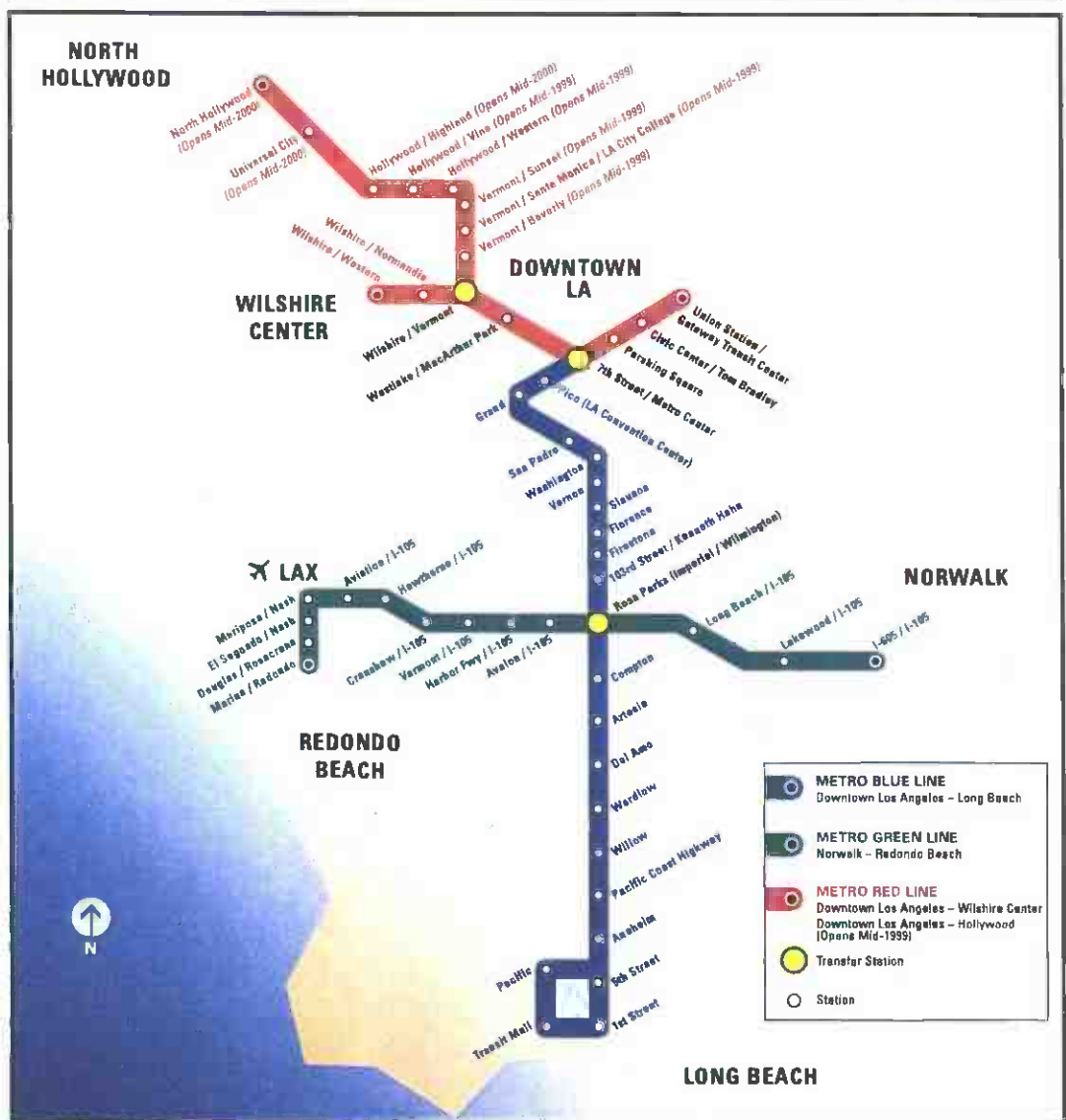


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



October 1998

## **RAIL PROGRAM STATUS SUMMARY**

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

**OCTOBER 1998**

# **RAIL PROGRAM SUMMARY**



# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of October 1998

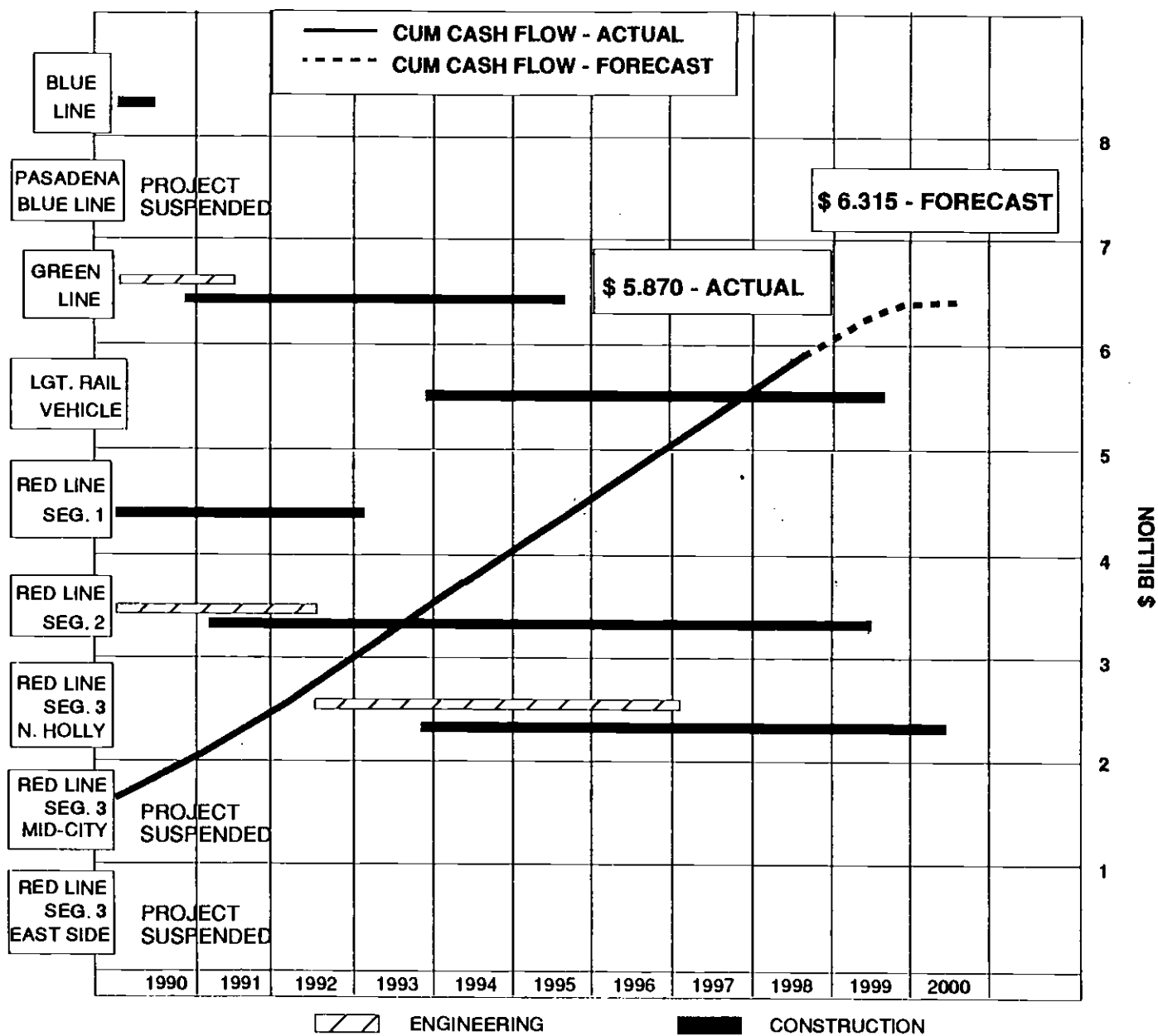
	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 MI.	6.7 MI.	6.3 MI.		.	22 MI.		20 MI.	—	59.4 MI.
Number of Stations	5	8	3			22		14	52 cars	52 stas.
Technology	Heavy Rail	Heavy Rail	Heavy 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	97.5%	76.2%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 67%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1535	\$866	\$13	\$133	\$860	\$235	\$674	\$116	\$5870
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)**

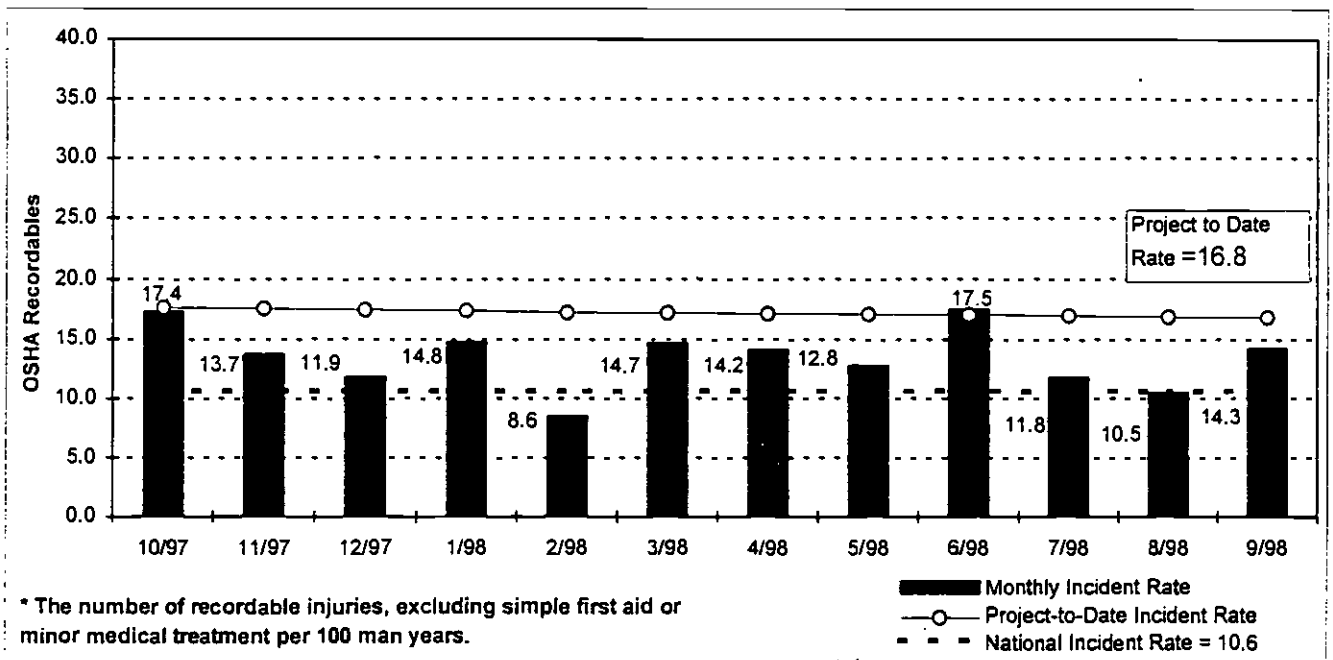
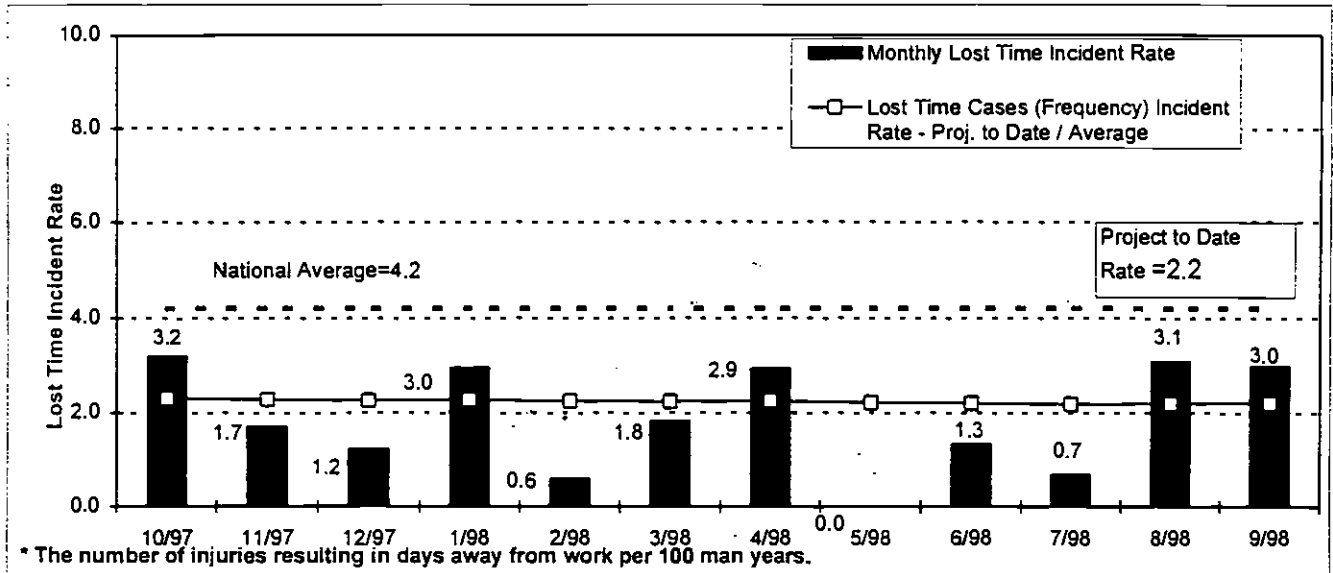
OCTOBER 1998

	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
<b>ORIGINAL SCOPE:</b>								
FTA-SECTION 3			805.3	887.0	881.0		1963.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANSIT PROG				52.1	57.8	78.2	188.1	3
FED-ISTEA RSTP/CMAQ					80.8	8.1	88.7	1
FTA-SECTION 9			90.6				90.6	1
STATE		106.9	210.3	133.0	285.2	18.4	730.8	12
STATE TSM MATCH					13.2		13.2	0
SB 1995 TRUST FUND					86.7		86.7	1
PROPOSITION A	877.2	205.1	179.5	504.3			1766.1	28
PROPOSITION C		395.3			56.3	158.9	610.5	10
PROP C (AMERICAN DISABILITY ACT)		6.0					6.0	0
CITY OF LOS ANGELES			34.0	88.0	80.0		220.0	4
BENEFIT ASSESSMENT			130.3				130.3	2
COST OVERRUN ACCOUNT			200.1	181.3			381.4	6
<b>APPROVED BUDGET</b>	<b>877.2</b>	<b>712.3</b>	<b>1450.1</b>	<b>1643.7</b>	<b>1310.8</b>	<b>257.6</b>	<b>6251.7</b>	<b>99</b>
<b>CURRENT FORECAST</b>	<b>877.2</b>	<b>716.3</b>	<b>1439.0</b>	<b>1643.7</b>	<b>1310.8</b>	<b>201.4</b>	<b>6188.4</b>	
<b>ADDITIONAL LOCALLY FUNDED ACTIVITIES:</b>								
PROP C (ARTWORK)					2.7		2.7	0
PROP C (NON-REV. CONNECTOR)					0.3		0.3	0
COST OVERRUN ACCOUNT				24.6			24.6	0
PROP C (TRANSIT ENHANCEMENTS)				66.0			66.0	1
PRIVATE FUNDS (KAISER HOSPITAL)				4.5			4.5	0
<b>APPROVED BUDGET</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.1</b>	<b>3.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1</b>
<b>CURRENT FORECAST</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.1</b>	<b>31.9</b>	<b>0.0</b>	<b>127.0</b>	

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.



## Safety Summary Status



# METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - October 30, 1998



## PROJECT DESCRIPTION

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

## SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	0.6	0.0 %
Prior Cumulative Prog.	\$ 169.8	100.0
<b>Cumulative Progress</b>	<b>170.4</b>	<b>100.0</b>
<b>CONSTRUCTION</b>		
Monthly Progress	-0.1	0.3 %
Prior Cumulative Prog.	\$ 993.3	97.2
<b>Cumulative Progress</b>	<b>992.3</b>	<b>97.5</b>
<b>OTHER Cost Elements</b>	<b>\$ 372.6</b>	
<b>TOTAL</b>	<b>\$ 1535.3</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	504.3	453.2
City of Los Angeles	96.0	96.0	95.5
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	60.0
<b>TOTAL</b>	<b>\$1643.7</b>	<b>\$1559.9</b>	<b>\$1486.2</b>
<b>ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>			
Prop C Transit Enhance	66.0	49.1	49.1
Cost Overrun Account	24.6	0.0	0.0
Private Funds Kaiser Hos	4.5	0.0	0.0
<b>TOTAL</b>	<b>\$95.1</b>	<b>\$49.1</b>	<b>\$49.1</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$1050.3	\$1057.3
Professional Services	438.6	444.6
Real Estate	83.7	84.7
Utility Force Account	30.4	28.4
Special Programs	2.5	2.5
Contingency	39.5	27.5
Project Revenue	(1.3)	(1.3)
<b>TOTAL ORIGINAL SCOPE</b>	<b>\$1643.7</b>	<b>\$1643.7</b>

	Current Budget	Current Forecast
<b>TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>	<b>\$95.1</b>	<b>\$95.1</b>

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 1999

The Project Office is forecasting a thirty-four (34) calendar day slip from the approved ROD of May 29, 1999. In addition, the schedule indicates a sixty-two (62) calendar day slip to the substantial completion of construction targeted for February 27, 1999. Pre-revenue operations is scheduled for April 19, 1999 through May 28, 1999.

## CURRENT ACTIVITIES / ISSUES

The Project Office issued a change order to the Vermont/Sunset Contractor for the Kaiser Entrance. The most 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 - October 30, 1998



#### PROJECT DESCRIPTION

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

#### SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress	1.3	0.6 %
Prior Cumulative Prog.	\$ 73.2	95.4
<b>Cumulative Progress</b>	<b>74.5</b>	<b>96.0</b>
<b>CONSTRUCTION</b>		
Monthly Progress	24.9	2.8 %
Prior Cumulative Prog.	\$ 541.3	73.4
<b>Cumulative Progress</b>	<b>566.2</b>	<b>76.2</b>
<b>OTHER Cost Elements</b>	<b>\$ 225.5</b>	
<b>TOTAL</b>	<b>\$ 866.2</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$376.9	\$381.2
FTA - Sect 3 Defer. Local	136.2	94.2	95.3
FED ISTE A STP (State)	57.8	57.8	50.0
FED ISTE A STP/CMAQ	71.4	53.0	71.3
FED ISTE A 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	48.7
State Proposition 116	57.7	57.7	55.8
State TSM Match	13.2	10.5	13.2
State CTIP	141.1	0.0	0.0
City of Los Angeles	90.0	55.5	55.5
Proposition C	56.3	72.6	18.7
Benefit Assessment Dist	0.0	0.0	0.0
<b>TOTAL</b>	<b>\$1310.8</b>	<b>\$918.1</b>	<b>\$866.6</b>
<b>ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>			
Prop C (Artwork)	2.7	0.6	0.6
Prop C (Non-Rev Connect)	0.3	0.0	0.0
<b>TOTAL</b>	<b>\$3.0</b>	<b>\$0.6</b>	<b>\$0.6</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$853.3
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	31.9
Project Reserve	0.4	2.7
Project Revenue	0.0	0.0
<b>TOTAL ORIGINAL SCOPE</b>	<b>\$1310.8</b>	<b>\$1310.8</b>
	<b>Current Budget</b>	<b>Current Forecast</b>
<b>TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>	<b>\$3.0</b>	<b>\$31.9</b>

#### 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**

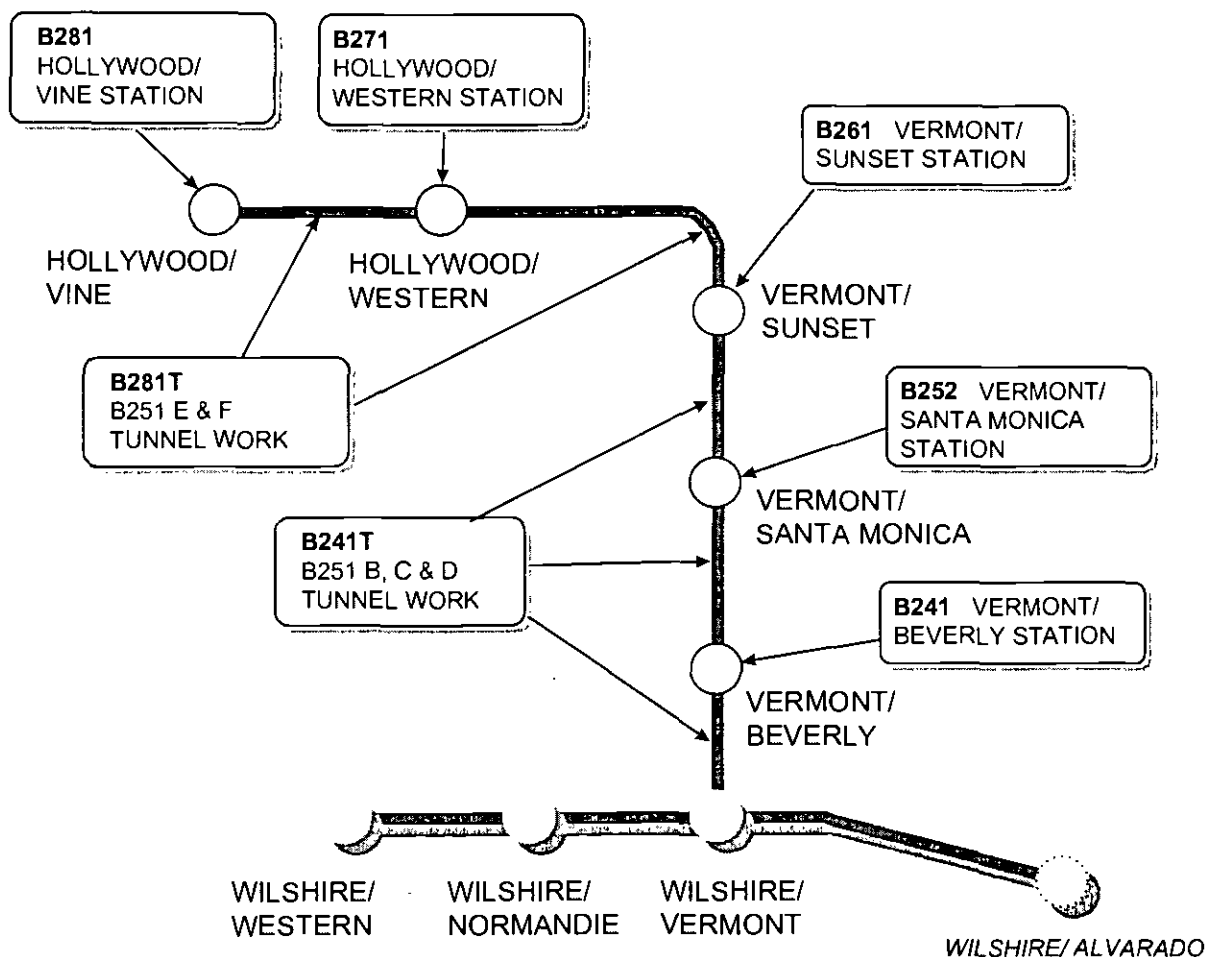
## **EXECUTIVE SUMMARY**

# METRO RED LINE Segment 2

Monthly Project Status Report  
Period Ending - October 1998



## Major Activities - This Period



### SYSTEMWIDE ACTIVITIES:

**B620, AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION:** Dynamic testing continues and is forecasted to be completed by December 4, 1998.

**B631, TRACTION POWER:** The Contractor has completed all contractual field work and is currently completing the punchlist work.

**B641, RADIO:** Completed Local Field Acceptance Testing (LFAT) on the entire alignment.

**B642, PUBLIC ADDRESS:** Completed LFAT at B252, B271 and B281 stations.

**B644S, FIBER OPTIC AND CABLE TRANSMISSION:** All contractual testing for the Vermont/Hollywood Corridor has been completed, with the exception of the Vermont/Sunset Station.

**B645, TRACS:** Factory Acceptance Testing (FAT) of the software was completed. The download is scheduled to occur the evening of November 6, 1998 and interface testing will be starting at the Vermont/Santa Monica Station.

**B646, FIRE AND EMERGENCY MANAGEMENT (F&EM):** LFAT at the Hollywood/Western Station was completed.

# METRO RED LINE Segment 2

## Monthly Project Status Report

Period Ending - October 1998



B648B, COMMUNICATION INSTALLATION: Started conduit, cable and equipment installation at the Vermont/Sunset Station on September 30, 1998. Continuing with minor punchlist work.

B710, ELEVATOR/ESCALATOR: Achieved substantial completion at the Hollywood/Vine Station and continued the installation at Vermont/Santa Monica and Hollywood/Western Stations. The Contractor is working on the Vermont/Beverly Elevator Hoistway issues.

B740/B745, AIR HANDLING/VENTILATION: Substantially completed installation and began testing for the ventilation equipment at the Vermont/Sunset Station.

Contractor has achieved all 14 liquidated damage milestones. The Contract is 100.0% complete.

### FACILITY CONTRACTS

B241 VERMONT/BEVERLY STATION: Sidewalk and utility work approached completion. Station air balance began. Continued rockwork artwork installation. Punchlist work continued. The Contractor has achieved 11 liquidated damage milestones to date. The Contract is 99.8% complete.

B252 VERMONT/SANTA MONICA STATION: The Contractor was granted substantial completion as of September 3, 1998. Continued punchlist work. The Contractor has achieved all 15 liquidated damage milestones. The Contract is 100% complete.

B261 VERMONT/SUNSET STATION: Appendage concreting approached completion. Continued electrical and mechanical installations, primarily in the north end of the station. Station equipment testing is about two-thirds complete. Notice-to-proceed was granted for the Kaiser Entrance work and placement of piles began. The Contractor has achieved 7 liquidated damage milestones to date. The Contract is 95.4% complete.

B271 HOLLYWOOD/WESTERN STATION: Testing of electrical and mechanical equipment in the station approached completion and air balance continued. Continued punch list work. The contractor has achieved 13 liquidated damage milestones to date. The Contract is 99.7% complete.

B281 HOLLYWOOD/VINE STATION: The Contractor will be granted substantial completion as of September 1998. Continued punchlist work. The

# METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - October 1998



## Quality Assurance

### SYSTEMWIDE

#### SURVEILLANCES

Number	Contract	Facility Contract	Date	Scope
S98-223	B740	B281	10/6/98	MTA Engineering Study, air flow/velocities
S98-233	B646	B271	10/6/98	Local Field Acceptance (FAT) and Fire/Emergency Testing
S98-237	B645	SYSECA	10/12/98	FAT for Emergency Ventilation Operating Procedures; Emergency Gas Operating Procedures and Emergency Operating Procedures
S98-240	B646	B271	10/9/98	Local Field Acceptance and Fire and Emergency Testing
SIT	B261		10/12/98	Emergency Trip System, TP I-417
S98-254	B620	B281	10/20/98	Local Field Acceptance Test/Interlocking Operation Test
S98-259	SIT	B271	10/28/98	Under Platform Exhaust Fans, TP I-405
S98-261	SIT	Seg 2B	10/22/98	Test Records
S98-262	SIT	B271	10/22/98	Sprinkler Flow Integration, TP I-301
S98-268	B740	Seg 2B/3	10/27/98	Operations & Maintenance Data for Segments 2 & 3
S98-272	SIT	B281	10/28/98	Drill No. D-003, Fire/Smoke Evacuation

Seismic

S98-242

#### QARs CLOSED

Number	Contract	Date Closed	Scope
S98-81-01	B631	10/12/98	Missing Supports & Wire Ties, B241
S98-183-01	Int. Test	10/29/98	TP I-414 Not Approved, B252
S98-233-01	B646	10/22/98	No QC for LFAT at B271

#### QAR RESPONSES DUE

Number	Contract	Date Issued	Scope
S98-02-01	B241	8/4/98	Debris and dirt in cableway
S98-26-01	ALL	2/10/98	Operations & Maintenance Manuals
S98-70-01	B631	4/21/98	Compression dye calibration at B271
S98-86-01	B646B	8/14/98	Electrical cabinet installation at B271
S98-254-01	B620	11/3/98	No QC for Local Field Acceptance Testing at B281

### SEGMENT 2

#### SURVEILLANCES

Number	Contract	Date	Scope
S98-225P	All	10/7/98	Non-Destructive Examination - Smith Emery Test Lab
S98-226P	All	10/6/98	Non-Destructive Examination - Southwest Inspection & Testing Lab
S98-238P	B710	10/13/98	FUJITEC - Escalators, Welding

# METRO RED LINE Segment 2

## Monthly Project Status Report

Period Ending - October 1998



S98-239P	B241	10/13/98	Open QARs
S98-245P	B261	10/15/98	HVAC 14-inch water gauge ductwork
S98-247P	B261	10/15/98	OVED, Welding Inspection
S98-255P	B281	10/20/98	Non-Destructive Examination - Stainless Steel Handrail
S98-256P	B271	10/21/98	Non-Destructive Testing not performed
S98-257P	All	10/20/98	TOMAC Non-Destructive Testing
S98-266P	B710	10/26/98	FUJITEC - Escalators, Welding
S98-267P	B263	10/29/98	TOMAC Non-Destructive Testing - Inspection Personnel/Procedures
S98-273P	B261	10/28/98	Main Feeder Breaker Testing

### QARs CLOSED

Number	Contract	Date Closed	Scope
S96-145-01	B241	10/21/98	Resident Engineer Verification Testing
A97-002-03	B241,261,252,281	10/20/98	Non-Destructive Examination incomplete
A97-004-04	B241	10/21/98	Resident Engineer Verification Testing

### QAR RESPONSES DUE

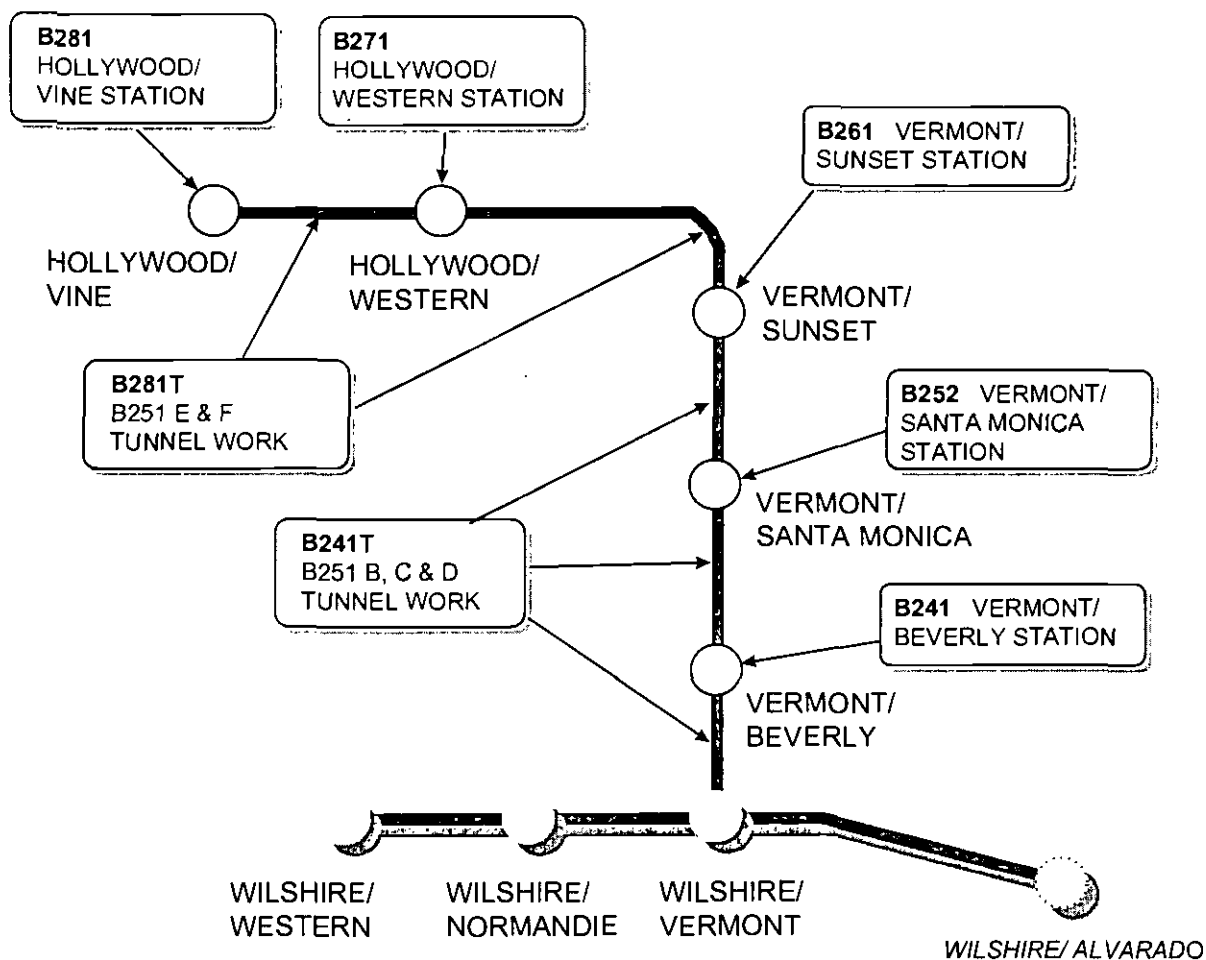
Number	Contract	Date Issued	Scope
A95-2-15-02	B241	9/9/98	As-Builts
S96-148P-01	B241	9/9/98	Current Status Drawings
A97-004-010	B241	9/9/98	Unauthorized welding on rebar
S97-159P-01	B271	5/31/98	Backfills Soils Testing
S98-191P-01	B252	9/30/98	Punchlist - Physical Closeout
S98-191P-02	B252	9/30/98	REP 4.11 - Physical Closeout
A96-032-01	All	11/15/97	Twining Lab - Non-Destructive Examination Procedures
A96-032-02	All	11/15/97	Twining Lab - Qualification Records
A96-032-03	All	11/15/97	Twining Lab - Non-Destructive Examinations
A96-032-04	All	11/15/97	Twining Lab - Non-Destructive Level III Qualifications
A96-032-05	All	11/15/97	Twining Lab - Ultrasonic Testing Equipment
A96-032-06	All	11/15/97	Twining Lab - Magnetic Particle Testing
A96-032-07	All	11/15/97	Twining Lab - Non-Destructive Examination Testing Person
A96-032-08	All	11/15/97	Twining Lab - PD/JMA - Magnetic Particle Testing
A96-032-09	All	11/15/97	Twining Lab - PD/JMA - Ultrasonic Testing Equipment
A96-034-07	All	7/1/97	Smith Emery - No Cement and Concrete Reference Lab
A98-019-01	All	10/6/98	SIS Lab - Non-Destructive Examination Written Practice
A98-019-02	All	10/6/98	SIS Lab - Non-Destructive Examination Personnel Qualls
A98-019-03	All	10/6/98	SIS Lab - Non-Destructive Examination Calibration

# METRO RED LINE Segment 2

Monthly Project Status Report  
Period Ending - October 1998



## Major Activities - Next Period



### SYSTEMWIDE ACTIVITIES:

B620, AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: Continue dynamic testing.

B631, TRACTION POWER: Complete punchlist work.

B641, RADIO: Systemwide Acceptance Testing (SWFAT) has been scheduled to start on November 16, 1998.

B642, PUBLIC ADDRESS: The Contractor is tentatively scheduled to conduct post installation inspection (PII) and provide technical support for

LFAT and Systemwide Acceptance Testing (SWFAT) at the Vermont/Beverly and Vermont/Sunset stations in December 1998.

B645, TRACS: Complete software download and commence interface testing starting at the Vermont/Santa Monica Station.

B646, FIRE AND EMERGENCY MANAGEMENT (F&EM): Completed F&EM LFATs for the Vermont/Beverly Station.

B648B, COMMUNICATION INSTALLATION: Continue installation at the Vermont/Sunset Station

## **METRO RED LINE Segment 2**

### **Monthly Project Status Report**

**Period Ending - October 1998**



and support F&EM LFAT and system integration tests.

**B710, ELEVATOR/ESCALATOR:** Continue installation at all stations.

**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.

**B252 VERMONT/SANTA MONICA STATION:** Complete punchlist work.

**B261 VERMONT/SUNSET STATION:** Substantially complete installing electrical/mechanical equipment and wiring. Continue testing station equipment and street restoration. Complete concreting station appendages. Continue installing finishes and installing piles for the Kaiser Entrance.

**B271 HOLLYWOOD/WESTERN STATION:** Complete air balance. Continue punchlist work. Achieve substantial completion.

**B281 HOLLYWOOD/VINE STATION:** Continue punchlist work.



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



**Budget/Forecast Variance**

**Original Scope Activities**  
**(\$ Millions)**

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	OCTOBER CHANGE IN FORECAST
CONSTRUCTION	\$1,050.3	\$1,057.1	\$8.3	\$3.0
PROFESSIONAL SERVICES	\$438.6	\$444.6	\$6.0	\$0.4
REAL ESTATE	\$83.7	\$84.7	\$1.0	\$0.0
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	\$27.7	(\$12.3)	(\$3.4)
PROJECT REVENUE	(\$1.3)	(\$1.3)	\$0.0	\$0.0
TOTAL PROJECT	\$1,643.7	\$1,643.7	\$0.0	(\$0.0)

**Budget/Forecast Variance Analysis**

**Original Scope Activities**

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

Expenditures through July 1998 for Original Scope are \$1,486.2 million or 90.4% of current total forecast. (Inception-to Date (I-T-D) expenditures were reconciled with FIS through the end of FY98 (June data). Reported expenditures include July).

Commitments to date for Original Scope are \$1,547.2 million or 94.1% of current total forecast.

The Current Project Forecast remains unchanged.

Construction increased \$3.0 million due to:

- A4239 (Telephone Installation) increased \$0.3 million due to increased monitoring capability requirements.
- B252 (Vermont/Santa Monica Station) increased \$0.2 million due to finalization of values for changes and claim related issues.
- B261 (Vermont/Sunset Station) increased \$1.4 million due to changes in forecast amounts of Change Notices and Potential Changes.
- B648B (Vermont/Hollywood Corridor Communication Installation) increased \$1.0 million due to revision of overall forecast amounts of Change Notice (WACN's) and Potential Changes.
- B710 (Elevator/Escalator Installation) increased \$0.2 million due to revision of overall forecast amounts of Change Notice (WACN's) and Potential Changes.

Professional services increased \$0.4 million due to:

- PM021 (Project Management Assistance) increased \$0.4 million due to additional PMA requirements.

Contingency decreased \$3.9 million due to:

- Offset changes as noted above.

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



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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	OCTOBER CHANGE IN FORECAST
CONSTRUCTION	\$50.9	\$51.1	\$0.2	(\$1.1)
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	\$2.8	\$2.7	\$1.1
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$95.1	\$0.0	\$0.0

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

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

Expenditures through July 1998 for Additionally Locally Funded Activities are \$49.1 million or 51.6% of current total forecast. (Inception-to Date (I-T-D) expenditures were reconciled with FIS through the end of FY98 (June data). Reported expenditures include July)

Commitments to date for Additional Locally Funded Activities are \$68.7 million or 72.2% of current total forecast.

The project forecast remains unchanged.

Construction decreased \$1.1 million due to:

- B261 (Vermont/Sunset Station) decreased \$1.1 million due to changes in forecast amounts of Change Notices and Potential Changes.

Professional Services remained unchanged.

Contingency increased \$1.1 million due to:

- Offset changes as noted above.

Contract/Line Item Variance

Contract Variance: None

Line Item Variance: (Current Forecast differs from Current Budget by 10% or more for the Line Item Total).  
None

# METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending -October 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%	\$453.189	90%	\$453.189	90%
CITY OF LOS ANGELES	\$96.000	\$96.000	\$96.000	\$96.000	100%	\$95.525	100%	\$95.525	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	\$191.354	\$82.063	\$69.337	36%	\$59.993	31%	\$59.993	31%
Total Original Scope	\$1,446.432	\$1,643.782	\$1,559.891	\$1,547.165	94%	\$1,486.236	90%	\$1,486.236	90%
Other Locally Funded Activities									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$49.064	\$68.722	104%	\$49.064	74%	\$49.064	74%
COST OVERRUN ACCT.	\$0.000	\$24.587	\$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	\$94.989	\$49.064	\$68.722	72%	\$49.064	52%	\$49.064	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.

#### BENEFIT ASSESSMENT

# **METRO RED LINE Segment 2**

## **Monthly Project Status Report**

### **Period Ending -October 1998**



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 September 30, 1998 is \$25,316,544.

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.

## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - October 1998



### Schedule - Vermont/Hollywood Corridor

	Current Status	Change from Last Month
Current ROD	May 1999	none
Design Progress	100.0%	none
Critical Path Float	-34 days	-7 days
Construction Progress	97.5%	+0.3%

### 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. The negative 34 calendar days of float can be mitigated. The Project Office is reviewing all options and taking the necessary steps to achieve the May ROD.

#### PRIMARY CRITICAL PATH (-34 CALENDAR DAYS)

This path slipped seven calendar days this period, due to delays in completing the B645, TRACS Factory Acceptance Test (FAT) and the required Software Problem Reports (SPR), which needed to be completed prior to download of the TRACS software and the commencement of the interface test at Vermont/Santa Monica Station. This work is critical because it is followed by Phase II system integration tests (SIT) at Vermont/Santa Monica, Hollywood/Vine, Hollywood/Western, Vermont/Beverly and Vermont/Sunset stations, leading to Fire/Life Safety Certification and ROD. The forecast ROD, without schedule mitigation, is July 2, 1999.

The Contractor has submitted a mitigation schedule that has been reviewed by the Project Office. This schedule is aggressive, and could potentially remove the B645 contract from the project critical path. The reduced duration for interface tests recommended by the B645 contractor has not been incorporated into the schedule for the last four stations. Schedule mitigation may be included after the first interface test at the Santa Monica Station has successfully been achieved within the five day recommended duration.

#### SECONDARY CRITICAL PATH (-24 CALENDAR DAYS)

The remaining Phase I System Integration Tests (SIT) at the Vermont/Santa Monica Station, followed by the start of the Phase 2 SIT, is the secondary critical path with ten calendar days away from the primary critical path. The Project Office is reviewing the potential for revising the schedule logic, where applicable, to have the testing done concurrently with other Phase I SITs, which would remove the negative float.

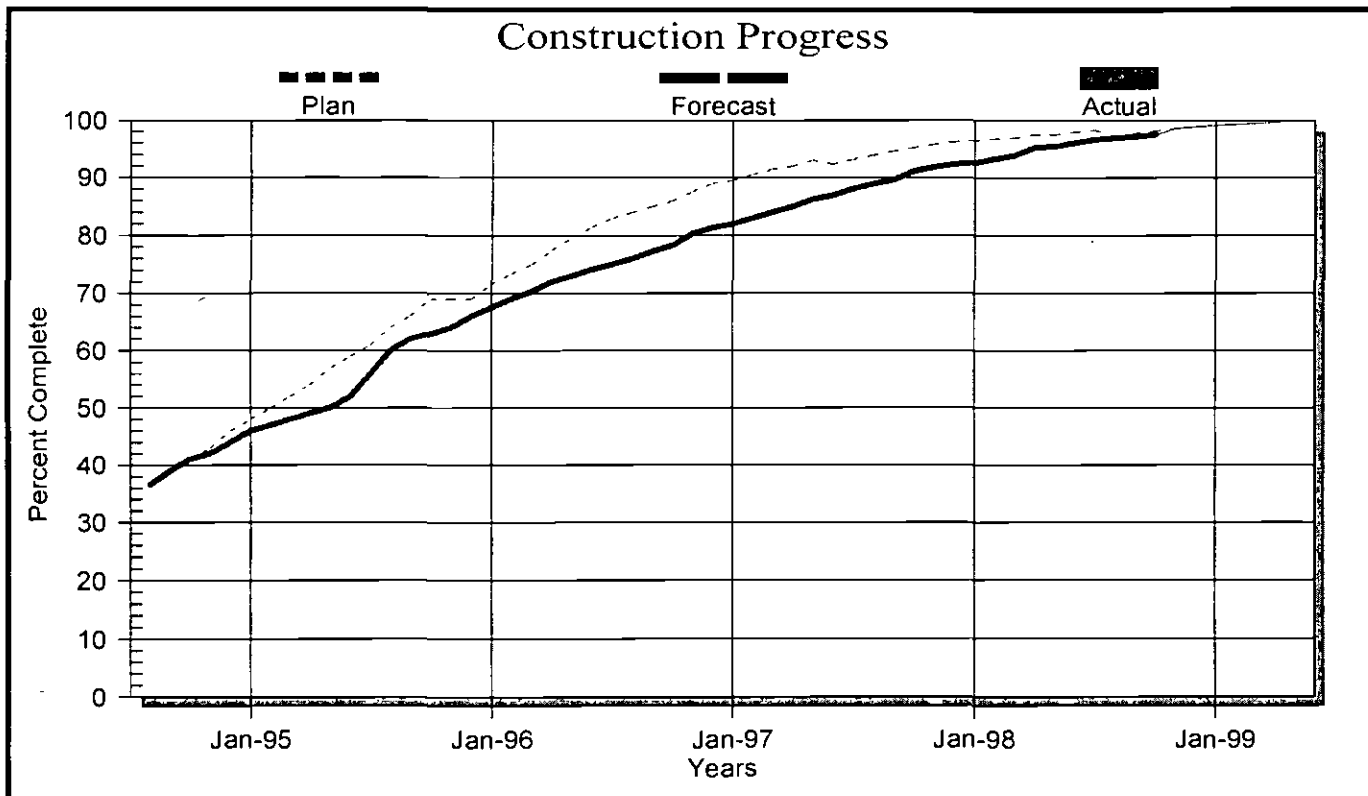
#### TERTIARY CRITICAL PATH (-21 CALENDAR DAYS)

The out-of-plumb elevator casing at Vermont/Beverly Station is delaying access for B710 elevator installation, the tertiary critical path with 13 calendar days away from the primary critical path. The completion of this work is tied to pre-revenue operations. A potential schedule mitigation is to show this work continuing during pre-revenue operations, which would remove the negative float.

# METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - October 1998



## Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 97.5% versus the planned 98.2%.

The project variance remained the same as last month or 0.7%.

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.

## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - October 1998



### Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
<b>Recordable Injury Rate</b>		
National Average	10.6	
Project Rate (Cum.)	18.0	none
<b>Lost Time Rate (Freq.)</b>		
National Average	4.2	
Project Rate (Cum.)	2.5	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

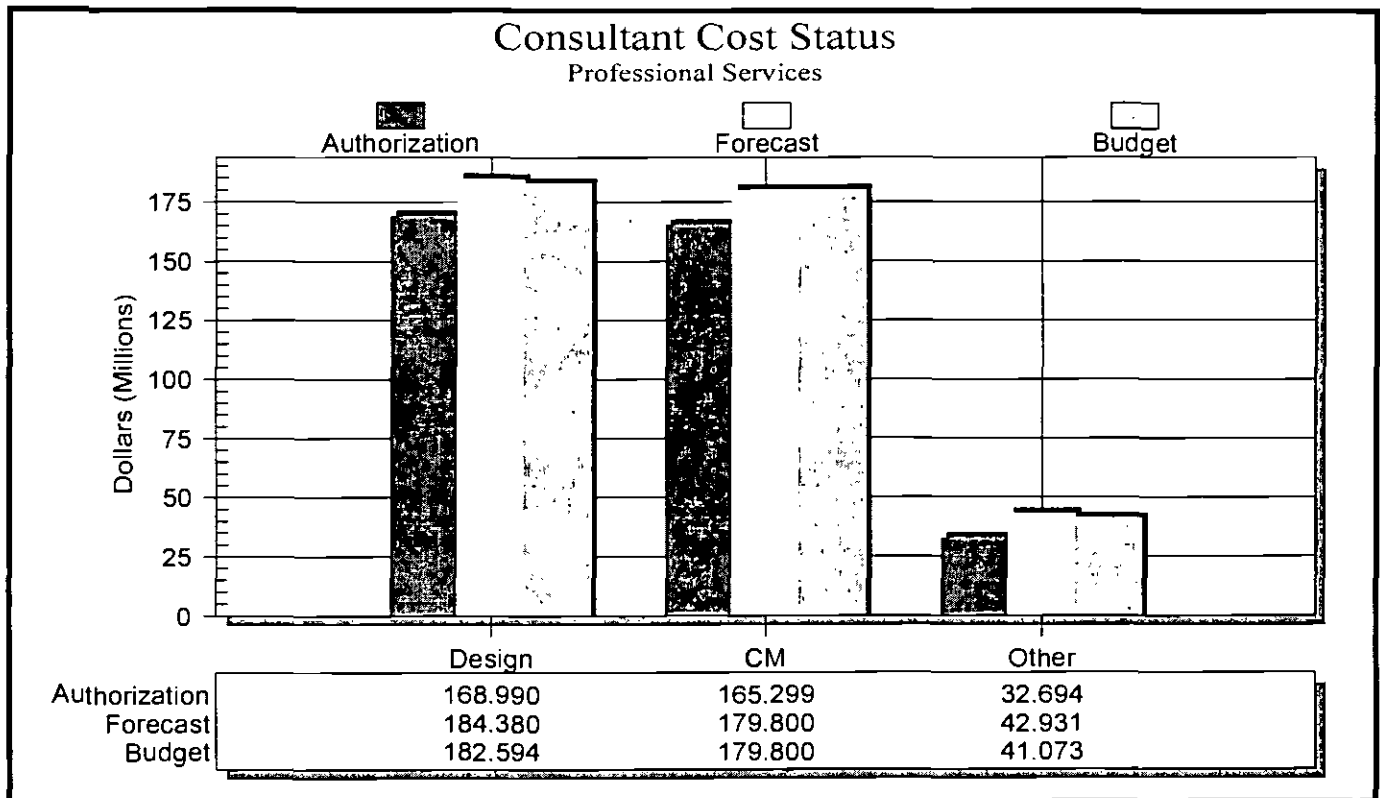
- The Project-to-Date Lost Time Injury Rate continues at 2.5. This rate is below the 1995 National Average of 4.2.
- The project is currently completing almost 70,000 work hours each month and has produced almost 13,135,000 work hours to date without a fatal injury.

Statistics reflect injuries through September 1998.

# METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - October 1998



## Professional Services Cost Analysis

There were changes to Design Services and Professional Services, and potential services to Construction Management.

### 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 Services:

REMAINED UNCHANGED.

### Other Professional Services:

The forecast increased \$0.4 million due to additional PMA requirements.



# METRO RED LINE Segment 2

## Monthly Project Status Report

Period Ending - October 1998



### Management Issues

#### NEW

Item (Initiated October 1998)

Sufficiency of Project Contingency

Concern/Impact

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

Status/Action

A Status Report will be initiated comparing the plan versus actual settlement costs and delineating the balance remaining compared to Claims outlook.

#### NEW

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. The 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 canceled and rescheduled for November 6, 1998. This delay caused the forecast revenue operation date to move out one week.

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 is included in the October schedule. However, the interface test duration for the other four stations will remain at three weeks, until the Contractor successfully demonstrates the test can be accomplished in one week.

#### ONGOING

Item (Initiated September 1998)

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

Concern/Impact

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - October 1998



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 and 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 will take place at the site on November 4, 1998 to validate the B241 contractor's solution and develop a definite path forward plan.

Item (Initiated August 1998)

#### Fire and Emergency Management System (B646) Late Changes

#### Concern/Impact

Late changes continue to be issued, which 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). The project activities pending include completion of Change Notice 83 submittal, Engineering Management Consultant (EMC) review, 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 will follow after completion of the B271 SIT.

### ONGOING

Item (Initiated December 1997)

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

#### Concern/Impact

Delays to station electrical/mechanical installation, which is followed by station functional testing and overall integrated testing, has placed this work 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 9, 1998. At this time, the one-week slip does not impact the start of LFAT and SIT at the Vermont/Sunset Station.

### ONGOING

## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - October 1998



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.

#### RESOLVED

Item (Initiated February 1998)

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

#### Concern/Impact

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

#### Status/Action

Notice-to-Proceed was issued to Tutor-Saliba on October 8, 1998. The Contractor proceeded with the submittal process and initiated field work. A fall back plan for temporary ventilation to allow for station operation has been developed. A change has been approved to construct a fire rated wall in the north ancillary fan room that will create a plenum to direct ventilation exhausts to the surface through emergency exit 5. This alternative plan allows station operation and ventilation without the permanent Under Platform Exhaust (UPE)/Smoke Exhaust shaft in place.

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

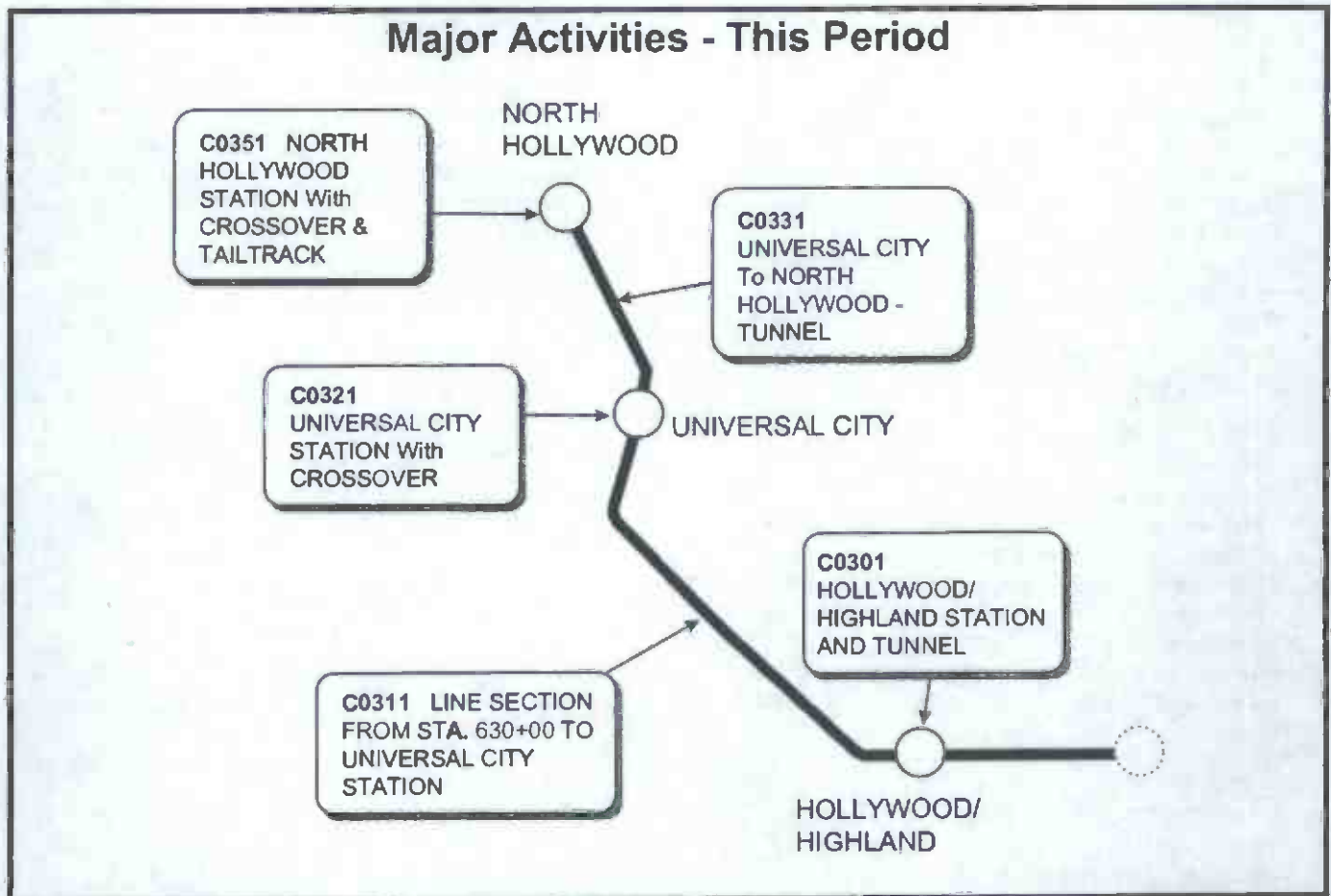
# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - October 1998



## Major Activities - This Period



### SYSTEMWIDE ACTIVITIES:

- C0352 (North Hollywood Station Sitework) completed surveying
- C0390 (Miscellaneous Construction) Continued work toward the 100% final design; worked suspended due to lack of funding to complete the work
- C1326 (UCS Freeway Overcrossing & Ramps) continued work toward the 100% final design

### C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Completed 100% of high bay ceiling
- Completed 94% of HVAC
- Completed 87% of electrical installation
- Completed 95% of mechanical piping installation
- Met Milestones #10A and #11A, Access to B710 (Elevator & Escalator Installation) at entrance on schedule

- Met Milestone #12B.2, Turnover of East End to B740, Ventilation Fan Install on schedule
- Met Milestone #12A.3, West End B740 (Ventilation Fan Install) electrical installation on schedule
- Met Milestone #14B.2, East End Auxilliary Power Room ready to energize power transformers on schedule
- Met Milestone #15, Communication Interface Cabinets complete on schedule.
- Met Milestone #16B, Traction Power Substation room raceway installed on schedule
- Met Milestone #20, Turnover rooms for Radio, TRACS, and Communication Installation on schedule

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

- Completed AL Invert from the Seismic Section to La Brea Shaft

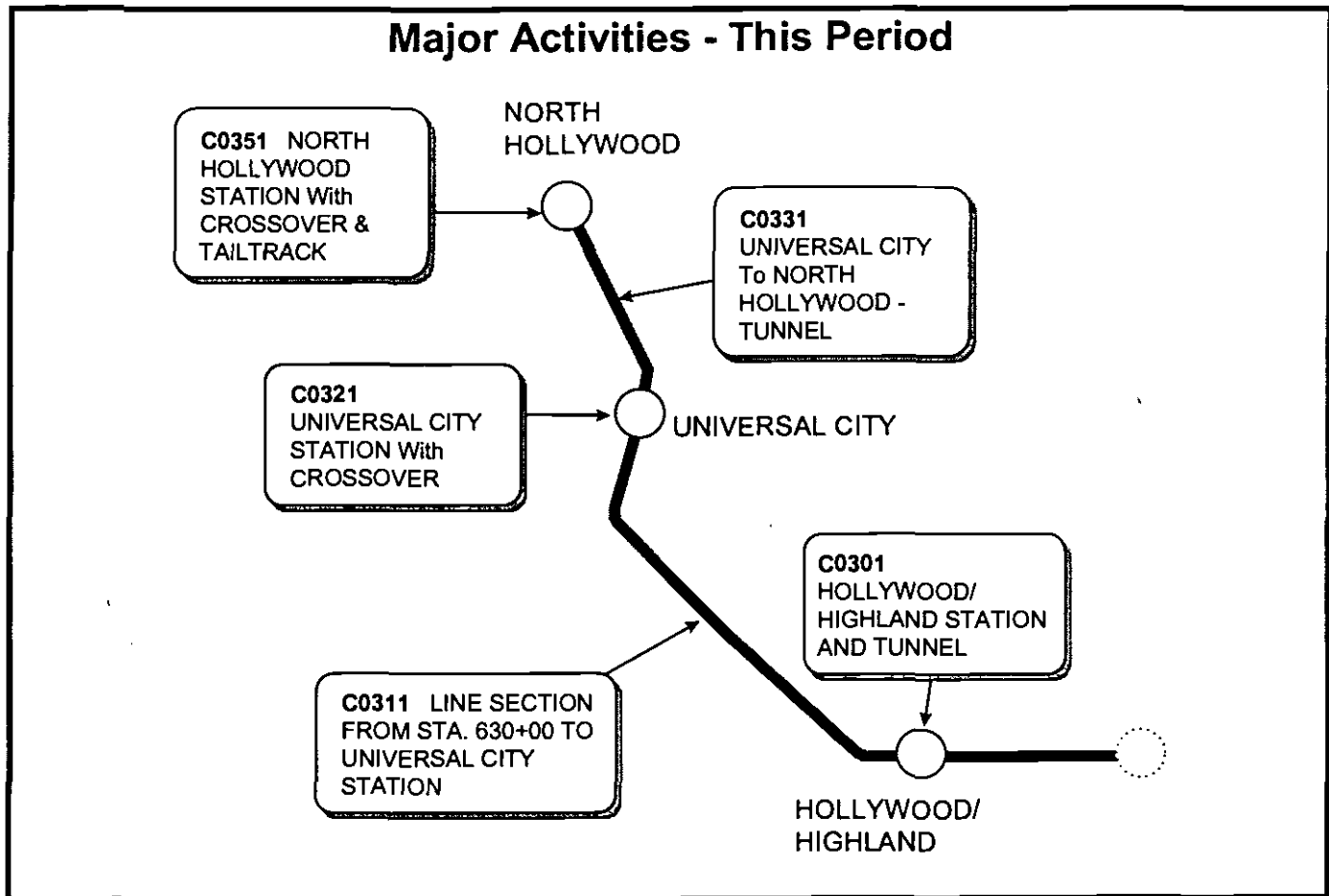
# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - October 1998



## Major Activities - This Period



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- C0352 (North Hollywood Station Sitework) completed surveying
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### C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Completed 100% of high bay ceiling
- Completed 94% of HVAC
- Completed 87% of electrical installation
- Completed 95% of mechanical piping installation
- Met Milestones #10A and #11A, Access to B710 (Elevator & Escalator Installation) at entrance on schedule

- Met Milestone #12B.2, Turnover of East End to B740, Ventilation Fan Install on schedule
- Met Milestone #12A.3, West End B740 (Ventilation Fan Install) electrical installation on schedule
- Met Milestone #14B.2, East End Auxiliary Power Room ready to energize power transformers on schedule
- Met Milestone #15, Communication Interface Cabinets complete on schedule.
- Met Milestone #16B, Traction Power Substation room raceway installed on schedule
- Met Milestone #20, Turnover rooms for Radio, TRACS, and Communication Installation on schedule

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

- Completed AL invert from the Seismic Section to La Brea Shaft

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - October 1998



- Completed AR arch from Track Level Rooms to La Brea Shaft
- Completed AL arch from Track Level Rooms to Seismic Section
- Completed walkway concrete installation in the AR and AL north of the Track Level Rooms
- Completed exterior wall and arch concrete placement in the North Room of the Track Level Rooms
- Completed AR and AL tunnel electrical conduit, wire, and lighting installation north of the Track Level Rooms
- Continued wet stand pipe installation in the AR and AL tunnels north of the Track Level Rooms

### C0321 UNIVERSAL CITY STATION:

- Installed HDPE liner, placed lean concrete, and set formwork for emergency stairway #11.1
- Installed granite steps for stairs 1-4, and set platform deck floor tiles
- Completed wall tile operations in the entrance area
- Performed electrical and mechanical testing procedures
- Installed street level elevator roof assemblies
- Installed air supply fans, dampers, and HVAC ducting

### C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Completed 50% of Lankershim Blvd. street restoration at Mid Vent Shaft
- Access given to H0631 (Traction Power System Installation)

### C0351 N. HOLLYWOOD STATION

#### W/CROSSOVER & TAILTRACK COMPL:

- Completed weekend closures on Lankershim Blvd.
- Started energization with permanent power
- Continued electrical testing

### C1610 TRACKWORK INSTALLATION:

- C0351/C0331AL Alignment (including Tail & Pocket Track): Milestone #3 for High Rail Access was achieved on 10-Oct-98. Contact Rail installation is underway. Milestone #9 Contact Rail/Coverboard Installation is on schedule to complete 29-Nov-98
- C0351/C0331 AR Alignment (including Tail Track): Contact Rail installation is underway. Milestone #9 Contact Rail/Coverboard Installation is on schedule to complete 29-Nov-98
- C0321 (Station/X-Over): Milestone #4 for High Rail Access was achieved 14-Oct-98. Contact Rail installation is underway. Milestone #9 Contact

Rail/Coverboard Installation is on schedule to complete 29-Nov-98

· C0301 AR/AL Tunnels from 558+81 to 616+00:

Concrete plinth production is complete to Station 610+00 in the AR and concrete pedestal installation is underway. Concrete plinth production is scheduled to complete in the AL by 31-Oct-98.

Milestones #7 and #8 are scheduled to complete 15-Nov and 29-Nov, respectively

# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – October 1998



## Quality Assurance

### SYSTEMWIDE

#### SURVEILLANCES

Number	Contract	Facility Contract	Scope	Date	No. QARs
S98-223	B740	B281	MTA Engineering Study, air flow/velocities.	10/6	
S98-233	B646	B271	LFAT, F&EM	10/6	1
S98-237	B645	SYSECA	FAT, EVOP/EGOP/ESOP	10/12	
S98-240	B646	B271	LFAT, F&EM	10/9	
S98-242	Sys Int & Test	B261	Emergency Trip System, TP I-417	10/12	
S98-244	CO301	CO301/CO351	Aux. Transformer Installation	10/16	
S98-248	B795	CO301/CO351	UPS Installation	10/15	
S98-249	B630	CO351	LFAT, A/C Switchgear	10/16	
S98-250	HO631	CO351	Traction Power Installation	10/20	
S98-254	B620	B281	LFAT, Interlocking Operation Test	10/20	1
S98-259	Sys Int & Test	B271	Under Platform Exhaust Fans, TP I-405	10/28	
S98-261	Sys Int & Test	Seg 2B	Test Records	10/22	
S98-262	Sys Int & Test	B271	Sprinkler Flow Integration, TP I-301	10/22	
S98-264	Sys Int & Test	CO351	O & M Data	10/26	1
S98-268	B740	Seg 2b & 3	O & M Data for Segments 2B & 3	10/27	
S98-271	Sys Int & Test	CO331	O & M Data	10/29	1
S98-272	Sys Int & Test	B281	Drill No. D-003, Fire/Smoke Evacuation	10/28	
S98-270	Sys Int & Test	CO321	Aux. Transformer Installation	10/29	
S98-274	HO631	CO321	Traction PWR. Installation	10/29	

#### QARs CLOSED

Number	Contract	Scope	Date Closed
S98-81-01	B631	Missing Supports & Wire Ties, B241	10/12
S98-183-01	Int. Test	TP I-414 Not Approved, B252	10/29
S98-233-01	B646	No QC for LFAT @ B271	10/22

#### QAR RESPONSES DUE

Number	Contract	Scope	Date Issued
S98-02-01	B241	Debris and dirt in cable way	8/4
S98-26-01	ALL	O & M Manuals	2/10
S98-70-01	B631	Compression Dye calibration @ B271	4/21
S98-86-01	B646B	Electrical Cabinet installation @ b271	8/14
S98-202-01	EMC	Aux. Transformer Grounding @ CO351	10/31
S98-254-01	B620	No QC for LFAT @ B281	11/3



# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending – October 1998



### SEGMENT 3

#### AUDITS & SURVEILLANCES

##### SURVEILLANCES

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date</u>	<u>No. QARs</u>
S98-231P	C0351	Soils Testing	10/2/98	
S98-232P	C0331	HVAC Duct Installation	10/5/98	
S98-234P	C0351	HVAC Installation	10/7/98	
S98-235P	C0331	Follow-up QAR A98-008-02	10/7/98	
S98-236P	C0331	NCRs	10/7/98	
S98-241P	C0331	TC&C Room Grounding	10/9/98	
S98-243P	C0351	HDPE Installation	10/13/98	1
S98-246P	C0331	Sprinkler System Installation	10/15/98	1
S98-251P	C0331	NCRs	10/16/98	
S98-253P	C0331	QARs S98-181P-01 & S98-215-01	10/16/98	
S98-260P	C0351	Cable Tray Seismic Support Installation	10/21/98	
S98-263P	C0331	Installation of Lighting Fixture	10/23/98	
S98-265P	C0331	NCRs	10/26/98	
S98-269P	C0351	Transformer Interlock Test	10/26/98	

##### QARs CLOSED

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Closed</u>
S98-215P-01	C0331	Calibration	10/21/98
S98-181P-01	C0331	Concrete Testing	10/21/98

##### QAR RESPONSES DUE

<u>Number</u>	<u>Contract</u>	<u>Scope</u>	<u>Date Issued</u>
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

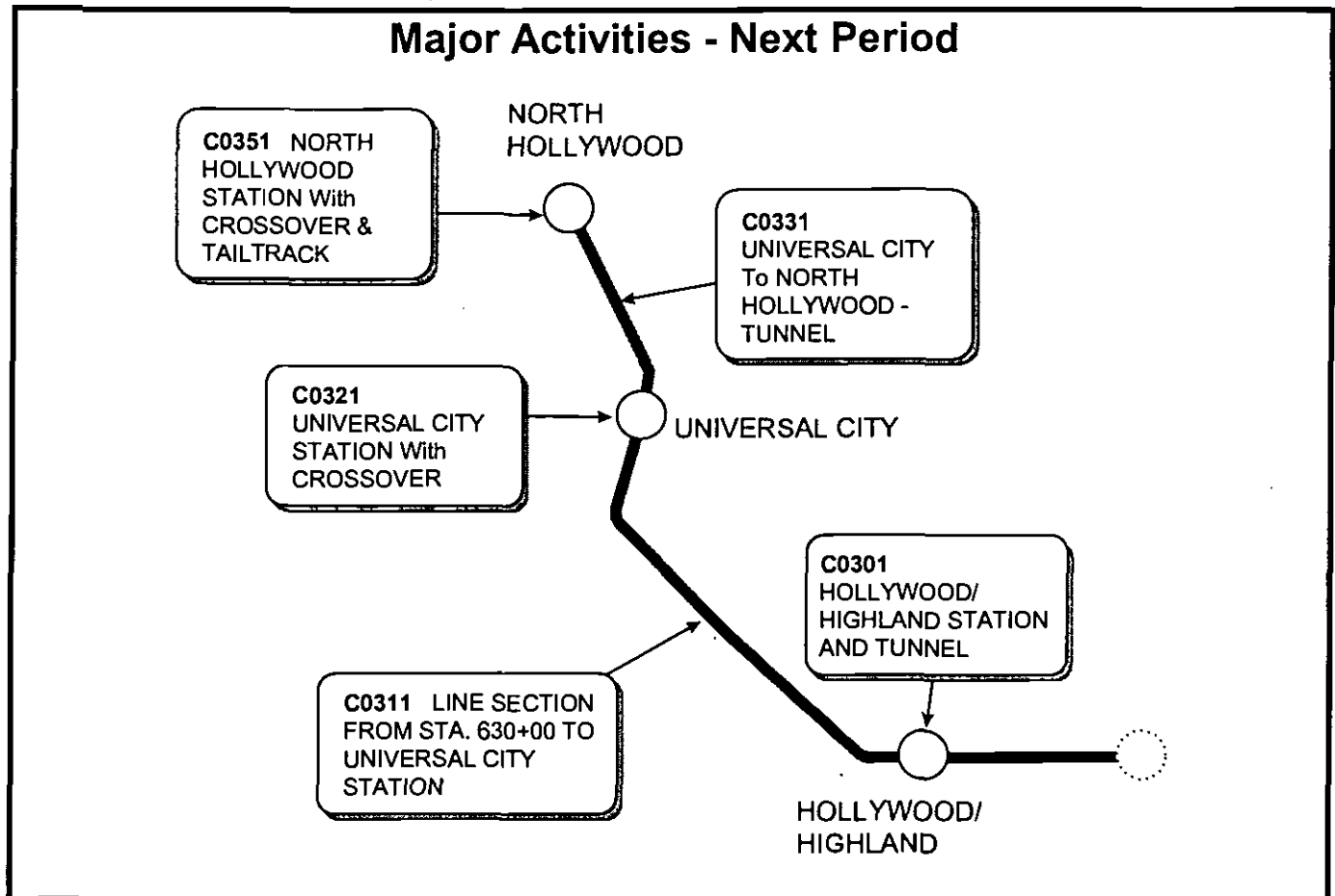
# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - October 1998



## Major Activities - Next Period



### SYSTEMWIDE ACTIVITIES:

- C1326 (UCS Freeway Overcrossing & Ramps) continue with the 100% final design
- C0390 (Miscellaneous Construction) resume 100% design work

### C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Complete 96% of HVAC
- Complete 92% of electrical installation
- Complete 97% of mechanical piping installation
- Complete Milestones #10B and #11B, B710 (Elevator & Escalator Installation) turnover entrance area; complete Milestone #14A3, testing of all east auxiliary power room systems; complete Hollywood Blvd deck removal and pave Hollywood Blvd.
- Begin seven-day street closure to remove decking and pave Hollywood Blvd. on November 4, 1998

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

- Complete arch pours in the AL tunnel from the Seismic Section to the La Brea Shaft
- Continue walkway concrete pours and wet stand pipe installation in the AR and AL tunnels south of the Track Level Rooms
- Complete concrete work in the Track Level Rooms exterior walls and arch
- Start interior wall concrete placement in the Track Level Rooms
- Start cable tray, electrical conduit, wiring, and lighting installation in the tunnels south of the Track Level Rooms
- Complete concrete work in Crosspassages 43 to 48
- Complete electrical/mechanical work in Crosspassages 59 to 50
- Turnover the AR and AL tunnels (Milestones #2A & #3A) from Universal City Station to Track Level Rooms to the C1610 contractor

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - October 1998



### C0321 UNIVERSAL CITY STATION:

- Install rebar and place structural concrete for emergency stairway #11.1 by Universal Place
- Energize the DWP room with permanent power
- Complete platform deck floor tile and column cast iron wainscoats
- Commission primary auxiliary power transformers
- Place structural concrete in Exhaust Shaft #1
- Complete stainless steel ceiling panels in the entrance upper passageway

### C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Complete Lankershim Blvd. street restoration at Mid Vent Shaft

### C0351 N. HOLLYWOOD STATION

#### W/CROSSOVER & TAILTRACK COMPL:

- Energize auxiliary power transformers
- Energize MCCs
- Start plaza finishes

### C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignment (including Tail & Pocket Track): Milestone #9 Contact Rail/Coverboard AR/AL C0351 through C0321 is scheduled to complete 29-Nov-98
- C0301 AL/AR Tunnel from Station 558+81 to Station 610+00: Complete work associated with Milestones #7 and #8 including Contact Rail, Coverboards, and Crosswalks
- C0311 AR/AL Tunnel from Station 758+13 to Station 676+30: Receive access to AR on 01-Nov and AL on 15-Nov and begin Survey, Waterblast, OTM delivery, R.R. delivery and plinth dowel installation

# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - October 1998



## Budget/Forecast Variance

Original Scope Activities  
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	October Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$853.3	\$28.6	(\$1.9)
PROFESSIONAL SERVICES	\$300.8	\$310.0	\$9.2	\$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	\$32.0	(\$37.6)	\$1.9
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 September 1998: \$862.1 million.

Total Original Scope Commitments through October 1998: \$1,051.0 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 B620 (Automatic Train Control) - Forecast increased by \$1.5 million due to the extension of the contract period of performance by 500 calendar days, from December 10, 1998 to April 23, 2000.

Contract C0311 (Tunnels: UC Station to 630+00) - Forecast decreased by \$1.4 million due to the cancellation of the supplemental grouting change notice and a reduction in potential cost for time extensions related to the deletion of the north/south crossovers.

Contract C2336 (L.A. River Bridge Widening) - Forecast increased by \$1.3 million based on the lowest bid price submittal.

Contract C3326 (Univ. City Station Bus Plaza, Parking Lot, and Lankershim Blvd. Widening) - Forecast decreased by \$3.3 million to a cumulative value of \$7.4 million based on the interim estimate of \$4.9 million, plus an added value of \$2.5 million to cover risks associated with interfacing with other construction contractors and traffic control on Lankershim Blvd.

Project Contingency - Forecast increased \$1.9 million due to the above mentioned forecast changes.

The October 1998 Planned Project Contingency is \$31.7 million; the Actual Project Contingency is \$32.0 million. The variance of \$0.3 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 - October 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: \$93,380,279  
Variance: \$11,193,279  
% Variance: 13.6%

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 \$5.8M due to CWO #072 - Project Office Expense Rate (POER). Once MTA Procurement finalizes all negotiations with the EMC regarding POER, a re-evaluation of the forecast will occur.

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - October 1998



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.

# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - October 1998



## Budget/Forecast Variance

Additional Locally Funded Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	October 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	\$28.8	\$0.0

## Budget/Forecast Variance Analysis

Additional Locally Funded Activities

Total ALFA Expenditures through September 1998: \$4.1 million.

Total ALFA Commitments through October 1998: \$4.5 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

## Monthly Project Status Report

Period Ending – October 1998



### STATUS OF FUNDS ANTICIPATED

**FTA SECTION 3:** MTA submitted a grant application for \$37,393,664 of Section 3 Funds in March 1998 for the North Hollywood Project. Grant 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 Federal review of the Regional Transit Alternative Analysis. 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 November 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 upon Federal review of the Regional Transit Alternative Analysis.

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.

**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).



OCTOBER 1998

## STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$681.037	\$544.830	\$376.913	\$531.995	98%	\$381.253	70%	\$374.478	69%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$94.228	\$132.999	98%	\$95.313	70%	\$93.619	69%
FED ISTEA STP (STATE)	\$0.000	\$57.800 (5)	\$57.800	\$50.000	87%	\$50.000	87%	\$50.000	87%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$53.037	\$71.292	100%	\$71.292	100%	\$53.037	74%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.245	\$6.871	\$9.237	100%	\$9.237	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	\$68.355 (6)	\$66.355	\$48.656	73%	\$48.656	73%	\$20.855	31%
STATE PROP 116	\$0.000	\$57.652 (5)	\$57.652	\$55.841	97%	\$55.841	97%	\$25.000	43%
STATE TSM Match	\$0.000	\$13.218	\$10.537	\$13.218	100%	\$13.218	100%	\$10.537	80%
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	\$56.280	\$72.558 (8)	\$18.668	33%	\$18.668	33%	\$18.668	33%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (7)	\$0	\$0	0%	\$0	0%	\$0	0%
<b>TOTAL</b>	<b>\$1,310.822</b>	<b>\$1,310.822</b>	<b>\$918.083 (4)</b>	<b>\$1,054.038</b>	<b>80%</b>	<b>\$865.610</b>	<b>66%</b>	<b>\$775.197</b>	<b>59%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$1.384	57%	\$0.539	22%	\$0.539	22%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.613</b>	<b>\$1.461</b>	<b>54%</b>	<b>\$0.542</b>	<b>20%</b>	<b>\$0.542</b>	<b>20%</b>

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

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

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

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

(5) State CTIP funds (\$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 &amp; \$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 SEPTEMBER 1998.

**METRO RED LINE Segment 3 North Hollywood**  
**Monthly Project Status Report**  
**Period Ending – October 1998**

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



OCTOBER 1998

STATUS OF FUNDS BY SOURCE

**METRO RED LINE Segment 3 North Hollywood**  
 Monthly Project Status Report  
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**FINANCIAL DETAIL**  
**METRO RED LINE TOTAL SEGMENT 3 PROJECT**  
 (IN MILLIONS OF DOLLARS)

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS		(E) EXPENDITURES		(F) BILLED TO FUNDING SOURCE	
				\$	%	\$	%	\$	%
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$438.097	\$616.200	54%	\$442.437	39%	\$435.662	38%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$109.524	\$154.050	54%	\$110.609	39%	\$108.915	38%
FED ISTEA STP (STATE)	\$25.000	\$82.800	\$82.800	\$50.000	60%	\$50.000	60%	\$50.000	60%
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$134.771	\$71.998	\$72.547	54%	\$72.547	54%	\$54.292	40%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$9.328	\$9.400	54%	\$9.400	54%	\$7.034	40%
SB 1995 TRUST FUND	\$53.000	\$66.686	\$66.686	\$66.686	100%	\$66.686	100%	\$66.686	100%
STATE SHA/ARTICLE XIX	\$165.000	\$106.355	\$66.355	\$48.656	46%	\$48.656	46%	\$20.855	20%
STATE PROP 116	\$87.300	\$57.652	\$57.652	\$55.841	97%	\$55.841	97%	\$25.000	43%
STATE FLEXIBLE CONGESTION RELIEF	\$26.000	\$50.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE TSM Match	\$11.142	\$19.723	\$10.537	\$13.218	67%	\$13.218	67%	\$10.537	53%
STATE CTIP	\$0.000	\$141.145	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
CITY OF LA	\$136.244	\$163.490	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$786.179	\$145.578	\$95.445	12%	\$91.688	12%	\$91.688	12%
BENEF ASSESS. DISTRICT	\$17.100	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
<b>TOTAL</b>	<b>\$2,781.086</b>	<b>\$3,042.752</b>	<b>\$1,114.001</b>	<b>\$1,237.489</b>	<b>41%</b>	<b>\$1,016.528</b>	<b>33%</b>	<b>\$926.115</b>	<b>30%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.610	\$1.384	57%	\$0.539	22%	\$0.539	22%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.613</b>	<b>\$1.461</b>	<b>54%</b>	<b>\$0.542</b>	<b>20%</b>	<b>\$0.542</b>	<b>20%</b>

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH SEPTEMBER 1998.

ES-13



# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

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## Schedule

	Current Status	Change from Last Month
Current ROD	May 2000	none
Design Progress	96.0%	+0.6%
Critical Path Float	0 days	none
Construction Progress	76.2%	+2.8%

## Current Critical Path Analysis

The October 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. AR tunnel north of TLR is planned to be turned over to the trackwork contractor on October 31, and AL tunnel north of TLR is planned for November 15. Trackwork installation in tunnels south of La Brea Shaft will be completed by the end of November and the tunnels will be turned over to the Automatic Train Control contractor. North Hollywood Station was energized and Universal City and Hollywood/Highland stations will be energized in mid-November and early December, respectively.

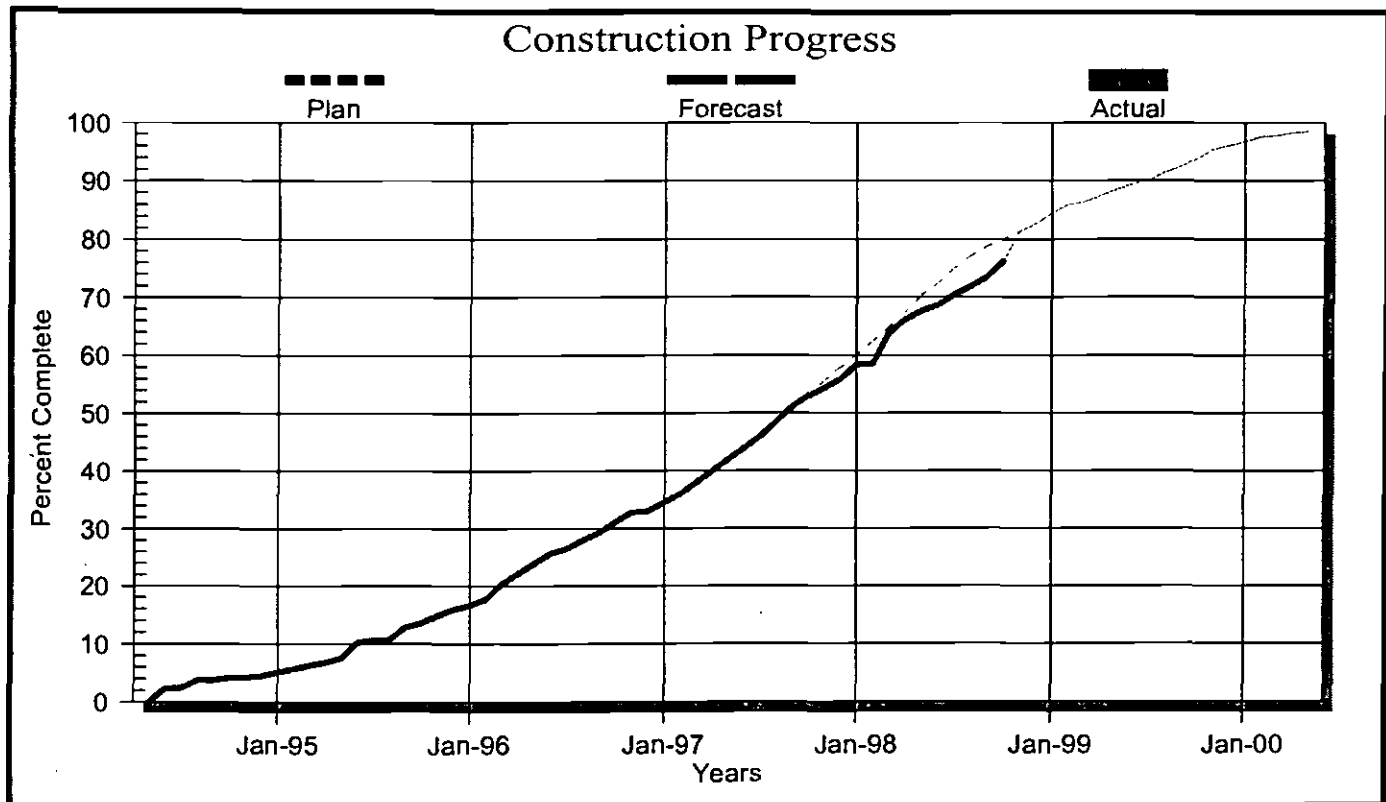
The project is shifting from facilities concreting to more complex mechanical, electrical and systems work. Contracts B645 (Transit Automatic Controls and SCADA) and B646 (Fire and Emergency Management) are being closely monitored since any potential delay to the design and delivery of the computer software and equipment will impact H0648 and the systems 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. 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 October is 76.2% complete.

Contract C0301 (Hollywood/Highland Station) high bay placement in the station is complete. In October eight milestones were accomplished on schedule. HVAC ductwork/diffuser/dampers work continues throughout the station. The contractor continues to recover some of the time that was lost on the east end (lifts 1-4) of the station.

Contract C0311 (Line Section from Universal City Station to Station 630+00) invert concrete is 99% complete in the AR tunnel and 99% complete in the AL tunnel. Invert forms have been removed from the tunnels. The contractor plans to make up a one week turnover delay to C1610 by adding more walkway concrete forms and starting tunnel clean up earlier. Turnover of tunnels between Hollywood/Highland Station and La Brea Shafts were completed on schedule.

Contract C0321 (Universal City Station) completed timber lagging and installed HDPE liner in west walls of the stairway #11.1 appendage. The mechanical subcontractor is behind on installation and "testing" work activities. Preliminary mechanical/electrical start-up testing has been performed. Permanent power is schedule to be energized by November 17, 1998.

Contract C0331 (North Hollywood Tunnel) turnover of the TPSS and TC&C rooms have taken place. Access was given to Contract H0631. Mid Vent Shaft electrical work is 85% and mechanical is 98% complete. The contractor restored 50% of Lankershim Blvd. so that the remaining backfill can be completed.

# **METRO RED LINE Segment 3 North Hollywood**

## **Monthly Project Status Report**

**Period Ending - October 1998**



Contract C0351 (North Hollywood Station) metal ceiling complete. DWP energized H0631 equipment and the contractor is progressing testing the auxiliary power transformers and MCCs. The contractor continues to work a three-shift operation for the next month.

Contract C1610 (Trackwork Installation) is on schedule to complete the milestones. Concrete plinth production is complete in C0311 AL tunnel from Segment 2 interface at Station 558+81 to Station 610+00 east of La Brea and the AR is on schedule to complete this period. Contact rail installation, expansion joints, anchor assemblies and end approaches are underway in the C0351, C0331 and C0321 areas in anticipation of completing Milestone #9. The cost of core drilling for formation grouting in the C0311 alignment will be paid for by C1610 contract contingency. Contractor continues to work two shifts, six days a week in the C0301 area.

# METRO RED LINE Segment 3 North Hollywood

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## Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
<b>Recordable Injury Rate</b>		
National Average	10.6	
Project Rate (Cum.)	16.2	-0.1
<b>Lost Time Rate (Freq.)</b>		
National Average	4.2	
Project Rate (Cum.)	2.0	0.1

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

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

## Construction Safety Summary

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

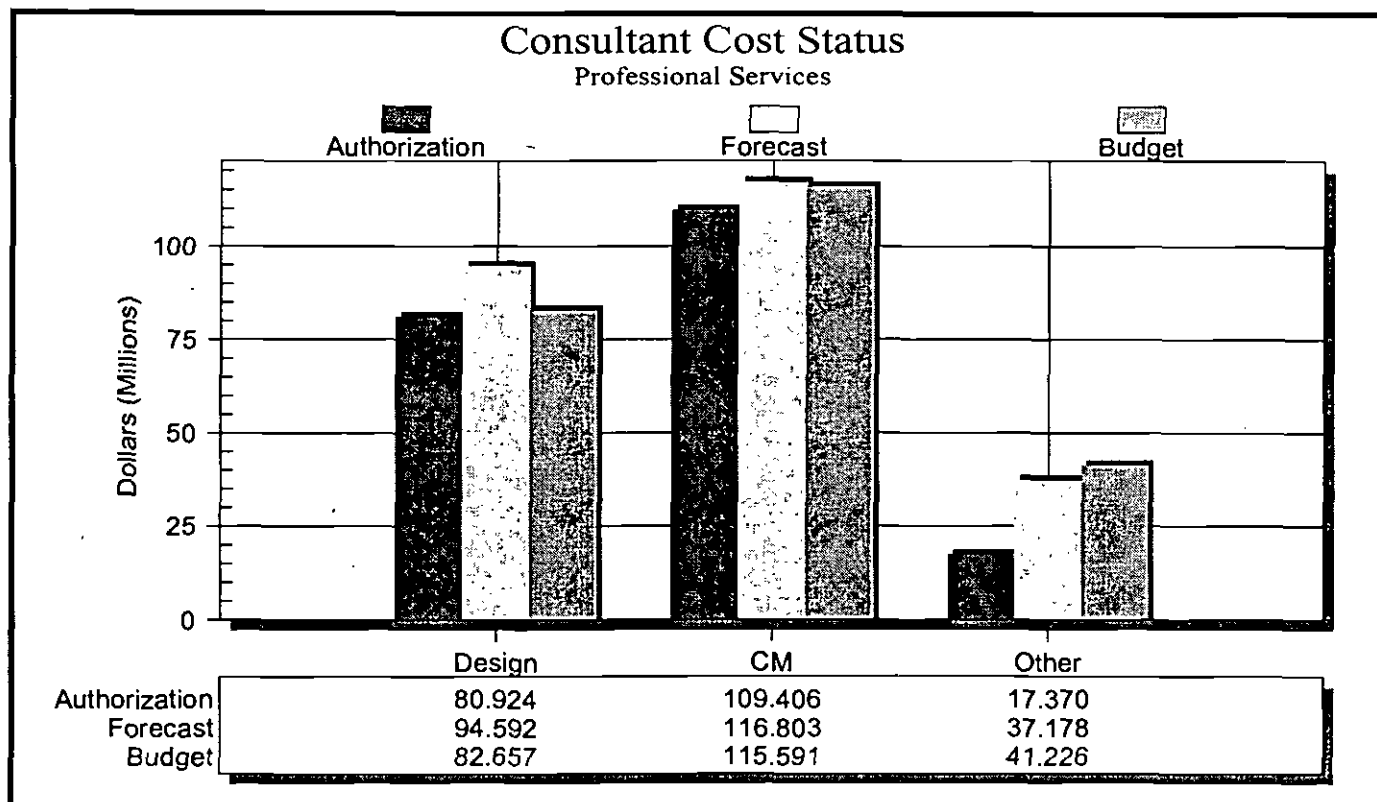
The project is currently completing approximately 200,000 work hours per month. To date, the project has completed over 7,000,000 work hours.

Statistics reflect injuries through September 1998.

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - October 1998



## 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 forecast for the "Design" professional service has a significant variance over the budget primarily due to cost exposure 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.

# **METRO RED LINE Segment 3 North Hollywood**

## **Monthly Project Status Report**

**Period Ending - October 1998**



### **Management Issues**

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**

EMC's cost exposure for POER through project completion has been estimated at an additional \$5.8 million. A trend for this amount was reflected in July 1998. MTA Procurement has completed their negotiations for POER through February 1999. MTA Procurement's decision on how POER will be handled in the future, whether by CWO #072 or have the individuals charge directly to the project CWOs, remain. Once the decision is made and the remaining POER negotiated, the cost exposure to North Hollywood Project will be re-evaluated.

Ongoing Item (Date initiated: August 1998)

**CONTRACT H0123 - VARIABLE MESSAGE SIGNS**

#### **Concern/Impact**

The re-procurement of Contract H0123 will impact the forecast ROD of May 17, 2000, if the notice to proceed (NTP) to the contractor is delayed beyond March 1, 1999. There is a risk that procurement may experience delays with the two-envelope bid process.

#### **Status/Action**

Bid opening is scheduled for November 3, 1998. MTA Board approval is still scheduled for December 1998 with an NTP achievable for January 1999.

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 of part of the blast relief shaft (BRS) and construction of the west 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



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for the blast relief shaft (BRS) and portal entrance. If THC completes the work by these dates then there should be no impacts to the project completing by the forecast ROD of May 17, 2000. However, THC has been unable to reach an agreement with Tutor for the BRS modification, which may result in delays. THC has requested their contractor, McCarthy, to perform demolition and construction of the BRS.

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.