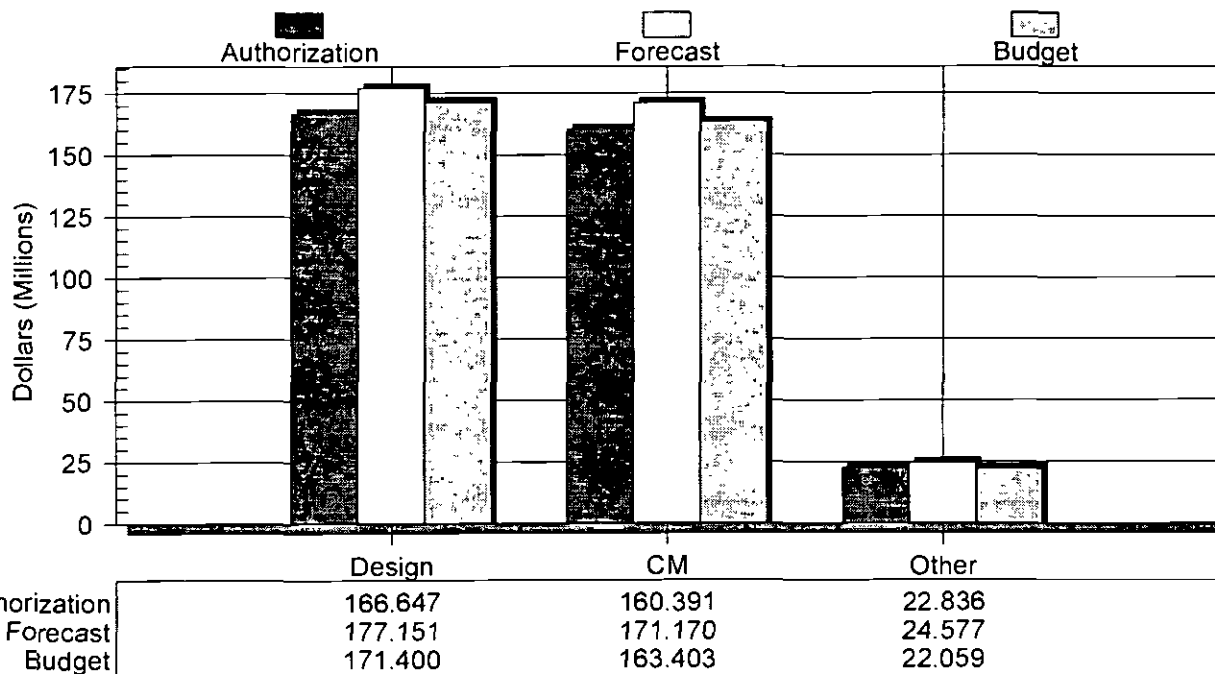
## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



#### Consultant Cost Status Professional Services



## Professional Services Cost Analysis

The forecasted values for Design Services, Construction Management, and Other Professional Services have remained unchanged.

### Design Services

Funding totaling \$4.7 million for the four new Contract Work Orders has been incorporated into the schedule. The normal work schedule has resumed, including rail activation, which should begin ramping up in April 1998.

### Construction Management Services

The forecast was unchanged.

### Other Professional Services

The forecast was unchanged.

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



## Management Issues

NEW

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, MTA Construction Division, and 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 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 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 Segment 2 schedule and budget. Additional meetings to resolve this issue are planned for the immediate future.

NEW

Item (Initiated January 1998)

Fire and Emergency Management system (B646), contract issues and WACN process

Concern/Impact

Contractual issues for these contracts are reaching an impasse. The Local Field Acceptance Test (LFAT) by B646 is currently being delayed at Vermont/Santa Monica Station, causing a delay to start of phase 1 System Integration Testing.

Status/Action

PD is preparing an analysis and assessment of the situation considering all possible options.

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



#### ONGOING

Item (Initiated December 1997)

Vermont/Sunset Station (B261) Impact on station completion milestones from water damage to electrical equipment

##### Concern/Impact

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 functional electrical equipment is located. The most significant damage appears to be to the B630 power equipment, which will have to be removed and refurbished. The impact of this event has placed this contract on the project critical path because station testing cannot begin until the repairs are complete.

##### Status/Action

The Project Office is coordinating with MTA Risk Management and is treating this event as an insurance claim. The Project Office will be requesting authorization for a change to repair the damage to the traction power equipment at the March 26, 1998 MTA Board of Directors meeting. The Construction Manager is still evaluating the impact on the B261-contractor-supplied electrical cables and equipment.

#### ONGOING

Item (Initiated November 1997)

Project Revenue Operations Date (ROD) Forecast

##### Concern/Impact

A continuing trend of construction and systems installation delay has resulted in a revised forecast ROD 23 weeks beyond the current ROD of December 19, 1998. The present schedule forecast date is late May 1999.

##### Status/Action

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

As a result of the water damage at Vermont/Sunset Station, the critical path has shifted to the traction power repair work. In addition, the contractual disputes with the B645/B646 contractor could have significant impact on the ROD. The water damage and contractual issues were not considered in the development of the February 20, 1999 ROD.

#### ONGOING

## **METRO RED LINE Segment 2**

### **Monthly Project Status Report**

**Period Ending - January 1998**



Item (Initiated December 1996)

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

#### **Concern/Impact**

The level of contractor cooperation in addressing settlement of time and safety-related issues over the past several months has been limited, 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 and station testing. The impact has been further aggravated by the water damage in the station.

#### **Status/Action**

A study to evaluate options to mitigate the current delays, including those resulting from the water damage to electrical equipment, is ongoing. The alternatives being examined include limited acceleration of B261 entrance electrical work, station functional testing, and follow-on systems integrated testing. Additional delays have resulted recently from water damage to electrical equipment, caused by flooding of the station following heavy rain (refer to previous New Management Issues).

#### **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 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:

##### **Escalators:**

Platform, B241, B271, B281  
Entrance, B252, B271, B281

##### **Elevators:**

Platform, B252, B271, B281  
Entrance, B252, B271, B281

MTA continues to monitor Contractor's performance and evaluate options to mitigate delays. The integration testing for elevators and escalators are scheduled to be part of the last systemwide test activities to minimize the impact of the progress delays due to access and performance by B710.

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1998



#### 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 will be presented to the MTA Board of Directors in February 1998.

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

# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

### Period Ending - January 30, 1998



#### MAJOR ACTIVITIES - THIS PERIOD



##### NORTH HOLLYWOOD STATION

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

- Poured entrance invert
- Completed upper exterior walls in crossover
- Completed L5 and L4 roofs
- Completed service walkways to L4
- Started acoustical spray in mezzanine
- Started concrete masonry unit (CMU) walls in mezzanine

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

- Continued AR tunnel final cleanup and punch list work
- Completed AL rail removal
- Completed AL south final cleanup and punch list work
- Commenced AL floating slab installation
- Completed track level platform concrete placement
- Commenced track level interior wall work

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

- Placed rebar, mechanical/electrical embeds and structural concrete in invert lifts 12-15 of the Phase 3 crossover area
- Performed backfill operations on top of Blast Relief Shaft #3 and roof slab lifts 3-7
- Installed CMU block walls at mezzanine level lifts 1-3 and mezzanine level lift 9
- Installed rebar, formwork, and placed structural concrete in lower exterior walls lifts 12E, 12W and 13E
- Brought in two B740 smoke exhaust fans and began hanging HVAC ducting hangers
- Sprayed acoustic plaster on the high-bay ceiling in lift #3
- Installed rebar, mechanical/electrical embeds, formwork, and placed concrete for the entrance upper interior walls
- Installed motor control centers and transformers in the north auxiliary power room ancillary level lift 1
- Completed rebar, formwork, and concrete for the UPE/FAL shafts on top of roof slab lifts 9 and 10
- Installed high-bay stainless steel finish work, ceiling hangers, sprinkler piping, and exposed conduit

##### UNIVERSAL CITY STATION

###### CONTRACT C1610 - HERZOG CONTRACTING Trackwork Installation

- Submitted Baseline Schedule
- AFM inventory in process
- Started fabrication of Type 3 rail fasteners
- Design of ventilation system is near completion
- Approved Site Grading Plan
- Proceeded with mobilization and field office acquisition
- Submitted Health & Safety Plan

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

- Completed cleanup of AR running tunnel north of track level room
- Commenced cleanup of AL running tunnel north of track level room
- Continued concrete invert in AR tunnel between Hollywood/Highland Station and La Brea Shaft
- Began HDPE/rebar installation for AL arch between Hollywood/Highland Station and La Brea Shaft
- Continued excavation of track level rooms
- Completed invert concrete pouring at AR Starter Tunnel
- Completed invert pours for Crosspassage 59, 58, 52 and 51

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

- Completed east mezzanine deck rebar and concrete at main station
- Completed acoustical spray in the west mezzanine
- Completed acoustical spray in the hi-bay area (lifts 5 through 8)
- Commenced installation of ventilation at the west end of the station
- Completed invert and escalator ramp at main entrance
- Completed slab on grade at main entrance
- Commenced installation of elevator No. 1 casing
- Completed walls at the west BRS
- Completed door installation in the crosspassages
- Energized permanent lights in the tunnels
- Installed anchors for the radio antenna in the tunnels

LA BREA  
ACCESS SHAFTS

to HOLLYWOOD / VINE  
STATION

##### HOLLYWOOD / HIGHLAND STATION

#### SYSTEMWIDE ACTIVITIES

##### Quality Assurance/Total Quality Management

- C0301 1 Surveillance completed; 1 Quality Action Request open, 0 issued
- C0311 1 Surveillance completed on crosspassage blasting; 1 Quality Action Request open, 0 issued, 0 closed
- C0321 4 Surveillances completed; 1 Quality Action Request open, 0 issued, 0 closed; JMA issued Stop Work for backfill. Work resumed based on RFI response from EMC and in-process Change Notice
- C0331 3 Quality Action Requests open, 0 issued, 0 closed
- C0351 2 Surveillances completed; 1 Quality Action Request open, 0 issued, 0 closed

Contract H0122 (Closed Circuit Television) advertised for rebid.



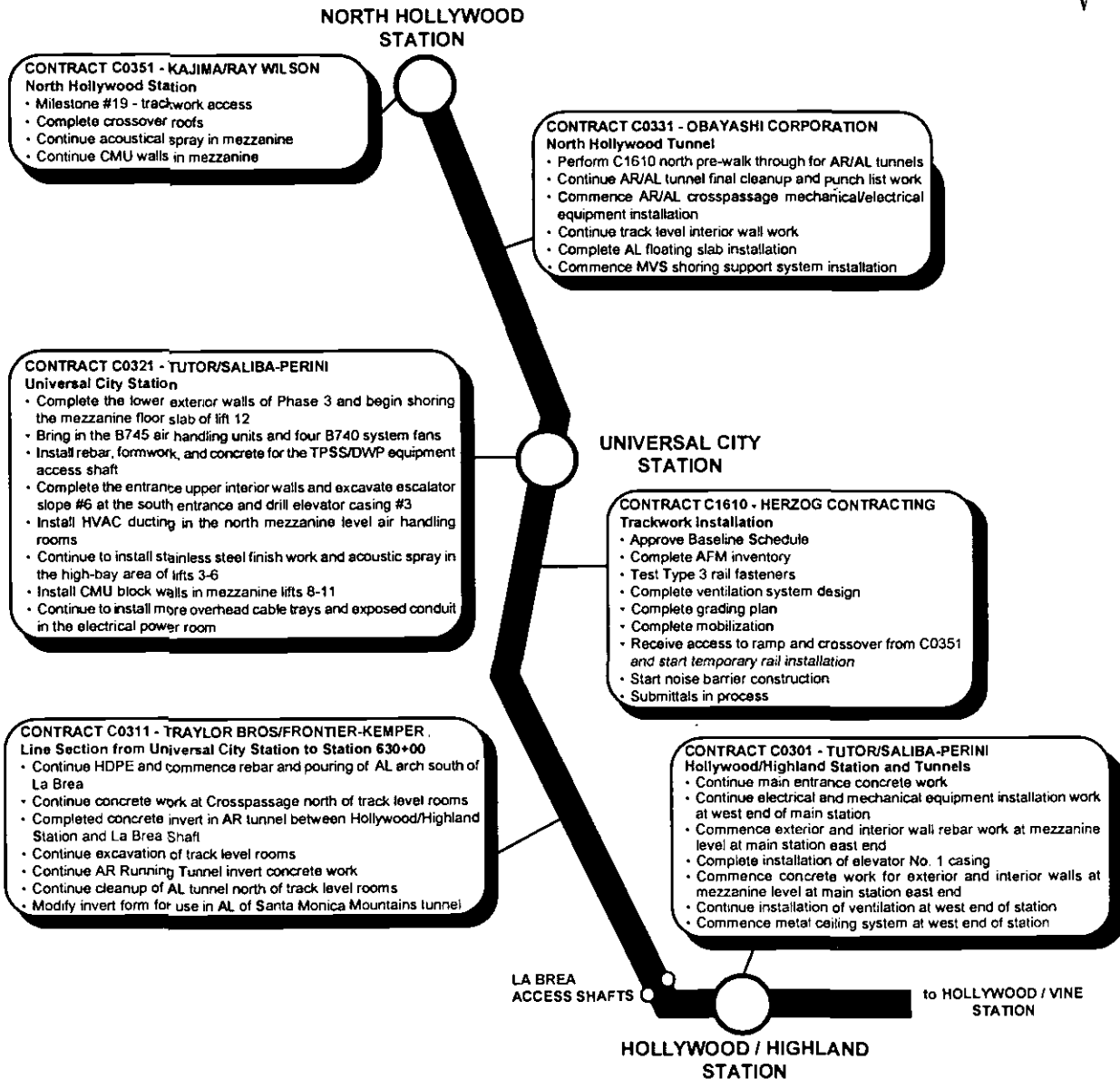
# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - January 30, 1998



### MAJOR ACTIVITIES - NEXT PERIOD



### SYSTEMWIDE ACTIVITIES

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

# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - January 30, 1998



### FINANCIAL STATUS

Budget / Forecast Variance (in millions)  
Original Scope Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	JANUARY CHANGE IN FORECAST
CONSTRUCTION	\$824.7	\$836.9	\$12.2	\$9.9
PROFESSIONAL SERVICES	300.8	327.6	26.8	0.0
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	32.9	(36.7)	(9.9)
PROJECT RESERVE	0.4	0.1	(0.2)	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	0.1
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	(0.1)
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 B740 (Ventilation Equipment Procurement) - Forecast increased \$0.7 million due to the re-evaluation of the contract contingency and the increase to current change notices in process.
- Contract C0301 (Hollywood/Highland Station) - Forecast increased \$0.2 million due to modifications and corrections necessary in the Sherwood Forest area and interim tunnel maintenance until C1610 takeover.
- Contract C0311 (Tunnels: UC Station to 630+00) - Forecast increased \$9.0 million due to the re-evaluation of the contract contingency and the increase to the current change notices in process.
- Project Contingency - Forecast decreased \$9.9 million due to the cumulative forecast increases.

#### Additional Locally Funded Activities (ALFA)

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

The Current Forecast carries \$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 to date are \$721.2 million.
- Total Original Scope and ALFA Commitments to date are \$1,030.3 million.

# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - January 30, 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 C0311 - TUNNELS UC STATION TO 630+00; INCLUDING PT AND VS**

Current Budget: \$162,000,000  
Forecast: \$178,980,015  
Variance: (\$16,980,015)  
% Variance: (10.5%)

Mitigation: The forecast increased over the Current Budget to cover costs for the addition of B251 work scope, tunnel liner transferred from C0301, additional grouting underneath the seasonal springs, reduced blasting and the addition of standard tunnel mining and liner in the seismic section. Project staff is mitigating these cost increases by evaluation of work scope reductions such as the deletion of the North/South crossovers.

**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: \$51,527,133  
Variance: \$5,476,133  
% Variance: 11.9%

Mitigation: The forecast variance of \$5.5 million is largely due to a number of contracts with significant changes in work scope and additional escalation costs including design updates, economic price adjustments and contract contingency adjustments.

**LINE ITEM 08 - TRACKWORK**

Current Budget: \$25,526,000  
Forecast: \$33,037,205  
Variance: \$7,511,205  
% Variance: 29.4%

Mitigation: Contract 1610, Trackwork Installation, is contributing \$7.4 million of the total variance of \$7.5 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. An additional \$0.9 million was added to this month's forecast for procurement of DF Type Rail Fasteners. 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.

**LINE ITEM 24 - PROJECT CONTINGENCY**

Current Budget: \$69,570,800  
Forecast: \$32,911,393  
Variance: (\$36,659,407)  
% Variance: (52.7%)

Mitigation: The forecast is \$36.7 million below the Current Budget as a result of transferring contingency to various Contracts and Professional Line items. The majority of this variance is due to covering the Agency cost. This month the variance increased \$10 million to cover increased costs for Contract C0311. No mitigation measures are required.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**

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

JANUARY 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 SOURCE \$	(F/B) %
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$881.037	\$544.830	\$346.998	\$544.830	100%	\$328.548	60%	\$291.388	53%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$88.749	\$136.207	100%	\$82.136	60%	\$72.847	53%
FED ISTEA STP (STATE)	\$0.000	\$50.000	\$50.000	\$50.000	100%	\$50.000	100%	\$50.000	100%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$70.540	\$53.037	\$53.037	75%	\$53.037	75%	\$53.037	75%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.139	\$6.871	\$6.871	75%	\$6.871	75%	\$6.871	75%
SB 1995 TRUST FUND	\$53.000	\$68.912	\$68.912 (2)	\$68.912	100%	\$66.686	97%	\$66.686	97%
STATE SHA/ARTICLE XIX	\$115.000	\$45.855	\$20.855	\$20.855	45%	\$20.855	45%	\$20.855	45%
STATE PROP 116	\$0.000	\$25.000	\$25.000	\$25.000	100%	\$25.000	100%	\$25.000	100%
STATE TSM Match	\$0.000	\$11.360	\$10.537	\$10.537	93%	\$10.537	93%	\$10.537	93%
STATE CTIP	\$0.000	\$207.097	\$0.000	\$15.665	8%	\$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	\$38.336	\$31.263	\$40.420	105%	\$22.016	57%	\$27.202	71%
BENEFIT ASSESS. DISTRICT	\$17.100	\$13.500	\$0	\$0	0%	\$0	0%	\$0	0%
<b>TOTAL</b>	<b>\$1,310.822</b>	<b>\$1,310.822</b>	<b>\$755.668 (4)</b>	<b>\$1,027.780</b>	<b>78%</b>	<b>\$721.130</b>	<b>55%</b>	<b>\$679.869</b>	<b>52%</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. Allocation by funding source based on Nov 97 draft funding plan.

(2) Funds available have been reduced by \$6.1M 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.

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1997.



# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - January 30, 1998

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

JANUARY 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 SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$408.182	\$635.124	56%	\$389.730	34%	\$352.572	31%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$102.045	\$158.780	56%	\$97.432	34%	\$88.143	31%
FED ISTEA STP (STATE)	\$25.000	\$75.000	\$75.000	\$50.000	67%	\$50.000	67%	\$50.000	67%
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$133.953	\$71.998	\$54.292	41%	\$54.292	41%	\$54.292	41%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.355	\$9.328	\$7.034	41%	\$7.034	41%	\$7.034	41%
SB 1995 TRUST FUND	\$53.000	\$68.912	\$68.912	\$68.912	100%	\$68.686	97%	\$68.686	97%
STATE SHA/ARTICLE XIX	\$165.000	\$85.855	\$20.855	\$20.855	24%	\$20.855	24%	\$20.855	24%
STATE PROP 118	\$87.300	\$40.000	\$25.000	\$25.000	63%	\$25.000	63%	\$25.000	63%
STATE FLEXIBLE CONGESTION RELIEF	\$26.000	\$50.000	\$0.000	\$0.000		\$0.000		\$0.000	
STATE TSM Match	\$11.142	\$14.695	\$10.537	\$10.537	72%	\$10.537	72%	\$10.537	72%
STATE CTIP	\$0.000	\$207.097	\$0.000	\$15.665	8%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$136.244	\$163.490	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$756.405	\$79.458	\$108.621	14%	\$68.524	9%	\$73.710	10%
BENEF ASSESS. DISTRICT	\$17.100	\$13.500	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$2,781.086	\$3,042.752	\$926.761	\$1,210.266	40%	\$845.536	28%	\$804.275	26%
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%
TOTAL	\$0.000	\$2.720	\$0.613	\$2.473	91%	\$0.067	2%	\$0.003	0%

(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 - January 30, 1998**



**FINANCIAL STATUS**

**Metro Red Line Segment 3 Project**  
**Funds by Source Analysis**

**STATUS OF FUNDS ANTICIPATED**

<b>FTA SECTION 3</b>	MTA submitted a grant application to the FTA on December 13, 1996, for \$69,511,602. Funds are planned to be allocated entirely against the North Hollywood Extension Project. Grant was awarded on December 30, 1997 and funds are available for drawdown.
<b>FTA SECTION 9 FED ISTE/CMAQ</b>	MTA submitted a grant application to the FTA on December 23, 1996 for \$40,000,000. (This included \$20 million of FY 96 funds and \$20 million of FY 97 funds.) Grant award was approved on August 27, 1997 for FY 96 \$20 million funds only. Funds will not be available for drawdown until FTA approves the MTA Rail Recovery Plan.
<b>FTA SECTION 9 FED ISTE/STP</b>	The State allocated \$75 million at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. MTA submitted a grant application to the FTA on December 23, 1996 for \$75 million. Grant award was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25 million allocated to the Eastside Project. These funds will be available for drawdown only when FTA approves the MTA Rail Recovery Plan.
<b>STATE PROP 116</b>	MTA submitted on April 8, 1997 a grant application and an allocation request to the California Transportation Commission for \$15 million of Prop 116 Rail Bond Funds. Funds will 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.
<b>STATE SHA</b>	MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>CITY OF LA</b>	A fund transfer agreement has been executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.4 million is available for drawdown.
<b>BENEFIT ASSESSMENT</b>	No funds are expected to be available until Fiscal Year 2003.

# METRO RED LINE - Segment 3 North Hollywood

## Monthly Project Status Report

### Period Ending - January 30, 1998

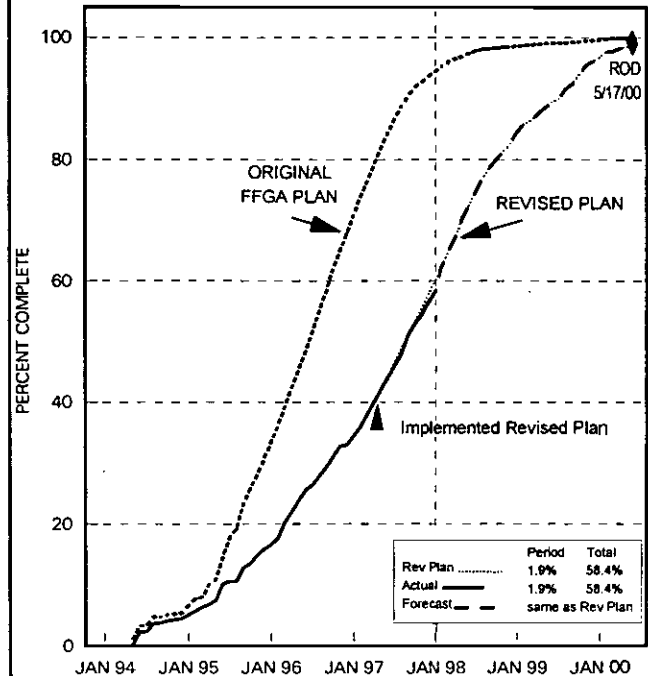


## SCHEDULE STATUS

### Schedule

		Change from Last Month
Current ROD	July 10, 2000	+29 w.d.
Design Progress	93.2%	+0.1
Construction Progress (estimated)	58.4%	+1.9
Critical Path Float (in working days)	-36	-29

### Construction Progress



### Current Critical Path Analysis

The January 1998 Project Master Schedule shows the project 36 working days behind schedule. Forecast completion date is July 10, 2000 versus a planned May 17, 2000. Last month the C0311 crossovers excavation and concrete activities durations were revised to incorporate the new design. To evaluate the highest exposure to the program, these durations were revisited this month and changed to reflect the contractor's proposed durations. In addition, activities for application of formation grouting in the crossovers area per MTA consent decree were included in this update.

Mitigation options for C0311 currently under review include deletion of the crossover. The option providing early access to trackwork south of La Brea Shaft is also being reviewed.

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 January 1998 is 58.4% complete.

Contract C0301 (Hollywood/Highland Station) remains behind contract schedule. The total forecast delay for station completion is 210 workdays which includes CN-63 impacts. After mitigation, delays are 166 workdays. Contractor proceeded with two of the acceleration options and partially mitigated its own delays on the west end of the station. All but one interim milestone date is negotiated with the contractor. The Change Order to formalize the new agreed dates is currently being prepared. No impact to ROD.

Contract C0311 (North Hollywood Tunnel) 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 1,412 feet are now poured in the AR tunnel. Invert is complete on both AR and AL tunnels south of La Brea Shaft. TLR excavation is approximately 20% complete. Cleanup of AL tunnel continues. Mitigation options for the C0311 schedule for track level rooms and crossover deletion and an early access to trackwork south of the La Brea Shaft are currently being reviewed. A Change Notice for a 6-day work week for the TLR excavation was issued to the contractor.

Contract C0321 (Universal City Station) is 9 workdays 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. Rebar, embeds, formwork and concrete placement for Phase 3 inverts lifts 12-15 were completed. The contractor is progressing with Phase 2 work and the main entrance to increase the overall field efficiency. This work is being done concurrently with the north mezzanine activities in lifts 1-3. Electrical and mechanical equipment are now being installed in the north area of the station. To date, 48,000 cy of structural concrete out of 62,000 cy have been placed. There is no impact to ROD.

Contract C0331 (North Hollywood Tunnel) 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.

Contract C0351 (North Hollywood Station) contractor continues working a combination of three shifts operation and Saturday work and trackwork access dates are on target. Walk through the first area to be delivered to trackwork was done and an access requirement list is being prepared.

Contract C1610 (Trackwork Installation) contractor's baseline schedule was submitted and is currently under review. C0351 access to trackwork of the ramp and crossover areas are on schedule and expected to be in February 1998.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - January 30, 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.

**1995 National Average  
Project Rate**

**N/A**

**Lost Time Rate (Frequency)**

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

**1995 National Average  
Project Rate**

**N/A**

**Construction Safety Summary**

The January Construction Safety Statistics and Construction Safety Summary are not available this period.



**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**MANAGEMENT ISSUES**

**NEW**

*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.

**NEW**

*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**

CM consultant is preparing a recommendation along with a cost/benefit analysis.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**MANAGEMENT ISSUES**

**NEW**

*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 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 is in progress. CM Consultant is preparing a recommendation along with a cost/benefit analysis. Alternatives are under consideration, including the Agency completing some of contractor's work scope in case contractor leaves the job.

**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.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**MANAGEMENT ISSUES**

**ONGOING**

*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**

Discussions are ongoing to delete these crossovers to mitigate cost and schedule impacts of the revised crossovers. Recommendations will be going to the February MTA Board to delete these crossovers for a significant schedule improvement and cost saving. In the event that the MTA Board does not approve the deletion of the crossovers, negotiations will continue with the contractor for the relocation and design change of the crossovers.

**ONGOING**

*Item (Date initiated: February 1996)*

MTA Board Motion Dated January 24, 1996

**Concern/Impact**

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

**Status/Action**

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

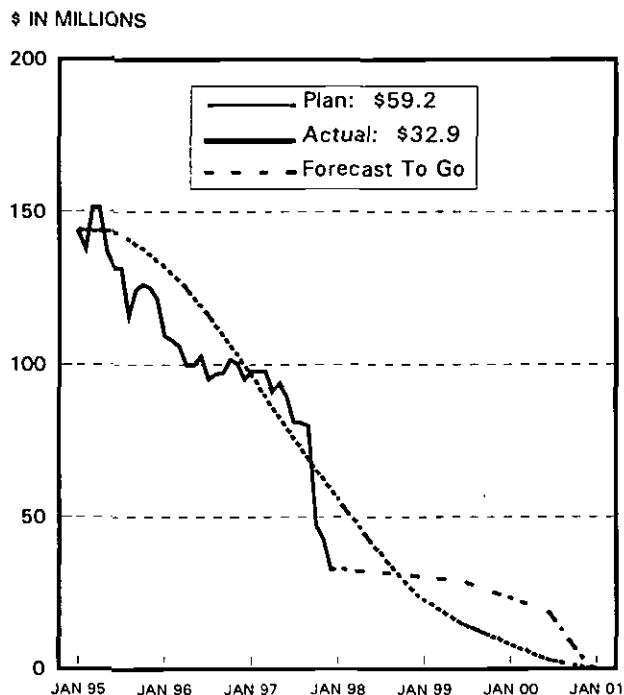
The hydrogeological study has commenced to assess the long-term impact of the tunnels on the ground water regime and to ascertain if additional protective measures are needed. The Stage I study was submitted on January 26, 1998, and is in review. A Design Change Notice has been prepared to omit weepholes in the tunnel liner beneath Runyon Canyon Park.

**METRO RED LINE - Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**COST STATUS**

**Contingency Status**



**Contingency Status Analysis**

**January 1998 Period Status**

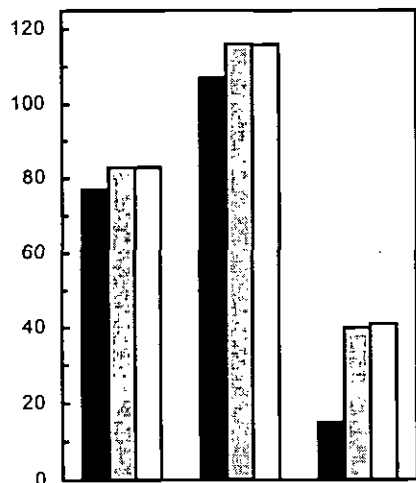
The Contingency Forecast decreased \$9.9 million this period to offset a net increase of \$9.9 million in the Construction Element.

**Cumulative Contingency Status**

The variance of \$26.3 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	■	77	107	15
Forecast	□	83	116	40
Budget	□	83	116	41

**Professional Services Cost Analysis**

The EMC current authorization increased by \$2 million due to change notices processed over the past three months.

The Construction Management current authorization decreased by \$1 million due to an adjustment in the database to reflect a correction to CN #401.00 - C0331 Claims Team.

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.

# **METRO RED LINE SEGMENT 3**

## **MID-CITY EXTENSION**

### **EXECUTIVE SUMMARY**

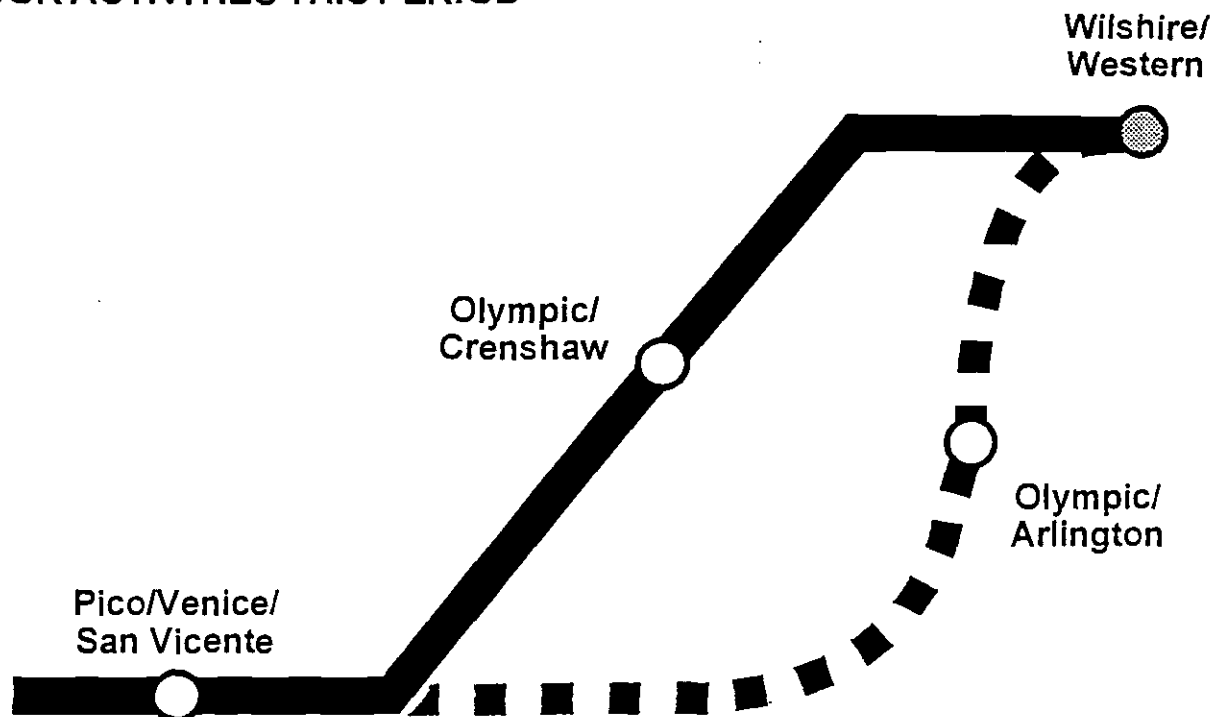
# METRO RED LINE - Segment 3 / Mid-City Extension

## Summary Status Report

Period Ending - January 30, 1998



### MAJOR ACTIVITIES THIS PERIOD



### SYSTEMWIDE ACTIVITIES

- Current MTA Capital Project cash flow projections resulted in an MTA Board action this period to suspend Mid-City planning and construction.
- A Demobilization Plan was developed; Mid-City work is suspended except for completion of the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) and MTA community outreach efforts. These efforts will continue if the FTA provides comments and the go-ahead to release the SEIS/SEIR.

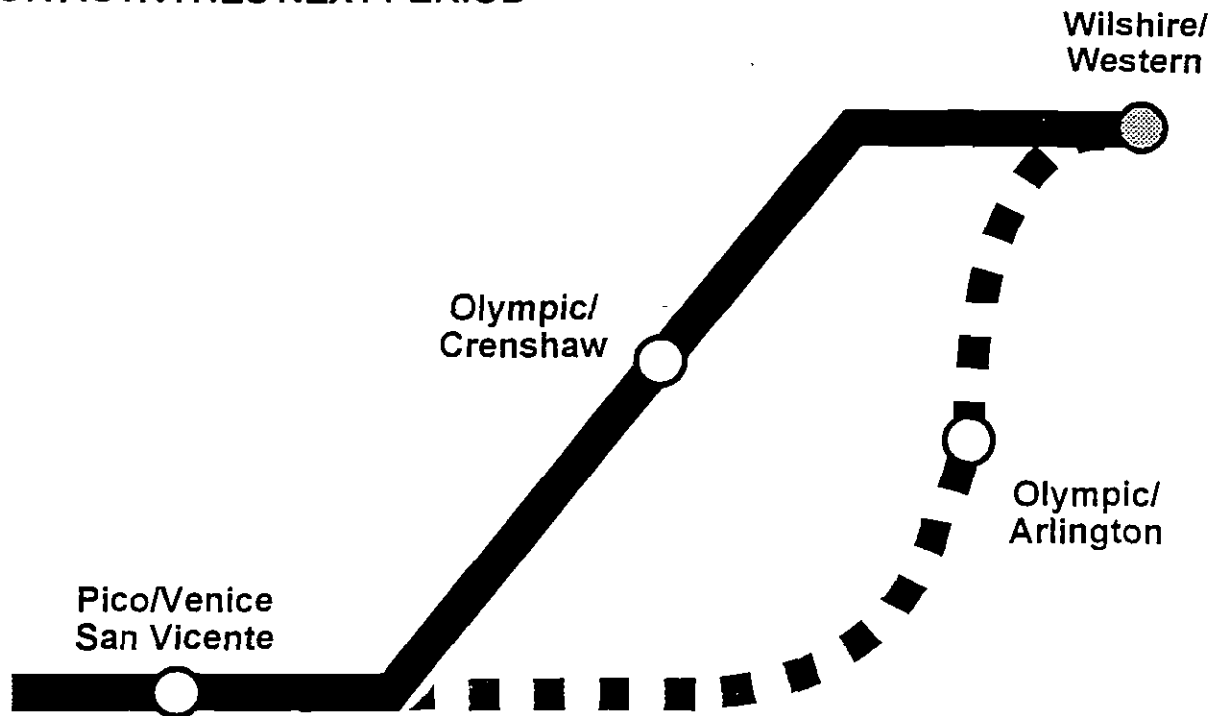
# METRO RED LINE - Segment 3 / Mid-City Extension

## Summary Status Report

Period Ending - January 30, 1998



### MAJOR ACTIVITIES NEXT PERIOD



### SYSTEMWIDE ACTIVITIES

- The Mid-City Demobilization Plan will be implemented.
- The SEIS/SEIR process and community outreach efforts will remain on hold pending receipt of comments/direction from the FTA.

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

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

**Additional Locally Funded Activities**

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

**Budget/Forecast Variance Analysis**

The Mid-City Project was suspended by MTA Board action in January 1998. At the time of suspension, the Budget was based on the original Project alignment and a July 1999 ROD; and the Forecast was based on the Wilton/Arlington underground alignment and the July 2009 ROD contained in the Rail Recovery Plan. (Although a revision to the Rail Recovery Plan resulting in a July 2008 ROD was approved by the MTA Board in May 1997, this revision was not incorporated into the forecast since it was conditional on receipt of ISTEAF funding.)

At the time of Project suspension, Commitments to date were \$14.2M and Expenditures to date were \$12.9M. These costs are primarily associated with engineering management services, project administration, and environmental engineering services.



**FINANCIAL DETAIL**  
**METRO RED LINE - SEGMENT 3 PROJECT TOTAL**

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

SOURCE	(A)	(B)	(C)	(D) (D/B)		(E)	(E/B)	(F)	(F/B)
	ORIGINAL	TOTAL	TOTAL	COMMITMENTS		EXPENDITURES		BILLED	
	BUDGET	FUNDS	FUNDS	\$	%	\$	%	TO SOURCE	
		ANTICIPATED (1)	AVAILABLE					\$	%
<b>ORIGINAL SCOPE:</b>									
FTA - SECTION 3	\$1,317,912	\$1,133,192	\$408,182	\$635,124	56%	\$389,730	34%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	98,578	283,298	102,045	158,780	56%	97,432	34%	88,143	31%
FED ISTE A STP (STATE)	25,000	75,000	75,000	50,000	67%	50,000	67%	50,000	67%
FED ISTE A STP/CMAQ (REGIONAL)	156,617	133,953	71,998	54,292	41%	54,292	41%	54,292	41%
FED ISTE A RSTP DEFERRED LOCAL SHARE	9,875	17,355	9,328	7,034	41%	7,034	41%	7,034	41%
SB 1995 TRUST FUND	53,000	68,912	68,912	68,912	100%	66,686	97%	66,686	97%
STATE ARTICLE XIX	165,000	85,855	20,855	20,855	24%	20,855	24%	20,855	24%
STATE PROP 116	87,300	40,000	25,000	25,000	63%	25,000	63%	25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000	0	0		0		0	
STATE TSM MATCH	11,142	14,695	10,537	10,537	72%	10,537	72%	10,537	72%
STATE CTIP	0	207,097	0	15,665		0		0	
CITY OF LOS ANGELES	136,244	163,490	55,446	55,446	34%	55,446	34%	55,446	34%
PROP C	677,318	756,405	79,458	108,621	14%	68,524	9%	73,710	10%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
<b>TOTAL</b>	<b>\$2,781,086</b>	<b>\$3,042,752</b>	<b>\$926,761</b>	<b>\$1,210,266</b>	<b>40%</b>	<b>\$845,536</b>	<b>28%</b>	<b>\$804,275</b>	<b>26%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$1,396	57%	\$64	3%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,077	378%	3	1%	3	1%
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$613</b>	<b>\$2,473</b>	<b>91%</b>	<b>\$67</b>	<b>2%</b>	<b>\$3</b>	<b>0%</b>

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

NOTE: Expenditures are cumulative through December 1997.

ES-4

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METRO RED LINE SEGMENT 3 / MID-CITY EXTENSION

JANUARY 1998

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

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENT		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
FTA - SECTION 3	\$242,563	\$194,050	\$4,107	\$4,107	2%	\$4,107	2%	\$4,107	2%
FTA - SECTION 3 DEFERRED LOCAL SHARE		48,513	1,027	1,027	2%	1,027	2%	1,027	2%
FED ISTEA STP (STATE)									
FED ISTEA STP/CMAQ (REGIONAL)	55,400	18,060	1,255	1,255	7%	1,255	7%	1,255	7%
FED ISTEA RSTP DEFERRED LOCAL SHARE		2,340	163	163	7%	163	7%	163	7%
STATE ARTICLE XIX		40,000							
STATE PROP 116	72,300								
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000							
STATE TSM MATCH		2,643							
CITY OF LOS ANGELES	34,400								
PROP C	60,000	327,126	8,067	7,607	2%	6,380	2%	6,380	2%
<b>TOTAL</b>	<b>\$490,663</b>	<b>\$682,732</b>	<b>\$14,619</b>	<b>\$14,159</b>	<b>2%</b>	<b>\$12,932</b>	<b>2%</b>	<b>\$12,932</b>	<b>2%</b>

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

NOTE: Expenditures are cumulative through December 1997.

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

<b>FTA Section 3</b>	A Grant Application was submitted to the FTA on December 13, 1996 for \$69.5M. Funds are planned to be allocated entirely against the North Hollywood Extension Project. Grant award was December 30, 1997 and funds are available for drawdown.
<b>FTA Section 9 FED ISTE/CMAQ</b>	A Grant Application for \$40.0M was submitted to the FTA on December 23, 1996. (This includes \$20.0M of FY 96 funds & \$20.0M in FY 97 funds.) Grant award was approved in August 1997 for FY 96 funds only. Funds will not be available for drawdown until FTA approves the MTA Restructuring Plan.
<b>FTA Section 9 FED ISTE/STP</b>	The state allocated \$75.0M at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. A Grant Application was submitted to the FTA on December 23, 1996; the Grant award was approved in August 1997. Funds are now available for drawdown with the exception of \$25.0M allocated to the Eastern Extension Project. These funds will be available for drawdown only when FTA approves the MTA Restructuring Plan.
<b>State Prop. 116</b>	MTA submitted a Grant Application and an Allocation Request in April 1997 to the California Transportation Commission (CTC) for \$15.0M of Proposition 116 Rail Bond Funds. Funds will be allocated against the North Hollywood Project instead of the Eastern Extension Project. MTA requested the CTC take action to transfer the funds. Fund allocation is expected in March 1998.
<b>State SHA</b>	MTA submitted an Allocation Request in June 1997 to the CTC for \$20.0M of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval is expected in February 1998.
<b>City of Los Angeles</b>	A Fund Transfer Agreement for \$200.0M was executed in July 1997. The first installment, totaling \$55.4M, is available for drawdown.
<b>Benefit Assessment</b>	No funds are expected to be available until FY 2003.

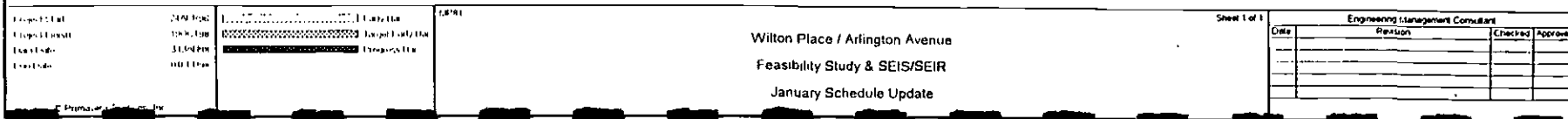
**SCHEDULE STATUS**

<b>SCHEDULE</b>			<b>SCHEDULE ANALYSIS</b>	
		Change From Last Month		
Current ROD	July 22, 2008	None	<p>At the time of Project suspension, the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document preparation addressing the Wilton/Arlington &amp; Crenshaw alignment alternatives was on the critical path for the overall Mid-City Project. The completion of the FTA draft document review had been deferred, pending MTA Board decision on the viability of the Project. Therefore, the planned August 1997 date for selection of the Locally Preferred Alternative (LPA) had slipped to May 1998 and the Project Adoption and Record of decision milestones had also slipped accordingly.</p> <p>The Schedule on page ES-8 depicts the Project status as of the suspension date. No further updates to the Project schedule will be made; a new schedule will be developed when and if the Project becomes viable.</p>	
Design Progress	0%	None		
Construction Progress	0%	None		
Critical Path Float	N/A	None		

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## CONSTRUCTION SAFETY

- There is no construction activity at this time.

## MANAGEMENT ISSUES

- ONGOING

*Item*

Agency Cost Overrun (initiated 5/97)

*Concern/Impact*

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

*Status/Action*

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

- CLOSED

*Item*

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

*Concern/Impact*

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

*Status/Action*

Since the Mid-City Project has been suspended by MTA Board action, the cost and schedule baseline will be re-defined when and if the Project is again viable.

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

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

***Concern/Impact***

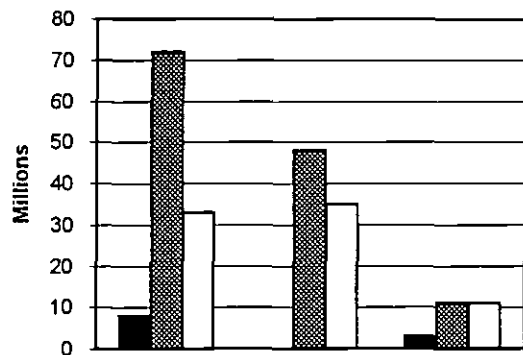
The Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document preparation will not be completed as scheduled and the Board was unable to formally select the preferred alignment and configuration alternative in August 1997, as planned. This also has impacted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

***Status/Action***

Since the Mid-City Project was suspended in January 1998, the entire schedule will be re-evaluated when and if the Project is again viable.

**COST STATUS****Consultant Cost Status****Professional Service Contracts**

Dollars in Millions



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

**Professional Services Cost Analysis**

There were no changes to Professional Service Contract values in January. The Forecast information on the chart reflects data contained in the Rail Recovery Plan. The Budget and Forecast information will be finalized when and if the Project is included in the MTA Capital Project Work Plan, preliminary engineering is completed, and the Project is adopted.

**DATA SOURCE:**

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

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# **METRO RED LINE SEGMENT 3**

## **EAST SIDE EXTENSION**

### **EXECUTIVE SUMMARY**

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**MAJOR ACTIVITIES THIS PERIOD**

**C0502**

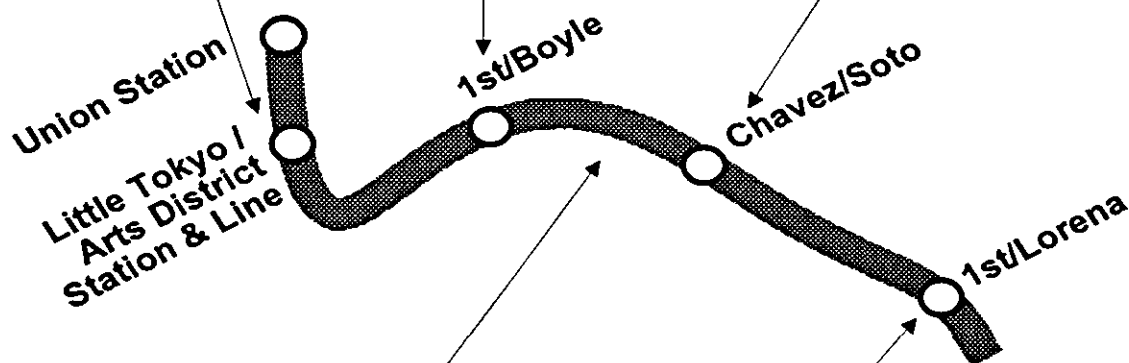
**LITTLE TOKYO / ARTS DISTRICT STATION and LINE SECTION**  
EMC's design effort resumed on the CCNs related to contract C0502 and C0541. EMC continued review of contract specifications for General Conditions and Special Provisions. EMC participated in reviews of grouting specifications with MTA and Fluor Daniel. The Section Designer completed all Change Order work and has issued revised Camera Ready drawings.

**C0521**

**1st / BOYLE STATION**  
Section designer submitted solicitation level, signed and sealed drawings and specification calculations. EMC submitted solicitation level set to MTA.

**C0531**

**CHAVEZ / SOTO STATION**  
The section designer incorporated final design comments from pre-solicitation level set of drawings.



**C0502 (Formerly C0541)**

**1st / BOYLE to 1st / LORENA LINE SECTION**  
MTA issued final two CCNs at the end of December allowing work to resume on the combination of the C0502/C0541 tunnel contracts.

**C0551**

**1st / LORENA STATION**  
Completed negotiations for CCN #675B TBM Removal Shaft.

**SYSTEMWIDE ACTIVITIES**

Environmental assessments and remediation for parcels that require demolition under C0538 continue and 5 of 17 parcel demolitions have been completed to date. Environmental remediation for these parcels continued. The supplemental gas investigation continued. EMC distributed the Pre-Final Design Submittal for Contract C0595 on January 12, 1998. MTA and EMC reviewing, responding to and incorporating design review comments from the P0650 Final Design Submittal. Contracts C2610, P1614, and P1616 remain on hold. EMC submitted a revised CSP the end of January for CCN #574, to allow University of Illinois to continue evaluation of gasketed precast concrete segments.

**MTA Public Affairs:**

Cleaning & Security program activities continued. Began preparation of demobilization fact sheet for distribution to merchants along the station sites and for use throughout other East Side related meetings. The Review Advisory Committee (RAC) met with Julian Burke on January 21, 1998, to discuss the suspension of the East Side. Finalized language for contract inclusion of special provisions for community events along the alignment. Completed the publication and distribution of FONSI Notices to elected officials, affected community and organizations. Discussions with Cultural Affairs and other city entities, regarding the continuance of Mariachi Station design continued.

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**ACTIVITIES PLANNED FOR NEXT PERIOD**

**C0502**

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

The EMC will continue the design effort related to all CCNs and begin design quality control activities. EMC to continue assisting the MTA with the design of the Ramirez Flyover under CCN #595. EMC will work with Fluor Daniel on constructability and claims avoidance tasks.

**C0521**

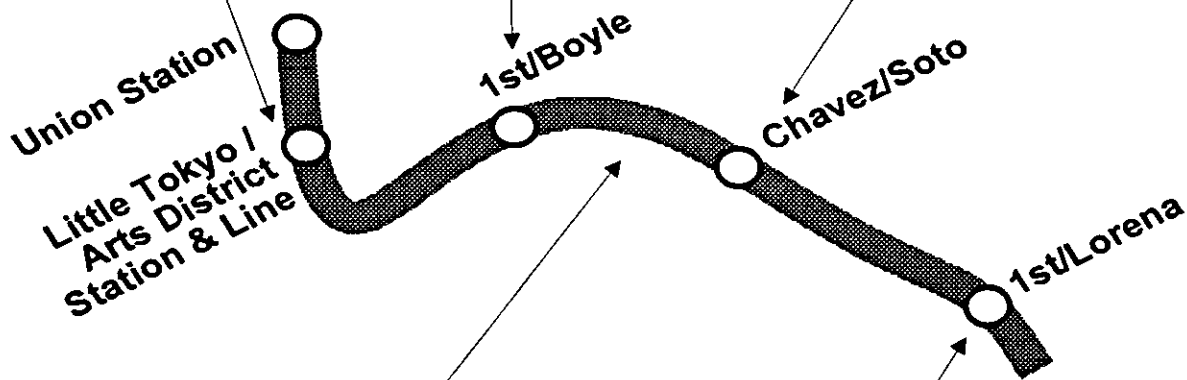
**1st / BOYLE STATION**

The Section designer is scheduled to complete drawings for the C0502 contract under CCN #670A. Negotiate and begin effort on CCN #683 Deletion of the Smoke Exhaust System pending receipt of NTP. MTA and EMC to negotiate CCN #659.01 for the Seismic Revisions.

**C0531**

**CHAVEZ / SOTO STATION**

The Section Designer is scheduled to plot full size Camera Ready drawings in February.



**C0502 (Formerly C0541)**

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

EMC to continue work on combining C0502/C0541 tunnels. EMC is awaiting MTA's authorization to begin work on CCN #676 Field work for fault studies at Cummings Street, to determine length of steel tunnel lining.

**C0551**

**1st / LORENA STATION**

Design work will begin on the following CCNs, pending receipt of NTP: (1) CCN #675B Construction of a TBM Removal Shaft, (2) CCN #662 C0551 Preliminary Analysis Seismic Redesign, and (3) CCN #683 Deletion of the Smoke Exhaust System.

**SYSTEMWIDE ACTIVITIES**

EMC will continue working towards the C0595 Final design submittal, scheduled for February 9th. Work progressing on Contract P0650 towards the Camera Ready submittal in mid April. Demolition of parcels under C0538, Phase I Demolition, will continue. Environmental assessments and remediations will continue. Contracts C2610, P1614, and P1616 remain on hold. CCN #574, University of Illinois awaiting approval of change order to continue the program testing tunnel segments.

**MTA Public Affairs:**

Monthly Review Advisory Committee (RAC) meeting scheduled for 2/18/98 at the Boyle Heights Senior Citizen Center. Stevenson Middle School presentation is scheduled for 2/18/98. Communication with residents and businesses affected by the demobilization will continue.

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**FINANCIAL STATUS**

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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	JANUARY CHANGE IN FORECAST
Construction	\$650.2	\$654.2	\$4.0	(\$8.6)
Professional Services	\$255.5	\$302.6	\$47.1	\$5.8
Real Estate	\$34.8	\$36.6	\$1.8	(\$0.0)
Utility/Force Account	\$23.9	\$23.9	\$0.0	\$0.0
Special Programs	\$0.0	\$0.0	\$0.0	\$0.0
Contingency	\$84.8	\$81.1	(\$3.6)	\$2.9
Project Revenue	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Project</b>	<b>\$1049.2</b>	<b>\$1098.4</b>	<b>\$49.2</b>	<b>(\$0.0)</b>

***Other Locally Funded Activities***

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

***Budget/Forecast Variance Analysis***

In January 1997, the MTA Board adopted a revised schedule that moved the East Side Extension's Revenue Operation Date (R.O.D) to November 2004, and changed the current budget and forecast to \$1,049.2M. In May 1997, the R.O.D. was moved forward to May 2004. In October 1997, the project forecast increased to \$1,106M due to an increase of \$49.2M in the Agency Cost forecast. On January 14, 1998, the MTA Board approved the recommendation made by the MTA's CEO, to suspend the East Side project for a period of at least six months and implemented a demobilization plan.

In January, there was no change in the project's budget or forecast. However, contingency increased by \$2.9M due to 4 new trends (see page ES-14). Commitments increased by \$10.7M primarily due to an increase in the amount of \$8.2M for MTA administration, for periods previously not reported. Other increases in commitments include Fluor Daniel, contract PM021, in the amount of \$1.2M and EMC, contract E0070, in the amount of \$.741M. Expenditures increased by \$2.2M.

Total Expenditures To Date: \$111.5 million  
 Total Commitments To Date: \$168.3 million

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

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**FINANCIAL STATUS**

**CONTRACT / ITEM VARIANCE REPORT**

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

No items to report this period.

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

**Line Item 19 - Project Administration**

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

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

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

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

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

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**



**FINANCIAL STATUS**

***CONTRACT / ITEM VARIANCE REPORT***

**Line Item 24 - Project Contingency**

Current Plan	\$72,053,000
Forecast	\$81,125,000
Variance	\$9,072,000
% Variance	12.6%

The contingency forecast is greater than the plan due to the implementation of \$24.9M in cost mitigation measures over the past several months. In January, the deletion of the fabricated steel liner at C0502 resulted in a \$2.9M increase to the contingency forecast.

Although the Board approved the suspension of the East Side project on January 14, 1998, the Project Team will continue to investigate value engineering/cost reduction opportunities during the demobilization period and will implement those that are possible and practical. Since the project currently has more contingency than planned at this stage of the project, the variance is not a concern. However, the overall amount of contingency is still a concern and is discussed more fully on page ES-13.

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

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

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

**METRO RED LINE - Segment 3 East Side**  
**Monthly Project Status Report**  
**Period Ending - January 30, 1998**

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

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED <sup>(1)</sup>	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA - SECTION 3	\$1,317,912	\$1,133,192	\$408,182	\$635,124	56%	\$389,730	34%	\$352,572	31%
FTA - SECTION 3 DEFERRED LOCAL SHARE	98,578	283,298	102,045	158,780	56%	97,432	34%	88,143	31%
FED ISTE A STP (STATE)	25,000	75,000	75,000	50,000	67%	50,000	67%	50,000	67%
FED ISTE A STP/CMAQ (REGIONAL)	156,617	133,953	71,998	54,292	41%	54,292	41%	54,292	41%
FED ISTE A RSTP DEFERRED LOCAL SHARE	9,875	17,355	9,328	7,034	41%	7,034	41%	7,034	41%
SB 1995 TRUST FUND	53,000	68,912	68,912	68,912	100%	66,686	97%	66,686	97%
STATE SHA/ARTICLE XIX	165,000	85,855	20,855	20,855	24%	20,855	24%	20,855	24%
STATE PROP 116	87,300	40,000	25,000	25,000	63%	25,000	63%	25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000	0	0		0		0	
STATE TSM MATCH	11,142	14,695	10,537	10,537	72%	10,537	72%	10,537	72%
STATE CTIP	0	207,097	0	15,665	8%	0		0	
CITY OF LOS ANGELES	136,244	90,046	55,446	55,446	62%	55,446	62%	55,446	62%
PROP C	677,318	829,849	79,458	108,621	13%	68,524	8%	73,710	9%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
<b>TOTAL</b>	<b>\$2,781,086</b>	<b>\$3,042,752</b>	<b>\$926,761</b>	<b>\$1,210,266</b>	<b>40%</b>	<b>\$845,536</b>	<b>28%</b>	<b>\$804,275</b>	<b>26%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$1,396	57%	\$64	3%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,077	378%	3	1%	3	1%
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$613</b>	<b>\$2,473</b>	<b>91%</b>	<b>\$67</b>	<b>2%</b>	<b>\$3</b>	<b>0%</b>

NOTE: Expenditures are cumulative through December 1997.

(1) Based on Current Budget



**METRO RED LINE - Segment 3 East Side**  
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**FINANCIAL STATUS**  
**METRO RED LINE - SEGMENT 3 / EAST SIDE EXTENSION**

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED <sup>(1)</sup>	(C) TOTAL FUNDS AVAILABLE	(D) (D/B)		(E) (E/B)		(F) (F/B) BILLED TO SOURCE	
				COMMITMENTS		EXPENDITURES <sup>(2)</sup>			
				\$	%	\$	%	\$	%
FTA - SECTION 3	\$394,312	\$394,312	\$57,077	\$86,187	22%	\$57,077	14%	\$57,077	14%
FTA - SECTION 3 DEFERRED LOCAL SHAR	98,578	98,578	14,269	21,546	22%	14,269	14%	14,269	14%
FED ISTEA STP (STATE)	25,000	25,000	25,000	0	0%	0	0%	0	0%
FED ISTEA STP/CMAQ (REGIONAL)	76,217	45,353	17,706	0	0%	0	0%	0	0%
FED ISTEA RSTP DEFERRED LOCAL SHAR	9,875	5,876	2,294	0	0%	0	0%	0	0%
STATE SHA/ARTICLE XIX	50,000	0	0	0	0%	0	0%	0	0%
STATE PROP 116	15,000	15,000	0	0	0%	0	0%	0	0%
STATE FLEXIBLE CONGESTION RELIEF	0	0	0	0	0%	0	0%	0	0%
STATE TSM MATCH	11,142	692	0	0	0%	0	0%	0	0%
CITY OF LOS ANGELES	344	73,444 <sup>(3)</sup>	0	0	0%	0	0%	0	0%
PROP C	299,133	390,943	40,128	60,594	15%	40,128	10%	40,128	10%
<b>TOTAL</b>	<b>\$979,601</b>	<b>\$1,049,198</b>	<b>\$156,474</b>	<b>\$168,327</b>	<b>16%</b>	<b>\$111,474</b>	<b>11%</b>	<b>\$111,474</b>	<b>11%</b>

NOTE: Expenditures are cumulative through December 1997.

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

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

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

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



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**FINANCIAL STATUS**

**FUNDS BY SOURCE ANALYSIS**

***Status of Funds Anticipated***

<b>FTA Section 3</b>	MTA submitted a grant application to the FTA on December 13, 1996, for \$69.5M. Funds are planned to be allocated entirely to the North Hollywood Extension Project. The grant was awarded on December 30, 1997 and funds are now available for drawdown.
<b>FTA Section 9 FED ISTE/CMAQ</b>	MTA submitted a Grant Application to the FTA on December 23, 1996, for \$40M, which includes \$20M of FY96 funds and \$20M of FY97 funds. Grant award was approved on August 27, 1997, for FY96 funds only. Funds will not be available for drawdown until FTA approves the MTA restructuring plan.
<b>FTA Section 9 FED ISTE/STP</b>	The state allocated \$75M at the May 1996 California Transportation Commission meeting. Those funds have been allocated as Federal STP funds. MTA submitted a grant application to the FTA on December 23, 1996. The Grant was awarded on August 27, 1997. Funds are now available for drawdown except for \$25M allocated to the East Side Project. These funds will be available after the FTA approves the MTA restructuring plan.
<b>State Prop 116</b>	MTA submitted a Grant Application and an Allocation Request to the California Transportation Commission on April 8, 1997, for \$15M of Prop 116 Rail Bond Funds. Funds will be allocated to the North Hollywood Extension instead of the East Side Extension. The MTA has requested the CTC to take action for transferring the funds. Funds are expected to be allocated in February 1998.
<b>State SHA</b>	MTA submitted an Allocation Request to the California Transportation Commission on June 27, 1997, for \$20M of State Highway Account (SHA) funds. Funds will be allocated to the East Side Extension Project. Approval is expected in February 1998.
<b>City of L.A.</b>	A fund transfer agreement was executed on July 24, 1997 in the amount of \$200M. The first installment totaling \$55.446M is available for drawdown.
<b>Benefit Assessment</b>	No funds are expected to be available until FY 2003.

# METRO RED LINE - Segment 3 East Side

## Monthly Project Status Report

### Period Ending - January 30, 1998

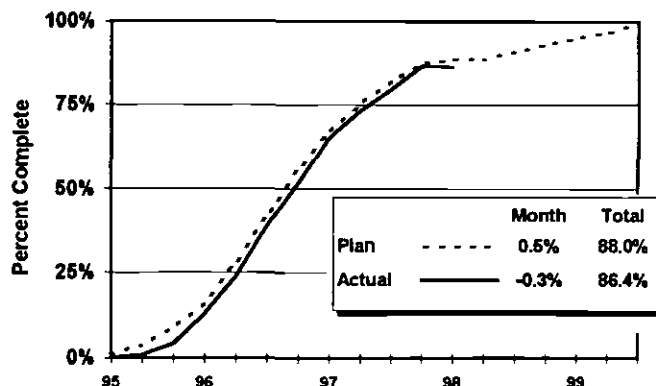


#### SCHEDULE STATUS

##### Schedule

		Change from Last Month
Current R.O.D.	May 2004	0 weeks
Final Design progress	86.4%	-0.3%
Construct. Progress	N/A	N/A
Critical Path Float	-295	-139

##### Design Progress



#### Current Critical Path Analysis

The FFGA ROD is November 2002. On January 14, 1998, the MTA Board approved the CEO's recommendation to suspend the project for a period of at least six months, and begin demobilization. The CEO will return to the Board within the next 6 months and report on feasible funding options for the remobilization of the project. This current Critical Path Analysis is based on the May 2004 ROD, approved by the MTA Board on June 4, 1997.

In efforts to reduce costs, a revised contract packaging strategy utilizing a combined C0502/C0541 single tunnel contractor has been initiated. This approach combines the existing C0502 and C0541 contract scopes and the excavation of the 1st/Boyle station into one tunneling contract with separate contracts for construction of 1st/Boyle station, for construction of Chavez/Soto station, and for excavation and construction of 1st/Lorena station.

The primary critical path includes engineering rework, bid/award, and execution of the combined C0502/C0541 contract, construction of the Chavez/Soto station box, trackwork installation, systems installation, testing, and pre-revenue operations to ROD. Funding for incorporation of changes into the design was approved in late December 1997 and design work started in early January 1998. The current forecast for completing this work is April 24, 1998. The project suspension of at least six months impacts on the bid process schedule and construction of C0502/C0541 combined contract. If the project were remobilized at the end of the six month period (July 1998 Board meeting) the forecast ROD would be March 2005, or 295 calendar days later than May 2004.

Another critical path includes the acquisition of key parcels at 1st/Boyle station. The tunnel boring machines will tunnel from Little Tokyo to the excavated 1st/Boyle site, skid through the excavated 1st/Boyle site, and then proceed on to the Chavez/Soto site. Parcels must be acquired, environmental cleanups performed, and structures demolished prior to excavating the 1st/Boyle site. The project suspension must be lifted in order to complete the procedures necessary to acquire these key parcels. This path currently has a negative 270 calendar days float.

#### Design Progress Analysis

The Plan curve reflects the design baseline schedule as adjusted to reflect the revisions in the Trackwork and Systems contracts, and as amended by approved changes.

The total value of the WACNs issued through January is \$1,999,723, bringing the final design cost baseline to 60,119,466. Ongoing work is limited to CWO 47, completion of Facilities Final Design. EMC is managing the PIP work under new CWO 47 to a budget of \$3.9M, approximately \$0.4M less than the \$4.3M authorized by the CWO. Amendment 1, a six-month time extension to CWO 47, was issued in November to allow EMC to complete all Facilities Final Design, CCNs, and Studies, supported by a core management team, while remaining within the original CWO budget.

Through January, overall final design is 86.4% complete versus a plan of 88.0%. Actual shows a small negative percentage for January due to a revision to the earning methodology for level-of-effort (LOE) activities. In the past, hours earned equaled hours scheduled. However, since LOE tasks were extended six months by Amendment 1 without a corresponding adjustment to the Baseline, that method was causing an over-statement of earned value. Percent complete for remaining LOE tasks is now being computed as a function of duration. The relatively flat plan curve for the first six months of 1998 is explained by the plan's reflection of the original CWO 47 schedule for PIP work, which was to be completed in December.

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**Construction Safety Statistics**

**Project-to-Date Rates**

Change from  
Last Month

**Recordable Injury Rate**

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

1995 National Average  
Project Rate

**Lost Time Rate (Frequency)**

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

1995 National Average  
Project Rate

**Construction Safety Summary**

Contract C0538, Demolition Phase I, is the only  
construction work currently in process for the project.

Safety information for the month of January was  
unavailable at time of publication.

**MANAGEMENT ISSUES**

**NEW**

**Item** [Initiated January 1998]

**Project Suspension**

**Concern/Impact**

On January 14, 1998, the MTA Board voted to suspend the East Side Extension Project for a period of at least six months. During the suspension period, final design of facilities is to be completed and demolition of owned real estate parcels and those in the process of being acquired is to continue and the project is to be demobilized. This action will delay the project's Revenue Operations Date (R.O.D.) of May 2004 and will increase overall project cost.

**Status/Action**

Prior to the suspension of the project, the projected R.O.D. was October 2004, or 5 months behind the Board approved ROD. The suspension period will postpone the bid and award of critical contract C0502 by at least an additional 5 months, making the total project delay to R.O.D. a minimum of 10 months. Delay to the start of construction activity will result in increased escalation for all construction activities and to extended staff and consultant durations. The total amount of delay and cost increase will depend on the length of the suspension period and the extent of demobilization prior to remobilization and cannot be determined until those items are known. MTA staff will, however, examine the minimum impacts of a six month suspension and report those impacts in February.

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

**ONGOING**

*Item* [Initiated November 1997]

Owner Controlled Insurance Program (OCIP)

**Concern/Impact**

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

**Status/Action**

The Risk Management Division has been requested to provide the Construction Division with updates based on total actual incurred value analysis.

**ONGOING**

*Item* [Initiated May 1997]

Agency Costs

**Concern/Impact**

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

**Status/Action**

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

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

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

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

**ONGOING**

*Item* [Initiated April 1997]

Adequacy of Remaining Contingency

***Concern/Impact***

Substantial drawdowns on contingency have occurred recently as more detailed estimates of construction work based on advancing stages of design completion have become available. Currently the amount of remaining contingency is higher than the plan, however, the plan was based on the schedule that was approved by the Board in May. Since May, there have been additional delays and the work has not progressed according to the plan. For example, construction of C0502, which was scheduled to begin in 1997, has not started. The remaining contingency is 7.9% of remaining project expenditures. With construction not underway and Final Design 86.4% complete, this is not considered an adequate contingency for future project unknowns.

***Status/Action***

In the last several months the contingency forecast has been increased by \$24.9M as a result of cost mitigations and refinements of estimates. In January, the deletion of the fabricated steel liner at C0502 resulted in a \$2.9M increase to the contingency forecast. The MTA, along with the EMC and PMA consultant, will continue to pursue identification and implementation of cost reduction opportunities during the project's demobilization period, and will implement those that are feasible.

**ONGOING**

*Item* [Initiated July 1997]

FTA letter directives of August 1, 1997

***Concern/Impact***

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

- No federal funds shall be drawn down for the East Side Extension project
- No new contracts shall be awarded for the East Side Extension project
- Directives have also been clarified by the FTA to include no new real estate acquisitions.

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

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

**CLOSED**

*Item* [Initiated July 1997]

Construction Management Consultant Contract

***Concern/Impact***

In July 1997, a court decision regarding the CM contract set aside the selection of JMA as the CM Consultant on the East Side Extension. With C0502 scheduled to begin construction in 1998, it is imperative that a CM consultant be selected quickly.

***Status/Action***

The Board's action on January 14, 1998, to suspend the East Side project and begin demobilization has lessened the urgency of this issue. The Appeals Court hearing originally scheduled for December was rescheduled for January and subsequently postponed indefinitely. Contingency plans to transfer pertinent CM work to other entities have been implemented. This issue is closed.

# METRO RED LINE - Segment 3 East Side

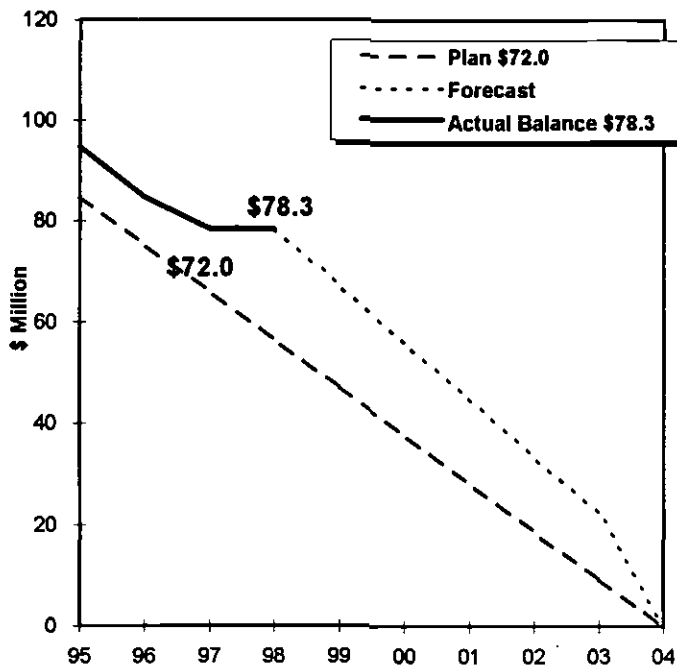
## Monthly Project Status Report

### Period Ending - January 30, 1998



## COST STATUS

### Contingency Status Original and Locally Funded Activities



### Contingency Status Analysis

Contingency forecast was increased this month due to the following trends:

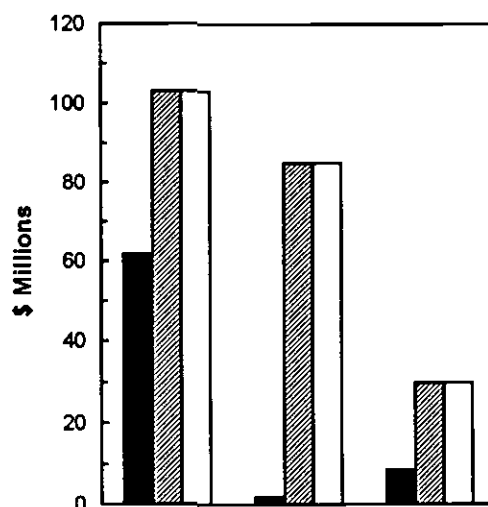
**T-121 \$5.1M** ROM cost for deletion of the fabricated steel tunnel liner at C0502.

**T-122 \$3.5M** Decrease to C0531 Chavez/Soto station based on reconciliation with the final submittal estimate.

**T-123, \$2.1M** Decrease to EMC contract based on reported underrun.

**T-124, (\$7.9M)** ROM forecast was established for legal services.

### Professional Services Contracts Consultant Cost Status



	DESIGN	CM	OTHER
Current Authorization	62	2	9
Forecast	103	85	30
Budget	103	85	30

### Professional Services Cost Analysis

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

**Design:** Current authorization was adjusted this period to reflect the correct numerical value of E0070, CWO 23. The forecast was reduced by trend T-123 (see Contingency Status Analysis above).

**CM:** No changes this period.

**Other:** The budget and forecast were increased by \$7.9M to establish a budget and forecast for legal services (see T-124 above).