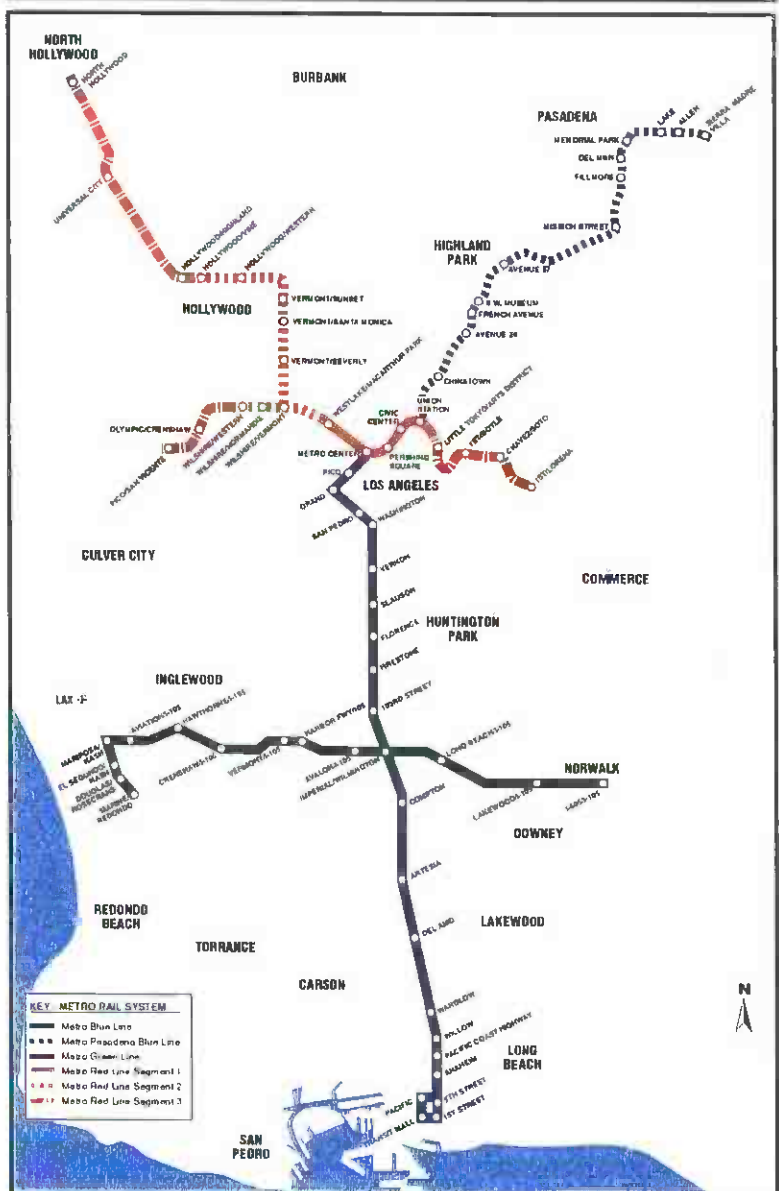


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



MARCH 1998

## **RAIL PROGRAM STATUS SUMMARY**

THE LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY  
METRO CONSTRUCTION DIVISION

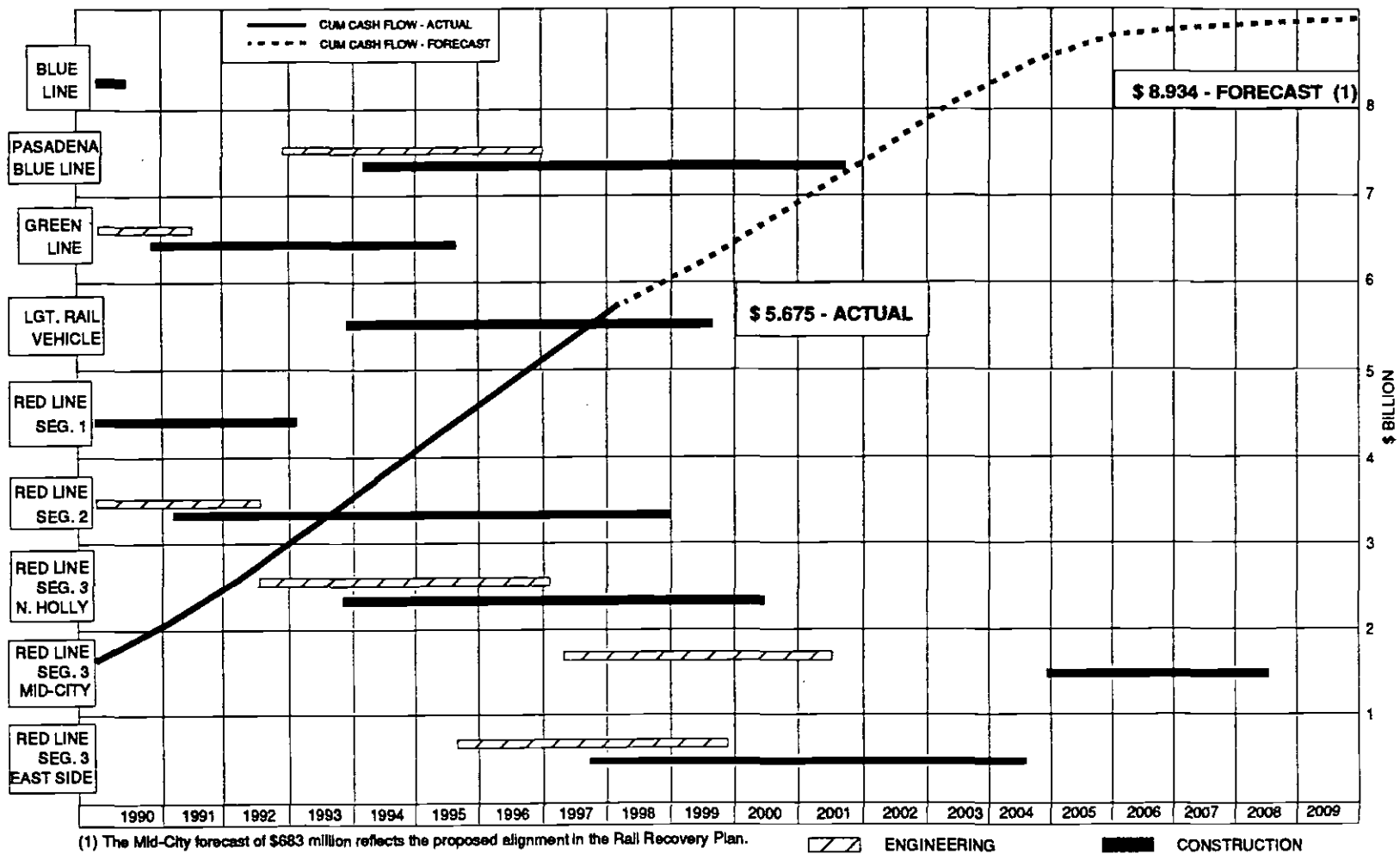
**MARCH 1998**

# **RAIL PROGRAM SUMMARY**

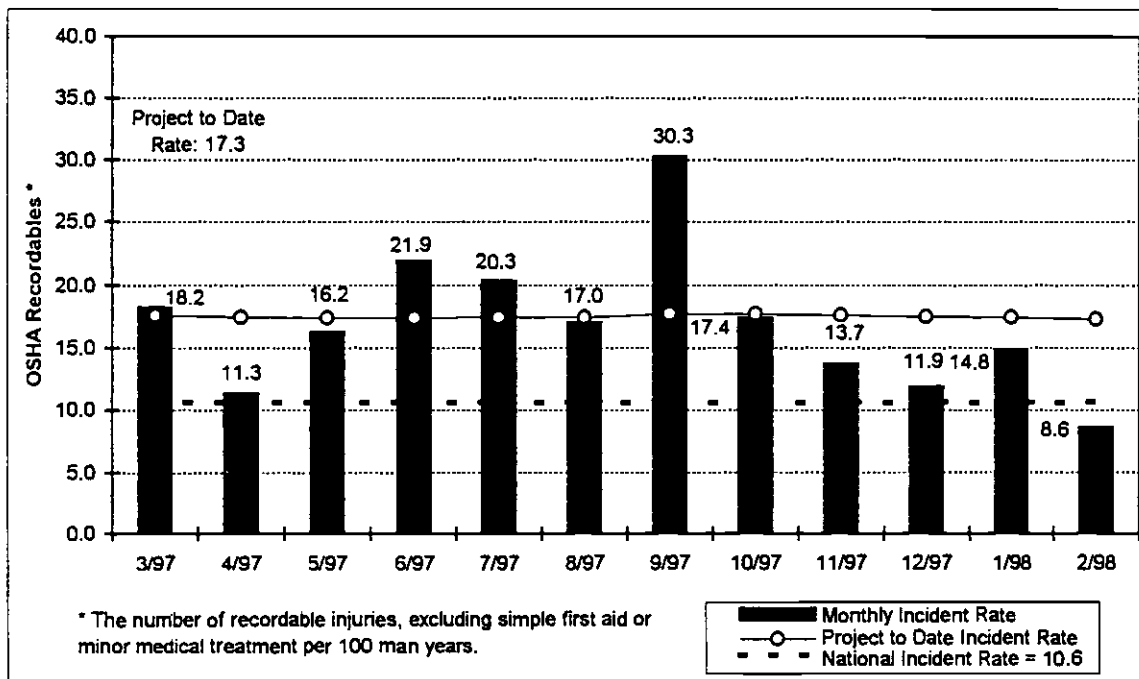
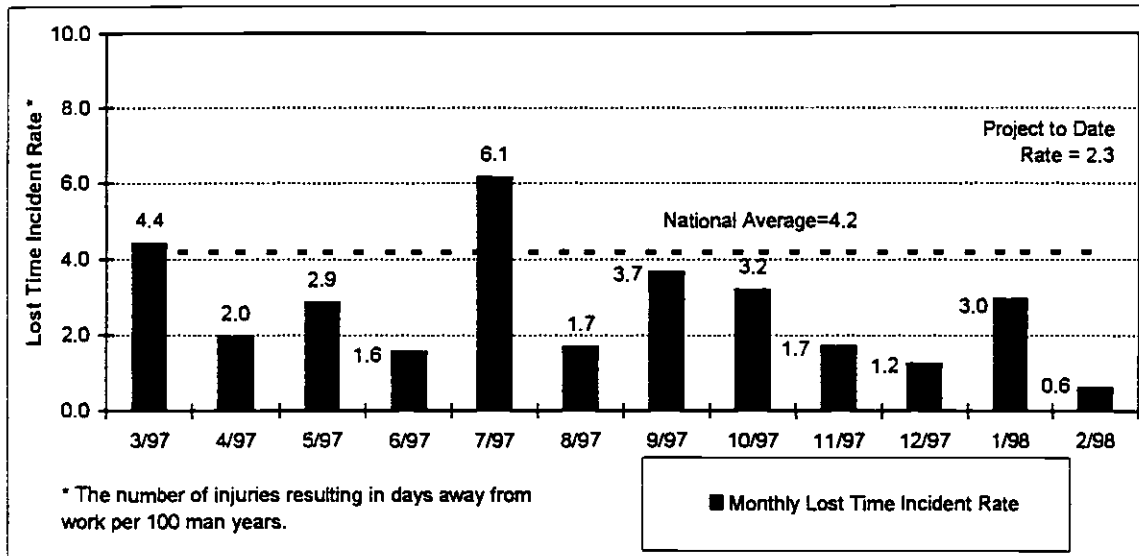


# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of March 1998

	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	99.1%	94.0%	Final Not Started	86.8%	Completed	80.3%	Completed	Based on Milestones 98%	3 of 9 complt.
Construction Status	Completed	93.9%	63.8%	Not Started	Not Started	Completed	11.7%	99%	Based on Milestones 60%	3 of 9 complt.
Expenditures to Date (in mil.)	\$1438	\$1485	\$760	\$13	\$121	\$860	\$221	\$671	\$106	\$5675
MTA Approved Budget (in mil.)	\$1450	\$1641	\$1314	\$491	\$1049	\$877	\$804	\$712	\$258	\$8596
Federal Funding	48%	44%	62%	39%	54%	0%	0%	0%	33%	31%
State/Local Funding	52%	56%	38%	61%	46%	100%	100%	100%	67%	69%



## Safety Summary Status



# METRO PASADENA BLUE LINE

## Rail Program Status Summary

### Period Ending - March 27, 1998



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 1.7	0.0 %
Prior Cumulative Prog.	80.1	80.3
<b>Cumulative Progress</b>	<b>81.8</b>	<b>80.3</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 1.2	0.0 %
Prior Cumulative Prog.	57.1	10.8
<b>Cumulative Progress</b>	<b>58.3</b>	<b>10.8</b>
<b>OTHER Cost Elements</b>	<b>\$80.8</b>	
<b>TOTAL</b>	<b>\$ 220.9</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
State Prop 108	\$20.0	\$20.0	\$20.0
State Prop 116	40.0	40.0	40.0
State Highway Acct	327.8	76.5	41.6
Prop C Highway 25%	178.6	101.9	79.3
Prop C 40% Discr.	237.5	40.0	40.0
<b>TOTAL</b>	<b>\$803.9</b>	<b>\$278.4</b>	<b>\$220.9</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$431.4	\$414.2
Professional Services	258.9	278.5
Real Estate	55.5	49.8
Utility Force Account	12.4	15.4
Special Programs	2.2	2.2
Contingency	43.6	62.4
Project Revenue	(0.1)	(0.1)
<b>TOTAL PROJECT</b>	<b>\$803.9</b>	<b>\$822.4</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: August 2001

As a result of the demobilization efforts, the August 2001 ROD has been slipping day for day since January 15, 1998. No recovery of the project schedule is anticipated at this time.

#### CURRENT ACTIVITIES / ISSUES

Since the MTA Board approved project suspension on January 14, 1998, the implementation of the Pasadena Blue Line Demobilization Plan has been in effect. The demobilization of the Pasadena Blue Line is being monitored and reported biweekly to MTA Executive Management.

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



## PROJECT DESCRIPTION

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

## SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 0.5	0.1 %
Prior Cumulative Prog.	165.0	99.0
Cumulative Progress	165.5	99.1
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 5.6	0.6 %
Prior Cumulative Prog.	961.4	93.3
Cumulative Progress	967.0	93.9
<b>OTHER Cost Elements</b>	<b>\$352.3</b>	
<b>TOTAL</b>	<b>\$ 1484.8</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FED ISTEA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	504.3	476.1	417.4
City of Los Angeles	96.0	94.0	92.8
Benefit Assessment Dist	0.0	0.0	0.0
Benefit Assess. Shortfall	0.0	25.4	25.4
Cost Overrun Account	123.1	51.9	51.9
Prop C Transit Enhance	62.7	48.0	45.2
ISTEA CMAQ/RSTP	2.6	0.0	0.0
<b>TOTAL</b>	<b>\$1640.8</b>	<b>\$1547.5</b>	<b>\$1484.8</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$1101.1	\$1112.6
Professional Services	411.9	459.0
Real Estate	88.1	89.0
Utility Force Account	32.4	32.6
Special Programs	2.5	2.5
Contingency	4.8	42.0
Project Revenue	0.0	(1.3)
<b>TOTAL PROJECT</b>	<b>\$1640.8</b>	<b>\$1736.4</b>

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: December 1998

The project critical path remained the same this period. The critical path is controlled by additional delays to the B646 Fire and Emergency Management change process as a result of the dispute over the labor and overhead rate. The impact of this event has delayed critical tests at the Vermont/Santa Monica Station. In addition, the change process for flood damage repair at the Vermont/Sunset Station also controls the project critical path. The 193 calendar days of negative float forecast this period represents a 28 calendar day delay since last period. The current forecast for revenue operations is June 1999.

## CURRENT ACTIVITIES / ISSUES

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



# METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

## Rail Program Status Summary

### Period Ending - March 27, 1998



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 2.1	0.5 %
Prior Cumulative Prog.	67.8	93.2
<b>Cumulative Progress</b>	<b>69.9</b>	<b>93.7</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 31.4	3.8 %
Prior Cumulative Prog.	455.6	60.0
<b>Cumulative Progress</b>	<b>487.0</b>	<b>63.8</b>
<b>OTHER Cost Elements</b>	<b>\$202.7</b>	
<b>TOTAL</b>	<b>\$ 759.6</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.9	\$347.0	\$347.2
FTA - Sect 3 Defer. Local	136.2	86.8	86.8
FED ISTEA STP (State)	57.8	50.0	50.0
FED ISTEA STP/CMAQ	70.5	53.0	53.0
FED ISTEA RSTP Defer	9.1	6.9	6.9
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	45.9	20.9	20.9
State Proposition 116	57.1	25.0	25.0
State TSM Match	11.4	10.5	10.5
State CTIP	167.2	0.0	0.0
City of Los Angeles	90.1	55.4	55.4
Proposition C	54.1	37.0	37.0
Benefit Assessment Dist	0.0	0.0	0.0
Prop C (Artwork)	2.5	0.6	0.2
Prop C (Non-Rev Connect)	0.3	0.0	0.0
<b>TOTAL</b>	<b>\$1313.8</b>	<b>\$759.8</b>	<b>\$759.6</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$826.6	\$861.2
Professional Services	301.5	335.4
Real Estate	89.0	87.3
Utility Force Account	26.3	26.6
Special Programs	0.0	0.9
Contingency	70.0	29.0
Project Reserve	0.4	0.1
Project Revenue	0.0	0.0
<b>TOTAL PROJECT</b>	<b>\$1313.8</b>	<b>\$1340.5</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

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

#### CURRENT ACTIVITIES / ISSUES

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

# METRO RED LINE SEGMENT 3 MID- CITY

## Rail Program Status Summary

### Period Ending - March 27, 1998



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$ 0.2	0.0 %
Prior Cumulative Prog.	7.0	2.0
Cumulative Progress	7.2	2.0
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 0.0	0.0 %
Prior Cumulative Prog.	0.0	0.0
Cumulative Progress	0.0	0.0
<b>OTHER Cost Elements</b>	\$5.9	
<b>TOTAL</b>	<b>\$13.1</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$194.1	\$4.1	\$4.1
FTA - Sect 3 Defer. Local	48.5	1.0	1.0
FED ISTEA STP (State)	0.0	0.0	0.0
ISTEA STP/CMAQ (Reg)	18.1	1.3	1.3
ISTEA RSTP Defer. Local	2.4	0.2	0.2
State Article XIX	40.0	0.0	0.0
Proposition 116	0.0	0.0	0.0
Flex Congestion Relief	50.0	0.0	0.0
State TSM Match	2.7	0.0	0.0
City of Los Angeles	0.0	0.0	0.0
Prop C	327.2	8.0	6.5
<b>TOTAL</b>	<b>\$683.0</b>	<b>\$14.6</b>	<b>\$13.1</b>

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

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

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: July 2008

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

#### CURRENT ACTIVITIES / ISSUES

A Demobilization Plan was developed and Mid-City work is suspended.

# METRO RED LINE SEGMENT 3 EAST SIDE

## Rail Program Status Summary

### Period Ending - March 27, 1998



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	\$1.9	0.1 %
Prior Cumulative Prog.	55.9	86.7
<b>Cumulative Progress</b>	<b>57.8</b>	<b>86.8</b>
<b>CONSTRUCTION</b>		
Monthly Progress	\$ 1.6	0.0 %
Prior Cumulative Prog.	16.8	0.0
<b>Cumulative Progress</b>	<b>18.4</b>	<b>0.0</b>
<b>OTHER Cost Elements</b>	<b>\$44.4</b>	
<b>TOTAL</b>	<b>\$ 120.6</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$394.3	\$57.1	\$57.1
FTA - Sect 3 Defer. Local	98.6	14.2	14.2
FED ISTEAP STP (State)	25.0	25.0	0.0
FED ISTEAP STP/CMAQ	45.4	17.7	0.0
FED ISTEAP RSTP Defer	5.9	2.3	0.0
State SHA/Article XIX	0.0	0.0	0.0
State Proposition 116	0.0	0.0	0.0
State Flex Congest Relief	0.0	0.0	0.0
State TSM Match	0.7	0.0	0.0
City of Los Angeles	73.4	0.0	0.0
Proposition C	405.9	49.3	49.3
<b>TOTAL</b>	<b>\$1049.2</b>	<b>\$165.6</b>	<b>\$120.6</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$651.1	\$653.1
Professional Services	255.5	306.9
Real Estate	34.8	36.6
Utility Force Account	23.9	23.9
Special Programs	0.0	3.1
Contingency	83.9	82.3
Project Revenue	0.0	0.0
<b>TOTAL PROJECT</b>	<b>\$1049.2</b>	<b>\$1105.8</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2004

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

#### CURRENT ACTIVITIES / ISSUES

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

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

MTA is revising the recovery plan by examining alternative project schedules, funding plans, and consequent impacts to the project budget. In January 1998, the MTA Board approved the CEO's recommendations to suspend the East Side Extension for a period of at least six months and begin demobilization.

# **METRO PASADENA BLUE LINE**

## **EXECUTIVE SUMMARY**

# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

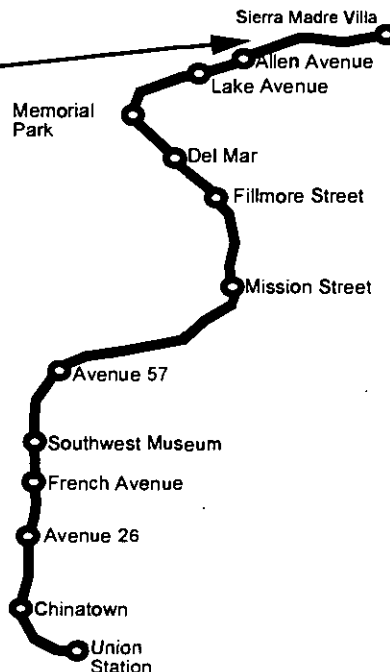
### Period Ending - March 27, 1998



## MAJOR ACTIVITIES THIS PERIOD (January - March 1998)

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

- Continued close-out.
- Processed four (4) Request for Change (RFC's), and four (4) submittals.
- Negotiated and processed ten (10) Change Notices (CN's) into Change Orders (CO's) for execution.
- Continued to finalize quantities on the bridges.
- Logged five (5) CN's into PMIS and transmitted them to MTA Legal/Contracts for merit approval.
- Continued review of open claims, and cost/schedule proposals.
- Prepared six (6) CO Notebooks for approval and execution by the MTA.
- Prepared Time Impact Analysis (TIA) for CN's in process.



### PROJECTWIDE ACTIVITIES

- In January, the MTA Board approved the Executive Office recommendation to suspend the Pasadena Blue Line Project indefinitely. The proposed plan is for an orderly demobilization to conserve the large investment on the Pasadena Blue Line. The Tunnel Advisory Panel determined the appropriate cut-off points for completed design work should have a "shelf life" of 12 to 48 months. Construction Division was instructed to prepare a design demobilization plan to achieve this condition with a minimum incremental expenditure. In addition to suspension of design work, each department responsible for work on the suspended project prepared a demobilization plan. The requirement was to wind down project activity as quickly as possible, while making adequate provision for preservation of the agency's investment. For details of Budget Impacts, refer to page ES-3.
- Pre-final documents were submitted for C6390 - Chinatown Aerial Guideway Structure.
- The Section Designer for C6420 - L.A. River to Arroyo Seco submitted 85% pre-final design to EMC for interdisciplinary and intradisciplinary reviews. Work for preliminary design of the Marmion/Figueroa intersection grade section was completed.
- Camera ready documents were delivered for C6440 - Arroyo Seco to Del Mar Line and C6450 - Del Mar to Memorial Park Line Segment.
- Draft suspension papers were developed for C6440 and Design Criteria Waivers.
- EMC concluded work on H0060 - Train Control for CCN 664 (Design Changes to Accommodate MTA-Owned Telephone System).
- Suspension paper was prepared and issued on H0060 & H0070 - Traction Electrification.
- Real Estate certifications, de-certifications, and re-certifications continues.
- CN 708 (Marmion Way Couplet Area Design to Reduce Right-of-Way) was issued to EMC on C6420.
- Revised demobilization work scopes were issued, along with partial terminations for convenience, to CWO's 039, 040, 041 and 042.
- Preliminary Engineering status was presented by EMC for 4 stations; work continues on incorporation of design review comments and estimating.
- EMC presented CWO 043 Project Implementation Plan to MTA.
- Demobilization directives were issued for all Third Party design.

# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

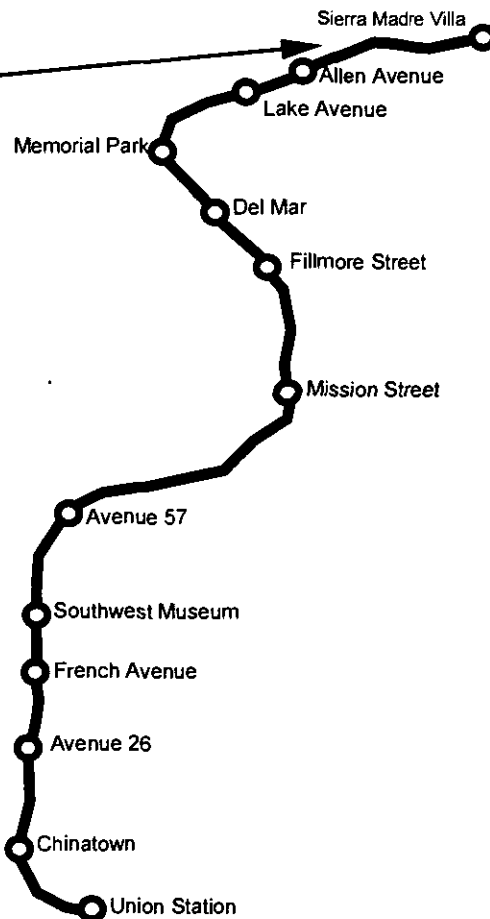
Period Ending - March 27, 1998



### MAJOR ACTIVITIES NEXT PERIOD (April 1998)

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

- Continue the close-out process.
- Negotiate outstanding Change Notices (CN's).
- Initiate CN's to reconcile quantities for various bridges.
- Review open claims.
- Commence the pre-final progress payment.
- Prepare Fair Cost Estimates (FCE) and Time Impact Analysis (TIA) for CN's in process.
- Package/process Change Orders (CO's).



#### PROJECTWIDE ACTIVITIES

- Camera ready documents to be issued for C6390 - Chinatown Aerial Guideway Structure and C6420 - L.A. River to Arroyo Seco.
- Suspension papers to be prepared for all remaining outstanding work items .
- Comprehensive Real Estate status to be prepared by EMC.
- Continue implementing the demobilization plan.

# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

Period Ending - March 27, 1998



### FINANCIAL STATUS

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

##### Original Scope

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	MARCH CHANGE IN FORECAST
CONSTRUCTION	\$431.4	\$414.2	(\$17.2)	\$0.6
PROFESSIONAL SERVICES	258.9	278.5	19.6	(1.3)
REAL ESTATE	55.5	49.8	(5.7)	0.0
UTILITY/FORCE ACCOUNT	12.4	15.4	3.0	0.0
SPECIAL PROGRAMS	2.2	2.2	0.0	0.0
CONTINGENCY	43.6	62.4	18.8	(0.6)
PROJECT REVENUE	(0.1)	(0.1)	0.0	0.0
TOTAL PROJECT	\$803.9	\$822.4	\$18.5	(\$1.3)

##### Additional Locally Funded Activities

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

#### Budget/Forecast Variance Analysis

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

In January the MTA Board approved the recommendation to suspend the Pasadena Blue Line Project for an indefinite period of time. The forecasted budget of \$28.93 million associated the proposed suspension represents a reduction from the reforecast Capital Budget adopted by the Board in December 1997. The costs to complete work identified in the demobilization plan and the extraordinary costs to demobilize the project are \$11.16 million and \$2.17 million respectively. The Demobilization Budget does not include any preservation and maintenance expenses for the sealed design packages, employee severance costs or real estate management and maintenance or other agency costs related to these projects once they are fully suspended. Any such costs will be considered in connection with development of the agency budget for FY '99.

The Budget/Forecast Variance in Construction, Professional Services, Real Estate, and Utility/Force Account are results of the June 4, 1997 Board approved revised Restructuring Plan. On August 1997, project staff completed their review of the current Basis of Design, which involved implementation of cost containment items; mitigating the incurred schedule delay to meet the Board-adopted ROD of August 2001; confirmed the project budget of \$803.9 million, and identified and determined resolution of any open issues. The results of the analysis were planned to be presented to the Board in September 1997, however postponement will continue indefinitely due to the project suspension resulting from the January 1998 Board meeting. For details of the forecast changes during the quarter, refer to FD-3.

Commitments to date are \$274 million or 33% of the current total forecast.

Expenditures to date are \$221 million or 27% of the current total forecast.

# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

Period Ending - March 27, 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 04 - UTILITY RELOCATIONS:**

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

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

- **LINE ITEM 06 - ELECTRIFICATION:**

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

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

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

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

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



# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

Period Ending - March 27, 1998



### CONTRACT/LINE ITEM VARIANCE (Cont'd)

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

Current Budget	\$47,560,900
Forecast:	\$71,148,000
Variance:	\$23,587,100
% Variance:	49.6%

Mitigation: The increase in forecast is attributable to the latest MTA staffing plan to support an August 2001 ROD. In addition, the Construction Unit overhead/fringe rate has been revised from 214% of direct labor to 199% for FY98. To mitigate this forecast overrun, the project staff is working to see where staffing levels for the various MTA support groups can be decreased while still maintaining overall quality and safety for the project. For details of the forecast change, refer to ES-14.

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

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

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

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

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

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

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

Current Plan:	\$43,554,108
Forecast:	\$62,484,877
Variance:	\$18,930,769
% Variance:	43.5%

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

**METRO PASADENA BLUE LINE**  
**Quarterly Project Status Report**  
**Period Ending - March 27, 1998**

**FINANCIAL DETAIL**  
**STATUS OF FUNDS BY SOURCE**

(IN THOUSANDS OF DOLLARS)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
				\$	%	\$	%	\$	%
STATE PROP 108	\$368,300	\$20,000	\$20,000	\$20,000	100%	\$20,000	100%	\$20,000	100%
STATE PROP 116	\$37,263	\$40,000	\$40,000	\$40,000	100%	\$40,000	100%	\$40,000	100%
STATE HIGHWAY ACCOUNT	\$0	\$327,800	\$76,500	\$41,603	13%	\$41,603	13%	\$35,646	11%
PROP C (HIGHWAY 25%)	\$0	\$178,547	\$101,925	\$132,689	74%	\$79,375	44%	\$79,375	44%
PROP C (40% DISC.)	\$435,437	\$237,522	\$40,000	\$40,000	17%	\$40,000	17%	\$40,000	17%
<b>TOTAL</b>	<b>\$841,000</b>	<b>\$803,869</b>	<b>\$278,425</b>	<b>\$274,292</b>	<b>34%</b>	<b>\$220,978</b>	<b>27%</b>	<b>\$215,021</b>	<b>27%</b>

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

*Expenditures are through February 1998*

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ES-6

# METRO PASADENA BLUE LINE

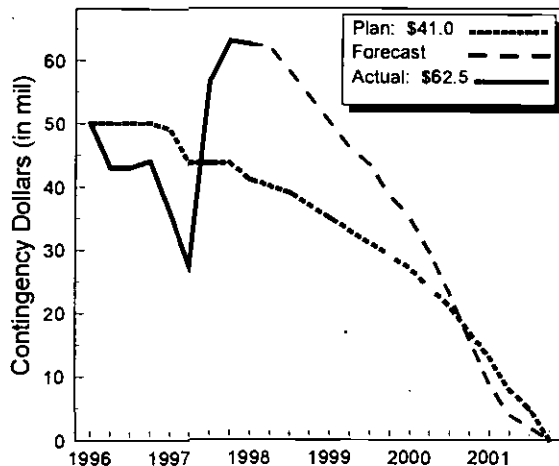
## Quarterly Project Status Report

Period Ending - March 27, 1998



### FINANCIAL STATUS

#### Contingency Status

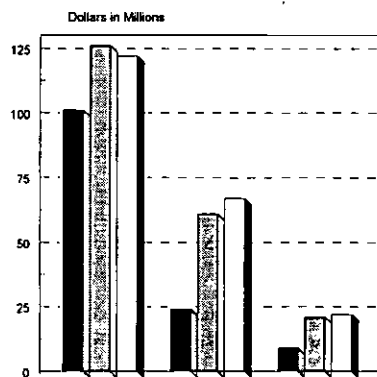


NOTE: The Plan is based on the budget approved by the Board in February 1996 and incorporates all Project Budget Change Requests.

#### Contingency Status Analysis

The project contingency is currently \$62.5 million for potential cost impacts (including escalation and extended administration) associated with the current forecast Revenue Operations Date (ROD) of August 2001 and incorporates the budget validations of the anticipated costs at completion. For details of contingency drawdown during the quarter, refer to FD-3.

#### Professional Service Contracts Consultant Cost Status



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

DATA SOURCE:

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

#### Professional Services Cost Analysis

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

The Design Budget/Forecast variance of \$4 million is due to the incorporation of Engineering Services. The results of the budget validation efforts completed in August 1997 and overhead rate reductions has reduced the forecast to complete for construction management consultants as well as other specialty consultants

# METRO PASADENA BLUE LINE

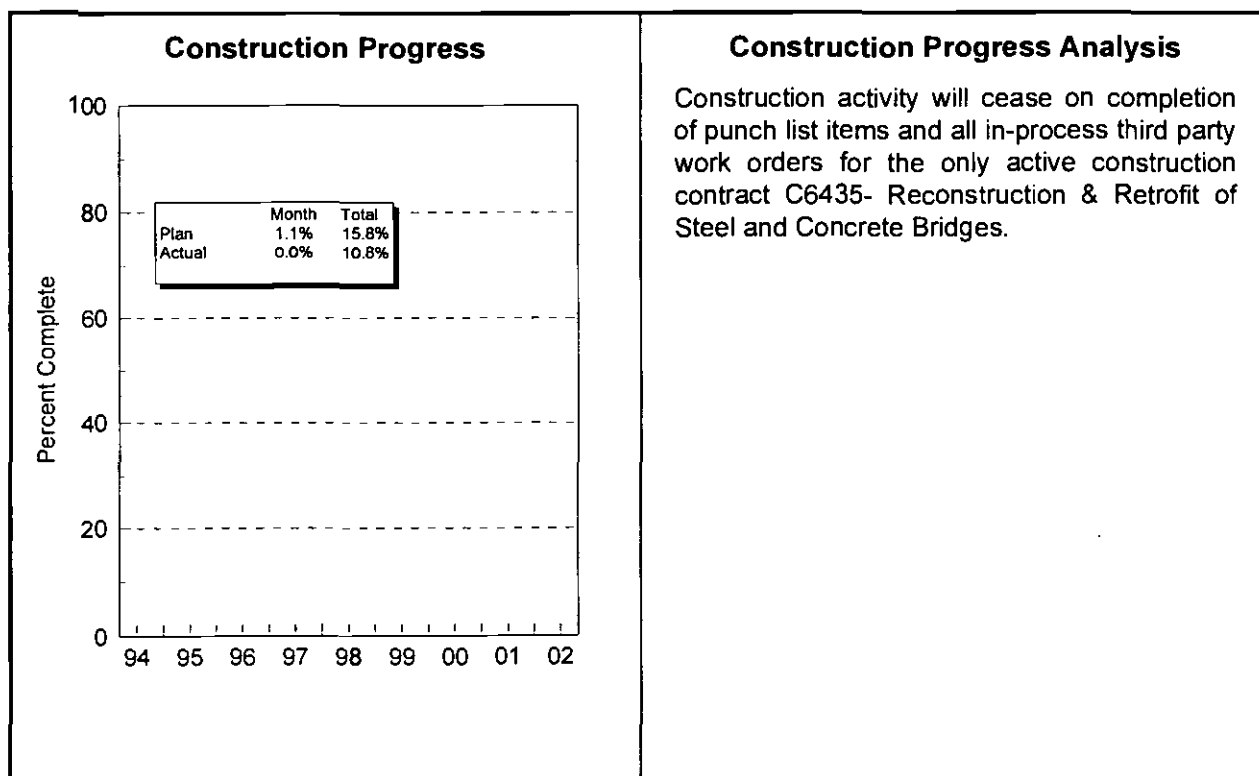
## Quarterly Project Status Report

Period Ending - March 27, 1998



### SCHEDULE STATUS

Schedule			Current Critical Path Analysis	
		Change from Last Month	<p>The projected completion date for the project is currently experiencing a day-for-day slip. The negative float of 141 calendar days are the result of the MTA Board implementation of the suspension of the project. The critical path continues to run through Systems Contracts H0060 - Train Control System, H0070 - TPS/OCS, Integrated Testing, and Pre-Revenue Operations.</p> <p>All design activity was terminated immediately, except for the design related to four line segment contracts: C6390 - Chinatown Aerial, C6420 - L.A. River to Arroyo Seco, C6440 - Arroyo Seco to Del mar and C6450 - Del Mar to Memorial Park. Each of these design contracts will be completed through camera ready. Signed and sealed packages ready for bidding will be stored. All other design work will be discontinued and staff and consultants will document the status and requirements for completion prior to storage.</p>	
Current R.O.D.	August 2001	None		
Design Progress	80.3%	None		
Constr. Progress	10.8%	None		
Critical Path Float (Calendar Days)	-141	-31		
<p>Note: Design progress is based on original design work scope which, due to cost containment resulting in redesign, has been substantially revised. Design contracts were going to be rebaselined as each CWO and Section Design contract was negotiated.</p>				



**METRO PASADENA BLUE LINE**  
**Quarterly Project Status Report**  
**Period Ending - March 27, 1998**



**SAFETY STATUS / MANAGEMENT ISSUES**

Construction Safety Statistics			Construction Safety Summary	
		Change from <u>Last Month</u>	<ul style="list-style-type: none"><li>• To date, over 800,000 work hours were completed without a Lost Time Injury.</li><li>• The OSHA-200 incidence rate is less than one half of the National Average of 10.6.</li><li>• All current construction activities on this project have been completed.</li></ul>	
<b>Recordable Injury Rate:</b>				
The number of recorded injuries (excluding simple first aid or minor medical treatment) per 100 work years.				
1995 National Average	10.6			
Project Rate	4.5	-0.1		
<b>Lost Time Incident Rate:</b>				
The number of injuries resulting in days away from work per 100 work years.				
1995 National Average	4.2			
Project Rate	0.0	N/C		
<b>NOTE:</b> The information shown is based on February 1998 statistics.				

**MANAGEMENT ISSUES**

**NEW**

**Item (Date Initiated: March 1998)**

**Right-Of-Way**

***Concern/Impact***

Reduction in staffing at EMC have impacted progress on the certification of parcels.

***Status/Action***

MTA will conduct a ROW meeting to identify the Restructuring Plan commensurate with the demobilization timeframes.

# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

Period Ending - March 27, 1998



### MANAGEMENT ISSUES (Cont'd)

#### **ONGOING**

***Item (Date Initiated: January 1998)***

#### **Project Demobilization**

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

At a special meeting in January, the MTA Board approved the CEO's recommendation to suspend the Pasadena Blue Line Project by implementing the proposed demobilization plan. As a consequence of the expected suspension directive, critical activities had already been suspended, which means the projected completion date for the project is slipping on a day-for-day basis and will continue to do so until the suspension is lifted.

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

Staff implemented the demobilization plan; all open services not supporting the four (4) continuing design contracts have been discontinued.

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

#### **Procurement Impacts**

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

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

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

Staff continues to work with Procurement personnel to expedite contract actions in support of project needs. The new, reduced demobilization scopes and Board approved changes have all been processed; there are currently no outstanding procurement impacts affecting the design effort.

# METRO PASADENA BLUE LINE

## Quarterly Project Status Report

Period Ending - March 27, 1998



### MANAGEMENT ISSUES (Cont'd)

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

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

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

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

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

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

Staff continues to monitor progress of the Section Designers in reaching the Camera Ready status.

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

#### **CWO 039, Project Management & Support**

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

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

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

Procurement issued partial termination for convenience letters to the EMC in late January 1998; MTA Engineering has prepared trends documenting these revisions.

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

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

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

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

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

All CWO 041 efforts with the exception of preliminary engineering and C6390 have been terminated in compliance with the MTA Board directed demobilization plan. Under the new demobilization (reduced) scope for the EMC, Change issues will be addressed in their termination proposal.



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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





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

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

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

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

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

In July, a PBL project task force was initiated to identify all issues that may have an impact to the project. The intent was to evaluate all issues, and determine any action that may be required for the MTA Board's consideration. Twelve issues were identified and their impact, along with the pros and cons were evaluated. Recommendations to the Board were formulated in time for the September 1997 Board meeting. However, the Board presentation was postponed pending resolution of the Restructuring Plan and the possibility of project suspension resulting from the January 1998 Board meeting.

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

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

Major areas pursued were:

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

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

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

##### **Agency Cost Overrun**

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

MTA agency costs are a discrete element of the project budget and incorporate management labor costs, non labor administrative costs, fringe benefits, and agency overhead costs allocated to the project. A potential overrun of \$18.5 million at project completion for the "agency" cost element is being forecast due to the impact of the following:

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



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

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

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

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

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

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

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

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

#### **Real Estate Availability**

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

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

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

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

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

# **METRO RED LINE SEGMENT 2**

## **EXECUTIVE SUMMARY**

# METRO RED LINE Segment 2

## Quarterly Project Status Report

Period ending—March 27, 1998



### Major Activities - This Period

**B281 Hollywood/Vine Station and Crossover** - Continued installing terrazzo and stars on Hollywood Boulevard sidewalks. Substantially completed installing plaza tile, bus shelters, and light fixtures. Continued testing electrical equipment and began preparations for station air balance. Continued installing ceiling system and tile in the entrance. The Contractor has achieved 13 liquidated damage milestones to date. The Contract is 98% complete.

**B271 Hollywood/Western Station** - Continued street paving and sidewalk construction. Completed pouring concrete bedding material for the plaza pavers and fine grading for landscaping. Continued testing station equipment, including fans and dampers. Installation of interior station finishes approached completion. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 97% complete.

**B252 Vermont/Santa Monica Station and Crossover** - Completed constructing driveways and sidewalks. Continued planting trees and installing glass block pavers at the north entrance. Continued making preparations for station air balance. Continued interior finish work, including installing granite stair treads and platform benches. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 98.8% complete.

**B241 Vermont/Beverly Station** - Sidewalk construction approached completion and preparations are underway for final street paving. Continued plaza landscaping. Electrical and mechanical installations approached completion. Continued testing electrical and mechanical equipment, as well as installing station finishes, including tile and rockwork artwork. The Contractor has achieved 9 liquidated damage milestones to date. The Contract is 97% complete.

**B261 Vermont/Sunset Station** - Continued constructing bus pads on both sides of Vermont Avenue. Continued concrete work in the station entrance plaza, electrical installations in the entrance, and concreting station appendages. Continued electrical and mechanical installations, including repair of water damage. The Contractor has achieved 6 liquidated damage milestones to date. The Contract is 89% complete.

Operating

Wilshire/  
Western

Wilshire/  
Normandie

Wilshire/  
Vermont

Wilshire/  
Alvarado

### SYSTEMWIDE ACTIVITIES

B620, Automatic Train Control (ATC) Installation, completed testing the fiber optic cable and terminating the communications cable. Continued installing ATC wayside equipment and cables.

B630, Traction Power Equipment, water damage repair work continued.

B631, Traction Power, completed installing the trackway power cables and began installing contact rail connections at the Hollywood/Vine Station crossover. The water damage change is being finalized.

B641, Radio, substantially completed installing cable at the Vermont/Santa Monica Station and continued installation at the Vermont/Beverly Station.

B645, TRACS, continued remote terminal unit wiring at the Vermont/Beverly, Hollywood/Western and Hollywood/Vine stations.

B646, Fire and Emergency Management, will ship the Programmable Logic Controller and Intrusion Detection System for the Vermont/Sunset Station in early April. The disputed rates will be finalized in early April, which will restart the F&EM work.

B648B, Communication Installation, substantially completed installation at Vermont/Santa Monica and Hollywood/Vine stations and approached completion at the Hollywood/Western Station. Work continues at the Vermont/Beverly Station. Communication installation work has not started at the Vermont/Sunset Station.

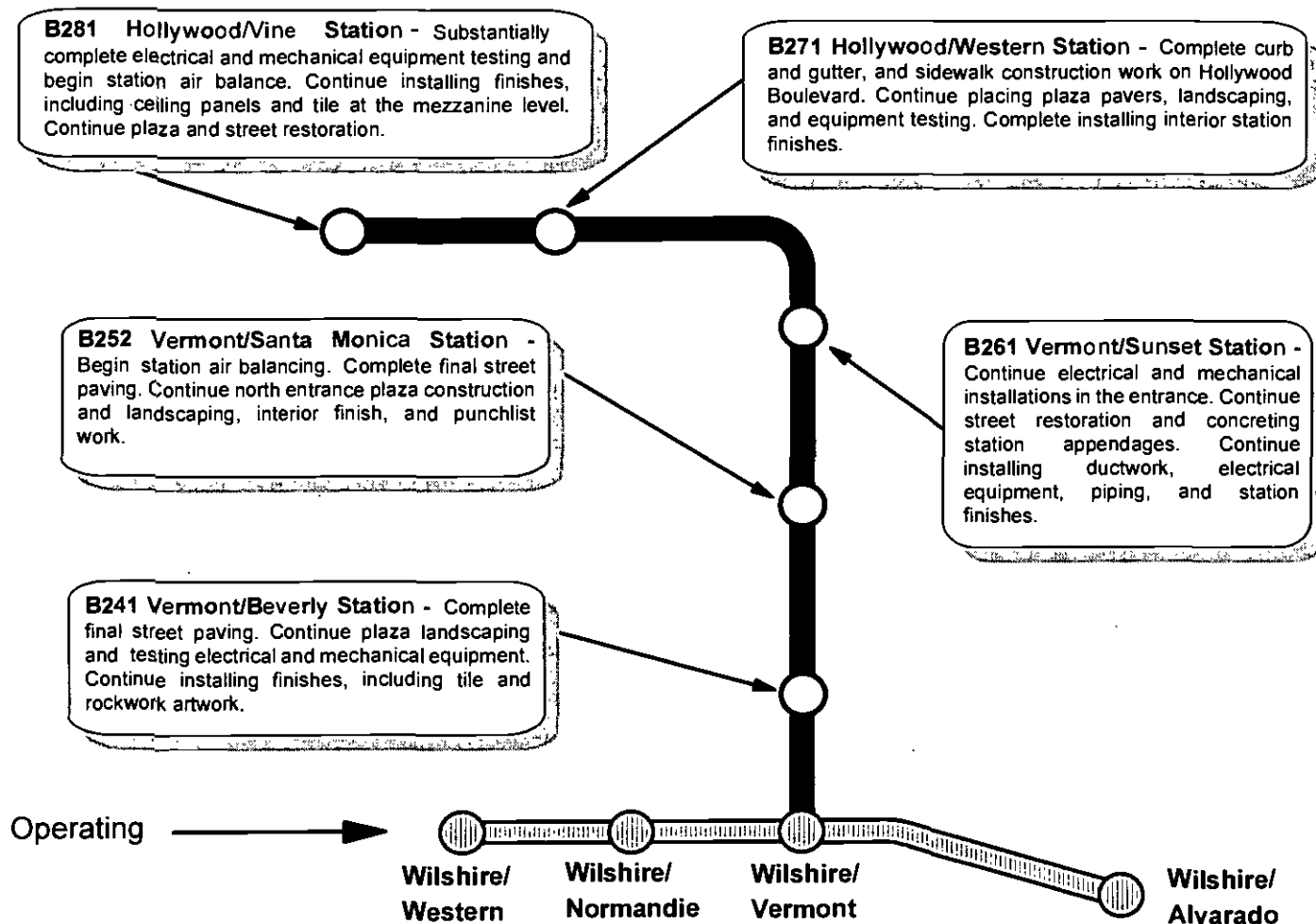
B710, Elevator/Escalator, continued installation work at all stations, except Vermont/Sunset Station.

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

**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending-March 27, 1998**



**Major Activities - Next Period**



**SYSTEMWIDE ACTIVITIES**

- B620, Automatic Train Control Installation, continue wayside and station train control room equipment installations.
- B630/B631, Traction Power, continue installing contact rail connections and repair the water damaged equipment at the Vermont/Sunset Station.
- B641, Radio, continue installing cable at the Vermont/Beverly Station.
- B645, TRACS, continue remote terminal wiring at the stations.
- B646, Fire and Emergency Management, deliver the programmable logic controller and intrusion detection system for the Vermont/Sunset Station. Begin preparations and start local field acceptance testing at the Vermont/Santa Monica Station if outstanding change pricing and design issues are resolved.
- B648B, Communication Installation, continue installation at the Hollywood/Western and Vermont/Beverly stations.
- B710, Elevator/Escalator, continue installation at all stations, except Vermont/Sunset.
- B740/B745, Air Handling/Ventilation, substantially complete testing at the Hollywood/Vine and Vermont/Beverly stations and begin 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—March 27, 1998**



**FINANCIAL STATUS**

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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	MARCH CHANGE IN FORECAST
Construction	\$1,053.8	\$1,064.5	10.7	(2.0)
Professional Services	395.0	441.9	46.9	1.4
Real Estate	88.1	89.0	0.9	0.0
Utility/Force Account	32.4	32.6	0.2	0.0
Special Programs	2.5	2.5	0.0	0.0
Contingency	4.8	42.0	37.2	0.6
Project Revenue	0.0	(1.3)	(1.3)	0.0
Total Project	\$1,576.6	\$1,671.2	\$94.6	\$0.0

**Additional Locally Funded Activities**

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

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

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

The \$94.6 million budget/forecast variance to date is due to several factors. The forecast includes reassessment of construction contract growth, closeout, and claim settlement projections, which are based on historical experience. The forecast includes additional cost associated with delays and mitigation measures. The professional services cost increase is primarily due to an adjustment to agency overhead allocation and other professional services increases as a result of a delay in revenue operation date. Although costs cannot be accurately determined for claim settlement exposure, the contingency projection represents an assessment of current projection information and excludes the risk of a major adverse settlement relating to tunnel litigation.

Expenditures to date for Original Scope are \$1,439.6 million or 86.2% of current total forecast.

Commitments to date for Original Scope are \$1,523.9 million or 91.2% of current total forecast.

There was no change to the Current Project Budget.

There was no change to the Current Project Forecast.

Continued on ES-4

**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending—March 27, 1998**



**FINANCIAL STATUS**

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

Construction decreased \$2.0 million due to:

- B241 decreased \$0.6 million because of reconciliation of CMS Cost Report and Field Forecast for a prior claim reevaluation.
- B261 increased \$1.0 million due to the addition of CN 252.00 and .01, flood damage repair. (Note: evaluating recovery from insurance company, which will reduce net exposure.)
- B281T decreased \$2.4 million because of withdrawal of CN 115.00, restoration of Barnsdall Park and reconciliation of CMS Cost Report and Field Forecast for prior trend correction.
- B285 increased \$1.3 million because of possible restoration of Barnsdall Park.
- B298 decreased 0.1 million due to re-forecast.
- B643 decreased 0.4 million due to contract completion.
- EN30 decreased 0.8 million due to re-forecast.
- Professional Services increased \$1.4 million due to:
- E0090, Transit Vehicle Procurement Consultant increased \$0.8 million for a forecast reevaluation. (Note: After additional review, a decision was made to reevaluate and not include the increase as a Segment 2 cost. This will be reversed in the April report.)
- L0013, Jones, Day, Reavis & Pogue increased \$0.6 million for a forecast reevaluation.
- Other contracts increased and decreased due to reevaluations for no net affect on the total forecast.

Contingency increased \$0.6 million reflecting the forecast changes above and

- CS999, Professional Service contingency increased \$1.2 million.
- CC999, Reserved Construction contingency increased \$0.1 million.
- Z9999, Contingency decreased \$0.7 million.

Refer to the Management Issues section item regarding project Revenue Operations Date (ROD) forecast. (Note: evaluating recovery of funds from insurance claims. The new forecast will be addressed in the April report.)

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

Expenditures to date for Additionally Locally Funded Activities are \$45.2 million or 69.3% of current total forecast.

Commitments to date for Additionally Locally Funded Activities are \$54.8 million or 84.0 of current total forecast.

There was no change to the project forecast cost.

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

**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending—March 27, 1998**



**CONTRACT/LINE ITEM VARIANCE REPORT**

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

No items to report this period.

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

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

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

**Mitigation:** Unless there is a significant shift in the method of allocating overhead by the Finance department, no mitigation is anticipated.



**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending—March 27, 1998**

**STATUS OF FUNDS BY SOURCE**

**METRO RAIL PROJECT SEGMENT 2**  
**(IN MILLIONS OF DOLLARS)**

**STATUS OF FUNDS BY SOURCE**

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (5)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$ (6)	(E/B) %	(F) BILLED TO SOURCE \$	(F/B) %
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$667.000	\$522.396	\$522.396	\$522.396	100%	\$522.396	100%	\$522.396	100%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)		\$144.604	\$144.604	\$144.604	100%	\$144.604	100%	\$144.604	100%
FED ISTE A STP (STATE)	\$0.000	\$52.100	\$52.100	\$52.100	100%	\$52.100	100%	\$52.100	100%
STATE	\$185.985	\$133.029	\$133.029	\$133.029	100%	\$133.029	100%	\$133.029	100%
PROPOSITION A	\$439.447	\$504.299	\$476.056 (7)	\$481.002	95%	\$417.377	83%	\$417.377	83%
CITY OF L.A.	\$96.000	\$96.000	\$94.000 (8)	\$96.000	100%	\$92.791	97%	\$92.791	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	\$123.123	\$51.956	\$65.618	53%	\$51.907	42%	\$51.907	42%
<b>TOTAL</b>	<b>\$1,446.432</b>	<b>\$1,575.551</b>	<b>\$1,499.541</b>	<b>\$1,520.149</b>	<b>96%</b>	<b>\$1,439.604</b>	<b>91%</b>	<b>\$1,439.604</b>	<b>91%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES (4):</b>									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$62.702	\$47.993	\$54.782	87%	\$45.180	72%	\$45.180	72%
ISTEA CMAQ/RSTP (TRANSIT ENH.)	\$0.000	\$2.528	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$65.230</b>	<b>\$47.993</b>	<b>\$54.782</b>	<b>84%</b>	<b>\$45.180</b>	<b>69%</b>	<b>\$45.180</b>	<b>69%</b>
(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st, 1992. (2) The Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital. (3) The Cost Overrun Account includes CAPRA funds as well as MTA Proposition A to cover cost overruns. (4) This includes approximately \$8M for the Kaiser Portal scope. (5) Based on Current Budget. (6) Expenditures are cumulative through February 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).									



**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending-March 27, 1998**



**STATUS OF FUNDS BY SOURCE**

**Funds by Source Analysis**

**Status of Funds Anticipated**

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

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

Cost Overrun Account: The CAPRA account cash balance as of February 28, 1998 is \$24,468,225.

The revised budget growth is funded as follows:

CAPRA	\$21.6M
Proposition A	\$101.5M

**Fiscal Year 1998 Budget**

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

City of Los Angeles	\$4.4M
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—March 27, 1998



## SCHEDULE STATUS

### Schedule

		Change from Last Month
Current ROD	Dec. 19, 1998	0
Design Progress	99.1%*	.1
Critical Path	-193 Days	-28
Float		
Const. Progress	93.9%	0.6

\*Design progress percent complete is estimated.

### Current Critical Path Analysis

#### Primary Critical Path (1)

The 193 calendar days of negative float forecast this period represent a 28-calendar-day loss since last period. The increased negative float is due to additional delays to the B646 change process as a result of the dispute over the labor and overhead rate. The impact of this event has delayed the critical B646 Local Field Acceptance Test (LFAT) at Vermont/Santa Monica Station and the subsequent start of phase one and two System Integration Testing, pre-revenue operations, and the Revenue Operations Date (ROD). The current forecast for revenue operations is June 30, 1999. (For more detail of the disputed issue and possible work around, see the Management Issues section.)

#### Primary Critical Path (2)

The change process for flood damage repair at the Vermont/Sunset Station also controls the project critical path. Once the Vermont/Sunset Station electrical equipment has been refurbished and energized, this path continues through the station functional testing. (For more details, please see the Management Issues section.)

#### Secondary Critical Path

This path is the B630/B631, Traction Power flood damage repair at the Vermont/Sunset Station. This critical path controls the station testing and is one day off the primary critical path.

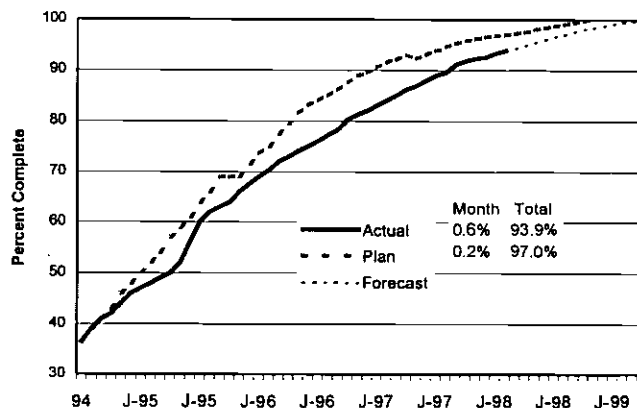
#### Tertiary Critical Path

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

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

MTA executive management has directed that the best possible ROD with least cost and acceptable risk be established as the Segment 2 Project target. (Refer to the Management Issues section.)

### Construction Progress



### Construction Progress Analysis

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

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

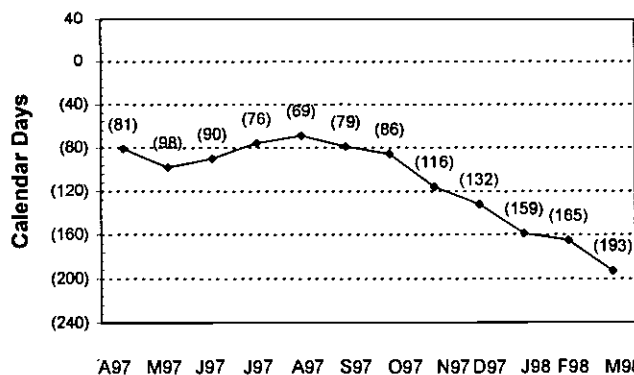
The overall project progress remains behind the planned progress by 3.1%, due to earlier delays in facilities (stations and tunnels) construction caused by unforeseen conditions, design changes, and later-than-planned placement of station and tunnel concrete and finish work.

The project variance to date was reduced this period due to:

Planned progress for the B241 (Vermont/Beverly Station), B252 (Vermont/Santa Monica Station and Crossover), B261 (Vermont/Sunset Station) and B271 (Hollywood/Western Station) contracts was zero (they were scheduled to be 100% complete). Actual progress was 0.6%, 0.6%, 1%, and 1% percent reported, respectively.

The project physical progress measurement is being evaluated for possible improvements.

### Float Trend



**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending—March 27, 1998**



**SAFETY STATUS**

**Construction Safety Statistics**

**Project-to-Date Rates**                      **Change From  
Last Quarter**

**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)	18.4	-0.3

**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)	2.6	N/C

(Based on February 1998 statistics)

**Construction Safety Summary**

- The Project-to-Date Lost Time Injury Rate is 2.6. This rate is below the 1995 National Average of 4.2.
- The project is currently expending over 100,000 work hours each month and has produced over 12,500,000 work hours to date.

**MANAGEMENT ISSUES**

**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 Fire/Life/Safety Committee for a beneficial occupancy permit, which will allow the station to be used for revenue service. The plan is to have the vent structure built as part of the Kaiser entrance by the successful B263 Kaiser entrance contractor. The dates for the Award and Notice to Proceed for this contract have been re-scheduled, from December 1997 to April 1998, and this has impacted the ability of project staff to have this vent structure completed in time for revenue operations.

***Status/Action***

The decision on Contract Award was deferred to the April MTA Board of Director's meeting. The CEO wanted an extension to review funding issues with Kaiser Hospital. The delay in award and issuance of a Notice-to-Proceed has placed this contract closer to the project critical path.

**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending—March 27, 1998**



**ONGOING**

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

Legal and Owners Controlled Insurance Program Cost Forecast

***Concern/Impact***

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

***Status/Action***

Program Control is conducting cost forecasting training with Owner's Controlled Insurance Program (OCIP) and County Counsel staff on cost forecasting requirements.

**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 called by the MTA Office of Management and Budget will be set up in early April to reach resolution.

**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending-March 27, 1998**



**ONGOING**

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

Change Process

***Concern/Impact***

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

***Status/Action***

PD management has met with the MTA's Executive Officer, Procurement and Distribution and the Deputy Assistant Chief Executive Officer in an attempt to clarify the contract change process and to emphasize the need for MTA to adopt a high sense of urgency in processing changes within the Procurement Department to minimize adverse impact to project schedule and budget. The Office of Procurement approved delegation of signature authority of up to \$5,000 for the Construction Manager's resident engineers and up to \$25,000 for the MTA contract administrators. After a three-month period, the signature authorities will be reviewed and may be increased.

# **METRO RED LINE Segment 2**

## **Quarterly Project Status Report**

### **Period ending—March 27, 1998**



#### **ONGOING**

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

Fire and Emergency Management System (B646) Contract Issues

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

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

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

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

As of March end date, Contract B646 continues to be on the project critical path. As highlighted in last months' report, there was a day-for-day slip to ROD caused by the extension of activities required to be resolved by the MTA Office of Procurement prior to the contractor beginning critical change order work. A detail schedule fragmet of the change process was incorporated for this contract in the Project Schedule. The extended change process moved the forecast LFAT from April 13, 1998, out to May 12, 1998. The impact would have been greater except for schedule mitigation, which was incorporated into the Project Schedule. With permission from the Segment 2 Project Manager, a 20-day activity on the critical path for CM/Contractor negotiations was reduced to one day. This reduction was included because one day after the status cutoff date, pro active actions taken by the CM, MTA Office of Procurement, and the Contractor reduced the negotiation period to only one day. (Negotiations were concluded with the Contractor. Negotiations resolved all issues surrounding audited labor rates and overhead markups. This resolution now allows full resolution of all outstanding change orders.)

# **METRO RED LINE Segment 2**

## **Quarterly Project Status Report**

### **Period ending—March 27, 1998**



#### **ONGOING**

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

Vermont/Sunset Station (B261)—Station milestone delays, including the water damage to electrical equipment

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

The level of contractor cooperation in addressing settlement of issues over the past several months has been limited, and delays continue to interim and final completion milestones. The slow progress of entrance construction is of particular concern because it has delayed installation and testing of station equipment, which in turn delays integrated testing of the overall project. An issue of particular note is the issuance of a change to resolve equipment conflicts in the north auxiliary power electrical room, which is the focal point for equipment testing in the north half of the station.

The delays have been exacerbated by water damage in the station. On November 26, 1997, the B261 construction site was flooded from a heavy rainstorm. Water entered the station through incomplete station appendages and damaged a significant amount of both B630/B631 power equipment and B261 station electrical equipment. These events have delayed equipment installation and testing and have placed critical work to be completed on the primary and secondary critical paths.

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

The Project Office is coordinating with MTA Risk Management and is treating the water damage event as an insurance claim. Attempts to resolve the damage costs directly with the insurance company have become lengthy, and an interim change will be issued to the B261 contractor to begin repair work. Timely issuance of this change is critical to minimize the schedule impact to ROD. Weekly field meetings are being held to monitor and manage the progress of the repair work.

The contractor's progress in completing electrical/mechanical installations unaffected by the water damage is also being closely monitored. Efforts are being made to finalize the scope of the change to the north auxiliary power electrical room and issue this change before the end of April to minimize impacts to the project schedule.

To increase the visibility of critical actions required by all parties involved to successfully complete the required tasks, several additional activities were added to the Project Schedule this month.

The Project Office will continue to evaluate risks and associated management actions required. By mid-April, a cost/benefit analysis study to determine the optimal target ROD date will be complete. This study will include proposed actions to potentially mitigate impacts to follow on contractors caused by delays at the Vermont/Sunset Station.



**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending--March 27, 1998**



**ONGOING**

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

Project Revenue Operations Date (ROD) Forecast

***Concern/Impact***

A continuing trend of construction and systems installation delays have resulted in a revised forecast ROD (June 30, 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 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 February 1999 ROD target, and absent resolution are expected to delay ROD to June 30, 1999. Staff has been requested to evaluate the reasonableness of the proposed target in light of these management issues.

By mid-April, a cost/benefit analysis study will be completed which compares the costs and risks associated with alternative RODs. This study will recommend a target ROD. This analysis will focus on the actions required for managing or eliminating the risks.

**ONGOING**

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

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

***Concern/Impact***

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

***Status/Action***

The B710 contractor continues to make equipment deliveries and has mobilized additional forces. Deliveries to date have been completed for four of five stations. At Vermont/Sunset Station, delivery is dependent on acceptable access to the station by the facility contractor.

A safety engineer has been hired, and the Contractor has added 10 additional staff. They are proceeding with the work and are making good progress. The Contractor's ability to complete the work on time will be contingent on the MTA's ability to resolve problems in the field in an expedient manner.

To mitigate delay in completing station construction and avoid station contractor extended overhead claims, the CM has initiated action to remove remaining station finish work on the platform area next to the escalator area. This remaining work will be done by another contractor; this action at Vermont/Beverly Station will reduce extended overhead exposure.

**METRO RED LINE Segment 2**  
**Quarterly Project Status Report**  
**Period ending—March 27, 1998**



**ONGOING**

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

Project Cost Forecast

***Concern/Impact***

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

***Status/Action***

The forecast was adjusted in December 1997 and included a recognition for potential claims. Mitigation measures for project costs have been addressed, but an increase to contingency was deemed necessary.

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

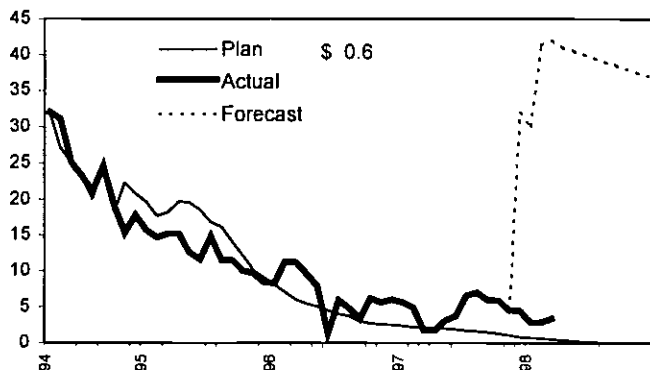
The Project Office is identifying potential risks incorporated in the current project cost forecast of \$1.736 billion and is preparing a cost benefit analysis to evaluate the recent cost and schedule impacts to the project. The Project Office will review with the Executive Officer of Construction the costs associated with each option and will provide recommendations with actions required.

# METRO RED LINE Segment 2 Quarterly Project Status Report Period ending-March 27, 1998



## COST STATUS

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

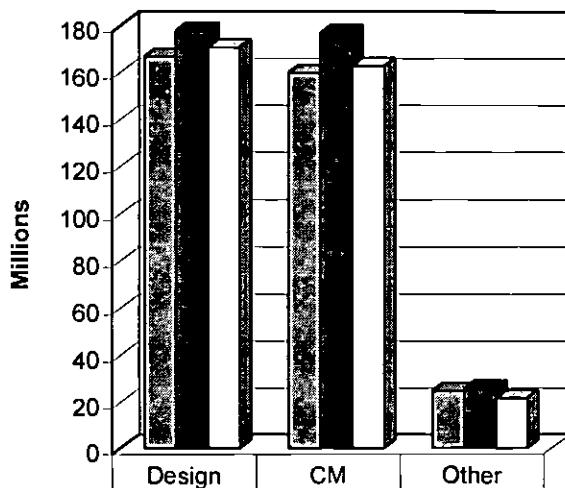


### Contingency Status Analysis

The project unallocated forecast contingency increased \$0.6 million in March to a revised projection of \$42.1 million. This increase is part of the March forecast update for engineering services and professional services contingency.

For details refer to Budget/Forecast Variance Analysis (Page ES-3) and Management Issues (Page ES-15).

### Consultant Cost Status



	Design	CM	Other
■ Authorization	167	160	25
■ Forecast	178	177	26
□ Budget	171	163	22

### Professional Services Cost Analysis

The forecast value for Other Professional Services increased this month. There was no change to the Design Services and Construction Management Services forecasts.

#### Design Services

The forecast was unchanged in March. The forecast was adjusted in February in anticipation of rescheduling of the target ROD. At present, no further increase in the forecast is anticipated.

#### Construction Management Services

The forecast was unchanged in March. The forecast was adjusted in the February report in anticipation of rescheduling the target ROD. CM services may change as a result of rebaselining of the staffing plan for project delays.

#### Other Professional Services

The forecast was changed by approximately \$1 million in March due to a number of fairly small adjustments. The more significant of these are Vehicle Procurement Consultant, Fluor PMA, and legal contracts. At present, no further increase in the forecast is anticipated. Authorization was increased approximately \$2 million due to the factors cited above.

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

**EXECUTIVE SUMMARY**

# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

### Period Ending - March 27, 1998



#### MAJOR ACTIVITIES - THIS PERIOD



#### NORTH HOLLYWOOD STATION

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

- Completed CMU walls at the north mezzanine
- Started CMU walls at the south mezzanine
- Continued acoustical spray in mezzanine
- Started acoustical spray at platform area
- Completed entrance exterior walls except for portal
- Completed portal invert slab
- Started entrance interior walls
- Started backfill tailtrack area
- Completed waterproofing and bentonite HDPE in platform and tailtrack areas
- Continued wire pulling to electrical equipment

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

- Provided C1610 north track work access turnover on March 24, 1998
- Continued ALUAR cleanup and punch list work for Milestone 2A and Milestone 3 turnovers
- Completed crosspassage HVAC ducting installation
- Completed crosspassage plumbing installation
- Completed crosspassage fire protection installation
- Completed 90% of crosspassage door and frame installation
- Continued crosspassage mechanical/electrical installation and testing
- Completed MVS "F" and "E" level strut removal
- Completed MVS walkway concrete placement
- Completed MVS fan level exterior wall HDPE installation
- Completed MVS fan level column concrete placement
- Completed 50% of MVS fan level exterior wall concrete (north and south walls placed on March 26)

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

- Installed rebar, formwork, and placed concrete in lifts 14 & 15 lower interior walls of the crossover
- Placed concrete in mezzanine deck slab lifts 12-15, and upper exterior walls lifts 12 and 13 east/west
- Placed formwork and concrete in the upper level lift 13 interior walls, and columns lifts 12 and 13
- Completed the stainless steel perforated ceiling system in the high bay area lifts 3-7
- Continued to install porcelain panel supports on the phase 1 and 2 trainway exterior walls
- Began excavating escalator slope #6 at the south entrance and installed timber lagging
- Installed HVAC ducting and acoustic spray in the mezzanine level phase 2 area
- Installed rebar, formwork, and placed concrete in the north fresh air intake shaft on top of roof lift 1
- Continued to install CMU block walls and door frames in mezzanine lifts 8-11 and entrance
- Installed the shoring system for roof slab lifts 12 and 13 and began placing bottom mat rebar
- Performed backfill operations on top of phase 1 and 2 roof slab
- Removed the Bluffs Dr. temporary decking precast concrete mats, stringer beams, and deck beams
- Moved emergency exhaust fans EEF-301 and EEF-302 into the mezzanine lift 2 fan room by B740
- Installed the first B646 backplane in the North Auxiliary Power room for CIC/MCC-2N
- Electricians continue to install conduits, pull and terminate wire, and perform electrical tests

#### UNIVERSAL CITY STATION

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

- Received access 3 and 5 on March 24 for north C0331 tunnels
- Constructed noise barrier at Chandler
- Completed entrance ramp modifications
- Surveyed C0351 crossover and north C0331 tunnels
- Started prep work for C0351 crossover plinths
- Issued WACN to prepare access ramp

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

- Poured AR running tunnel invert to Sta. 679+00 and stopped; completed 29% this month or 65% to date
- Poured AL running tunnel invert to Sta. 731+20; 2,650' this month and to date
- Continued excavation of track level rooms; completed 24% this month or 68% to date
- Completed HDPE/rebar installation in the AR tunnel arch pours between Hollywood/Highland Station and La Brea Shaft
- Completed AL concrete arch pours between Hollywood/Highland Station and La Brea Shaft
- Continued arch pours for AR tunnel between Hollywood/Highland Station and La Brea Shaft; completed 450' this month
- Completed invert pours for Crosspassages 50-52, Fire Hose Cabinet walls for Crosspassages 53-59 and AR side wall for Crosspassages 54-59

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

- Continued installation of upper ancillary deck at the main entrance
- Began construction of upper ancillary interior walls and exterior walls and columns at the main entrance
- Continued construction of exterior walls on mezzanine deck at east end of station (lifts 1-4)
- Began construction of the columns on the mezzanine deck at east end of station (lifts 1-4)
- Continued installation of ductwork/diffusers/dampers at lifts 9-12 track level
- Continued installation of metal ceiling system between lifts 5-12

LA BREA  
ACCESS SHAFTS

to HOLLYWOOD / VINE  
STATION

#### HOLLYWOOD / HIGHLAND STATION

#### SYSTEMWIDE ACTIVITIES

- Contract H0122 (Closed Circuit Television) bid opening.
- Contract H0123 (Variable Message Signs) advertise and pre-bid meeting.

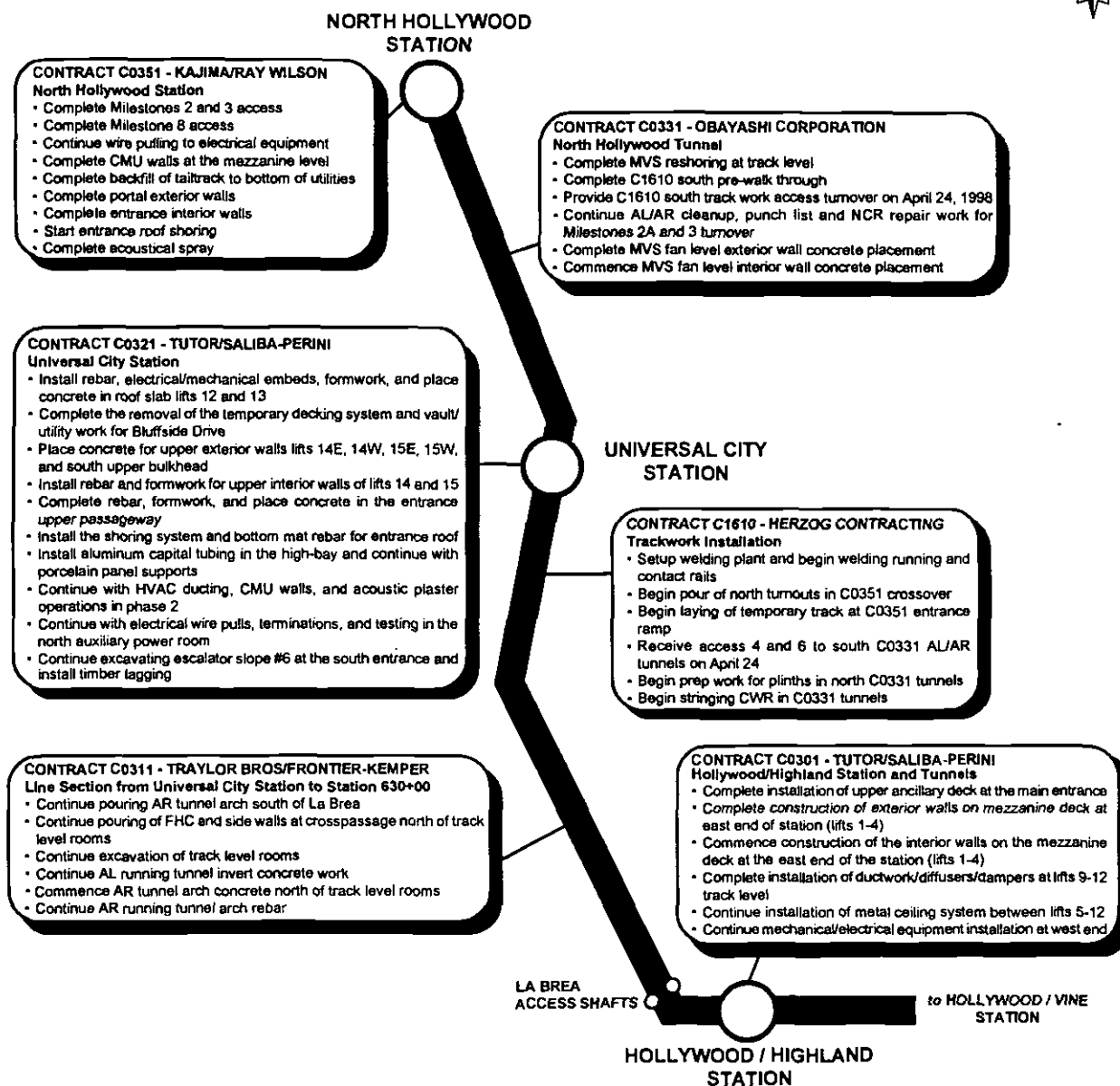
# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

### Period Ending - March 27, 1998



#### MAJOR ACTIVITIES - NEXT PERIOD



#### SYSTEMWIDE ACTIVITIES

H0123 (Variable Message Signs) receive bids.

H0648 (Communications Installation) award contract and issue Notice to Proceed on April 30.

MS201 (Hollywood Blvd. Restoration) contract award this period.

# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

Period Ending - March 27, 1998



### FINANCIAL STATUS

Budget / Forecast Variance (in millions)

#### Original Scope Activities

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	BDGT/FCST VARIANCE	MARCH CHANGE IN FORECAST
CONSTRUCTION	\$824.7	\$861.0	\$36.3	\$26.3
PROFESSIONAL SERVICES	300.8	306.9	6.1	(21.4)
REAL ESTATE	89.0	87.2	(1.8)	0.0
UTILITY/AGENCY FORCE ACCOUNTS	26.3	26.6	0.3	0.6
SPECIAL PROGRAMS	0.0	0.0	0.0	0.0
PROJECT CONTINGENCY	69.6	29.0	(40.6)	(5.5)
PROJECT RESERVE	0.4	0.1	(0.3)	0.0
PROJECT REVENUE	0.0	0.0	0.0	0.0
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

#### Additional Locally Funded Activities

CONSTRUCTION	\$1.9	\$0.2	(\$1.7)	(\$11.1)
PROFESSIONAL SERVICES	0.7	28.6	27.9	27.6
REAL ESTATE	0.0	0.0	0.0	0.0
UTILITY/AGENCY FORCE ACCOUNTS	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.9	0.9	0.0
PROJECT CONTINGENCY	0.4	0.0	(0.4)	0.0
PROJECT REVENUE	0.0	0.0	0.0	11.4
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$29.7	\$26.7	\$27.9

### Budget / Forecast Variance Analysis

#### Original Scope Activities

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

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

- Construction Element - Several major contract forecasts were reassessed and their contingency was adjusted to reflect historical contract growth. These increases will cover anticipated claims and potential need for accelerating work. Some contract contingencies were adjusted to provide adequate allowance proportional to the remaining work to be done. In addition, some contracts had adjustment to scope, such as closure of La Brea and North Access Shafts, Type 3 DF Fasteners, relocation of the 60" water line at the 101 Freeway overcrossing.
- Work Package S019 (Project Administration) - Forecast for Professional Services decreased \$27.9 million to reflect the transfer of increased Agency overhead cost from Original Scope to ALFA.
- Project Contingency - Forecast decreased \$5.5 million as a result of the above changes.

#### Additional Locally Funded Activities (ALFA)

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

The Current Forecast carries \$29.7 million in total for the ALFA work scope. This cumulative Current Forecast total compared to the Current Budget accounts for the \$26.7 million variance. This month, two significant adjustments were made to the ALFA. One adjustment reduced the Project Revenue by \$11.4 million and also reduced the Construction Element by \$11.1 million. This was done to properly show the B251 potential claim settlement as a reduction in facility cost rather than as revenue. The other adjustment was an increase of \$27.9 million in the Professional Services Element to offset the same decrease in the Original Scope Activities. This was done to transfer the increased Agency overhead cost from Original Scope to ALFA. At this time, the project is forecasting a \$27.9 million overrun to cover the increased Agency overhead cost. This cost will be funded by Project Reserves.

- Total Original Scope and ALFA Expenditures through February 1998: \$759.6 million
- Total Original Scope and ALFA Commitments through March 1998: \$1,032.7 million

# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

Period Ending - March 27, 1998



### FINANCIAL STATUS

#### Contract / Line Item Variance Report

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

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

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

Mitigation: The Current Budget was updated through PBCR #3 which allocated additional budget to the contract for original contract delays, grouting, work resequencing and potential claims as a result of 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: \$81,934,382  
Variance: \$7,944,382  
%Variance: 10.7%

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 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%)

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

**Line 07 - Systemwide Equipment**

Current Budget: \$46,051,000  
Forecast: \$54,901,736  
Variance: \$8,850,736  
%Variance: 19.2%

Mitigation: The forecast variance of \$8.9M is largely due to a number of contracts with significant changes in work scope and additional escalation costs including design updates, labor and overhead issues, economic price adjustments and contract contingency adjustments.

**Line 08 - Trackwork**

Current Budget: \$25,526,000  
Forecast: \$33,924,152  
Variance: \$8,398,152  
%Variance: 32.9%

Mitigation: Contract C1610, Trackwork Installation, is contributing \$8.3M of the total variance of \$8.4M. 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 reevaluated 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 reexamining 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 - March 27, 1998**



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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO SOURCE \$	(F/B) %
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$681.037	\$544.830	\$348.998	\$544.830	100%	\$347.177	64%	\$348.998	64%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$86.749	\$136.207	100%	\$86.794	64%	\$86.749	64%
FED ISTEA STP (STATE)	\$0.000	\$57.800 (5)	\$57.800	\$50.000	87%	\$50.000	87%	\$50.000	87%
FEO ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$70.540	\$53.037	\$53.037	75%	\$53.037	75%	\$53.037	75%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.139	\$6.871	\$6.871	75%	\$6.871	75%	\$6.871	75%
SB 1995 TRUST FUND	\$53.000	\$86.688	\$86.688 (2)	\$86.688	100%	\$86.688	100%	\$86.688	100%
STATE SHA/ARTICLE XIX	\$115.000	\$45.855	\$20.855	\$20.855	45%	\$20.855	45%	\$20.855	45%
STATE PROP 116	\$0.000	\$57.152 (5)	\$57.152	\$25.000	44%	\$25.000	44%	\$25.000	44%
STATE TSM Match	\$0.000	\$11.360	\$10.537	\$10.537	93%	\$10.537	93%	\$10.537	93%
STATE CTIP	\$0.000	\$167.145 (5)	\$0.000	\$15.685	9%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$101.500	\$90.048 (3)	\$55.448	\$55.448	62%	\$55.448	62%	\$55.448	62%
PROP C	\$318.185	\$54.062	\$36.986	\$45.070	83%	\$36.986	68%	\$36.986	68%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (6)	\$0	\$0	0%	\$0	0%	\$0	0%
<b>TOTAL</b>	<b>\$1,310.822</b>	<b>\$1,310.822</b>	<b>\$799.117 (4)</b>	<b>\$1,030.204</b>	<b>79%</b>	<b>\$759.389</b>	<b>58%</b>	<b>\$759.185</b>	<b>58%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$1.396	57%	\$0.212	9%	\$0.000	0%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$1.077	378%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.613</b>	<b>\$2.473</b>	<b>91%</b>	<b>\$0.215</b>	<b>8%</b>	<b>\$0.003</b>	<b>0%</b>

(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 (\$39.952M) are being replaced by additional STP funds (\$7.8M transfer from LA rail cars project) and additional Prop 116 funds (\$15M from East Side project & \$17.152M from LA Rail Car project).

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

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1998.

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



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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNOS ANTICIPATED	(C) TOTAL FUNOS AVAILABLE	(O) COMMITMENTS		(E) EXPENITURES		(F) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$408.182	\$829.035	56%	\$408.381	38%	\$408.182	38%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$102.045	\$157.258	56%	\$102.090	38%	\$102.045	38%
FEO ISTE A STP (STATE)	\$25.000	\$82.800	\$82.800	\$50.000	60%	\$50.000	80%	\$50.000	80%
FEO ISTE A STP/CMAQ (REGIONAL)	\$158.817	\$133.953	\$71.998	\$54.292	41%	\$54.292	41%	\$54.292	41%
FED ISTE A STP DEFERRED LOCAL SHARE	\$9.875	\$17.355	\$9.328	\$7.034	41%	\$7.034	41%	\$7.034	41%
SB 1995 TRUST FUNO	\$53.000	\$68.688	\$68.688	\$68.688	100%	\$68.688	100%	\$68.688	100%
STATE SHA/ARTICLE XIX	\$165.000	\$85.855	\$20.855	\$20.855	24%	\$20.855	24%	\$20.855	24%
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	\$167.145	\$0.000	\$15.685	9%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$136.244	\$163.490	\$55.448	\$55.448	34%	\$55.448	34%	\$55.448	34%
PROP C	\$677.318	\$787.131	\$94.343	\$121.847	15%	\$92.801	12%	\$92.801	12%
BENEF ASSESS. DISTRICT	\$17.100	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
<b>TOTAL</b>	<b>\$2,781.088</b>	<b>\$3,042.752</b>	<b>\$979.372</b>	<b>\$1,213.655</b>	<b>40%</b>	<b>\$893.102</b>	<b>29%</b>	<b>\$892.878</b>	<b>29%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.810	\$1.396	57%	\$0.212	9%	\$0.000	0%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$1.077	378%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.813</b>	<b>\$2.473</b>	<b>91%</b>	<b>\$0.215</b>	<b>8%</b>	<b>\$0.003</b>	<b>0%</b>

(1) BASED ON CURRENT BUDGET

NOTE: EXPENITURES ARE CUMULATIVE THROUGH FEBRUARY 1998.

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



**FINANCIAL STATUS**

Metro Red Line Segment 3 Project  
Funds by Source Analysis

**STATUS OF FUNDS ANTICIPATED**

**FTA SECTION 9** MTA submitted a grant application for \$37,301,090 of Section 3 Funds in March 1998 for the North Hollywood Project. Grant approval is expected by June 1998.

**FTA SECTION 9  
FED ISTE/CMAQ** Grant award was approved on August 27, 1997 for FY 96 CMAQ \$20 million funds. Funds will not be available for drawdown until FTA approves the MTA Rail Recovery Plan. MTA 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 September 1998.

**FTA SECTION 9  
FED ISTE/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. Funds will be allocated against the Eastern Extension Project. Approval was obtained in February 1998.

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

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

# METRO RED LINE - Segment 3 North Hollywood

## Quarterly Project Status Report

### Period Ending - March 27, 1998



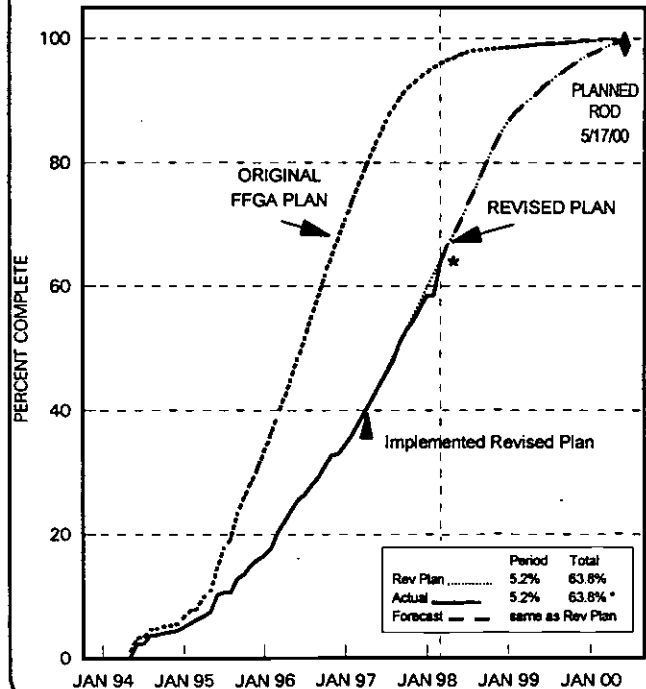
## SCHEDULE STATUS

### Schedule

		Change from Last Month
Project Target	May 17, 2000	
Forecast ROD	May 17, 2000	0 w.d.
Design Progress	94%	+0.3%
Construction Progress (estimated)	63.8%	+5.2% *
Critical Path Float	0 c.d.	0 w.d.

\* During February and March administrative corrections were made to the revised baseline budget which affected the percent complete calculation. Actual progress at the end of March is shown correctly.

### Construction Progress



### Current Critical Path Analysis

The March 1998 Project Master Schedule shows the project on schedule. Forecast completion date remains at May 17, 2000. Systems integration schedule was reviewed to incorporate additional Fire Life Tests in the stations, and new sequence based on a reevaluation of crewing and the latest facilities completion dates. Systemwide will be reviewed in detail in the next schedule update.

Mitigation options for C0311 currently under review include providing early access to trackwork south of La Brea Shaft. Administrative CN will be issued to trackwork contract in case this early access is required.

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

Focus on the project is shifting from excavation and concrete to the more complex mechanical, electrical and systems area. Facilities-systems interfaces are being closely coordinated. To date, all access from facilities to systems contracts have been met. All access dates from facilities to systems for the next three months are on schedule. Preliminary walk throughs are being scheduled and preliminary punch lists are being prepared. Weekly coordination meetings are being held.

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

### Construction Progress Analysis

The overall construction progress through March is 61.9% complete.

Contract C0301 (Hollywood/Highland Station) total forecast delay for station completion is 239 calendar days which includes CN-63 impacts. Contractor continues to accelerate work to mitigate its own delays on west end of station. All but one interim milestone date has been negotiated with contractor and change orders are being prepared. Access to mechanical/electrical was given to east side of station. All station scheduled concrete to be completed in May. No impact to ROD.

Contract C0311 (North Hollywood Tunnel) is 208 calendar days behind. Efforts are focused on the track level room excavation, the concrete lining on the northern section of the tunnels and the lining of the tunnels south of La Brea. AR north invert is complete to bulkhead (8,181'). AL north invert to track level room started during this period and a total of 2,475' was placed. Lining of tunnels south of La Brea Shafts continues with the arch completed in the AL and started in the AR. TLR excavation is approximately 77% complete. Current pace of construction is excellent and contractor is meeting February planned rates and dates.

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

Contract C0331 (North Hollywood Tunnel) contractor provided track level access on March 24, and is working 6-day work weeks, multiple shifts and concurrent tunnel/MVS work to meet C1610 second access of April 24. AR/AL tunnel bid item work is 99% complete except for Milestones 2A (AL Tunnel Turnover) and 3 (C1610 AR Tunnel Turnover), punch list, cleanup and NCR repair work.

Contract C0351 (North Hollywood Station) contractor continues working a combination of three shifts operation and Saturday work. Milestone 19, C1610 trackwork access, was met by the contractor on February 18 with exception of items on milestone punch list. Next access to stations and tailtrack is on schedule for May 1.

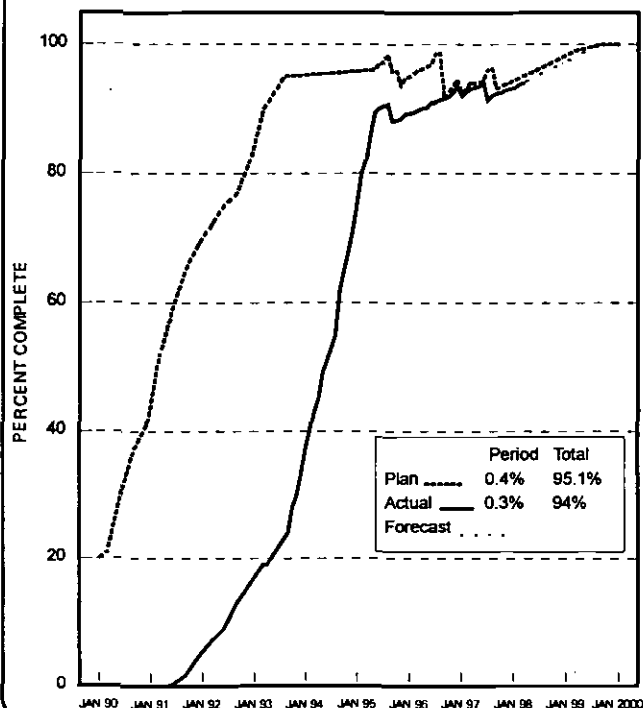
Contract C1610 (Trackwork Installation) contractor's baseline schedule was submitted and approved. Access to trackwork in the C0351 ramp and crossover areas was received on February 18, on schedule. Takeover of C0351 ventilation was on March 16. Access to main C0331 tunnels was on March 24.

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



**SCHEDULE / SAFETY STATUS**

**Design Progress**



**Design Progress Analysis**

The overall design progress through March 27, 1998 was 94% complete versus 95.1% planned, reflecting a Schedule Performance Index (SPI) of 98.9%.

Refer to page SD-2 for more information on Design Contracts.

**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	16.5	-0.4

**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	1.9	0

(Based on February 1998 statistics)

**Construction Safety Summary**

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

The project is currently completing over 210,000 work hour per month.

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



**MANAGEMENT ISSUES**

**NEW**

*Item (Date initiated: March 1998)*  
Project Contingency

**Concern/Impact**

The cost forecast is based on several critical assumptions. These assumptions are: all existing contracts will be completed for the forecast amount, bids for new contracts will be received within the forecast amounts, and the project schedule will be maintained for a ROD of May 2000. The cashflow projection is based on the current construction schedule which includes completion of the major facilities contracts within the fiscal year 1999 and achieving ROD in May 2000.

At this time, the project forecast cost at completion will potentially exceed the budget for Additional Locally Funded Activities. There will be no impact to the Full Funding Grant Agreement budget. This projection is based upon the review of all project budget elements, including construction contracts, purchase orders, real estate, environmental mitigation, professional services and Agency costs. This potential overrun is primarily the result of increased Agency overhead costs which have exceeded the budget by approximately \$27 million. In addition, there are several identified risks that are anticipated but cannot be accurately quantified at this time. These risks include Hollywood Boulevard subsidence claims, construction contract claims, contract bid values exceeding the estimated amounts, and cost associated with delays to the project schedule.

**Status/Action**

The project team is actively minimizing these potential cost impacts. Project scope elements are continually reviewed and project features that are not essential to operational functions are being deleted. For example, the North and South single crossovers, midline vent shaft structure and the non revenue connector in the Santa Monica Mountain tunnels were all deleted to achieve significant cost savings. Construction contract work has been resequenced and additional access has been provided to preclude delays to installation of trackwork and subsequent systems contracts. Construction claims are being aggressively challenged and defended as evidenced by numerous Disputes Review Board findings that were significantly below the contractor's claimed amounts. Professional service consulting contract requirements are being reassessed and revised to reduce manpower costs.

**ONGOING**

*Item (Date initiated: February 1998)*  
Project Cost Forecasts

**Concern/Impact**

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

**Status/Action**

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

There is an improvement in the forecasting process. We will close this issue following further demonstration of acceptable forecasting on all cost centers.

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



**MANAGEMENT ISSUES**

**ONGOING**

*Item (Date initiated: January 1998)*  
Change Process

**Concern/Impact**

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

**Status/Action**

The Procurement Division has re-established levels of authority to the Construction Manager Consultant's Resident Engineers and the Contract Administrators. This has improved the processing of small changes.

**ONGOING**

*Item (Date initiated: January 30, 1998)*  
Contract B710 Escalators and Elevators Supply and Installation - Cure Notice Issued for Segment 2 Work

**Concern/Impact**

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

**Status/Action**

A Cost and Schedule Benefit Analysis for Contract B710, Escalators and Elevators, was submitted on February 20, 1998. The initial path forward will be to work with the B710 contractor to resolve outstanding contractual and access issues as they relate to the North Hollywood extension. At the April 1, 1998, B710-R82 progress meeting, the station access dates and equipment deliveries were finalized. At C0351, North Hollywood Station, the equipment deliveries will be five (5) months after access is available. At C0321, Universal City Station, the equipment will be delivered on schedule. A no-cost change was issued to revise the NTP date from July 1997 to September 1997. At C0301, Hollywood Highland Station, the equipment deliveries will be two (2) months after access is available. Allowing for the six months that the B710 contractor is allowed to finish installation, the station finish work past B710 at C0351 will need to be transferred to C0390, Miscellaneous Construction, and at C0301 may need to be transferred to C0390.

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



**MANAGEMENT ISSUES**

**ONGOING**

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

Contract B646 Fire & Emergency Management System Technical Update Dispute

**Concern/Impact**

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

**Status/Action**

The contractor's proposal to view CN 66.00 as a cardinal change and renegotiate the price for Segment 3 was denied. Contractor claims a price increase of \$3.7M. A revised proposal has been requested. The base scope and scope of the change have been agreed upon. The impact on the contract delivery date is still at issue, pending further discussions with the supplier. The overhead and labor rates have been audited. Meetings with the supplier continue to discuss the issue and resolve any differences.

**ONGOING**

**Item (Date initiated: February 1996)**

MTA Board Motion Dated January 24, 1996

**Concern/Impact**

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

**Status/Action**

The forecast cost and schedule impacts to Contract C0311 have been incorporated into the program. The seasonal springs protective measures included the cost and schedule contingencies for supplemental formation grouting in Reach 4 and Reach 1 after installation of the lining. Supplemental water sources have been installed in several locations for Nichols Canyon Creek, Senalda Road, and the Oakshire Catchment to mitigate the decline of perennial springs. An irrigation scheme is being installed at La Brea Terrace to mitigate impacts on vegetation. The blast vibration monitoring system is in place and operational. Blasts to date have not generated perceptible vibrations at the surface.

The hydrogeological study Stage I water balance with supplement for Reach 4 has been completed and the draft report reviewed. A draft scope of work for supplemental formation grouting through the lining has been prepared based on the findings of the hydrogeological study. A Design Change Notice was issued to omit weepholes in the tunnel liner beneath Runyon Canyon Park.



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



**MANAGEMENT ISSUES**

**RESOLVED**

*Item (Date initiated: November 1997)*

Owner Controlled Insurance Program (OCIP)

***Concern/Impact***

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

***Status/Action***

Risk Management has determined that there will be no negative impact on the North Hollywood budget.

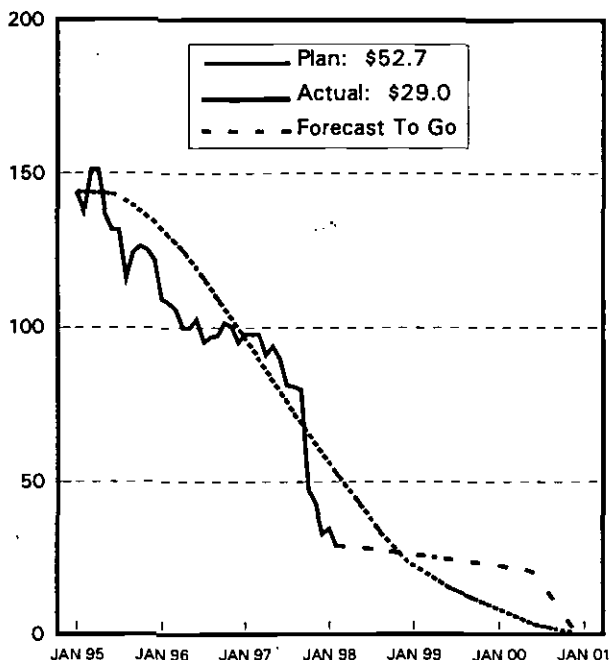
**METRO RED LINE - Segment 3 North Hollywood**  
**Quarterly Project Status Report**  
**Period Ending - March 27, 1998**



**COST STATUS**

**Contingency Status**

\$ IN MILLIONS



**Contingency Status Analysis**

**March 1998 Period Status**

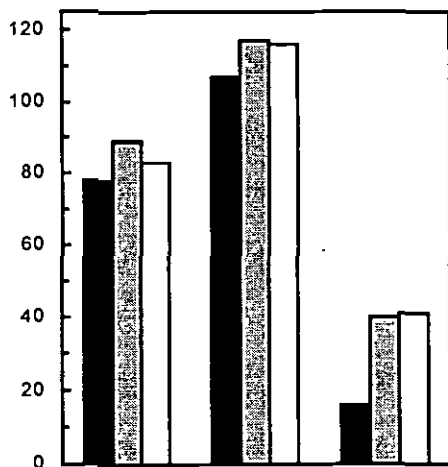
The Contingency Forecast decreased 5.5 million this period to offset a similar increase in the Construction, Professional Services and Utility/Agency Force Account Elements.

**Cumulative Contingency Status**

The variance of \$23.7 million between the actual and planned contingency is primarily due to additional need for funds for several construction and professional services contracts.

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

Dollar in Millions



		DESIGN	CM	OTHER
Current Authorization	■	78	107	16
Forecast	▨	89	117	40
Budget	□	83	116	41

**Professional Services Cost Analysis**

The authorization for Other Professional Services increased \$0.4 million this period due to Legal Services, Environmental Services and Labor Compliance Monitoring. The authorization for Design Services and Construction Management did not change this period.

The forecast for Design Services and Construction Management increased by \$5.5 million and \$1.0 million respectively.

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

**DATA SOURCE:**

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

# **METRO RED LINE SEGMENT 3**

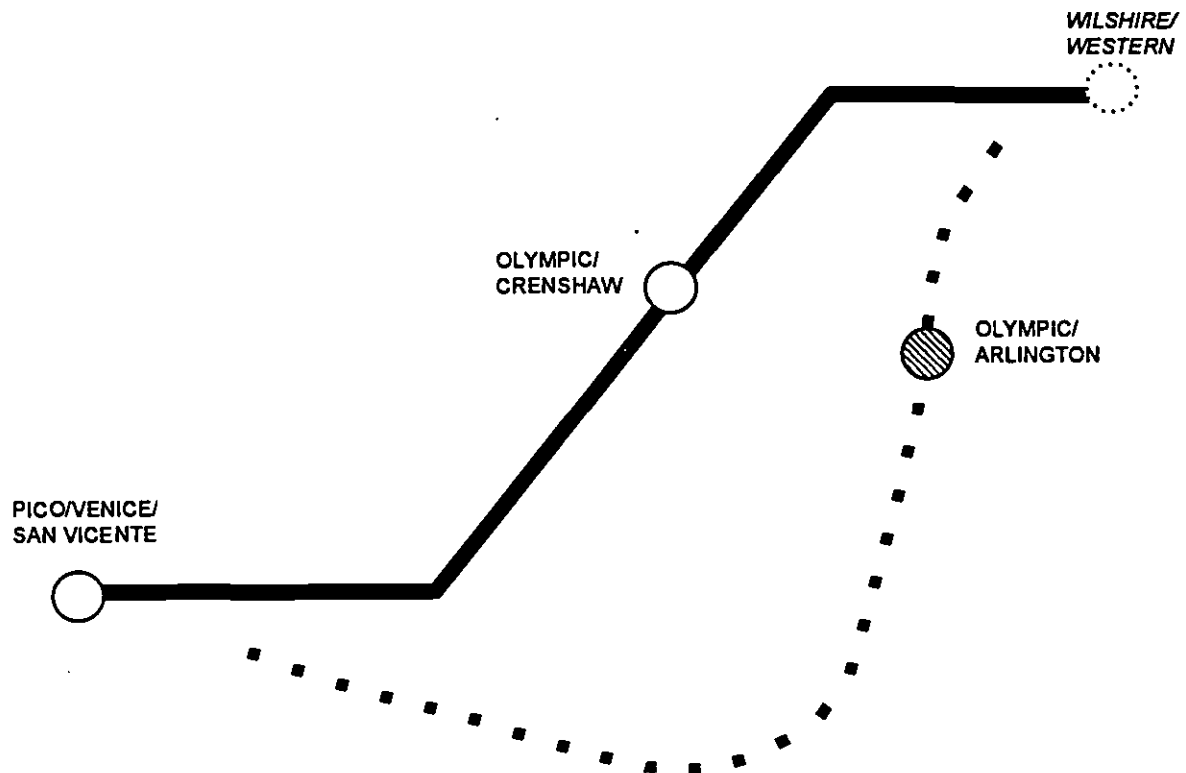
## **MID-CITY EXTENSION**

### **EXECUTIVE SUMMARY**

**METRO RED LINE SEGMENT 3 MID- CITY**  
**Quarterly Project Status Report**  
**Period Ending - March 27, 1998**



**MAJOR ACTIVITIES THIS PERIOD**



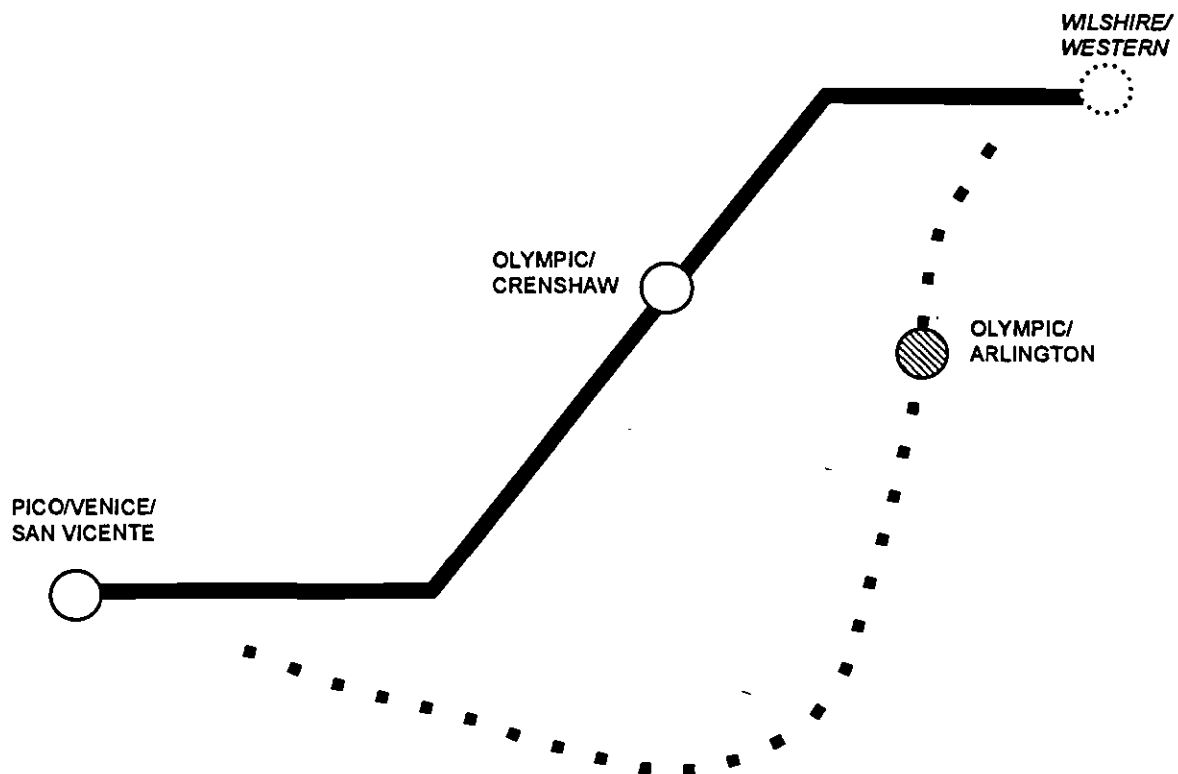
**SYSTEMWIDE ACTIVITIES**

- Current MTA Capital Project cash flow projections resulted in an MTA Board action this period to suspend Mid-City planning and construction.
- A Demobilization Plan was developed and Mid-City work is suspended.

**METRO RED LINE SEGMENT 3 MID- CITY**  
**Quarterly Project Status Report**  
**Period Ending - March 27, 1998**



**MAJOR ACTIVITIES NEXT PERIOD**



**SYSTEMWIDE ACTIVITIES**

- The Mid-City Demobilization Plan will continue.

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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MARCH CHANGE IN FORECAST
CONSTRUCTION	\$334	\$337	\$43	\$0
PROFESSIONAL SERVICES	98	187	89	0
REAL ESTATE	54	44	(10)	0
UTILITY/FORCE ACCOUNTS	5	9	4	0
SPECIAL PROGRAMS	0	2	2	0
CONTINGENCY	0	64	64	0
PROJECT REVENUE				
TOTAL PROJECT	\$491	\$683	\$192	\$0

**Additional Locally Funded Activities**

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

**Budget/Forecast Variance Analysis**

The Mid-City Project was suspended by MTA Board action in January 1998. At the time of suspension, the Budget was based on the original Project alignment and a July 1999 ROD; and the Forecast was based on the Wilton/Arlington underground alignment and the July 2009 ROD.

Commitments to date are \$14.2M and Expenditures to date are \$13.1M. These costs are primarily associated with engineering management services, project administration, and environmental engineering services.

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

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

SOURCE	(A) 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	
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA - SECTION 3	\$1,317,912	\$1,133,192	\$408,182	\$629,035	56%	\$408,361	36%	\$408,182	36%
FTA - SECTION 3 DEFERRED LOCAL SHARE	98,578	283,298	102,045	157,258	56%	102,090	36%	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 ARTICLE XIX	165,000	85,855	20,855	20,855	24%	20,855	24%	20,855	24%
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	0		0		0	
STATE TSM MATCH	11,142	14,695	10,537	10,537	72%	10,537	72%	10,537	72%
STATE CTIP	0	167,145	0	15,665		0		0	
CITY OF LOS ANGELES	136,244	163,490	55,446	55,446	34%	55,446	34%	55,446	34%
PROP C	677,318	787,131	94,343	121,847	15%	92,801	12%	92,801	12%
BENEF ASSESS. DISTRICT	17,100	0	0	0		0		0	
<b>TOTAL</b>	<b>\$2,781,086</b>	<b>\$3,042,752</b>	<b>\$979,372</b>	<b>\$1,213,655</b>	<b>40%</b>	<b>\$893,102</b>	<b>29%</b>	<b>\$892,878</b>	<b>29%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0	\$2,435	\$1	\$1,396	57%	\$212	9%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	0	1,077	378%	0	0%	0	0%
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$1</b>	<b>\$2,473</b>	<b>91%</b>	<b>\$212</b>	<b>8%</b>	<b>\$0</b>	<b>0%</b>

(1) Based on Current Budget.

NOTE: Expenditures are cumulative through February 1998.

METRO RED LINE SEGMENT 3 / MID-CITY EXTENSION

MARCH 1998

ES-4

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

METRO RED LINE SEGMENT 3 / MID-CITY EXTENSION

MARCH 1998

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

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL	TOTAL	TOTAL	COMMITMENT		EXPENDITURES		BILLED TO SOURCE	
	BUDGET	FUNDS ANTICIPATED (1)	FUNDS AVAILABLE	\$	%	\$	%	\$	%
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 ISTE A STP (STATE)									
FED ISTE A STP/CMAQ (REGIONAL)	55,400	18,060	1,255	1,255	7%	1,255	7%	1,255	7%
FED ISTE A RSTP DEFERRED LOCAL SHARE		2,340	163	163	7%	163	7%	163	7%
STATE ARTICLE XIX		40,000							
STATE PROP 116	72,300								
STATE FLEXIBLE CONGESTION RELIEF	28,000	50,000							
STATE TSM MATCH		2,643							
CITY OF LOS ANGELES	34,400								
PROP C	60,000	327,126	8,067	7,607	2%	6,525	2%	6,525	2%
<b>TOTAL</b>	<b>\$490,663</b>	<b>\$682,732</b>	<b>\$14,619</b>	<b>\$14,159</b>	<b>2%</b>	<b>\$13,077</b>	<b>2%</b>	<b>\$13,077</b>	<b>2%</b>

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

NOTE: Expenditures are cumulative through February 1998.



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

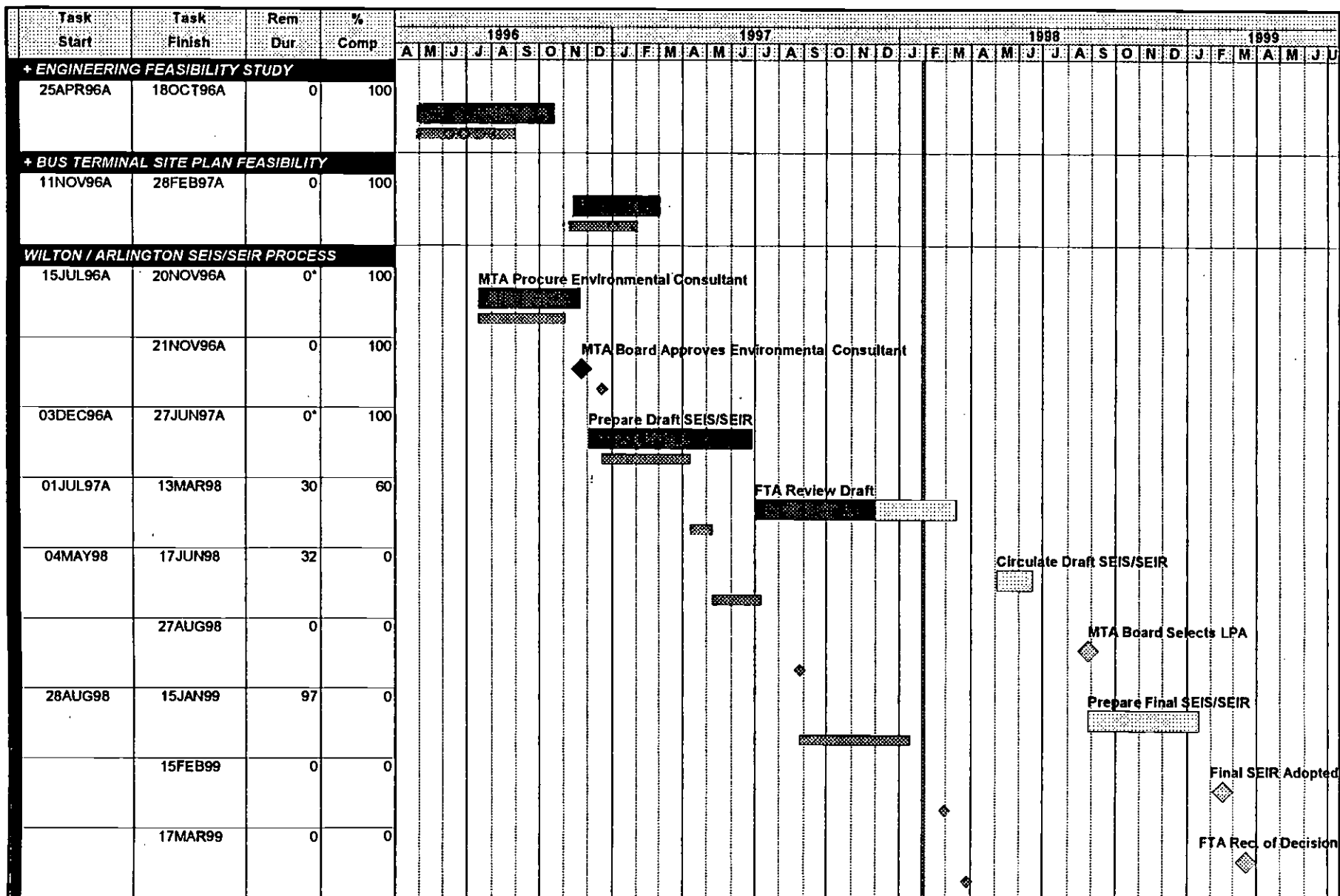
<b>FTA Section 3</b>	MTA submitted a Grant Application for \$37,301,090 of Section 3 funds in March 98 for the North Hollywood Project. Grant approval is expected by June 1998.
<b>FTA Section 9 FED ISTE/CMAQ</b>	Grant award was approved on August 27, 1997 for FY96 CMAQ \$20M funds. Funds will not be available for drawdown until FTA approved the MTA Restructuring Plan. MTA submitted a Grant application on March 31, 1998 for \$20.6M of CMAQ Funds to be allocated to the North Hollywood Project. Approval is expected in September 1998.
<b>FTA Section 9 FED ISTE/STP</b>	Grant award for \$75M of STP funds was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25M allocated to the East Side Project. These funds will be available for drawdown only when FTA approves the MTA Restructuring Plan. MTA submitted a request to the CTC to reprogram STP funds initially earmarked for LA Rail Car Project to the North Hollywood Project for a total of \$7.8M. CTC approved MTA's request on March 31, 1998.
<b>State Prop. 116</b>	MTA submitted on April 8, 1997 a Grant Application and an Allocation Request to the CTC for \$15M of Prop 116 Rail Bond Funds. Funds will now be allocated against North Hollywood instead of the Eastern Extension Project. MTA requested the CTC 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 \$17.1M. CTC approval was granted on March 31, 1998.
<b>State SHA</b>	MTA submitted on June 27, 1997 an allocation request to the CTC for \$20 million of State Highway Account (SHA) funds. Funds will be allocated against the Eastern Extension Project. Approval was obtained in February 1998.
<b>City of Los Angeles</b>	A Fund Transfer Agreement has been executed on July 24, 1997 for a total amount of \$200M. The first installment totaling \$55.446M is available for drawdown.
<b>Benefit Assessment</b>	Funds are no longer expected due to passage of Prop 218 (Right to Vote on Tax Initiatives).

**SCHEDULE STATUS**

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

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Project Start 24APR98  
 Project Finish 19OCT98  
 Data Date 31JAN99  
 Run Date 03MAY99

MP81

Wilton Place / Arlington Avenue  
 Feasibility Study & SEIS/SEIR  
 January Schedule Update

Sheet 1 of 1

Engineering Management Consultant

Date	Revision	Checked	Approved

## CONSTRUCTION SAFETY

- There is no construction activity at this time.

## MANAGEMENT ISSUES

- ONGOING

*Item*

Agency Cost Overrun (initiated 5/97)

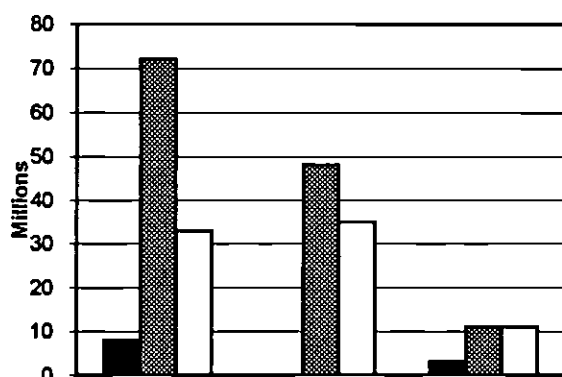
*Concern/Impact*

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

*Status/Action*

Steps to mitigate this impact have begun, including: (1) use of the Labor Information Management System (LIMS), (2) examination of project staffing levels for all MTA divisions, and (3) review of the construction management professional services budget.

Despite the actions taken to mitigate the potential overrun, further impacts on Agency cost will result from the suspension of the Mid-City Extension. The extent of this impact cannot be determined until the length of the suspension period is known.

**COST STATUS****Consultant Cost Status****Professional Service Contracts**  
Dollars in Millions

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

**Professional Services Cost Analysis**

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

**DATA SOURCE:**

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

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# **METRO RED LINE SEGMENT 3**

## **EAST SIDE EXTENSION**

### **EXECUTIVE SUMMARY**

# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

Period Ending - March 27, 1998



### MAJOR ACTIVITIES THIS PERIOD

#### C0502

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

EMC's design and QCCD effort continued on the CCNs related to contract C0502 and C0541. EMC continued review of contract specifications. EMC continued to provide assistance to MTA on issues related to Caltrans, City of LA, and on environmental issues. EMC began revising drawings and specifications for the LNTP on CCN #683 Deletion of the Smoke Exhaust System. Completed the inter/intra checking and Peer Review of C0502 Combined Tunnels.

#### C0521

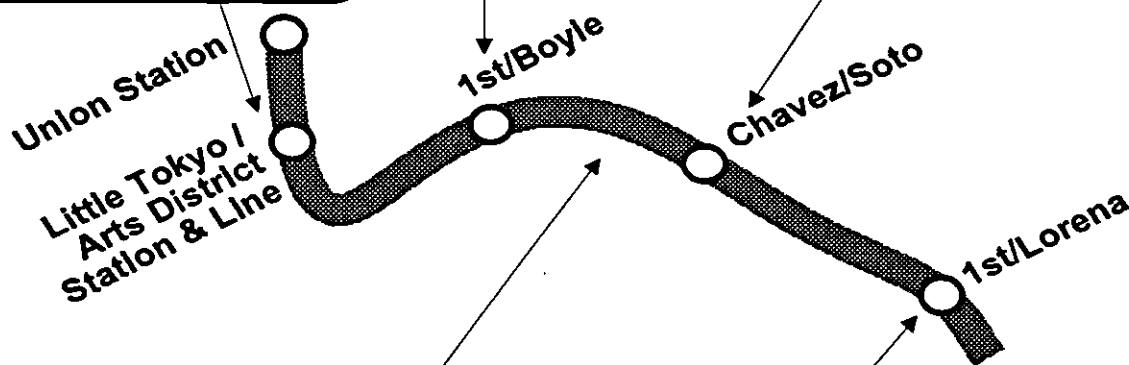
##### 1st / BOYLE STATION

EMC's design effort started on CCN #670B Advance Excavation of C0521 Station. EMC performed Peer Review for interface with adjacent contracts. The section designer incorporated comments on CCN #670 Part "A" drawings for the C0502 Contract.

#### C0531

##### CHAVEZ / SOTO STATION

The section designer incorporated CADD file check comments on the electronic files of the drawings and began effort on CCN #657 Emergency Lighting.



#### C0502 (Formerly C0541)

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

EMC completed field investigations on CCN #676 Subsurface Investigations at Cummings and began working on analysis and report preparation.

#### C0551 1st / LORENA STATION

EMC completed work for CCN #662 Preliminary Seismic Analysis study. Work started on CCN #675B TBM Removal Shaft at C0551. Work also started on CCN #657 Emergency Lighting System.

### SYSTEMWIDE ACTIVITIES

EMC is reviewing and responding to Pre-Final comments for Contract C0595 Water Main Leak Survey. MTA and EMC continued reviewing, responding to and incorporating design review comments from the P0650 Final Design Submittal. EMC received the MTA furnished front-end documents and is processing for Final review. Contracts C2610, P1614, and P1616 remained on hold. CCN #574 - University of Illinois continued working towards completion of the program testing tunnel segments. Environmental assessments, remediation, and demolition of parcels under contract C0538 continued. Project demobilization continues and will be completed by June 30, 1998.

# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

Period Ending - March 27, 1998



### ACTIVITIES PLANNED FOR NEXT PERIOD

#### C0502

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

The EMC will complete the quality control efforts related to all CCNs and issue a Final Submittal scheduled for April 10th. EMC to continue assisting the MTA with the design of the Ramirez Flyover under CCN #595. EMC will work with Fluor Daniel on constructability and claims avoidance tasks and with Environmental on environmental issues.

#### C0521

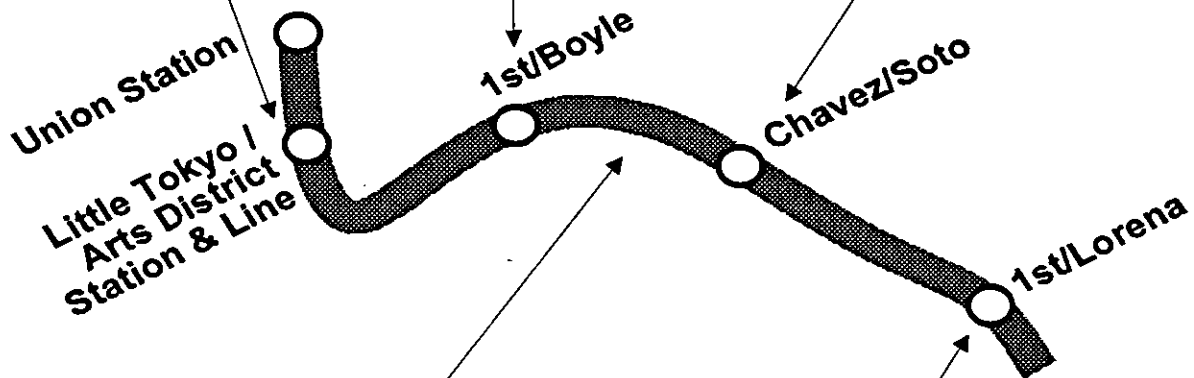
##### 1st / BOYLE STATION

The Section designer is scheduled to complete drawings once comments are received from MTA/CM for the C0502 contract under CCN #670A. EMC will continue revisions under CCN #670B to reflect C0502's excavation of the C0521 station box.

#### C0531

##### CHAVEZ / SOTO STATION

EMC to complete CCN #657 Emergency Lighting.



#### C0502 (Formerly C0541)

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

EMC to complete quality control effort for work on combining C0502/C0541 tunnels. EMC to finalize report on fault studies for CCN #676 Subsurface Investigations at Cummings St.

#### C0551

##### 1st / LORENA STATION

EMC to complete design work under CCN #675B TBM Removal Shaft at C0551 and CCN #657 Emergency Lighting.

### SYSTEMWIDE ACTIVITIES

EMC will continue working towards the C0595 Final design submittal. Work to continue on Contract P0650 towards the Camera Ready submittal in late June, or after the station contracts complete. P0650 front end documents will be distributed for final review. Contracts C2610, P1614, and P1616 remain on hold. CCN #574 - University of Illinois to continue working towards completion of the program testing tunnel segments. Environmental assessments, remediation, and demolition of parcels under contract C0538 will continue. Project demobilization will continue.



# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

Period Ending - March 27, 1998



### FINANCIAL STATUS

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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MARCH CHANGE IN FORECAST
Construction	\$651.1	\$653.1	\$2.0	(\$2.0)
Professional Services	\$255.5	\$253.4	(\$2.1)	(\$49.2)
Real Estate	\$34.8	\$36.6	\$1.8	\$0.0
Utility/Force Account	\$23.9	\$23.9	\$0.0	\$0.0
Special Programs	\$0.0	\$0.0	\$0.0	\$0.0
Contingency	\$83.9	\$82.3	(\$1.7)	\$2.0
Project Revenue	\$0.0	\$0.0	\$0.0	\$0.0
Total Project	\$1049.2	\$1049.2	\$0.0	(\$49.2)

#### *Additional Locally Funded Activities*

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	MARCH CHANGE IN FORECAST
Construction				
Professional Services		\$51.6	\$51.6	\$47.3
Real Estate				
Utility/Force Account				
Special Programs	\$0.0	\$3.1	\$3.1	\$0.0
Contingency				
Total Other Locally Funded Activities	\$0.0	\$54.7	\$54.7	\$47.3

#### *Budget/Forecast Variance Analysis*

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

In March, the Agency administration forecast increase of \$49.2M that was identified in October 1997(see above), was transferred to Additional Locally Funded Activities. In addition, the Agency administration forecast was reduced in the amount of \$1.9M to reflect the current overhead and fringe benefit rates for the Construction Division. There was no change to the project budget. The Contingency forecast increased in the amount of \$1.9M due to a reduction in the Construction Cost Element for elimination of the air handling equipment contract B745, Trend T-127(see page ES-13). Commitments increased in the amount of \$68K for security services contract SS002. Expenditures for the month of February totaled \$4.8M.

Total Expenditures To Date: \$116.0 million

Total Commitments To Date: \$168.8 million

"Additional Locally Funded Activities" are defined as work scope not covered under the Full Funding Grant Agreement (FFGA). In April 1997, the expenditures and current forecast for Professional Services under "OLFA" increased by \$4.3M due to reconciliation with the FIS General Ledger expenditure account. Prior to the reconciliation, these expenditures were kept in a separate account, apart from the project cost. The current forecast of \$54.7M also includes the MTA Art Program forecast of \$3.1M. MTA is awaiting Board approval to update the current budget to reflect the Art Program commitments and forecast. In March 1998, the current forecast was increased by \$47.3M, due to a forecast increase in Agency Administration, previously identified under "original scope" (see above).

**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period Ending - March 27, 1998**



**FINANCIAL STATUS**

**CONTRACT / ITEM VARIANCE REPORT**

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

No items to report this period.

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

**Line Item 19 - Project Administration**

Current Budget	\$38,042,000
Forecast	\$87,130,284
Variance	\$49,088,284
% Variance	129.0%

Of the \$49M variance, \$47.3M can be attributed to the forecast increase in Agency costs and has, therefore, been included as "Additional Locally Funded Activities". In March, the variance was reduced by \$1.9M due to an adjustment made to reflect the Construction Division's current overhead and fringe benefit rates.

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

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

Furthermore, the project staff is conducting an examination of proposed staffing levels for all MTA divisions through project completion. The review is expected to conclude with adjustments to the proposed staffing levels to reduce the projected overrun while ensuring adequate support for necessary functions.

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

**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
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**FINANCIAL STATUS**

***CONTRACT / ITEM VARIANCE REPORT***

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

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

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

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

**METRO RED LINE - Segment 3 East Side**  
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**STATUS OF FUNDS BY SOURCE (In thousands of dollars)**

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED <sup>(1)</sup>	(C) TOTAL FUNDS AVAILABLE	(D) (D/B) COMMITMENTS		(E) (E/B) EXPENDITURES		(F) (F/B) BILLED TO SOURCE	
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA - SECTION 3	\$1,317,912	\$1,133,192	\$408,182	\$629,035	56%	\$408,361	36%	\$408,182	36%
FTA - SECTION 3 DEFERRED LOCAL SHARE	98,578	283,298	102,045	157,258	56%	102,090	36%	102,045	36%
FED ISTEA STP (STATE)	25,000	75,000	82,800	50,000	67%	50,000	67%	50,000	67%
FED ISTEA STP/CMAQ (REGIONAL)	156,617	133,953	71,998	54,292	41%	54,292	41%	54,292	41%
FED ISTEA RSTP DEFERRED LOCAL SHARE	9,875	17,355	9,328	7,034	41%	7,034	41%	7,034	41%
SB 1995 TRUST FUND	53,000	68,912	66,686	66,686	97%	66,686	97%	66,686	97%
STATE SHA/ARTICLE XIX	165,000	85,855	20,855	20,855	24%	20,855	24%	20,855	24%
STATE PROP 116	87,300	40,000	57,152	25,000	63%	25,000	63%	25,000	63%
STATE FLEXIBLE CONGESTION RELIEF	26,000	50,000	0	0		0		0	
STATE TSM MATCH	11,142	14,695	10,537	10,537	72%	10,537	72%	10,537	72%
STATE CTIP	0	207,097	0	15,665	8%	0		0	
CITY OF LOS ANGELES	136,244	90,046	55,446	55,446	62%	55,446	62%	55,446	62%
PROP C	677,318	829,849	94,343	121,847	15%	92,801	11%	92,801	11%
BENEF ASSESS. DISTRICT	17,100	13,500	0	0	0%	0	0%	0	0%
<b>TOTAL</b>	<b>\$2,781,086</b>	<b>\$3,042,752</b>	<b>\$979,372</b>	<b>\$1,213,655</b>	<b>40%</b>	<b>\$893,102</b>	<b>29%</b>	<b>\$892,878</b>	<b>29%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0	\$2,435	\$610	\$1,396	57%	\$212	9%	\$0	0%
PROP C (NON-REV CONNECTOR)	0	285	3	1,077	378%	3	1%	3	1%
<b>GRAND TOTAL</b>	<b>\$0</b>	<b>\$2,720</b>	<b>\$613</b>	<b>\$2,473</b>	<b>91%</b>	<b>\$215</b>	<b>8%</b>	<b>\$3</b>	<b>0%</b>

NOTE: Expenditures are cumulative through February 1998.

(1) Based on Current Budget



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

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED <sup>(1)</sup>	(C) TOTAL FUNDS AVAILABLE	(D) (D/B)		(E) (E/B)		(F) (F/B) BILLED TO SOURCE	
				COMMITMENTS		EXPENDITURES			
				\$	%	\$	%	\$	%
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	0	0	0%	0	0%	0	0%
STATE FLEXIBLE CONGESTION RELIEF	0	0	0	0	0%	0	0%	0	0%
STATE TSM MATCH	11,142	692	0	0	0%	0	0%	0	0%
CITY OF LOS ANGELES	344	73,444 <sup>(2)</sup>	0	0	0%	0	0%	0	0%
PROP C	299,133	405,943	49,290	69,170	17%	49,290	12%	49,290	12%
<b>TOTAL</b>	<b>\$979,601</b>	<b>\$1,049,198</b>	<b>\$165,636</b>	<b>\$169,292</b>	<b>16%</b>	<b>\$120,636</b>	<b>11%</b>	<b>\$120,636</b>	<b>11%</b>

NOTE: Expenditures are cumulative through February 1998.

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

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

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

**METRO RED LINE - Segment 3 East Side**  
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**FINANCIAL STATUS**

***FUNDS BY SOURCE ANALYSIS***

***Status of Funds Anticipated***

<b>FTA Section 3</b>	MTA submitted a grant application in the amount of \$37.3M, for the North Hollywood Extension, in March 1998. Grant approval is expected by June 1998.
<b>FTA Section 9 FED ISTE/CMAQ</b>	Grant award for \$20M was approved on August 27, 1997, for FY96 CMAQ funds. The funds will not be available for drawdown until the FTA approves the MTA restructuring plan. On March 31, 1998, the MTA submitted a grant application for \$20.6M of CMAQ funds, to be allocated to the North Hollywood Project. Approval is expected in September 1998.
<b>FTA Section 9 FED ISTE/STP</b>	Grant award for \$75M of STP funds was approved on August 27, 1997. Funds are now available for drawdown except for \$25M allocated to the East Side Extension. These funds will be available only after the FTA has approved the MTA restructuring plan. On March 31, 1998 the CTC approved MTA's request to reprogram STP funds initially earmarked for LA Rail Car Project to the North Hollywood Project.
<b>State Prop 116</b>	<p>MTA submitted a Grant Application and an Allocation Request to the California Transportation Commission on April 8, 1997, for \$15M of Prop 116 Rail Bond Funds. Funds will be allocated to the North Hollywood Extension instead of the East Side Extension. The MTA has requested the CTC to take action for transferring the funds. Funds were allocated on March 31, 1998.</p> <p>On March 31, 1998, the CTC approved MTA's request to transfer allocation of \$17.1M from the LA Rail Car Project to the North Hollywood Project.</p>
<b>State SHA</b>	MTA submitted an Allocation Request to the California Transportation Commission on June 27, 1997, for \$20M of State Highway Account (SHA) funds. Funds will be allocated to the East Side Extension Project. Approval was obtained in February 1998.
<b>City of L.A.</b>	A fund transfer agreement was executed on July 24, 1997 in the amount of \$200M. The first installment totaling \$55.446M is available for drawdown.
<b>Benefit Assessment</b>	Funds are no longer expected due to passage of Prop. 218 - Right to vote on tax initiatives.

# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

### Period Ending - March 27, 1998

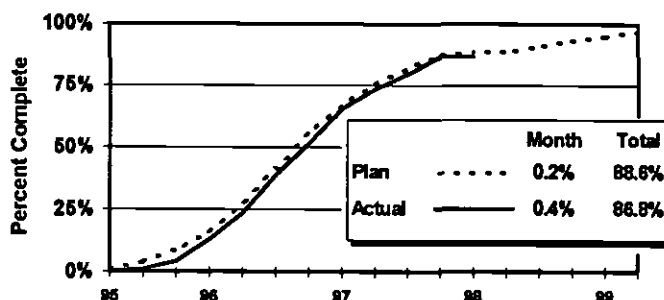


#### SCHEDULE STATUS

##### Schedule

		Change from Last Month
Current R.O.D.	May 2004	0 weeks
Final Design progress	86.8%	0.4%
Construct. Progress	N/A	N/A
Critical Path Float	-295	0

##### Design Progress



#### Current Critical Path Analysis

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

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

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

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

#### Design Progress Analysis

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

The total value of WACNs issued through March is \$2,588,011, bringing the final design cost baseline to \$61,029,288. Ongoing effort is limited to PIP work under CWO 47, completion of Facilities Final Design, and CCNs issued under both CWO 28 and CWO 47. EMC is managing the PIP work under new CWO 47 to a budget of \$3.9M, approximately \$0.4M less than the \$4.3M authorized by the CWO. Amendment 1, a six month time extension to CWO 47, was issued in November to allow EMC to complete all Facilities Final Design, CCNs, and Studies, supported by a core management team, while remaining within the original CWO budget.

Through March, overall final design is 86.8% complete versus a plan of 88.6%. Period values reflect the difference between March values and finalized numbers for February. The relatively flat plan curve for the first six months of 1998 is explained by the plan's reflection of the original CWO 47 schedule for PIP work, which was to be completed in December.

# METRO RED LINE - Segment 3 East Side

## Quarterly Project Status Report

### Period Ending - March 27, 1998



#### Construction Safety Statistics

##### Project-to-Date Rates

		Change from Last Month
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##### 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	0.0	N/C

##### 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	0	N/C

The information shown is based on February 1998 statistics.

#### Construction Safety Summary

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

The contractor completed minimal hours during February.

Due to low number of hours and zero injuries, no graphical data is presented.

## MANAGEMENT ISSUES

### NEW

*Item* [Initiated January 1998]

Project Suspension

#### Concern/Impact

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

#### Status/Action

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



**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period Ending - March 27, 1998**



**MANAGEMENT ISSUES (Continued)**

**ONGOING**

*Item* [Initiated November 1997]

Owner Controlled Insurance Program (OCIP)

***Concern/Impact***

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

***Status/Action***

The Risk Management Division has been requested to provide the Construction Division with updates based on total actual incurred value analysis. As of this date, no information has been received.

**ONGOING**

*Item* [Initiated May 1997]

Agency Costs

***Concern/Impact***

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

***Status/Action***

In March, the potential overrun was decreased by \$1.9M due to adjustments made to reflect the Construction Division's current overhead and fringe benefit rates. Steps to mitigate this impact have begun, including: (1) use of the Labor Information Management System (LIMS), (2) examination of project staffing levels for all MTA divisions, and (3) review of the construction management professional services budget.

Despite the actions taken to mitigate the potential overrun, further impact on Agency cost will result from suspension of the East Side Extension. Extent of this impact cannot be determined until the length of the suspension period is known.

**METRO RED LINE - Segment 3 East Side**  
**Quarterly Project Status Report**  
**Period Ending - March 27, 1998**



**MANAGEMENT ISSUES (Continued)**

**ONGOING**

*Item* [Initiated April 1997]

Adequacy of Remaining Contingency

***Concern/Impact***

Substantial drawdowns on contingency have occurred recently as more detailed estimates of construction work based on advancing stages of design completion have become available. Currently the amount of remaining contingency is higher than the plan because the plan was based on the schedule that was approved by the Board in May 1997. Since May, there have been additional delays and the work has not progressed according to the plan. For example, construction of C0502, which was scheduled to begin in 1997, has not started. The remaining contingency is 8.4% of remaining project expenditures. With construction not underway and Final Design 86.8% complete, this is not considered an adequate contingency for future project unknowns. The suspension of the project will have a further impact on contingency, which cannot be determined until the length of the suspension is known.

***Status/Action***

In the last several months the contingency forecast has been increased by \$24.9M as a result of cost mitigations and refinements of estimates. In March 1998, the elimination of Contract B745, Air Handling Equipment resulted in a \$1.9M increase to the contingency forecast.

**ONGOING**

*Item* [Initiated July 1997]

FTA letter directives of August 1, 1997

***Concern/Impact***

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

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

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

# METRO RED LINE - Segment 3 East Side

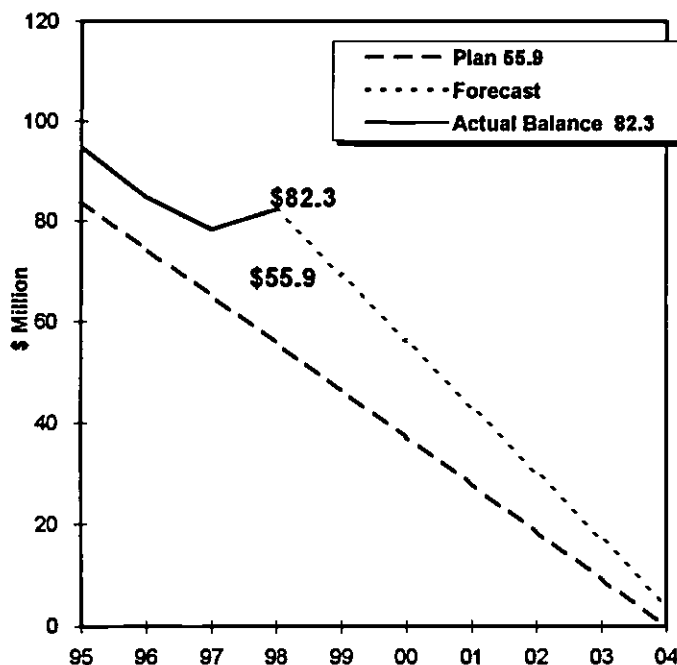
## Quarterly Project Status Report

Period Ending - March 27, 1998



### COST STATUS

#### Contingency Status Original and Locally Funded Activities

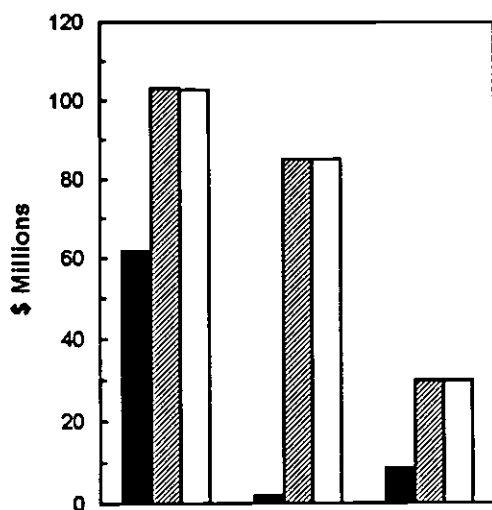


#### Contingency Status Analysis

Contingency forecast was increased this month by the following trends:

**T-127 \$1.9M** Deletion of the smoke exhaust system on the East Side Extension eliminated the need for the air handling equipment contract, B745. This resulted in an increase to contingency.

#### Professional Services Contracts Consultant Cost Status



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

#### Professional Services Cost Analysis

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

No changes this period.