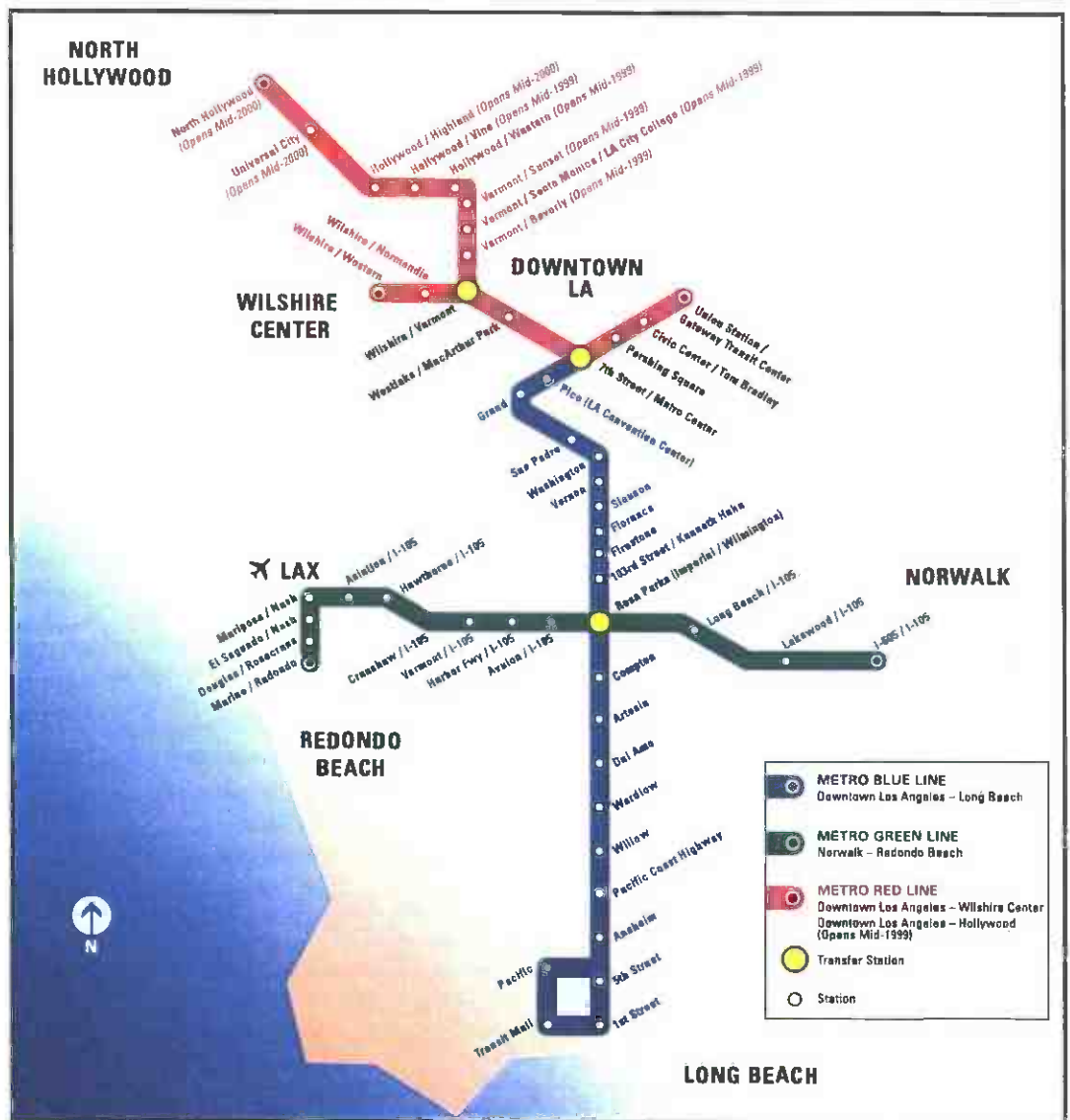


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



November 1998

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

NOVEMBER 1998

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of November 1998

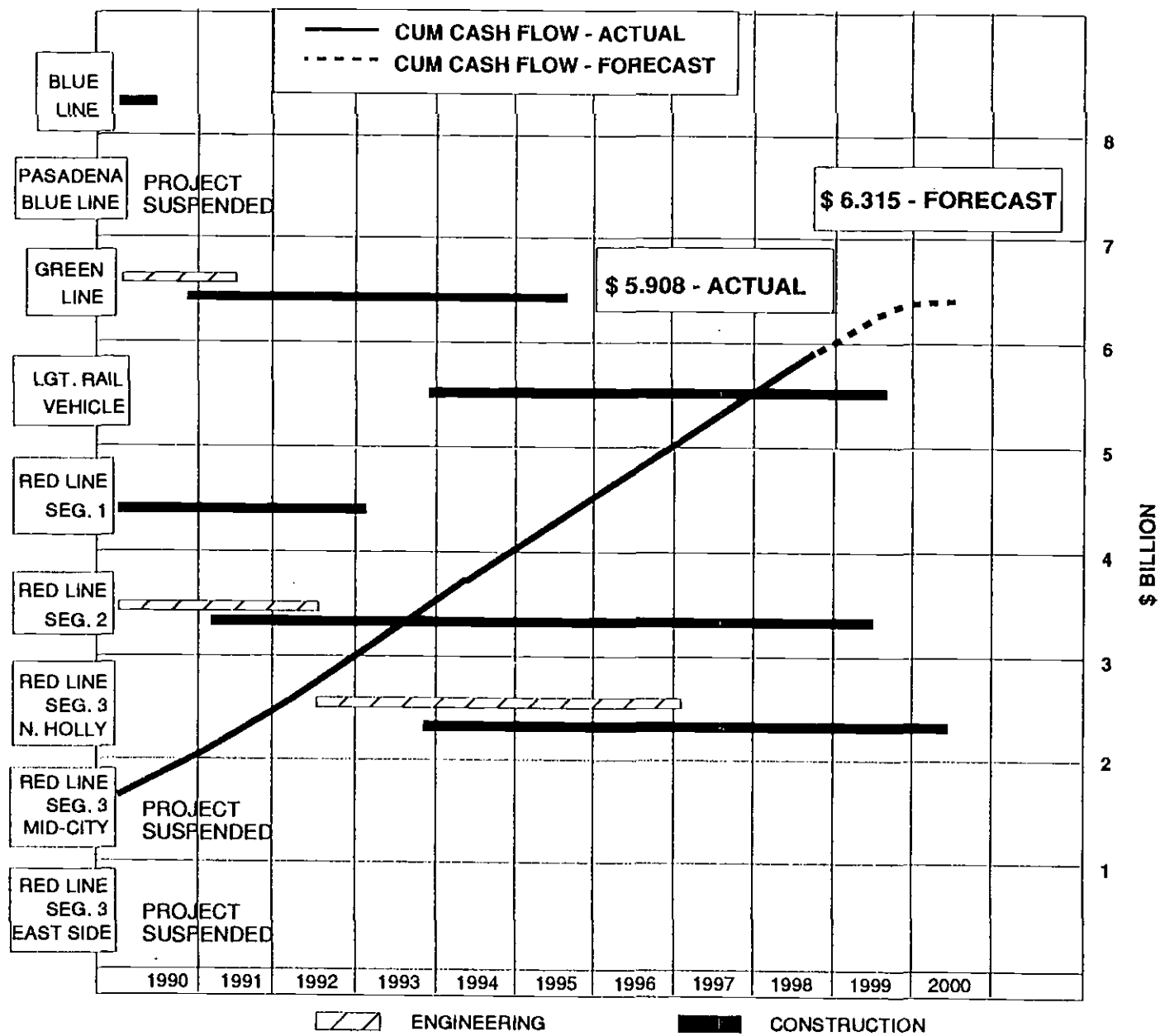
	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 Mi.	6.7 Mi.	6.3 Mi.		.	22 Mi.		20 Mi.	—	59.4 Mi.
Number of Stations	5	8	3			22		14	52 cars	52 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail			Light Rail		Light Rail	Light Rail	—
MTA Approved Opening Date	Jan 1993	Wilshire Jul 1996 Vermont May 1999	May 2000			July 1990		August 1995	Final Car Delivery Nov 1999	Final Completion May 2000
Design Status	Completed	100.0%	96.0%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	3 of 6 complt.
Construction Status	Completed	98.0%	77.2%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 67%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1554	\$885	\$13	\$133	\$860	\$235	\$674	\$116	\$5908
MTA Approved Budget (in mil.)	\$1450	\$1739	\$1314	Project suspended	Project suspended	\$877	Project suspended	\$712	\$258	\$6350
Federal Funding	48%	44%	62%			0%		0%	33%	31%
State/Local Funding	52%	56%	38%			100%		100%	67%	69%

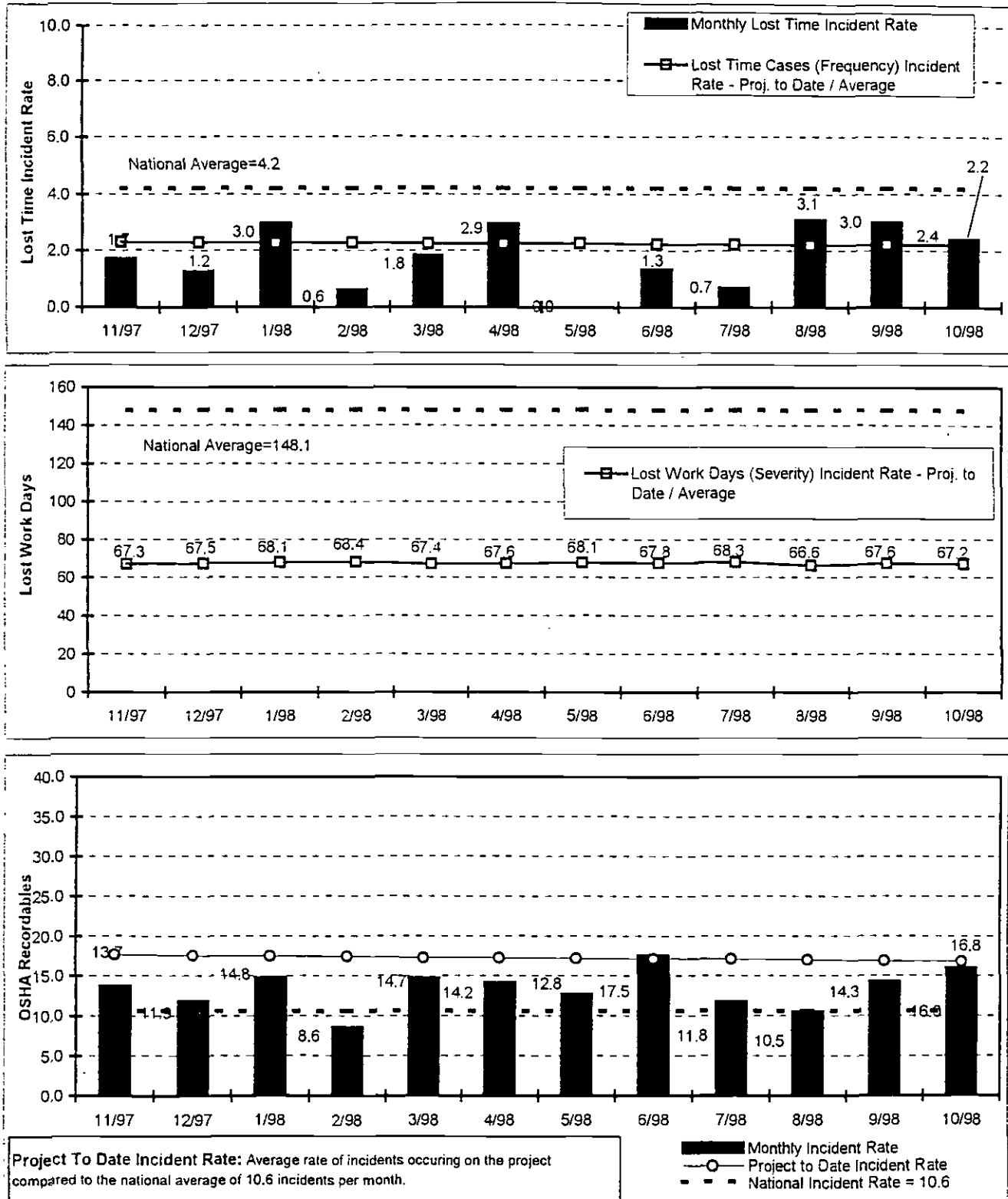
**METROPOLITAN TRANSPORTATION AUTHORITY
FUNDING SOURCES (IN MILLIONS)**

NOVEMBER 1998

	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA-SECTION 3			806.3	667.0	681.0		1963.3	37
FTA - OTHER								
ISTEA - FED SURFACE TRANSIT PROJ				62.1	67.8	78.2	188.1	3
FED-ISTEA RSTP/CMAQ					80.8	6.1	86.7	1
FTA-SECTION 9			80.8				80.8	1
STATE		105.9	210.3	133.0	266.2	18.4	730.8	12
STATE TSM MATCH					10.6		10.6	0
SB 1995 TRUST FUND					88.7		88.7	1
PROPOSITION A	877.2	205.1	179.5	604.3			1766.1	28
PROPOSITION C		395.3			69.0	158.9	613.2	10
PROP C (AMERICAN DISABILITY ACT)		6.0					6.0	0
CITY OF LOS ANGELES			34.0	96.0	90.0		220.0	4
BENEFIT ASSESSMENT			130.3				130.3	2
COST OVERRUN ACCOUNT			200.1	191.3			391.4	6
APPROVED BUDGET	877.2	712.3	1450.1	1843.7	1310.8	267.6	6261.7	99
CURRENT FORECAST	877.2	716.3	1439.0	1844.6	1310.8	201.4	6189.2	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:								
PROP C (ARTWORK)					2.7		2.7	0
PROP C (NDN-REV. CONNECTOR)					0.3		0.3	0
COST OVERRUN ACCOUNT				24.7			24.7	0
PROP C (TRANSIT ENHANCEMENTS)				66.0			66.0	1
PRIVATE FUNDS (KAISER HOSPITAL)				4.4			4.4	0
APPROVED BUDGET	0.0	0.0	0.0	95.1	3.0	0.0	98.1	1
CURRENT FORECAST	0.0	0.0	0.0	94.3	31.9	0.0	126.2	

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



Total Metro
Safety Summary

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

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - November 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
DESIGN		
Monthly Progress	4.6	0.0 %
Prior Cumulative Prog.	\$ 170.4	100.0
Cumulative Progress	175.0	100.0
CONSTRUCTION		
Monthly Progress	4.7	0.5 %
Prior Cumulative Prog.	\$ 992.3	97.5
Cumulative Progress	997.0	98.0
OTHER Cost Elements	\$ 382.4	
TOTAL	\$ 1554.4	

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	504.3	472.1
City of Los Angeles	96.0	96.0	95.8
Benefit Assessment Dist	0.0	0.0	0.0
Benefit Assess. Shortfall	0.0	25.4	25.4
Cost Overrun Account	191.3	82.1	59.7
TOTAL	\$1643.7	\$1559.9	\$1505.1
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C Transit Enhance	66.0	49.1	49.3
Cost Overrun Account	24.6	0.0	0.0
Private Funds Kaiser Hos	4.5	0.0	0.0
TOTAL	\$95.1	\$49.1	\$49.3

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1050.3	\$1063.7
Professional Services	438.6	444.6
Real Estate	83.7	85.9
Utility Force Account	30.4	28.4
Special Programs	2.5	2.5
Contingency	39.5	20.7
Project Revenue	(1.3)	(1.3)
TOTAL ORIGINAL SCOPE	\$1643.7	\$1644.5

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

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 1999

The Project Office is forecasting a seven (7) calendar day slip from the approved ROD of May 29, 1999. The critical path was reduced by 27 calendar days due to the incorporation of mitigation measures for system integration testing.

CURRENT ACTIVITIES / ISSUES

A critical time issue is mitigation of delays associated with the Transit Automatic Control (TRACS) and the SCADA System which is impacting the forecast revenue operations date. The Project Office is also working on resolving issues regarding late installation and testing of elevators at two stations.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - November 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
DESIGN		
Monthly Progress	4.2	0.0 %
Prior Cumulative Prog.	\$ 74.5	96.0
Cumulative Progress	78.7	96.0
CONSTRUCTION		
Monthly Progress	8.9	1.0 %
Prior Cumulative Prog.	\$ 566.2	76.2
Cumulative Progress	575.1	77.2
OTHER Cost Elements	\$ 231.6	
TOTAL	\$ 885.4	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$376.9	\$378.0
FTA - Sect 3 Defer. Local	136.2	94.2	94.5
FED ISTEA STP (State)	57.8	57.8	50.0
FED ISTEA STP/CMAQ	71.4	53.0	71.0
FED ISTEA RSTP Defer	9.2	6.9	9.2
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	66.4	66.3	61.3
State Proposition 116	57.7	57.7	57.0
State TSM Match	10.5	10.5	10.5
State CTIP	141.1	0.0	0.0
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.0	72.6	31.1
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$918.1	\$884.8
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C (Artwork)	2.7	0.6	0.6
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$3.0	\$0.6	\$0.6

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$854.2
Professional Services	300.8	310.0
Real Estate	89.0	86.3
Utility Force Account	26.3	26.6
Special Programs	0.0	0.0
Contingency	69.6	31.0
Project Reserve	0.4	2.7
Project Revenue	0.0	0.0
TOTAL ORIGINAL SCOPE	\$1310.8	\$1310.8
	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$31.9

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 12, 2000, the current forecast completion date is May 17, 2000 which is also the planned target date.

CURRENT ACTIVITIES / ISSUES

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

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

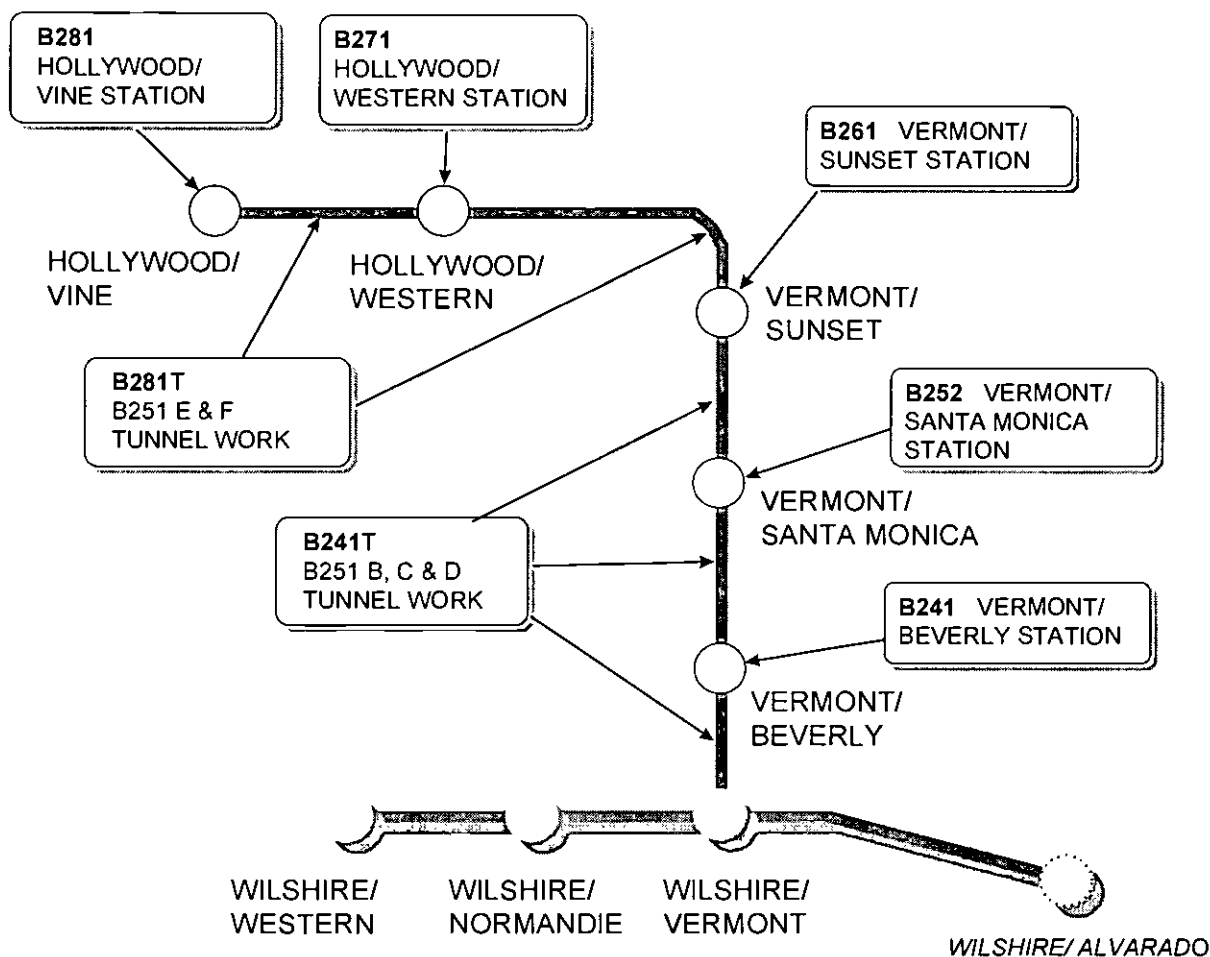
METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

B620, AUTOMATIC TRAIN CONTROL (ATC): The contract was granted substantial completion in November 1998. Some dynamic testing work remains to be completed between Wilshire/Vermont and Vermont/Beverly tunnels, which are pending the bulkhead removal and ventilation cut over plan.

B641, RADIO: Completed Local Field Acceptance Testing (LFAT) and began Systemwide Acceptance Testing (SWFAT).

B642, PUBLIC ADDRESS: Completed LFAT at B252, B271, and B281 stations in October and schedule to perform LFAT for the other remaining stations.

B645, TRACS: Factory Acceptance Testing (FAT) of the software was completed and it was downloaded during the evening of November 6, 1998 and interface testing at the Vermont/Santa Monica Station was successfully completed in November.

B646, FIRE AND EMERGENCY MANAGEMENT (F&EM): LFAT at the Hollywood/Western and

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



Vermont/Beverly stations were completed. Incorporation of late changes is in process, which is impacting the planned completion schedule for all stations including DRs.

B648B COMMUNICATION INSTALLATION:

Continued conduit, cable and equipment installation at the Vermont/Sunset Station. Continuing with minor punchlist work in other stations. The Contractor is incorporating late changes that are affecting F&EM plus the DRs.

B710, ELEVATOR/ESCALATOR: Achieved substantial completion at the Hollywood/Vine and Hollywood/Western stations. The Contractor did not mobilize at the Vermont/Beverly or Vermont/Sunset stations this period due to contract issues with MTA.

B740/B745, AIR HANDLING/VENTILATION:

Completed installation and continued testing for the ventilation equipment at the Vermont/Sunset Station.

FACILITY CONTRACTS

B241 VERMONT/BEVERLY STATION: Sidewalk and utility work approached completion. Station air balance continued. Completed rockwork artwork structural support installation. Punchlist work continued. The Contractor has achieved 12 liquidated damage milestones to date. The Contract is 99.85% complete.

B261 VERMONT/SUNSET STATION: Appendage concreting approached completion. Station equipment testing is over 80% complete. The Contractor has achieved 9 liquidated damage milestones to date. The Contract is 95.8% complete.

B263 ENTRANCE AT KAISER HOSPITAL: Soldier pile placement for the Kaiser Entrance was completed and excavation began. The Contract is 17.1% complete.

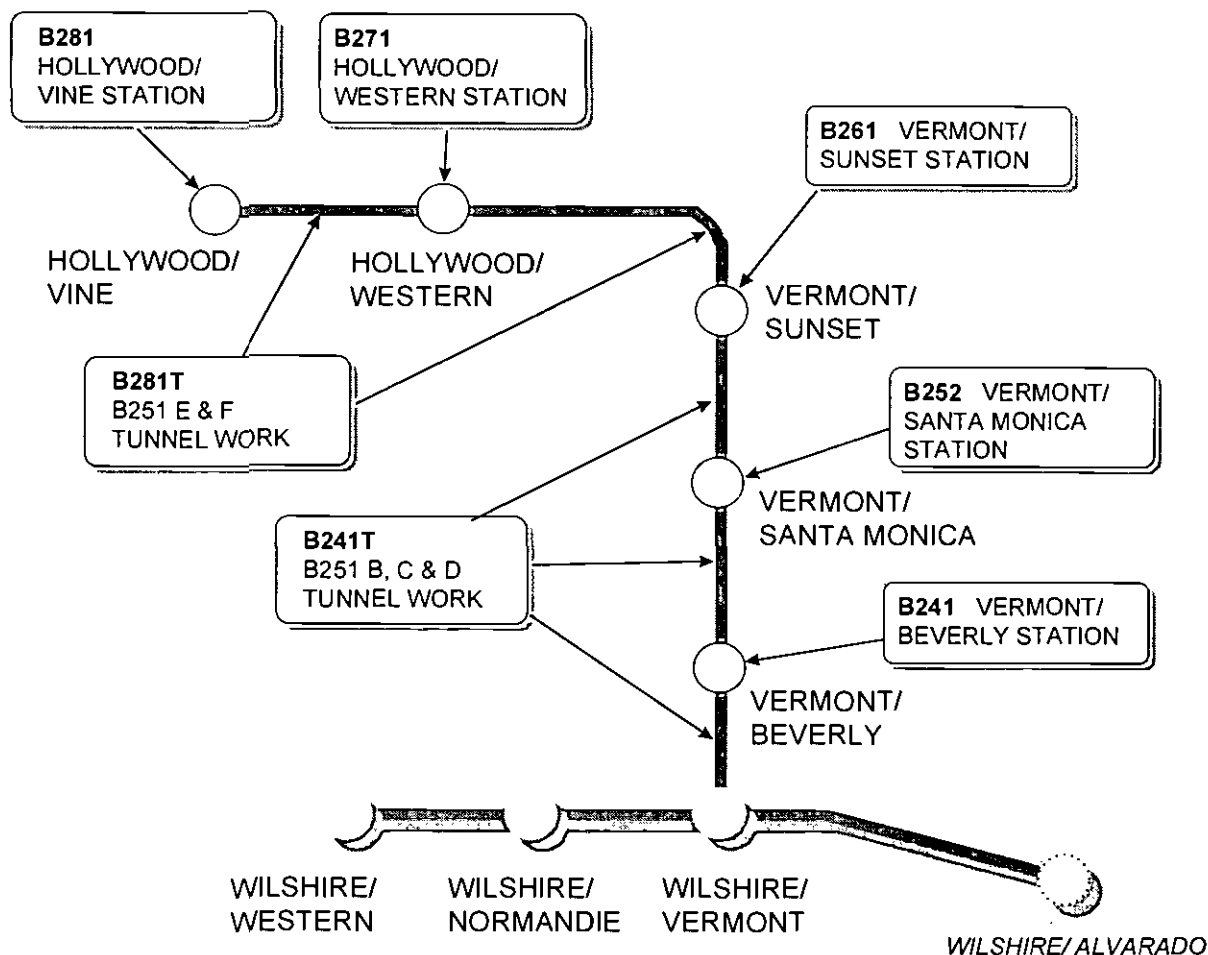
METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

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

B641, RADIO: Continue Systemwide Acceptance Testing (SWFAT) and start Change Order 38 for Voice Radio System.

B642, PUBLIC ADDRESS: The Contractor is tentatively scheduled to conduct post installation

inspection (PII) and provide technical support for LFAT at the Vermont/Beverly and Vermont/Sunset stations in December 1998, and Systemwide Acceptance Testing (SWFAT) in January 1999.

B645, TRACS: Complete second software download and commence interface testing for all other stations.

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

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



B648B, COMMUNICATION INSTALLATION:

Complete installation at the Vermont/Sunset Station and support F&EM LFAT and system integration tests. Continue to incorporate the late changes to F&EM plus DRs.

B710, ELEVATOR/ESCALATOR: Continue

installation at the incomplete Vermont/Santa Monica Station. Issue changes for Vermont/Beverly and Vermont/Sunset stations and begin the installation.

B740/B745, AIR HANDLING/VENTILATION:

Complete testing at the Vermont/Sunset Station.

FACILITY CONTRACTS

B241 VERMONT/BEVERLY STATION: Continue air balance and installing rockwork artwork. Continue punchlist work. Submit the proposed corrective work for the elevator shaft and complete the correction.

B261 VERMONT/SUNSET STATION: Substantially complete installing electrical/mechanical equipment and wiring. Continue testing station equipment, street restoration and installing finishes. Complete concreting station appendages.

B263 ENTRANCE AT KAISER HOSPITAL:

Continue with the entrance excavation.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—November 1998



QUALITY ASSURANCE

SYSTEMWIDE -- SURVEILLANCES

<u>Number</u>	<u>Contract</u>	<u>Facility Contract</u>	<u>Scope</u>	<u>Date</u>
S98-281	B646	B241	LFAT, F&EM System	11/9
S98-282	B645	B252	LFAT, SYSECA, Rail Operation Control	11/10
S98-286	Rail Act Group	Integration/Test	Rail Activation Test Report Packages, Phase 1.	11/12
S98-299	B252	B252	O & M Data	11/25

QARs CLOSED

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Closed</u>
S98-70-01	B631	Glastic Installation Compression Dye Calibration	11/4

QAR RESPONSES DUE

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Issued</u>
S98-02-01	B241	Debris and Dirt in Cableway at B241	8/4
S98-26-01	ALL	O&M Manuals	2/10
S98-182-01	B252	Communications Interface Cabinet Wiring at B252	11/6
S98-190-01	B281	Communications Interface Cabinet Wiring at B281	11/6
S98-86-01	B646B	Electrical Cabinet Installation at B271	8/14
S98-254-01	B620	No QC for LFAT at B281	11/3
S98-217-01	B631	Traction Power Main Yard, Missing 500 MCM Cable	10/15

SEGMENT 2

SURVEILLANCES

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date</u>
S98-285P	B261	Train Control and Communication Room Grounding	11/11/98

QARs CLOSED

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Closed</u>
None			

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—November 1998



QAR RESPONSES DUE

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

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—November 1998



Budget/Forecast Variance
Original Scope Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	NOVEMBER CHANGE IN FORECAST
CONSTRUCTION	\$1,050.3	\$1,063.7	\$13.4	\$6.6
PROFESSIONAL SERVICES	\$438.6	\$444.6	\$6.0	\$0.0
REAL ESTATE	\$83.7	\$85.9	\$2.1	\$1.2
UTILITY/AGENCY FORCE ACCOUNTS	\$30.4	\$28.4	(\$2.0)	\$0.0
SPECIAL PROGRAMS	\$2.5	\$2.5	0.0	\$0.0
PROJECT CONTINGENCY	\$39.5	\$20.8	(\$18.7)	(\$6.9)
PROJECT REVENUE	(\$1.3)	(\$1.3)	\$0.0	\$0.0
TOTAL PROJECT	\$1,643.7	\$1,644.5	\$0.8	\$0.9

Budget/Forecast Variance Analysis
Original Scope Activities

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

Expenditures through October 1998 for Original Scope are \$1,505.2 million or 92% of the current total forecast. (July-September expenditures were recorded from FIS and October's expenditures were reported.)

Commitments to date for Original Scope are \$1,567.0 million or 95% of current total forecast.

The current Project Forecast increased \$0.9 million as a result of reallocation of the Transit Enhancement contingency to the Locally Funded Project Contingency.

Construction costs increased \$6.6 million due to:

- The transfer of \$17.9 million of claims contingency to various construction contracts.
- The transfer of (\$0.6) million of allocated contingency in completed contracts to construction contingency.
- The recognition of an additional credit of (\$6.0) million as a result of the insurance settlement for the undisputed portion of the sinkhole claim.
- A reduction in OCIP of (\$4.8) million, reflecting anticipation of lower premiums.

Real Estate increased \$1.2 million as a result of re-evaluation of remaining costs and expected expenditures.

Project Contingency decreased \$6.9 million as a result of the items discussed above, partially offset by the addition of \$0.9 million of contingency previously classified as Transit Enhancement.

METRO RED LINE Segment 2
Monthly Project Status Report
Period ending—November 1998



Budget/Forecast Variance
Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	NOVEMBER CHANGE IN FORECAST
CONSTRUCTION	\$50.9	\$51.1	\$0.2	\$0.0
PROFESSIONAL SERVICES	\$44.2	\$41.3	(\$2.9)	\$0.0
REAL ESTATE	\$0.0	\$0.0	\$0.0	\$0.0
UTILITY/AGENCY FORCE ACCOUNTS	\$0.0	\$0.0	\$0.0	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.0	\$0.0	\$0.0
PROJECT CONTINGENCY	\$0.0	\$1.9	\$1.9	(\$0.9)
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$94.3	(\$0.8)	(\$0.9)

Budget/Forecast Variance Analysis
Additional Locally Funded Activities

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

Expenditures through October 1998 for Additionally Locally Funded Activities are \$49.3 million or 52% of the current total forecast. (July-September expenditures were recorded from FIS and October's expenditures were reported.)

Commitments to date for Additional Locally Funded Activities are \$62.4 million or 66.2% of current total forecast. This is a decrease of \$5.6 million, reflecting a reclassification of commitment to match the expended funds.

The project forecast decreased \$0.9 million as a result of reallocation of Transit Enhancement contingency to locally funded project contingency.

Contract/Line Item Variance

Contract Variance: None

Line Item Variance: None

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending -November 1998



Status Of Funds By Source

(\$ Millions)

SOURCE	ORIGINAL BUDGET	TOTAL FUNDS ANTICI- PATED	TOTAL FUNDS AVAIL- ABLE	COMMIT- MENTS \$	COMMIT- MENTS %	EXPENDI- TURES \$	EXPENDI- TURES %	BILLED TO SOURCE \$	BILLED TO SOURCE %
Original Scope									
FTA-SECTION 3	\$667.000	\$522.396	\$522.396	\$522.396	100%	\$522.396	100%	\$522.396	100%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$0.000	\$144.604	\$144.604	\$144.604	100%	\$144.604	100%	\$144.604	100%
FED ISTE A STP (STATE)	\$0.000	\$52.100	\$52.100	\$52.100	100%	\$52.100	100%	\$52.100	100%
STATE	\$185.985	\$133.029	\$133.029	\$133.029	100%	\$133.029	100%	\$133.029	100%
PROPOSITION A	\$439.447	\$504.299	\$504.299	\$504.299	100%	\$472.114	94%	\$472.114	94%
CITY OF LOS ANGELES	\$96.000	\$96.000	\$96.000	\$96.000	100%	\$95.761	100%	\$95.761	100%
BENEFIT ASSESSMENT	\$58.000	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
BENEFIT ASSESSMENT SHORTFALL	\$0.000	\$0.000	\$25.400	\$25.400	0%	\$25.400	0%	\$25.400	0%
COST OVERRUN ACCOUNT	\$0.000	\$191.233	\$82.063	\$88.457	46%	\$59.757	31%	\$59.757	31%
Total Original Scope	\$1,446.432	\$1,643.661	\$1,559.891	\$1,566.285	95%	\$1,505.161	92%	\$1,505.161	92%
Other Locally Funded Activities									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$49.064	\$63.130	96%	\$49.282	75%	\$49.282	75%
COST OVERRUN ACCT.	\$0.000	\$24.708	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
PRIVATE FUNDS (KAISER HOSPITAL)	\$0.000	\$4.434	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
Total Other Locally Funded Activities	\$0.000	\$95.110	\$49.064	\$63.130	66%	\$49.282	52%	\$49.282	52%

Status Of Funds By Source Analysis

STATUS OF FUNDS ANTICIPATED

ISTEA RSTP

In December 1997, MTA submitted a grant application for \$2.528M. Grant application has been withdrawn.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending -November 1998



BENEFIT ASSESSMENT

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

COST OVERRUN ACCOUNT

The CAPRA account cash balance as of October 31, 1998 is \$25,410,282.

The revised budget growth is funded as follows:

CAPRA: \$21.6M

Prop A: \$194.3M

FISCAL YEAR 1999 BUDGET

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

City of Los Angeles: \$1.9M

Prop A 35% Rail Bond: \$84.1M (will also be used to fund part of the Cost Overrun Account)

FUTURE FUNDING NEEDS

Future funding needs have been incorporated into the MTA long range transportation plan based on projected cash flow expenditures.



Schedule - Vermont/Hollywood Corridor

	Current Status	Change from Last Month
Current ROD	May 1999	none
Design Progress	100.0%	none
Critical Path Float	-7 days	27 days
Construction Progress	98.0%	+0.5%

Current Critical Path Analysis

The Project Office is measuring float against the Revenue Operations Date (ROD) of May 29, 1999 approved by the MTA Board of Directors.

PRIMARY CRITICAL PATH (-7 CALENDAR DAYS)

This path was reduced by 27 calendar days this period, due to completion of the B645, TRACS Factory Acceptance Test (FAT), and the download of the TRACS software; and commencement of the interface test at the Vermont/Santa Monica Station, which was completed in November 1998. As a result of B645 progress, we were able to re-evaluate the system integration-testing schedule more effectively. In addition, System Integration started to work six days a week on the critical path activities and the testing activities were re-sequenced. The resequencing of tests include transferring of the tests, which were needed for manual operation from Phase I to Phase II SIT and moving Elevator and Escalator integration tests to the end of integration test sequence. The forecast ROD is June 5, 1999.

The Project Office has reduced the duration on the B645 interface test per location in the master schedule from three weeks to one week, as it was recommended by the B645 contractor. This change removes the B645 interface tests from the project primary critical path.

SECONDARY CRITICAL PATH (0 CALENDAR DAYS)

The completion of Phase I testing at Hollywood/Vine, Hollywood/Western and Vermont/Beverly stations are near critical path. The completion of Phase I tests have been impacted by resolution of DRs and issuance of late changes to the completed facility and contracts, and F&EM system (For more detail see the management issues under late changes).

TERTIARY CRITICAL PATH (3 CALENDAR DAYS)

The out-of-plumb elevator casing at the Vermont/Beverly Station is delaying access for B710 elevator installation, and is on the tertiary critical path. This concern is addressed under management issues. All the Elevators and Escalator integration testing have been re-sequenced to the end of the test schedule and after all other Phase I

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998

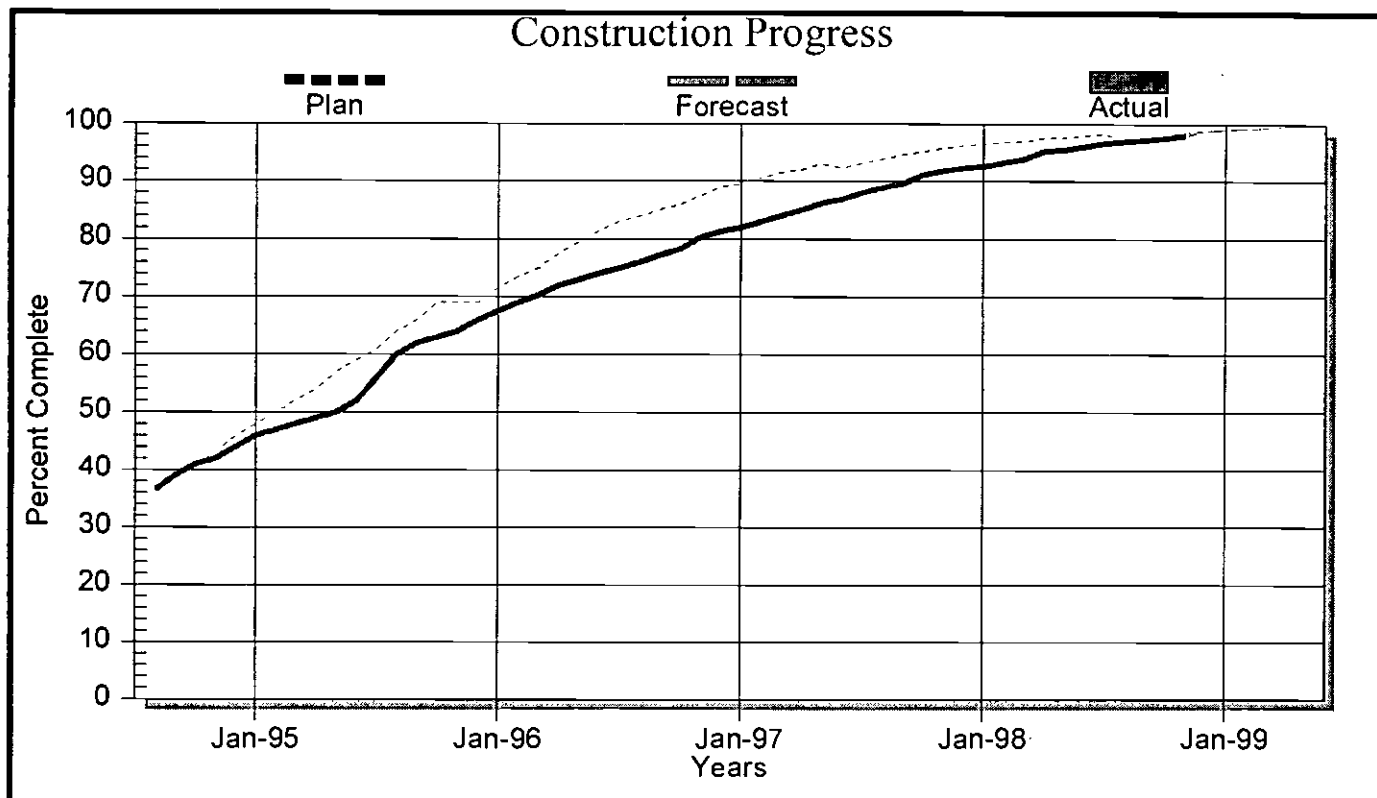


and II tests are completed. The issues surrounding B710 could impact the project most critical path if they continue to slip. Other mitigation measures are being evaluated, such as a para-transit option if necessary.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 98% versus the planned of 98.6%.

The project variance is 0.6%, which is less than last period.

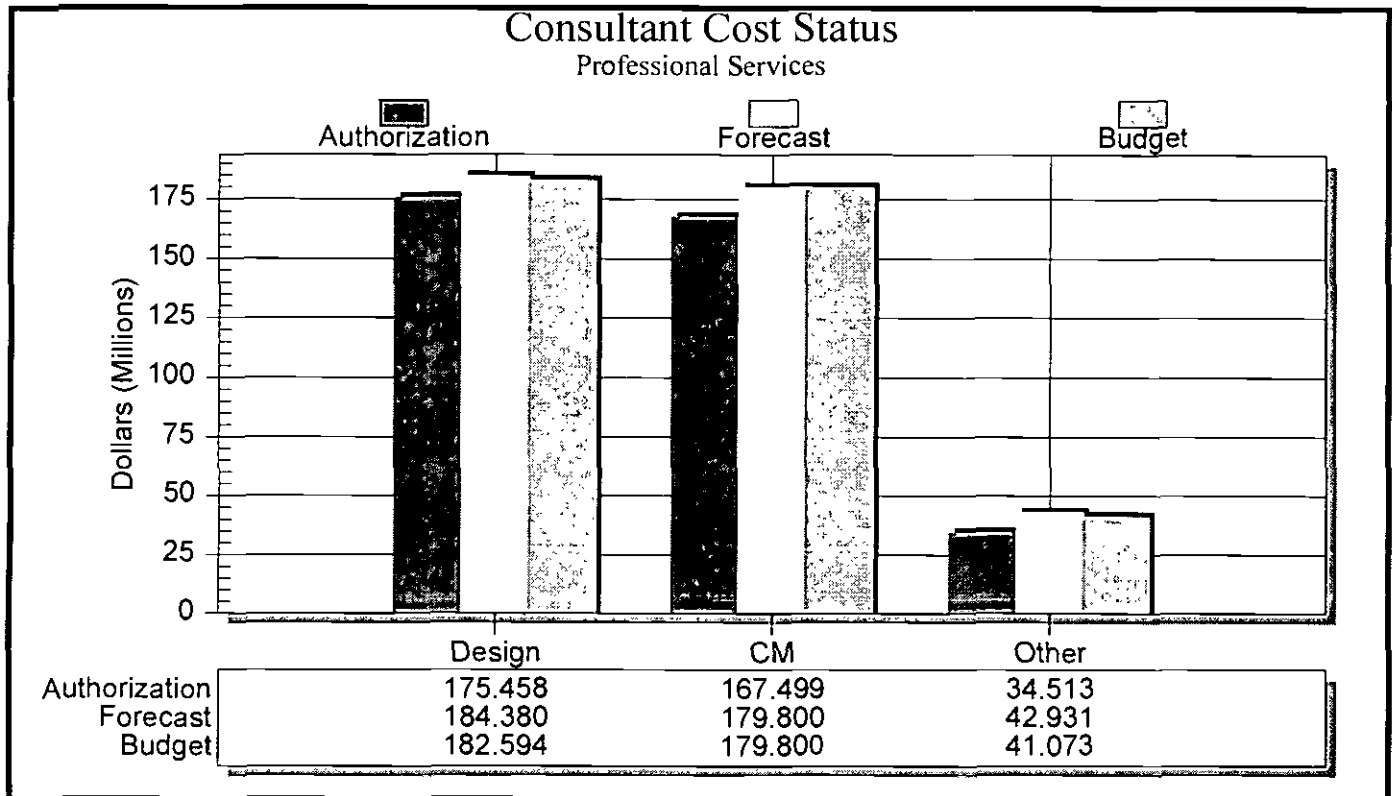
The plan versus actual physical progress is due to the delays for contracts B645, TRACS and B646, F&EM, experiencing slower progress than planned due to late changes; B710, Elevators/Escalators delayed access to the Vermont/Sunset and Vermont/Beverly stations; B261, Vermont/Sunset Station finish work slow progress and B648B, Communication Installation delayed access to Vermont/Sunset Station; plus the later-than-planned issuance of the B263, Kaiser Entrance change. However, the variance of Contracts B241, B261, B271, B620, and B641 were reduced from last period, since they were planned to be 100% complete. It is estimated that the variance will continue to be reduced until the ROD.

Note: Contract B263 schedule of value is being reviewed to establish a revised curve to better reflect the contract progress.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



Professional Services Cost Analysis

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

Design Services:

The forecast remained unchanged during this period. The forecast may be adjusted pending analysis of changed assumptions since the budget was negotiated. These changed assumptions include construction contract completion dates, project-related ODCs, and other potential cost impacts.

Construction Management:

The re-baseline proposal is concurrently being negotiated. The forecast remains unchanged until agreement is reached.

Other Professional Services:

The forecast increased \$0.8 million due to additional PMA support.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



Management Issues

NEW

Item (Initiated November 1998)

Assignment of Resources for Discrepancy Reports (DRs) Resolution

Concern/Impact

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

Status/Action

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

Additional resources need to be assigned for Discrepancy Report Resolution by the Contractors, Parsons-Dillingham, EMC, and the RAG team to improve the rate of corrective work, re-testing and certification. Priorities for resolution of DRs also need to be defined more sharply.

NEW

Item (Initiated November 1998)

Availability of new passenger vehicles for revenue operations

Concern/Impact

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

Status/Action

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

NEW

METRO RED LINE Segment 2

Monthly Project Status Report Period Ending - November 1998



Item (Initiated November 1998)

Legal Support Costs

Concern/Impact

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

Status/Action

County Counsel will be providing the project with a long-range outlook of their requirements in January.

ONGOING

Item (Initiated October 1998)

Sufficiency of Project Contingency/Claims Allowance

Concern/Impact

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

Status/Action

This month the value forecasted for unallocated claims contingency was distributed into various construction contracts. This will facilitate better tracking and a comparison basis for the claimed amounts. Tracking and monitoring of claims settlements and exposures compared to amounts budgeted are now under development.

ONGOING

Item (Initiated October 1998)

TRACS (B645) Implementation Delay

Concern/Impact

The start of Phase II Systems Integration Testing is on the project's critical path. This start is impacted by the completion of the B645 contractor's TRACS software installation, beginning at the Vermont/Santa Monica Station.

Status/Action

The Factory Acceptance Testing (FAT) of software for the first major download was completed in October. However, the download scheduled for October 30, 1998 was rescheduled to November 6, 1998.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



The Contractor has submitted a manpower-loaded schedule. The Project Office is working closely with the Contractor to support schedule requirements. The Contractor submitted an aggressive schedule to mitigate potential delays. The primary mitigation is to reduce the planned "interface test" duration from three weeks to one week, per station. The one-week interface test at the Santa Monica Station was included in the October schedule. Moreover, the interface test duration for the other four stations has changed to one week per location.

ONGOING

Item (Initiated September 1998)

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

Concern/Impact

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

Status/Action

Meetings were held with the B241 and B710 contractors in October to discuss the issue, and a letter was sent to the B241 contractor to develop a corrective action. The B241 contractor has proposed that the existing casing can be used if the elevator jack is pulled as close to the casing wall as possible to allow the required clearances for operation. A meeting took place at the site on November 4, 1998 to validate the B241 contractor's solution and develop a definite path forward plan. The details were provided to EMC elevator specialists for path forward recommendation changes to B241 and B710 contractors. If the delays persist the mitigation measures such as para-transit will have to be considered as an option to mitigate ROD.

ONGOING

Item (Initiated August 1998)

Fire and Emergency Management System (B646) Late Changes

Concern/Impact

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

Status/Action

The Contractor submitted the engineering design, which was subsequently approved by the EMC. The B648B contractor has completed installation of the required equipment associated with this change. The B241 Phase I SIT started in November 1998.

ONGOING

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - November 1998



Item (Initiated December 1997)

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

Concern/Impact

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

Status/Action

The MTA Project Office reached agreement with Tutor-Saliba to complete mechanical/electrical equipment installation and station functional testing by November 30, 1998. Tutor-Saliba submitted a schedule to meet the November 30 date, which was approved through October. The Project Office is forecasting completion by December 18, 1998. At this time, the slip does not impact the start of LFAT and SIT at the Vermont/Sunset Station (V/S). The B648B contractor was given a change to expedite their installation at the V/S station.

ONGOING

Item (Initiated February 1998)

Unauthorized Labor Charges Originating From Operations Division

Concern/Impact

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

Status/Action

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

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

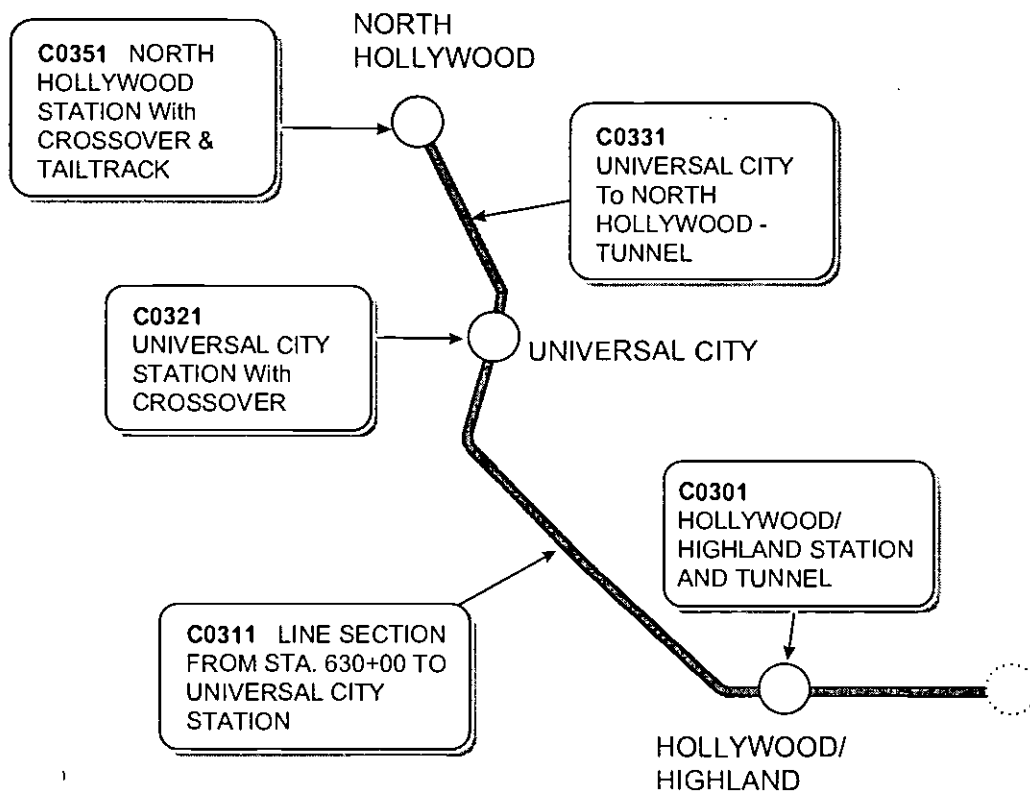
METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1998



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

- C0390 (Miscellaneous Construction) suspended work due to lack of funding to complete work
- C1326 (UCS Freeway Overcrossing & Ramps) completed 100% final design and continued work toward the camera ready

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Completed 96% of HVAC
- Completed 90% of electrical installation
- Completed 97% of mechanical piping installation
- Completed 46% of station finishes
- Met Milestones #10B and #11B, Ready for installation by B710 (Elevator & Escalator Installation) at entrance on schedule
- Met Milestone #14A.3, West End Auxiliary Power Room equipment tested with UPS operational on schedule

- Completed Hollywood Blvd. deck removal and paved Hollywood Blvd. ahead of schedule
- Energized DWP room on November 19

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

- Turned over the AR and AL tunnels (Milestones #2A and #3A) from Universal City Station to Track Level Rooms to the C1610 contractor on schedule
- Completed wet stand pipe and electrical installation in the AR and AL tunnels north of the Track Level Rooms
- Continued exterior wall and arch concrete placement in the Track Level Rooms
- Started interior wall concrete placement in the Track Level Rooms
- Completed arch pours in the AL tunnel from the Seismic Section to La Brea Shaft

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1998



- Continued walkway concrete pours and wet stand pipe installation in the AR tunnel south of the Track Level Rooms
- Started cable tray, electrical conduit, wiring, and lighting installation in the AR tunnel south of the Track Level Room

C0321 UNIVERSAL CITY STATION:

- Installed rebar and placed structural concrete for emergency stairway #11.1 invert and exterior walls
- Energized the DWP room with permanent power
- Completed platform deck floor tile and cast iron railings for stairs 3 and 4
- Commissioned primary auxiliary power transformers
- Placed structural concrete in Exhaust Shaft #1 on top of roof slab lift 15
- Performed electrical and mechanical testing start-up procedures
- Installed air supply fans, dampers, and HVAC ducting
- Completed stainless steel ceiling panels in the entrance

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Started electrical testing
- Continued Lankershim Blvd. street restoration at MVS

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

- Started plaza finishes
- Started mezzanine floor tile
- Given radio access on November 2

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321: to prevent damage to the coverboard during concrete operations in the C0311 area, the coverboard will not be installed in the AL alignment; and punch list work is underway
- C0311 AR alignment (NAS to 610+00): Access-12 was received on November 1; concrete plinth operations are underway
- C0311 AL alignment (NAS to 610+00): Access-15 was received on November 15; temporary rail, dowel installation and OTM distribution is underway
- C0301 AR/AL tunnels from 558+81 to 610+00: High Rail Access is complete in the AR and AL alignments; contact rail and coverboard operations are underway and Milestones #-7 and 8 are scheduled to complete on December 8

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – November 1998



Quality Assurance

SYSTEMWIDE

SURVEILLANCES

<u>Number</u>	<u>Contract</u>	<u>Facility Contract</u>	<u>Scope</u>	<u>Date</u>	<u>No. QARs</u>
S98-276	B740	CO321	Equipment Maintenance	11/2	
S98-275	EMC	CO331	Aux. Transformers, Surge Arresters	11/4	1
S98-281	B646	B241	LFAT, F & EM System	11/9	
S98-282	B645	B252	LFAT, SYSECA, Rail Operation Control	11/10	
S98-286	Rail Act Group	Integration/Test	Rail Activation Test Report Packages, Phase 1.	11/12	
S98-287	EMC	CO351	Aux. Transformers, Surge Arresters	11/12	
S98-289	B620	CO331, CO351	Wayside Feeder Inst. between	11/13	
S98-295	CCTV/FAT	HO122	Metro Video Systems, Vendor	11/23	
S98-294	CO331	CO321, CO351	Stray Current Monitoring System,	11/23	
S98-298	B795	CO301	UPS Installation	11/25	
S98-297	HO631	CO301	Traction Power Installation.	11/25	
S98-299	B252	B252.	O & M Data	11/25	
S98-300	HO631	CO321	High Voltage Cable Installation	11/30	
S98-301	CO321	CO321	UPS Equipment Installation	11/30	

QARs CLOSED

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Closed</u>
S98-70-01	B631	Glastic Inst.; Compression Dye Calibration	11/4

QAR RESPONSES DUE

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

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – November 1998



SEGMENT 3

AUDITS & SURVEILLANCES

SURVEILLANCES

Number	Contract	Scope	Date	No. QARs
S98-277P	C0351	Transformer Interlock Test	11/2/98	
S98-278P	C0331	NCR Closure	11/3/98	
S98-280P	C0351	Main Entrance Installation	11/5/98	
S98-285P	C0331	HVAC Installation	11/10/98	
S98-288P	C0351	QAR Closure	11/12/98	
S98-291P	C0351	QAR Closure	11/16/98	
S98-293P	C0331	Electrical Equipment Test	11/19/98	

QARs CLOSED

Number	Contract	Scope	Date Closed
S98-243P-01	C0351	Personnel Qualifications	11/12/98
S98-246P-01	C0331	Wet Sprinkler Installation	11/25/98

QAR RESPONSES DUE

Number	Contract	Scope	Date Issued
S97-221P-01	C0331	Nonconformance Reports	9/10/98
A98-008-02	C0331	As-Built Documents	6/20/98
A98-008-03	C0331	CWPs	6/20/98
A98-013-01	C0351	Document Control of Submittals	5/8/98
A98-013-02	C0351	As-Built Documents not Complete	5/8/98
A98-013-03	C0351	Suspension of Work Notices	5/8/98
A98-013-04	C0351	CWP for M&TE	5/8/98
S98-099P-01	C0351	Fabricating Concrete Samples for Testing	8/31/98
S98-215P-02	C0331	Calibration	10/21/98

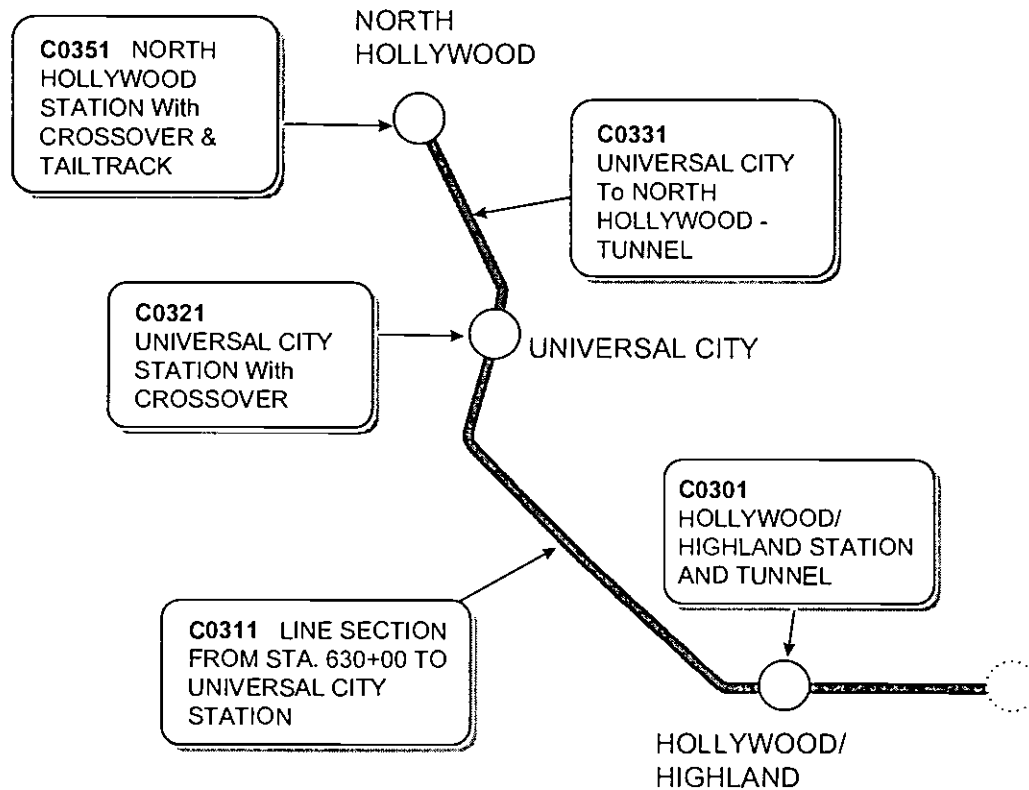
METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1998



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

- C1326 (UCS Freeway Overcrossing & Ramps) complete camera ready, scheduled for December 18

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Complete 98% of HVAC
- Complete 92% of electrical installation
- Complete 98% of mechanical piping installation
- Complete 55% of station finishes
- Complete Milestones #8C, #9C, #10C and #11C, permanent power available to B710 (Elevator & Escalator Installation); complete Milestone #12B3, permanent power available for East end B740 (Ventilation Fan Installation); complete Milestone #14A4, turnover East Auxiliary power room to H0648 (Communication Installation); complete Milestones #14B3 and #14B4, East End Auxiliary Power Room equipment tested with UPS operational and turnover

- to H0648 (Communication Installation), respectively; and complete Milestone #18, turnover area to H0840 (Fare Collection Installation)
- Energize the MCCs and auxiliary power transformers on east and west ends of the station

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

- Turnover the AR tunnel (Milestone #2B) from Track Level Rooms to La Brea Shaft to the C1610 contractor
- Complete walkway concrete pours and wet stand pipe installation in the AR tunnel south of the Track Level Rooms
- Start walkway and wet stand pipe installation in the AL tunnel south of the Track Level Rooms
- Complete concrete work in the Track Level Rooms exterior walls and arch
- Continue interior wall concrete placement in the Track Level Rooms

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1998



- Start cable tray, electrical conduit, wiring, and lighting installation in the AL tunnel south of the Track Level Rooms
- Complete concrete work in Crosspassages 43 to 48
- Complete electrical/mechanical work in Crosspassages 59 to 50
- Start electrical/mechanical work in the Track Level Rooms

C0321 UNIVERSAL CITY STATION:

- Install shoring/formwork, rebar, and place structural concrete in emergency stairway 11.1 roof
- Complete ventilation equipment testing and began air balancing the HVAC system
- Install floor tiles in the mezzanine area of lifts 7 - 8, and lower entrance area
- Began removal of the temporary decking system on Universal Place
- Continue with mechanical/electrical start-up and testing operations
- Retrofit emergency exit hatches on stairways

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Complete Lankershim Blvd. street restoration

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

- Energize auxiliary power transformers
- Energize MCCs

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL alignment (including Tail & Pocket Track): Milestone #9, Contact Rail/Coverboard, will be achieved on schedule November 29; continue punch list work
- C0311 AR/AL tunnel from 771+30 to (TLR) 676+30: Continue concrete plinth operations in the AR and AL alignments; received access-13 to AR from Track Level Room to 610+00 on December 15 and begin preparation work
- C0301 AL/AR tunnel from 558+81 to 610+00: Continue punch list work

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1998



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	November Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$854.2	\$29.5	\$0.9
PROFESSIONAL SERVICES	\$300.8	\$310.1	\$9.3	\$0.0
REAL ESTATE	\$89.0	\$86.3	(\$2.8)	\$0.0
UTILITY/AGENCY FORCE ACCOUNTS	\$26.3	\$26.6	\$0.3	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.0	\$0.0	\$0.0
PROJECT CONTINGENCY	\$69.6	\$31.0	(\$38.5)	(\$0.9)
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL PROJECT	\$1,310.8	\$1,310.8	\$0.0	\$0.0

Budget/Forecast Variance Analysis

Original Scope Activities

Total Original Scope Expenditures through October 1998: \$880.8 million.

Total Original Scope Commitments through November 1998: \$1,053.2 million.

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

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

Contract C1326 (Universal City Station Freeway Overcrossing and Access Road) - Forecast increased by \$2.3 million based on the pre-final construction cost estimate prepared by EMC.

Contract C0311 (Tunnels: UC Sta to 630+00) - Forecast decreased by \$1.2 million primarily due to lower than anticipated cost for Ground Improvement for TBM Breakthrough and the re-evaluation of the contract contingency based on the current work to go.

Contract E0070 (Engineering Consultants) - Forecast decreased by \$0.9 million due to lower than anticipated cost of future Project Overhead Expense Rate (POER) cost exposure through Project Completion.

Contract MC047 (JMA Construction Management) - Forecast increased by \$0.9 million due to a re-evaluation of the MTA CM estimate at completion costs. The forecast now corresponds to the Board Authorization for Expenditure (AFE) limit.

Contract MS201 (Hollywood Blvd. Restoration) - Forecast decreased by \$0.2 million based on the Notice of Award to Ryco Construction.

Project Contingency - Forecast decreased \$0.9 million due to the above mentioned forecast changes.

The October 1998 Planned Project Contingency is \$29.2 million; the Actual Project Contingency is \$31.0 million. The variance of 1.8 million between the planned and the actual contingency is due to allocations to several construction and professional services contracts.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - November 1998



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

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

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

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

· *Contract C0301 - Hollywood/Highland Station

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

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

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

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

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

· *Contract C0351 - North Hollywood Station

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

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

· *Contract E0070 - Engineering Management Consultants

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

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

METRO RED LINE Segment 3 North Hollywood

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

· *Line 03 - Hazardous Material Handling

Current Budget: \$15,058,000

Forecast: \$5,177,718

Variance: (\$9,880,282)

%Variance: (65.6%)

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

· *Line 07 - Systemwide Equipment

Current Budget: \$46,051,000

Forecast: \$55,137,401

Variance: \$9,086,401

%Variance: 19.7%

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

· Line 08 - Trackwork

Current Budget: \$25,526,000

Forecast: \$33,545,657

Variance: \$8,019,657

%Variance: 31.4%

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

· *Line 09 - Testing and Pre Revenue Operations

Current Budget: \$7,715,000

Forecast: \$9,296,000

Variance: \$1,581,000

%Variance: 20.5%

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

*Notes no change from prior period.

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Budget/Forecast Variance

Additional Locally Funded Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	November Change in Forecast
CONSTRUCTION	\$1.9	\$0.2	(\$1.7)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$30.8	\$30.1	\$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	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$31.9	\$28.9	\$0.1

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

Total ALFA Expenditures through October 1998: \$4.6 million.

Total ALFA Commitments through November 1998: \$4.7 million.

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

Contract S019 (MTA Project Admin.) - The MTA has revised the allocation of Agency overhead and indirect charges to the project in excess of the budget plan. The forecast of \$30.8 million is due to this potential overrun in the Agency cost element of the project. Project contingency established in the original budget has not been transferred to absorb this potential project cost increase.

METRO RED LINE Segment 3 North Hollywood

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STATUS OF FUNDS ANTICIPATED

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

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

**FTA SECTION 9
FED ISTEA/STP:** Grant award for \$75 million of STP funds was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25 million allocated to the Eastside Project. These funds will be available for drawdown until a revised FFGA is approved by FTA.

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

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

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

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

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

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

NOVEMBER 1998

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) S	(D/B) COMMITMENTS %	(E) S	(E/B) EXPENDITURES %	(F) BILLED TO FUNDING SOURCE S	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$376.913	\$515.303	95%	\$378.046	69%	\$376.913	69%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$94.228	\$128.826	95%	\$94.511	69%	\$94.228	69%
FED ISTE A STP (STATE)	\$0.000	\$57.800 (5)	\$57.800	\$50.000	87%	\$50.000	87%	\$50.000	87%
FED ISTE A STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$53.037	\$71.006	100%	\$71.006	100%	\$53.037	74%
FED ISTE A RSTP DEFERRED LOCAL SHARE		\$9.245	\$6.871	\$9.199	100%	\$9.199	100%	\$6.871	74%
SB 1995 TRUST FUND	\$53.000	\$66.686	\$66.686 (2)	\$66.686	100%	\$66.686	100%	\$66.686	100%
STATE SHA/ARTICLE XIX	\$115.000	\$66.355 (6)	\$66.355	\$61.262	92%	\$61.262	92%	\$48.655	73%
STATE PROP 116	\$0.000	\$57.652 (5)	\$57.652	\$56.972	99%	\$56.972	99%	\$25.000	43%
STATE TSM Match	\$0.000	\$10.537	\$10.537	\$10.537	100%	\$10.537	100%	\$10.537	100%
STATE CTIP	\$0.000	\$141.145 (5)	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$101.500	\$90.046 (3)	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%
PROP C	\$318.185	\$58.961	\$72.558 (8)	\$31.058	53%	\$31.058	53%	\$31.058	53%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (7)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$918.083 (4)	\$1,056.295	81%	\$884.723	67%	\$818.431	62%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$1.476	61%	\$0.691	28%	\$0.691	28%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
TOTAL	\$0.000	\$2.720	\$0.613	\$1.553	57%	\$0.694	26%	\$0.694	26%

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

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

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

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

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

(6) \$5M of SHA funds from FY 98 STIP (non committed project) has been transferred to State Prop 116 per agreement with the CTC (Oct 98).

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

(8) Based on actuals through FY 98 plus FY 99 budget.

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH NOVEMBER 1998.

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

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

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Schedule

	Current Status	Change from Last Month
Current ROD	May 2000	none
Design Progress	96.0%	none
Critical Path Float	0 days	none
Construction Progress	77.2%	+1.0%

Current Critical Path Analysis

The November 1998 Master Schedule shows the project on schedule with the Forecast Revenue Operation date of May 17, 2000. The project critical path runs through C0311 (Line Section under Santa Monica Mountains), C1610 (Trackwork Installation), B620 (Automatic Train Control), and Integration /Testing/Pre-Revenue Operations. The C0311 mitigation plan is being met with trackwork turnovers dates on schedule. AL tunnel north of TLR was turned over to trackwork on November 15. However, the southern portion of the AR tunnel scheduled for December 15, is shown 9 days behind schedule. Track Level Rooms construction is loosing time and the turnover of the rooms to follow on systems contracts is currently shown with a 3-week delay. Efforts are being made to mitigate the delay to track access including acceleration of remaining concrete work and mechanical and electrical work. Trackwork installation in tunnels south of La Brea Shaft were completed end of November and the tunnels will be turned over to the Automatic Train Control contractor in the first week of December. Universal City Station was energized and Hollywood/Highland station will be energized early December.

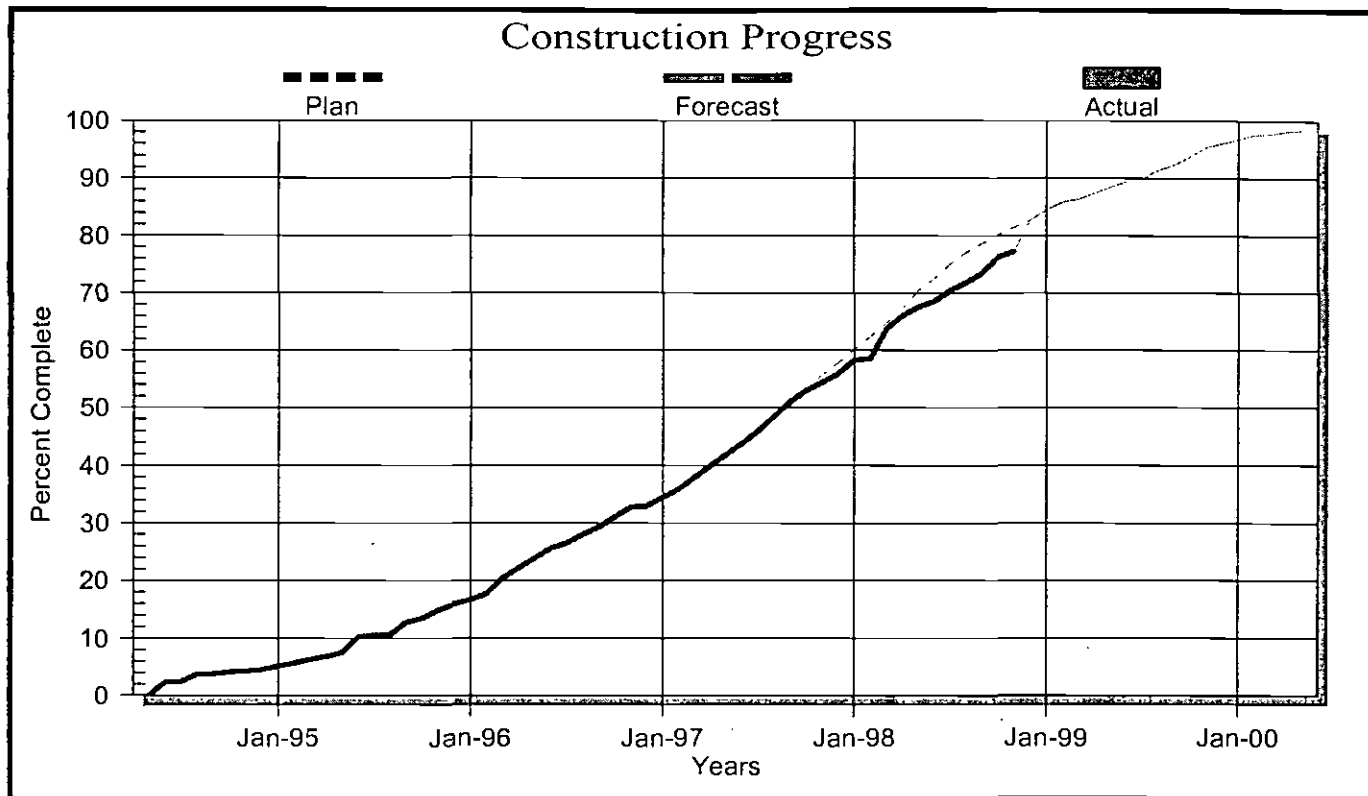
The project is shifting from facilities concreting to more complex mechanical, electrical and systems work. Contracts B645 (Transit Automatic Controls and SCADA) and B646 (Fire and Emergency Management) are being closely monitored since any potential delay to the design and delivery of the computer software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

To support the overall Program Schedule a plan was developed for Beneficial Occupancy at each station. The first phase of the plan has been successfully completed with H0631 (Traction Power System Installation) contractor mobilized into three stations. Equipment required to provide permanent power to the facilities has been identified and its installation and testing are being closely coordinated. To date, all facilities access dates for systems contracts have been met except for change order work and are forecast on schedule for the next three months.

METRO RED LINE Segment 3 North Hollywood

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Construction Progress Analysis

The overall construction progress through November is 77.2% complete.

Contract C0301 (Hollywood/Highland Station) removal of the street decking, backfill completion and paving of Hollywood Boulevard was completed in five and one-half days and ahead of schedule. Mechanical/electrical equipment continues throughout the station and entrance.

Contract C0311 (Line Section from Universal City Station to Station 630+00) invert concrete is 99.7% complete in both tunnels. Arch concrete is 99.6% complete in both tunnels. Progress at the Track Level Room is 3 weeks behind schedule. Accelerating the remaining concrete and electrical work are being considered to mitigate this delay. Negotiations to resolve this issue and efforts to minimize adverse schedule impacts are ongoing.

Contract C0321 (Universal City Station) Mechanical/electrical start-up operation continues. Permanent power was energized to the station's auxiliary power transformers on November 19, 1998. A large amount of backlogged RFCs and claims have been submitted by the contractor.

Contract C0331 (North Hollywood Tunnel) remaining tunnel work for Milestone #3 completion is punchlist and NCR resolution. Electrical testing has started and terminations are approximately 85% complete. Project completion forecasted for January 1999.

Contract C0351 (North Hollywood Station) art panels and finish tiles are complete in the platform area. Contractor is continuing testing the auxiliary power transformers and MCCs. All trackwork access milestones have been met.

METRO RED LINE Segment 3 North Hollywood

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Contract C1610 (Trackwork Installation) Milestone #9, Contact Rail/Coverboard, will be achieved on November 29. High Rail Access was completed in the C0301 AR/AL tunnels. The preliminary continuity test failure if the Type-1 fasteners may impact follow-on contracts if a large number require replacement.

METRO RED LINE Segment 3 North Hollywood

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Construction Safety Statistics

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

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

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

Construction Safety Summary

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

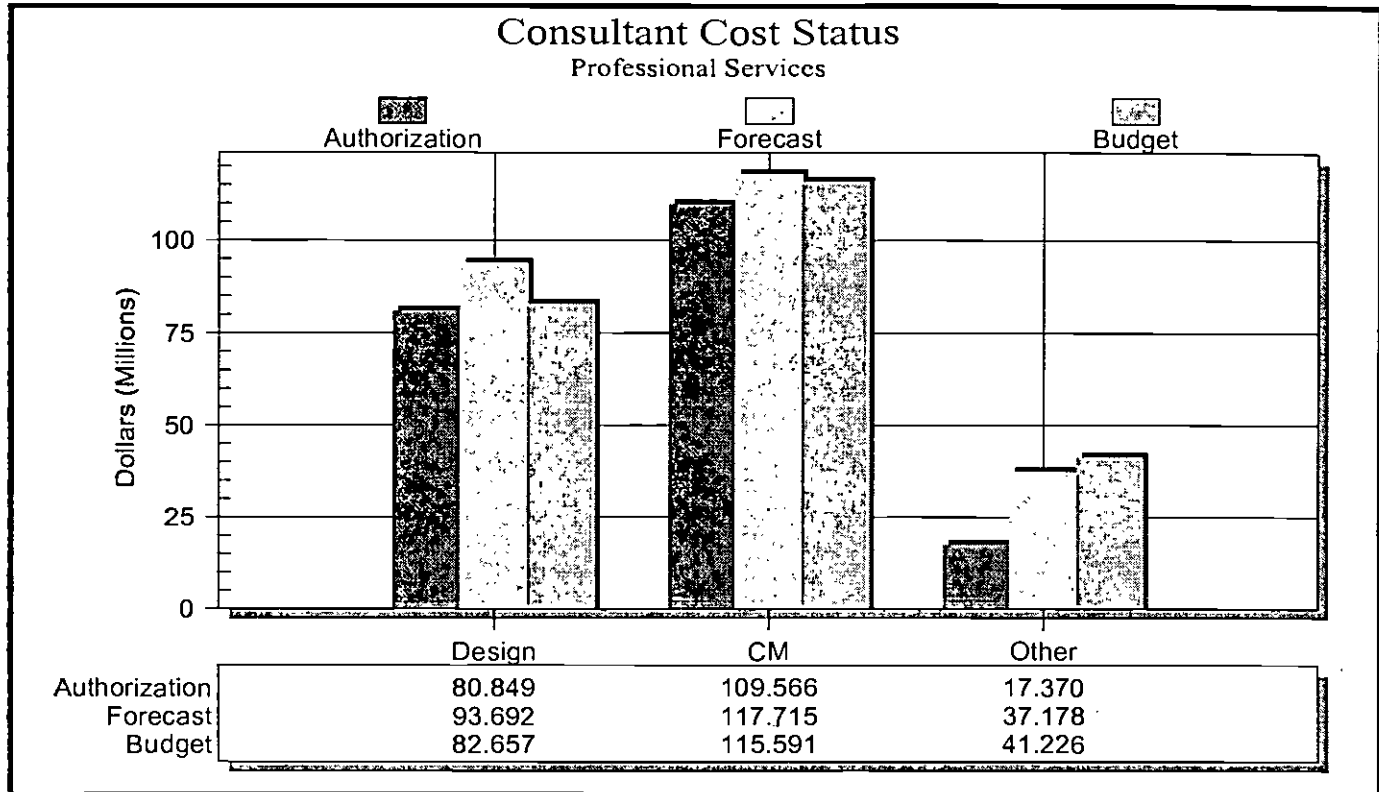
The project is currently completing approximately 200,000 work hours per month. To date, the project has completed over 7,000,000 work hours.

Statistics reflect injuries through October 1998.

METRO RED LINE Segment 3 North Hollywood

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Professional Services Cost Analysis

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

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

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

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

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Management Issues

New Item (Date initiated: November 1998)

MTA BOARD INACTION ON APPROVING EMC ITEMS

Concern/Impact

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

Status/Action

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

Ongoing Item (Date initiated: September 1998)

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

Concern/Impact

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

Status/Action

In November the MTA Board approved contract authorization of \$13.2M for POER from May 1997 through February 1999. The North Hollywood portion of that cost is \$2.8M. An additional POER cost exposure from March 1999 through October 2000 is estimated to be \$2.1M for North Hollywood. MTA Procurement's decision on how POER will be handled from March 1999 to October 2000, whether by CWO #072 or have the individuals charge directly to the project CWOs still remains. Once the decision is made and the remaining POER negotiated, the budget and forecast will then be further updated to reflect the negotiated amount.

Ongoing Item (Date initiated: August 1998)

CONTRACT H0123 - VARIABLE MESSAGE SIGNS

Concern/Impact

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

Status/Action

Two envelope bid process started on November 3 with the opening of the technical proposals from each of the two bidders. Price bid opening is planned for the week of December 14. Recommendation is scheduled for the January MTA Board meeting.

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Ongoing Item (Date initiated: June 1998)

TRIZECHAHN AND MTA JOINT DEVELOPMENT AT HOLLYWOOD/HIGHLAND STATION

Concern/Impact

TrizecHahn Centers (THC), a land developer, is finalizing plans to construct an entertainment/retail center on and around the C0301 Hollywood/Highland Station. The center is scheduled for completion in the last quarter in 2000. Demolition started 7/28/98 and there will be impact on the final construction of the station. Plans include modified construction access and laydown area for the contractor, Tutor-Saliba Perini (TSP), and follow-on systems contractors; the demolition and re-construction of the west blast relief shaft (BRS) by THC; the demolition of the 12-story building at the northwest corner of Hollywood Boulevard and Highland Avenue by THC; the demolition of the Holiday Inn parking structure; shoring and excavation adjacent to MTA facilities by THC; deletion of surface improvements at plaza level from TSP's contract and design and construction of surface improvements by THC; and, construction of THC's development adjacent/above MTA facilities.

Status/Action

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

Ongoing Item (Date initiated: March 1998)

PROJECT AGENCY COST FORECAST

Concern/Impact

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

Status/Action

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