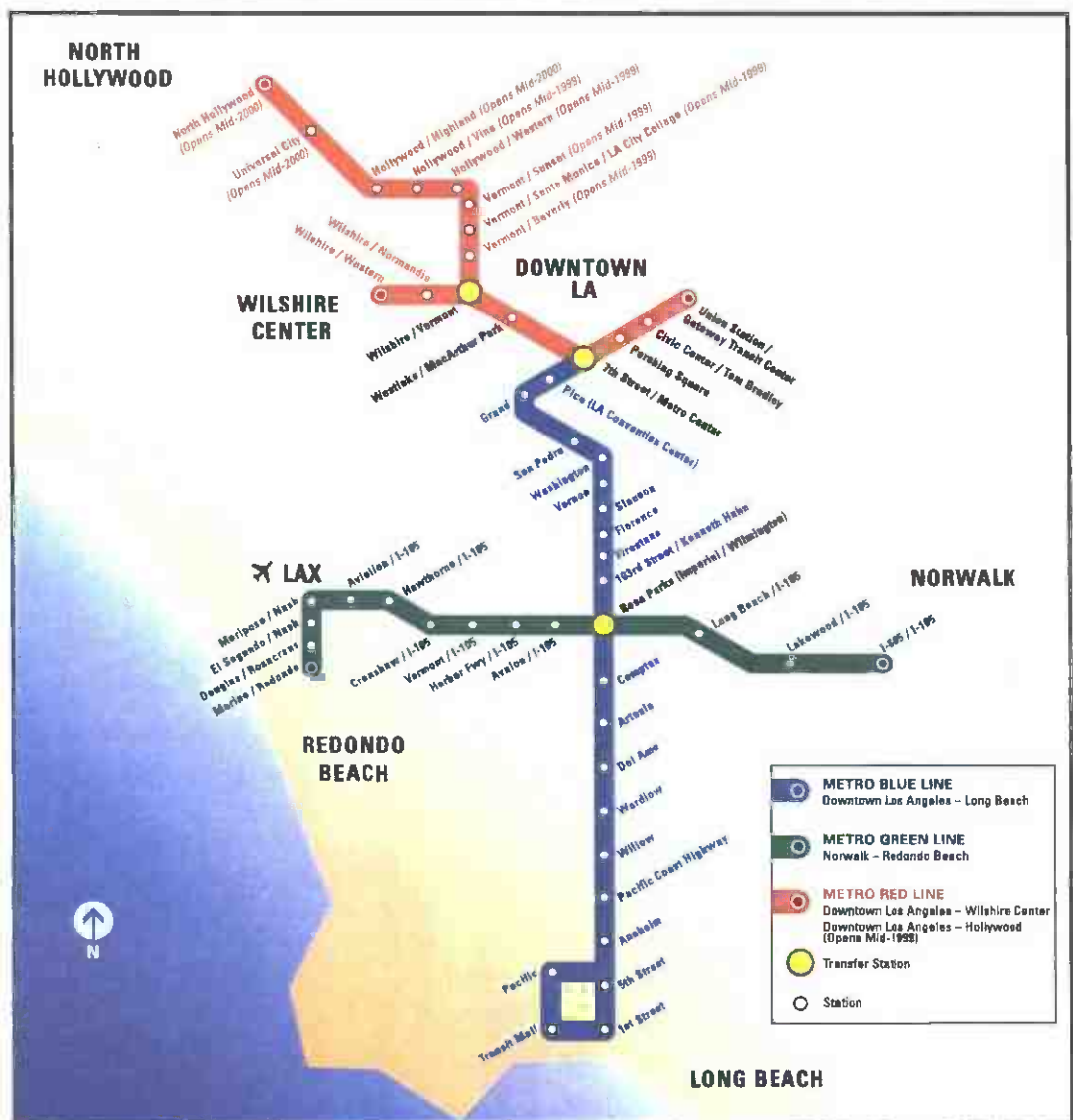


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



April 1999

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

APRIL 1999

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of April 1999

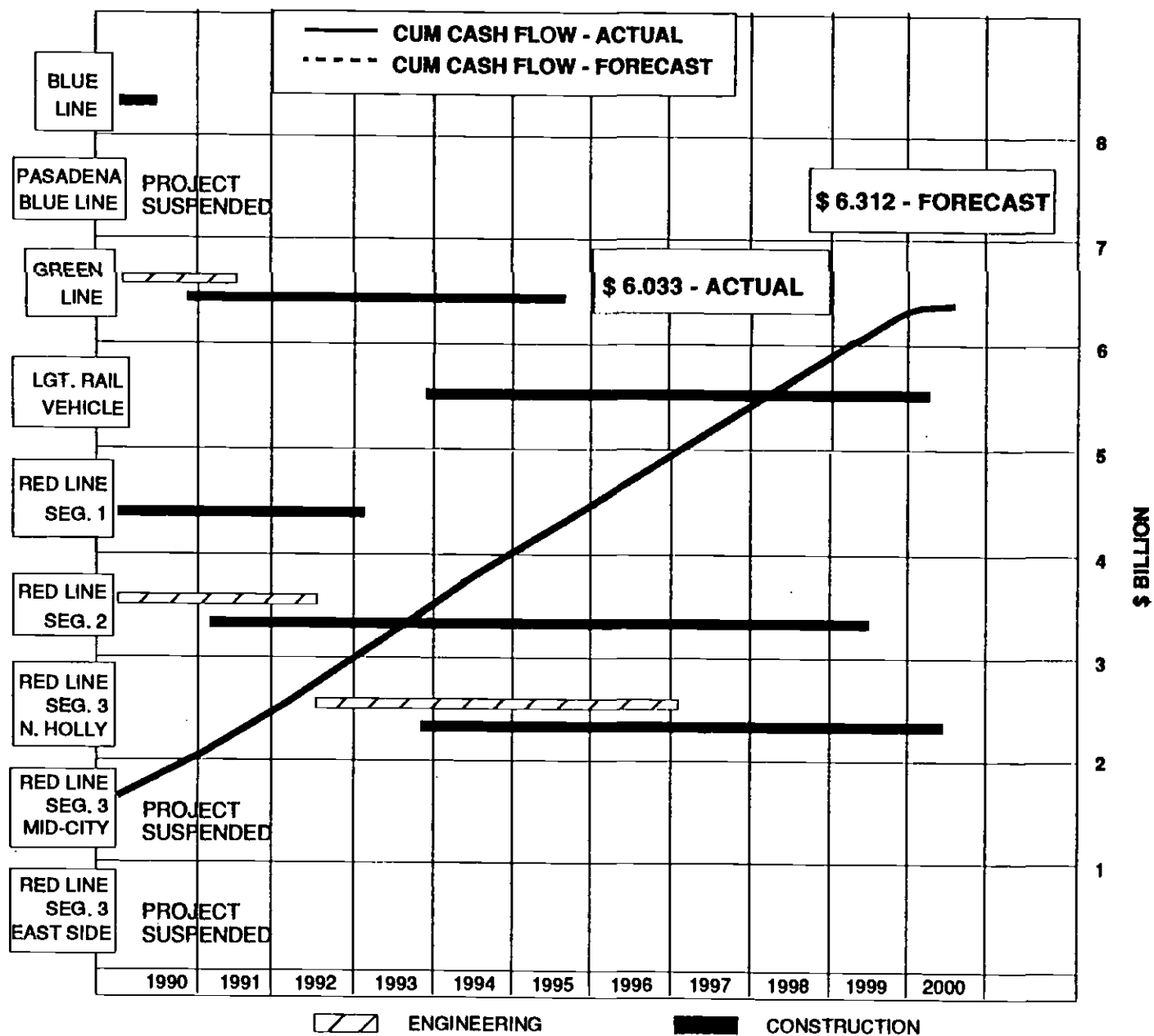
	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 Mi.	6.7 Mi.	6.3 Mi.		.	22 Mi.		20 Mi.	—	59.4 Mi.
Number of Stations	5	8	3			22		14	52 cars	52 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail			Light Rail		Light Rail	Light Rail	—
MTA Approved Opening Date	Jan 1993	Wilshire Jul 1996 Vermont Jun 1999	May 2000			July 1990		August 1995	Final Car Delivery Mar 2000	Final Completion May 2000
Design Status	Completed	100.0%	98.5%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	3 of 6 complt.
Construction Status	Completed	99.4%	81.7%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 71%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1597	\$951	\$14	\$137	\$860	\$235	\$675	\$126	\$6033
MTA Approved Budget (in mil.)	\$1450	\$1739	\$1314	Project suspended	Project suspended	\$877	Project suspended	\$712	\$258	\$6350
Federal Funding	48%	42%	71%			0%		0%	30%	32%
State/Local Funding	52%	58%	29%			100%		100%	70%	68%

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

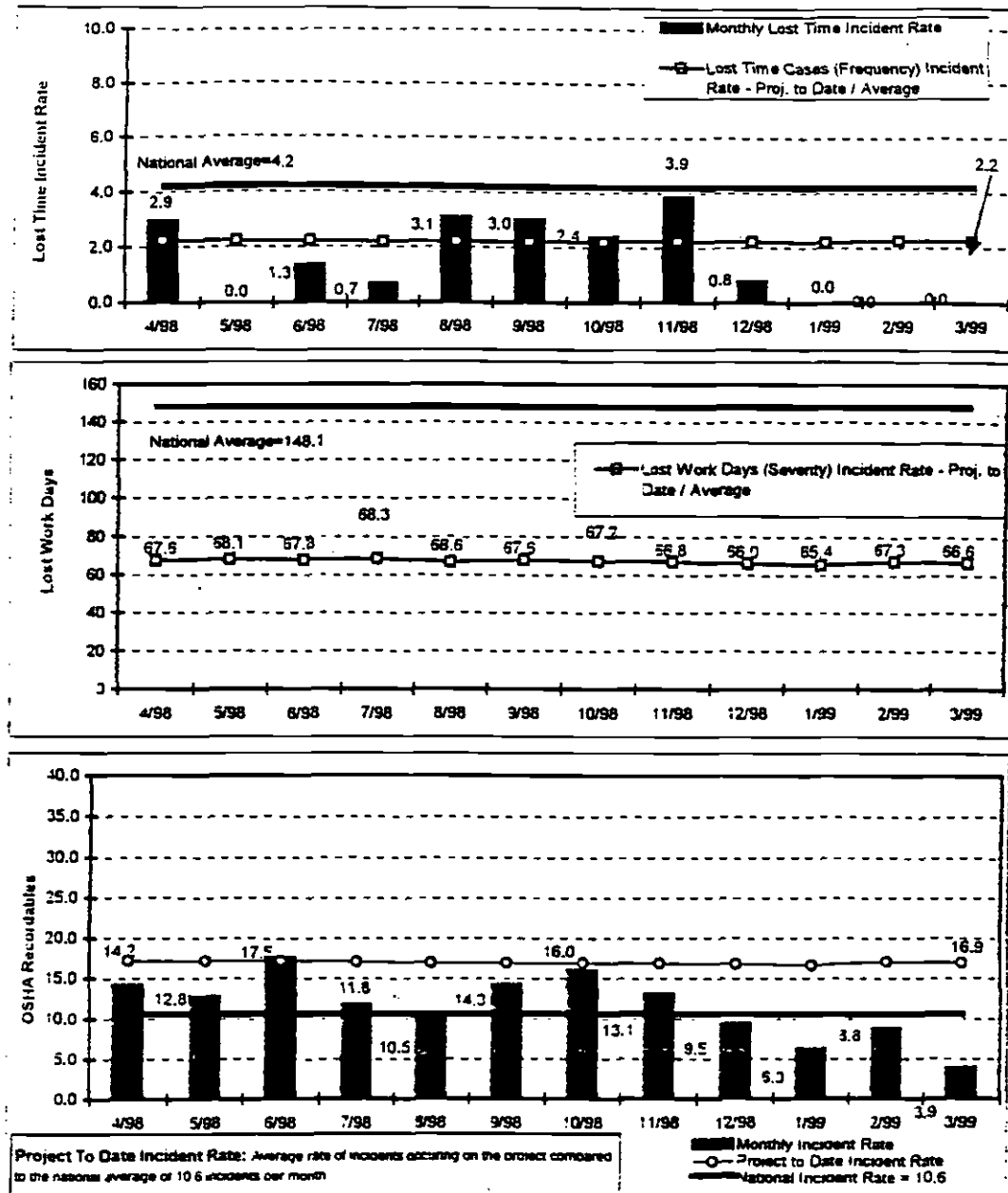
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE *	APRIL 1999 TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANSIT PROG				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/CMAQ					80.6	6.1	86.7	1
FTA-SECTION 9			90.6				90.6	1
STATE		105.9	210.3	133.0	148.5	16.4	614.1	10
STATE TSM MATCH					10.5		10.5	0
SB 1995 TRUST FUND					66.7		66.7	1
PROPOSITION A	877.2	205.1	179.5	504.3			1766.1	29
PROPOSITION C		401.3			59.2	123.8	584.3	9
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	1643.7	1310.8	201.4	6195.5	99
CURRENT FORECAST	877.2	716.3	1439.0	1644.0	1310.8	201.4	6188.7	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:								
PROP C (ARTWORK)					2.7		2.7	0
PROP C (NON-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	94.7	28.7	0.0	123.4	

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.

*Based on Current Forecast.



March 1999

Prepared By:
Sedgwick of CaliforniaTotal 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.

4/23/99

METRO RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - April 30, 1999



PROJECT DESCRIPTION

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

SCHEDULE PROGRESS

	Expended (in \$ Mil.)	Percent Complete
DESIGN		
Monthly Progress	1.5	0.0 %
Prior Cumulative Prog.	\$ 176.4	100.0
Cumulative Progress	177.9	100.0
CONSTRUCTION		
Monthly Progress	5.8	0.5 %
Prior Cumulative Prog.	\$1016.7	98.9
Cumulative Progress	1022.5	99.4
OTHER Cost Elements	\$ 396.1	
TOTAL	\$ 1596.5	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FED ISTFA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	504.3	504.3	502.6
City of Los Angeles	96.0	96.0	96.0
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	65.5
TOTAL	\$1643.7	\$1559.9	\$1541.6
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C Transit Enhance	66.0	54.9	54.9
Cost Overrun Account	24.7	0.0	0.0
Private Funds Kaiser Hos	4.4	0.0	0.0
TOTAL	\$95.1	\$54.9	\$54.9

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1069.0	\$1064.9
Professional Services	453.4	459.1
Real Estate	85.9	86.0
Utility Force Account	28.4	28.4
Special Programs	1.7	2.5
Contingency	7.4	4.5
Project Revenue	(1.4)	(1.4)
TOTAL ORIGINAL SCOPE	\$1644.4	\$1644.0

	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$94.4	\$94.7

SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 1999

The Project Office successfully completed the prerequisites required for operating the system (facilities and systems substantially complete) and turned over the control of the system to MTA Operations for the start of pre-revenue operations on May 1, 1999. A temporary certificate of occupancy will be requested for the Project prior to the June 12, 1999 revenue operations.

CURRENT ACTIVITIES / ISSUES

Completion of the systems integration testing for automatic supervision and control to Rail Operating Center will continue beyond revenue operations until approximately July 31, 1999.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - April 30, 1999



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	1.4	2.7 %
Prior Cumulative Prog.	\$ 80.8	95.8
Cumulative Progress	82.2	98.5
CONSTRUCTION		
Monthly Progress	9.8	1.0 %
Prior Cumulative Prog.	\$ 610.9	80.7
Cumulative Progress	620.7	81.7
OTHER Cost Elements	\$ 248.0	
TOTAL	\$ 950.9	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$374.2	\$410.3
FTA - Sect 3 Defer. Local	136.2	93.5	102.6
FED ISTE A STP (State)	174.3	50.0	52.7
FED ISTE A STP/CMAQ	71.4	71.4	71.4
FED ISTE A RSTP Defer	9.2	9.2	9.2
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	48.7	64.8
State Proposition 116	57.7	57.7	57.1
State TSM Match	10.5	10.5	10.5
State Congestion Relief	26.0	26.0	9.8
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.2	59.4	39.5
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$922.8	\$950.1
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C (Artwork)	2.7	0.8	0.8
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$3.0	\$0.8	\$0.8

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$844.6
Professional Services	300.8	310.4
Real Estate	89.0	86.3
Utility Force Account	26.3	26.6
Special Programs	0.0	0.0
Contingency	69.6	40.3
Project Reserve	0.4	2.6
Project Revenue	0.0	0.0
TOTAL ORIGINAL SCOPE	\$1310.8	\$1310.8
	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$28.7

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFGA stipulates project completion on December 12, 2000, the current planned completion date is May 17, 2000 the forecast for completion is June 7, 2000.

CURRENT ACTIVITIES / ISSUES

The project is forecasting a \$25.7 m overrun to the current budget largely due to increased agency overhead costs.

METRO RED LINE SEGMENT 2

EXECUTIVE SUMMARY

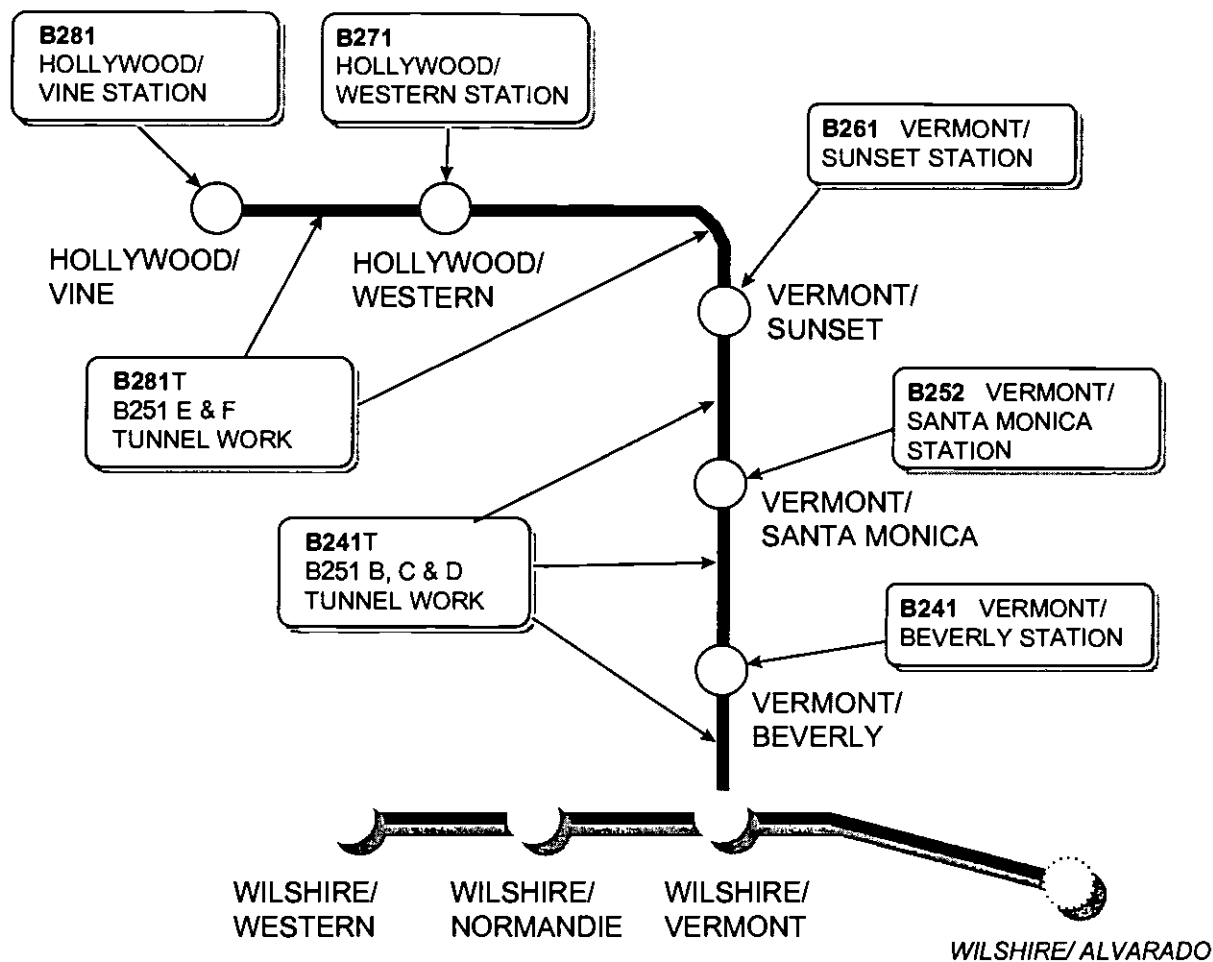
METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

B290 ANCILLARY CONSTRUCTION AND MAINTENANCE: Continued to provide support and work on the critical DRs in support of the system Integration testing. Completed installation of the bulkhead at Hollywood/Vine Station. Completed installation of plates on the tunnel walkway.

B620 AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: Continued with the Vehicle Carborne testing and Certification plus support of the System Integration test (I-424, I-425) from CCF.

B641 RADIO: Completed Systemwide Field Acceptance Testing (SWFAT) and CN-70 (Re-route Antenna Cable).

B642 PUBLIC ADDRESS: Systemwide Field Acceptance Testing (SWFAT) at B261 was completed. SWFAT of the PA system is now substantially complete at the five Vermont/Hollywood stations.

B645 TRACS: Three major downloads were completed addressing traction power, AC power and train control issues.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



B646 FIRE AND EMERGENCY MANAGEMENT (F&EM): In final stage of contract, continued to resolve DRs.

B648B COMMUNICATION INSTALLATION: LFAT of the CCTV system at Vermont/Santa Monica Station has been completed. Installation of CCTV at Vermont/Sunset Station is substantially complete and will be tested in mid-May 1999. Continued to relocate the CCTV cabinet at CCF. Rewiring of the VMS system at Vermont/Santa Monica and Hollywood/Western stations has been completed. Continued trouble-shooting VMS work at Vermont/Beverly and Vermont/Sunset stations. The VMS system at these two stations is planned to be ready for testing on May 11, 1999 and May 18, 1999, respectively.

B710 ELEVATOR/ESCALATOR: The Contractor continues to work on elevator punchlist at the Vermont/Beverly, Vermont/Santa Monica and Vermont/Sunset stations. Final State Certification for all escalators occurred on April 12, 1999. Certification for the remaining elevators at the B252, B241, and B261 is pending completion of punchlist work.

B795, UNINTERRUPTIBLE POWER SUPPLY: Completed the electrical and mechanical retrofits for the UL-924 for Segments 2A and 2B. Completed the repair and replacement of 40 and 80KVA transformers and batteries. Battery racks at Vermont/Beverly Station were repaired, replaced, tested, and activated.

FACILITY CONTRACTS:

B241 VERMONT/BEVERLY STATION: Continued with priority 1 and 2 weld repairs in the rockwork. Completed air balance. Continued punchlist work.

B252 VERMONT/SANTA MONICA STATION: Continued the artwork at the north entrance. Continued punchlist work.

B261 VERMONT/SUNSET STATION: Completed platform and mezzanine floor cleaning, installed etched granite floor medallions at the mezzanine, MCC electrical work and plaza lighting. Started landscaping, installing the steel picket fence, bathroom finishes. Continued caulking porcelain panel and granite joints, grinding stainless steel at the elevator enclosure, and punchlist.

B263 ENTRANCE AT KAISER HOSPITAL:

Completed the installation of reinforcement and concrete pours for the Level 1 interior walls and supported concrete ancillary slab. Continued preparation of the elevator shop drawings. Started the installation of neoprene gaskets, HDPE, and reinforcement for the Level 2 exterior walls.

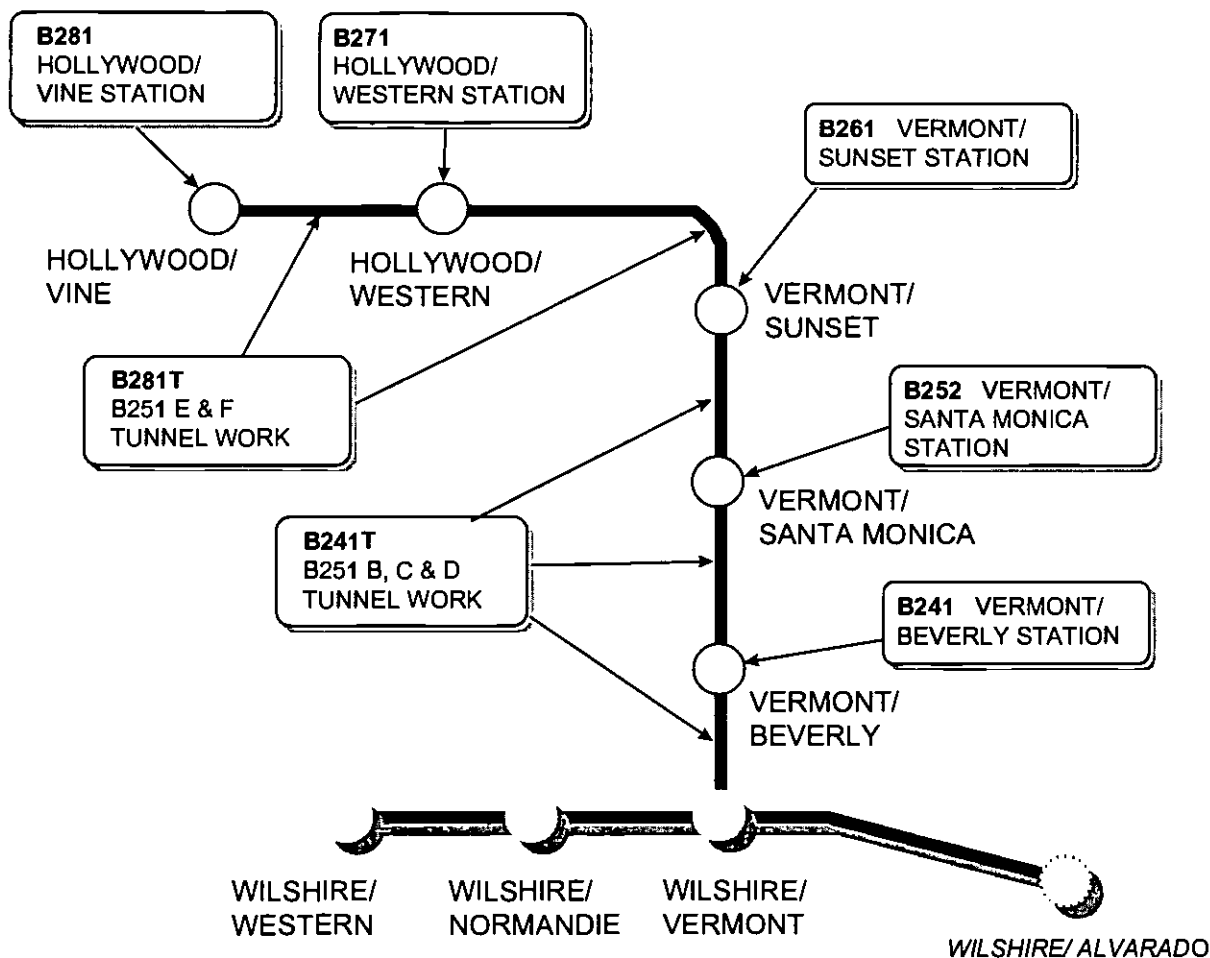
METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

B290, ANCILLARY CONSTRUCTION AND MAINTENANCE: Support the DR resolution and provide support as required. Complete the EF duct vane replacement. Perform detail station cleaning and prepare for ROD.

B620 AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: The Contractor continues supporting the system integration tests (I-424 and I-425).

B641 RADIO: Negotiate CN-65, procure and install voice radios for remaining fleet of cars.

B642 PUBLIC ADDRESS: Complete system integration testing of the PA system with VMS, PLC and TRACS will continue.

B645 TRACS: Complete work on open DRs, SPRs and changes. Starting on May 7, 1999, downloads shall be every week as required.

B648B COMMUNICATION INSTALLATION: Support MTA system integration tests. Complete LFAT of CCTV at B261 and CCF. Complete installation and review of the VMS at B241 and B261 to conduct LFAT by May 11 and May 18, 1999 at the respective stations.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



B710 ELEVATOR/ESCALATOR: Complete elevators' punchlist work for B252, B241, and B261 for final State Certification.

SYSTEM INTEGRATION: Complete all the pre-requisite tests for ROD and continue with the remaining Phase II tests.

OTHER ACTIVITIES: Artwork at Vermont/Santa Monica Station entrance will be completed including the surrounding work.

FACILITY ACTIVITIES:

B241 VERMONT/BEVERLY STATION: Complete weld repairs in the rockwork and continue punchlist.

B261 VERMONT/SUNSET STATION: Complete landscaping, floor medallion installation at the rotunda, caulking and sealing porcelain panels and granite joints, and chain link fence. Continue punchlist work. Start floor cleaning at the rotunda and intermediate landing, removal of temporary signals and street lighting.

B263 ENTRANCE AT KAISER HOSPITAL: Complete the installation of HDPE, reinforcement, and concrete pour for the Level 2 exterior walls. Complete the concrete pours for emergency exit stairs up to ancillary level. Start installation of reinforcement and forms for the Level 2 interior walls. Submit elevator shop drawings for review by the Engineer.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending—April 1999



QUALITY ASSURANCE

<u>QARs (Quality Action Request)</u>	<u>Segment 2</u>
QAR's Closed	2
QAR's Open	35
QAR's Response Due	4
Current Period Surveillances	16

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending—April 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	APRIL CHANGE IN FORECAST
CONSTRUCTION	\$1,069.0	\$1,064.9	\$4.0	\$5.2
PROFESSIONAL SERVICES	\$453.5	\$459.2	(\$5.7)	\$7.7
REAL ESTATE	\$85.9	\$86.0	(\$0.1)	\$0.0
THIRD PARTY	\$28.4	\$28.4	\$0.0	\$0.0
SPECIAL PROGRAMS	\$1.7	\$2.5	(\$0.8)	\$0.0
PROJECT CONTINGENCY	\$7.4	\$4.5	\$3.0	(\$12.9)
PROJECT REVENUE	(\$1.4)	(\$1.4)	\$0.0	\$0.0
TOTAL PROJECT	\$1,644.4	\$1,644.0	\$0.4	(\$0.0)

Budget/Forecast Variance Analysis

Original Scope Activities

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

Expenditures through March 1999 for Original Scope are \$1,541.6 million or 93.7% of the current total forecast.

Commitments to date for Original Scope are \$1,593.8 million or 97% of the current total forecast.

There were several PBCR processed this month. The total for all was \$0 value; the total undertaking budget remains at \$1,738.8 billion. Two were administrative PBCR, addressing the establishment of budget at the individual claims level. The third was directed at Line 02 and establishing the budget for each of the items procured.

The total forecast remained unchanged at \$1,644.0 million.

Construction forecast increased \$5.2 million due to:

- A \$3.884 million increase impacting a large number of contracts (17), to establish or adjust the claims' budget
- A \$14K change to B631 for change orders
- A \$71K change to B646 for change orders
- A (\$78K) decrease to reflect the full recognition of the sinkhole insurance settlement
- A \$1.722 million increase to reflect changes in "Indicated Value" from PMIS in completed contract, primarily B271 (\$1.2M) and B216 (\$400K)
- A (\$419K) change to B648B to reconcile to PD FFWS

Professional Services increased \$7.7 million due to:

- Increased risk of additional charge back from County Counsel

Contingency decreased (\$12.9) million due to offset of the above. The forecast balance is \$4.436 million.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending—April 1999



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

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	APRIL CHANGE IN FORECAST
CONSTRUCTION	\$51.0	\$52.1	(\$1.1)	\$0.0
PROFESSIONAL SERVICES	\$41.8	\$41.8	\$0.0	\$0.0
REAL ESTATE	\$0.0	\$0.0	\$0.0	\$0.0
THIRD PARTY	\$0.0	\$0.0	\$0.0	\$0.0
SPECIAL PROGRAMS	\$0.8	\$0.0	\$0.8	\$0.0
PROJECT CONTINGENCY	\$0.8	\$0.8	\$0.0	\$0.0
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$94.4	\$94.7	(\$0.4)	(\$0.0)

Budget/Forecast Variance Analysis Additional Locally Funded Activities

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

Expenditures through March 1999 for Additional Locally Funded Activities are \$54.9 million or 57.9% of the current total forecast.

Commitments to date for Additional Locally Funded Activities are \$71.3 million or 75% of current total forecast.

The current total forecast remained unchanged at \$94.7 million.

Construction forecast remained unchanged at \$52.1 million.

Professional Services remained unchanged at \$41.8 million.

Contingency remained unchanged at \$.8 million.

The budget/forecast variance of the Original Scope Activities is (\$367) thousand while the Additional Locally Funded Activities is \$367 thousand. This is a result of funding changes made this month in PBCR 36 and the related trends. It lies primarily in the ART Line and will be corrected.

Contract/Line Item Variance: None.

Contract Variance: None.

METRO RED LINE Segment 2
Monthly Project Status Report
Period Ending -April 1999



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%	\$502.561	100%	\$502.561	100%
CITY OF LOS ANGELES	\$96.000	\$96.000	\$96.000	\$96.000	100%	\$96.000	100%	\$96.000	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	\$115.953	61%	\$65.520	34%	\$65.520	34%
Total Original Scope	\$1,446.432	\$1,643.661	\$1,559.891	\$1,593.781	97%	\$1,541.610	94%	\$1,541.610	94%
Other Locally Funded Activities									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$54.896	\$71.287	108%	\$54.896	83%	\$54.896	83%
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	\$54.896	\$71.287	75%	\$54.896	58%	\$54.896	58%

Status Of Funds By Source Analysis

STATUS OF FUNDS ANTICIPATED

BENEFIT ASSESSMENT

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

COST OVERRUN ACCOUNT

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending -April 1999



The CAPRA account cash balance as of March 31, 1999 is \$25,959,449.

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 - April 1999



Schedule - Vermont/Hollywood Corridor

	Current Status	Change from Last Month
Current ROD	Jun 1999	none
Design Progress	100.0%	none
Critical Path Float	0 days	none
Construction Progress	99.4%	+0.5%

Current Critical Path Analysis

On March 12, 1999, the MTA revised the planned Revenue Operation Date (ROD) to June 12, 1999. Only those activities that must be completed to meet the Safety and Operational requirements are included on the critical path to ROD. All other activities are no longer logically tied to ROD and are shown to be completed after ROD. The most prominent activities to be completed are Phase II system integration testing activities that are forecast to be completed by July 31, 1999 (This is a change in comparison with how the Project Office anticipated the work to be done in the baseline schedule).

Pre-revenue Operations pre-requisites were completed, and the system was turned over to MTA Operation on April 28, 1999 to get ready for the start of pre-revenue on May 1, 1999. It is anticipated that a temporary certificate of occupancy will have to be issued for the Project no later than June 11, 1999.

PRIMARY CRITICAL PATH

The primary critical path remains at zero days of float. The critical activities leading to the start of Pre-revenue Operations were completed (Phase I system integration tests, critical TRACS software downloads, Phase II system integration tests for traction power, automatic train control, ventilation system and fire and emergency management systems). The critical activities in the stations are the resolution of the Discrepancy Reports (DRs), including resolution of any new DRs that are generated.

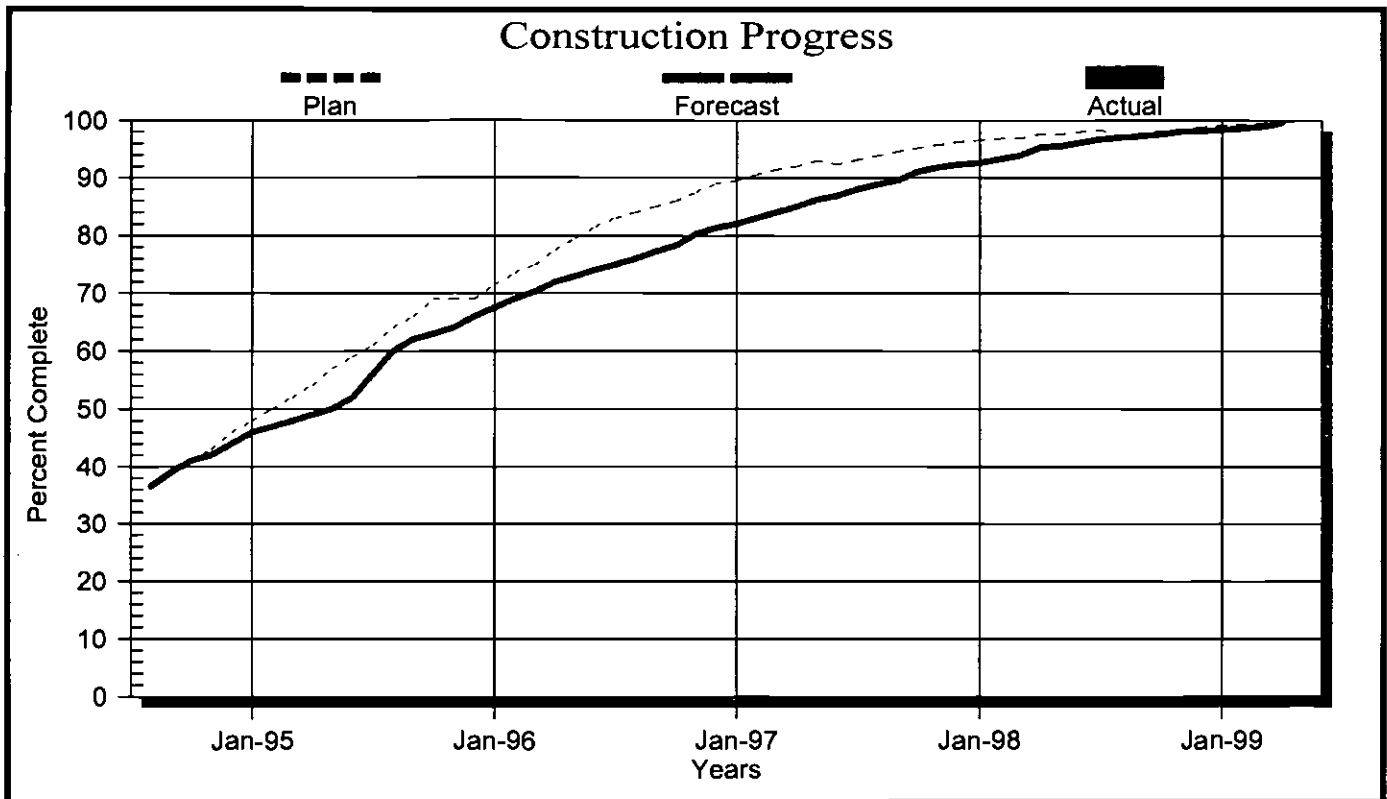
OTHER CRITICAL ACTIVITIES

The remaining activities that must be completed prior to June 12, 1999 are the rockwork repair at the Vermont/Beverly Station, artwork and the surrounding activities in the B252 north entrance area, VMS installation and testing at the Vermont/Beverly and Vermont/Sunset stations, Ticket Vending Machine (TVM) punchlist and the remaining ROD required integration tests.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 99.4% versus the planned of 99.8%.

The project variance is 0.4%. The plan versus actual physical progress was reduced this period due to accelerated efforts by B261, B648B, B290, and B710 contractors. The 0.4 variance on the project is a result of previous delays.

The Segment 2B completion plan includes expediting DR resolution and completion of the last station (Vermont/Sunset) including the TRACS, F&EM and electrical/mechanical testing. The remaining work by B710, Elevators and Escalators; B261, Vermont/Sunset Station, Electrical/Mechanical; B290, Miscellaneous Construction; and Communication Installation by B648B are being done on an accelerated basis to support the ROD.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	—
Project Rate (Cum.)	17.4	none
Lost Time Rate (Freq.)		
National Average	4.2	
Project Rate (Cum.)	2.3	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

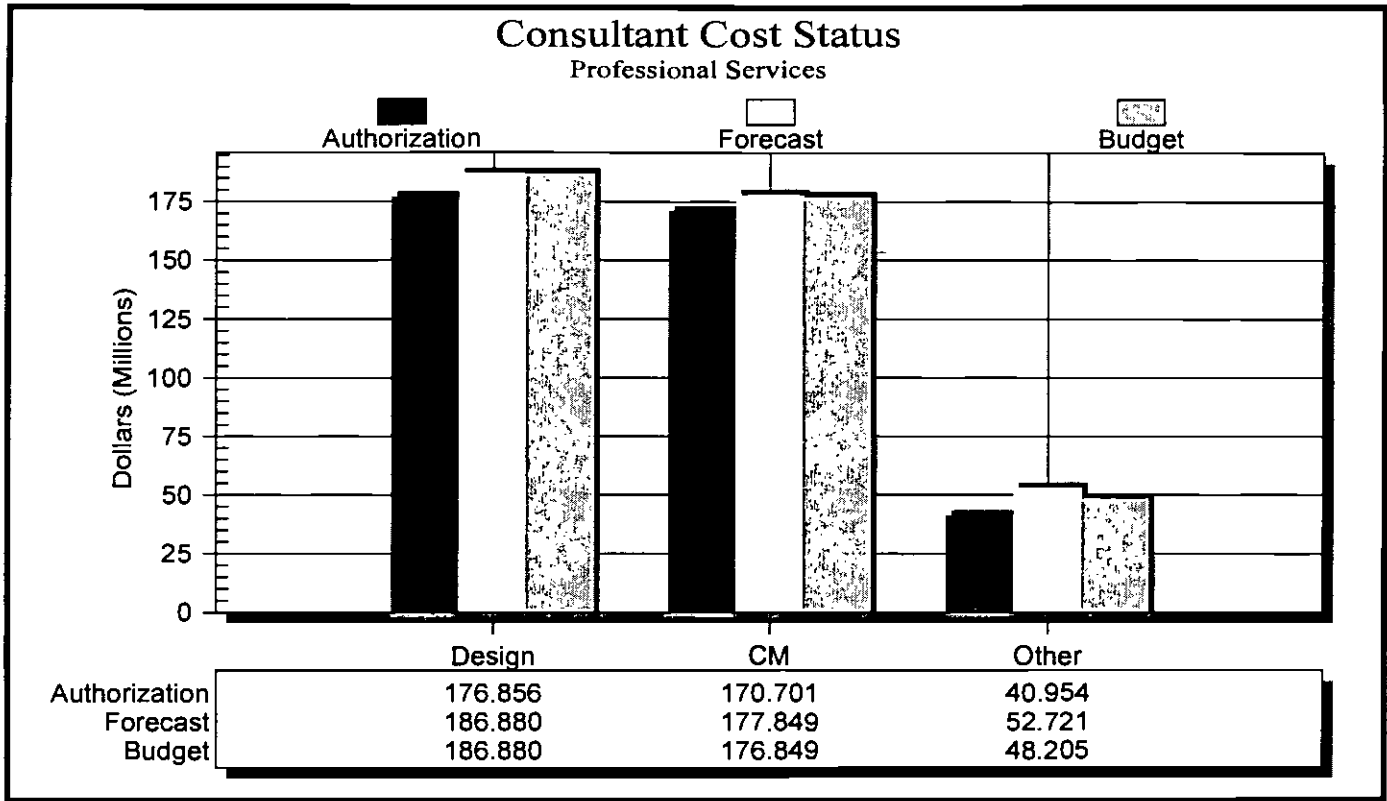
- The Project-to-Date Lost Time Injury Rate continues at 2.3. This rate is below the 1995 National Average of 4.2.
- The project completed almost 100,000 work hours in March 1999 and has produced over 14,1500,000 work hours to date without a fatal injury.

Statistics reflect injuries through March 1999.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



Professional Services Cost Analysis

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

There were changes to Design Services, Construction Management, or Other Professional Services during this period.

Design Services:

The forecast remained unchanged during this period.

Construction Management:

The forecast remained unchanged during this period.

Other Professional Services:

The forecast changed during this period due to changes in the legal forecasts.

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



Management Issues

ONGOING

Item (Initiated November 1998)

Timely Resolution of Discrepancy Reports (DRs)

Concern/Impact

System integration tests are being impacted by delays in resolving Discrepancy Reports (DRs). The DRs resulting in late changes are causing delays to the Contractors and the systems integration testing.

Status/Action

Daily planning is continuing between the RAG team, each RE office, and the special teams to resolve DRs and complete tests. Drs are being resolved to support the integration test schedule. The MTA management is working closely with the Contractor to plan each corrective work and testing, including the TRACS downloads.

ONGOING

Item (Initiated October 1998)

TRACS (B645) Schedule Implementation Delay

Concern/Impact

The start and completion of critical Phase II systems integration testing (SIT) are needed for ROD.

Status/Action

Three download were completed in April 1999 and only a few of the required fixes were not successfully completed. New train control DRs were included in the download, and continue to work on the remaining train control DRs. The current plan is to complete the required Phase II testing by pre-revenue operations, and complete all Phase II integration testing by July 31, 1999.

The MTA Project Office, the Construction Manager and the Engineering Management Consultant are working closely with B645 to resolve DR's and SPR's as quickly as possible and incorporate them into the appropriate download based on the established priorities. Three additional downloads are scheduled to be completed before ROD.

ONGOING

Item (Initiated October 1998)

Sufficiency of Project Contingency/Claims Allowance

Concern/Impact

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



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

Status/Action

The overall contingency balance appears to be sufficient at this time to meet the claims and other exposures under present assumptions. The budget change processed this month moved the unallocated claims' budget into the contracts. Tracking and monitoring of claim settlements and exposures, as compared to amounts budgeted, is now under development.

The CEO has indicated that the Project should receive credit for the sinkhole insurance settlement. Efforts to transfer the settlement in the general ledger to the Project prior to the close of Fiscal Year 1999 are underway. In the interim, a \$10 million credit is reflected in the forecast, which has the effect of increasing contingency by that amount.

CLOSED

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 \$1.6 million.

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 and are expected to be settled as part of the Fiscal Year 00 budget process. The forecast reflects these charges as being non-Project costs.

RESOLVED

Item (Initiated December 1997)

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

Concern/Impact

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

Status/Action

The Contractor has substantially completed functional testing of equipment, and continues to work on the open DRs. The consequence of the delayed completion of testing is delay in starting Phase I integration testing. The

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - April 1999



system integration testing at Vermont/Sunset Station was revised to reflect the latest schedule completion. Every open issue is being tracked and addressed on a daily basis.

METRO RED LINE SEGMENT 3
NORTH HOLLYWOOD EXTENSION
EXECUTIVE SUMMARY

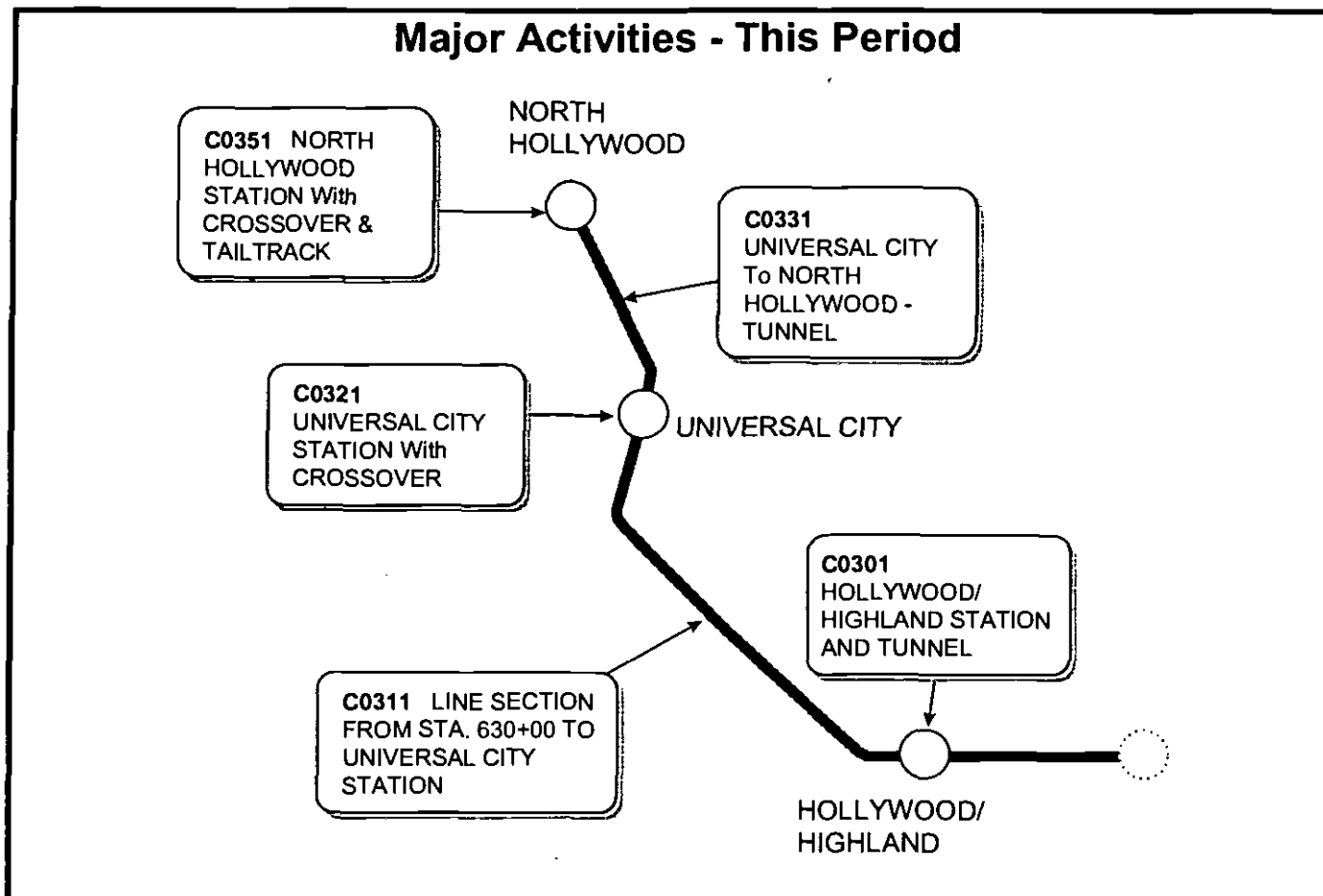
METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

- C0322 (UCS Pedestrian Undercrossing) continued with the design toward the completion of the in-progress submittal.
- C0390 (Miscellaneous Construction) completed the camera ready.
- C0352 (North Hollywood Site Work) continued with the design toward the camera ready.

SYSTEMS ACTIVITIES:

- B620 (Automatic Train Control) contractor completed the installation and tested fiber optic from North Hollywood to Universal City. Installed 34.5KV conduit support hangers in C0311 AL tunnel. Continue terminating 100-pair cables in communication interface cabinets (CIC) in C0301 and C0331 tunnels. Began installation of fiber optic

and 100-pair cable from Hollywood/Vine to Hollywood/Highland tunnels.

- B641 (Radio System) majority of equipment was delivered to the H0648 contractor. The contractor completed delivery of the radio system components to the H0648 contractor. Started procurement of radio equipment not associated with train control under CN-65.
- B645 (TRACS) contractor began to develop the database, graphic displays and layout. Remote terminal unit (RTU) cabinets have been ordered.
- B646 (Fire and Emergency Management) contractor started local field acceptance testing (LFAT) at C0321, but couldn't complete because of delays in executing change order incorporating fire/life/safety changes. The contractor to continue factory acceptance testing (FATs).
- B710 (Escalators and Elevators) Segment 2 Vermont/Hollywood Corridor is substantially complete; therefore, a shift of manpower from

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Segment 2 to Segment 3 has begun. The contractor is developing a completion schedule for North Hollywood Extension.

- B760 (Signs and Graphics) contractor is currently working on change work for plaza parking and station pylon at Universal City Station.
- B795 (Uninterruptible Power Supply) awaiting delivery of the 80 KVA unit for track level room (TLR) (this unit was transferred to Segment 2 in February 1999).
- B630/H0631 (Traction Power System Installation) TLR AC work was completed and energized. Switchgear 2 at Hollywood/Highland Station was energized. The contractor continues to work on DC system at TLR.
- H0648 (Communication Installation) local field acceptance testing (LFAT) at Universal City Station began without the fire alarm system. Contractor continued installing radio cable support systems at Universal City Station and in the tunnels. Continued installation of blue light station (BLS) and smoke detectors in the tunnels. Continued installing fire and emergency management (F&EM) cables and devices at North Hollywood Station.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Completed Milestone #1, Contract Substantial Completion, on April 15.
- Completed Milestone #21, Hollywood Blvd. Restoration, on schedule.
- Completed Station Air Balance Testing.
- Energized 80 KVA Uninterruptible Power Supply (UPS).
- Prepared final punch list.
- Completed punch list work items.

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

- Achieved Milestone # 1, Substantial Completion, on April 10.
- Completed electrical/mechanical installation in the Track Level Rooms.
- Completed electrical/mechanical work in Crosspassages 48 to 39A.
- Continued final punch list work in all areas.

C0321 UNIVERSAL CITY STATION:

- Performed punch list work items and clean-up operations.
- Final acceptance tests for mechanical/electrical equipment.
- Demobilized construction equipment.

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

- Completed air balancing.

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignments (including Tail & Pocket Track): Continued punch list work; electrical testing in both C0351 and C0331 is underway.
- C0311 AR Alignment (UCS to 606+00): Milestone #10, Complete Installation of Contact Rail, was met on March 28; completed core drilling Stage 1; supplemental formation grouting is underway and punch list work has begun.
- C0311 AL Alignment South (UCS to 606+00): Milestone #11, Complete Installation of Contact Rail, was met on April 15; completed core drilling Stage 1 and punch list work has begun.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:

- Completed removal/replace curb/gutter/bus pad and sidewalk on north and south sides of Hollywood Blvd.
- Completed miscellaneous maintenance and support of utilities.
- Continued miscellaneous sanitary sewer system work.
- Commenced replacement of stars and terrazzo on north and south sides of Hollywood Blvd.

METRO RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period Ending - April 1999



Quality Assurance

SEGMENT 3

QAR's Closed 2

QAR's Open 4

QAR Responses Due 2

Current Period Surveillances 7

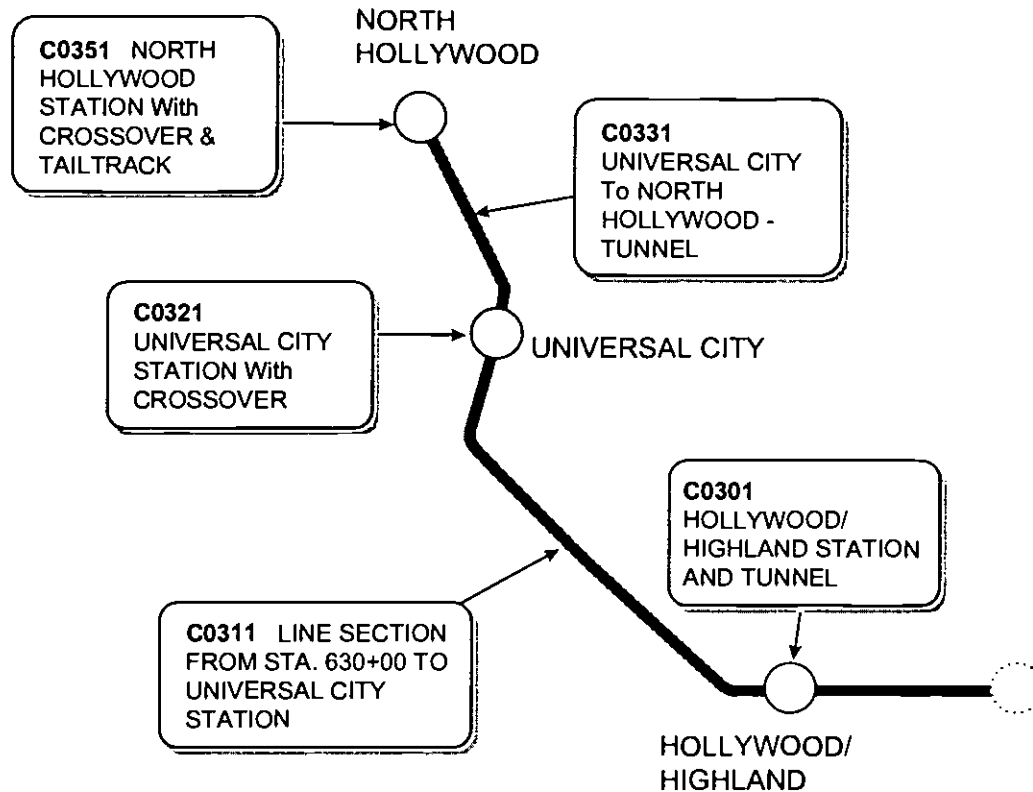
METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

- C0322 (UCS Pedestrian Undercrossing) continue with the design toward the completion of the in-progress design scheduled for May 12, 1999.
- C1326 (UCS Freeway Overcrossing & Ramps) complete Addendum #1.
- C0352 (North Hollywood Site Work) complete final design and camera ready schedule for May 5, 1999.

SYSTEMS ACTIVITIES:

- B620, (Automatic Train Control) continue installing C0311 AL tunnel 34.5KV conduits and cables. Continue installation of fiber optic and communication from Hollywood/Highland to track level room (TLR). Continue splicing and testing of fiber optic and communication cables. Complete the installation of communication interface cabinets

(CIC) in the crosspassages. Begin critical ATC equipment and cable installation.

- B645 (TRACS) continue to develop the database, graphic displays and layouts.
- B646 (Fire and Emergency Management) contractor continues factory acceptance testing (FATs) and post installation inspection (PIIs). Contractor will resume local field acceptance testing (LFAT) after CN-92 fieldwork is completed by H0648.
- B710 (Escalators and Elevators) continued working in all available areas, concurrently.
- B760 (Sign and Graphics) complete the change work for Universal City Station.
- B795 (Uninterruptible Power Supply) continue to commission the available units. Receive delivery of the 80 KVA for TLR which was transferred to Segment 2.
- B630/H0631 (Traction Power System Installation) complete DC conduit at C0351; continue DC cable

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



pull at C0331, C0311 and C0321. The contractor will start DC pull at C0351 and start final DC cable connection at C0331, C0321, and C0311.

- H0648 (Communications Installation) contractor will continue providing support to system integration for fire and emergency management (F&EM) LFAT at Universal City Station. Start installing devices at North Hollywood and Universal City Station. Start installing cabinets, panels and seismic bracing at Hollywood/Highland Station. Begin working on CN-4.01 F&EM changes after the installation drawings are submitted and approved by Syseca.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Complete punch list work items.
- Commission 80 KVA Uninterruptible Power Supply (UPS).

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

- Complete final punch list work in all areas.

C0321 UNIVERSAL CITY STATION:

- Complete punch list work items and clean-up operations.
- Final acceptance tests for mechanical/electrical equipment.

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

- Achieve Substantial Completion.

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignments (including Tail & Pocket Track): Continue punch list work and track to earth test for running rail.
- C0311 AR Alignment (UCS to 606+00): Continue punch list work and supplemental formation grouting operation.
- C0311 AL Alignment (UCS to 606+00): Continue punch list work and begin formation grouting work.
- C0301 AR/AL Alignments: Continue punch list work.

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:

- Complete replacement of stars and terrazzo on north and south sides of Hollywood Blvd.
- Commence and complete asphalt block paving.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	April Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$844.6	\$19.9	\$5.4
PROFESSIONAL SERVICES	\$300.8	\$310.4	\$9.6	\$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	\$40.2	(\$29.3)	(\$5.4)
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 March 1999: \$942.7 million.

Total Original Scope Commitments through April 1999: \$1,059.3 million.

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

However, there was a Forecast Change within the Project Elements which was offset by Project Contingency as follows:

Contract C1326 (Univ. City Stn. Fwy Overcrossing & Access Rd.) - Forecast increased by \$5.4 million based on the receipt of bids and a contingency.

Project Contingency - Forecast decreased \$5.4 million due to the above mentioned forecast change. The April 1999 Project Contingency is \$40.2 million.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



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: \$33,802,630
Variance: (\$26,697,370)
% Variance: (44.1%)

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 updated estimate at completion cost based upon the MTA litigation settlement announcement of late February. The final settlement terms are still in draft and a settlement check is expected for issuance within the next few months. Upon issuance of the settlement check, the contract will be closed at the final expenditure costs.

· *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 includes all Board approved CWOs through the current period. Additionally, the forecast has been updated to reflect the cost exposure due to CWO #072 - Project Office Expense Rate (POER). Once MTA Procurement finalizes all negotiations with the EMC regarding POER through project completion, a complete re-evaluation of the forecast will occur.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



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: \$55,716,481

Variance: \$9,665,481

%Variance: 21.0%

Mitigation: The forecast variance of \$9.7M 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: \$37,349,657

Variance: \$11,823,657

%Variance: 46.3%

Mitigation: Contract C1610, Trackwork Installation, is contributing \$11.7M of the total variance of \$11.8M. 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, the formation grouting program, 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 - April 1999



Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	April Change in Forecast
CONSTRUCTION	\$1.9	\$0.2	(\$1.7)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$27.6	\$26.9	(\$5.2)
UTILITY/AGENCY FORCE ACCOUNTS	\$0.0	\$0.0	\$0.0	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.9	\$0.9	\$0.0
PROJECT CONTINGENCY	\$0.4	\$0.0	(\$0.4)	\$0.0
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$3.0	\$28.7	\$25.7	(\$5.2)

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

Total ALFA Expenditures through March 1999: \$8.2 million.

Total ALFA Commitments through April 1999: \$9.0 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 forecast decreased this period by \$5.2 million due to actual staff charges below budget and the reduction of future planned costs. The current update reflects the FY99 expenditure underrun for the 9-month period through March 1999. This forecast decrease will not have an impact to the Original Scope forecast of \$62.0 million; however, it will be recorded as a decrease to the current ALFA forecast of \$32.2 million. This will result in a revised ALFA forecast of \$27.0 million and a total Administration forecast of \$89.0 million.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending – April 1999



STATUS OF FUNDS ANTICIPATED

- FTA SECTION 3:** MTA submitted a grant application for \$61,624,426 of Section 3 Funds in January 1999 for the North Hollywood Project. Grant application is expected to be approved in June 1999. MTA submitted a grant application for \$7,940,000 of Section 3 Funds in January 1999 for the Reevaluation / Major Investment Study and Draft SEIS/EIR, and Conceptual Engineering of Cost Effective Alternatives for the East Side and the Mid City/Westside Transit Corridor studies. Grant application is expected to be approved in May 1999.
- FTA SECTION 9
FED ISTE/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 \$20.7 million of CMAQ funds to be allocated to the North Hollywood Project. Grant was awarded and executed on February 8, 1999. Funds are available for drawdown.
- FTA SECTION 9
FED ISTE/STP:** Grant award for \$75 million of STP funds was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25 million allocated to the Eastside Project. These funds will not 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. MTA submitted in March 1999 a FY 99 grant application of \$124,344,400 of Section 9 STP funds for Segment 3 North Hollywood Project. Grant approval is expected in August 1999.
- 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 but changed the color of money: \$5,754,400 STP - \$745,600 SHA. CTC approved in December 1998 an allocation request for \$15,410,000 of SHA funds. MTA received in February 1999 a fund transfer agreement from Caltrans for \$745,600 and is expected to receive the \$15.41 million fund transfer agreement in May 1999. Both fund transfer agreements are expected to be executed respectively in May and June 1999.
- CITY OF LA:** A fund transfer agreement was executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.44 million has been drawn down.
- BENEFIT
ASSESSMENT:** Funds are no longer expected due to passage of Prop. 218 (Right to Vote on Tax Initiatives).

METRO RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period Ending – April 1999

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

APRIL 1999			STATUS OF FUNDS BY SOURCE							
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED TO SOURCE \$	FUNDING SOURCE %	
ORIGINAL SCOPE:										
FTA-SECTION 3	\$681.037	\$544.830	\$374.237	\$502.939	92%	\$410.308	75%	\$374.237	69%	
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$93.559	\$125.735	92%	\$102.577	75%	\$93.559	69%	
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$50.000	\$53.526	31%	\$52.681	30%	\$50.000	29%	
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$71.358	\$71.358	100%	\$71.358	100%	\$53.037	74%	
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.245	\$9.245	\$9.245	100%	\$9.245	100%	\$6.871	74%	
SB 1995 TRUST FUND	\$53.000	\$66.690	\$66.690 (2)	\$66.690	100%	\$66.690	100%	\$66.690	100%	
STATE SHA/ARTICLE XIX	\$115.000	\$64.811	\$48.656	\$64.811	100%	\$64.811	100%	\$48.656	75%	
STATE PROP 116	\$0.000	\$57.652	\$57.652	\$57.152	99%	\$57.152	99%	\$56.972	99%	
STATE TSM Match	\$0.000	\$10.537	\$10.537	\$10.537	100%	\$10.537	100%	\$10.537	100%	
STATE FLEXIBLE CONGESTION RELIEF	\$0.000	\$26.000	\$26.000	\$9.845	38%	\$9.845	38%	\$7.672	30%	
CITY OF LA	\$101.500	\$90.000 (3)	\$55.446	\$55.446	62%	\$55.446	62%	\$55.446	62%	
PROP C	\$318.185	\$59.148	\$59.377	\$39.486	67%	\$39.486	67%	\$39.486	67%	
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (5)	\$0	\$0	0%	\$0	0%	\$0	0%	
TOTAL	\$1,310.822	\$1,310.822	\$922.757 (4)	\$1,066.770	81%	\$950.136	72%	\$863.163	66%	
OTHER LOCALLY FUNDED ACTIVITIES:										
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.825	\$1.467	60%	\$0.825	34%	\$0.825	34%	
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	\$0.828	\$1.544	57%	\$0.828	30%	\$0.828	30%	

(1) Based on Current Budget. Allocation by funding source based on Dec 98 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) Benefit Assessment District funds are no longer expected due to passage of Prop 208 (Right to vote on tax initiatives)

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1999.



METRO RED LINE Segment 3 North Hollywood
Monthly Project Status Report
Period Ending – April 1999

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

APRIL 1999		STATUS OF FUNDS BY SOURCE							
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS	(D/B)	(E) EXPENDITURES	(E/B)	(F) BILLED TO FUNDING SOURCE	(F/B)
				\$	%	\$	%	\$	%
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$438.097	\$566.799	50%	\$474.168	42%	\$438.097	39%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$109.524	\$141.700	50%	\$118.542	42%	\$109.524	39%
FED ISTE A STP (STATE)	\$25.000	\$199.344	\$75.000	\$78.526	39%	\$77.681	39%	\$74.193	37%
FED ISTE A STP/CMAQ (REGIONAL)	\$156.617	\$134.771	\$90.319	\$90.319	67%	\$81.875	61%	\$54.292	40%
FED ISTE A RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$11.702	\$11.702	67%	\$10.608	61%	\$7.034	40%
SB 1995 TRUST FUND	\$53.000	\$66.690	\$66.690	\$66.690	100%	\$66.690	100%	\$66.690	100%
STATE SHA/ARTICLE XIX	\$165.000	\$104.811	\$48.656	\$64.811	62%	\$64.811	62%	\$48.656	46%
STATE PROP 116	\$87.300	\$57.652	\$57.652	\$57.152	99%	\$57.152	99%	\$56.972	99%
STATE FLEXIBLE CONGESTION RELIEF	\$26.000	\$50.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE TSM Match	\$11.142	\$17.042	\$10.537	\$10.537	62%	\$10.537	62%	\$10.537	62%
STATE CTIP	\$0.000	\$26.000	\$26.000	\$9.845	38%	\$9.845	38%	\$7.672	30%
CITY OF LA	\$136.244	\$163.444	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$789.047	\$93.531	\$100.039	13%	\$73.640	9%	\$73.640	9%
BENEF ASSESS. DISTRICT	\$17.100	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$2,781.086	\$3,042.752	\$1,083.154	\$1,253.566	41%	\$1,100.995	36%	\$1,002.753	33%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.825	\$1.467	60%	\$0.825	34%	\$0.825	34%
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	\$0.828	\$1.544	57%	\$0.828	30%	\$0.828	30%

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1999.



METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000 —	+21 days
Design Progress	98.5%	+3.5%
Critical Path Float	0 days	none
Construction Progress	81.7%	+1.0%

Current Critical Path Analysis

- Planned ROD: May 17, 2000
(Revenue Operation Date determined by MTA)
- Forecast ROD: June 7, 2000
(Revenue Operation Date determined by Master Schedule)
- FFGA ROD: December 2000
(Revenue Operation Date determined by Federal mandate)

The April 1999 Master Schedule shows the project falling behind schedule with a forecast Revenue Operations Date of June 7, 2000. The project critical path currently runs through B646 Fire and Emergency Management Procurement, H0648 Communications and Fiber Optic Installation, Phase 1 and Phase 2 Testing, Integration Testing, and Pre-Revenue Operations.

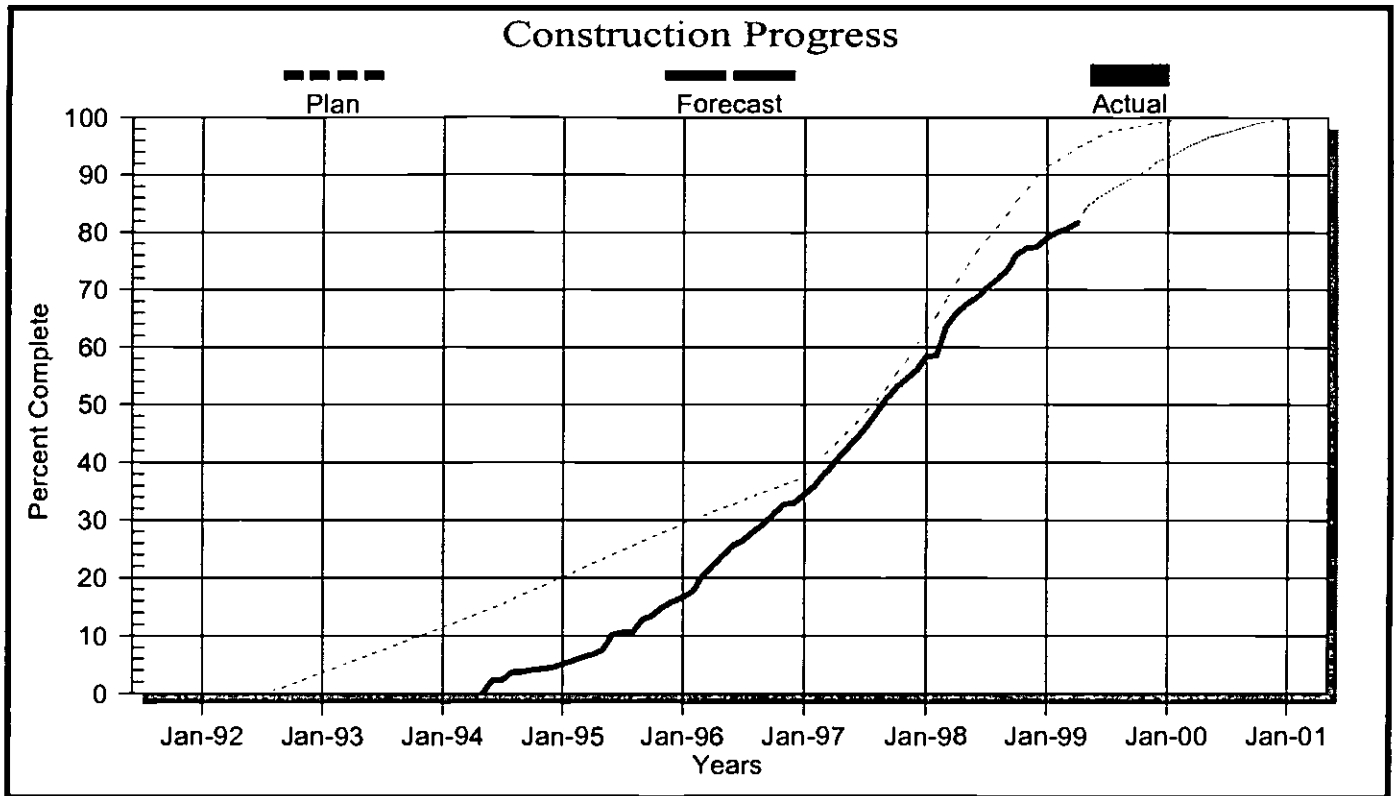
CN-92.01, which stipulates the design and procurement of additional smoke detectors by B646 at each facility location, has not been executed. CN-4.01, which directs the layout and installation of the additional smoke detectors by H0648 has not been executed and is delaying B646 LFATs. Both CNs are preventing Phase 1 testing from starting, which in turn will delay Phase 2 testing, Pre-Revenue, and ROD.

B620 ATC cable and equipment installation is the secondary critical path. B645 changes for software development and the redirection of resources to Segment 2B from Segment 3 continue to pose problems and could become critical.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Construction Progress Analysis

The overall construction progress through April 1999 is 81.7% complete.

Contract B645 (Transit Automatic Controls - TRACS) contractor began to develop database, graphic displays and layout. Remote terminal unit cabinets were ordered.

Contract C0301 (Hollywood/Highland Station) air balancing in the station and the restoration of Hollywood Boulevard was completed. Substantial completion for the station was granted on April 15, 1999.

Contract C0311 (Line Section from Universal City Station to Station 630+00) mechanical and electrical installation in the crosspassages is complete. Mechanical and electrical installation in the Track Level Rooms is complete with the exception of the A/C system, which is 99% complete. Fire protection system testing in the tunnels and Track Level Rooms is complete. Substantial Completion was achieved on April 10, 1999, 10 weeks behind schedule. Liquidated damages incurred will be assessed as part of the final contract close out.

Contract C0321 (Universal City Station) performed electrical and mechanical acceptance testing and continued to work on punch list items. Performed late CN work due to field RFIs. The CM team is focusing on CN/CO processing for execution. All punch-list items 'not in contract' have been transferred to follow-on contracts for implementation.

Contract C0331 (North Hollywood Tunnel) completed punch list work.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Contract C0351 (North Hollywood Station) electrical testing is 95% complete. Completed granite stairs at the entrance and planting of trees on the site. Contractor continues electrical testing and air balancing.

Contract C1610 (Trackwork Installation) completed C0311 Contact Rail Coverboard installation AR Alignment (UCS to STA 606+00) and AL Alignment (TLR to STA 606+00). Core Drilling Stage 1 in C0311 AR and AL tunnels was completed on April 8 and April 29.

Contract H0631 (Traction Power System Installation) at C0301, the 34.5 KV SWGR 2 was energized. At C0311 Mid-Vent Shaft, contractor completed DC cable tray, conduit and insulated floor installation. The 34.5 KV was made available and the C0311 contract transitioned to permanent power. The contractor continued installation of DC equipment and commenced pulling the 600 VDC cable.

Contract H0648 (Communications Installation) local field acceptance tests (LFATs) on the Fire and Emergency Management (F&EM) devices and radial-cabling installation at Universal City Station has begun. Continued installing conduits, cables, cabinets and devices for the F&EM subsystem at North Hollywood Station and the contractor completed installing radio cables/support system, VMS cabinets and EMP panels and is preparing to install radio devices at the station.

Contract MS201 (Hollywood Blvd. Restoration) completed sidewalk/curb/gutters, south side of Hollywood Blvd., section 1B. Change Notice #12 was issued to the contractor to accelerate the crew shift by 2.5 hours per day. This change attempts to offset the differing site conditions delay by 18 days.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	15.6	-0.1
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.

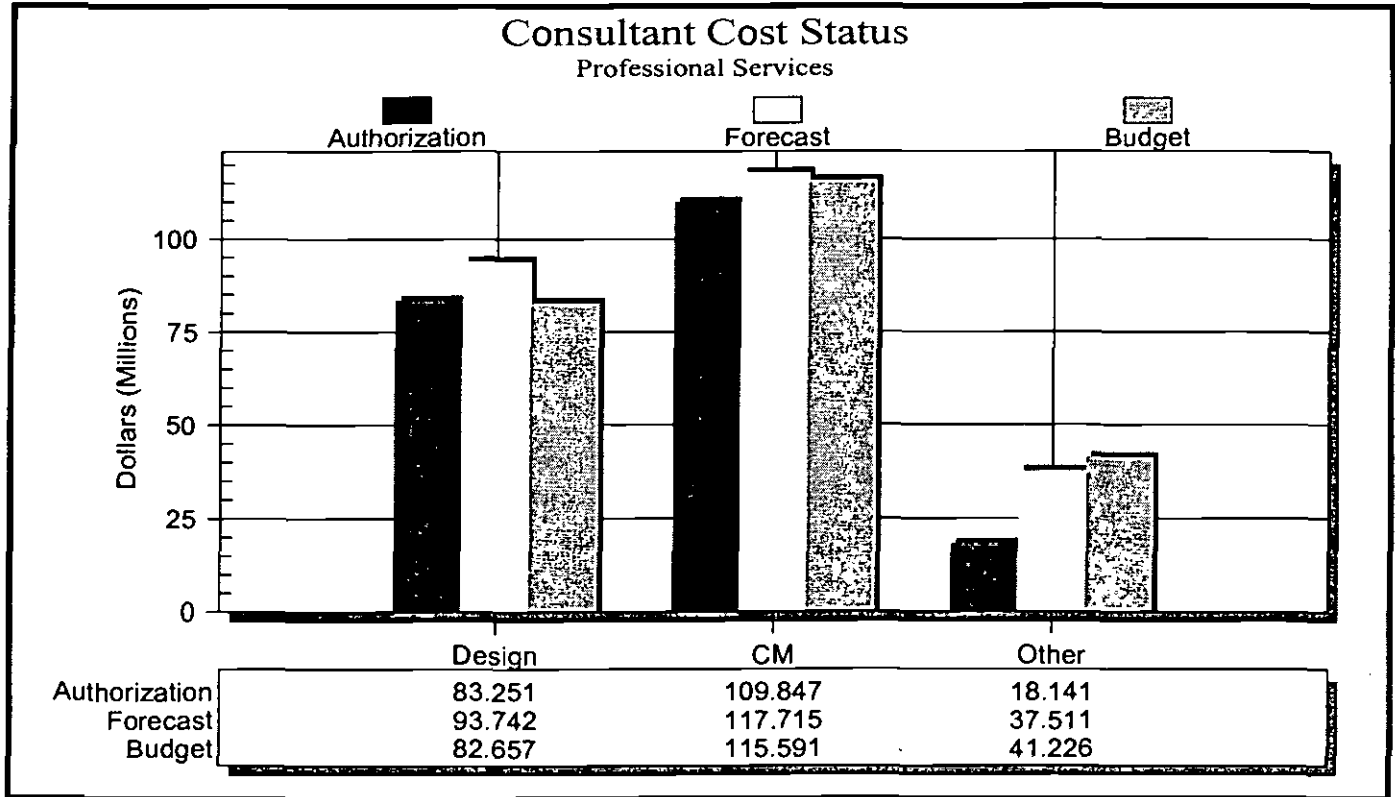
The project completed over 100,000 work hours during March. To date, the project has completed over 8,000,000 work hours.

Statistics reflect injuries through March 1999.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



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 "Design" professional services has a significant variance above the budget primarily due to significant cost exposure related to higher than anticipated costs for contracted design services and design support during construction, and "Project Overhead Expense Rate - POER" through project completion.

The forecast for CM costs is slightly higher than the budget. Project staff are reviewing the Construction Management staffing levels through project completion in order to reduce this potential overrun.

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 - April 1999



Management Issues

New Item (Date initiated: April 1999)

UNIVERSAL CITY SITE RESTORATION CONTRACTS

Concern/Impact

Procurement delays to the award of the Universal City Site Restoration contracts will impact the completion of the North Hollywood Extension project scope by the December 2000 FFCA required completion date.

Status/Action

Award of the 101 Freeway Overcrossing and Access Road contract (C1326) is delayed because of procurement issues that have not been resolved to date. Any slippage in awarding this contract will have an impact to the completion of the Bus Plaza and Parking Lot contract (C3326).

Ongoing Item (Date initiated: March 1999)

SYSTEMS INTEGRATION TESTING

Concern/Impact

The Systems Integration Test team has started mobilizing at Universal City Station. Post installation inspection has occurred and Local Facility Tests have begun. However, delays caused by the transfer to Segment 2 of both contractor labor resources and Segment 3 key test personnel will have a disruptive effect on the following tests and may affect ROD.

Status/Action

Phase 1 testing will be resequenced at Universal City Station to mitigate delays and avoid impact to ROD. Additional delays to the revised testing plan due to management resources working for an extended period on Segment 2B will affect ROD.

Ongoing Item (Date initiated: February 1999)

CONTRACT B620 AUTOMATIC TRAIN CONTROL, SCHEDULE DELAYS

Concern/Impact

The B620 contract stipulates that all work shall be completed within 345 calendar days after last room or wayside access. Access to C0311 from C1610 was established by the CM on March 15, 1999, but the contractor has not recognized the last access turnover date. This may impact the project critical path.

Status/Action

High rail access to the Universal City to Hollywood/Highland tunnels and the track level rooms was given to the contractor on March 15, 1999. The contractor is accepting May 15 as the access date because of their claim of access problems to the provided areas. The contractor is forecasting a four-month delay to the schedule. The project staff will develop a mitigation plan in May.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Ongoing Item (Date initiated: February 1999)
CONTRACT B645, TRACS DELAYS

Concern/Impact

Lack of sufficient resources by Syseca (all resources have been committed to Segment 2 ROD completion efforts) have impacted the start of engineering and software development. Delays associated with the lack of resources and fire/life/safety design changes will impact the start of phase II systems integration testing.

Status/Action

Syseca has assigned a Project Manager and two programmers to B645. The contractor is developing the database without regard to the fire/life/safety design changes, graphic displays are being laid out and RTU cabinets have been ordered. Syseca is preparing a detailed plan to mitigate engineering and software development delays.

Ongoing Item (Date initiated: February 1999)
CONTRACT B646, FIRE AND EMERGENCY MANAGEMENT (F&EM) LATE CHANGES

Concern/Impact

Delay of software development and deliveries at three of the five locations are due to late fire/life/safety design changes. Local Field Acceptance Tests (LFATs) will be impacted by the delay of software development and delivery of hardware followed by H0648 installation. Anticipated design changes may further impact this issue. This will impact the start of Phase I system integration testing.

Status/Action

Syseca is incorporating the additional smoke detectors required by fire/life/safety into the design. LFATs are affected by delayed design, device procurement and software, which have impacted the start of system integration. A workaround is being developed to minimize the impacts.

Ongoing Item (Date initiated: February 1999)
CONTRACT H0123 (VARIABLE MESSAGE SIGNS)

Concern/Impact

At the January 28 MTA Board meeting, the recommendation for MTA staff to request proposals and enter into competitive negotiations with the signage equipment suppliers passed. Since an NTP will not be issued prior to March 1, 1999, the May 2000 ROD may be affected.

Status/Action

The proposals were received and are currently being reviewed. The execution of this work and meeting equipment delivery dates prior to the start of phase II systems integration testing remains critical to ROD. A mitigation plan will be determined once proposals are negotiated.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - April 1999



Ongoing Item (Date initiated: February 1999)
MANAGEMENT AUDIT SERVICES

Concern/Impact

Outstanding audits on the North Hollywood Extension changes are delaying both critical construction activities and the completion/closeout of contracts. In both cases this is causing the project to absorb unnecessary costs and risk of schedule delays.

Status/Action

The Management Audit Services Department (MASD) has a budget for six FTEs but is only providing three to five. The North Hollywood Extension client staff will meet with the Management Audit Services Department to request added resources and verify that MASD has all required information.

Ongoing Item (Date initiated: March 1998)
PROJECT AGENCY COST FORECAST

Concern/Impact

Project administration costs have increased significantly because of the higher than originally budgeted overhead allocation rate being applied by Finance to the rail construction projects. Furthermore, levels of MTA staff assigned to the North Hollywood project have increased in areas such as Procurement and Management Audit Services in order to comply with various new legislative and administrative requirements. The result of these two trends is a substantial impact (\$27 million) to the forecasted cost to complete the project.

Status/Action

The project team is achieving reductions to this potential cost impact by focusing and controlling monthly staffing charges and allocations to the North Hollywood project. This has resulted in a \$5 million decrease in overall project staffing charges; however, a \$27 million potential overrun in projected staff charges to the project remain. The project team is continually assessing agency staff requirements to reduce overall manpower costs. Presently, an increase to the project budget is not necessary due to the following: management is actively mitigating indirect cost growth; the projection of future costs associated with the above risks cannot be accurately quantified and are subject to considerable variation over the next 3 to 5 years needed to complete and close out this project.