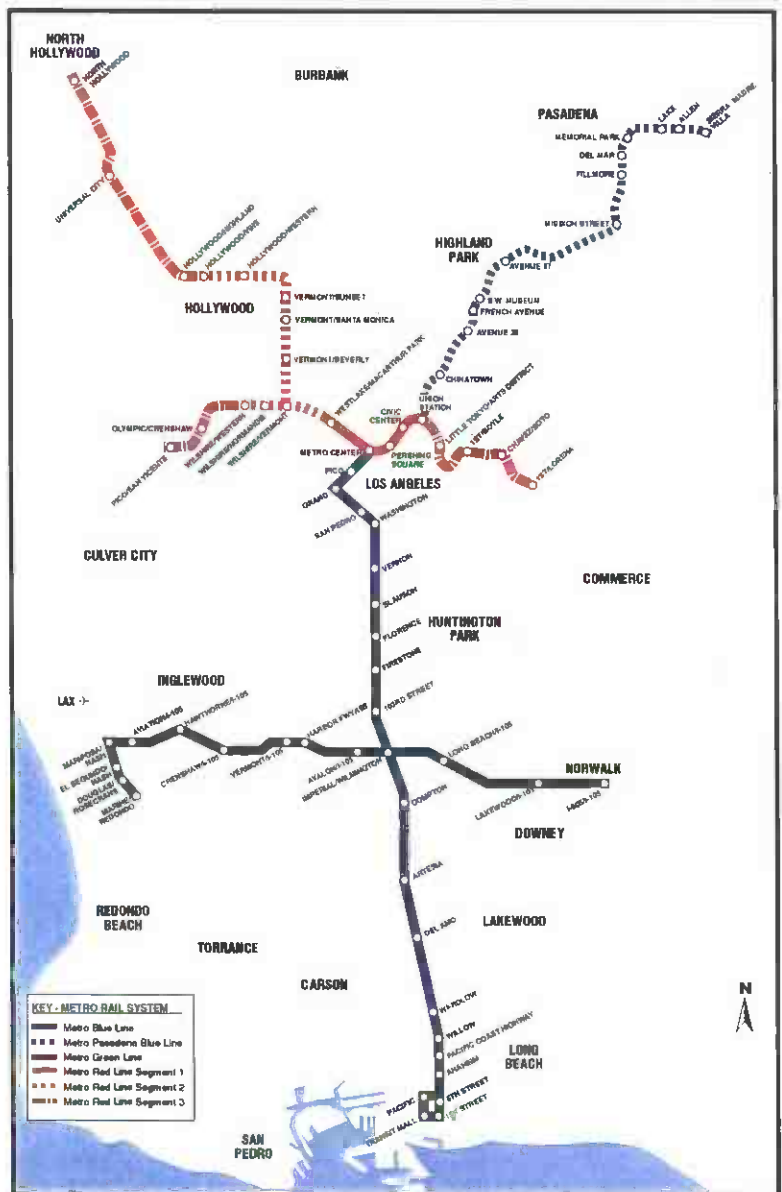


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



JUNE 1998

RAIL PROGRAM STATUS SUMMARY

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

JUNE 1998

RAIL PROGRAM SUMMARY



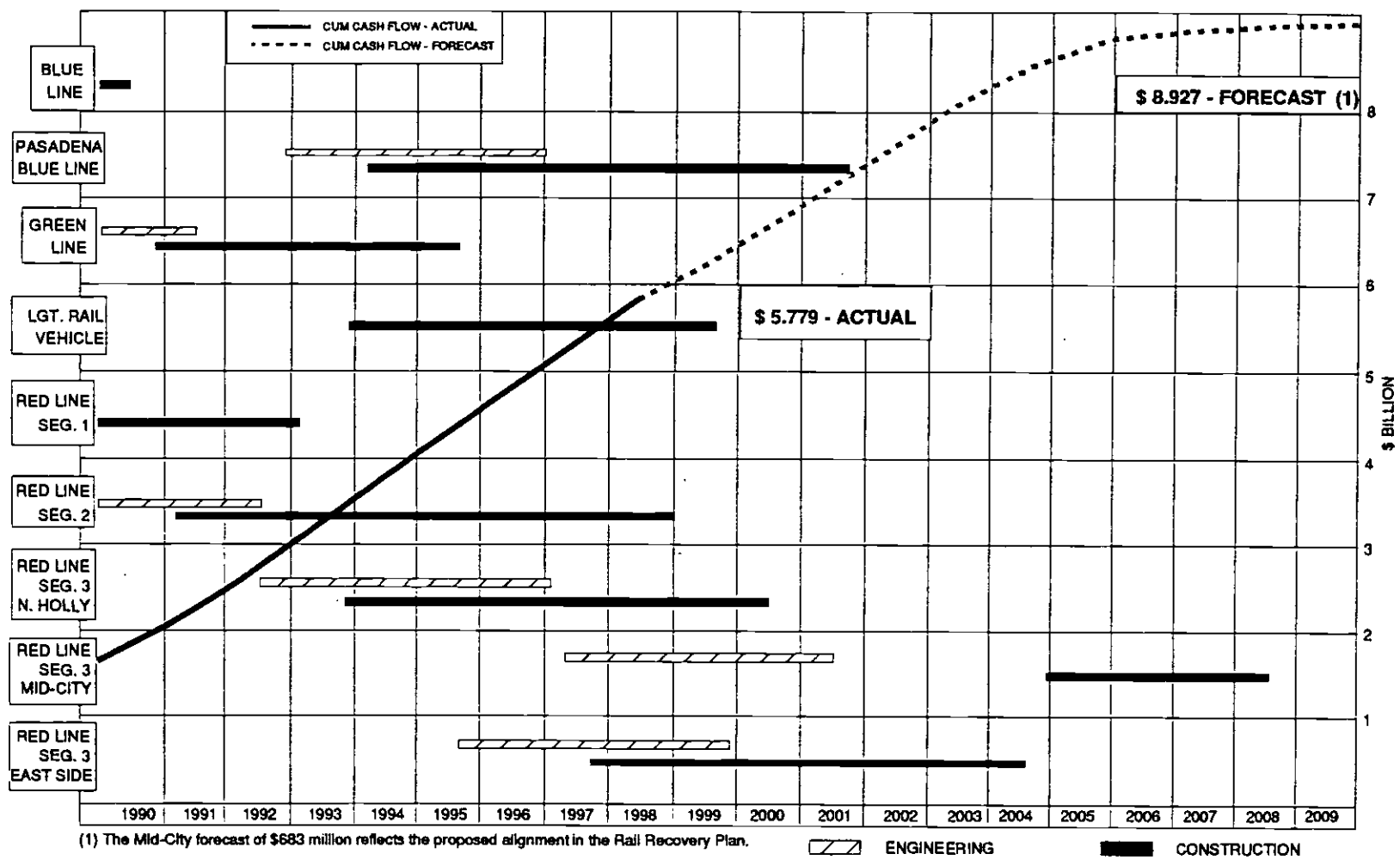
EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of June 1998

| | RED Segment 1 | RED Segment 2 | RED Seg 3 N. Hollywd. | RED Seg 3 Mid-City | RED Seg 3 East Side | BLUE Long Beach/LA | BLUE Pasadena | GREEN | Light Rail Vehicle | Summary |
|-----------------------------------|------------------|---|-----------------------------|--------------------------|---------------------------|--------------------------|------------------|----------------|-----------------------------------|---------------------------------|
| Length | 4.4 MI. | 6.7 MI. | 6.3 MI. | 2.3 MI. | 3.7 MI. | 22 MI. | 13.6 MI. | 20 MI. | — | 79 MI. |
| Number of Stations | 5 | 8 | 3 | 2 | 4 | 22 | 13 | 14 | 52 cars | 71 stas. |
| Technology | Heavy Rail | Heavy Rail | Heavy Rail | Heavy Rail | Heavy Rail | Light Rail | Light Rail | Light Rail | Light Rail | — |
| MTA Approved Opening Date | Jan 1993 | Wilshire Jul 1996 Vermont Dec 1998 | May 2000 | July 2008 | May 2004 | July 1990 | Aug 2001 | August 1995 | Final Car Delivery Aug 1999 | Final Completion Jul 2008 |
| Design Status | Completed | 99.4% | 94.5% | Final Not Started | 100.0% | Completed | 49.9% | Completed | Based on Milestones 98% | 3 of 9 complt. |
| Construction Status | Completed | 95.1% | 68.7% | Not Started | Not Started | Completed | 10.8% | 99% | Based on Milestones 60% | 3 of 9 complt. |
| Expenditures to Date (in mil.) | \$1438 | \$1516 | \$814 | \$13 | \$127 | \$860 | \$229 | \$673 | \$109 | \$5779 |
| MTA Approved Budget (in mil.) | \$1450 | \$1647 | \$1314 | \$491 | \$1049 | \$877 | \$804 | \$712 | \$258 | \$8602 |
| Federal Funding | 48% | 44% | 62% | 39% | 54% | 0% | 0% | 0% | 33% | 31% |
| State/Local Funding | 52% | 56% | 38% | 61% | 46% | 100% | 100% | 100% | 67% | 69% |

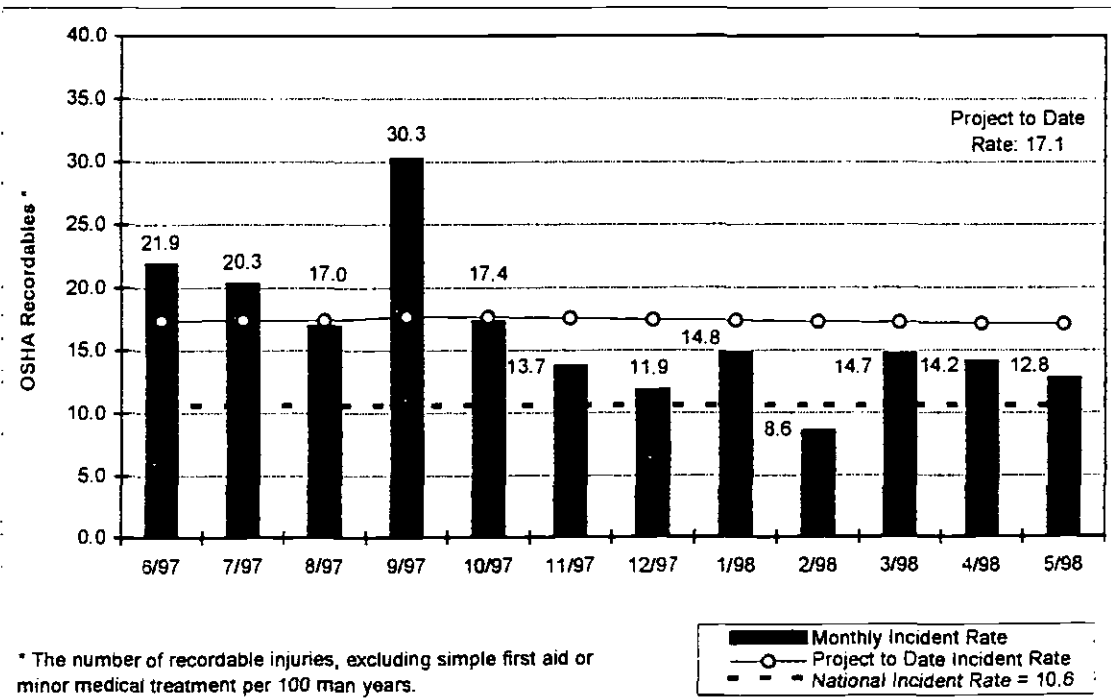
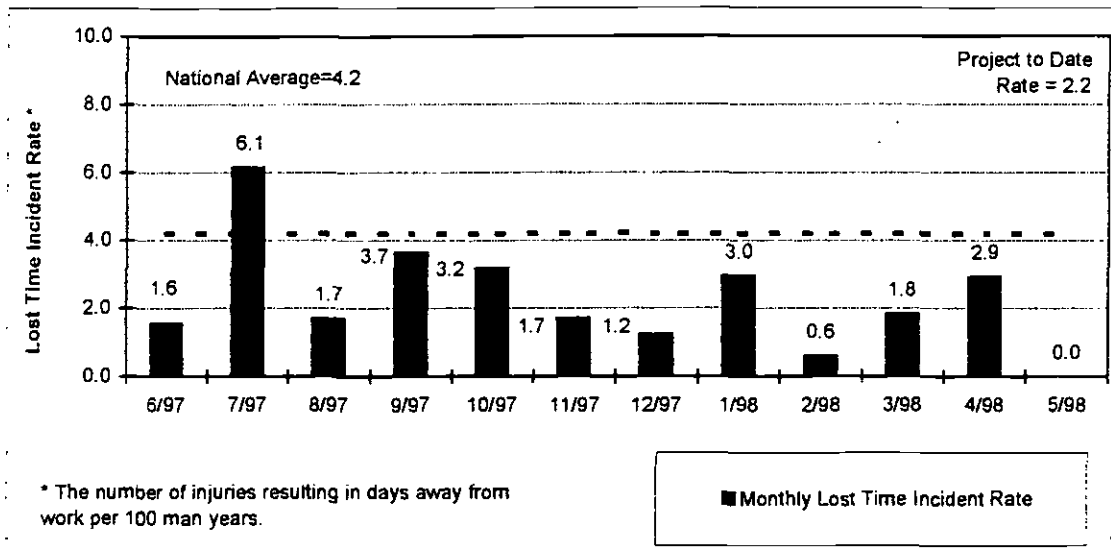
**METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)**

| | METRO BLUE LINE | METRO GREEN LINE | METRO RED SEGMENT 1 | METRO RED SEGMENT 2 | METRO RED SEGMENT 3 - NH | METRO RED SEGMENT 3 - MC | METRO RED SEGMENT 3 - ES | PASADENA BLUE LINE | LIGHT RAIL VEHICLE | JUNE 1998 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 | | | | 92.1 | 57.8 | | 25.0 | | 76.2 | 211.1 | 3 |
| FED-ISTEA RSTP/CMAQ | | | | | 79.7 | 20.4 | 51.2 | | 6.1 | 157.4 | 2 |
| FTA-SECTION 8 | | | 90.6 | | | | | | | 90.6 | 1 |
| STATE | | 105.9 | 210.3 | 133.0 | 265.1 | 90.0 | 0.0 | 387.8 | 16.4 | 1208.5 | 14 |
| STATE TSM MATCH | | | | | 11.4 | 2.7 | 0.7 | | | 14.8 | 0 |
| SB 1985 TRUST FUND | | | | | 66.7 | | | | | 66.7 | 0 |
| PROPOSITION A | 877.2 | 205.1 | 179.5 | 504.3 | | | | | | 1766.1 | 20 |
| PROPOSITION C | | 395.3 | | | 59.1 | 327.3 | 405.9 | 416.1 | 158.9 | 1782.6 | 20 |
| PROP C (AMERICAN DISABILITY ACT) | | 6.0 | | | | | | | | 6.0 | 0 |
| CITY OF LOS ANGELES | | | 34.0 | 98.0 | 90.0 | | 73.5 | | | 293.5 | 3 |
| BENEFIT ASSESSMENT | | | 130.3 | 0.0 | 0.0 | | | | | 130.3 | 1 |
| COST OVERRUN ACCOUNT | | | 200.1 | 134.7 | | | | | | 334.8 | 4 |
| APPROVED BUDGET | 877.2 | 712.3 | 1450.1 | 1587.1 | 1310.8 | 683.0 | 1049.2 | 803.9 | 257.6 | 8731.2 | 99 |
| CURRENT FORECAST | 877.2 | 716.3 | 1439.0 | 1670.8 | 1310.8 | 683.0 | 1049.2 | 822.4 | 201.4 | 8770.1 | |
| ADDITIONAL LOCALLY FUNDED ACTIVITIES: | | | | | | | | | | | |
| PROP C (TRANSIT ENHANCEMENTS) | | | | 65.2 | 2.7 | | | | | 67.9 | 1 |
| PRIVATE FUNDS (KIASER HOSPITAL) | | | | 4.5 | | | | | | 4.5 | 0 |
| APPROVED BUDGET | 0.0 | 0.0 | 0.0 | 69.7 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 72.4 | 1 |
| CURRENT FORECAST | 0.0 | 0.0 | 0.0 | 68.0 | 31.9 | 0.0 | 56.6 | 0.0 | 0.0 | 156.5 | |

(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

Quarterly Project Status Report

Period Ending - JUNE 26, 1998



SCHEDULE PROGRESS

| | Percent <u>Complete</u> |
|----------------------------|----------------------------|
| DESIGN * | |
| Monthly Progress | 0.0 % |
| Prior Cumulative Prog. | 49.9 |
| Cumulative Progress | 49.9 |
| CONSTRUCTION | |
| Monthly Progress | 0.0 % |
| Prior Cumulative Prog. | 10.8 |
| Cumulative Progress | 10.8 |

SCHEDULE STATUS

Revenue Operations Date

The Revenue Operations Date (ROD) approved by the Board in June 1996 is August 2001, which was the forecast ROD prior to the suspension of the project by the Board in January, 1998.

The ROD is experiencing a day-for-day slip as a result of the suspension and will be indeterminable until the start-up of PBL is known.

* Design Progress has been recalculated through May to reflect CWO's 039, 040, 041, & 043 only.
The progress for all design work is 80.3%.

REAL ESTATE STATUS

All certifications required, which total 145, have been completed and approved. Thirty (30) parcels have been obtained (of which six (6) have been declared surplus and not required for the PBL). 115 parcels remain to be acquired.

DEMOBILIZATION ISSUES

1. MTA has extended MTC Staffing relevant to C6435 close-out for one additional month at no cost. This extension of selected staff is required due to delays in completing audits necessary for contract close-outs.
2. EMC's actual staffing this period is higher than planned due to the suspension efforts. At the direction of the MTA, EMC is assembling data pertinent to CWO 021 and 025 as part of the suspension effort and contractual issues. All suspension materials are required to be delivered by mid-July.
3. EMC termination proposal charges were not included in the Construction Division's demobilization plan and are not part of the forecast. MTA Procurement has included staff costs for this effort in their demobilization plan. Estimated hours to date on this effort are approximately 120 hours and are included in EMC's reported staffing; these expenditures will be segregated and transferred to Procurement's demobilization budget.
4. The four line section contracts from Chinatown to Memorial Park station have been completed. Systems contracts have been suspended at approximately a 60% state. Contracts for the Preliminary Engineering of four stations which underwent substantial changes due to cost containment have been completed; all other cost containment efforts on station designs have yet to be completed. Consultants and staff near completion of suspension papers detailing the project's status for use by a Remobilization Team.
5. Suspension of the project will increase costs. The total amount of delay and cost increase will depend on the length of the suspension period.

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - June 26, 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 |
|----------------------------|--------------------------|---------------------|
| DESIGN | | |
| Monthly Progress | \$ 1.9 | 0.2 % |
| Prior Cumulative Prog. | 166.8 | 99.2 |
| Cumulative Progress | 168.7 | 99.4 |
| CONSTRUCTION | | |
| Monthly Progress | \$8.9 | .6 % |
| Prior Cumulative Prog. | 976.7 | 95.5 |
| Cumulative Progress | 985.6 | 96.1 |
| OTHER Cost Elements | \$362.2 | |
| TOTAL | \$ 1516.5 | |

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

| Source | Total Funds Anticipated (in \$ mil.) | Total Funds Available (in \$ mil.) | Expend. |
|---------------------------|--|--|-----------------|
| FTA - Section 3 | \$522.4 | \$522.4 | \$522.4 |
| FTA - Sect 3 Defer. Local | 144.6 | 144.6 | 144.6 |
| FED ISTEA STP (State) | 52.1 | 52.1 | 52.1 |
| State of California | 133.0 | 133.0 | 133.0 |
| Proposition A | 504.3 | 472.9 | 442.1 |
| City of Los Angeles | 96.0 | 94.0 | 93.6 |
| Benefit Assessment Dist | 0.0 | 0.0 | 0.0 |
| Benefit Assess. Shortfall | 0.0 | 25.4 | 25.4 |
| Cost Overrun Account | 134.7 | 55.1 | 55.1 |
| Prop C Transit Enhance | 65.2 | 48.2 | 48.2 |
| Private Funds Kaiser Hos | 4.5 | 0.0 | 0.0 |
| TOTAL | \$1656.8 | \$1547.7 | \$1516.5 |

BUDGET/FORECAST STATUS (in \$ mil.)

| Cost Element | Current Budget | Current Forecast |
|-----------------------|-------------------|---------------------|
| Construction | \$1105.6 | \$1100.7 |
| Professional Services | 426.5 | 482.8 |
| Real Estate | 85.0 | 83.7 |
| Utility Force Account | 32.4 | 30.4 |
| Special Programs | 2.5 | 2.5 |
| Contingency | 4.8 | 40.0 |
| Project Revenue | 0.0 | (1.3) |
| TOTAL PROJECT | \$1656.8 | \$1738.8 |

SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

The 206 calendar days of negative float forecast represent a delay of 5 days to ROD from the last period. The primary critical path this period shifted from the Vermont/Sunset Station electrical and mechanical work to the B646 Fire and Emergency Management (FEEM) field installations and start of systems integration at the Vermont/Santa Monica Stations. The system integration schedule was resequenced to support the priority of completing Phase 1 to support manual operations of the operating system at ROD.

CURRENT ACTIVITIES / ISSUES

Improving performance of the B261 Vermont/Sunset Station contractor will mitigate delays to the forecast revenue operations date of July 13, 1999. The Project Office is committed to continuing review of all mitigation opportunities. In July 1998, the Project Office will recommend to the MTA Board that the project budget be increased and the current Full Funding Grant Agreement ROD of December 31, 1998 be revised to May 29, 1999. After approval, the MTA will submit to the Federal Transit Administration its request for renegotiation of the completion date.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - June 26, 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 |
|----------------------------|--------------------------|---------------------|
| DESIGN | | |
| Monthly Progress | \$ 0.1 | 0.3 % |
| Prior Cumulative Prog. | 71.6 | 94.2 |
| Cumulative Progress | 71.7 | 94.5 |
| CONSTRUCTION | | |
| Monthly Progress | \$ 12.8 | 1.1 % |
| Prior Cumulative Prog. | 515.9 | 67.6 |
| Cumulative Progress | 528.7 | 68.7 |
| OTHER Cost Elements | \$213.4 | |
| TOTAL | \$ 813.8 | |

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

| Source | Total Funds Anticipated (in \$ mil.) | Total Funds Available (in \$ mil.) | Expend. |
|---------------------------|--|--|----------------|
| FTA - Section 3 | \$544.8 | \$346.9 | \$383.0 |
| FTA - Sect 3 Defer. Local | 136.2 | 86.8 | 95.8 |
| FED ISTEA STP (State) | 57.8 | 57.8 | 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 | 66.7 | 66.7 | 66.7 |
| State SHA/Article XIX | 66.9 | 40.9 | 20.9 |
| State Proposition 116 | 57.2 | 57.2 | 25.0 |
| State TSM Match | 11.4 | 10.5 | 10.5 |
| State CTIP | 141.2 | 0.0 | 0.0 |
| City of Los Angeles | 90.1 | 55.4 | 55.4 |
| Proposition C | 59.1 | 46.3 | 46.3 |
| Benefit Assessment Dist | 0.0 | 0.0 | 0.0 |
| Prop C (Artwork) | 2.5 | 0.6 | 0.3 |
| Prop C (Non-Rev Connect) | 0.3 | 0.0 | 0.0 |
| TOTAL | \$1313.8 | \$829.0 | \$813.8 |

BUDGET/FORECAST STATUS (in \$ mil.)

| Cost Element | Current Budget | Current Forecast |
|-----------------------|-------------------|---------------------|
| Construction | \$826.6 | \$860.0 |
| Professional Services | 301.5 | 337.8 |
| Real Estate | 89.0 | 86.3 |
| Utility Force Account | 26.3 | 26.6 |
| Special Programs | 0.0 | 0.9 |
| Contingency | 70.0 | 28.5 |
| Project Reserve | 0.4 | 2.6 |
| Project Revenue | 0.0 | 0.0 |
| TOTAL PROJECT | \$1313.8 | \$1342.7 |

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 12, 2000, the current forecast completion date is July 26, 2000. The project team is still targeting May 17, 2000 for Revenue Operations with future schedule mitigation to occur.

CURRENT ACTIVITIES / ISSUES

The May 1998 Master Schedule is currently behind the planned target date of May 17, 2000. This is largely due to the contractor at C0311 having slow production rates in concreting the tunnel. The forecast completion date is July 7, 2000. Additionally, the project is forecasting a \$28.9 m overrun to the current budget due to increased agency overhead costs.

METRO RED LINE SEGMENT 3 MID-CITY

Quarterly Project Status Report

Period Ending - June 26, 1998



SCHEDULE PROGRESS

| DESIGN | Percent Complete |
|------------------------|-----------------------------|
| Monthly Progress | 0.0 % |
| Prior Cumulative Prog. | 0.0 |
| Cumulative Progress | 0.0 |
| CONSTRUCTION | |
| Monthly Progress | 0.0 % |
| Prior Cumulative Prog. | 0.0 |
| Cumulative Progress | 0.0 |

SCHEDULE STATUS

At the time of Project suspension, the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document was on the critical path. The completion of the FTA draft document review was deferred pending the MTA Board decision on the viability of the project. Selection of the Locally Preferred Alternative (LPA) and the Project Adoption and Record of Decision have slipped. No further updates to the schedule will be made. A new schedule will be developed if the project becomes viable.

REAL ESTATE STATUS

There are currently no Real Estate issues on the Mid-City Project.

DEMOBILIZATION ISSUES

- A Demobilization Plan was developed and project suspension, including contract closeout, continues.
- The draft SEIS/SEIR document was submitted to the FTA and is pending approval.
- MTA is conducting a Regional Transit Alternatives Analysis to evaluate Mid-City alternatives. This analysis will be presented to the MTA Board for consideration in October or November 1998.
- The Mid-City Project is scheduled for final demobilization by September 1998.

METRO RED LINE - Segment 3 East Side

Quarterly Project Status Report

Period Ending - June 26, 1998



SCHEDULE PROGRESS

| | Percent Complete |
|---------------------------|------------------|
| DESIGN* | |
| Quarterly Progress | 13.2% |
| Prior Cumulative Progress | 86.8% |
| Cumulative Progress | 100.0% |
| CONSTRUCTION | |
| Monthly Progress | 0% |
| Prior Cumulative Progress | 0% |
| Cumulative Progress | 0% |

*See Demobilization Issues.

SCHEDULE STATUS

Revenue Operations Date

The revenue operation date approved in the Full Funding Grant Agreement (FFGA) is November 2002. The current R.O.D., as reported prior to suspension of the project in January, was May 2004. The forecast R.O.D. is unknown due to the suspension of the project and will be indeterminable until the length of the suspension period is known.

REAL ESTATE STATUS

Three additional parcels were authorized for acquisition under the demobilization plan. Two of the three parcels have closed escrow with the third pending resolution of title problems.

The Board approved reactivation of the demolition program. Staff was requested to review remaining building structures to determine the cost of making them habitable. Approximate cost was estimated at \$1 million for residential buildings.

DEMOBILIZATION ISSUES

The design progress indicates the completion of facilities final design, as authorized by the MTA and does not include work such as systems design, systemwide design, and addenda.

Suspension of the project will increase costs. The total amount of delay and cost increase will depend on the length of the suspension period.

METRO PASADENA BLUE LINE

EXECUTIVE SUMMARY

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - JUNE 26, 1998



SCHEDULE PROGRESS

| | Percent Complete |
|----------------------------|-----------------------------|
| DESIGN * | |
| Monthly Progress | 0.0 % |
| Prior Cumulative Prog. | 49.9 |
| Cumulative Progress | 49.9 |
| CONSTRUCTION | |
| Monthly Progress | 0.0 % |
| Prior Cumulative Prog. | 10.8 |
| Cumulative Progress | 10.8 |

SCHEDULE STATUS

Revenue Operations Date

The Revenue Operations Date (ROD) approved by the Board in June 1996 is August 2001, which was the forecast ROD prior to the suspension of the project by the Board in January, 1998.

The ROD is experiencing a day-for-day slip as a result of the suspension and will be indeterminable until the start-up of PBL is known.

* Design Progress has been recalculated through May to reflect CWO's 039, 040, 041, & 043 only.

REAL ESTATE STATUS

All certifications required, which total 145, have been completed and approved. Thirty (30) parcels have been obtained (of which six (6) have been declared surplus and not required for the PBL). 115 parcels remain to be acquired.

DEMOBILIZATION ISSUES

1. MTA has extended MTC Staffing relevant to C6435 close-out for one additional month at no cost. This extension of selected staff is required due to delays in completing audits necessary for contract close-outs.
2. EMC's actual staffing this period is higher than planned due to the suspension efforts. At the direction of the MTA, EMC is assembling data pertinent to CWO 021 and 025 as part of the suspension effort and contractual issues. All suspension materials are required to be delivered by mid-July.
3. EMC termination proposal charges were not included in the Construction Division's demobilization plan and are not part of the forecast. MTA Procurement has included staff costs for this effort in their demobilization plan. Estimated hours to date on this effort are approximately 120 hours and are included in EMC's reported staffing; these expenditures will be segregated and transferred to Procurement's demobilization budget.
4. The four line section contracts from Chinatown to Memorial Park station have been completed. Systems contracts have been suspended at approximately a 60% state. Contracts for the Preliminary Engineering of four stations which underwent substantial changes due to cost containment have been completed; all other cost containment efforts on station designs have yet to be completed. Consultants and staff near completion of suspension papers detailing the project's status for use by a Remobilization Team.
5. Suspension of the project will increase costs. The total amount of delay and cost increase will depend on the length of the suspension period.

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - JUNE 26, 1998



DEMOBILIZATION ISSUES (Con't)

NEW

Item (Date Initiated: June 1998)

Contract Work Order #072 - EMC Administration

Concern/Impact

Up to the April 1997 period, EMC's administration costs (formerly known as POER - Project Office Expense Rate) were allocated by project and contract work order. However, in May 1997, MTA contract administration management froze the payment of POER costs in anticipation of a new CWO 72, designed to address EMC administration. As a result, EMC has not been reimbursed for POER-related costs since the May 1997 period. From May 1997 through the June 1998 period, EMC has accumulated administration costs of approximately \$10M. Another \$1.5M is anticipated for the period of July 1998 through December 1998. The costs that will be allocated to each project are expected to be in the range of \$2K to \$3.3M.

Status/Action

MTA and EMC are in the process of negotiating CWO #072. Once it is negotiated and approved by the MTA Board, each project will have a forecasted amount of its respective share, and expenditures will be reported monthly. The anticipated forecast for this CWO is handled differently from project to project. In most instances, an allowance or contingency has been set aside to address the added administration costs.

METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - JUNE 26, 1998

FINANCIAL STATUS
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 | \$45,133 | 14% | \$45,133 | 14% | \$43,268 | 13% |
| PROP C (HIGHWAY 25%) | \$0 | \$178,547 | \$101,925 | \$129,159 | 72% | \$83,673 | 47% | \$85,530 | 48% |
| PROP C (40% DISC.) | \$435,437 | \$237,522 | \$40,000 | \$40,000 | 17% | \$40,000 | 17% | \$40,000 | 17% |
| TOTAL | \$841,000 | \$803,869 | \$278,425 | \$274,292 | 34% | \$228,806 | 28% | \$228,798 | 28% |

NOTE: (1) Based on Current Budget
Expenditures are through May 1998



METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - JUNE 26, 1998

COST BY ELEMENT
(COST IN THOUSANDS OF DOLLARS)

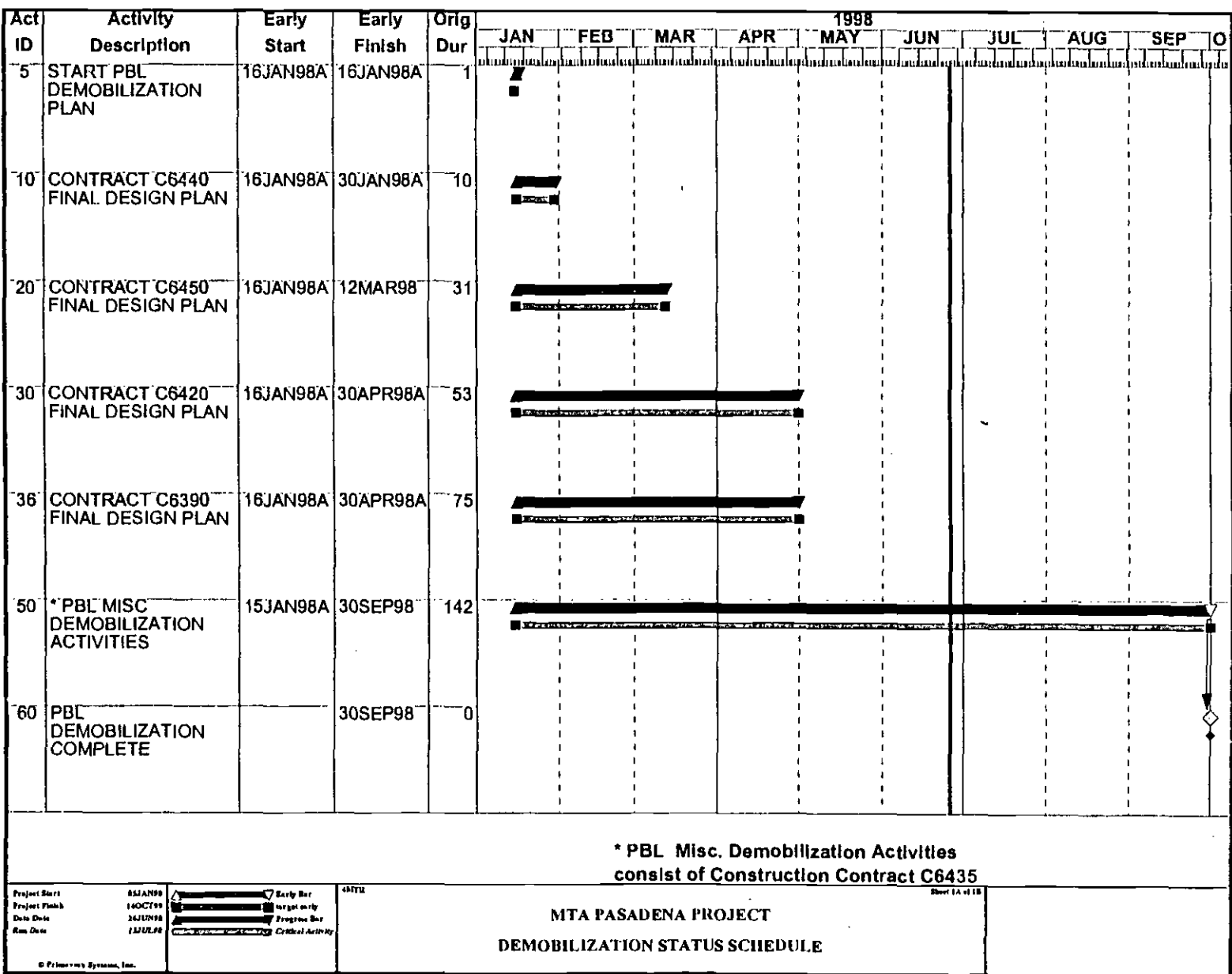
| DESCRIPTION | ORIGINAL BUDGET | CURRENT BUDGET | COMMITMENTS | EXPENDITURE | CURRENT FORECAST |
|--|--------------------|-------------------|----------------|----------------|---------------------|
| CONSTRUCTION | 515,170 | 431,365 | 76,531 | 53,278 | N/A |
| PROFESSIONAL SERVICES | 183,206 | 258,887 | 157,829 | 140,729 | N/A |
| REAL ESTATE | 68,102 | 55,500 | 32,704 | 30,008 | N/A |
| UTILITY/AGENCY FORCE ACCOUNTS | 8,441 | 12,400 | 7,028 | 5,871 | N/A |
| SPECIAL PROGRAMS | 3,376 | 2,201 | 395 | 305 | N/A |
| PROJECT CONTINGENCY | 62,705 | 43,554 | 0 | 0 | N/A |
| PROJECT REVENUE | 0 | (39) | (198) | (1,389) | N/A |
| TOTAL PROJECT | 841,000 | 803,868 | 274,289 | 228,802 | N/A |
| ADD'L LOCALLY FUNDED ACTIVITIES | | | | | |
| CONSTRUCTION | 0 | 0 | 0 | 0 | N/A |
| PROFESSIONAL SERVICES | 0 | 0 | 4 | 4 | N/A |
| REAL ESTATE | 0 | 0 | 0 | 0 | N/A |
| UTILITY/AGENCY FORCE ACCOUNTS | 0 | 0 | 0 | 0 | N/A |
| SPECIAL PROGRAMS | 0 | 0 | 0 | 0 | N/A |
| PROJECT CONTINGENCY | 0 | 0 | 0 | 0 | N/A |
| PROJECT REVENUE | 0 | 0 | 0 | 0 | N/A |
| ADD'L LOCALLY FUNDED ACTIVITIES | 0 | 0 | 4 | 4 | N/A |
| GRAND TOTAL | 841,000 | 803,868 | 274,293 | 228,806 | N/A |

1. Expenditures are through May 1998.
2. The Forecast is not available due to the suspension of the PBL project.



METRO PASADENA BLUE LINE
Quarterly Project Status Report
Period Ending - JUNE 26, 1998

SCHEDULE STATUS



Description: Los Angeles Rail Vehicle
Procurement

Contract No.: P2000

Contractor: Siemens Duewag

Status as of: JUNE 26, 1998

Progress/Work Completed:

To date, a total of seven (7) cars have been delivered. The first car was delivered, via rail, on January 22, 1998. Eighteen (18) additional cars are in various assembly stages at Siemens' Sacramento plant.

Areas of Concern:

The first cars will undergo extensive design conformance testing, endurance testing and acceptance testing. Currently, the major areas of concern identified are Propulsion Subsystems, such as spin/slide and EMI interference.

Schedule Summary:

| | | Change from Last Quarter |
|----------------------|---------------|-----------------------------|
| 1st Car | November 1998 | +1 mo |
| 52nd Car | October 1999 | +1 mo |
| Design Progress | 98% complete | N/C |
| Fabrication Progress | 65% complete | +5% |
| Critical Path | Car Testing | Yes |
| Delay (1st Car) | -24.3 months | -0.3 mo |
| Data Date | May 1998 | |

Cost Summary:

| | (\$ in mil) | No. |
|--|-------------|-----|
| 1. Award Value: | 215.37 | |
| 2. Approved Change Orders: | (0.96) | 15 |
| 3. Approved WACN's: | 0 | 0 |
| 4. Current Contract Value (1 + 2 + 3): | 214.41 | |
| 5. Pending Changes: | (46.02) | 11 |

Delivery Schedule:*

| Vehicle Number | Contract Schedule | Last Quarter Forecast | Current Forecast | Delay/Change This Quarter | Total Delay |
|-------------------|----------------------|--------------------------|---------------------|------------------------------|----------------|
| LRV No. 1 | 10/25/96 | 10/06/98 | 11/04/98 | +1 month | 24 ½ months |
| Prototype No. 1 | 10/25/96 | 11/23/98 | 1/05/99 | +1 ½ months | 26 ½ months |
| LRV No. 15 | 5/27/97 | 11/11/98 | 12/16/98 | +1 month | 19 months |
| LRV No. 34 | 2/25/98 | 4/02/98 | 4/23/99 | +1 month | 14 months |
| LRV No. 50 | 10/31/98 | 9/28/99 | 10/19/99 | +1 month | 12 months |

* Note: In order to be considered "delivered," the cars subsequent to arrival at the MTA, must be in a sound, whole, ready to run condition, ready for entry into the acceptance test cycle and fully in compliance with the contract documents including successfully completed Performance and Conformance Tests.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

METRO RED LINE Segment 2

Quarterly Project Status Report

Period ending—June 26, 1998



Major Activities - This Period

B281 Hollywood/Vine Station and Crossover - Completed air balance testing, subject to review of the test results. Continued installing porcelain wall panels in the station. Continued punchlist work. The Contractor has achieved 13 liquidated damage milestones to date. The Contract is 97% complete.

B271 Hollywood/Western Station - Substantially completed sidewalks. Continued testing the cathodic protection system. Testing of electrical and mechanical equipment in the station approached collection. Continued punchlist work. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 97% complete.

B252 Vermont/Santa Monica Station and Crossover - North entrance plaza work approached completion. Completed installing traffic signals and street lights. Continued mechanical change work required to complete air balance. Continued electrical/mechanical and architectural punchlist work. The Contractor has achieved 14 liquidated damage milestones to date. The Contract is 99.8% complete.

B241 Vermont/Beverly Station - Continued planting trees and installing irrigation piping. Testing of electrical and mechanical equipment is over 85% complete. Ceiling panel installation approached completion. Rockwork artwork installation at the entrance is over 60% complete. The Contractor has achieved 9 liquidated damage milestones to date. The Contract is 98.8% complete.

B261 Vermont/Sunset Station - Continued concreting the station appendages and backfilling the station. Continued electrical and mechanical installations, primarily in the north end of the station. Continued cleaning and repairing conduit and equipment impacted by flooding of the station, as well as installing tile and ceiling panels. MTA staff continued to negotiate with the B261 contractor to build the Kaiser Entrance as a change to the B261 contract. The Contractor has achieved 6 liquidated damage milestones to date. The Contract is 95% complete.

Operating

Wilshire/
Western

Wilshire/
Normandie

Wilshire/
Vermont

Wilshire/
Alvarado

SYSTEMWIDE ACTIVITIES

B620, Automatic Train Control (ATC) Installation, continued terminating and testing ATC cables. Continued station operational tests with exception of the Vermont/Sunset Station.

B630, Traction Power Equipment, equipment commissioning was completed at Vermont/Santa Monica Station and Vermont/Beverly Station continued.

B631, Traction Power, continued supporting the equipment commissioning by B630.

B641, Radio, continued installation and repair at the stations. Completed base stations antennas at B252 and B271.

B645, TRACS, completed RTU Local Field Acceptance Test (LFAT). Started engineering design work for Change Notice 38, 39, 40, 41, and 44.

B646, Fire and Emergency Management, completed Change Notice 61 and 68 engineering design for V/M; continued for H/V. Started Change Notice 83, engineering design for H/W and V/B.

B648B, Communication Installation. Work continues at the Vermont/Beverly Station; the critical F&EM Change Notice work at V/M Station begins. Communication installation work has not started at the Vermont/Sunset Station.

B710, Elevator/Escalator, continued installation work at all stations, started work at Vermont/Sunset Station, which is planned to start next month.

B740/B745, Air Handling/Ventilation, completed testing at the Vermont/Beverly and Hollywood/Western stations. Continued installing equipment at the Vermont/Sunset Station.

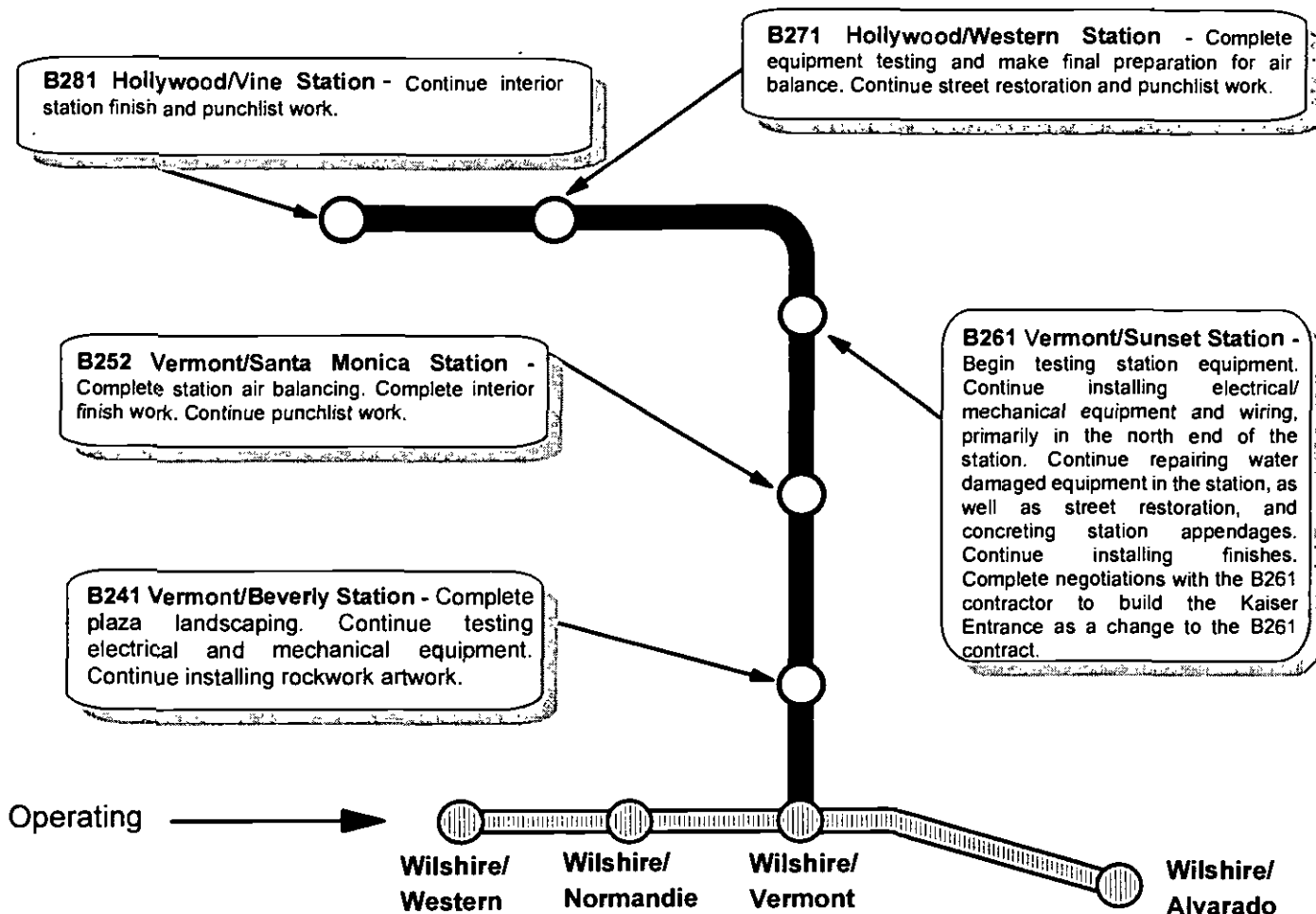
METRO RED LINE Segment 2

Quarterly Project Status Report

Period ending—June 26, 1998



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES

B620, Automatic Train Control Installation, continue wayside and station train control room equipment termination and operational testing.

B630/B631, Traction Power, continue installing contact rail connections and complete commissioning of the equipment for energization at the Vermont/Sunset Station.

B641, Radio, continue installation/repairing and testing at stations. Complete installation outside antenna for B271 and B252 base station.

B645, TRACS, continue Change Notice work to incorporate design changes.

B646, Fire and Emergency Management, start re-test for Local Field Acceptance Testing (LFAT) at the Vermont/Santa Monica Station; incorporate Change Notice work. Begin LFAT at Hollywood/Vine Station.

B648B, Communication Installation, continue installation at the Vermont/Beverly Station and the change work at the Hollywood/Vine and Vermont/Santa Monica stations. Begin installation at Vermont/Sunset Station.

B710, Elevator/Escalator, continue installation at all stations.

B740/B745, Air Handling/Ventilation, substantially complete testing at the Hollywood/Western Station. Continue installing equipment at the Vermont/Sunset Station.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period ending—June 26, 1998



FINANCIAL STATUS

Budget/Forecast Variance (in millions) Original Scope

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | BDGT/FCST VARIANCE | JUNE CHANGE IN FORECAST |
|-----------------------|----------------|------------------|--------------------|-------------------------|
| Construction | \$1,053.8 | \$1,049.8 | (\$4.0) | (\$3.2) |
| Professional Services | 409.7 | 465.7 | 56.0 | 3.0 |
| Real Estate | 85.0 | 83.7 | (1.3) | 0.1 |
| Utility/Force Account | 32.4 | 30.4 | (2.0) | 0.0 |
| Special Programs | 2.5 | 2.5 | 0.0 | 0.0 |
| Contingency | 4.8 | 40.0 | 35.2 | 0.1 |
| Project Revenue | 0.0 | (1.3) | (1.3) | 0.0 |
| Total Project | \$1,588.2 | \$1,670.8 | \$82.6 | \$0.0 |

Additional Locally Funded Activities

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | BDGT/FCST VARIANCE | JUNE CHANGE IN FORECAST |
|--|----------------|------------------|--------------------|-------------------------|
| Construction | \$51.8 | \$50.9 | (\$0.9) | \$0.0 |
| Professional Services | 16.8 | 17.1 | 0.3 | 0.0 |
| Real Estate | 0.0 | 0.0 | 0.0 | 0.0 |
| Utility/Force Account | 0.0 | 0.0 | 0.0 | 0.0 |
| Special Programs | 0.0 | 0.0 | 0.0 | 0.0 |
| Contingency | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Additional Locally Funded Activities | \$68.6 | \$68.0 | (\$0.6) | \$0.0 |

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

Budget/Forecast Variance Analysis Original Scope

Expenditures to date for Original Scope are \$1,468.3 million or 87.9% of current total forecast.

Commitments to date for Original Scope are \$1,531.5 million or 91.7 % of current total forecast.

The Current Project Budget increased \$5.6 million, due to PBCR-26 (additional budget for Contract E0070).

There was no change to the Current Project Forecast.

Construction decreased \$3.2 million due to:

- B221 (Wilshire/Normandie Station) decreased \$1.6M due to transfer of contract reserved contingency to unallocated contingency.
- B271 (Hollywood/Western Station) increased \$0.1M due to an increase for pending claims.
- B610 (Trackwork Installation) decreased \$0.5M due to a lowered pending claims forecast.
- B620 (Automatic Train Control) decreased \$0.3M due to a lowered pending claims forecast.
- MR040 (Sedgwick James OCIP Coverage) decreased \$0.9M due to lower anticipated premiums.

Continued on ES-4

METRO RED LINE Segment 2
Quarterly Project Status Report
Period ending—June 26, 1998



FINANCIAL STATUS

Professional Services increased \$3.1M due to:

- E0070 (Engineering Management Consultants) increased \$4.3M due to a transfer back to Segment 2 of engineering costs thought to be incurred by Segment 2 and transferred to Segment 3 some time ago.
- MQ001 (Auditing Services) decreased \$1.2M due to this contract now being closed and auditing costs being covered by the Auditing department (as part of the agency forecast).
- Contingency increased \$0.1M, reflecting the forecast changes above; CS999 increased \$0.1M

Budget/Forecast Variance Analysis
Additional Locally Funded Activities

Expenditures to date for Additionally Locally Funded Activities are \$48.2 million or 70.9% of current total forecast.

Commitments to date for Additionally Locally Funded Activities are \$54.3 million or 79.9% of current total forecast.

There was no change to the project forecast.

There was an increase in the current budget of \$4.4 million due to PBCR-28 (Kaiser Entrance construction).

METRO RED LINE Segment 2
Quarterly Project Status Report
Period ending—June 26, 1998



CONTRACT/LINE ITEM VARIANCE

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: | \$ 54,718,039 |
| | Forecast: | 79,306,039 |
| | Variance: | 24,588,000 |
| | Percent Variance: | 44.9 |

The forecast remained unchanged this month at \$79,306,039, reflecting the actual cost to date, the Fiscal Year 1999 budget preliminary budget request, and the revised plan for staffing through the end of the project. The projected budget overrun is \$24.56 million or 44.9% of the current budget. 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 system requires the Construction Division to absorb some portion of the Authority's overhead, the 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 the MTA overhead, which is presently 199% of direct labor, is anticipated to decrease to 153%.

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

METRO RED LINE Segment 2
Quarterly Project Status Report
Period ending—June 26, 1998

STATUS OF FUNDS BY SOURCE

| METRO RAIL PROJECT SEGMENT 2 (IN MILLIONS OF DOLLARS) | | | | | | | | | |
|---|---------------------------|---|------------------------------------|--------------------------|------------|---------------------------|------------|--|------------|
| STATUS OF FUNDS BY SOURCE | | | | | | | | | |
| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED (5) | (C) TOTAL FUNDS AVAILABLE | (D) COMMITMENTS \$ | (D/B) % | (E) EXPENDITURES \$ | (E/B) % | (F) BILLED TO FUNDING SOURCE \$ | (F/B) % |
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA-SECTION 3 | \$667.000 | \$522.396 | \$522.396 | \$522.396 | 100% | \$522.396 | 100% | \$522.396 | 100% |
| FTA-SECTION 3 DEFERRED LOCAL SHARE (1) | | \$144.604 | \$144.604 | \$144.604 | 100% | \$144.604 | 100% | \$144.604 | 100% |
| FED ISTE A STP (STATE) | \$0.000 | \$52.100 | \$52.100 | \$52.100 | 100% | \$52.100 | 100% | \$52.100 | 100% |
| STATE | \$185.985 | \$133.029 | \$133.029 | \$133.029 | 100% | \$133.029 | 100% | \$133.029 | 100% |
| PROPOSITION A | \$439.447 | \$504.299 | \$472.919 (7) | \$494.133 | 98% | \$442.107 | 88% | \$442.107 | 88% |
| CITY OF L.A. | \$96.000 | \$96.000 | \$94.000 (8) | \$96.000 | 100% | \$93.553 | 97% | \$93.553 | 97% |
| BENEFIT ASSESS. | \$58.000 | \$0.000 (9) | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| BENEFIT ASSESS. SHORTFALL (2) | \$0.000 | \$0.000 | \$25.400 | \$25.400 | 0% | \$25.400 | 0% | \$25.400 | 0% |
| COST OVERRUN ACCOUNT (3) | \$0.000 | \$134.683 | \$55.093 | \$63.826 | 47% | \$55.093 | 41% | \$55.093 | 41% |
| TOTAL | \$1,446.432 | \$1,587.111 | \$1,499.541 | \$1,531.488 | 96% | \$1,468.282 | 93% | \$1,468.282 | 93% |
| OTHER LOCALLY FUNDED ACTIVITIES (4): | | | | | | | | | |
| PROP C (TRANSIT ENHANCEMENTS) | \$0.000 | \$65.230 | \$48.244 | \$54.298 | 83% | \$48.244 | 74% | \$48.244 | 74% |
| ISTEA RSTP (TRANSIT ENH.) | \$0.000 | \$0.000 (10) | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| PRIVATE FUNDS (KAISER HOSPITAL) | \$0.000 | \$4.434 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| TOTAL | \$0.000 | \$69.664 | \$48.244 | \$54.298 | 78% | \$48.244 | 69% | \$48.244 | 69% |
| (1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st, 1992. (2) The Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital. (3) The Cost Overrun Account includes CAPRA funds as well as MTA Proposition A to cover cost overruns. (4) This includes approximately \$9.9M for the Kaiser Portal scope. (5) Based on Current Budget (latest increase due to Eng Services \$6M) (6) Expenditures are cumulative through May 1998. (7) Based on actuals through FY 97 plus FY 98 budget (\$153.6M). FY 98 Prop A 35% Rail Capital will also contribute to the funding of the Cost Overrun Account. (8) Reflects City of LA funding contribution through FY 98 based on Funding Agreement between City of LA and MTA (9) Benefit Assessment District funds are no longer anticipated due to passage of Proposition 208 (Right to vote on tax initiatives). (10) Grant Application for Kaiser Portal has been withdrawn. | | | | | | | | | |



METRO RED LINE Segment 2
Quarterly Project Status Report
Period ending—June 26, 1998



STATUS OF FUNDS BY SOURCE

Funds by Source Analysis

Status of Funds Anticipated

ISTEA RSTP: In December 1997 MTA submitted a grant application for \$2.528M. The grant application has been withdrawn.

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

Cost Overrun Account: The CAPRA account cash balance as of May 31, 1998 is \$24,860,395.

The revised budget growth is funded as follows:

| | |
|---------------|----------|
| CAPRA | \$21.6M |
| Proposition A | \$107.5M |

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 |
| RSTP 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 Quarterly Project Status Report Period ending—June 26, 1998



SCHEDULE STATUS

Schedule

| | | Change from Last Month |
|-----------------|---------------|---------------------------|
| Current ROD | Dec. 19, 1998 | 0 |
| Design Progress | 99.4%* | 0.1 |
| Critical Path | -206 Days | -5.0 |
| Float | | |
| Const. Progress | 96.1% | 0.6 |

*Design progress percent complete is estimated.

Current Critical Path Analysis

Primary Critical Path [-206 cal days]

The 206 calendar days of negative float represents a delay of five days to the forecast ROD from last period. The primary critical path this period shifted from the Vermont/Sunset Station electrical and mechanical work to the B646 Fire and Emergency Management (F&EM) Change Notice 61 field installation and start of systems integration testing at the Vermont/Santa Monica Station. The system integrated testing schedule was re-sequenced to support the priority of completing Phase 1 to support manual operations of the operating system at ROD.

Secondary Critical Path [-185 cal days]

A 16-calendar-day slippage on B261 electrical and mechanical work was mitigated by SIT re-sequencing. This work remains critical to the forecast ROD. The forecast completion of the station functional test is January 15, 1999, rather than December 29, 1998, as forecast in last month's report.

Tertiary Critical Path [-180 cal days]

Following the B646 Change Notice 61 (engineering design), the critical F&EM installation by B648B and Local Field Acceptance Test (LFAT) by B646 at the B281, B271, and B241 stations contribute to the tertiary critical path.

Quaternary Critical Path [-166 cal days]

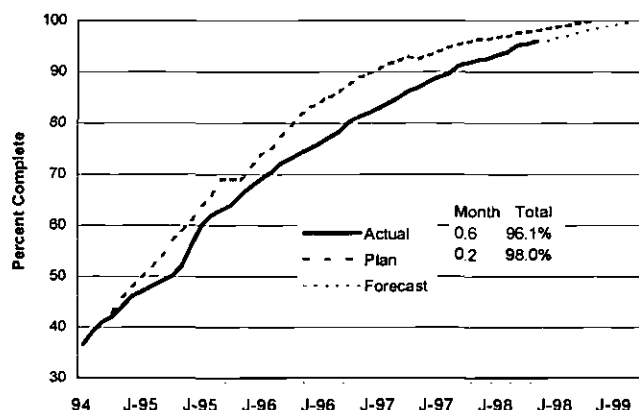
The B645, Transit Automatic Controls (TRACS) and SCADA, systems scope is near critical.

The Phase 2 system integration testing will follow the completion of TRACS LFAT, cross-connect by B648B, interface testing, and systemwide field acceptance testing (SWFAT) by B645.

Fifth Critical Path [-153 cal days]

This path is the B620 (Automatic Train Control) wayside to room and room to room operational (OP) testing. The completion of dynamic testing is forecast for March 17, 1999, followed by the interlock system integration test. An acceleration proposal to complete dynamic testing by December 1, 1998 is under review.

Construction Progress



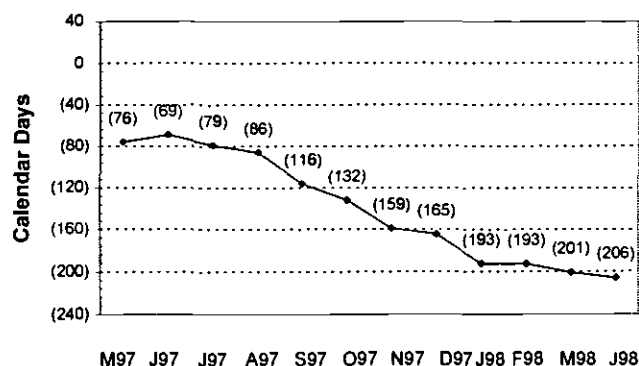
Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 1.9% behind the plan, which represents a 0.4% gain from the previous period.

A dichotomy continues whereby progress (float) on the critical path continues to fall behind, while the plan verses actual physical progress variance continues to improve. This is due largely to the following factors:

- The dollar value of delayed work on the critical path is relatively small compared to noncritical work, which continues to progress.
- All the five stations, and many other major contracts, have plan values of 100% because each is beyond its contract completion date. As progress continues on these contracts, the plan verses actual variance continues to decrease.

Float Trend



METRO RED LINE Segment 2
Quarterly Project Status Report
Period ending—June 26, 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 | 10.6 | |
| Project Rate (To date/average) | 18.2 | -0.1 |

Lost Time Rate (Frequency)

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

| | | |
|--------------------------------|-----|-----|
| 1995 National Average | 4.2 | |
| Project Rate (To date/average) | 2.5 | 0.0 |

(Based on May 1998 statistics)

Construction Safety Summary

- The Project-to-Date Lost Time Injury Rate is 2.5. This rate is below the 1995 National Average of 4.2.
- The project is currently completing over 80,000 work hours each month and has produced over 12,800,000 work hours to date without a fatal injury.

MANAGEMENT ISSUES

ONGOING

Item (Initiated May 1998)

TRACS (B645) Changes

Concern/Impact

Delays on approval of the revised fair cost estimates for Change Notices 38, 39, 40, 41, and 44 have impacted this contract's work. This contract is the quaternary critical path and 40 calendar days away from the most critical path. The critical Change Notices will impact the TRACS equipment Factory Acceptance Test (FAT), Local Field Acceptance Test (LFAT), and the Phase II System Integration Test.

Status/Action

A negotiation meeting was held on June 24, 1998. Due to the priority of the scope of work, WACNs were issued to the Contractor to start the engineering design work. The final cost for these changes has not been finalized. The FAT was planned to start July 10, 1998, but has been rescheduled for July 21, 1998.

METRO RED LINE Segment 2
Quarterly Project Status Report
Period ending—June 26, 1998



ONGOING

Item (Initiated February 1998)

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

Concern/Impact

The critical schedule issue is that a vent structure needs to be constructed at the Vermont/Sunset Station, prior to revenue operations, which will allow smoke exhaust and ancillary fans to be exhausted into a combined shaft to the surface. Upon completion of this vent structure, the airflow within the station can be tested, and project staff can then seek approval from the Fire/Life/Safety Committee for a beneficial occupancy permit, allowing the station to be used for revenue service. The plan is to have the vent structure built as part of the Kaiser entrance by the successful B263 Kaiser entrance contractor.

Status/Action

On May 21, 1998, the MTA Board of Directors directed staff to proceed with negotiating a Change Order with Tutor-Saliba Perini, the B261 (Vermont/Sunset Station) contractor, for the Kaiser Entrance. As of the status date, staff was continuing with negotiations. The Change Order Notice-to-Proceed is planned for September 1, 1998. A limited Notice-to-Proceed may be issued earlier to allow the Contractor to begin procurement of elevator equipment.

ONGOING

Item (Initiated February 1998)

Unauthorized Labor Charges Originating From Operations Division

Concern/Impact

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

Status/Action

Attempts have been made to disallow these charges to Segment 2 through the appropriate channels. The first attempt was made by memo(s), requesting justification for hours charged, which evoked no response/action from the Operations staff. The second attempt was made using the Labor Information Management System (LIMS). Requests for correction of these charges were submitted in August 1997; to date, however, the Operations staff has refused to accept these disallowances.

A meeting with the Office of Management and Budget recommended that the DEO Project Manager for Segment 2 and the Rail Activation Manager resolve the issues through negotiations. A meeting in July is planned to discuss the remaining issues.

METRO RED LINE Segment 2
Quarterly Project Status Report
Period ending—June 26, 1998



ONGOING

Item (Initiated January 1998)

Fire and Emergency Management System (B646) Contract Issues

Concern/Impact

Contract issues have reached an impasse. The critical project activities (Change Notice work by B646 at the Vermont/Santa Monica Station, Local Field Acceptance Test, and the start of phase one system integrating testing) were delayed based on the delays in issuance of changes to Syseca.

Status/Action

The Construction Manager prepared an analysis and assessment of the schedule and cost impacts of this delay. MTA management has finalized a path forward. MTA Estimating is preparing an estimate of the value of the B646 Change Notices, which are the issues of contention. The impasse was resolved and changes for Vermont/Santa Monica and Hollywood/Vine stations (CN 61 and several other small changes) were negotiated and issued to the Contractor.

As of the June status date, Contract B646 had submitted engineering design work for the Vermont/Santa Monica Station and received approval by the Engineering Management Consultant. The Fire and Emergency Management (F&EM) Local Field Acceptance Test (LFAT) retest at Vermont/Santa Monica Station will follow the completion of the field work. The F&EM LFAT at B281 (Hollywood/Vine Station) will commence after B252 station LFAT and the approval of the Change Notice 61, design submittal.

Concerns remain for similar design changes, such as Change Notice 83 and 85, for the Hollywood/Western, Vermont/Beverly, and Vermont/Sunset stations, to support the remaining engineering, installation, and LFAT schedule. Delays in DCN and CN processes may impact the project critical path.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period ending—June 26, 1998



ONGOING

Item (Initiated December 1997)

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

Concern/Impact

Delays to station electrical/mechanical installation, which is followed by station functional testing and overall integrated testing, has placed this work on the primary critical path to the Segment 2 Revenue Operations Date. These impacts are due to:

- 1) Delays to station entrance construction, caused by the Contractor's slow progress, which impacted electrical/mechanical equipment installation and critical testing in the north end of the station.
These delays have been worsened by the contractor's lack of manpower for mechanical installation work. For example, during much of June, the contractor had only approximately three people performing mechanical work.
- 2) Damage to electrical equipment, primarily at the south end of the station, caused by flooding of the station following heavy rainfalls.

Status/Action

Based on a cost/benefit study completed in April, the Project Office directed the CM to negotiate and implement acceleration of the flood damage repair. This acceleration was implemented in May, and the Contractor increased the daily manpower for flood-damage repair from three to 14 and increased overall electrical manpower from eight to 22. The Contractor also began working extended hours, including Saturdays. These recovery plans have begun to significantly mitigate delays to both flood damage and contract electrical work.

The major ongoing item of concern during the month of June was the slow progress of contract mechanical work, resulting in large part from the Contractor's lack of field mechanical manpower. During the last week of June, the Contractor did increase the mechanical manpower from approximately three to eight people, but progress remains less than satisfactory.

The Contractor is currently in the process of submitting a revised mechanical and electrical schedule. Based on this schedule and ongoing meetings with the Contractor, further measures will be undertaken to increase the pace of mechanical work and station equipment testing. In addition to acceleration, critical station functional testing activities will be prioritized to support systems integration efforts.

This month the Project Office increased the detail in the Project Schedule for B261: adding an activity for every piece of equipment that needs to be tested during station functional testing. This increased in detail will assist the Project Office in monitoring the Contractor's performance once testing begins.

METRO RED LINE Segment 2

Quarterly Project Status Report

Period ending—June 26, 1998



ONGOING

Item (Initiated November 1997)

Project Revenue Operations Date (ROD) Forecast

Concern/Impact

A continuing trend of construction and systems installation delays have resulted in a revised forecast ROD (July 1, 1999) well beyond the current ROD of December 19, 1998.

Status/Action

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

The analysis in November 1997 did not consider four items that have since been identified as management issues. These are 1) water damage and Contractor's slow progress at Vermont/Sunset Station, 2) contract issues with the Fire and Emergency Management System (B646) contractor, 3) revised contract signature authority for construction projects, and 4) Kaiser Entrance Award and Notice to Proceed. These issues impact the ability of the MTA Construction Division to meet the proposed ROD.

On April 6, 1998, the CM completed a Segment 2 Project Cost and Schedule Benefit Analysis, which addressed three scenarios for mitigating the forecast ROD. The analysis identified the management issues impacting the forecast ROD and the actions required to mitigate ROD. On April 28, 1998, the Project Office directed the CM to proceed with Scenario 3, which includes mitigating the forecast ROD back to a proposed ROD of May 29, 1999.

In July 1998, the Project Office will recommend to the MTA Board of Directors that the current Full Funding Grant Agreement ROD of December 31, 1998 be revised to May 29, 1999. After approval, the MTA will submit to the Federal Transit Administration its request (with appropriate documentation) for renegotiation of the completion date.

On June 27, 1998, the Project Office held a Segment 2 team alignment meeting to discuss ways to meet the proposed May 1999 ROD and identify project goals. During this meeting, the Executive Officer for Construction set a goal for the team to review the potential to open as early as February 1999 without the Transit Automatic Controls (TRACS) and SCADA systems fully operational. In July 1998, staff will be reviewing the minimal operable requirements that would be required to support the February 1999 ROD goal.

METRO RED LINE Segment 2
Quarterly Project Status Report
Period ending—June 26, 1998



ONGOING

Item (Initiated March 1997)

Project Cost Overrun 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, which included a recognition for potential claims, again in March 1998, and finally this month to arrive at the current forecast of \$1.739 billion. Mitigation measures for project costs have been addressed, but an increase to contingency was deemed necessary.

A revised budget was initially presented to the MTA Board of Directors in January 1998. The Board directed the MTA Construction staff to re-evaluate aspects of this proposal and resubmit it. The MTA Board Construction Committee was again briefed in March and April 1998. The present outlook is for another presentation in July 1998, at which time the Project Office will recommend to the MTA Board of Directors that it revise the budget to \$1.739 billion.

METRO RED LINE Segment 2

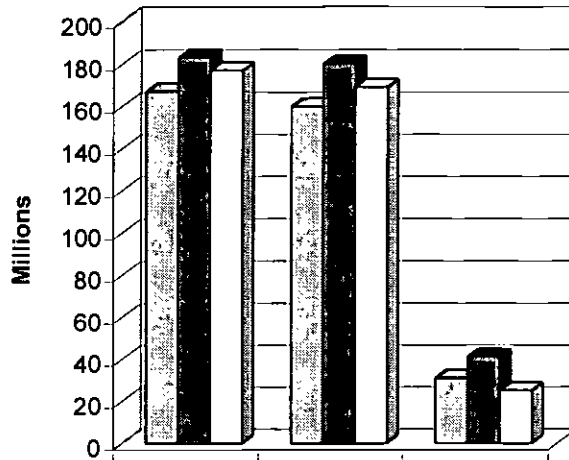
Quarterly Project Status Report

Period ending—June 26, 1998



COST STATUS

Consultant Cost Status



| | Design | CM | Other |
|---------------|--------|-----|-------|
| Authorization | 167 | 160 | 31 |
| Forecast | 183 | 180 | 41 |
| Budget | 177 | 169 | 25 |

Professional Services Cost Analysis

There were changes to the Design Services and other professional services forecasts.

Design Services

The forecast increased \$4.3 million, as a result of the direction to Accounting to transfer that amount from Segment 3 to Segment 2. Earlier in the project that amount had been incurred by Segment 2. At that time, the \$4.3 million was believed to be a valid Segment 3 cost, so it had been originally transferred from Segment 2 to Segment 3. The forecast up to this time has reflected this.

Construction Management Services

The forecast was unchanged in June. CM services may change as a result of rebaselining of the staffing plan for project delays.

Other Professional Services

The forecast decreased by approximately \$1.2 million in June due to a decrease in auditing services.

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

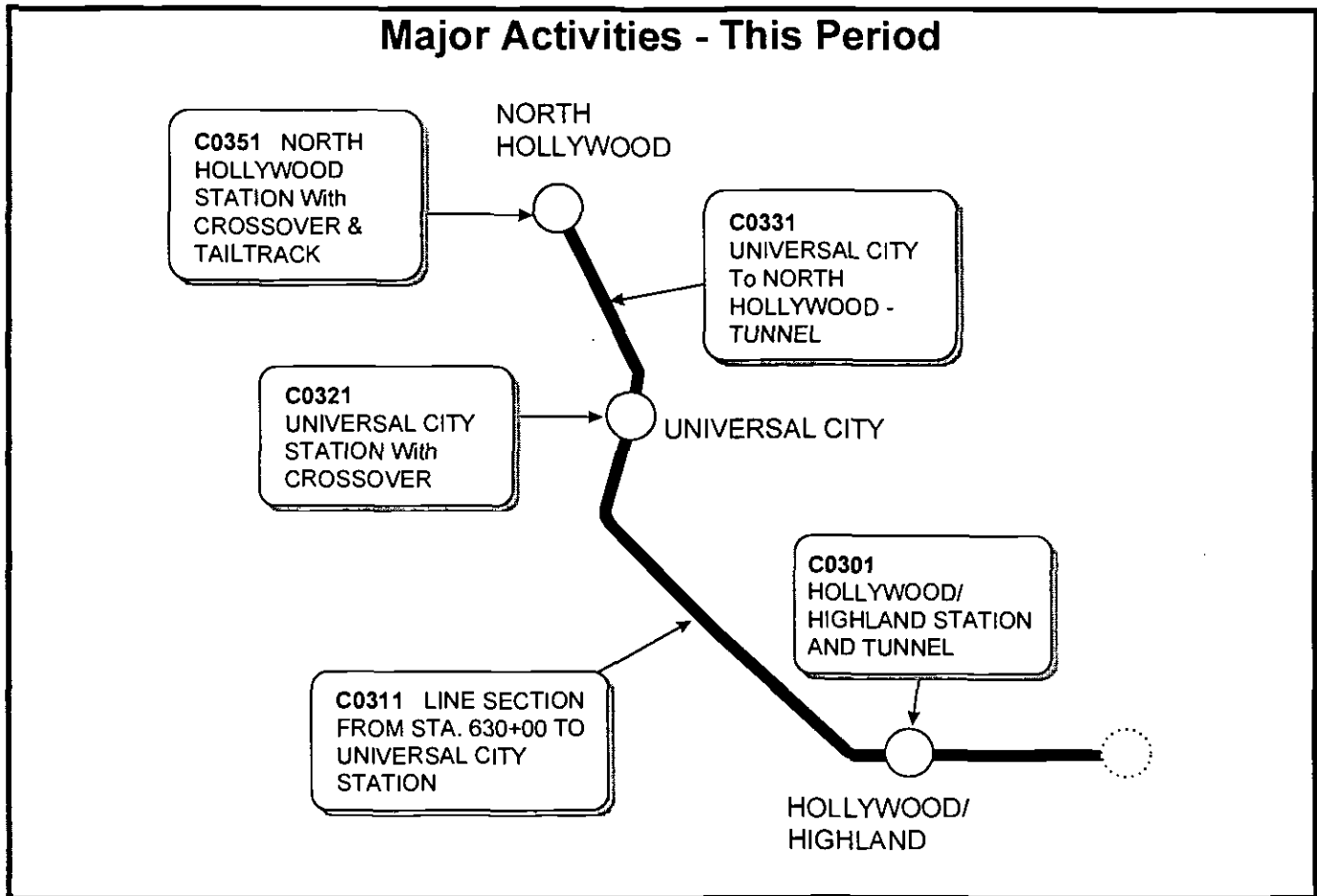
METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

- B646 (Fire and Emergency Management) completed negotiations to establish budget and schedule.
- B740 (Ventilation Equipment) work continued in C0321(Universal City Station) and C0301 (Hollywood/Highland Station).
- H0122 (CCTV) baseline schedule was submitted and approved as noted.
- H0123 (Variable Message Signs) placed work on hold pending resolution of design definition issues.
- H0648 (Communications Installation) preliminary 120-day schedule was approved as noted. Contractor is currently developing a baseline schedule.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Station concrete 94% complete
- High bay ceiling 90% complete
- HVAC 70% complete

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

- AR, AL running tunnel arch concrete each 44% complete
- AR contact grouting 32% complete; AL 33% complete
- AR walkway concrete 25% complete; AL 5% complete
- AR tunnel cleanup 66% complete

C0321 UNIVERSAL CITY STATION:

- Station concrete 98% complete

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



- Highbay work 100% complete
- Porcelain panel work 80% complete
- Electrical, mechanical 75% complete
- Station access for B620 (ATC)

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- MVS electrical level exterior and interior walls
100% complete
- MVS roof shoring commenced

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

- Station access given to B620 (ATC) as scheduled
except for CN work
- Electrical work 60% complete, mechanical 65%
complete
- Station backfill 75% complete
- Utility restoration 70% complete

C1610 TRACKWORK INSTALLATION:

- C0351 crossover, tail and pocket special trackwork
plinth concrete 100% complete; special trackwork
65% complete
- C0351 station standard trackwork plinth concrete
100% complete, tail and pocket 95% complete
- C0331 AR tunnel plinth concrete 45% complete; AL
29% complete
- C0321 station access received, survey underway

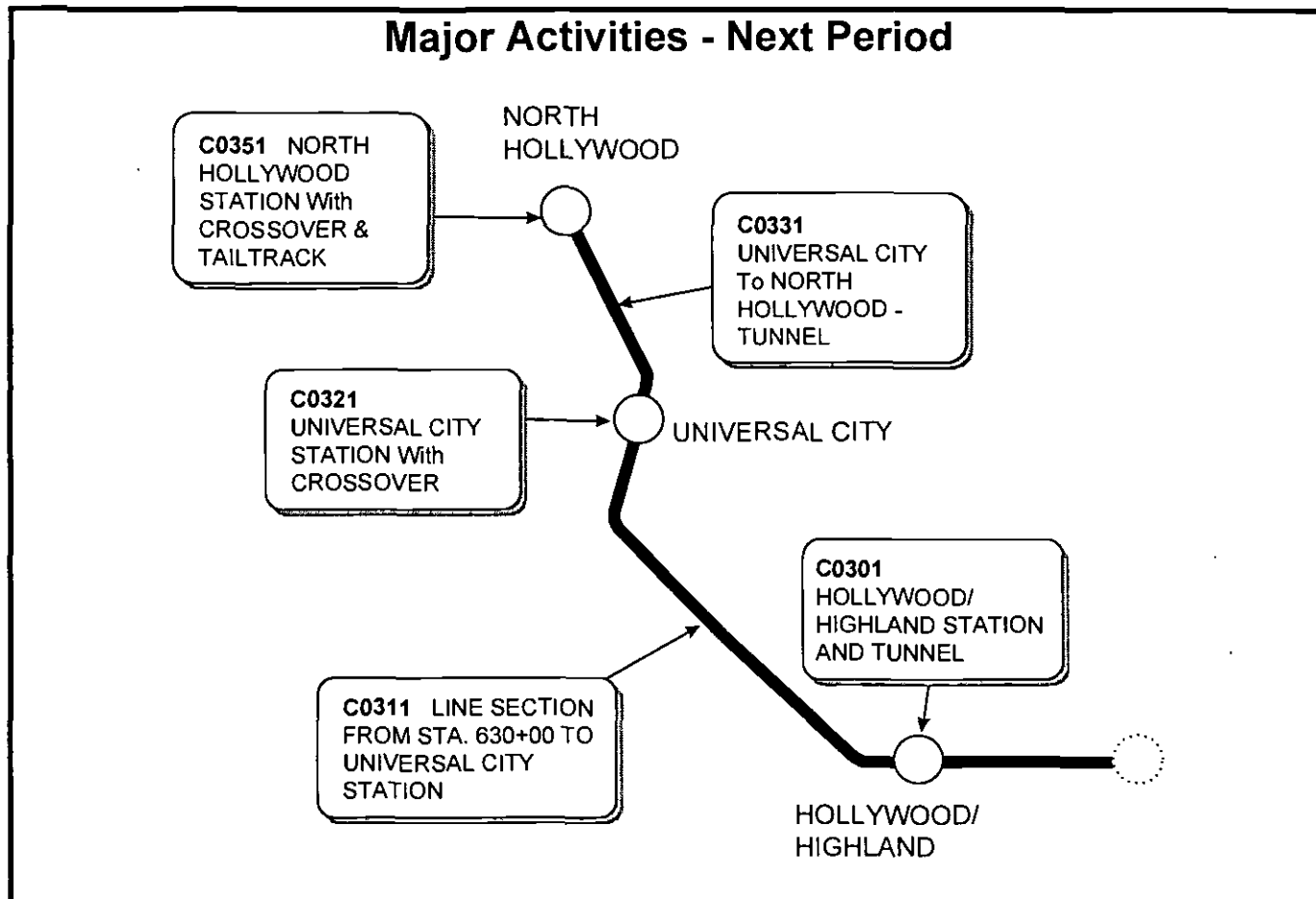
METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

- H0123 (Variable Message Signs) finalize design issues and proceed toward the Camera Ready submittal for July 20.
- C0390 (Misc. Construction) issue limited NTP.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Continue station concrete
- Complete high bay ceiling
- Continue HVAC work

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

- Continue AR, AL running tunnel arch concrete
- Continue AR, AL contact grouting and walkway concrete

- Continue last crosspassage excavation
- Continue AR tunnel cleanup

C0321 UNIVERSAL CITY STATION:

- Complete porcelain panel installation
- Complete south entrance roof slab
- Continue mechanical/electrical work

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Continue MVS roof work, including roof pour

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

- Continue electrical/mechanical work, tailtrack backfill, utility restoration
- Commence metal ceiling, metal and tile wall work

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



- Station access to Auxiliary Power Rooms, B710 (Escalators/Elevators), H0840 (Fare Collection)
- Complete CN work

C1610 TRACKWORK INSTALLATION:

- Complete C0351 tail, pocket track plinth concrete
- Continue C0331 AR, AL tunnel plinth concrete
- Commence C0321 station plinth concrete
- Complete C0351 station special and standard trackwork
- Commence C0331 tunnels final rail alignment

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | VARIANCE | June Change in Forecast |
|-------------------------------|----------------|------------------|----------|-------------------------|
| PROJECT RESERVE | \$0.4 | \$2.6 | \$2.3 | \$0.0 |
| CONSTRUCTION | \$824.7 | \$859.8 | \$35.1 | \$1.1 |
| PROFESSIONAL SERVICES | \$300.8 | \$307.0 | \$6.2 | \$0.1 |
| REAL ESTATE | \$89.0 | \$86.3 | (\$2.8) | \$0.0 |
| UTILITY/AGENCY FORCE ACCOUNTS | \$26.3 | \$26.6 | \$0.3 | \$0.0 |
| SPECIAL PROGRAMS | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| PROJECT CONTINGENCY | \$69.6 | \$28.5 | (\$41.0) | (\$1.2) |
| PROJECT REVENUE | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| TOTAL PROJECT | \$1,310.8 | \$1,310.8 | \$0.0 | \$0.0 |

Budget/Forecast Variance Analysis

Original Scope Activities

Total Original Scope expenditures through May 1998: \$809.9 million.

Total Original Scope commitments through June 1998: \$1,042.8 million

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 and Project Reserve as follows:

Contract B620 (Automatic Train Control) - Forecast increased \$1.1 million due to potential delay related to the deletion of Contract C0311 North and South Crossovers and the construction resequence of Contract B620.

Contract 03369 (Construction Management) - Forecast increased by \$0.1 million due to a fund code change for Art Program. The CM work scope is not affected by this change.

Project Contingency - Forecast decreased \$1.2 million due to the cumulative forecast increases.

The June 1998 Planned Project Contingency is \$43.7 million; the Actual Project Contingency is \$28.5 million. The variance of \$15.2 million between the planned and the actual contingency is due to allocations to several construction and professional services contracts.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



CONTRACT VARIANCE (Current Forecast Differs From Current Budget by 10% or more and Current Budget is \$50 Million or More):

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

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

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

· *Contract C0301 - Tunnels from UC City Stn to NH Stn

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

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

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

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

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

· *Contract C0351 - North Hollywood Station

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

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

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

· *Line 03 - Hazardous Material Handling

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

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Mitigation: The Current Budget reflects the conservative scenario presented by MTA Environmental based on the limited information available at the inception of the North Hollywood Project. Forecast is less than the budget due to less than anticipated contaminated soil encountered to date. A budget forecast reconciliation is in process which will align the estimated final costs once hazardous material handling is significantly complete.

· Line 07 - Systemwide Equipment

Current Budget: \$46,051,000
Forecast: \$54,472,423
Variance: \$8,421,423
%Variance: 18.3%

Mitigation: The forecast variance of \$8.4M is largely due to a number of contracts with significant changes in workscope, delay claim exposure and additional escalation costs including design updates, labor and overhead issues, economic price adjustments and contract contingency adjustments.

· *Line 08 - Trackwork

Current Budget: \$25,526,000
Forecast: \$33,559,533
Variance: \$8,033,533
%Variance: 31.5%

Mitigation: Contract C1610, Trackwork Installation, is contributing \$7.9M of the total variance of \$8.0M. The variance is due to the necessary addition of installation, operation and maintenance of the temporary ventilation system and sump pumps, operation and maintenance of the La Brea and North Access shafts, and constructing a sound wall for the C1610 yard work at North Hollywood. These changes were necessary to coordinate the overall system ventilation, provide more effective access through the Access Shafts, and to satisfy environmental requirements not initially budgeted. There is no potential to recover this variance.

· *Line 09 - Testing and Pre Revenue Operations

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

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

*Notes no change from prior period.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Budget/Forecast Variance

Additional Locally Funded Activities

(\$ Millions)

| COST ELEMENT | CURRENT BUDGET | CURRENT FORECAST | VARIANCE | June Change in Forecast |
|--|----------------|------------------|----------|-------------------------|
| CONSTRUCTION | \$1.9 | \$0.2 | (\$1.7) | \$0.0 |
| PROFESSIONAL SERVICES | \$0.7 | \$30.8 | \$30.1 | \$2.2 |
| UTILITY/AGENCY FORCE ACCOUNTS | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| SPECIAL PROGRAMS | \$0.0 | \$0.9 | \$0.9 | \$0.0 |
| PROJECT CONTINGENCY | \$0.4 | \$0.0 | (\$0.4) | \$0.0 |
| PROJECT REVENUE | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES | \$3.0 | \$31.9 | \$28.8 | \$2.2 |

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

Additional 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 MTA Project Administration forecast increased this period by \$2.3 million to reflect the revised MTA Construction Unit overhead and fringe benefit rates of 153% and 50% respectively.

In addition, the Construction Management forecast decreased by \$0.1 due to a funding code change for the Art Program.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Schedule

| | Current Status | Change from Last Month |
|-----------------------|----------------|------------------------|
| Current ROD | Jul 2000 | -19 days |
| Design Progress | 94.5% | +0.3% |
| Critical Path Float | -35 days | 13 days |
| Construction Progress | 68.7% | +1.1% |

Current Critical Path Analysis

CURRENT ROD- ERS calculates change from last month in CALENDAR days

CRITICAL PATH FLOAT - ERS calculates change from last month in WORK days

The June 1998 Project Master Schedule shows the project behind schedule.

The project critical path, with 35 work days of negative float, runs through Contracts C0311 (Line Section under Santa Monica Mountains), C1610 (Trackwork Installation), B620 (Automatic Train Control) and Integration/Testing/Pre-Revenue Operations. However, a total of 13 work days (19 calendar days) were recovered during this period and the forecast revenue operations date changed from July 26 to July 7, 2000 versus May 17, 2000 target date. The schedule gain was accomplished by accelerating the C0311 tunnels work, and by providing early access to trackwork south of La Brea. Changes to both C0311 and C1610 (Trackwork Installation) are being issued.

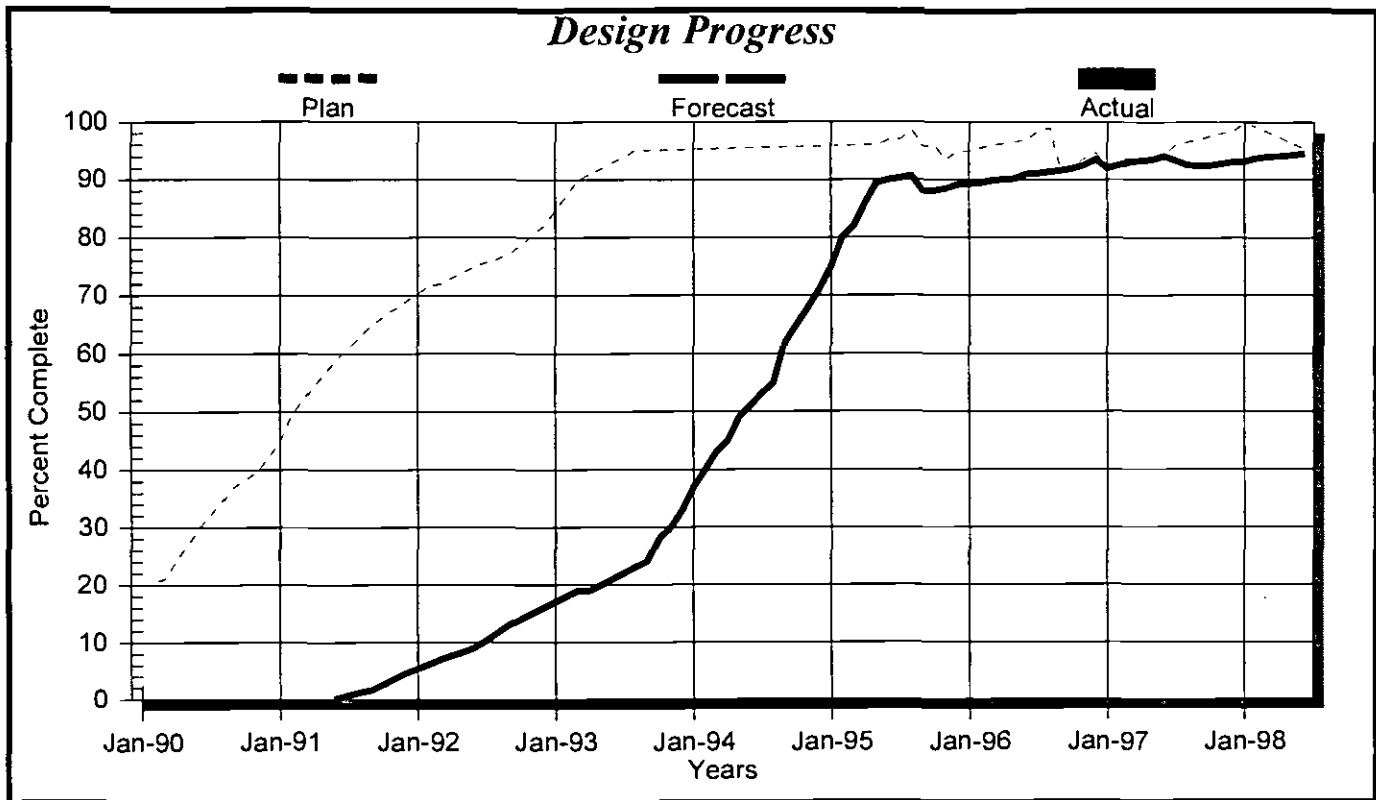
Negotiations were completed and an agreement was reached for Contract B646 (Fire and Emergency Management) Contract Technical Information Update. Delay was recovered by accelerating the software/hardware design and by splitting the delivery of the hardware and software. This contract has now been deleted from the secondary critical path.

Focus on the project is shifting from excavation and concrete to more complex mechanical, electrical and systems work. Facilities-systems interfaces are being closely coordinated. All facilities access dates for systems contracts have been met except for change order work and are forecast on schedule for the next three months.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



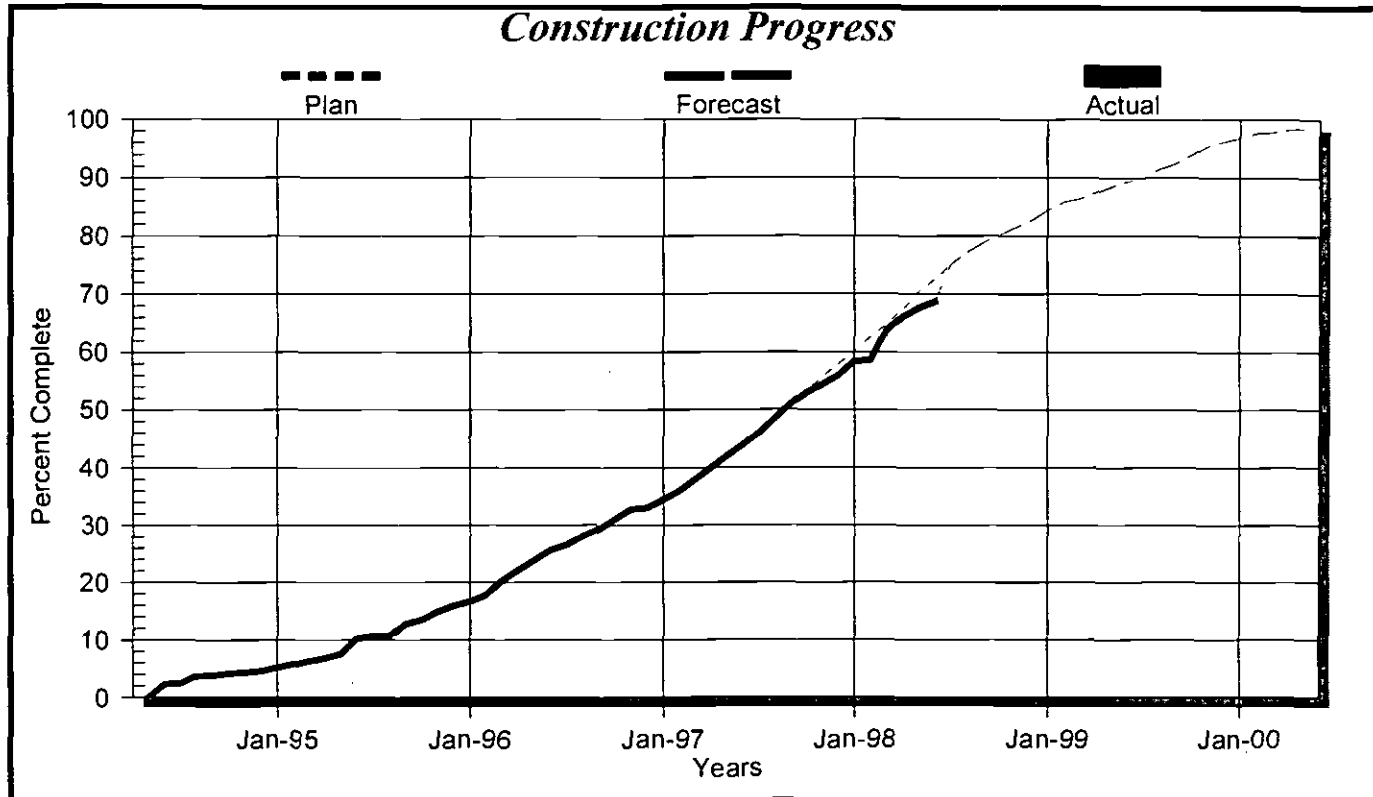
Design Progress Analysis

The estimated design progress through June 26, 1998 was 94.5% complete versus 95.5% planned. The variance is due to funding issues associated with Universal City contracts.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Construction Progress Analysis

Actual construction progress through June is 68.72% complete as compared to 69.65% forecast and 75.69% plan. Construction progress for the period is 1.12% actual versus 1.63 forecast and 2.31% plan.

Contract C0301 (Hollywood/Highland Station) contractor continued to accelerate work to mitigate its own delays on west end of station. Negotiations with private developer continue with no impact to station work. No impact to ROD.

Contract C0311 (North Hollywood Tunnel) arch concrete work is 44% complete in both the AR and AL tunnels. Schedule was revised this period based on increased arch concrete placement rates. Acceleration of Track Level Room mechanical and electrical work and phased construction of Crosspassage 60 mitigated two and a half weeks of delay shown in the May 1998 Master Schedule. Preliminary negotiations were conducted to split Milestones 2 and 3, Turnover of AL and AR tunnels to allow earlier access for the C1610, Trackwork Contractor. These negotiations also have resulted in the delivery of the Track Level Room, including changed work from CN-143, to the follow-on contractors seven weeks earlier than forecast in May 1998.

Contract C0321 (Universal City Station) is on schedule. Trackwork access to the northside of station, Milestone 2, was given to Contract C1610 (Trackwork Installation). Access Milestones 9, 11 and 13 were met on schedule. However, added punchlist requirements issued by means of CN are to finish in July. No impact to ROD.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Contract C0331 (North Hollywood Tunnel) contractor continues working 6-day work week, multiple shifts. Remaining tunnel work for Milestones 2A and 3 completion is punch list and NCR repair. Mid-vent shaft turnover to B620 (Automatic Train Control) is on schedule. No impact to ROD.

Contract C0351 (North Hollywood Station) contractor continues working a three-shift operation. Access Milestones 11, 12 and 13 were met on schedule except for CN and minor punchlist work. The contractor is focusing on meeting upcoming milestones. No impact to ROD.

Contract C1610 (Trackwork Installation) contractor continues to work 12-hour days and a 6-day week to mitigate lost time. A night shift was added this month to increase production. C0331 AR tunnel plinth concrete is 45% complete and AL is 29% complete. No impact to follow-on systems contracts or ROD.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Construction Safety Statistics

| Project-to-Date-Rates | Current Status | Change from Last Month |
|-------------------------------|----------------|------------------------|
| Recordable Injury Rate | | |
| National Average | 10.6 | |
| Project Rate (Cum.) | 16.5 | -0.1 |
| | | |
| Lost Time Rate (Freq.) | | |
| National Average | 4.2 | |
| Project Rate (Cum.) | 1.9 | -0.1 |

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

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

Construction Safety Summary

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

The project is currently completing over 220,000 work hours per month. To date, the project has completed 6,200,000 work hours.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending – June 1998



STATUS OF FUNDS ANTICIPATED

FTA SECTION 3: MTA submitted a grant application for \$37,393,664 of Section 3 Funds in March 1998 for the North Hollywood Project. Grant approval is expected by August 1998.

**FTA SECTION 9
FED ISTEA/CMAQ:** Grant award was approved on August 27, 1997 for FY 96 CMAQ \$20 million for the East Side Project. Funds will not be available for drawdown until FTA approves the MTA Rail Recovery Plan. MTA submitted a grant application on March 31, 1998 for \$20.6 million of CMAQ funds to be allocated to the North Hollywood Project. Approval is expected in August 1998.

**FTA SECTION 9
FED ISTEA/STP:** Grant award for \$75 million of STP funds was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25 million allocated to the Eastside Project. These funds will be available for drawdown only when FTA approves the MTA Rail Recovery Plan. MTA submitted a request to CTC to reprogram STP funds initially earmarked for LA Rail Car Project to the North Hollywood Project for a total of \$7.8 million. CTC approved MTA request on March 31, 1998.

STATE PROP 116: MTA submitted on April 8, 1997 a grant application and an allocation request to the CTC for \$15 million of Prop. 116 Rail Bond Funds. Funds will now be allocated against the North Hollywood Project instead of the Eastern Extension Project. MTA requested the CTC to take action for transferring the funds. Funds were allocated on March 31, 1998. MTA submitted a Prop. 116 application to transfer allocation of funds from LA Rail Car Project to the North Hollywood Project for a total of \$17.1 million. CTC approval was granted on March 31, 1998.

STATE SHA: MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds for the North Hollywood Project. Approval was obtained in February 1998. On May 5, 1998, the CTC approved \$26 million of State SHA for the North Hollywood Project. The fund transfer agreement is expected to be executed in July 1998.

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

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

FINANCIAL DETAIL

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

JUNE 1998

STATUS OF FUNDS BY SOURCE

| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED (1) | (C) TOTAL FUNDS AVAILABLE | (D) COMMITMENTS \$ | (D/B) % | (E) EXPENDITURES \$ | (E/B) % | (F) BILLED TO FUNDING SOURCE \$ | (F/B) % |
|---|---------------------------|---|------------------------------------|--------------------------|------------|---------------------------|------------|--|------------|
| | | | | | | | | | |
| ORIGINAL SCOPE: | | | | | | | | | |
| FTA-SECTION 3 | \$681.037 | \$544.830 | \$346.998 | \$544.830 | 100% | \$383.028 | 70% | \$346.998 | 64% |
| FTA-SECTION 3 DEFERRED LOCAL SHARE | | \$136.207 | \$86.749 | \$136.207 | 100% | \$95.757 | 70% | \$86.749 | 64% |
| FED ISTEA STP (STATE) | \$0.000 | \$57.800 (5) | \$57.800 | \$50.000 | 87% | \$50.000 | 87% | \$50.000 | 87% |
| FED ISTEA STP/CMAQ (REGIONAL) | \$25.000 | \$70.540 | \$53.037 | \$53.037 | 75% | \$53.037 | 75% | \$53.037 | 75% |
| FED ISTEA RSTP DEFERRED LOCAL SHARE | | \$9.139 | \$8.871 | \$6.871 | 75% | \$6.871 | 75% | \$6.871 | 75% |
| SB 1995 TRUST FUND | \$53.000 | \$68.686 | \$68.686 (2) | \$68.686 | 100% | \$68.686 | 100% | \$68.686 | 100% |
| STATE SHA/ARTICLE XIX | \$115.000 | \$66.855 | \$40.855 | \$37.167 | 56% | \$20.855 | 31% | \$20.855 | 31% |
| STATE PROP 116 | \$0.000 | \$57.152 (5) | \$57.152 | \$25.000 | 44% | \$25.000 | 44% | \$25.000 | 44% |
| STATE TSM Match | \$0.000 | \$11.380 | \$10.537 | \$10.537 | 93% | \$10.537 | 93% | \$10.537 | 93% |
| STATE CTIP | \$0.000 | \$141.145 (5) | \$0.000 | \$13.779 | 10% | \$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 | \$59.062 | \$46.271 | \$46.271 | 78% | \$46.271 | 78% | \$46.271 | 78% |
| BENEFIT ASSESS. DISTRICT | \$17.100 | \$0.000 (6) | \$0 | \$0 | 0% | \$0 | 0% | \$0 | 0% |
| TOTAL | \$1,310.822 | \$1,310.822 | \$828.402 (4) | \$1,045.831 | 80% | \$813.488 | 62% | \$768.450 | 59% |
| OTHER LOCALLY FUNDED ACTIVITIES: | | | | | | | | | |
| PROP C (ARTWORK) | \$0.000 | \$2.435 | \$0.610 | \$1.396 | 57% | \$0.277 | 11% | \$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% | \$0.280 | 10% | \$0.003 | 0% |

(1) Based on Current Budget. Allocation by funding source based on Nov 87 draft funding plan.

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

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

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

(5) State CTIP funds (\$65.952M) are being replaced by additional STP funds (\$7.8M transfer from LA Rail Car project), additional State SHA funds (\$4.9M from Del Norte Station project and \$21.1M from LA Rail Car project), and additional Prop 116 funds (\$15M from East Side project & \$17.152M from LA Rail Car project).

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 1998.

ES-14a



FINANCIAL DETAIL

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

JUNE 1998

STATUS OF FUNDS BY SOURCE

| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED | (C) TOTAL FUNDS AVAILABLE | (D) COMMITMENTS \$ | (D/B) % | (E) EXPENDITURES \$ | (E/B) % | (F) BILLED TO FUNDING SOURCE \$ | (F/B) % |
|--------------------------------------|---------------------------|--------------------------------------|------------------------------------|--------------------------|------------|---------------------------|------------|--|------------|
| ORIGINAL SCDFE: | | | | | | | | | |
| FTA-SECTION 3 | \$1,317.912 | \$1,133.192 | \$408.182 | \$629.035 | 56% | \$444.212 | 39% | \$408.182 | 36% |
| FTA-SECTION 3 DEFERRED LOCAL SHARE | \$98.578 | \$283.298 | \$102.045 | \$157.258 | 56% | \$111.053 | 39% | \$102.045 | 36% |
| FED ISTE A STP (STATE) | \$25.000 | \$82.800 | \$82.800 | \$50.000 | 60% | \$50.000 | 60% | \$50.000 | 60% |
| 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 | \$66.686 | \$66.686 | \$66.686 | 100% | \$66.686 | 100% | \$66.686 | 100% |
| STATE SHA/ARTICLE XIX | \$165.000 | \$106.855 | \$40.855 | \$37.167 | 35% | \$20.855 | 20% | \$20.855 | 20% |
| STATE PROP 116 | \$87.300 | \$57.152 | \$57.152 | \$25.000 | 44% | \$25.000 | 44% | \$25.000 | 44% |
| STATE FLEXIBLE CONGESTION RELIEF | \$26.000 | \$50.000 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| STATE TSM Match | \$11.142 | \$14.695 | \$10.537 | \$10.537 | 72% | \$10.537 | 72% | \$10.537 | 72% |
| STATE CTIP | \$0.000 | \$141.145 | \$0.000 | \$13.779 | 10% | \$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 | \$792.131 | \$110.530 | \$123.048 | 16% | \$108.947 | 14% | \$108.947 | 14% |
| BENEF ASSESS. DISTRICT | \$17.100 | \$0.000 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| TOTAL | \$2,781.086 | \$3,042.752 | \$1,015.559 | \$1,229.282 | 40% | \$954.082 | 31% | \$909.024 | 30% |
| OTHER LOCALLY FUNDED ACTIVITIES: | | | | | | | | | |
| PROP C (ARTWORK) | \$0.000 | \$2.435 | \$0.610 | \$1.398 | 57% | \$0.277 | 11% | \$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% | \$0.280 | 10% | \$0.003 | 0% |

(1) BASED ON CURRENT BUDGET -

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 1998.

METRO RED LINE Segment 3 North Hollywood
Quarterly Project Status Report
Period Ending - June 1998



ES-14b

METRO RED LINE Segment 3 North Hollywood

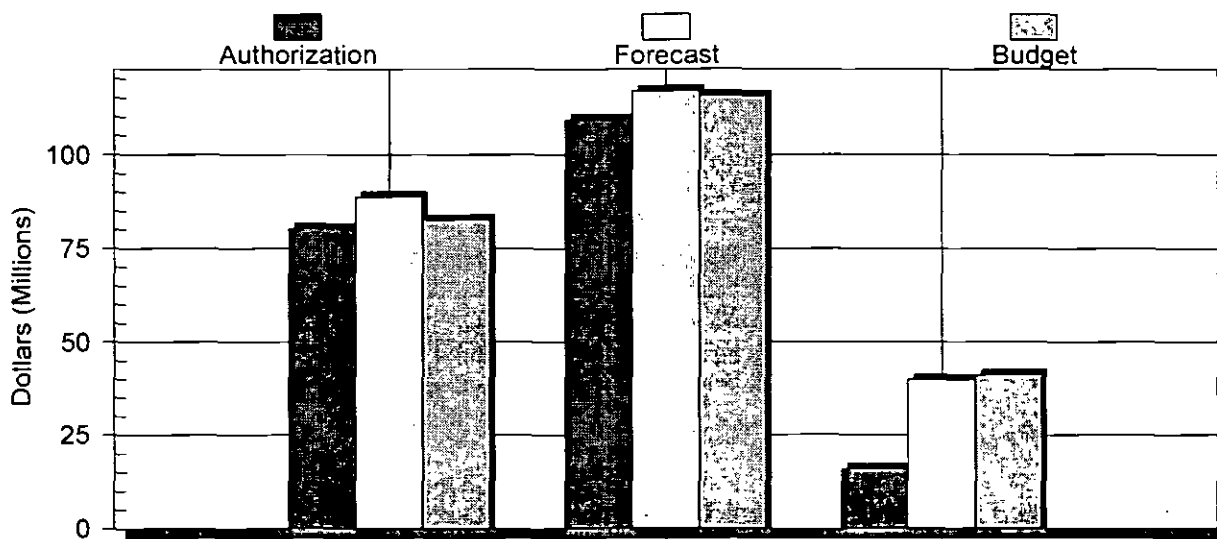
Quarterly Project Status Report

Period Ending - June 1998



Consultant Cost Status

Professional Services



| | Design | CM | Other |
|---------------|--------|---------|--------|
| Authorization | 80.336 | 109.191 | 15.959 |
| Forecast | 88.792 | 116.803 | 39.920 |
| Budget | 82.657 | 115.591 | 41.226 |

Professional Services Cost Analysis

The authorization for the Design Professional Services, Construction Management and Professional Services did not change significantly this period.

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

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



Management Issues

NEW ITEM (Date initiated: June 1998)

TRIZECHAHN AND MTA JOINT DEVELOPMENT AT HOLLYWOOD/HIGHLAND STATION

Concern/Impact

TrizecHahn Centers (THC), a land developer, is finalizing plans to construct an entertainment/retail center on and around the C0301 Hollywood/Highland Station. The center is scheduled for completion in the first quarter in 2000. Construction is scheduled to start 7/1/98 and there will be impact on the final construction of the station. Areas affected will be: the modified construction access and laydown area for the contractor, Tutor-Saliba Perini (TSP), and follow-on systems contractors; the demolition of part of the blast relief shaft (BRS) and construction of a THC designed BRS; the demolition of the 12 story building at the northwest corner of Hollywood Boulevard and Highland Avenue; the demolition of the Holiday Inn parking structure; and, the excavation support systems adjacent to MTA facilities.

Status/Action

THC and MTA have entered into a memorandum of understanding for the joint development. It will be tracked as a separate project. The EMC prepared a DCN to delete 21 items from the original C0301 contract scope to be reimbursed by THC. The contractor has submitted a cost/schedule proposal and a change order will follow. A no-cost CWO has been completed between THC and EMC for any design services needed in connection with this interface between MTA facilities and THC development. Similar no-cost CWOs will be developed with JMA, for project controls and construction management, and with TSP, for construction changes. Several meetings in the past few months have taken place to review plan and schedule proposals and to identify interface activities. THC has firmed up their construction schedule and has given MTA assurances that impact to the job site laydown area and station access will be minimized until January/February 1999. Both parties agreed to develop an integrated schedule to minimize potential impacts. MTA has provided THC with a list of activities that need to be integrated into their schedule.

ONGOING ITEM (Date initiated: May 1998)

PROJECT ROD SLIPPAGE

Concern/Impact

The projection for achieving ROD in May 2000 has been impacted by arch concrete placement rate experienced within the Contract C0311 tunnels. The trackwork contract (Contract C1610) installation will potentially be impacted. This will then have a subsequent affect on automatic train control (Contract B620) installation and testing, and on systems integration testing and startup. ROD is now forecast to be July 7, 2000.

Status/action

Based on the implementation of changes to the North Hollywood Tunnel (C0311) and Trackwork (C1610) contracts, the forecast ROD has improved 19 calendar days from last month's forecast. The MTA continues to pursue other mitigation alternatives to restore the projected ROD to May 17, 2000. The resequencing of systems contracts' access dates and subsequent testing durations is being reviewed. The MTA will request cost and schedule proposals from the appropriate contractors. MTA management staff is reviewing internal administrative processes relating to secondary critical path issues that could require schedule mitigation.

METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - June 1998



ONGOING ITEM (Date initiated: March 1998)

PROJECT AGENCY COST FORECAST

Concern/Impact

At this time, the project forecast cost at completion has been updated for the Agency and will potentially exceed the budget by \$30M. This is an increase of \$2.3M from the previously reported figure of \$89.9M. This updated projection is based upon revised overhead calculations and staffing projections.

Status/Action

The project team is actively managing these potential cost impacts by focusing on staffing charges allocated to the North Hollywood Project. Additionally, the MTA Project management team has produced a draft Board report to address this potential overrun. Lastly, professional service consulting contract requirements are being reassessed and revised to reduce overall manpower costs.

ONGOING ITEM (Date initiated: January 1998)

CONTRACT B646 (FIRE & EMERGENCY MANAGEMENT SYSTEM) TECHNICAL UPDATE CHANGE

Concern/Impact

The change process for Technical Update Change Resolution (DCN #97-33, CN #66) has impacted follow-on contractors and Project ROD. The delay is increasing the cost of construction at an approximate rate of \$60,000 per calendar day.

Status/Action

The contractor has started the engineering design on this technical update immediately after the CN-66 negotiation meeting. Change Notice 77.01 is also in process to separate the hardware and software delivery milestones for each station/location and to mitigate the schedule on the communication subsystems. The AFE associated with this CN is scheduled for approval at the August Change Control Board meeting. Any administrative delays beyond August will impact the contract schedule and ROD.

METRO RED LINE SEGMENT 3

MID-CITY EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE SEGMENT 3 MID-CITY

Quarterly Project Status Report

Period Ending - June 26, 1998



SCHEDULE PROGRESS

| DESIGN | Percent Complete |
|------------------------|-----------------------------|
| Monthly Progress | 0.0 % |
| Prior Cumulative Prog. | 0.0 |
| Cumulative Progress | 0.0 |

CONSTRUCTION

| | |
|------------------------|-------|
| Monthly Progress | 0.0 % |
| Prior Cumulative Prog. | 0.0 |
| Cumulative Progress | 0.0 |

SCHEDULE STATUS

At the time of Project suspension, the Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) document was on the critical path. The completion of the FTA draft document review was deferred pending the MTA Board decision on the viability of the project. Selection of the Locally Preferred Alternative (LPA) and the Project Adoption and Record of Decision have slipped. No further updates to the schedule will be made. A new schedule will be developed if the project becomes viable.

REAL ESTATE STATUS

There are currently no Real Estate issues on the Mid-City Project.

DEMOBILIZATION ISSUES

- A Demobilization Plan was developed and project suspension, including contract closeout, continues.
- The draft SEIS/SEIR document was submitted to the FTA and is pending approval.
- MTA is conducting a Regional Transit Alternatives Analysis to evaluate Mid-City alternatives. This analysis will be presented to the MTA Board for consideration in October or November 1998.
- The Mid-City Project is scheduled for final demobilization by September 1998.

FINANCIAL DETAIL

METRO RAIL RED LINE MID CITY PROJECT
(IN MILLIONS OF DOLLARS)

JUNE 1998

STATUS OF FUNDS BY SOURCE

| 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 FUNDING 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) | \$0.000 | \$0.000 | | | | | | | |
| 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 | \$0.163 | \$0.163 | 7% | \$0.163 | 7% | \$0.163 | 7% |
| STATE SHA/ARTICLE XIX | \$0.000 | \$40.000 | | | 0% | | 0% | | 0% |
| STATE PROP 116 | \$72.300 | \$0.000 | | | 0% | | 0% | | 0% |
| STATE FLEXIBLE CONGESTION RELIEF | \$26.000 | \$50.000 | | | 0% | | 0% | | 0% |
| STATE TSM Match | \$0.000 | \$2.643 | \$0.000 | \$0.000 | 0% | \$0.000 | 0% | \$0.000 | 0% |
| CITY OF LA | \$34.400 | \$0.000 | | | 0% | | 0% | | 0% |
| PROP C | \$60.000 | \$327.126 | \$8.067 | \$7.607 | 2% | \$6.484 | | \$6.484 | 2% |
| TOTAL | \$490.663 | \$682.732 | \$14.619 | \$14.159 | 2% | \$13.036 (2) | 2% | \$13.036 | 2% |

(1) Based on Board approved December 1996 forecast defined in the Rail Recovery Plan.

(2) Total expenditures decreased from last quarter due to a correction of a contractor invoice erroneously allocated twice against the project.

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 98.

**MTA CONSTRUCTION DIVISION
PROJECT COST REPORT
COST BY ELEMENT**

Project: R83 METRO RED LINE - SEGMENT 3 - MID-CITY

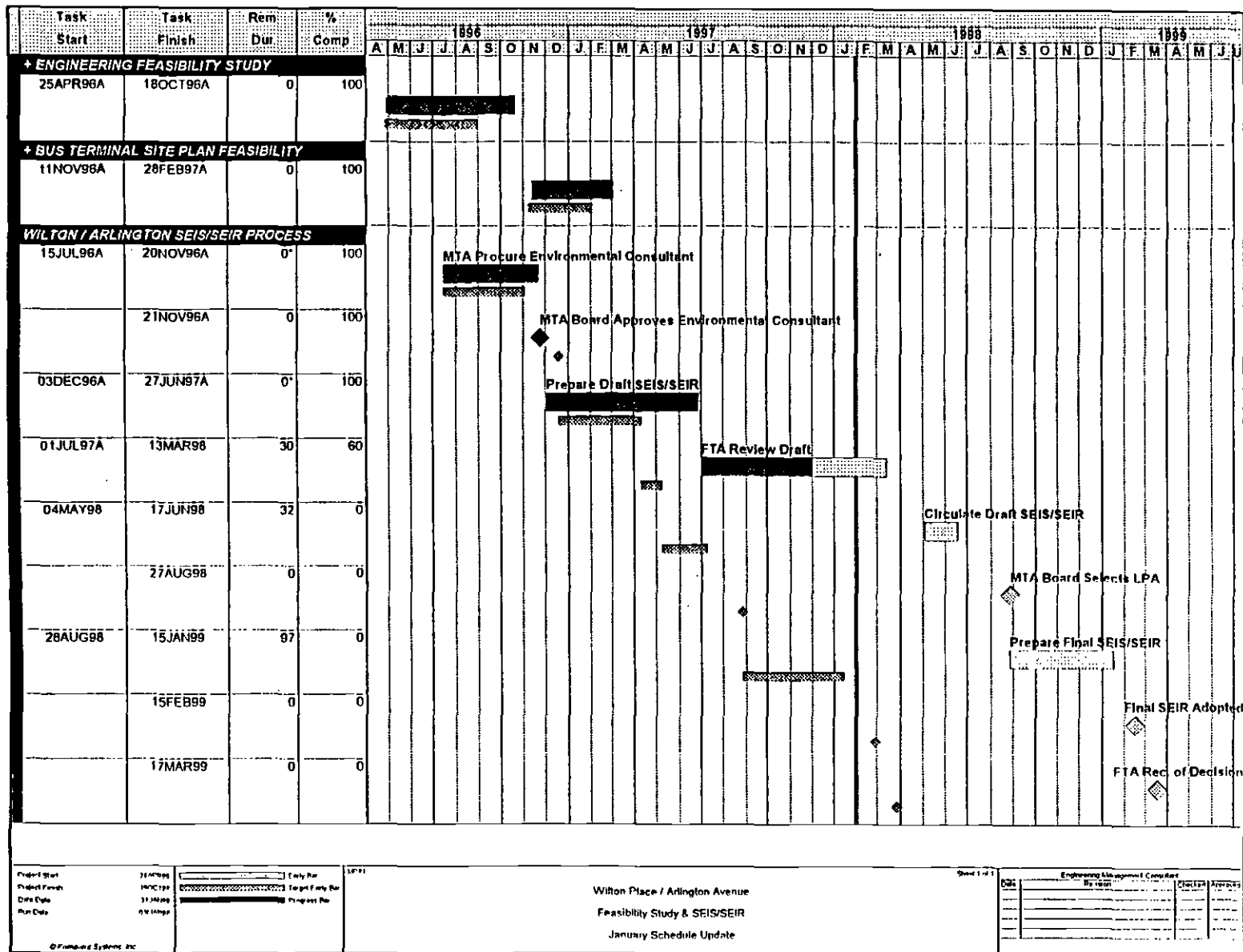
Period: Mar. 27, 1998 to Jun. 26, 1998

Run Date: June 26, 1998

Units: \$ In Thousands (Truncated)

| Element/Description | | Original Budget | Current Budget | | Commitments | | Expenditures | | Current Forecast | | Forecast Variance |
|---------------------|-------------------------------|--------------------|----------------|---------|-------------|---------|--------------|---------|------------------|---------|----------------------|
| | | | Period | To Date | Period | To Date | Period | To Date | Period | To Date | |
| T | CONSTRUCTION | 334,139 | 0 | 334,139 | 0 | 394 | 0 | 269 | N/A | N/A | |
| S | PROFESSIONAL SERVICES | 98,133 | 0 | 98,133 | 0 | 13,416 | (41) | 12,420 | | | |
| R | REAL ESTATE | 53,303 | 0 | 53,303 | 0 | 156 | 0 | 146 | | | |
| F | UTILITY/AGENCY FORCE ACCOUNTS | 5,088 | 0 | 5,088 | 0 | 193 | 0 | 201 | | | |
| C | PROJECT CONTINGENCY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| A | PROJECT RESERVE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| GRAND TOTAL | | 490,663 | 0 | 490,663 | 0 | 14,159 | (41) * | 13,036 | | | |

* Total expenditures decreased from last quarter due to a correction of a contractor invoice erroneously allocated twice against the project.



METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION

EXECUTIVE SUMMARY

METRO RED LINE - Segment 3 East Side

Quarterly Project Status Report

Period Ending - June 26, 1998



SCHEDULE PROGRESS

| | Percent Complete |
|----------------------------|------------------|
| DESIGN* | |
| Quarterly Progress | 13.2% |
| Prior Cumulative Progress | 86.8% |
| Cumulative Progress | 100.0% |
| CONSTRUCTION | |
| Monthly Progress | 0% |
| Prior Cumulative Progress | 0% |
| Cumulative Progress | 0% |

*See Demobilization Issues.

SCHEDULE STATUS

Revenue Operations Date

The Revenue Operation Date approved in the Full Funding Grant Agreement (FFGA) is November 2002. The current R.O.D., as reported prior to suspension of the project in January, was May 2004. The forecast R.O.D. is unknown due to the suspension of the project and will be indeterminable until the length of the suspension period is known.

REAL ESTATE STATUS

Three additional parcels were authorized for acquisition under the demobilization plan. Two of the three parcels have closed escrow with the third pending resolution of title problems.

The Board approved reactivation of the demolition program. Staff was requested to review remaining building structures to determine the cost of making them habitable. Approximate cost was estimated at \$1 million for residential buildings.

DEMOBILIZATION ISSUES

The design progress indicates the completion of facilities final design, as authorized by the MTA and does not include work such as systems design, systemwide design, and addenda.

Suspension of the project will increase costs. The total amount of delay and cost increase will depend on the length of the suspension period.

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - June 26, 1998



MANAGEMENT ISSUES (Continued)

NEW

Item [Initiated June 1998]

Contract Work Order (CWO) #0072 - EMC Administration

Concern/Impact

Up to the April 1997 period, EMC's administration costs (formerly known as POER - Project Office expense Rate) were allocated by project and contract work order. However, in May 1997, MTA contract administration management froze the payment of POER costs in anticipation of a new CWO 72, designed to address EMC administration. As a result, EMC has not been reimbursed for POER-related costs since the May 1997 period. From May 1997 through the June 1998 period, EMC has accumulated administration costs of approximately \$10M. Another \$1.5M is anticipated for the period of July 1998 through December 1998. The costs that will be allocated to each project are expected to be in the range of \$2K to \$3.3M.

Status/Action

MTA and EMC are in the process of negotiating CWO #0072. Once it is negotiated and approved by the MTA Board, each project will have a forecasted amount of its respective share, and expenditures will be reported monthly. The anticipated forecast for this CWO is handled differently from project to project. In most instances, an allowance or contingency has been set aside to address the added administration costs.

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

METRO RED LINE - Segment 3 East Side
Quarterly Project Status Report
Period Ending - June 26, 1998

STATUS OF FUNDS BY SOURCE (in thousands of dollars)

| SOURCE | (A) ORIGINAL BUDGET | (B) TOTAL FUNDS ANTICIPATED ⁽¹⁾ | (C) TOTAL FUNDS AVAILABLE | (D) (D/B) COMMITMENTS | | (E) (E/B) EXPENDITURES | | (F) (F/B) BILLED TO SOURCE | |
|-------------------------------------|---------------------------|---|------------------------------------|--------------------------|------------|---------------------------|------------|----------------------------------|------------|
| | | | | \$ | % | \$ | % | \$ | % |
| FTA - SECTION 3 | \$394,312 | \$394,312 | \$57,077 | \$80,098 | 20% | \$57,077 | 14% | \$57,077 | 14% |
| FTA - SECTION 3 DEFERRED LOCAL SHAR | 98,578 | 98,578 | 14,269 | 20,024 | 20% | 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 | 0 ⁽²⁾ | 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 ⁽³⁾ | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| PROP C | 299,133 | 405,943 | 56,192 | 69,170 | 17% | 56,192 | 14% | 56,192 | 14% |
| TOTAL | \$979,601 | \$1,049,198 | \$172,538 | \$169,292 | 16% | \$127,538 | 12% | \$127,538 | 12% |

NOTE: Expenditures are cumulative through May 1998.

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

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

(1) Based on Current Budget. Allocation by funding source based on November 1997 draft funding plan.

(2) State Prop 116 \$15M has been transferred to the North Hollywood Project.



| EARLY START | EARLY FINISH | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|-------------|--------------|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | | JJASOND | JFMAMJJJASOND | JFMAMJJJASOND | JFMAMJJJASOND | JFMAMJJJASOND | JFMAMJJJASOND | JFMAMJJJASOND | JFMAMJJJASOND | JFMAMJJJASOND |
| | | PROJECT DEMOBILIZATION | | | | | | | | |
| 14JAN98A | 30JUL98 | PROJECT IN DEMOBILIZATION MODE | | | | | | | | |
| 31JUL98 | | MTA BOARD AUTHORIZES PROJECT REMOBILIZATION | | | | | | | | |
| | | TUNNEL CONTRACT: UNION STATION TO 1st/LORENA | | | | | | | | |
| 14JUL97A | 26JUN98 | SL 541 REROUT FOR 1- TUNNEL CONTRACT | | | | | | | | |
| 31JUL98 | 4DEC98 | 502/541 ADVERTISE & BID | | | | | | | | |
| 5DEC98 | 5MAR99 | 502/541 AWARD PROCESS | | | | | | | | |
| 8MAR99 | 6MAR00 | LT 502 PROCURE TBM #1 LT-1/B | | | | | | | | |
| 22SEP99 | 26JAN00 | 1B 521 MOBILIZATION (1/B STATION BOX EXCAVATION) | | | | | | | | |
| 27JAN00 | 17MAY00 | 1B 521 DRIVE PILES 1/B STATION | | | | | | | | |
| 2MAY00 | 6MAR01 | LT502 EXCAVATE TUNNELS LT-1/B | | | | | | | | |
| 18MAY00 | 1FEB01 | 1B 521 EXCAVATE 1st/BOYLE STATION BOX | | | | | | | | |
| 6MAR01 | 17SEP01 | SLS41 EXCAVATE TUNNELS 1ST/BOYLE TO C/S | | | | | | | | |
| 16OCT01 | 11JUN02 | SLS41 EXCAVATE TUNNELS C/S-1/L | | | | | | | | |
| 12JUN02 | 12JUL02 | SL 541 REMOVE TBM #2 | | | | | | | | |
| | | C0521 1st/BOYLE STATION WITH CROSSOVER | | | | | | | | |
| 31JUL98 | 26FEB99 | COMPLETE ACQUISITION PHASE 2 DEMO PARCELS | | | | | | | | |
| 1MAR99 | 20JUL99 | 1B 521 ENVIRONMENTAL CLEANUP PHASE 2 PARCELS | | | | | | | | |
| | | C0528 PHASE 2 DEMOLITION | | | | | | | | |
| 2MAR99 | 21SEP99 | 1B528 PHASE 2 DEMOLITION AT 1ST/BOYLE | | | | | | | | |
| | | C0531 CHAVEZ/SOTO STATION | | | | | | | | |
| 26JUN02 | 13MAY03 | CS931 F/R/P STATION CONCRETE STRUCTURE | | | | | | | | |
| 14MAY03 | | CS 2610 TRACK WORK ACCESS STATION (C0531) | | | | | | | | |
| 20MAY03 | 17NOV03 | CS931 COMPLETE FINISH WORK MEZZ LEVEL | | | | | | | | |
| | | C2610 TRACKWORK INSTALLATION | | | | | | | | |
| 23MAY02 | 15SEP03 | TW2610 INSTALL TRACK CONCRETE & RUNNING RAIL | | | | | | | | |
| 14MAY03 | | CS 2610 TRACK WORK ACCESS STATION (C0531) | | | | | | | | |
| 19JUN03 | 16JUL03 | TW 2610 TRACK CONCRETE C0541 (1/L-C/S) (CL) | | | | | | | | |
| 7JUL03 | 8AUG03 | TW 2610 INSTALL RUNNING RAIL (CR) | | | | | | | | |
| 13OCT03 | 12DEC03 | TW 2610 INSTALL CONTACT RAIL W/ PEDESTAL (CL) | | | | | | | | |
| | | B620 AUTOMATIC TRAIN CONTROL (ATC) | | | | | | | | |
| 23JAN03 | 31MAR04 | AT 620 AUTOMATIC TRAIN CONTROL INSTALLATION | | | | | | | | |
| 12NOV03 | 10DEC03 | AT 620 INSTL WAYSIDE EQUIP (C0502) | | | | | | | | |
| 10FEB04 | 12JUL04 | AT 620 AUTOMATIC TRAIN CONTROL TESTING | | | | | | | | |
| | | H1470 TRACTION POWER EQUIPMENT INSTALLATION | | | | | | | | |
| 1OCT02 | 9FEB04 | TP 470 TRACTION POWER EQUIPMENT INSTALLATION | | | | | | | | |
| 10JAN03 | 9FEB04 | H1470 TRACTION POWER EQUIPMNT TESTING | | | | | | | | |
| 28MAY03 | 3FEB04 | H1470 INSTL (TPSS) TRACTION PWR SUBSTA EQUIP | | | | | | | | |
| 4FEB04 | 9FEB04 | H1470 TEST/ENERGIZE TPSS EQUIPMENT | | | | | | | | |
| | 9FEB04 | H1470 PERM POWER AVAILABLE | | | | | | | | |
| | | PRE-REVENUE OPERATIONS | | | | | | | | |
| 13JUL04 | 12NOV04 | INTEGRATED TESTING | | | | | | | | |
| 15NOV04 | 9MAR05 | PRE-REVENUE OPERATIONS | | | | | | | | |
| | 9MAR05 | R.O.D. (EAST LA) | | | | | | | | |

Plot Date 17JUL98
Data Date 27JUN98
Project Start 19JUL97
Project Finish 17MAY04

Activity Bar/Early Date
Critical Activity
Progress Bar
Milestone/Flag Activity

METROPOLITAN TRANSIT AUTHORITY
EAST SIDE EXTENSION
SUMMARY CRITICAL PATH

Sheet 1 of 1

JULY 30, 1998 REMOBILIZATION DATE USED

| Date | Revision | Checked | Approved |
|------|----------|---------|----------|
| | | | |
| | | | |
| | | | |
| | | | |

[illegible]