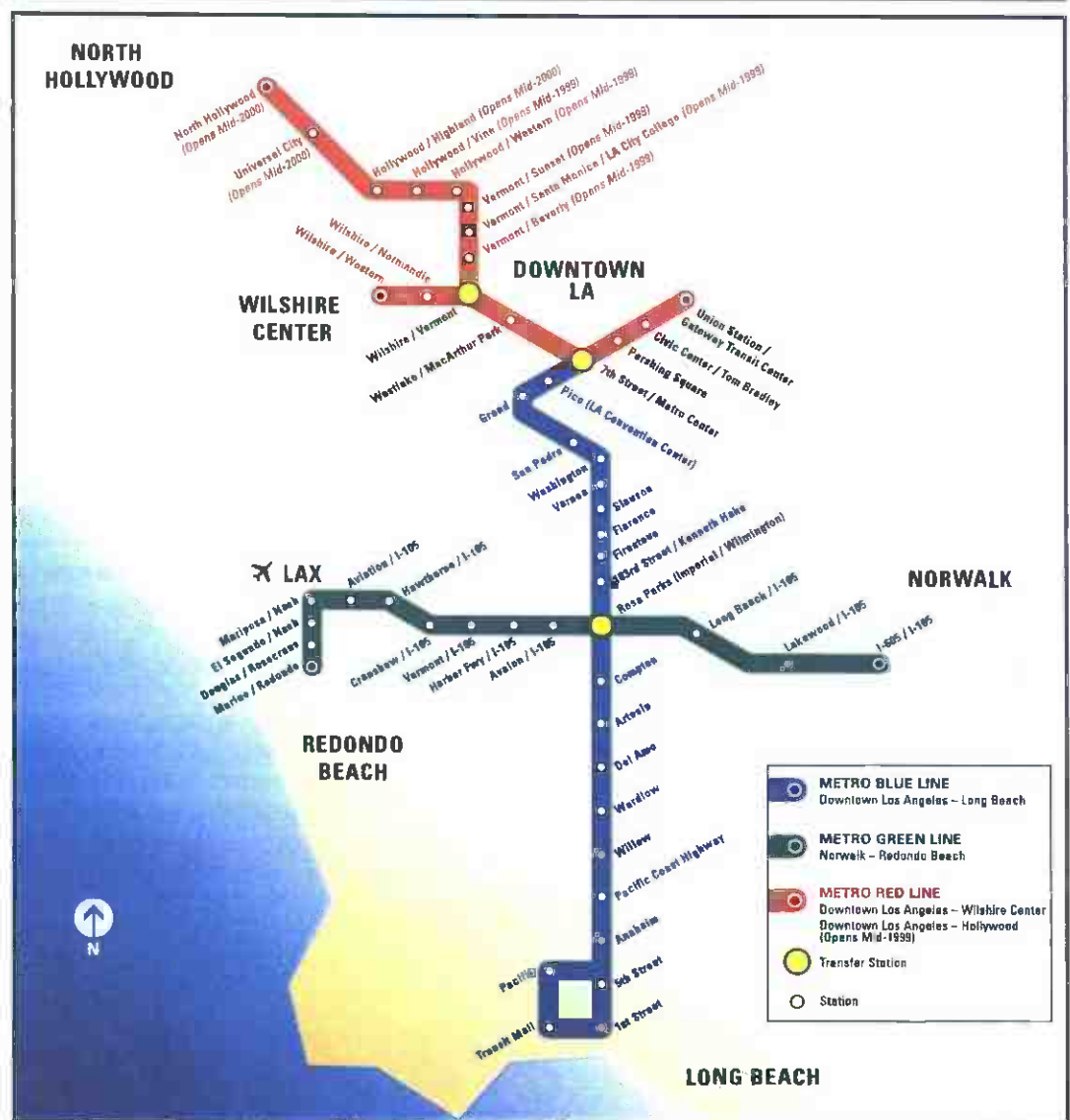


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



January 1999



## **RAIL PROGRAM STATUS SUMMARY**

THE LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY  
METRO CONSTRUCTION DIVISION

**JANUARY 1999**



# **RAIL PROGRAM SUMMARY**





# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of January 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%	96.4%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	3 of 6 complt.
Construction Status	Completed	98.3%	79.0%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 69%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1567	\$908	\$13	\$138	\$860	\$235	\$675	\$119	\$5953
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%



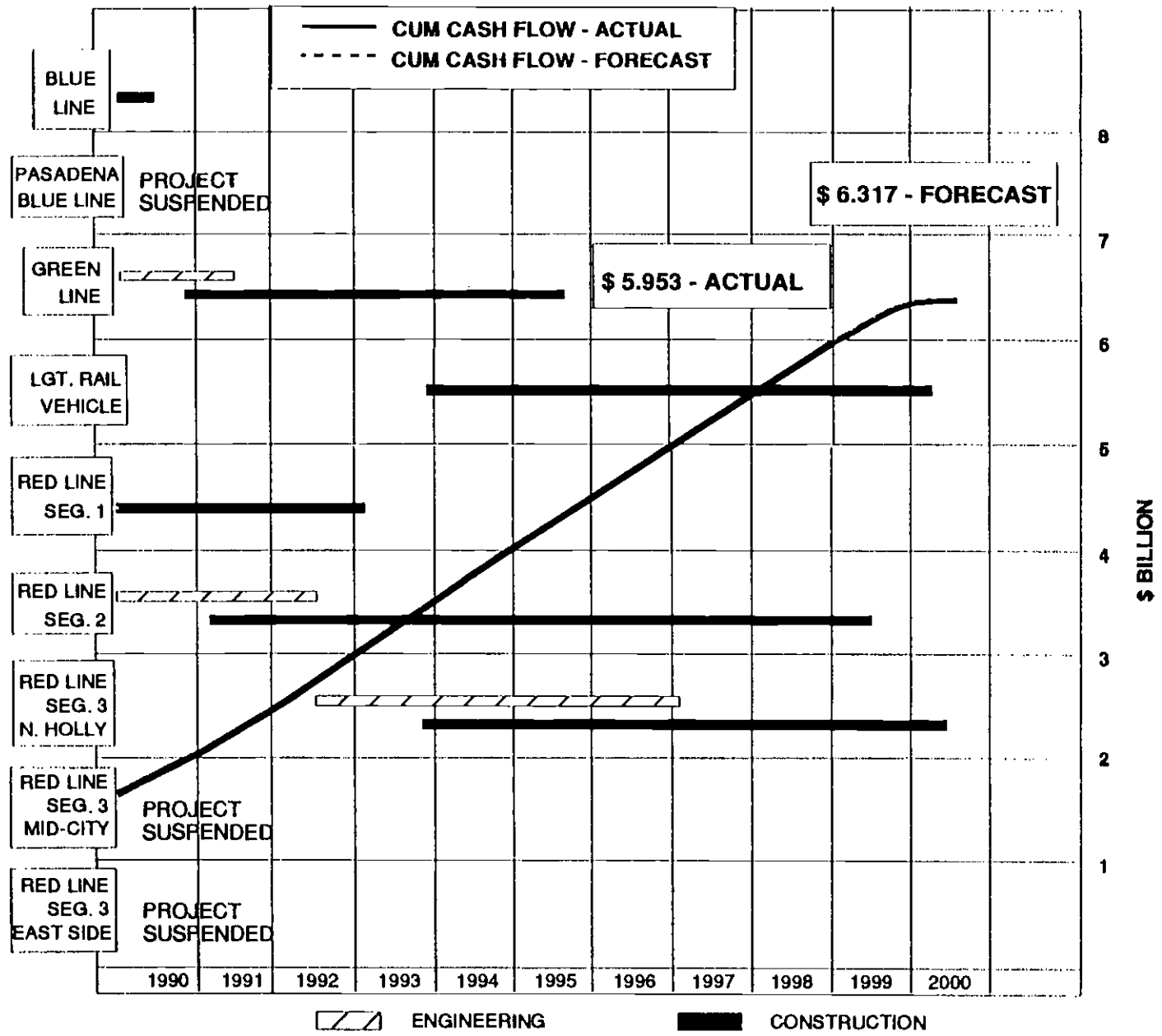
**METROPOLITAN TRANSPORTATION AUTHORITY  
FUNDING SOURCES (IN MILLIONS)**

	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL VEHICLE	JANUARY 1999 TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA - SECTION 3			605.3	687.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANSIT PROG				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/CMAD					80.7	6.1	86.8	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
SN 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
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	718.3	1439.0	1646.2	1310.8	201.4	6190.9	
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				24.6			24.6	0
PROP C (TRANSIT ENHANCEMENTS)				66.0			66.0	1
PRIVATE FUNDS (KAISER HOSPITAL)				4.5			4.5	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	92.6	33.9	0.0	126.5	

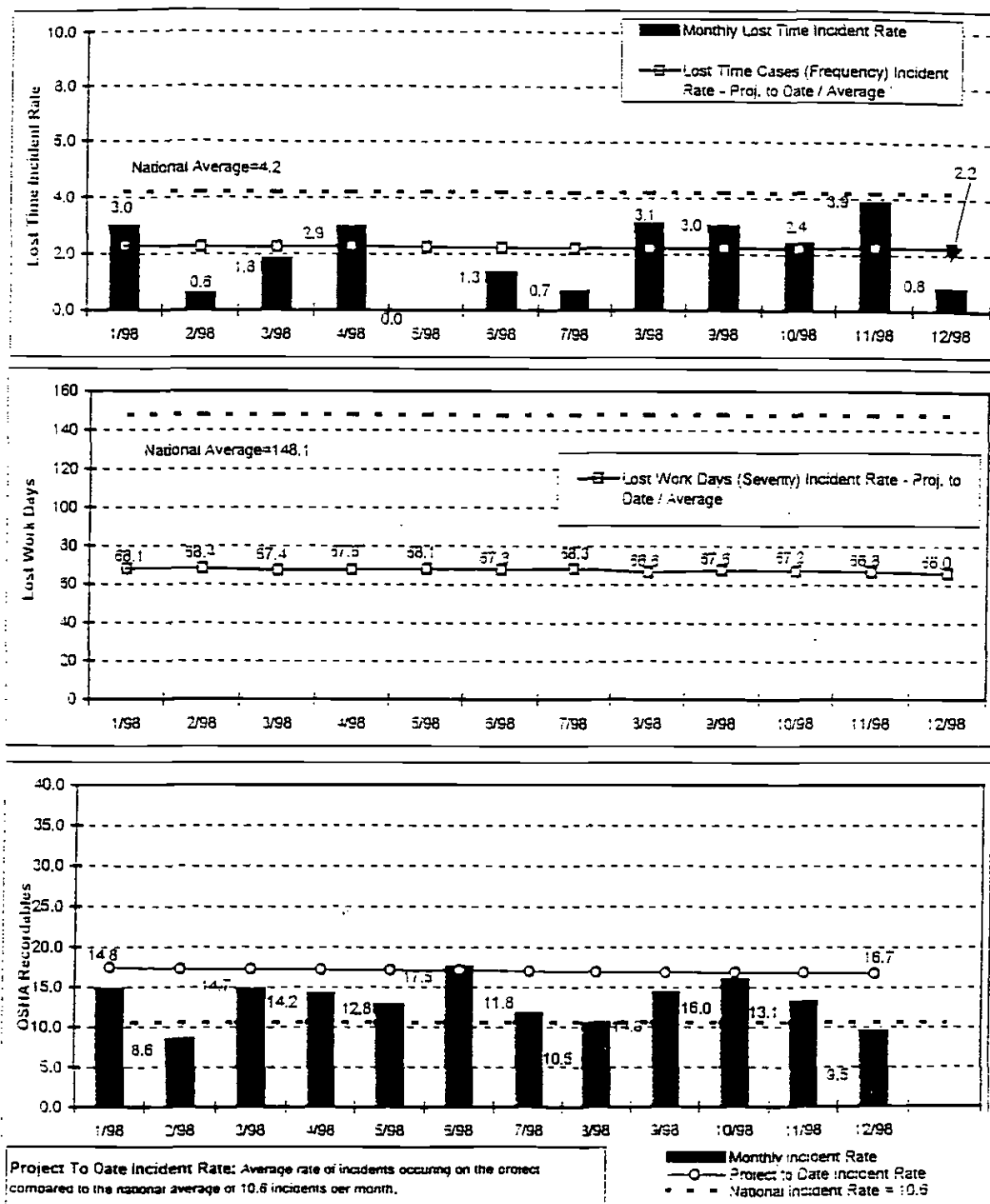
Note: Metro Red Line Segment 3 Mid-City Extension, Metro Red Line Segment 3 East Side Extension, and Metro Pasadena Blue Line projects have been suspended.

\*Based on Current Forecast.







Total Metro  
Safety Summary

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



# METRO RED LINE SEGMENT 2

## Rail Program Status Summary

### Period Ending - January 29, 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
<b>DESIGN</b>		
Monthly Progress	0.2	0.0 %
Prior Cumulative Prog.	\$ 175.0	100.0
<b>Cumulative Progress</b>	<b>175.2</b>	<b>100.0</b>
<b>CONSTRUCTION</b>		
Monthly Progress	4.1	0.2 %
Prior Cumulative Prog.	\$1000.1	98.1
<b>Cumulative Progress</b>	<b>1004.2</b>	<b>98.3</b>
<b>OTHER Cost Elements</b>	<b>\$ 387.2</b>	
<b>TOTAL</b>	<b>\$ 1566.6</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FFD ISTEA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	504.3	504.3	478.4
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
<b>TOTAL</b>	<b>\$1643.7</b>	<b>\$1559.9</b>	<b>\$1515.7</b>
<b>ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>			
Prop C Transit Enhance	66.0	50.9	50.9
Cost Overrun Account	24.7	0.0	0.0
Private Funds Kaiser Hos	4.4	0.0	0.0
<b>TOTAL</b>	<b>\$95.1</b>	<b>\$50.9</b>	<b>\$50.9</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$1050.3	\$1068.5
Professional Services	438.6	442.3
Real Estate	83.7	85.9
Utility Force Account	30.4	28.4
Special Programs	2.5	2.5
Contingency	39.5	19.9
Project Revenue	(1.3)	(1.3)
<b>TOTAL ORIGINAL SCOPE</b>	<b>\$1643.7</b>	<b>\$1646.2</b>

	Current Budget	Current Forecast
<b>TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>	<b>\$95.1</b>	<b>\$92.6</b>

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: May 1999

The Project Office is measuring float against the Revenue Operations Date (ROD) of May 29, 1999 approved by the MTA Board of Directors. Last month, the negative float was reduced to zero as the Project Office modified schedule logic where some of the non-critical scope of work is forecast to be completed after 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 is preparing an acceleration change notice for the elevator contractors to mitigate the current installation delays and have all equipment available by ROD. This change notice is scheduled for MTA Board action in February 1999.



# METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

## Rail Program Status Summary

### Period Ending - January 29, 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
<b>DESIGN</b>		
Monthly Progress	0.5	0.1 %
Prior Cumulative Prog.	\$ 78.8	96.3
<b>Cumulative Progress</b>	<b>79.3</b>	<b>96.4</b>
<b>CONSTRUCTION</b>		
Monthly Progress	11.5	1.5 %
Prior Cumulative Prog.	\$ 581.4	77.5
<b>Cumulative Progress</b>	<b>592.9</b>	<b>79.0</b>
<b>OTHER Cost Elements</b>	<b>\$ 235.5</b>	
<b>TOTAL</b>	<b>\$ 907.7</b>	

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$374.2	\$389.7
FTA - Sect 3 Defer. Local	136.2	93.5	97.4
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	56.9
State TSM Match	10.5	10.5	10.5
State Congestion Relief	26.0	26.0	1.6
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.1	59.1	30.9
Benefit Assessment Dist	0.0	0.0	0.0
<b>TOTAL</b>	<b>\$1310.8</b>	<b>\$903.8</b>	<b>\$907.0</b>
<b>ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>			
Prop C (Artwork)	2.7	0.7	0.7
Prop C (Non-Rev Connect)	0.3	0.0	0.0
<b>TOTAL</b>	<b>\$3.0</b>	<b>\$0.7</b>	<b>\$0.7</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$854.1
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	30.8
Project Reserve	0.4	2.6
Project Revenue	0.0	0.0
<b>TOTAL ORIGINAL SCOPE</b>	<b>\$1310.8</b>	<b>\$1310.8</b>
	<b>Current Budget</b>	<b>Current Forecast</b>
<b>TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>	<b>\$3.0</b>	<b>\$33.9</b>

#### 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 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**

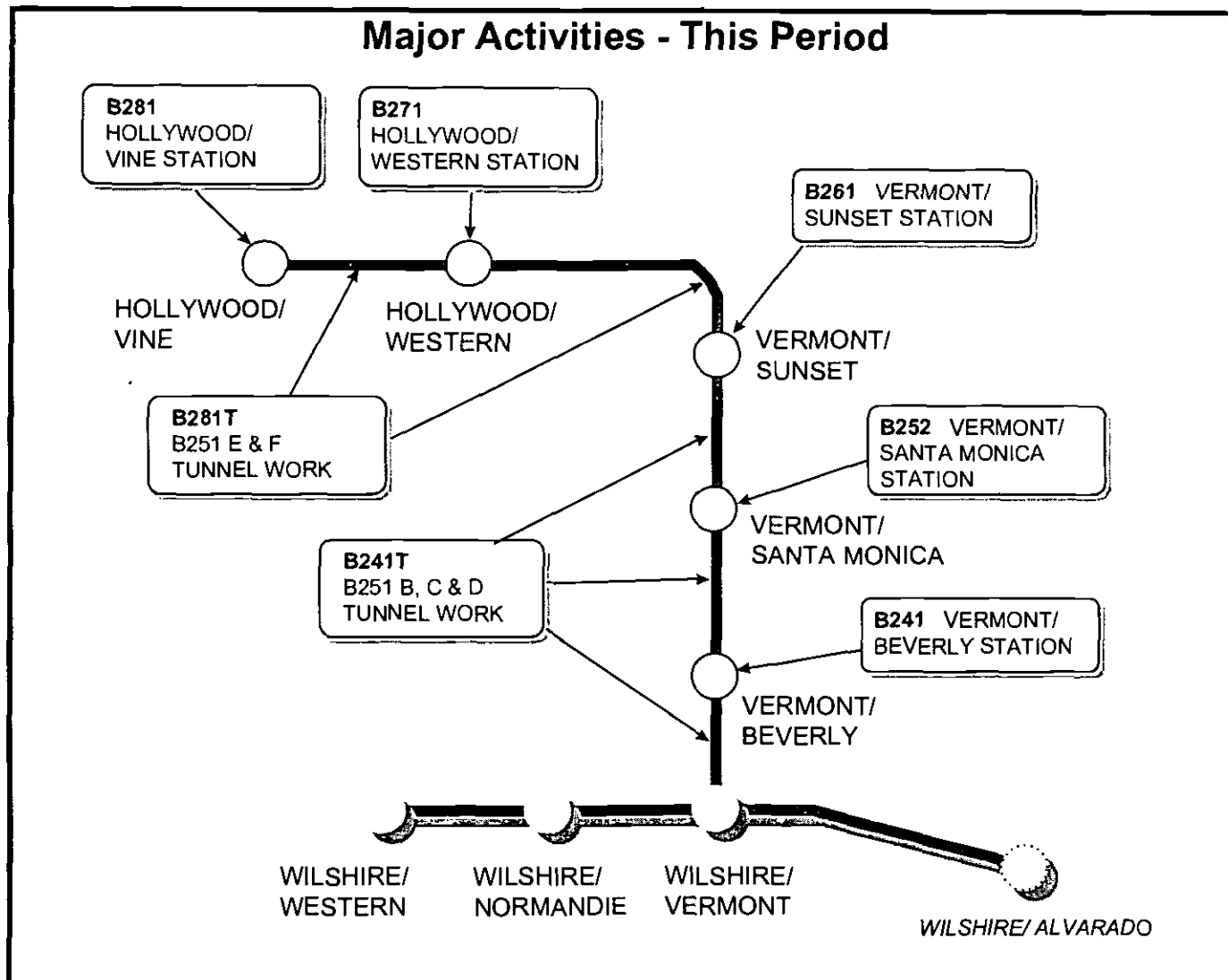


## METRO RED LINE Segment 2

Monthly Project Status Report  
Period Ending - January 1999



### Major Activities - This Period



#### SYSTEMWIDE ACTIVITIES:

**B620, AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION:** Dynamic testing remains to be completed between the Wilshire/Vermont and Vermont/Beverly tunnels, which is pending bulkhead removal and ventilation cutover.

**B641, RADIO:** Continuing Systemwide Acceptance Testing (SWAT).

**B642, PUBLIC ADDRESS:** LFTA at B261 has been rescheduled for the second week of February 1999.

**B645, TRACS:** Continue resolution of Discrepancy Reports (DRs) and Software Problem Reports (SPRs) as part of the download scheduled for every 2 or 3 weeks.

**B646, FIRE AND EMERGENCY MANAGEMENT (F&EM):** Continue resolution of DRs. The engineering and procurement of devices for Vermont/Sunset Station (CN 85) was completed.

**B648B, COMMUNICATION INSTALLATION:** Continued conduit, cable and equipment installation at the Vermont/Sunset Station. Continued with punchlist work at the other stations. The Contractor is incorporating late changes affecting F&EM and DR



# **METRO RED LINE Segment 2**

## **Monthly Project Status Report**

### **Period Ending - January 1999**



resolution and is scheduled to complete by mid-February at B261.

**B710, ELEVATOR/ESCALATOR:** The Contractor started work at the Vermont/Sunset Station with minimum efforts this period indicating contractual issues with MTA. The MTA continued discussions with the Contractor towards contract compliance and dispute resolution. The B241 contractor continued to work on the entrance elevator shaft.

**B740/B745, AIR HANDLING/VENTILATION:** Continued testing of the ventilation equipment at the Vermont/Sunset Station.

**B795, UNINTERRUPTIBLE POWER SUPPLIES:** Continued to procure parts required for the UL-924 change work. Procuring 2 spare 40KVA transformers.

#### **FACILITY ACTIVITIES**

**B241 VERMONT/BEVERLY STATION:** Rockwork installation, air balance and punchlist work continued. Completed corrective work at the entrance elevator shaft. The Contract is 99.88%.

**B261 VERMONT/SUNSET STATION:** Electrical and mechanical equipment testing is over 90% complete. The station air balance is scheduled to start early February. Approached completion of mezzanine tile installation. Completed installation art wall and bulkhead framing. Completed the installation of porcelain panels at the rotunda. The Contract is 96.0% complete.

**B263 ENTRANCE AT KAISER HOSPITAL:** Installation of the excavation support system approached completion. Completed the removal of the ancillary level knock out panel and started the removal of the mezzanine level knock out panel. The Contract is 28% complete.

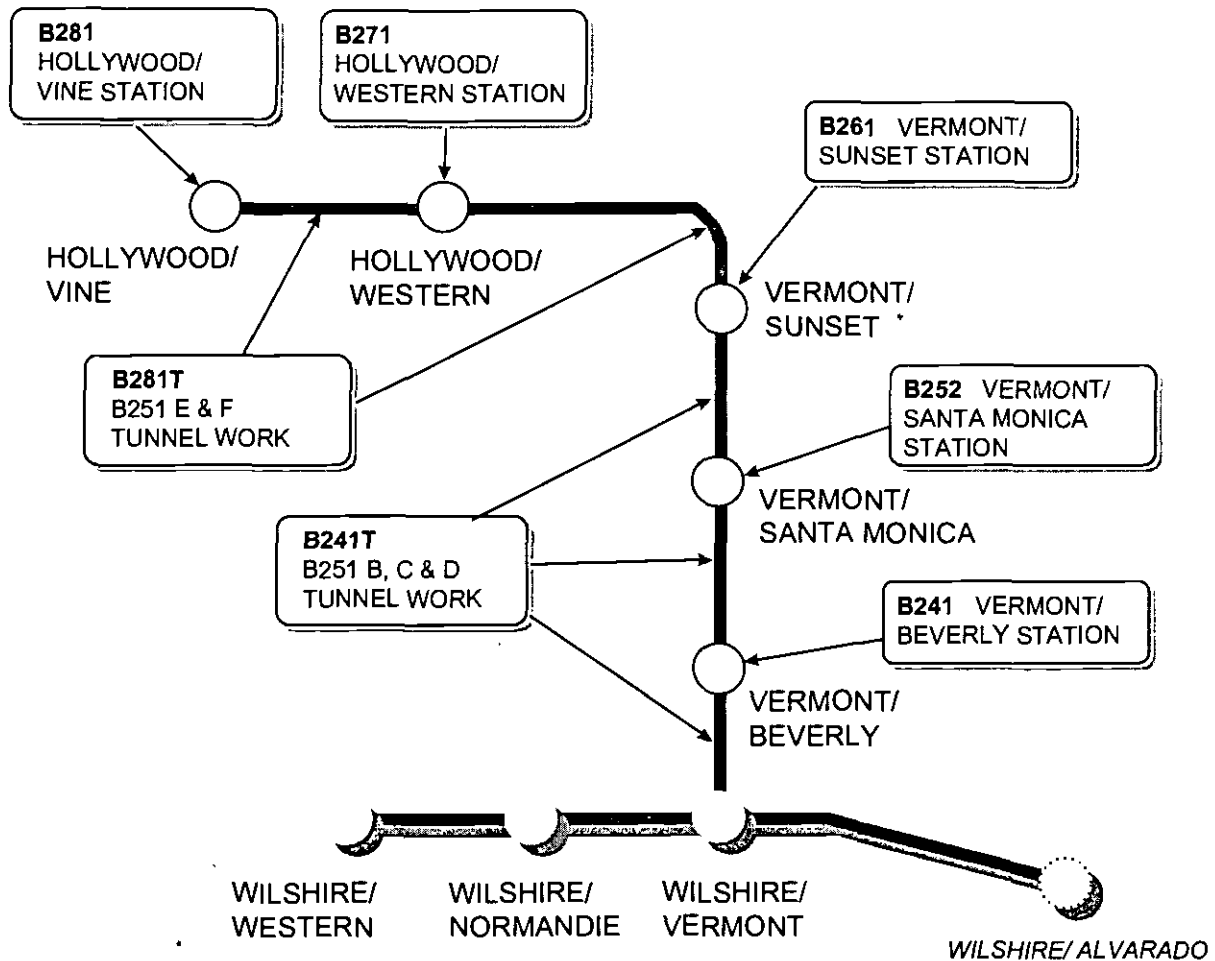


## METRO RED LINE Segment 2

Monthly Project Status Report  
Period Ending - January 1999



### Major Activities - Next Period



#### SYSTEMWIDE ACTIVITIES:

**B620, AUTOMATIC TRAIN CONTROL (ATC) INSTALLATION:** Complete dynamic testing February 1999 and continue support of integration testing.

**B641, RADIO:** Complete Systemwide Acceptance Testing (SWAT) in March and start Voice Radio System Installation at the end of March.

**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 February 1999. Systemwide Public Address Installation will continue

when the PA/EPABX and other interface equipment are installed.

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

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

**B648B, COMMUNICATION INSTALLATION:** Complete installation at the Vermont/Sunset Station and support F&EM LFAT and system integration



# **METRO RED LINE Segment 2**

## **Monthly Project Status Report**

### **Period Ending - January 1999**



tests. Continue to incorporate late changes to F&EM plus Drs. Complete VMS LFAT at B252 and B281. Complete Gas Phase 1 LFAT at B241. Installation and LFAT VMS and CCTV at all stations will start in late February 1999.

**B710, ELEVATOR/ESCALATOR:** The Contractor continues installation AT Vermont/Santa Monica Station. Issue Change Notices for Vermont/Beverly and Vermont/Sunset stations. Management team in discussions with the Contractor for resolution of outstanding issues and installation delays.

**B740/B745, AIR HANDLING/VENTILATION:** Complete remaining tests and support for air balance testing.

**B795, UNINTERRUPTIBLE POWER SUPPLIES:** Complete commissioning of Vermont/Sunset Station UPS equipment and begin the UL-924 retrofit work as soon as Change Order 8.00 is approved.

#### **FACILITY ACTIVITIES**

**B241 VERMONT/BEVERLY STATION:** Complete installation of traffic signals at the Vermont/Oakwood intersection. Continue installing rockwork braces and joint connections. Station air balancing will continue.

**B261 VERMONT/SUNSET STATION:** Start the installation of porcelain panels at the intermediate landing and north mezzanine wall. Begin the installation of floor granite at the rotunda and plaza. Begin the installation of the artwork and bulkhead porcelain panels. Continue electrical testing and platform level floor cleaning.

**B263 ENTRANCE AT KAISER HOSPITAL:** Complete the Level 'D' excavation support system and begin the placement of the mud mat and invert slab. Continue removal of the mezzanine level knock out panel.



# METRO RED LINE Segment 2

Monthly Project Status Report

Period ending—January 1999



## QUALITY ASSURANCE

### QARs (Quality Action Request)

### Segment 2

Closed; Action completed

4

Open

37

Response past due

4



## METRO RED LINE Segment 2

### Monthly Project Status Report

Period Ending - January 1999



### Budget/Forecast Variance

Original Scope Activities  
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	January Change in Forecast
CONSTRUCTION	\$1,050.3	\$1,068.5	\$18.2	\$6.7
PROFESSIONAL SERVICES	\$438.6	\$442.4	\$3.9	(\$1.9)
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	\$19.9	(\$19.6)	(\$3.1)
PROJECT REVENUE	(\$1.3)	(\$1.3)	\$0.0	\$0.0
TOTAL PROJECT	\$1,643.7	\$1,646.2	\$2.5	\$1.7

### Budget/Forecast Variance Analysis

Original Scope Activities

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

Expenditures through December 1998 for Original Scope are \$1,515.7 million or 92% of the current total forecast.

Commitments to date for Original Scope are \$1,566.4 million or 95.1% of the current total forecast.

The current total forecast increased \$1.7 million this month.

Construction increased \$6.7 million due to:

- A reclassification of insurance settlements of \$6 million
- An increase to B261 of \$600 thousand for acceleration
- An increase to B795 of \$98 thousand for change orders

Professional Services decreased \$1.9 million in January due to:

- A \$2.9 million decrease in PD's CM forecast as a result of anticipating an expenditure transfer to Segment 3 North Hollywood Extension
- A \$980 thousand increase to E0110 Booz Allen Hamilton, recognizing new CWO's and \$78 thousand for PD's relocation

Contingency decreased \$3.1 million due to offset of the above. This included a transfer of \$1.7 million previously classified as Additional Local Funding to the category of MTA funding local contingency.



## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1999



### Budget/Forecast Variance

Additional Locally Funded Activities  
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	January Change in Forecast
CONSTRUCTION	\$50.9	\$50.5	(\$0.4)	\$0.0
PROFESSIONAL SERVICES	\$44.2	\$41.3	(\$2.9)	\$0.0
REAL ESTATE	\$0.0	\$0.0	\$0.0	\$0.0
UTILITY/AGENCY FORCE ACCOUNTS	\$0.0	\$0.0	\$0.0	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.0	\$0.0	\$0.0
PROJECT CONTINGENCY	\$0.0	\$0.8	\$0.8	(\$1.7)
TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES	\$95.1	\$92.6	(\$2.5)	(\$1.7)

### Budget/Forecast Variance Analysis

Additional Locally Funded Activities

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

Expenditures through December 1998 for Additional Locally Funded Activities are \$50.9 million or 55% of the current total forecast.

Commitments to date for Additional Locally Funded Activities are \$71.2 million or 76.8% of the current total forecast.

The current total forecast increased \$1.7 million this month.

Construction remained unchanged.

Professional Services remained unchanged.

Contingency decreased \$1.7 million due to a transfer of \$1.7 million previously classified as Additional Local Funding to the category of MTA funding local contingency.

Contract/Line Item Variance: None.

Contract Variance: None.



# METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending -January 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%	\$478.384	95%	\$478.384	95%
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	\$88.592	46%	\$63.770	33%	\$63.770	33%
Total Original Scope	\$1,446.432	\$1,643.661	\$1,559.891	\$1,566.420	95%	\$1,515.683	92%	\$1,515.683	92%
Other Locally Funded Activities									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$50.940	\$71.181	108%	\$50.940	77%	\$50.940	77%
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	\$50.940	\$71.181	75%	\$50.940	54%	\$50.940	54%

## 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 -January 1999**



The CAPRA account cash balance as of December 31, 1998 is \$25,626,863.  
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 - January 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	98.3%	+0.2%

### Current Critical Path Analysis

The Project Office is measuring float against the Revenue Operation Date (ROD) of May 29, 1999 approved by the MTA Board of Directors. Last month, the negative float was reduced to zero as the Project Office modified schedule logic where some of the none-critical scope of work is forecast to be completed after ROD. This is a change in comparison with how the Project Office anticipated the work to be done in the baseline schedule. 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 on 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.

#### PRIMARY CRITICAL PATH (0 CALENDAR DAYS)

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 the bulkheads at the turnout structure north of Wilshire/Vermont Station, completion of train control dynamic testing, critical TRACS downloads to support required Phase II system integration tests and automatic train control systemwide integration tests. Other tunnel activities to be completed are the tunnel radiography of welds and tunnel concrete grouting.

The critical activities in the stations are the resolution of the Discrepancy Reports (DRs) in Vermont/Santa Monica, Hollywood/Vine, Hollywood/Western and Vermont/Beverly stations, and completion of the system integration re-testing. The download of the TRACS to correct the DRs and the Software Problem Reports (SPRs) are also critical for completion of the necessary systems to operate stations safely.

#### SECONDARY CRITICAL PATH

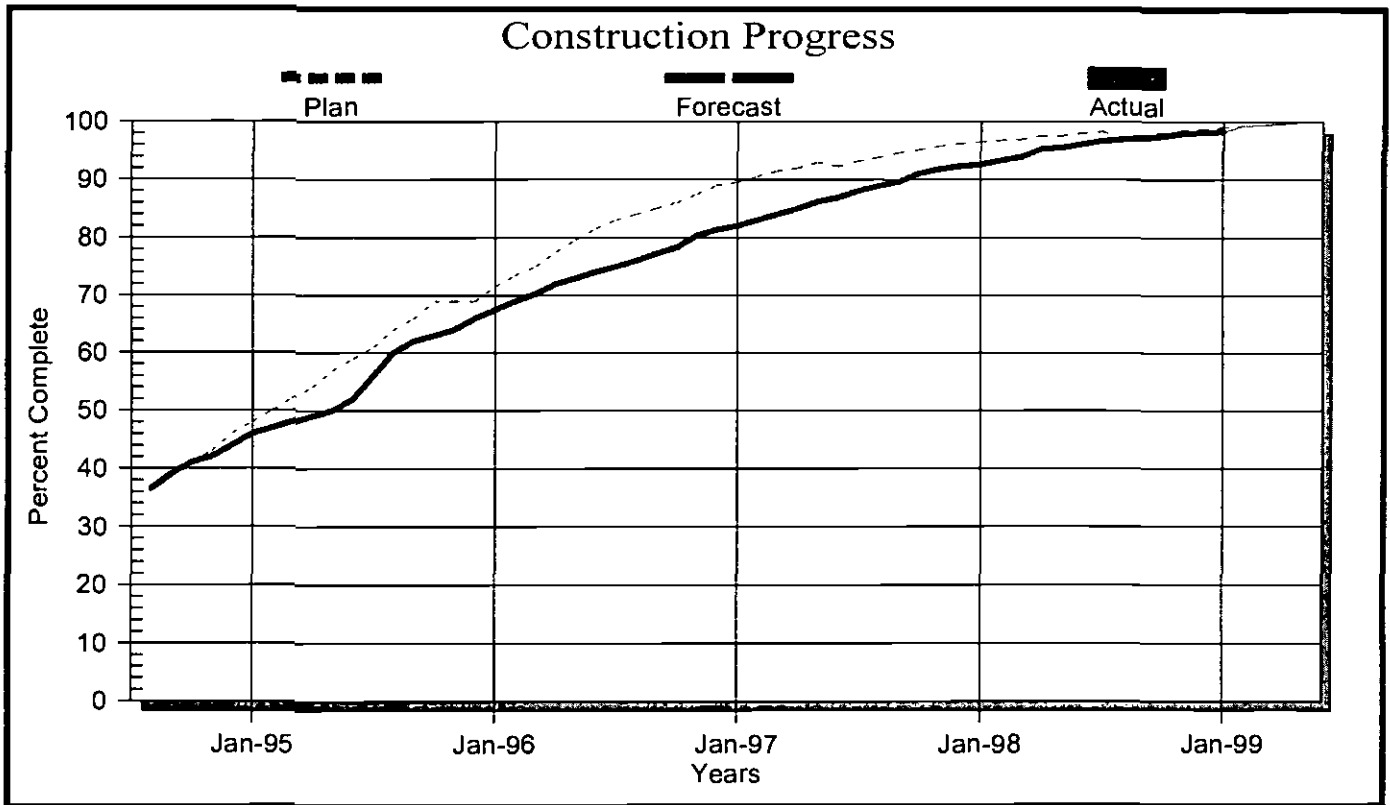
The secondary critical path to ROD is currently running through the Vermont/Sunset Station activities by B261, B646, B645, and B648B contracts. These activities include electrical and mechanical installation and testing by B261; B646, Fire and Emergency Management (F&EM) contractor to complete the Vermont/Sunset Station engineering for the changes, followed by B648B, Communication contractor's installation and the LFAT by B646 prior to start of system integration testing in early March. Additional critical activities include the TRACS downloads in February and follow on interface testing.



# METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1999



## Construction Progress Analysis

The project physical progress measurement (PPM) cumulative actual to date is 98.3% versus the planned of 99.1%.

The project variance is 0.8%. 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 by Project staff and Contractors; 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 mitigation plan is being developed to address the 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 bases to support the ROD of May 29, 1999.



## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1999



### Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
<b>Recordable Injury Rate</b>		
National Average	10.6	
Project Rate (Cum.)	17.8	-0.1
<b>Lost Time Rate (Freq.)</b>		
National Average	4.2	
Project Rate (Cum.)	2.4	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 2.4. 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 almost 13,300,000 work hours to date without a fatal injury.

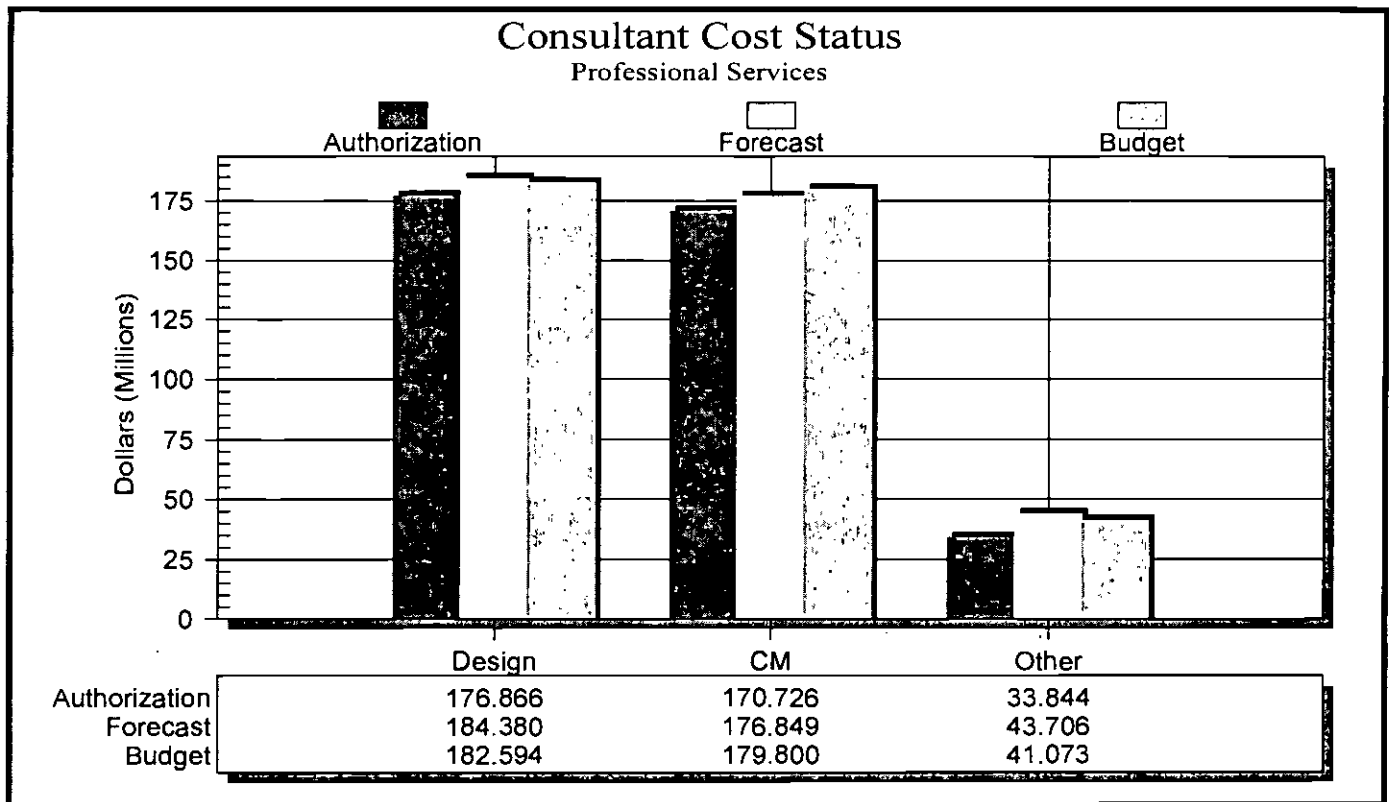
Statistics reflect injuries through December 1998.



## METRO RED LINE Segment 2

Monthly Project Status Report

Period Ending - January 1999



### Professional Services Cost Analysis

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

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

#### Design Services:

The forecast remained unchanged during this period.

#### Construction Management:

The rebaseline proposal is presently in negotiations. The forecast was decreased by \$2.9 millions as a result of anticipating an expenditure transfer to Segment 3 North Hollywood Extension.

#### Other Professional Services:

The forecast increased by \$1.0 million due to changes in Booz Allen Hamilton and the P-D office relocation.



# METRO RED LINE Segment 2

## Monthly Project Status Report

Period Ending - January 1999



## 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 prepared an acceleration change notice to be issued in February 1999 to Fujitec to accelerate completion of work at the Vermont/Beverly and Vermont/Sunset stations prior to revenue operations. Project staff will meet with Fujitec the second week of February 1999 to negotiate a settlement agreement of the outstanding Segment 2 change notices, claims and acceleration requirements. The expected agreement is that all scope of work be complete prior to ROD. The plan to complete is scheduled for approval by the February 25, 1999 MTA Board.

### ONGOING

Item (Initiated November 1998)

Timely Resolution of Discrepancy Reports (DR)

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

Special teams are identified and additional staff is assigned by the CM for DR's resolutions; and they are working closely with the Integration team on a daily basis.

Changes required to resolve DR's are being handled expeditiously to minimize impact to construction and priorities are defined inline with the problem resulting in better progress in January.

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.

### ONGOING

Item (Initiated November 1998)



## **METRO RED LINE Segment 2**

### **Monthly Project Status Report**

**Period Ending - January 1999**



#### **Availability of New Passenger Vehicles for Revenue Operations**

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

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.

##### **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" has been prepared, which establishes a recovery plan to have at least 22-vehicles ready for pre-revenue operations. MTA operations has expressed desire to have all 36 new option cars accepted by Revenue Operations.

#### **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 January'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. Additional information is required, however, and the impact of this analysis will be forthcoming.

#### **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.



# METRO RED LINE Segment 2

## Monthly Project Status Report

Period Ending - January 1999



### Status/Action

The overall contingency balance appears to be sufficient at this time to meet the claim 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. 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 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

Scheduled download for January 29, 1999 was delayed by a week and SPR's and DR's are scheduled to be included in the download every two to three weeks (February 5, 1999, February 19, 1999 . . . .). Meetings are being conducted between the MTA, SYSECA, EMC, and CM to set priorities for each download. The current plan is to complete 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 integration tests on time. All the outstanding procedures should be submitted and approved immediately.

### ONGOING

Item (Initiated September 1998)

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

### Concern/Impact

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

### Status/Action

A solution to the problem was developed, and the B241 contractor started repair work. The Contractor is forecasting completion by the first week in February 1999. The Project Office is preparing a proposed acceleration change notice to the B710 contractor for completion of elevator installation prior to ROD. See "Completion of Elevators/Escalators prior to ROD" management issue for more information.



## **METRO RED LINE Segment 2**

### **Monthly Project Status Report**

**Period Ending - January 1999**



#### **ONGOING**

Item (Initiated August 1998)

Fire and Emergency Management System (B646) Late Changes

#### **Concern/Impact**

Late changes continue to be issued and are impacting the current schedule. A delay on the Change Notice 85 engineering design submittal for the B261 station has impacted the Fire and Emergency Management (F&EM) and 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 critical design packages for Vermont/Sunset Station was completed at the end of January 1999, which allowed installation to begin early February by the B648B contractor and support the installation of the changes on an accelerated basis. Follow on LFAT is scheduled for mid-February and this will allow SIT to begin on March 5, 1999.

Follow on action required is 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 and DR's resolution schedule and impacts 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**

As of the end of January, functional testing of equipment is 90% complete. Current plan is to complete the electrical and mechanical tests required for start of Phase I SIT by the end of February 1999. The station air balance will continue during SIT, but will be scheduled to be done on off shifts to avoid impact to other tests in the station.

#### **ONGOING**

Item (Initiated February 1998)

Unauthorized Labor Charges Originating From Operations Division

#### **Concern/Impact**



## **METRO RED LINE Segment 2**

### **Monthly Project Status Report**

**Period Ending - January 1999**



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

#### **Status/Action**

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



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

**EXECUTIVE SUMMARY**



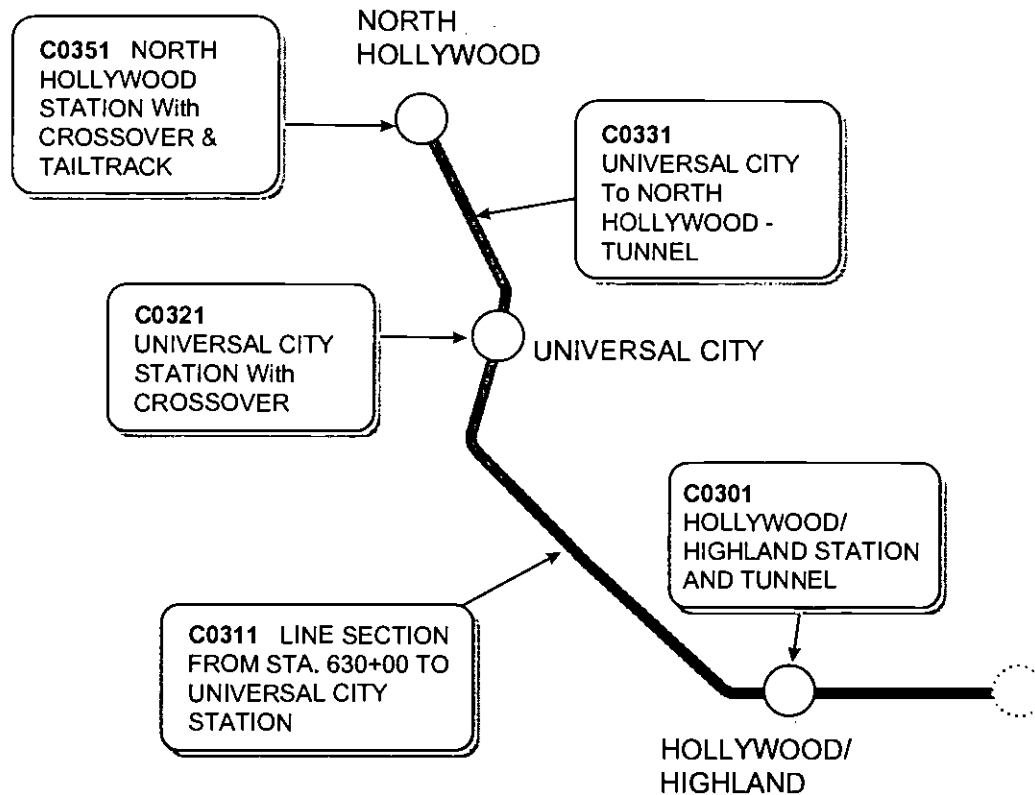
# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - January 1999



## Major Activities - This Period



### SYSTEMWIDE ACTIVITIES:

- No activity in this period

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

- Met Milestone #22, Rail Activation Access
- Began commissioning of the Ventilation and Air Handling Systems

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

- Completed the turnover of the AR tunnel (Milestone #2B), from Special Seismic Section to Sta. 617+00, to the C1610 track contractor
- Completed walkway, wet stand pipe, and electrical installation in the AR Tunnel, south of the Track Level Rooms

- Continued walkway concrete pours and wet stand pipe installation in the AL tunnel, south of the Track Level Rooms
- Completed interior wall concrete placement in the Track Level Rooms
- Started electrical/mechanical installation in the Track Level Rooms
- Started cable tray, electrical conduit, wiring, and lighting installation in the AL tunnel south of the Track Level Rooms
- Completed concrete work in Crosspassages 43 to 48
- Completed electrical/mechanical work in Crosspassages 59 to 50

### C0321 UNIVERSAL CITY STATION:

- Completed Universal Place deck removal and street restoration
- Continued with ventilation equipment testing and air balancing operations



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

## **Monthly Project Status Report**

### **Period Ending - January 1999**



- Installed stainless steel ceilings and tubing inserts around elevator enclosures #1 and #3 at street level
- Installed cast iron panels on stairways #1, 2, 5 and 6
- Worked on miscellaneous punchlist items around the station
- The substantial completion certificate was given to the contractor on January 26, 1999

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

- Completed electrical testing
- Started air balancing

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

- B710 set escalator trusses at the entrance
- Completed plaza finishes

#### **C1610 TRACKWORK INSTALLATION:**

- C0351/C0331/C0321 AR/AL Alignment (including Tail & Pocket Track): Punchlist work is continuing; contact rail coverboard was installed in C0331 and C0321 AL alignment; and crosswalk installation began
- C0311 AR Alignment North (UCS to TLR): Completed concrete plinth placement and contact rail pedestal installation is approximately 77% complete
- C0311 AR Alignment South (TLR to 610+00): Concrete plinth placement, running rail installation are approximately 89% complete and contact rail pedestal installation is underway
- C0311 AL Alignment North (UCS to TLR): Concrete plinth placement is approximately 95% complete
- C0301 AR/AL Tunnels from 558+81 to 610+00: Continue punchlist work of contact rail and coverboard installation in both AL and AR alignments

#### **MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:**

- Commence remove/replace curb/gutter/pad and walk, south side of Hollywood Blvd. (Cahuenga to Vine). 1A
- Commence remove/replace curb/gutter/pad and walk, north side of Hollywood Blvd. (Cosmo to Whitley). 1B



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



**QA/TQM ISSUES**

QAR's closed; Action Completed	4
QAR's Open	21
QAR Response Past Due	4



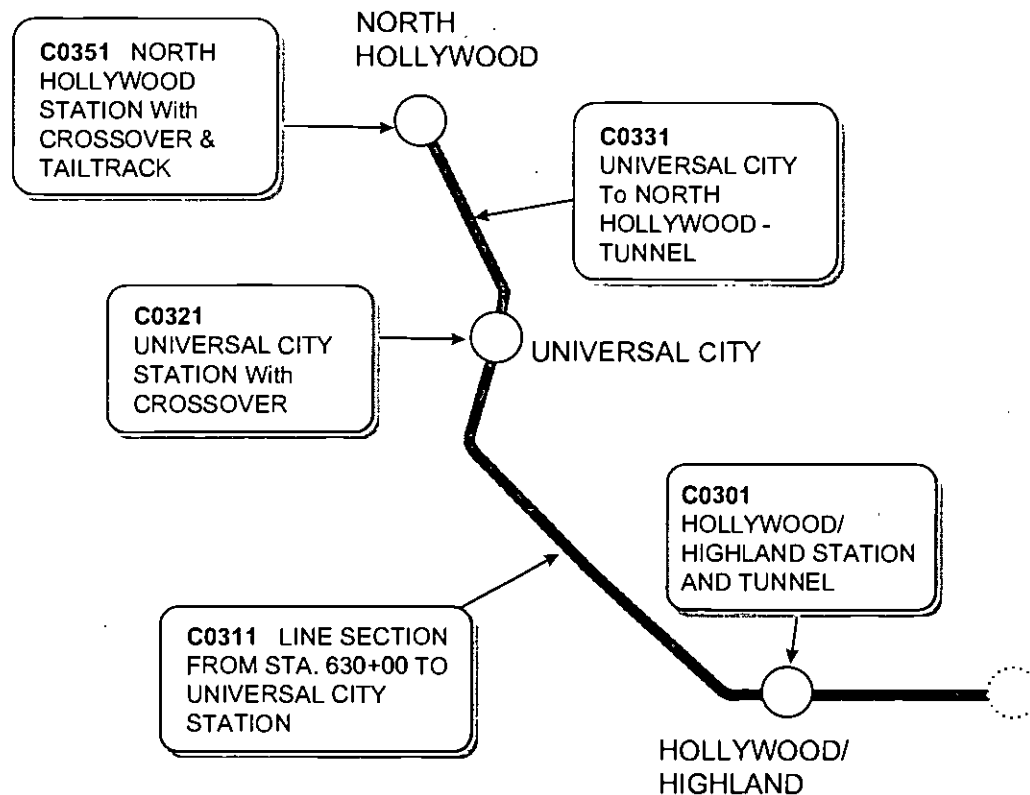
# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - January 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) continue with design work
- C1326 (UCS Freeway Overcrossing & Ramps) complete addendum

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

- Complete Milestone #13, Installation of Air Handling Equipment
- Complete commissioning of the Ventilation and Air Handling Systems
- Test Air Balance Handling and Ventilation Fan systems

- Commission Uninterrupted Power Supply (UPS) System

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

- Turnover the AL tunnel (Milestones #3B-I and #3B-II), south of Track Level Rooms, to the C1610 track contractor
- Turnover the Track Level Rooms and tunnels to the systems contractors
- Start electrical/mechanical work in Crosspassages 48 to 43
- Continue electrical/mechanical installation in the Track Level Rooms
- Start and complete AL tunnel invert and arch under La Brea Shaft
- Start final punchlist work in all areas

### C0321 UNIVERSAL CITY STATION:



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

## **Monthly Project Status Report**

**Period Ending - January 1999**



- Commission the B795 Uninterrupted Power Supply units
- Complete ventilation equipment testing and air balancing activities
- Perform punchlist work items and clean-up operations
- Final acceptance tests for mechanical/electrical equipment

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

- Complete air balancing
- Reach Milestone #1 - Substantial Completion

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

- Final testing of B740 equipment
- Final testing of B745 equipment
- B710 set trusses at platform
- Complete porcelain column covers
- Complete porcelain column capitals
- Start air balancing

### **C1610 TRACKWORK INSTALLATION:**

- C0351/C0331/C0321 AR/AL Alignment (including Tail & Pocket Track): Continue punchlist work and crosswalk installation
- C0311 AR Alignment (UCS to 610+00): Complete concrete plinth placement and contact rail pedestal placement from UCS to TLR and perform punchlist work; begin contact rail installation; and begin core drilling and formation grouting
- C0311 AL Alignment (UCS to 610+00): Continue concrete plinth placement from UCS to TLR; and install contact rail and perform punchlist work
- Access-16A to be granted on February 1, 1999 and preparatory work will begin
- Access-16B is scheduled for turnover on February 19, 1999
- C0301 AL/AR Tunnel from 558+81 to 610+00: Continue contact rail coverboard punchlist items

### **MS201 HOLLYWOOD BOULEVARD STREET RESTORATION:**

- Complete remove/replace curb/gutter/pad and walk, south side of Hollywood Blvd. (Cahuenga to Vine). 1A
- Commence remove/replace Stars and walk, south side of Hollywood Blvd. (Wilcox to Vine). 2A



# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - January 1999



## Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	January Change in Forecast
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
CONSTRUCTION	\$824.7	\$854.1	\$29.4	\$0.5
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	\$30.8	(\$38.8)	(\$0.5)
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 December 1998: \$901.6 million.

Total Original Scope Commitments through January 1999: \$1,057.6 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 C0311 (Tunnels: UC Sta to 630+00) - Forecast decreased by \$0.6 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 C1326 (Universal City Station Freeway Overcrossing & Access Road) - Forecast increased by \$1.0 million based on the final construction cost estimate prepared by the Engineers Management Consultants.

Contract B795 (Uninterruptible Power Supplies Procurement) - Forecast increased by \$0.1 million primarily due to provision of sealed batteries at vent structure and field inspection, evaluation, verification and labeling of the UPS units.

Project Contingency - Forecast decreased \$0.5 million due to the above mentioned forecast changes.

The January 1999 Planned Project Contingency is \$24.2 million; the Actual Project Contingency is \$30.8 million. The variance of \$6.6 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.



# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - January 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: \$44,859,587

Variance: (\$15,640,413)

% Variance: (25.9%)

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

· \*Contract C0301 - Hollywood/Highland Station

Current Budget: \$73,991,000

Forecast: \$81,935,382

Variance: \$7,944,382

%Variance: 10.7%

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

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

Current Budget: \$98,628,200

Forecast: \$116,397,995

Variance: \$17,769,795

%Variance: 18.0%

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

· \*Contract C0351 - North Hollywood Station

Current Budget: \$83,742,000

Forecast: \$71,748,199

Variance: (\$11,993,801)

%Variance: (14.3%)

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

· \*Contract E0070 - Engineering Management Consultants

Current Budget: \$82,187,000

Forecast: \$92,480,279

Variance: \$10,293,279

% Variance: 12.5%

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



# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - January 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: \$55,137,401

Variance: \$9,086,401

%Variance: 19.7%

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

· Line 08 - Trackwork

Current Budget: \$25,526,000

Forecast: \$36,019,066

Variance: \$10,493,066

%Variance: 41.1%

Mitigation: Contract C1610, Trackwork Installation, is contributing \$10.4M of the total variance of \$10.5M. 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 - January 1999



## Budget/Forecast Variance

Additional Locally Funded Activities (ALFA)

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	JANUARY CHANGE IN FORECAST
CONSTRUCTION	1.9	0.2	(1.7)	0.0
PROFESSIONAL SERVICES	0.7	32.7	32.1	0.0
REAL ESTATE	0.0	0.0	0.0	n/a
UTILITY/FORCE ACCOUNT	0.0	0.0	0.0	0.0
SPECIAL PROGRAMS	0.0	0.9	0.9	0.0
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 (ALFA)

Total ALFA Expenditures through December 1998: \$6.1 million.

Total ALFA Commitments through January 1999: \$6.0 million.

"Additional Locally Funded Activities" (ALFA) are defined as work scope not originally covered under the FFCA 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

## Monthly Project Status Report

Period Ending – January 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 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. Approval was received on February 8, 1999. Grant execution to be completed by end of February 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 is waiting for a fund transfer agreement from Caltrans expected in February and March 1999 for the \$745,600 and \$15.41 million requests.
- CITY OF LA:** A fund transfer agreement was executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.4 million has been drawdown.
- BENEFIT  
ASSESSMENT:** Funds are no longer expected due to passage of Prop. 218 (Right to Vote on Tax Initiatives).



JANUARY 1999

STATUS OF FUNDS BY SOURCE

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

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

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (1)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$681.037	\$544.830	\$374.237	\$513.721	94%	\$389.689	72%	\$376.913	69%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$93.559	\$128.431	94%	\$97.422	72%	\$94.228	69%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$57.800	\$52.284	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%	\$48.655	75%
STATE PROP 116	\$0.000	\$57.652	\$57.652	\$56.972	99%	\$56.972	99%	\$25.000	43%
STATE TSM Match	\$0.000	\$10.537	\$10.537	\$10.537	100%	\$10.537	100%	\$10.537	100%
STATE FLEXIBLE CONGESTION RELIEF	\$0.000	\$26.000	\$26.000	\$1.606	6%	\$1.606	6%	\$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	\$30.957	52%	\$30.957	52%	\$30.957	52%
BENEFIT ASSESS. DISTRICT	\$17.100	\$0.000 (5)	\$0	\$0	0%	\$0	0%	\$0	0%
<b>TOTAL</b>	<b>\$1,310.822</b>	<b>\$1,310.822</b>	<b>\$903.878 (4)</b>	<b>\$1,062.058</b>	<b>81%</b>	<b>\$907.017</b>	<b>69%</b>	<b>\$818.334</b>	<b>62%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.707	\$1.477	61%	\$0.741	30%	\$0.741	30%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.710</b>	<b>\$1.554</b>	<b>57%</b>	<b>\$0.744</b>	<b>27%</b>	<b>\$0.744</b>	<b>27%</b>

(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 DECEMBER 1998.

ES-11





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

**JANUARY 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) %
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$435.421	\$577.581	51%	\$453.549	40%	\$440.773	39%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$108.855	\$144.396	51%	\$113.387	40%	\$110.193	39%
FED ISTE A STP (STATE)	\$25.000	\$199.344	\$82.800	\$77.284	39%	\$77.284	39%	\$74.193	37%
FED ISTE A STP/CMAO (REGIONAL)	\$156.617	\$134.771	\$71.998	\$90.319	67%	\$81.875	61%	\$54.292	40%
FED ISTE A 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%	\$48.655	46%
STATE PROP 116	\$87.300	\$57.652	\$57.652	\$56.972	99%	\$56.972	99%	\$25.000	43%
STATE FLEXIBLE CONGESTION RELIEF	\$26.000	\$50.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
STATE TSM Match	\$11.142	\$17.042	\$10.537	\$10.537	62%	\$10.537	62%	\$10.537	62%
STATE CTIP	\$0.000	\$26.000	\$26.000	\$1.606	6%	\$1.606	6%	\$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	\$91.962	\$91.510	12%	\$63.755	8%	\$63.755	8%
BENEF ASSESS. DISTRICT	\$17.100	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
<b>TOTAL</b>	<b>\$2,781.086</b>	<b>\$3,042.752</b>	<b>\$1,059.590</b>	<b>\$1,248.854</b>	<b>41%</b>	<b>\$1,056.520</b>	<b>35%</b>	<b>\$956.568</b>	<b>31%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.707	\$1.477	61%	\$0.741	30%	\$0.741	30%
PROP C (NON-REV. CONNECTOR)	\$0.000	\$0.285	\$0.003	\$0.077	27%	\$0.003	1%	\$0.003	1%
<b>TOTAL</b>	<b>\$0.000</b>	<b>\$2.720</b>	<b>\$0.710</b>	<b>\$1.554</b>	<b>57%</b>	<b>\$0.744</b>	<b>27%</b>	<b>\$0.744</b>	<b>27%</b>

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1998.





# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - January 1999



## Schedule

	Current Status	Change from Last Month
Current ROD	May 2000	-46 Days
Design Progress	96.4%	0.1%
Critical Path Float	2 Days	2 Days
Construction Progress	79.0%	1.5%

## Schedule 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 January 1999 Master Schedule shows the project back on schedule with a forecast Revenue Operation Date of May 15, 2000 versus May 17, 2000. The project critical path continues to run through C0311 (Line Section under Santa Monica Mountains), C1610 (Trackwork Installation), B620 (Automatic Train Control), and Integration /Testing/Pre-Revenue Operations.

The balance of the C0311 AR tunnel was conditionally turned over to the C1610 contractor on December 26, 1998. There were additional delays encountered by the C1610 contractor and must be considered but this will not affect follow-on contracts as the AR is not on the critical path. MS-5, High Rail Access AR C0311 is contractually scheduled to complete February 16, 1999 and should complete within several days of this date.

The mitigation plan to split the milestones for the C0311 AL tunnel is being implemented. CN's have been issued to C0311, C1610, and remains to be issued to B620. The changes are reflected in this period's schedule update. The revised scheduled turnover date of February 13th for MS-3a (C0311 AL TLR to SSS to C1610) is now projected as February 1, 1999 which is the result of better than anticipated progress by C0311. The section of AL tunnel south of the Special Seismic Section is scheduled for turnover on February 19, 1999 and with the recovery plan in effect and B620 phasing access to the C0311 tunnels, the delay to the program at present has been mitigated.

Track level rooms were made available to H0631 for layout on January 25th and arrangements are underway to have H0631 equipment delivered to the Track Level Rooms from the North Access Shaft by the C1610 contractor. The late delivery of HVAC equipment to the TLR can be mitigated by allowing the HVAC equipment to be installed concurrent with H0631 equipment so long as it completes before permanent power is required in April.



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

## **Monthly Project Status Report**

**Period Ending - January 1999**



C0321 MS-1 was achieved on schedule with the Substantial Completion Certificate issued on January 26th.

C0331 is scheduled for turnover to Rail Activation Group (RAG) in February, C0351, C0311 in March, and C0301 in April. B620 and H0631 work is in progress.

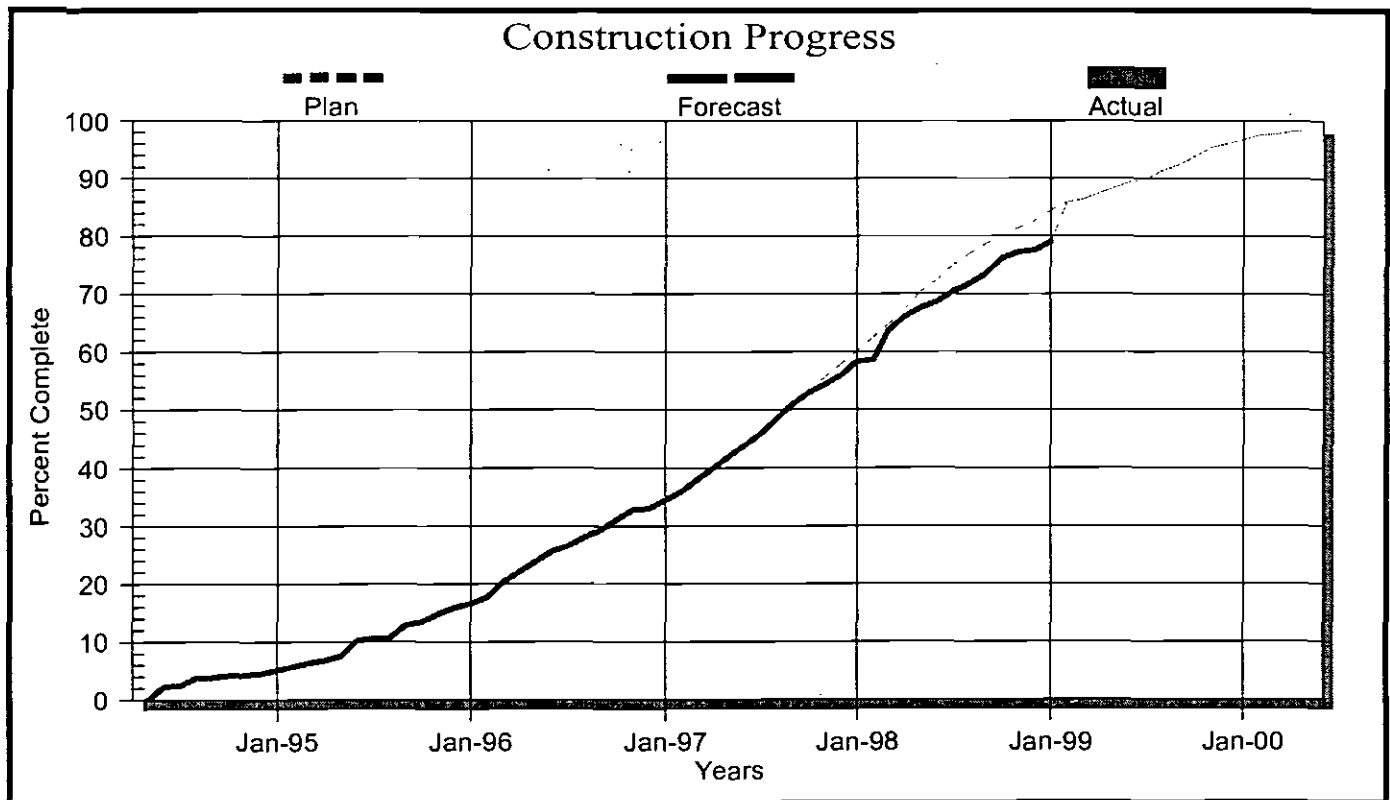
Procedures are being developed and are on schedule for Phase-1 Integrated Testing and Systemwide Testing by EMC. B646 is on schedule for delivery of equipment to H0648.



# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - January 1999



## Construction Progress Analysis

The overall construction progress through January 1999 is 79% complete.

Contract B620 (Automatic Train Control) cable installation continues and contractor is resequencing cable activities to the C0301 tunnels, pending access to the C0311 tunnels in February.

Contract C0301 (Hollywood/Highland Station) access for the Rail Activation Manager was completed on schedule. HVAC ductwork/diffuser/dampers work continues throughout the station and is 98% complete. Time extensions to Milestone #1 (Contract Completion) and Milestone #21 (Hollywood Blvd. Restoration) are being 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) tunnel liner is complete on both tunnels with exception of invert and arch in the AL side of La Brea Shaft. Mechanical and electrical work in the AR tunnel is 100% complete. A plan has been approved to provide early access to follow-on contractors at the TLRs.

Contract C0321 (Universal City Station) substantial completion certificate was issued to the contractor. Train Control (B620), Elevators/Escalators (B710), and H0648 (Communications) continue to work in the station. The CM team is focusing on processing outstanding CNs and COs.

Contract C0331 (North Hollywood Tunnel) electrical testing is complete. Based on progress of remaining work the forecast Project Completion is February seems attainable.



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

## **Monthly Project Status Report**

**Period Ending - January 1999**



Contract C0351 (North Hollywood Station) platform and entrance areas are 95% complete. Electrical testing is continuing.

Contract C1610 (Trackwork Installation) completed concrete plinth (TLR to north of SSS). Based on current milestones and schedule duration, Access-16B is projected to be received on February 19, 1999 (late date) and MS-6B is schedule to complete on March 21, 1999..

Contract H0631 (Traction Power System Installation) DC installation work is continuing at the Universal City and Hollywood/Highland Stations.

Contract H0648 (Communications Installation) installation of conduits, seismic grid, VP-1 and other cabinet work is in progress at the Universal City Station.

Contract MS201 (Hollywood Blvd. Restoration) work commenced on the north and south sides of Hollywood Blvd. from Whitley to Vine. Activities included work traffic control, demolition, utilities, terrazzo sidewalk, curb, gutter and bus pad.



# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - January 1999



## Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
<b>Recordable Injury Rate</b>		
National Average	10.6	
Project Rate (Cum.)	16.0	-0.2
<b>Lost Time Incident Rate (Frequency)</b>		
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 180,000 work hours per month. To date, the project has completed over 7,700,000 work hours.

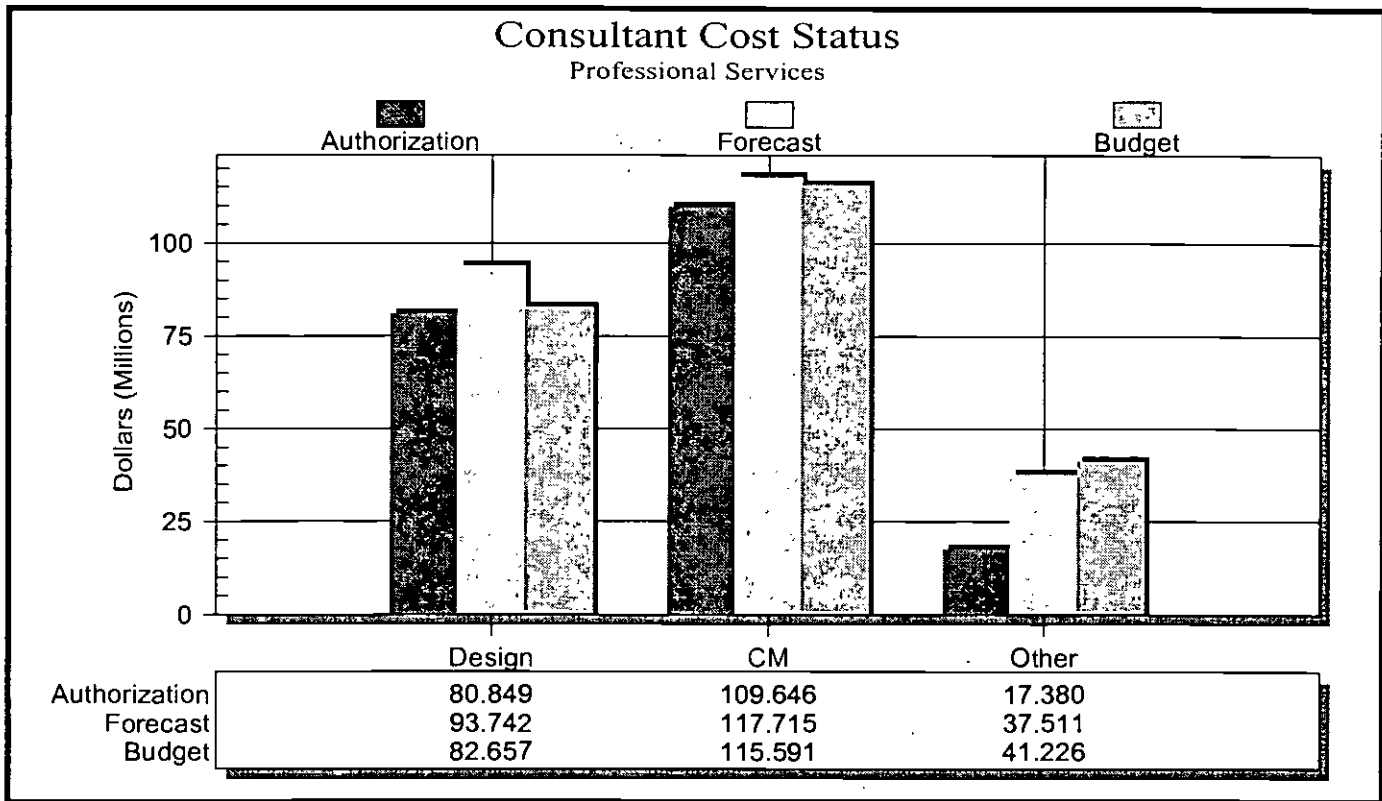
Statistics reflect injuries through December 1998.



# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

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

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



# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - January 1999



## Management Issues

Ongoing 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

A mitigation plan was presented to the Authority on January 15, 1999. The plan recommendation was to split the access for follow-on contractors into the areas that the C0311 contractor was late in completing. Making these changes would have minimal cost impact, return the forecast Revenue Operation Date (ROD) to May 17, 2000. The authority accepted the recommendation, and Changed Notices for the C0311 and C1610 (Trackwork Installation) contracts were given Merit and approved by the Change Control Board (CCB) on January 21, 1999. A Change Notice for contract B620 (Automatic Train Control) is being prepared for presentation to the next CCB.

Ongoing Item (Date initiated: September 1998)

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

### Concern/Impact

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

### Status/Action

In November 1998, the MTA Board approved CWO #072 which provides an additional \$3.1 million contract authorization for POER charges through February 1999. This \$3.1 million is in addition to the estimated \$11 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. A revision to CWO #072 is currently in process which will extend the POER authorization to December 1999 and increase the value an incremental \$1.4 million. The Segment 3 North Hollywood allocation for this revision is to be determined. Once the remaining POER has been negotiated, the budget and forecast will be further updated to reflect the agreed amounts.

Ongoing Item (Date initiated: June 1998)

TRIZECHAHN AND MTA JOINT DEVELOPMENT AT HOLLYWOOD/HIGHLAND STATION

### Concern/Impact

TrizecHahn Centers (THC), a land developer, is finalizing plans to construct an entertainment/retail center on and around the C0301 Hollywood/Highland Station. The center is scheduled for completion in the 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;



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

## **Monthly Project Status Report**

**Period Ending - January 1999**



deletion of surface improvements at plaza level from TSP's contract and design and construction of surface improvements by THC; and, construction of THC's development adjacent/above MTA facilities.

### **Status/Action**

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

Ongoing Item (Date initiated: March 1998)

### **PROJECT AGENCY COST FORECAST**

### **Concern/Impact**

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

### **Status/Action**

The project team is attempting to mitigate this potential cost impact by focusing on staffing charges allocated to the North Hollywood Project. 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 (Date initiated: November 1998)

### **MTA BOARD INACTION ON APPROVING EMC ITEMS**

### **Concern/Impact**

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

### **Status/Action**

The January 1999 MTA Board approved the EMC items at the fair cost estimate values. It is anticipated that EMC will begin design in early February.

Resolved (Date initiated: August 1998)

### **CONTRACT H0123 - VARIABLE MESSAGE SIGNS**

### **Concern/Impact**

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

### **Status/Action**

The recommendation to the January MTA Board was approved that rejects both bids and authorizes MTA staff to request proposals and enter into competitive negotiations with the signage equipment suppliers. It is possible to issue an NTP to the supplier on or shortly after March 1, 1999. Workarounds, if needed, can maintain the planned ROD of May 17, 2000.