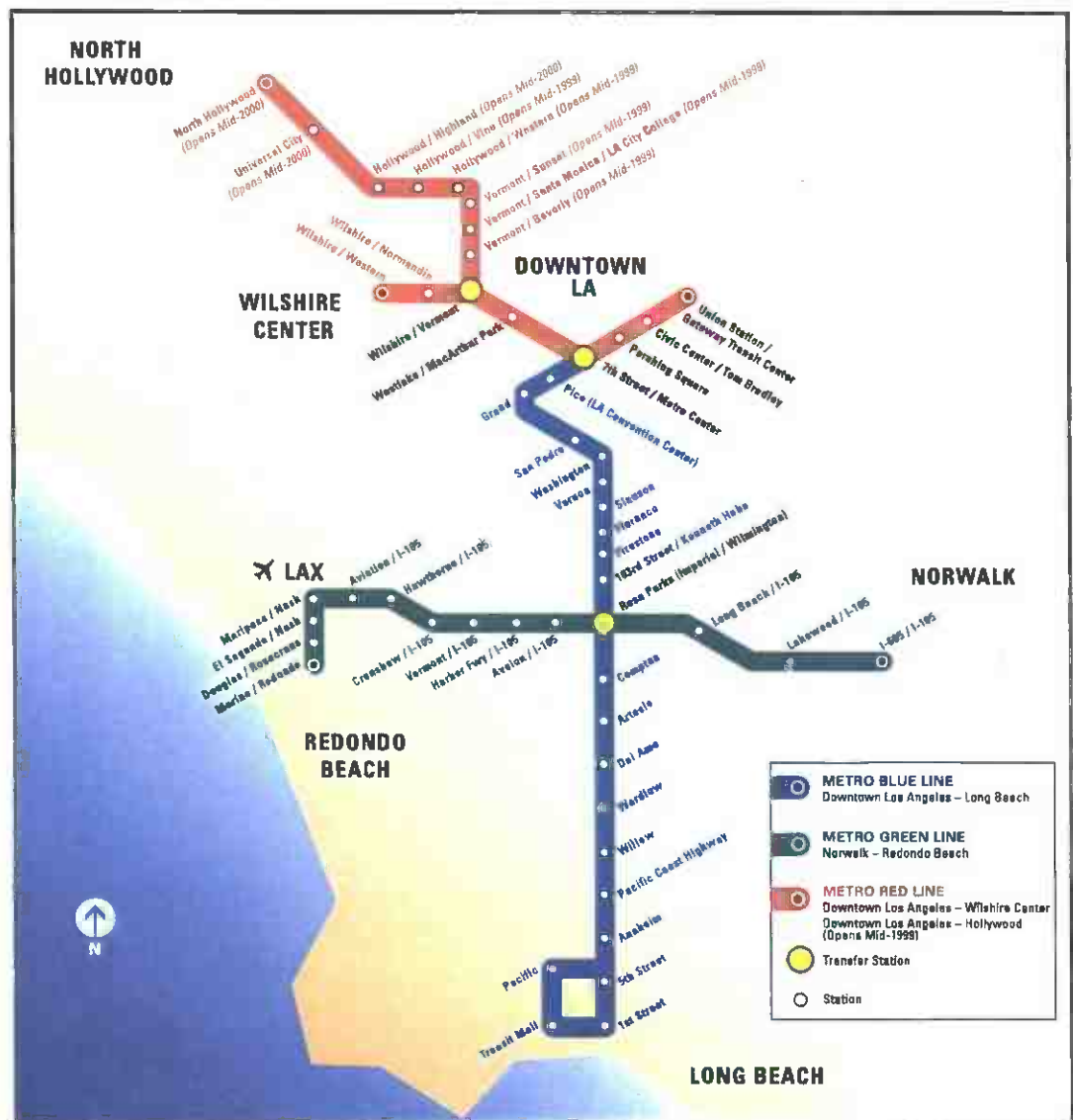


MTA METRO CONSTRUCTION



Executive Report Rail Program Status



February 1999

RAIL PROGRAM STATUS SUMMARY

THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
METRO CONSTRUCTION DIVISION

FEBRUARY 1999

RAIL PROGRAM SUMMARY



EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of February 1999

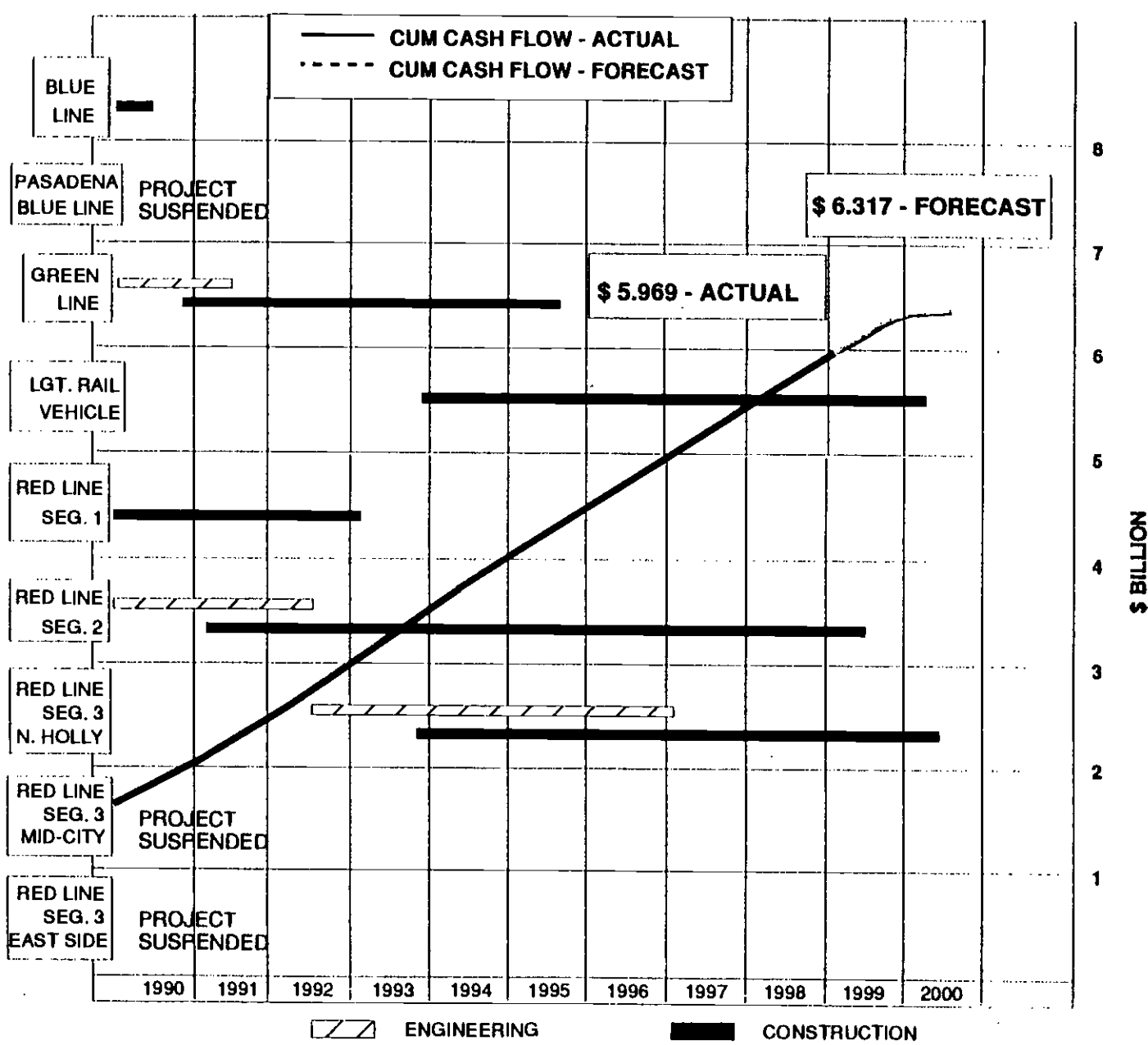
	RED Segment 1	RED Segment 2	RED Seg 3 N. Hollywd.	RED Seg 3 Mid-City	RED Seg 3 East Side	BLUE Long Beach/LA	BLUE Pasadena	GREEN	Light Rail Vehicle	Summary
Length	4.4 Mi.	6.7 Mi.	6.3 Mi.		.	22 Mi.		20 Mi.	—	59.4 Mi.
Number of Stations	5	8	3			22		14	52 cars	52 stas.
Technology	Heavy Rail	Heavy Rail	Heavy Rail			Light Rail		Light Rail	Light Rail	—
MTA Approved Opening Date	Jan 1993	Wilshire Jul 1996 Vermont May 1999	May 2000			July 1990		August 1995	Final Car Delivery Mar 2000	Final Completion May 2000
Design Status	Completed	100.0%	95.8%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	3 of 6 complt.
Construction Status	Completed	98.6%	80.1%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 69%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1572	\$919	\$13	\$138	\$860	\$235	\$675	\$119	\$5969
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)**

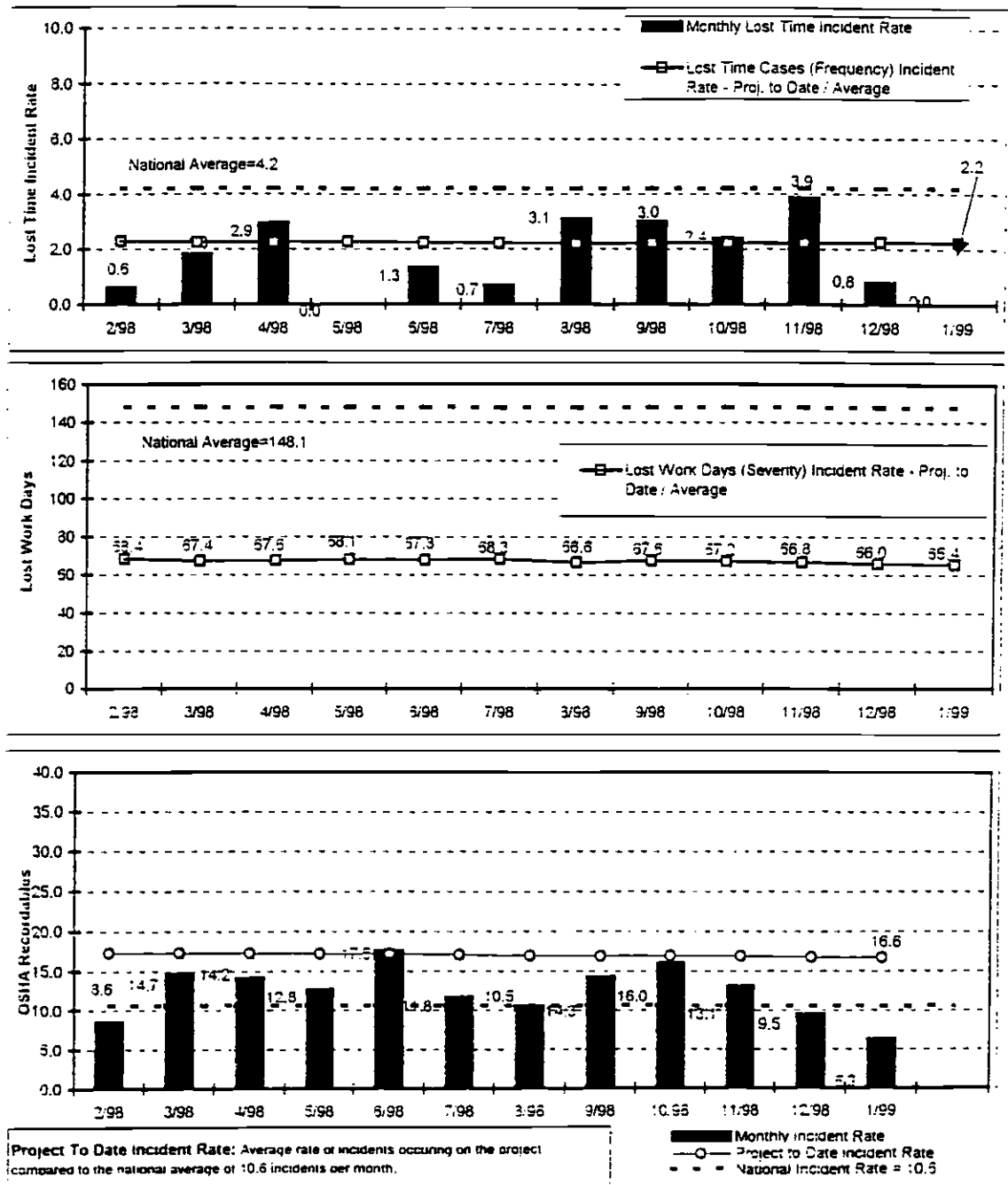
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - N11	LIGHT RAIL VEHICLE	FEBRUARY 1999 TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA SECTION 3			605.3	667.0	681.0		1953.3	31
FTA OTHER								
ISTEA - FED SURFACE TRANSIT PROG				52.1	174.3	55.1	281.5	5
FED ISTEA RSTP/CMAQ					80.7	6.1	86.8	1
FTA SECTION 9			90.8				90.8	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			59.1	123.8	584.2	9
CITY OF LOS ANGELES			34.0	96.0	90.0		220.0	4
RENTED ASSESSMENT			130.3				130.3	2
COST OVER/RUN 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	1644.6	1310.8	201.4	6189.3	
ADDITIONAL LOCALLY FUNDED ACTIVITIES:								
PROP C (AIRWORK)					2.7		2.7	0
PROP C (NON-REV. CONNECTION)					0.3		0.3	0
COST OVER/RUN 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	94.2	33.9	0.0	128.1	

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.



January 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.

3/1/99

METRO RED LINE SEGMENT 2

Rail Program Status Summary

Period Ending - February 26, 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	0.6	0.0 %
Prior Cumulative Prog.	\$ 175.2	100.0
Cumulative Progress	175.8	100.0
CONSTRUCTION		
Monthly Progress	5.1	0.3 %
Prior Cumulative Prog.	\$1004.2	98.3
Cumulative Progress	1009.3	98.6
OTHER Cost Elements	\$ 387.3	
TOTAL	\$ 1572.4	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FED ISTEA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	504.3	504.3	483.0
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	63.8
TOTAL	\$1643.7	\$1559.9	\$1520.3
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C Transit Enhance	66.0	52.1	52.1
Cost Overrun Account	24.7	0.0	0.0
Private Funds Kaiser Hos	4.4	0.0	0.0
TOTAL	\$95.1	\$52.1	\$52.1

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$1050.3	\$1064.3
Professional Services	438.6	442.4
Real Estate	83.7	85.9
Utility Force Account	30.4	28.4
Special Programs	2.5	2.5
Contingency	39.5	22.4
Project Revenue	(1.3)	(1.3)
TOTAL ORIGINAL SCOPE	\$1643.7	\$1644.6

	Current Budget	Current Forecast
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$94.2

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 1999

The Project Office continues to measure float against the Revenue Operations Date (ROD) of May 29, 1999 approved by the MTA Board of Directors. The critical path remains at zero days float as only activities that must be completed to meet the required safety and operational requirements are included on the critical path to ROD. The work forecast to be completed after ROD is Phase II System Integration Testing by the Rail Activation Group. Pre-revenue operations is scheduled to start April 19, 1999 and it is anticipated that a temporary certificate of occupancy will have to be issued for the Project on May 29, 1999.

CURRENT ACTIVITIES / ISSUES

A critical time issue is mitigation of delays associated with the Transit Automatic Control (TRACS) and the SCADA System which is impacting the completion of Phase II System Integration Testing. The Project Office issued an acceleration change notice for the elevator/escalator contractor to mitigate the current installation delays and have all equipment available by ROD.

METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

Rail Program Status Summary

Period Ending - February 26, 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	0.2	-0.6 %
Prior Cumulative Prog.	\$ 79.3	96.4
Cumulative Progress	79.5	95.8
CONSTRUCTION		
Monthly Progress	8.4	1.1 %
Prior Cumulative Prog.	\$ 592.9	79.0
Cumulative Progress	601.3	80.1
OTHER Cost Elements	\$ 238.1	
TOTAL	\$ 918.9	

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	\$394.0
FTA - Sect 3 Defer. Local	136.2	93.5	98.5
FED ISTEA STP (State)	174.3	57.8	52.3
FED ISTEA STP/CMAQ	71.4	53.0	71.4
FED ISTEA RSTP Defer	9.3	6.9	9.3
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	42.9	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	9.4
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.1	59.1	28.7
Benefit Assessment Dist	0.0	0.0	0.0
TOTAL	\$1310.8	\$903.8	\$918.2
ADDITIONAL LOCALLY FUNDED ACTIVITIES			
Prop C (Artwork)	2.7	0.7	0.7
Prop C (Non-Rev Connect)	0.3	0.0	0.0
TOTAL	\$3.0	\$0.7	\$0.7

BUDGET/FORECAST STATUS (in \$ mil.)

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$841.5
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	43.4
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	\$33.9

SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 2000

Although the FTA FFCA stipulates project completion on December 12, 2000, the current planned completion date is May 17, 2000 the forecast for completion is May 15, 2000.

CURRENT ACTIVITIES / ISSUES

The project is forecasting a \$30.9 m overrun to the current budget largely due to increased agency overhead costs.

METRO RED LINE SEGMENT 2

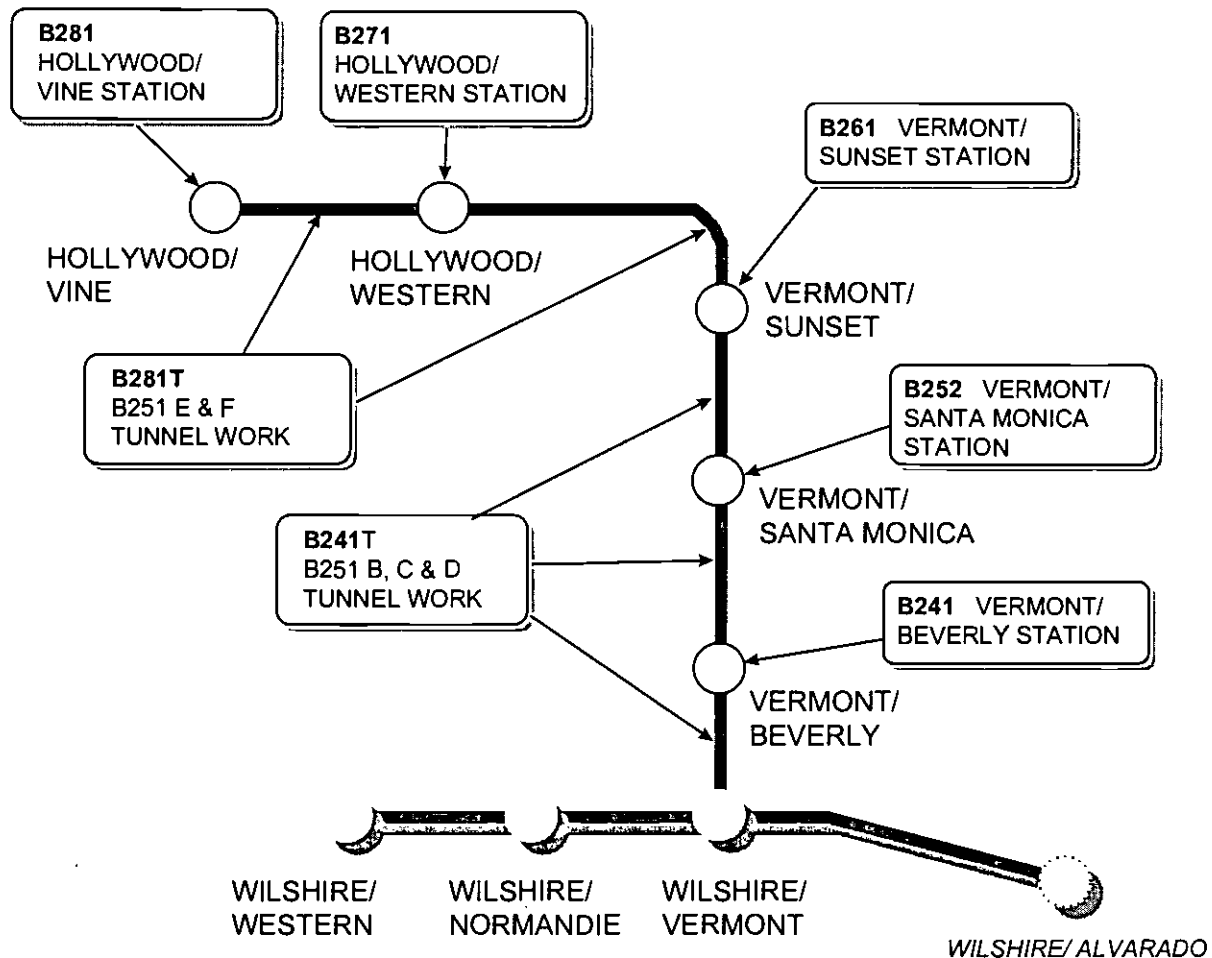
EXECUTIVE SUMMARY

METRO RED LINE Segment 2

Monthly Project Status Report
Period Ending - February 1999



Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

B620 AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: Dynamic testing was completed between the Wilshire/Vermont and Vermont/Beverly tunnels. Started SCADA interface testing.

B641 RADIO: Continued Systemwide Acceptance Testing (SWAT). Started procurement of the Vehicle Radios (CN-65).

B642 PUBLIC ADDRESS: LFAT at B261 was rescheduled from February 1999 to March 22, 1999 due to unavailability of operational phone system.

B644S FIBER OPTIC AND CABLE TRANSMISSION: The Contractor conducted dry run tests and continued NMS demonstration tests for Segment 2B stations.

B645 TRACS: Continued resolution of Discrepancy Reports (DRs) and Software Problem Reports (SPRs) as part of the download scheduled for every 3 weeks. Two downloads were made this month, one on February 5, 1999 and another on February 26, 1999.

B646 FIRE AND EMERGENCY MANAGEMENT (F&EM): Continued resolution of DRs. The engineering and procurement of devices for

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - February 1999



Vermont/Sunset Station (CN-85) was completed.
Started post installation inspection and LFAT.

B648B COMMUNICATION INSTALLATION:

Continued conduit, cable and equipment installation at the Vermont/Sunset Station. Installed CCTV at B241, B271 and B281. LFAT on this equipment is scheduled to start the second week of March 1999. Continued work on VMS and fire alarm systems smoke detectors for B261. Continued with punchlist work at the other stations.

B710 ELEVATOR/ESCALATOR: The MTA has resolved contract dispute with the Contractor. The Contractor has continued work at Vermont/Sunset Station with substantial work force. Preliminary State Certification at B281 passed for Escalators. Certification for Elevators at the same location is pending completion of punchlist work by the Facility contractor.

B795, UNINTERRUPTIBLE POWER SUPPLY:

Continued to procure parts required for the UL-924 change work. Started mechanical retrofit for Segments 2A and 2B. Continued working on repair of 40 and 80KVA transformers. Battery racks at Vermont/Beverly Station were repaired and shipped to Los Angeles.

FACILITY ACTIVITIES:

B241 VERMONT/BEVERLY STATION: Air balance and punchlist work continued. Completed rockwork installation, Oakwood/Vermont traffic signal installation, and corrective work at the entrance elevator shaft. The Contract is 99.90% complete.

B261 VERMONT/SUNSET STATION: Electrical and mechanical equipment testing is over 95% complete. Started station air balance, installation of column capitol, roll-up grille, and granite flooring at the plaza and rotunda. Continued installation of porcelain wall panels at the intermediate landing. Completed installation of wall sconces, platform variable message signs, and bus pad at northwest Vermont. The Contract is 96.5% complete.

B263 ENTRANCE AT KAISER HOSPITAL:

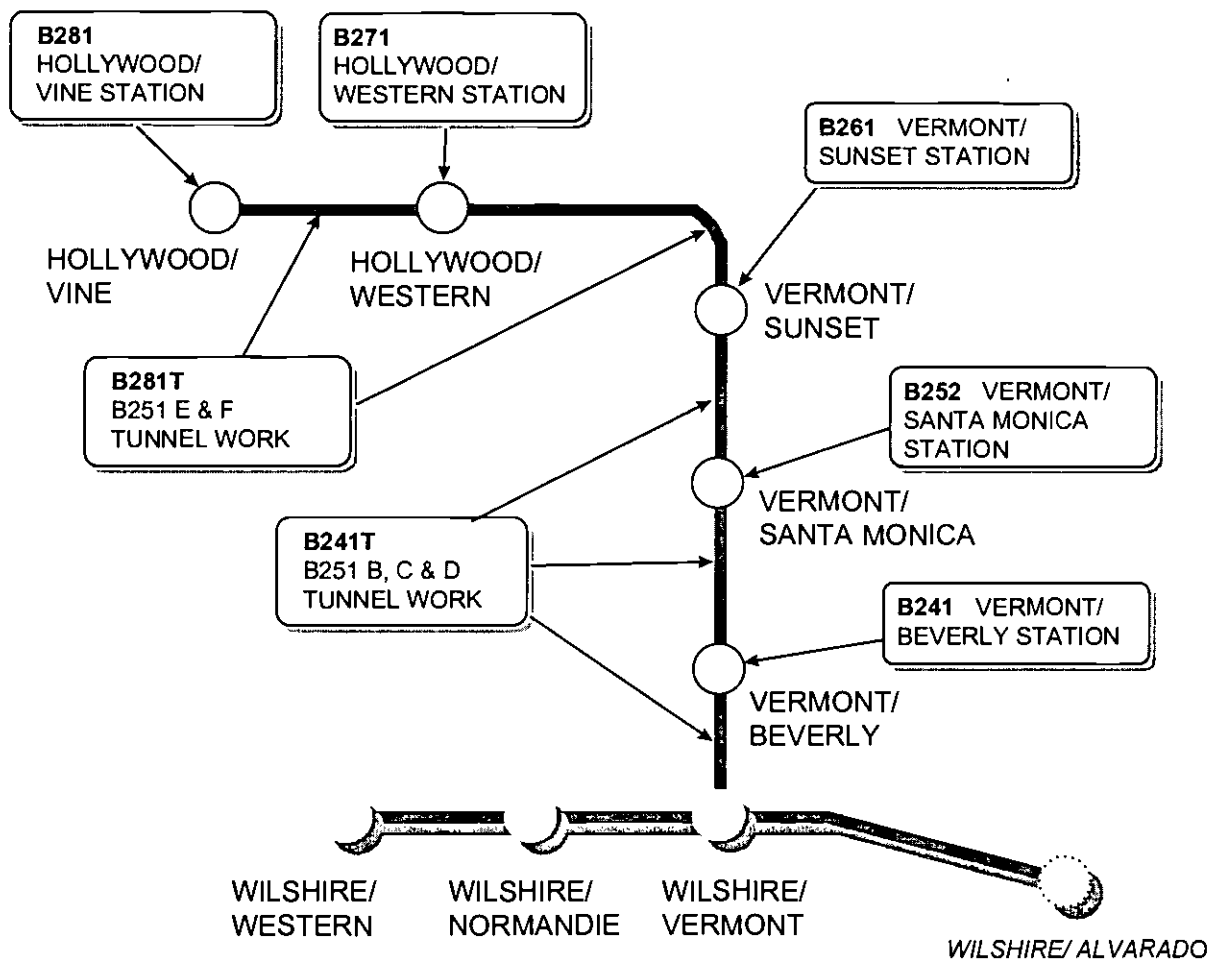
Completed installation of excavation support system, 4-inches mud mat, and concrete invert slab. Continued removal of mezzanine level knockout panel. The Contract is 35% complete.

METRO RED LINE Segment 2

Monthly Project Status Report
Period Ending - February 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

B620 AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION: Complete dynamic testing early March 1999 and continue support of integration testing.

B641 RADIO: Complete Systemwide Acceptance Testing (SWAT), and start Voice Radio System installation on the vehicles and complete (CN-65) before pre-revenue operations.

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

Vermont/Sunset Station in March 1999. Systemwide Public Address Installation will continue when the PA/EPABX and other interface equipment are installed.

B644S FIBER OPTIC AND CABLE TRANSMISSION: Complete VMS demonstration tests and conduct systemwide field acceptance tests for Segment 2B. The Contractor will conduct LFAT upon availability of the phone system.

B645 TRACS: Resolve critical Software Problem Reports (SPRs) and schedule issues for February 1999 download and planned to be operational by March 1, 1999 commencing ATC testing.

METRO RED LINE Segment 2

Monthly Project Status Report Period Ending - February 1999



B646 FIRE AND EMERGENCY MANAGEMENT (F&EM): Continue to incorporate late changes and resolve DRs.

B648B COMMUNICATION INSTALLATION: Support F&EM LFAT and system integration tests. Continue to incorporate late changes to F&EM plus DRs. Install CCTV at B252 and B261. Conduct LFAT at all stations.

B710 ELEVATOR/ESCALATOR: The Contractor continues installation at remaining locations. State inspection is scheduled for B271 and B252 Elevators and Escalators.

B795 UNINTERRUPTIBLE POWER SUPPLY: Complete commissioning of all units including Vermont/Sunset Station UPS equipment. Complete the UL-924 retrofit work for Segment 2A and 2B. UL-924 labeling is scheduled to be completed for Segment 2A and started for Segment 2B.

FACILITY ACTIVITIES:

B241 VERMONT/BEVERLY STATION: Station air balancing and punchlist will continue.

B261 VERMONT/SUNSET STATION: Continue installation of roll-up grille, porcelain panels, plaza floor granite installation, and column capitol. Begin installation of rotunda floor tile, intermediate landing floor granite, artwork installation, entrance lighting, and landscape area final grading.

B263 ENTRANCE AT KAISER HOSPITAL: Begin removal of Level 'D' excavation support system. Start installation of rebar, embedded conduits, and concrete for Level 1 exterior walls. Complete removal of mezzanine level knockout panel.

METRO RED LINE Segment 2

Monthly Project Status Report

Period ending—February 1999



QUALITY ASSURANCE

<u>QARs (Quality Action Request)</u>	<u>Segment 2</u>
QAR's closed	5
QAR's open	37
QAR's response past due	6
Current Period Surveillances	14

METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - February 1999



Budget/Forecast Variance

Original Scope Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	February Change in Forecast
CONSTRUCTION	\$1,050.3	\$1,064.3	\$14.0	(\$4.1)
PROFESSIONAL SERVICES	\$438.6	\$442.4	\$3.9	\$0.0
REAL ESTATE	\$83.7	\$85.9	\$2.1	\$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	\$22.4	(\$17.1)	\$2.5
PROJECT REVENUE	(\$1.3)	(\$1.3)	\$0.0	\$0.0
TOTAL PROJECT	\$1,643.7	\$1,644.6	\$0.9	(\$1.6)

Budget/Forecast Variance Analysis

Original Scope Activities

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

Expenditures through January 1998 for Original Scope are \$1,520.3 million or 87.4% of the current total forecast.

Commitments to date for Original Scope are \$1,577.1 million or 90.7% of the current total forecast.

The current total forecast decreased \$1.648 million this month.

Construction decreased \$4.1 million due to:

- B251 (\$8.9 million), the B251 litigation reached a tentative settlement. Preliminary numbers indicate that Segment 2 will pay an additional \$2.8 million, bringing the Project's final cost to \$126 million, or \$8.9 million less than forecasted

- Startup (\$1.6 million): transfer unauthorized Wilshire startup labor costs to non-project

- Operations/Manned EMPs during operations \$1.6 million

- Changes in claims allocation and closeout \$0.7 million

- B290: workload through December \$2.3 million

- B241: reconcile to FFWS/changes \$1 million; B261: reconcile to FFWS/changes \$1.4 million

- B710: revise forecast based on negotiations (\$0.7 million)

Professional Services did not change this reporting period.

Contingency increase \$2.5 million due to offset of the above.

METRO RED LINE Segment 2

Monthly Project Status Report
Period Ending - February 1999



Budget/Forecast Variance

Additional Locally Funded Activities
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	February Change in Forecast
CONSTRUCTION	\$50.9	\$52.1	\$1.3	\$1.6
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	\$0.8	\$0.8	\$0.0
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$94.2	(\$0.9)	\$1.6

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

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

Expenditures through January 1998 for Additional Locally Funded Activities are \$52.1 million or 55% of the current total forecast.

Commitments to date for Additional Locally Funded Activities are \$70.5 million or 74.8% of current total forecast.

The current total forecast decreased \$1.625 million this month.

Construction increased \$1.6 million due to:

- Startup: \$1.6 million transfer unauthorized Wilshire startup labor costs to non-project

Professional Services remained unchanged.

Contingency remained unchanged.

The budget/forecast variance of the Original Scope Activities is \$924 thousand while the Additional Locally Funded Activities is (\$924) thousand. No net increase to combined Project budget of \$1.738 million. This is a result of a funding change in November and January and the transfer of the unauthorized operations charges this month.

Contract/Line Item Variance: None.

Contract Variance: None.

METRO RED LINE Segment 2
Monthly Project Status Report
Period Ending -February 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%	\$482.997	96%	\$482.997	96%
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	\$98.584	52%	\$63.748	33%	\$63.748	33%
Total Original Scope	\$1,446.432	\$1,643.661	\$1,559.891	\$1,576.412	96%	\$1,520.274	92%	\$1,520.274	92%
Other Locally Funded Activities									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$52.115	\$71.181	108%	\$52.115	79%	\$52.115	79%
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	\$52.115	\$71.181	75%	\$52.115	55%	\$52.115	55%

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 -February 1999



The CAPRA account cash balance as of January 31, 1998 is \$25,742,610.

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 - February 1999



Schedule - Vermont/Hollywood Corridor

	Current Status	Change from Last Month
Current ROD	May 1999	none
Design Progress	100.0%	none
Critical Path Float	0 days	none
Construction Progress	98.6%	+0.3%

Current Critical Path Analysis

The Project Office continues to measure float against the Revenue Operation Date (ROD) of May 29, 1999 approved by the MTA Board of Directors. 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 changes 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 is scheduled to start on April 17, 1999, and it is anticipated that a temporary certificate of occupancy will have to be issued for the Project on May 29, 1999.

The B710, Elevator/Escalator contractor scope of work has been successfully mitigated from the critical path due to implementation of an acceleration change to the Contractor to expedite all work and complete equipment installation by May 3, 1999.

PRIMARY CRITICAL PATH

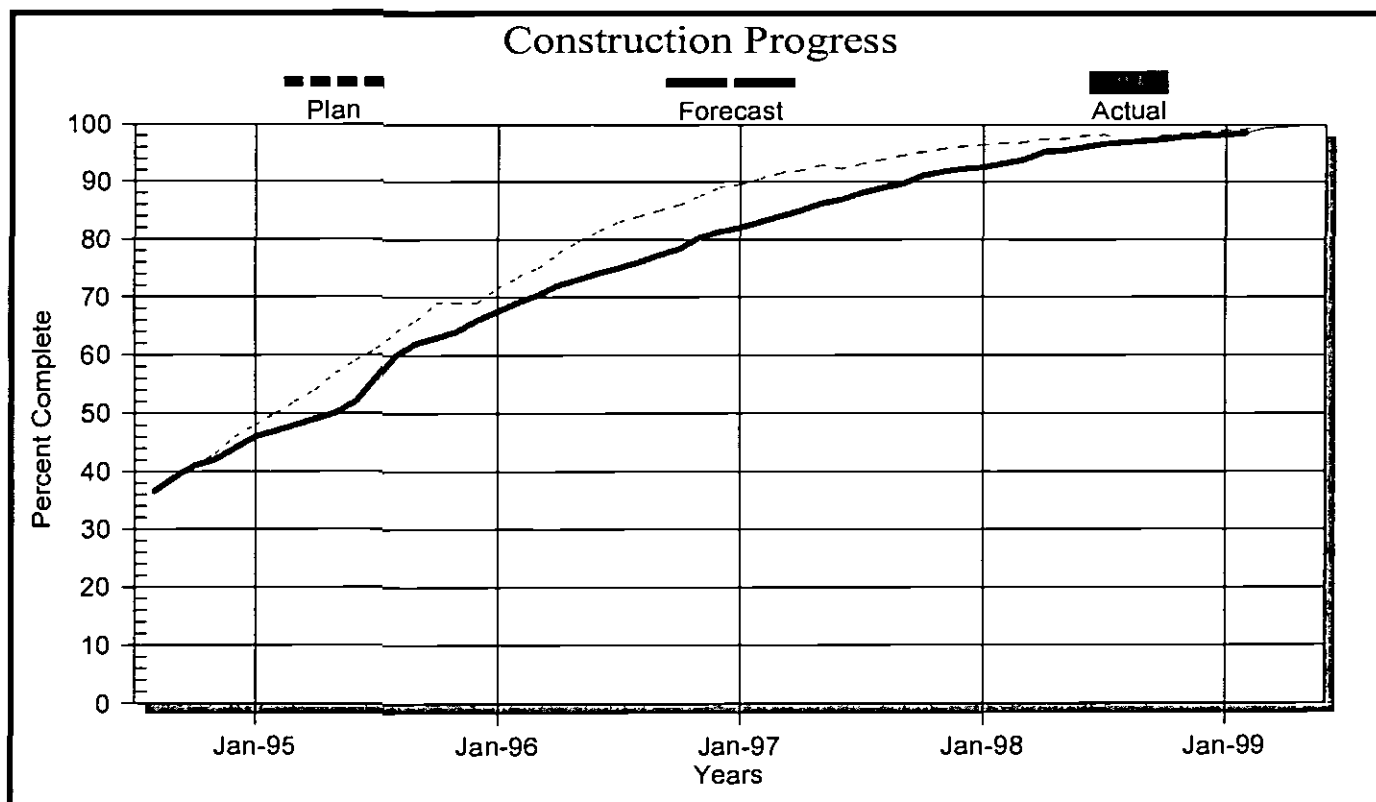
The primary critical path remains at zero days of float. The critical activities leading to the start of Pre-revenue Operations are the completion of Phase I system integration tests, critical TRACS software downloads to support required Phase II system integration tests and automatic train control and other systemwide integration tests. The critical activities in the stations are the resolution, by the B645 contractor, of the Discrepancy Reports (DRs) for Vermont/Santa Monica, Hollywood/Vine, Hollywood/Western and Vermont/Beverly stations, and the start and completion of integration testing at the Vermont/Sunset Station.

SECONDARY CRITICAL PATH

The secondary critical path to ROD is currently running through the Vermont/Sunset Station activities by B261, B646, B645, and B648B contracts. These activities include B261 electrical and mechanical installation and testing B648B, Communication contractor's installation and local field acceptance testing by B646 contractor prior to start of system integration testing in March 1999.

METRO RED LINE Segment 2

Monthly Project Status Report
Period Ending - February 1999



Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 98.6% versus the planned of 99.3%.

The project variance is 0.7%. The plan versus actual physical progress was due to the delays for Contracts B645, TRACS and B646, F&EM, experiencing slower progress than planned in the previous months due to late changes and slower than required resolution of Discrepancy Reports; B710, Elevators/Escalators delayed access and start of installation in the Vermont/Sunset and Vermont/Beverly stations; B261, Vermont/Sunset Station finish work slow progress and B648B, Communication Installation delayed start in Vermont/Sunset Station.

The Segment 2B completion plan includes expediting DR resolution and completion of the last station (Vermont/Sunset) including the TRACS, F&EM and testing. The remaining work by B710, Elevators and Escalators; B261, Vermont/Sunset Station, Electrical/Mechanical; and Communication Installation by B648B are being done on an accelerated basis to support the ROD of May 29, 1999.

METRO RED LINE Segment 2

Monthly Project Status Report

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Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	17.5	-0.3
Lost Time Rate (Freq.)		
National Average	4.2	
Project Rate (Cum.)	2.3	-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 has dropped to 2.3. This rate is below the 1995 National Average of 4.2.

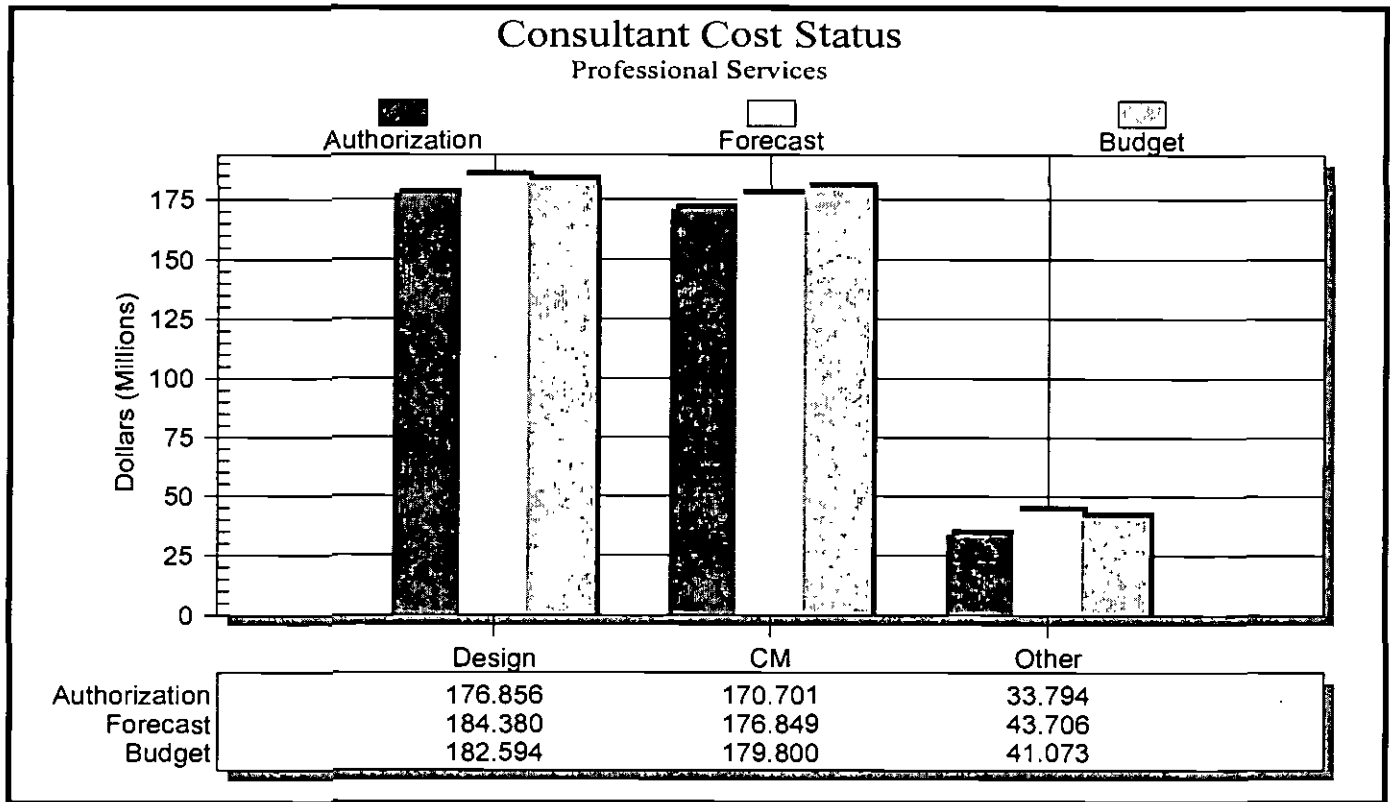
· The project is currently completing approximately 70,000 work hours each month and has produced over 13,900,000 work hours to date without a fatal injury.

Statistics reflect injuries through January 1999.

METRO RED LINE Segment 2

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Professional Services Cost Analysis

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

There were no 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 remained unchanged during this period.

METRO RED LINE Segment 2

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Management Issues

ONGOING

Item (Initiated December 1998)

Completion of Elevators/Escalators Prior to Revenue Operations

Concern/Impact

Due to contract issues with Fujitec America, Inc. and later than planned installation access at two stations, completion of the units were forecasted to be completed after May 29, 1999 scheduled ROD.

Status/Action

The Project Office issued an acceleration change notice in February 1999 to Fujitec to accelerate completion of work at all stations prior to revenue operations. The commitment from the Contractor is to have all work completed by May 3, 1999. As of the status date, the Contractor had 31 craft people working daily at all five stations with 13 at Vermont/Sunset Station and 10 at Vermont/Beverly Station. At the current rate of progress, the Project Office expects the Contractor to complete all work by April 30, 1999.

ONGOING

Item (Initiated November 1998)

Timely Resolution of Discrepancy Reports (DRs)

Concern/Impact

System Integration Tests (SIT) are being impacted by issuance of late changes and delays in resolving Discrepancy Reports. Sorting and resolving the DR's is causing delays to the Contractors and to the Systems Integration Testing team in completing their tests.

Status/Action

Daily planning is continuing between the RAG team and the Special teams to resolve DR's and complete tests. Detail DR's and SPR's are being planned for B645 downloads to support the integration test schedule. B645 contractor still not applying sufficient staffing to resolve DR's and SPR's in a timely manner. MTA management to meet with Contractor management in early March 1999.

ONGOING

Item (Initiated November 1998)

Availability of New Passenger Vehicles for Revenue Operations

Concern/Impact

METRO RED LINE Segment 2

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MTA Operations has expressed concern that only four of the 36 new option cars delivered to MTA have been accepted, with warranty issues, for revenue service. MTA Operations has projected that a total of 52 heavy rail vehicles will be required for the Metro Red Line when it is extended to Hollywood. This represents a 22-vehicle increase over the existing 30-vehicle fleet. MTA Operations has expressed desire to have all 36 new option cars accepted by Revenue Operations.

Status/Action

To ensure availability of new cars for revenue service by May 29, 1999, Rail Operations established a "Tiger Team" consisting of rail equipment maintenance personnel, train operators, supervisors, procurement staff, quality assurance staff, construction project office staff and supporting contractor and consultant staff. This team is working daily to ensure vehicle availability for revenue operations. A "Revenue Readiness Work Plan" was finalized on February 8, 1999, which established a recovery plan to have at least 22-vehicles ready for pre-revenue operations. As of February 26, 1999, eight additional vehicles were forecast to be ready for revenue service by March 1, 1999 (total of 12 option cars). There are currently 14 vehicles in the burn-in phase. Ten additional cars will be ready for burn-in once minor problems are corrected. Projection is that 66 cars will be ready by Revenue Operations.

ONGOING

Item (Initiated October 1998)

TRACS (B645) Schedule Implementation Delay

Concern/Impact

The start and completion of critical Phase II Systems Integration Testing (SIT) needed for May 29, 1999 ROD.

Status/Action

Two downloads occurred this month on February 5, 1999 and February 26, 1999, both were scheduled earlier but were rescheduled. For both downloads less than 50% of required fixes were successfully completed. The Contractor continues to fall further behind. Required critical train control items were not included in the February 26, 1999 download. The current plan is to complete the minimal required Phase II testing by April 16, 1999, pre-revenue operations, and complete all Phase II integration testing by July 31, 1999.

The Project Office has requested the Construction Manager and Engineering Management Consultant to work 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. DR's will have to be resolved at the last station (Vermont/Sunset) at a much higher rate in order to complete critical integration tests at this station by pre-revenue operations.

ONGOING

Item (Initiated August 1998)

Fire and Emergency Management System (B646) Late Changes

Concern/Impact

Late changes continue to be issued and are impacting the current schedule. A delay on Change Notice 85 engineering design submittal for the B261 station has impacted the Fire and Emergency Management (F&EM) and

METRO RED LINE Segment 2

Monthly Project Status Report Period Ending - February 1999



field implementation by B648B, which will be followed by F&EM Local Field Acceptance Testing (LFAT), and the start of Phase I SIT at B261 and the project critical Phase I SIT at Vermont/Sunset Station.

Status/Action

The B648B contractor began and completed installation in February. Follow on LFAT completion is scheduled for March 10, 1999 with SIT to begin on March 12, 1999. Follow on action is required to evaluate if any additional changes are critical and, if required by ROD, all changes should be issued immediately to minimize the schedule impact (Late changes affect the productivity, DR resolution and impact the integration testing schedule).

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 Operation Date.

Status/Action

The Contractor has not completed functional testing of equipment. Current plan is to complete the electrical and mechanical tests, including air balancing by March 17, 1999. The CM is working with contractor to complete testing completed at the south end first by March 5, 1999 and the north end by March 17, 1999. The consequence of the delayed completion of testing is delay in starting Phase I integration testing. The RAG may begin testing in the south end one week earlier.

ONGOING

Item (Initiated November 1998)

Legal Support Costs

Concern/Impact

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

Status/Action

The Legal Department has analyzed the outlook for the major legal support contracts. The analysis indicates a slight increase to the present overall legal forecast. The analysis indicates that the balance of the unallocated legal forecast, which had been established, should be allocated to those contracts (which will be done in March's Project Status Report). This action will eliminate the unallocated balance, and in addition, will require a transfer of \$270,000 from contingency. The forecast for legal services performed by outside counsel through County contracts, and for County Counsel in-house staff, is being evaluated. After preparation of FY2000 budget is complete the Legal Department will complete their analysis.

METRO RED LINE Segment 2

Monthly Project Status Report

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ONGOING

Item (Initiated October 1998)

Sufficiency of Project Contingency/Claims Allowance

Concern/Impact

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

Status/Action

The overall contingency balance appears to be sufficient at this time to meet the claims and other exposures under present assumptions. The assumption that the project will receive a \$10-11 million credit for insurance settlements from the Hollywood Boulevard sinkhole and flooding at B261 is under review by executive management. The forecast this month deleted \$6 million after the settlement was received. MTA management has not credited the Project as was assumed but is holding it in reserve. An assumption of a \$4 million credit is still included, as this was Board approved in the last budget increase. Tracking and monitoring of claim settlements and exposures, as compared to amounts budgeted, is now under development.

ONGOING

Item (Initiated February 1998)

Unauthorized Labor Charges Originating From Operations Division

Concern/Impact

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

RESOLVED

Item (Initiated September 1998)

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

Concern/Impact

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

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Status/Action

A solution to the problem was developed, and the B241 contractor completed repair work. This item closed - for further information see "Completion of Elevators/Escalators prior to ROD" management issue.

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

EXECUTIVE SUMMARY

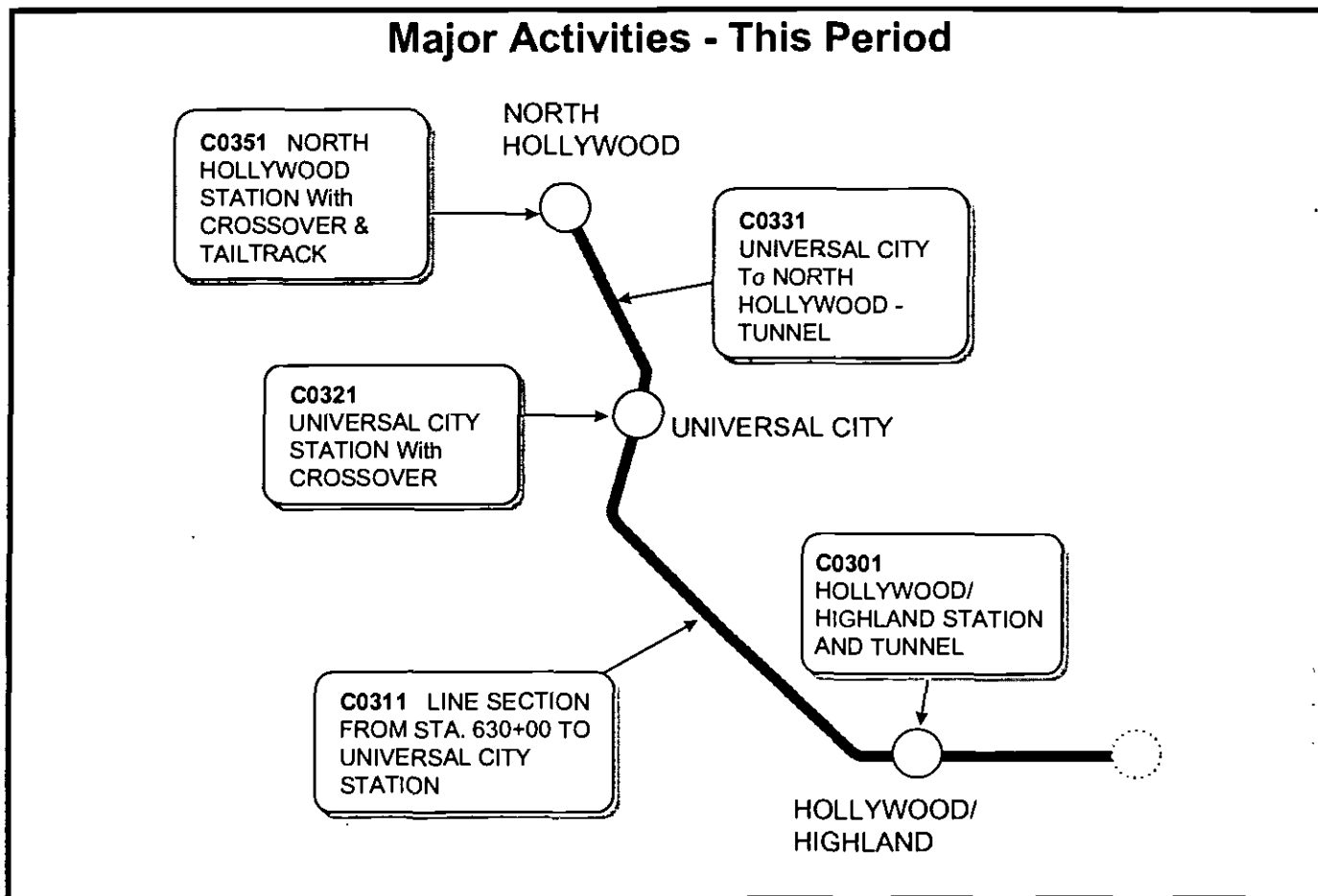
METRO RED LINE Segment 3 North Hollywood

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Major Activities - This Period



SYSTEMWIDE ACTIVITIES:

- C0352 (North Hollywood Site Work) held mobilization meeting (EMC received additional funds on 2/24/99).
- C0390 (Miscellaneous Construction) held mobilization meeting (EMC received additional funds on 2/24/99).
- C1326 (UCS Freeway Overcrossing & Ramps) continued with the preparation of Addendum.

SYSTEMS ACTIVITIES:

- B620 (Automatic Train Control) 34.5 KV feeder on left alignment at C0331 tunnels has commenced.
- B630 (Traction Power Substation Equipment) contractor started testing and commissioning rectifiers, transformers, and DC switchgear at C0321.

- B641 (Radio System) majority of equipment was delivered to H0648.
- B646 (Fire & Emergency Management) majority of equipment is either delivered or available for delivery; contractor started factory acceptance testing (FATs).
- B710 (Escalators & Elevators) issues in Segment 2 Vermont/Hollywood Corridor have warranted a shift of manpower from Segment 3 North Hollywood Extension to Segment 2; progress in Segment 3 needs to be closely monitored.
- B795 (Uninterruptible Power Supply) C0301 40 KVA battery banks were put on charge, and started system test.
- H0631 (Traction Power System Installation) contractor started 34.5KV cable trays and cables at C0311; completed 600VDC installation at C0321 and C0351.
- H0648 Communications Installation) contractor continued installing conduits, cabinets and pulling

METRO RED LINE Segment 3 North Hollywood

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cables for the Radio and F&EM system at North Hollywood Station; completed installing F&EM devices delivered by B646 for Universal City Station.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Met Milestone #13, Air Handling Units Installation
- Continued commissioning of the Ventilation and Air Handling Systems
- Commissioned the 40 KVA Uninterrupted Power Supply
- Continued restoration of Hollywood Boulevard Walk of Fame

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

- Turned over the AL tunnel (Milestones #3B-I and #3B-II), south of Track Level Rooms, to the C1610 track contractor
- Turned over the Track Level Rooms and tunnels to the systems contractors
- Started electrical/mechanical work in Crosspassages 48 to 43
- Continued electrical/mechanical installation in the Track Level Rooms
- Started and completed AL tunnel invert and arch under La Brea Shaft
- Completed walkway concrete pours and wet stand pipe installation in the AL tunnel, south of the Track Level Rooms
- Continued cable tray, electrical conduit, wiring, and lighting installation in the AL tunnel south of the Track Level Rooms
- Started electrical/mechanical testing in all completed areas
- Revised schedule per CN-104
- Started final punch list work in all completed areas

C0321 UNIVERSAL CITY STATION:

- Charged the south B795 Uninterrupted Power Supply units and applied load tests
- Performed punch list work items and clean-up operations around the job site
- Continued with final acceptance tests for mechanical/electrical equipment
- Completed the architectural tubing fascia around elevator enclosures #1 and #3 at street level

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Substantial completion given on February 3, 1999
- Continued completion of punch list items

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

- Started air balancing
- Completed B740 (Ventilation Equipment) and B745 (Air Handling Equipment) testing
- Installed entrance kick plate
- Started granite stairs
- Completed porcelain column covers and capitals

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignment (including Tail & Pocket Track): Punch list work is continuing; crosswalk installation in C0321 and C0351 is underway
- C0311 AR Alignment (UCS to 606+00): MS-5 High-Rail Access was met on February 16; contact rail assembly is underway
- C0311 AL Alignment North (UCS to TLR): MS-6A High-Rail Access was met on February 26
- C0311 AL Alignment South (TLR to 610+00): Access-16A (from TLR to SSS) was granted on February 1 and Access-16B (SSS to 617+00) was granted on February 13

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:

- Removed/replaced curb/gutter/pad and walk, south side of Hollywood Blvd. (Cahuenga to Vine) section 1A, is 96% complete
- Removed/replaced curb/gutter/pad and walk, north side of Hollywood Blvd. (Cosmo to Whitley) section 1B, is 44% complete
- Removed/replaced stars and Walk of Fame, south side of Hollywood Blvd. section 2A, is 18% complete
- Removed/replaced stars and Walk of Fame, north side of Hollywood Blvd. section 2B, is 4% complete

METRO RED LINE Segment 3 North Hollywood

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Quality Assurance

Segment 3

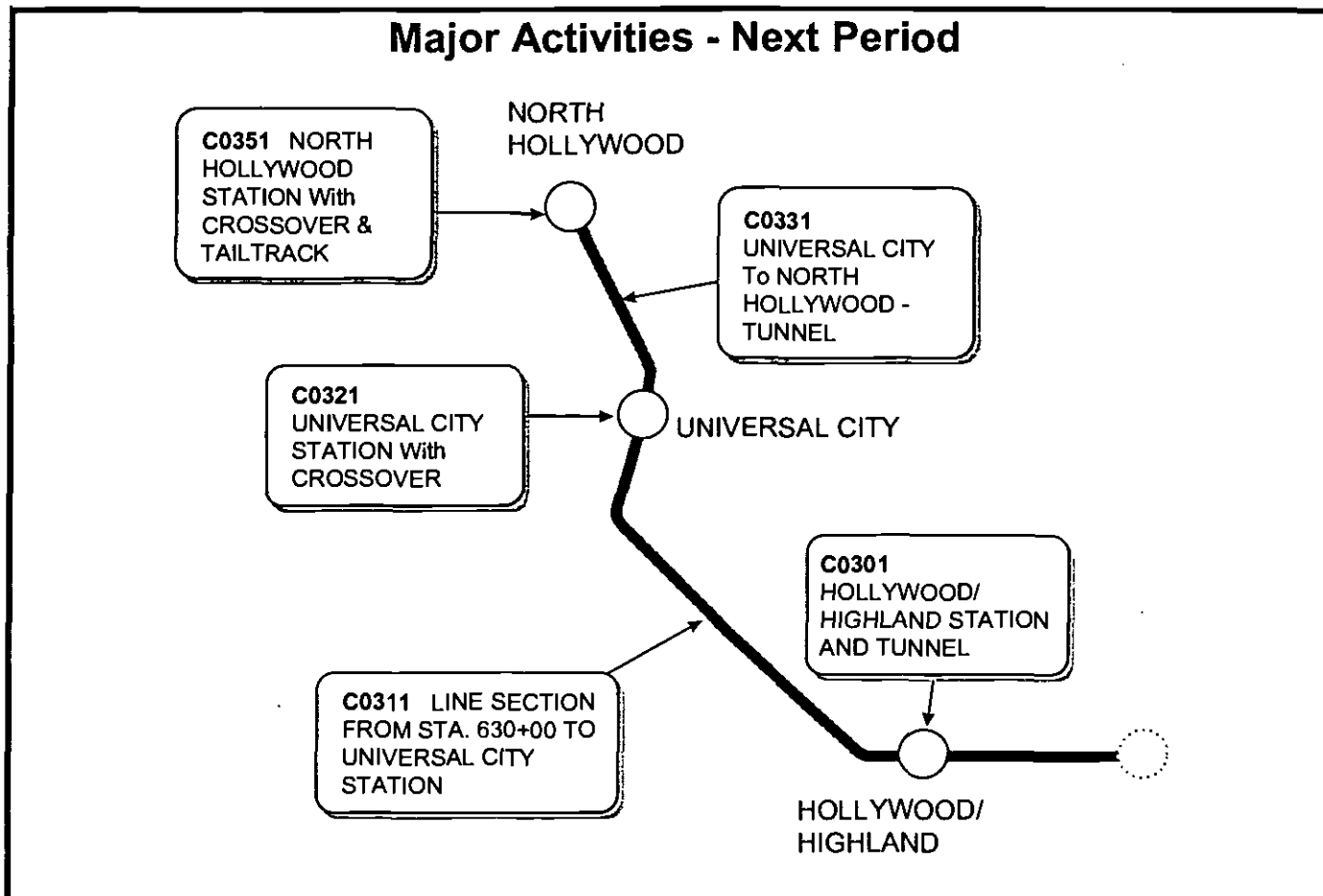
QAR's closed	0
QAR's Open	9
QAR Response Past Due	5
Current Period Surveillances	8

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report
Period Ending - February 1999



Major Activities - Next Period



SYSTEMWIDE ACTIVITIES:

- C0322 (UCS Pedestrian Undercrossing) begin final design.
- C0352 (North Hollywood Site Work) begin final design.
- C0390 (Miscellaneous Construction) resume design work.
- C1326 (UCS Freeway Overcrossing & Ramps) complete addendum.

SYSTEMS ACTIVITIES:

- B620 (Automatic Train Control) resequence of fiber optic and communication cable installation to commence from TLR to C0351.
- B645 (TRACS) overlap of work between Segments 2B and 3 is straining the contractor's resources; contractor is hiring additional people, but will utilize in-house¹ resources to mitigate current impact.

- B646 (Fire & Emergency Management) contractor continues factory acceptance testing (FATs).
- B795 (Uninterruptible Power Supply) UL-942 retrofit electrical work was completed and mechanical retrofit work started.
- H0631 (Traction Power System Installation) contractor will start and complete DC at C0321 and C0301.
- H0648 (Communications Installation) LFAT of the F&EM subsystem will start if the remaining F&EM components are available from B646 to H0648; contractor will continue installing cabinets, seismic brace and pull cables at North Hollywood Extension.

C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS COMPLETE:

- Test Air Handling and Ventilation Fan systems
- Energize and commission 80 KVA Uninterrupted Power Supply (UPS)

METRO RED LINE Segment 3 North Hollywood

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· Continue restoration of Hollywood Boulevard Walk of Fame

· Complete remove/replace curb/gutter/pad and walk, south side of Hollywood Blvd. (Cosmo to Whitley) section 1B.

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

- Achieve Milestone # 1, Contract Completion
- Complete electrical/mechanical installation in the Track Level Rooms
- Complete electrical/mechanical work in Crosspassages 48 to 39A
- Complete cable tray, electrical conduit, wiring, and lighting installation in the AL tunnel, south of the Track Level Rooms
- Complete electrical/mechanical testing in all areas
- Preparation of final punch list work in all areas

C0321 UNIVERSAL CITY STATION:

- Charge and commission the north B795 Uninterrupted Power Supply units
- Perform punch list work items and clean-up operations
- Final acceptance tests for mechanical/electrical equipment

C0331 LINE SECTION, NORTH HOLLYWOOD STATION TO UNIVERSAL:

- Complete air balancing
- Continue punch list

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

- Continue air balancing

C1610 TRACKWORK INSTALLATION:

- C0351/C0331/C0321 AR/AL Alignment (including Tail & Pocket Track): Continue punch list work and crosswalk placement; begin Electrical Continuity Testing for MS-12
- C0311 AR Alignment (UCS to 610+00): Perform punch list work; complete MS-10 contact rail installation; Issue CN-54.01 (Formation Grouting) and begin work
- Issue CN-36 (Core Drilling)
- C0311 AL Alignment (UCS to 610+00): Complete MS-6B Hi-Rail Access from TLR to Sta. 606+00; begin contact rail installation

MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:

- Complete remove/replace curb/gutter/pad and walk, south side of Hollywood Blvd. (Cahuenga to Vine) section 1A

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

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Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	February Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$841.5	\$16.8	(\$12.6)
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	\$43.4	(\$26.2)	\$12.6
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 January 1999: \$914.0 million.

Total Original Scope Commitments through February 1999: \$1,054.6 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 B251 (Tunnels: Holl/Vine to Rock Interface) - Forecast decreased by \$11.1 million due to the litigation settlement between Shea-Kiewit-Kenny (SKK) and MTA.

Contract C0321 (Universal City Station) - Forecast decreased by \$1.4 million due to a re-evaluation of the potential change orders, pending claims, potential claims, and contract contingency. This is based upon a lower than anticipated need for the remaining work to go.

Contract C0311 (Tunnels: UC Sta to 630+00) - Forecast decreased by \$0.7 million primarily due to a re-evaluation of the contract contingency. This is based upon a lower than anticipated need for the remaining work to go.

Contract B620 (Automatic Train Control) - Forecast increased by \$0.6 million due to the extended field installation duration, additional labor escalation, and delayed start.

Project Contingency - Forecast increased \$12.6 million due to the above mentioned forecast changes.

The February 1999 Planned Project Contingency is \$22.7 million; the Actual Project Contingency is \$43.4 million. The variance of \$20.7 million between the planned and the actual contingency is due to net reductions in the estimate at completion forecasts for a number of construction and professional service contracts.

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

METRO RED LINE Segment 3 North Hollywood

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

· *Line 03 - Hazardous Material Handling

Current Budget: \$15,058,000

Forecast: \$5,177,718

Variance: (\$9,880,282)

%Variance: (65.6%)

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

· Line 07 - Systemwide Equipment

Current Budget: \$46,051,000

Forecast: \$55,716,481

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: \$37,512,106

Variance: \$11,986,106

%Variance: 47.0%

Mitigation: Contract C1610, Trackwork Installation, is contributing \$11.9M of the total variance of \$12.0M. 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, 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

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Budget/Forecast Variance

Additional Locally Funded Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	February Change in Forecast
CONSTRUCTION	\$1.9	\$0.2	(\$1.7)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$32.7	\$32.1	\$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	\$33.9	\$30.9	\$0.0

Budget/Forecast Variance Analysis

Additional Locally Funded Activities

Total ALFA Expenditures through January 1999: \$4.8 million.

Total ALFA Commitments through February 1999: \$5.7 million.

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

Contract S019 (MTA Project Admin.) - The MTA has revised the allocation of Agency overhead and indirect charges to the project in excess of the budget plan. \$32.2 million of the \$32.7 million forecast amount is due to this potential overrun in the Agency cost element of the project. Project contingency established in the original budget has not been transferred to absorb this potential project cost increase.

METRO RED LINE Segment 3 North Hollywood

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STATUS OF FUNDS ANTICIPATED

- FTA SECTION 3:** MTA submitted a grant application for \$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 to be approved in June 1999.
- FTA SECTION 9
FED ISTEA/CMAQ:** Grant award was approved on August 27, 1997 for FY 96 CMAQ \$20 million for the East Side Project. Funds will not be available for drawdown until a revised Full Funding Grant Agreement (FFGA) is approved by FTA. MTA submitted a grant application on March 31, 1998 for \$20.7 million of CMAQ funds to be allocated to the North Hollywood Project. Grant has been awarded and executed on February 8, 1999. Funds expected to be available for drawdown by April 1999.
- 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 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 will submit in February 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 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 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 the \$745,600 and is expected to receive the \$15.41 million fund transfer agreement in April 1999. Both fund transfer agreements are expected to be executed respectively in April 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 \$55.4 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 - February 1999

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

FEBRUARY 1999									
STATUS OF FUNDS BY SOURCE									
SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) \$	(D/B) %	(E) \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$681.037	\$544.830	\$374.237	\$506.533	93%	\$394.029	72%	\$376.913	69%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$93.559	\$126.634	93%	\$98.507	72%	\$94.228	69%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$57.800	\$52.283	30%	\$52.284	30%	\$50.000	29%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$53.037	\$71.358	100%	\$71.358	100%	\$53.037	74%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.245	\$6.871	\$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	\$42.901	\$64.811	100%	\$64.811	100%	\$33.184	51%
STATE PROP 116	\$0.000	\$57.652	\$57.652	\$57.152	99%	\$57.152	99%	\$33.353	58%
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	\$9.360	36%	\$9.360	36%	\$0.000	0%
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	\$59.148	\$28.704	49%	\$28.704	49%	\$28.704	49%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (5)	\$0	\$0	0%	\$0	0%	\$0	0%
TOTAL	\$1,310.822	\$1,310.822	\$903.878 (4)	\$1,058.753	81%	\$918.123	70%	\$808.963	62%
OTHER LOCALLY FUNDED ACTIVITIES:									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.751	\$1.477	61%	\$0.751	31%	\$0.751	31%
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	\$0.754	\$1.554	57%	\$0.754	28%	\$0.754	28%

(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 JANUARY 1999.



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

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

FEBRUARY 1999		STATUS OF FUNDS BY SOURCE								
SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)	
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED TO FUNDING SOURCE \$	%	
ORIGINAL SCOPE:										
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$438.097	\$570.393	50%	\$457.889	40%	\$440.773	39%	
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$109.524	\$142.599	50%	\$114.472	40%	\$110.193	39%	
FED ISTEA STP (STATE)	\$25.000	\$199.344	\$82.800	\$77.283	39%	\$77.284	39%	\$74.193	37%	
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$134.771	\$71.998	\$90.319	67%	\$81.875	61%	\$54.292	40%	
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$9.328	\$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	\$42.901	\$64.811	62%	\$64.811	62%	\$33.184	32%	
STATE PROP 116	\$87.300	\$57.652	\$57.652	\$57.152	99%	\$57.152	99%	\$33.353	58%	
STATE FLEXIBLE CONGESTION RELIEF	\$28.000	\$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	\$9.360	36%	\$9.360	36%	\$0.000	0%	
CITY OF LA	\$136.244	\$163.444	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%	
PROP C	\$677.318	\$789.047	\$92.132	\$89.257	11%	\$61.675	8%	\$61.675	8%	
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	\$1,063.105	\$1,245.549	41%	\$1,067.799	35%	\$947.370	31%	
OTHER LOCALLY FUNDED ACTIVITIES:										
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.751	\$1.477	61%	\$0.751	31%	\$0.751	31%	
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	\$0.754	\$1.554	57%	\$0.754	28%	\$0.754	28%	

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1999.



METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - February 1999



Schedule

	Current Status	Change from Last Month
Current ROD	May 2000	+2 days
Design Progress	95.8%	-0.6%
Critical Path Float	0 days	-2 days
Construction Progress	80.1%	+1.1%

Current Critical Path Analysis

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

The February 1999 Master Schedule shows the project on schedule with a forecast Revenue Operations Date of May 17, 2000. The project critical path runs through B620 (Automatic Train Control), and System Integration/Testing/Pre-Revenue Operations.

The Systems Contracts and their effect on the testing program are now the primary focus for the project. The B620 Contract is starting to reflect the resequencing of work in accordance with the phased access in the C0311 and C0301 areas that resulted from the delays encountered by C0311. The resequencing of work is still in development and should be complete by the next reporting period. A change is in process to accelerate B620 now that multiple access areas are available. Installation of the 34.5KV cable is in progress in the C0311 AR alignment.

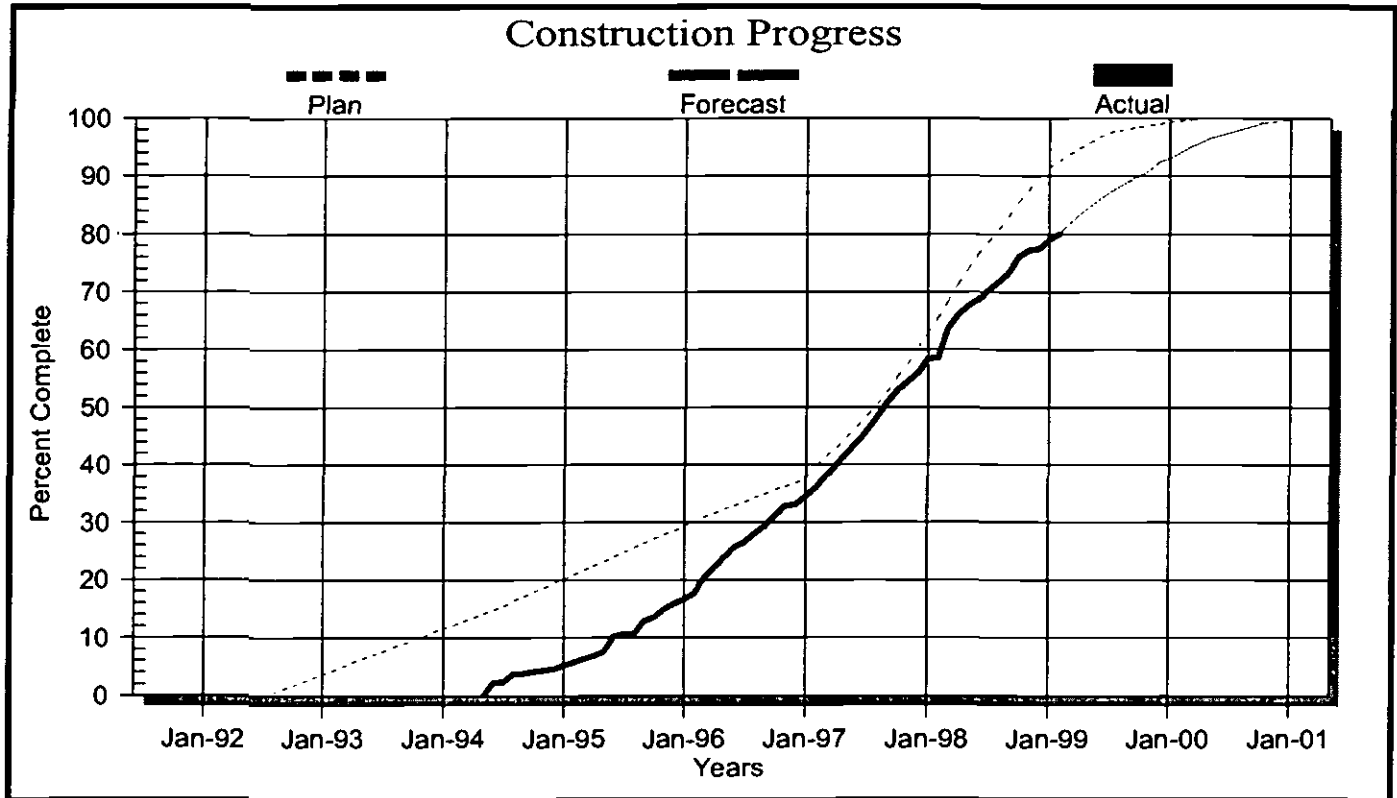
There was a slippage of the equipment delivery dates for B646 by 10 days and it may extend the installation by H0648 by the same duration. Additionally, there were design changes for the B646 equipment and software that were not incorporated into the original design. The equipment and software will require modifications before testing is complete. If required, these tests will be by-passed until the modifications are complete and testing will not be delayed.

There are concerns about the removal of resources from the Segment-3 project to assist in the completion of Segment-2B and their affect on the schedule. Currently, JMA and EMC Systems personnel, B710 (Elevator/Escalator), B795 (UPS), B645 (TRACS/SCADA), B646 (F&EM), and B648 (Communications Installation) contracts and their respective RE's are dividing their time between the segments.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - February 1999



Construction Progress Analysis

The overall construction progress through February 1999 is 80.1% complete.

Contract B620 (Automatic Train Control) contractor is resequencing cable activities to the C0301 tunnels and has commenced 34.5 KV feeder to the left alignment at the C0331 tunnels.

Contract C0301 (Hollywood/Highland Station) air handling units milestone was completed on schedule. Restoration of the Hollywood Boulevard Walk of Fame continues. HVAC ductwork/diffuser/dampers and electrical installation work continues throughout the station and are 99% complete. Time extensions to Milestone #1 (Contract Completion) and Milestone #21 (Hollywood Blvd. Restoration) continue to be evaluated under CN-262. Liquidated damages would not be withheld for Milestone #1 until CN-262 is finalized.

Contract C0311 (Line Section from Universal City Station to Station 630+00) concrete walkways in both tunnels are complete and concrete work in crosspassages is complete. Mechanical and electrical work in the AR tunnel is complete and in the AL tunnel is 80% complete. Access to the Track Level Rooms to the systems contractors was granted on January 30. Access was given to follow-on contractors to tunnels on February 11, 1999.

Contract C0321 (Universal City Station) substantial completion certificate was issued to the contractor last month with the punch list to be completed within 60 days. Train Control (B620) and Communications (H0648) continue to work in the station. The CM team is focusing on processing outstanding CNs and C0s.

Contract C0331 (North Hollywood Tunnel) Substantial completion was given to the contractor on February 3. Punch list work is continuing.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - February 1999



Contract C0351 (North Hollywood Station) porcelain column and capitals are complete and plaza area finishes are complete. Electrical testing is continuing.

Contract C1610 (Trackwork Installation) completed in AR the concrete plinth and contact rail pedestal (SSS to Sta. 610+00) and in AL (UCS to TLR). Milestone #5, High Rail Access in the AR was met on February 16 and Milestone #6A, High Rail Access in the AL was met on February 26.

Contract H0631 (Traction Power System Installation) at C0311, contractor accepted early access to MVS for installation of 34.5 KV equipment; at C0321, contractor completed installation of the 600 VDC; at C0331, contractor is substantially complete with all work; and at C0351, contractor completed installation of 600 VDC .

Contract H0648 (Communications Installation) contractor continued to install conduits, pulling cables and terminating wires in the TC&C rooms at Universal City Station. Installation of cabinets for F&EM, PA, CCTV and FO&CT equipment is also in progress.

Contract MS201 (Hollywood Blvd. Restoration) sidewalk concrete work continued on north and south sides of Hollywood Boulevard.

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



Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
Recordable Injury Rate		
National Average	10.6	
Project Rate (Cum.)	15.9	-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.

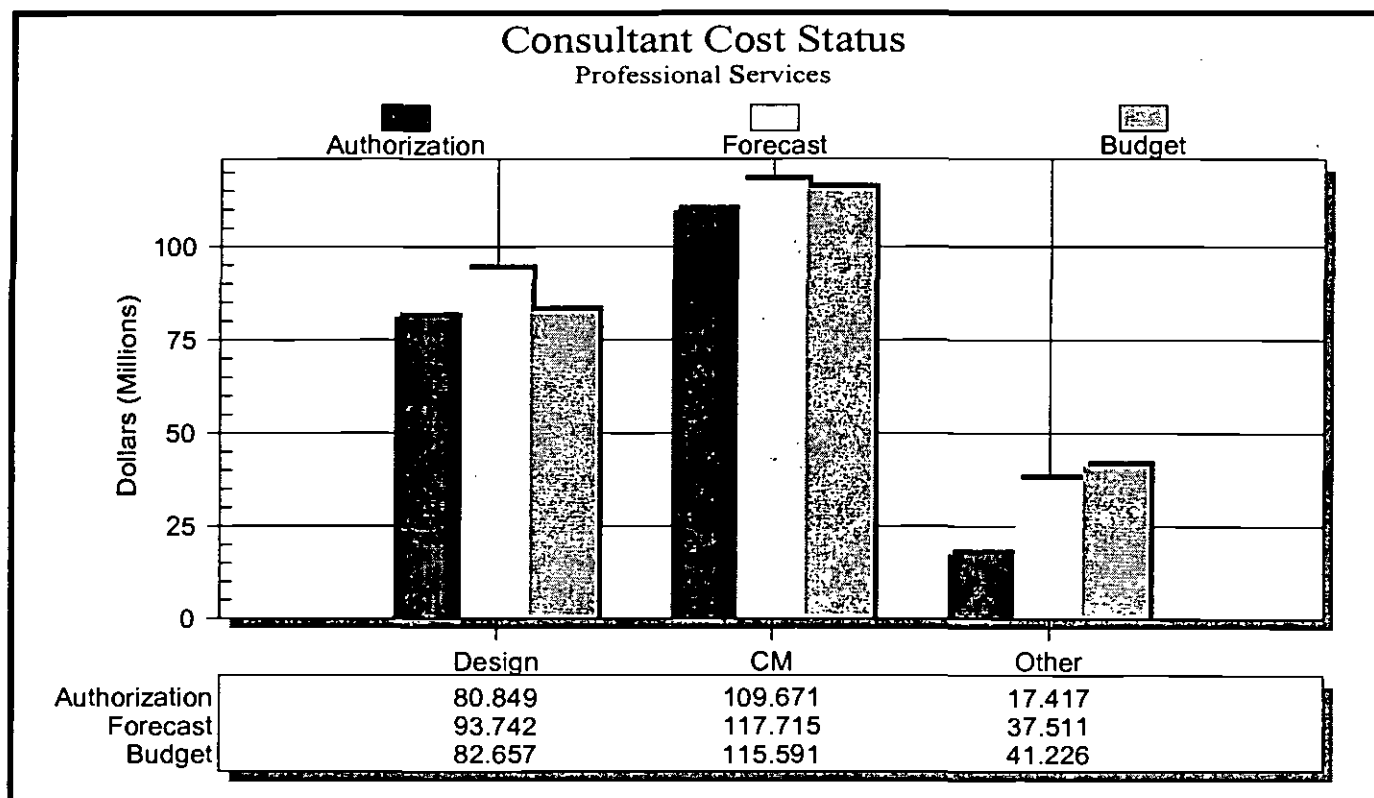
The project is currently completing approximately 150,000 work hours per month. To date, the project has completed over 7,850,000 work hours.

Statistics reflect injuries through January 1999.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - February 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 authorization for the "Design" professional service has a significant variance below the budget primarily due to contract work orders approved by the Board requiring final MTA Procurement action. Also, the "Design" forecast projects a significant cost exposure greater than the budget related to CWO 72 for "Project Overhead Expense Rate - POER" through project completion. Negotiations between MTA Procurement and the EMC have been completed for "POER" through period ending December 1999. This CWO and revision 1 was approved by MTA Board with Segment3NH allocations for revision 1 pending. A budget adjustment will be performed to address the current budget forecast variance upon finalization of the remaining contract work orders.

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. Due to the announced settlement of the SKK litigation with the MTA, it is anticipated that the legal forecast will decrease in the near future.

METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - February 1999



Management Issues

New 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 must be given by March 15 and if not, B620's contractual period of performance may adversely affect ROD and increase MTA's exposure to a potential inefficiency claim.

Status/Action

Mitigation plans are being developed to reduce or eliminate delays to B620. These plans include resequencing installation activities to efficiently utilize work crews under the current available access to the tunnels.

New Item (Date initiated: February 1999)

CONTRACT B645, TRACS DELAYS

Concern/Impact

Design delays and lack of sufficient resources by Syseca (all resources have been committed to Segment 2B completion efforts) have the potential of impacting the start of Phase II Systems Integration Testing and ROD.

Status/Action

Syseca Management is attempting to add more resources to fill the void on Segment 3. Syseca was requested to submit a detailed plan to mitigate their own engineering and software development delays in order to meet the project need dates.

New Item (Date initiated: February 1999)

CONTRACT B646, FIRE AND EMERGENCY MANAGEMENT (F&EM) DELAYS

Concern/Impact

Delays of software development and deliveries at four of the five locations are due to late requested design changes by Fire/Life/Safety. Local Facility Acceptance Tests will be affected by the delayed software development and delivery which may affect ROD.

Status/Action

Hardware deliveries are expected to the installation contractor by March 12, 1999, resulting in three of the five locations receiving equipment late. Software deliveries will be delayed by a month. Syseca has committed to submit a detailed mitigation plan with additional resources, as necessary to meet the project need dates.

New Item (Date initiated: February 1999)

CONTRACT C0390 (MISCELLANEOUS CONSTRUCTION)

Concern/Impact

The camera ready design package is expected to be issued by April 23, with an NTP no earlier than August. It is anticipated that with the submittals and mobilization, the contractor will not be able to begin work until September or later. The station, tunnel and trackwork contractors will have demobilized by the time of C0390 NTP leaving critical maintenance and construction activities to be performed under change orders to existing contractors.

METRO RED LINE Segment 3 North Hollywood

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Status/Action

Currently the construction manager for the C0390 contract is identifying what items will have to be given to the existing contractors in the field prior to C0390 NTP.

New 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 will be affected.

Status/Action

The Request for Proposals (RFP) are anticipated to be issued by mid March. If the equipment suppliers are in agreement to the proposed schedule for signage delivery and are within the Board approved budget, then there should be no risk to ROD.

New Item (Date initiated: February 1999)

MANAGEMENT AUDIT SERVICES

Concern/Impact

Twenty-four audits are outstanding on the North Hollywood Extension changes which 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 has a budget for six FTE's 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 the contractor is not holding completion of these audits by not providing required information.

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. There has been a slight decrease in overall project staffing charges however a reallocation of projected staff charges to the Construction Division has resulted in an increase to the overall projected administration costs. The project team is continually assessing professional service consulting requirements to reduce overall manpower costs.

Resolved Item (Date initiated: September 1998)

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

Concern/Impact

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Since May 1, 1997 EMC has been incurring costs against CWO #072 - POER without payment of services, until recently an amount in excess of \$7.0 million out of an approximate amount of \$12 million cost exposure to all projects has been released to EMC. MTA Procurement has held payment until their analysis of staffing requirements and negotiations with 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 3NH) are more than originally budgeted.

Status/Action

In November 1998, the MTA Board approved CWO #072, which provided an additional \$3.1 million contract authorization for POER charges through February 1999. This \$3.1 million is in addition to the estimated \$12 million total POER contract authorizations identified to date. According to a recent MTA project controls analysis, \$1.1 million of CWO #072 is allocable to the Segment 3 North Hollywood project. In February 1999, the MTA Board approved a revision to CWO #072, which extended the POER authorization to December 1999 at an incremental increase of \$1.4 million. The Segment 3 North Hollywood allocation for this revision is to be determined. Once the remaining POER has been negotiated and allocated to the remaining projects, the budget and forecast will be further updated to reflect the agreed amounts.

Resolved Item (Date initiated: June 1998)

TRIZECHAHN AND MTA JOINT DEVELOPMENT AT HOLLYWOOD/HIGHLAND STATION

Concern/Impact

TrizecHahn Centers (THC), a land developer, is finalizing plans to construct an entertainment/retail center on and around the C0301 Hollywood/Highland Station. The center is scheduled for completion in the first quarter of 2001. Demolition within the development started on 7/28/98. There will be impact on the final construction of the station. Plans include modified construction access and laydown area for the contractor, Tutor-Saliba Perini (TSP), and follow-on systems contractors; the demolition and re-construction of the west blast relief shaft (BRS) by THC; the demolition of the 12-story building at the northwest corner of Hollywood Boulevard and Highland Avenue by THC; the demolition of the Holiday Inn parking structure; shoring and excavation adjacent to MTA facilities by THC; deletion of surface improvements at plaza level from TSP's contract and design and construction of surface improvements by THC; and, construction of THC's development adjacent/above MTA facilities.

Status/Action

The Joint Development Agreement (JDA) was executed between MTA, THC and Community Redevelopment Agency (CRA) on February 22, 1999. As such, it will be tracked separately and MTA has identified prior charges that will be reimbursed by THC. The JDA contains the required completion dates for the blast relief shaft (BRS) and portal entrance, which are to be constructed by the THC's contractors. If THC completes the work by these dates, utility construction in Hollywood Blvd. and Highland Avenue before MTA's scheduled street restoration, and no other unforeseen problems develop, then there should be no impacts to the project completing by the forecast ROD of May 17, 2000.

Resolved Item (Date initiated: December 1998)

CONTRACT C0311 (TUNNEL SEGMENT STA 630+00 TO UNIVERSAL CITY STATION) DELAYED TURNOVER

Concern/Impact

The C0311 contractor will be completing Milestones #3B [Completion of AL tunnel between track level room (TLR) and La Brea Shaft], #5 [Complete TLR for H0631 TPSS occupancy], #6 [Complete TC&C and communication rooms in TLR], #7 [Complete TLR for B641, B645 and H0648 occupancy] and #8 (Turnover AL tunnel and TLR for B620 wayside access) later than their contractual dates. Milestone #3B is on the program critical path, and the delays in construction have impacted ROD by six weeks.

Status/Action

METRO RED LINE Segment 3 North Hollywood

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Change notices were issued to Contracts C0311 and C1610 that return the forecast Revenue Operations Date (ROD) to May 17, 2000. The C0311 contractor successfully turned over each phase access to the C1610 contractor either on before the revised dates specified in the change.