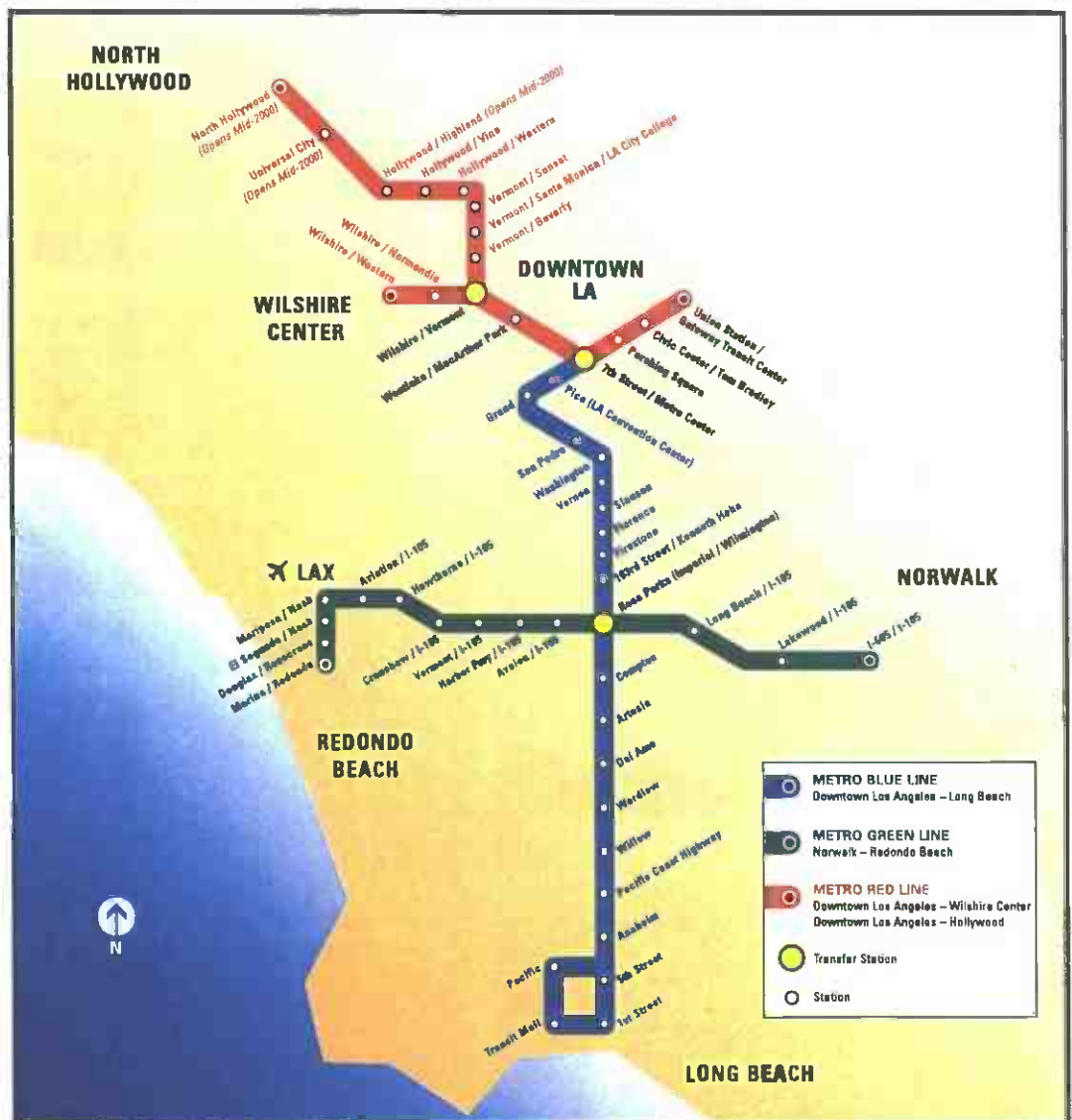


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



February 2000

## **RAIL PROGRAM STATUS SUMMARY**

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

**FEBRUARY 2000**

# **RAIL PROGRAM SUMMARY**



# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of February 2000

	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	—
Opening Date	Jan 1993	Wilshire Jul 1996 Vermont Jun 1999	Forecast Jun 2000			July 1990		August 1995	Final Car Delivery Oct 2000	Final Completion Oct 2000
Design Status	Completed	Completed	100%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	4 of 6 complt'd.
Construction Status	Completed	Completed	89.2%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 75%	3 of 6 complt'd.
Expenditures to Date (in mil.)	\$1438	\$1659	\$1057	\$14	\$144	\$860	\$235	\$679	\$129	\$6215
Budget (in mil.)	\$1450	\$1739	\$1314	Project suspended	Project suspended	\$877	Project suspended	\$712	\$258	\$6350
Federal Funding	48%	41%	71%			0%		0%	30%	32%
State/Local Funding	52%	59%	29%			100%		100%	70%	68%

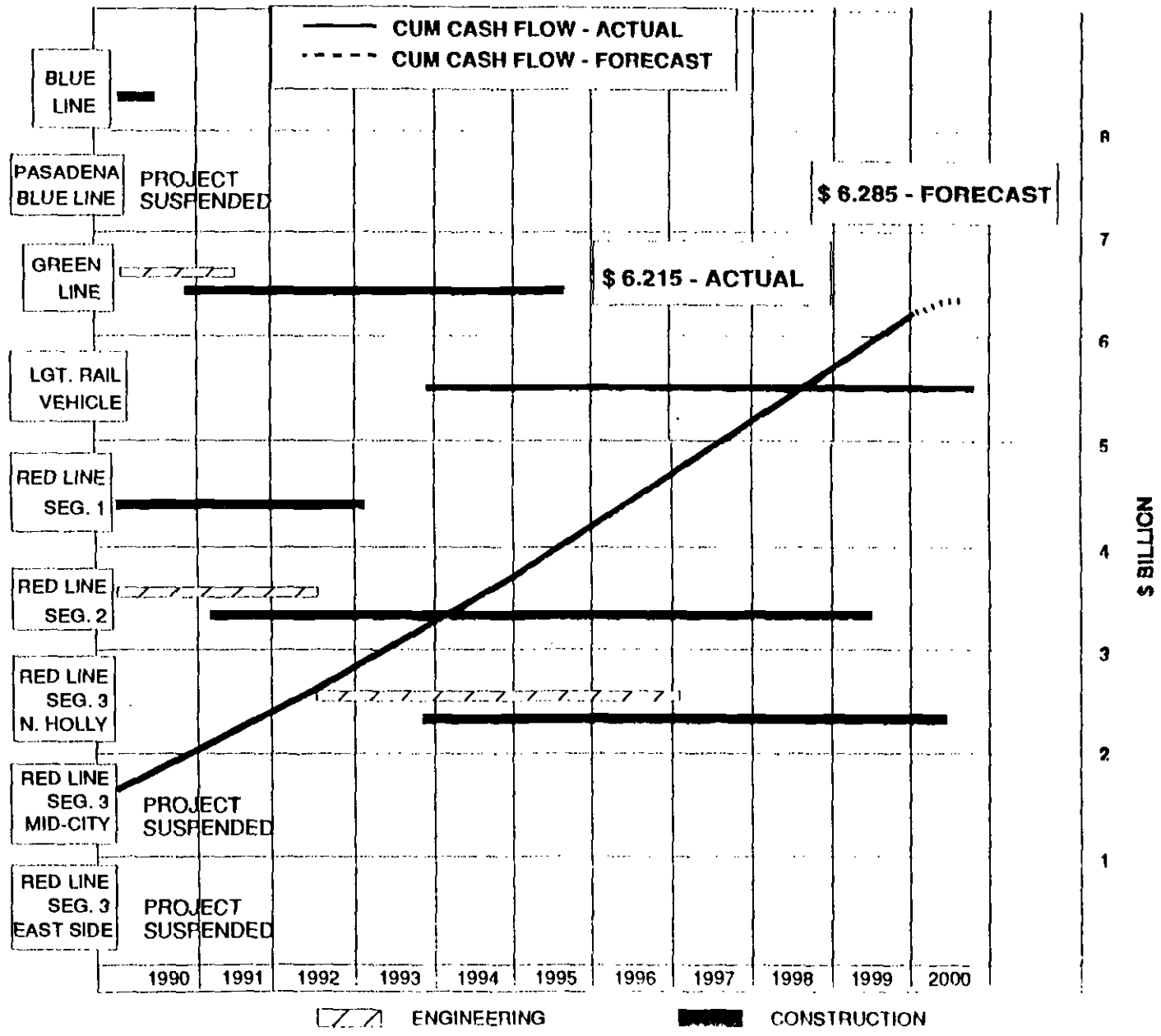
**METROPOLITAN TRANSPORTATION AUTHORITY  
FUNDING SOURCES (IN MILLIONS)**

FEBRUARY 2000

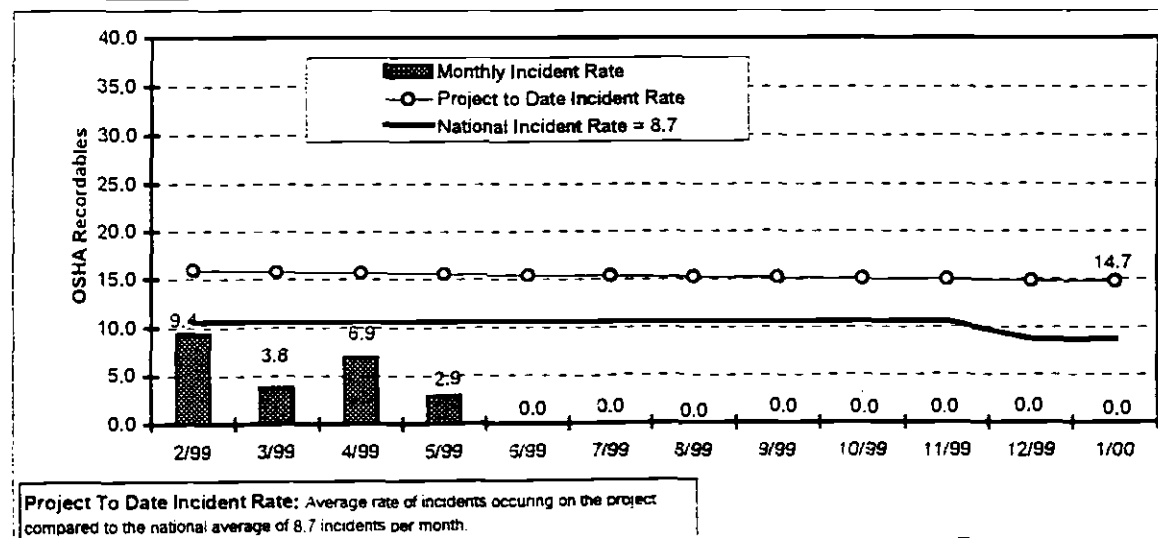
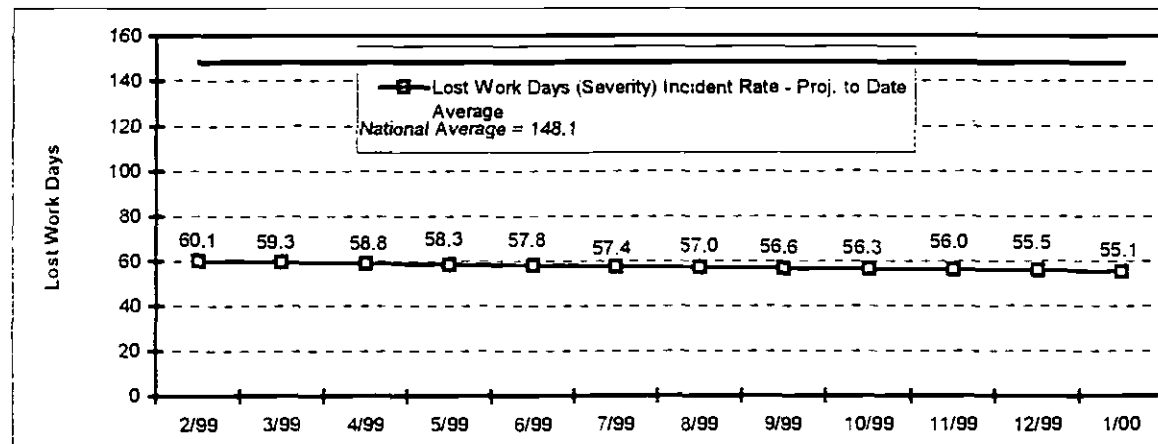
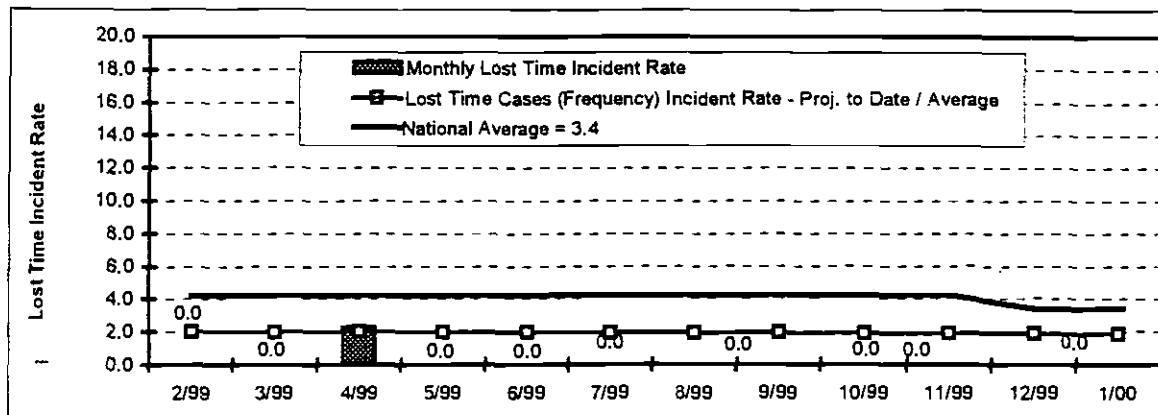
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL ** VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
<b>ORIGINAL SCOPE:</b>								
FTA-SECTION 3			605.3	667.0	661.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANS PRO				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/CMAQ					80.8	8.1	88.9	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					68.7		68.7	1
PROPOSITION A	877.2	205.1	179.5	504.3			1766.1	29
PROPOSITION C		401.3			59.2	123.8	584.3	9
CITY OF LOS ANGELES			34.0	96.0	90.0		220.0	4
BENEFIT ASSESSMENT			130.3				130.3	2
COST OVERRUN ACCOUNT			200.1	191.3			391.4	6
<b>APPROVED BUDGET</b>	<b>877.2</b>	<b>712.3</b>	<b>1450.1</b>	<b>1843.7</b>	<b>1310.8</b>	<b>201.4</b>	<b>6195.5</b>	<b>99</b>
<b>CURRENT FORECAST</b>	<b>877.2</b>	<b>716.3</b>	<b>1439.0</b>	<b>1845.3</b>	<b>1310.8</b>	<b>201.4</b>	<b>6190.0</b>	
<b>ADDITIONAL LOCALLY FUNDED ACTIVITIES:</b>								
PROP C (ARTWORK)					2.7		2.7	0
PROP C (NON-REV. CONNECTOR)					0.3		0.3	0
COST OVERRUN ACCOUNT				24.7			24.7	0
PROP C (TRANS ENHANCEMENTS)				66.0			66.0	1
PRIVATE FUNDS (KAISER HOSP)				4.4			4.4	0
<b>APPROVED BUDGET</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>95.1</b>	<b>3.0</b>	<b>0.0</b>	<b>98.1</b>	<b>1</b>
<b>CURRENT FORECAST</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>93.5</b>	<b>1.8</b>	<b>0.0</b>	<b>95.3</b>	

**Note:** Metro Red Line Segment 3 Mid-City Extension, Metro Red Line Segment 3 East Side Extension, and Metro Pasadena Blue Line projects have been suspended and are not included on this chart.

**\*\*** Original Scope Funding for the Light Rail Vehicle Project is shown as the Current Forecast not the Approved Budget.



January 2000

Prepared By:  
Marsh Risk and Insurance ServicesMetro Red Line Segment III  
Safety Summary

• December 17, 1998 The Bureau of Labor and Statistics issued the news release "Workplace Injuries and Illnesses in 1997." OSHA 200 Cases is now 8.7 and Lost Workday Cases involving Days Away From Work is now 3.4.

02/29/2000

# METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

## Rail Program Status Summary

### Period Ending - February 25, 2000



#### PROJECT DESCRIPTION

The North Hollywood Extension includes three stations and extends 6.3 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

	<b>** Expended (in \$ Mil.)</b>	<b>Percent Complete</b>
<b>DESIGN</b>		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
Cumulative Progress		100.0
<b>CONSTRUCTION</b>		
Monthly Progress		0.5 %
Prior Cumulative Prog.		88.7
Cumulative Progress		89.2
<b>TOTAL EXPENDED</b>	<b>\$ 1057.4</b>	
(Including: Other Cost Elements)		

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

Source	Total Funds Anticipated (in \$ mil.)	Total Funds Available (in \$ mil.)	Expend.
FTA - Section 3	\$544.8	\$426.2	\$399.3
FTA - Sect 3 Defer. Local	136.2	106.5	99.8
FED ISTEA STP (State)	174.3	174.3	137.3
FED ISTEA STP/CMAQ	71.4	71.4	71.4
FED ISTEA RSTP Defer	9.2	9.2	9.2
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	64.8	64.8
State Proposition 116	57.7	57.7	57.7
State TSM Match	10.5	10.5	10.5
State Congestion Relief	26.0	26.0	26.0
City of Los Angeles	90.0	55.5	55.5
Proposition C	59.2	58.3	58.3
Benefit Assessment Dist	0.0	0.0	0.0
<b>TOTAL</b>	<b>\$1310.8</b>	<b>\$1127.1</b>	<b>\$1056.5</b>
<b>Additional Locally Funded Activities</b>			
Prop C (Artwork)	2.7	0.9	0.9
Prop C (Non-Rev Connect)	0.3	0.0	0.0
<b>TOTAL</b>	<b>\$3.0</b>	<b>\$0.9</b>	<b>\$0.9</b>

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

Cost Element	Current Budget	Current Forecast
Construction	\$824.7	\$832.5
Professional Services	300.8	349.9
Real Estate	89.0	85.8
Utility Force Account	26.3	35.7
Special Programs	0.0	0.0
Contingency	69.6	6.1
Project Reserve	0.4	2.6
Project Revenue	0.0	(1.8)
<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>\$1.8</b>

\*\* Expenditure data is maintained by MTA Accounting.

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 2000

The FTA FFGA stipulates project completion in December 2000. MTA Executive Management has determined the planned ROD to be June 24, 2000. Schedule mitigation is required in order to meet the June 24, 2000 critical milestones due to the recent rain caused delays, issuance of permits and design issues.

#### CURRENT ACTIVITIES / ISSUES

The overall contingency balance appears to be sufficient at this time to meet the claims and other exposures under present assumptions. However, any new scope added to the project or new claims may jeopardize completing the project within budget. As such, project staff is reviewing the basis for categorization of all project scope elements. This review may result in adjustments to the forecast for Original Scope and ALFA. Project staff will continue to monitor and evaluate budget compliance.



# METRO GREEN LINE

## Rail Program Status Summary

### Period ending - February 25, 2000



#### BUDGET/FORECAST

(In Millions)

		Change from <u>Last Quarter</u>
Original Budget	\$ 722.4	-0-
Approved Budget	\$712.3	-0-
Current Forecast	\$716.3	-0-

#### BUDGET/FORECAST ANALYSIS

- The Current Forecast includes the Maintenance-of-Way Facility and Enhancements.
- The Current Forecast may vary significantly once the potential impact of Caltrans claims settlements with their contractors are resolved.

#### SCHEDULE

Current ROD (Actual)	August 1995
Construction Progress	99%

#### SCHEDULE ANALYSIS

- Construction progress is currently 99% complete. Contract H1100 Train Control is scheduled for completion in November 2000 with contract closeout in December 2001. Progress during the quarter included: Continuation of clearing punchlist items on Phase III Software at Central Control and the use of Cars 301 and 302 by the contractor for Dynamic Design Verification. A change notice to revise schedule and milestones is currently being discussed with the contractor. The delay in the H1100 Contract is due to the lack of available P2000 "Standard Cars" to install the H1100 "Production Equipment" on to test. The "Production Equipment" installed on the "Standard Cars" is what MTA will use for revenue service.
- The status of the Metro Green Line retrofit projects are: Construction of operator restroom and bus layover facilities at the Harbor and Hawthorne stations and benches at the Harbor Station are complete.

#### PERFORMANCE INDICATORS

- Average Daily Boardings for the period were 21,867.
- Average Daily Boardings for October 1999 were 24,350 reflecting a 0.1% decrease compared to September 1999 and a 6.3% increase compared to October 1998.
- Average Daily Boardings for November 1999 were 21,325 reflecting a 12.4% decrease compared to October 1999 and a 1.8% decrease compared to November 1998.
- Average Daily Boardings for December 1999 were 19,925 reflecting a 6.5% decrease compared to November 1999 and a 1.7% increase compared to December 1998.

**LOS ANGELES STANDARD LIGHT RAIL VEHICLE**  
**Rail Program Status Summary**  
**Contract No.: P2000 - Siemens Transportation Systems, Inc.**  
**Period ending - February 25, 2000**



**PROGRESS/WORK COMPLETED**

To date, nineteen (19) cars have been shipped to the Metro Green Line Yard. Several cars are being prepared for "Delivery by Siemens for "Acceptance" by MTA and 2 prototype cars are continued to be used by US & S for Automatic Train Control Tests. The 4000 mile test has been completed.

Nineteen (19) cars are in final assembly at Siemens Sacramento Plant. Carshell manufacturing at Siemens Carson Plant is near completion. Forty-eight (48) carshells have been completed and four (4) carshells are in the final stages of manufacturing.

**AREAS OF CONCERN**

MTA continues monitoring Siemens progress in Vehicle Testing, and supporting the US & S Automatic Train Control (ATO) Testing. Paint blistering has been found around window areas on a number of vehicles. Siemens is continuing their investigation of the cause before repairs. Even though the 4000 mile test has been completed, fixes for a few remaining technical issues have been identified but need to be implemented before final acceptance. Based upon the above, Siemens is revising its delivery schedule.

**DELIVERY SCHEDULE SUMMARY**

		Change from Last Quarter
1st Car	Nov 1999	+2 Mos
52nd Car	Oct 2000	+1 Mo
Design Progress	98% Complete	N/C
Fabrication Progress	75% Complete	+1%*
Critical Path	Car Testing	N/C
Delay (1st Car)	36 Months	+2 Mos
Data Date	August 1999	

\* Based on payment schedule progress  
 No update from previous report. Currently awaiting Siemens updated schedule.

**COST SUMMARY**

	(\$ in Mil.)	No.
1. Award Value	215.37	
2. Approved Change Orders	(1.025)	18
3. Approved WACN's	0	0
4. Current Contract Value(1+2+3)	214.345	
5. Pending Changes	(38,688)	9

**DELIVERY SCHEDULE\***

Vehicle Number	Contract Schedule	Last Quarter Forecast	Current Forecast	Delay/Change This Quarter	Total Delay
LRV No. 1	10/25/96	9/10/99	11/8/99	2 months	36 months
Prototype No. 1	10/25/96	9/17/99	9/16/99	0 months	34½ months
LRV No. 15	5/27/97	1/17/00	2/28/00	1 month	32 months
LRV No. 34	2/25/98	5/19/00	7/6/00	2 months	28 months
LRV No. 50	10/31/98	9/13/00	10/27/00	1 month	24 months

\* Note: In order to be considered "delivered, the cars subsequent to arrival at the MTA, must be in a sound, whole, ready to run condition, ready for entry into the acceptance test cycle and fully in compliance with the contract documents including successfully completed Performance and Conformance Tests.

No update from previous report. Currently awaiting Siemens updated schedule.

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

**EXECUTIVE SUMMARY**

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - February 2000



### Management Issues

Ongoing Item (Date initiated: April 1999)

#### UNIVERSAL CITY SITE RESTORATION CONTRACTS

##### Concern/Impact

Delays to the award of Universal City Site Restoration contracts may impact the planned ROD.

##### Status/Action

MTA Executive Management has determined the planned ROD to be June 24, 2000 based upon the current critical path activities of Contract C0326. The Contractor is required to provide the bus plaza, a kiss n' ride and adjacent parking by June 20, 2000 (a requirement for ROD). Schedule mitigation is required in order to meet the June 20, 2000 critical milestones due to the recent rain caused delays, issuance of permits and design issues.

Ongoing Item (Date initiated: December 1999)

#### DELAYS TO SYSTEMS INTEGRATION TESTING

##### Concern/Impact

The delayed completion of facilities and systems prerequisites have impacted systems integration testing by five weeks, thereby, jeopardizing the ability to meet the start of pre-revenue operations on April 1, 2000.

##### Status/Action

Although the Rail Activation Group indicates that only power tests will be extending past April 1, 2000, conclusion of additional tests may fall within April because of remaining issues with facilities and systems completion. The Rail Activation Group has minimized the impacts to testing by performing as many pretests as allowed.

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

## **Monthly Project Status Report**

**Period Ending - February 2000**



**Resolved Item (Date initiated: February 1999)**

### **CONTRACT B645 TRACS DELAYS**

#### **Concern/Impact**

Lack of sufficient resources by the contractor continues to impact the start of engineering and software development. Delays associated with this lack of resources and the Procurement Division's authorization of new fire/life/safety design changes may impact Phase II systems integration testing.

#### **Status/Action**

The remaining base software was successfully tested on February 17, 2000. The Contractor is providing sufficient support for Change Notice work and required software tests to resolve system integration discrepancy reports.

# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - February 2000



## Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	February Change in Forecast
CONSTRUCTION	\$824.7	\$832.5	\$7.8	\$1.2
PROFESSIONAL SERVICES	\$300.8	\$349.9	\$49.1	\$4.8
REAL ESTATE	\$89.0	\$85.8	(\$3.3)	(\$2.9)
UTILITY/AGENCY FORCE ACCOUNTS	\$26.3	\$35.7	\$9.4	\$0.0
SPECIAL PROGRAMS	\$0.0	\$0.0	\$0.0	\$0.0
PROJECT CONTINGENCY	\$69.6	\$6.1	(\$63.5)	(\$1.3)
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
PROJECT REVENUE	\$0.0	(\$1.8)	(\$1.8)	(\$1.8)
TOTAL PROJECT	\$1310.8	\$1310.8	\$0.0	\$0.0

## Budget/Forecast Variance Analysis

### Original Scope Activities

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. These changes resulted in a decrease to the forecast of unallocated contingency by \$1.3 million.

Construction Contracts - Forecast increased by a total of \$1.2 million primarily due to potential claims.

Professional Services Contracts - Forecast increased by \$4.8 million primarily due to the re-evaluation of remaining costs and workscope to complete Engineering Design Services.

Real Estate Program - Forecast decreased by \$2.9 million due to the re-evaluation of remaining costs. The decrease is largely due to the reduction of Real Estate exposure established as a part of the Runyon Canyon settlement between the City of L.A. and the MTA.

Project Revenue is forecast at \$1.8 million based on the receipt of revenues and reconciles to FIS generated source documents.

# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - February 2000



## Budget/Forecast Variance

Additional Locally Funded Activities

(S Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	February Change in Forecast
CONSTRUCTION	\$1.9	\$0.4	(\$1.6)	\$0.1
PROFESSIONAL SERVICES	\$0.7	\$0.5	\$22.1	\$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	\$1.8	(\$1.2)	\$0.1

## Budget/Forecast Variance Analysis

### Additional Locally Funded Activities

"Additional Locally Funded Activities" (ALFA) are defined as Design and Construction activities for new scope elements that are added to the original scope of a project after Project Adoption (approval) by the Board of Directors. The Baseline Project Budget is based on the original scope, thus costs for new requirements are identified and managed separately as ALFA. ALFA work scope may include transit enhancements, new legislative requirements, Non Revenue Connectors, Metro A-R-T Program and other Board or FTA requirements not originally envisioned at Project Adoption. Unforeseen or differing site conditions are not considered ALFA. Lastly, ALFA categorized work scope are funded by local grant sources but may later be subject to Federal funding upon FTA concurrence or agreement; particularly if the ALFA activity was an FTA requirement. The Current Budget contains approximately \$3.0 million in ALFA categories under the Construction, Professional Services and Contingency elements.

Construction Contracts - Forecast increased by a total of \$0.1 million primarily due to corrective miscellaneous elevators/escalators interface work.

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending - February 2000



### STATUS OF FUNDS ANTICIPATED

- FTA SECTION 3:** MTA submitted a grant application for \$49,053,936 of Section 3 Funds in December 1999 for the North Hollywood Project. The Grant application is expected to be approved in May 2000.
- FTA SECTION 9  
FED ISTE/STP:** Grant award for \$75 million of STP funds was approved on August 27, 1997. Funds are now available for drawdown with the exception of \$25 million allocated to the East Side Project. The MTA is currently negotiating with the FTA to enable the drawdown of these funds. On July 13, 1999 MTA received \$124,344,400 of Section 9 STP funds for the Segment 3 North Hollywood Project.
- CITY OF LA:** A financial contribution agreement was executed on July 24, 1997 for a total amount of \$200 million. The first installment totaling \$55.446 million has been drawn down. The Los Angeles City Council approved a motion on February 16, 2000 to allocate \$34M for the Segment 3 North Hollywood Project. Payments will be contingent upon MTA providing 250 parking spaces at the Universal City Station in time for the opening of the Red Line. This motion will be considered by the MTA Board on February 24, 2000.
- BENEFIT  
ASSESSMENT:** Funds are no longer expected due to passage of Prop. 218 (Right to Vote on Tax Initiatives).



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

**FEBRUARY 2000**

**STATUS OF FUNDS BY SOURCE**

**METRO RED LINE Segment 3 North Hollywood**  
Monthly Project Status Report  
Period Ending - February 2000

**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>									
FIA-SECTION 3	\$681.037	\$544.830	\$426.212	\$471.842	87%	\$399.323	73%	\$399.323	73%
FIA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$106.553	\$117.961	87%	\$99.831	73%	\$99.831	73%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$174.344	\$137.268	79%	\$137.268	79%	\$137.268	79%
FED ISTEA STP/CMAQ (REGIONAL)	\$25.000	\$71.358	\$71.358	\$71.358	100%	\$71.358	100%	\$71.358	100%
FED ISTEA RSTP DEFERRED LOCAL SHARE		\$9.245	\$9.245	\$9.245	100%	\$9.245	100%	\$9.245	100%
SB 1995 TRUST FUND	\$53.000	\$66.890	\$66.890 (2)	\$66.890	100%	\$66.890	100%	\$66.890	100%
STATE SHA/ARTICLE XIX	\$115.000	\$64.811	\$64.811	\$64.811	100%	\$64.811	100%	\$64.811	100%
STATE PROP 116	\$0.000	\$57.652	\$57.652	\$57.652	100%	\$57.652	100%	\$57.652	100%
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	\$26.000	100%	\$26.000	100%	\$26.000	100%
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	\$58.282	\$58.282	99%	\$58.282	99%	\$58.282	99%
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>\$1,127.130 (4)</b>	<b>\$1,147.092</b>	<b>88%</b>	<b>\$1,056.443</b>	<b>81%</b>	<b>\$1,056.443</b>	<b>81%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.976	\$1.467	60%	\$0.976	40%	\$0.976	40%
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>\$0.979</b>	<b>\$1.544</b>	<b>57%</b>	<b>\$0.979</b>	<b>36%</b>	<b>\$0.979</b>	<b>36%</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 1% 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 2000.



# FINANCIAL DETAIL

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

FEBRUARY 2000

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>									
FIA SECTION 3	\$1,317.912	\$1,133.192	\$487.396	\$533.026	47%	\$460.507	41%	\$460.507	41%
FIA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$121.849	\$133.257	47%	\$115.127	41%	\$115.127	41%
FED ISTEA STP (STATE)	\$25.000	\$189.344	\$174.344	\$137.268	69%	\$137.268	69%	\$137.268	69%
FED ISTEA STP/CMAQ (REGIONAL)	\$156.617	\$134.771	\$90.319	\$72.613	54%	\$72.613	54%	\$72.613	54%
FED ISTEA RSTP DEFERRED LOCAL SHARE	\$9.875	\$17.461	\$11.702	\$9.408	54%	\$9.408	54%	\$9.408	54%
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	\$64.811	\$64.811	62%	\$64.811	62%	\$64.811	62%
STATE PROP 116	\$87.300	\$57.652	\$57.652	\$57.652	100%	\$57.652	100%	\$57.652	100%
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	\$26.000	100%	\$26.000	100%	\$26.000	100%
CITY OF LA	\$136.244	\$163.444	\$55.446	\$55.446	34%	\$55.446	34%	\$55.446	34%
PROP C	\$677.318	\$789.047	\$141.323	\$162.965	21%	\$141.323	18%	\$141.323	18%
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>\$1,308.069</b>	<b>\$1,329.673</b>	<b>44%</b>	<b>\$1,217.382</b>	<b>40%</b>	<b>\$1,217.382</b>	<b>40%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.976	\$1.467	60%	\$0.976	40%	\$0.976	40%
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>\$0.979</b>	<b>\$1.544</b>	<b>57%</b>	<b>\$0.979</b>	<b>36%</b>	<b>\$0.979</b>	<b>36%</b>

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

**METRO RAIL RED LINE Segment 3 North Hollywood**  
Monthly Project Status Report  
Period Ending - February 2000



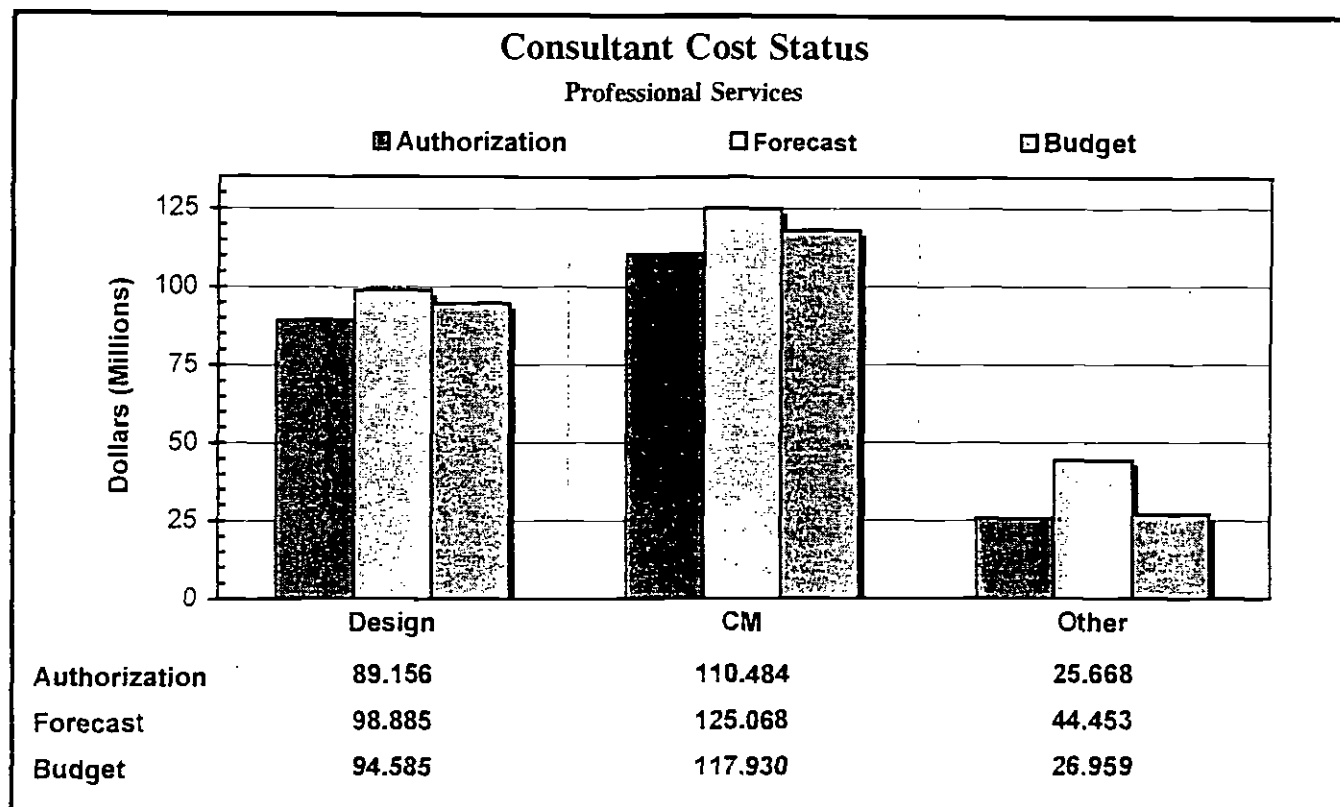
(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 2000.

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

### Period Ending - February 2000



## Professional Services Cost Analysis

The authorization and forecast for the "Construction Management" and "Other" professional services did not change significantly this period. The changes represent executed change orders that were processed during the period. Authorizations will remain significantly below the budget and forecast until the necessity and scope of future services are finalized.

The forecast for the "Design" professional services increased this by \$4.4 million due to the re-evaluation of remaining costs and workscope to complete Engineering Design Services.

The forecast for the "Construction Management" professional services is \$7.1 million above the current budget due to procurement delays to both the award of contracts and the closeout of contracts that necessitated extending staff levels. This potential overrun may be mitigated based on reductions to consultant staffing levels required to closeout contracts.

The forecast for the "Other" professional services is \$18.8 million above the current authorization due to pending and potential contract work orders, amendments and other anticipated future costs. The majority of this potential increase involves legal services. A budget increase for services in this category may be processed when increases to the authorized amount are determined. 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

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### Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	+4 days
Design Progress	100.0%	none
Critical Path Float To Plan	0 days	+37 days
Critical Path Float To Req'd Compl	+190 days	-4 days
Construction Progress	89.2%	+0.5%

### Current Critical Path Analysis

- Planned ROD: June 24, 2000
- Forecast ROD: June 24, 2000
- Full Funding Grant Agreement (FFGA) ROD: December 2000  
(Revenue Operation Date required by Federal agreement)

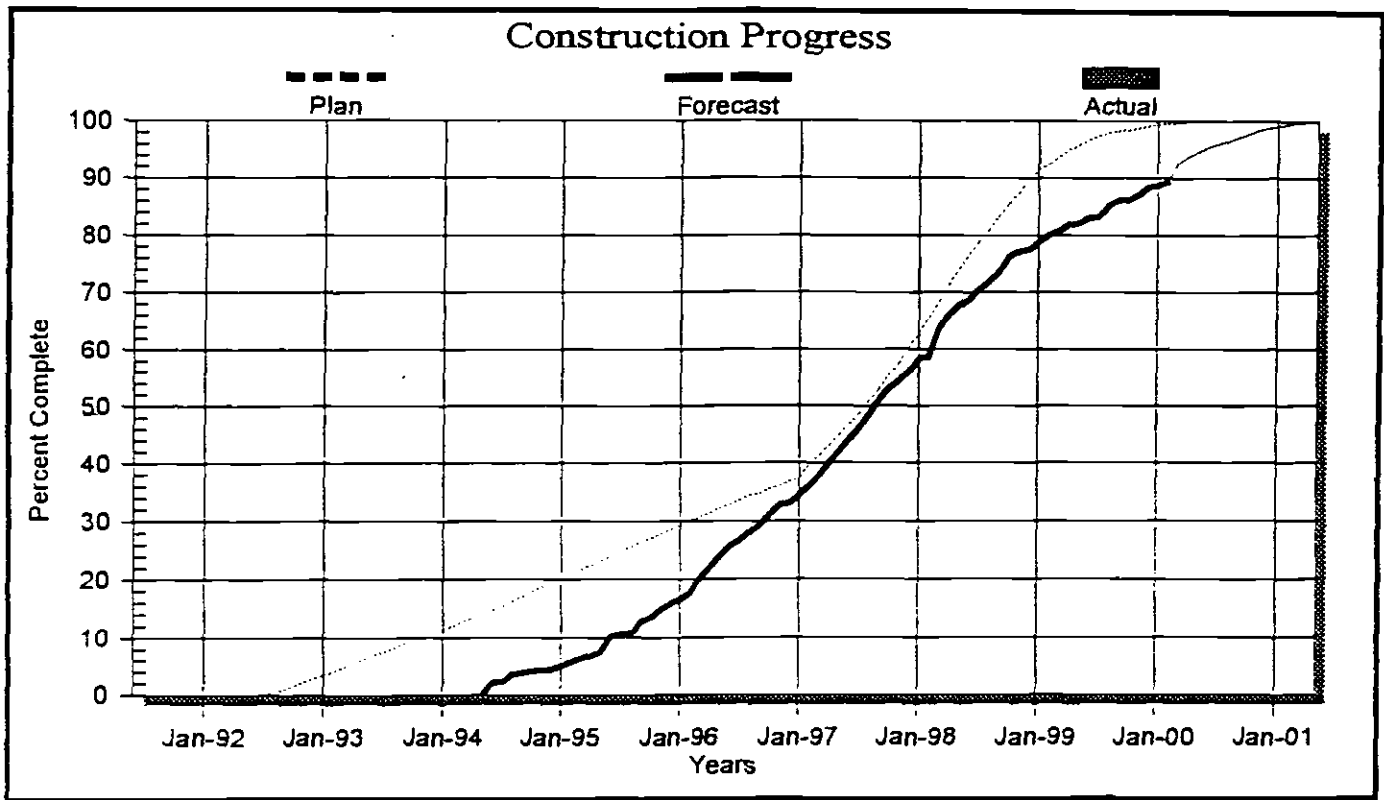
MTA Executive Management has determined the planned ROD to be June 24, 2000. June 24, 2000 is based upon the completion of Contract C0326 Universal City Station Bus Plaza, Parking and Freeway Overcrossing, for bus plaza, a kiss n' ride and adjacent parking. Currently, this work is critical because of the required bus and patron access at Universal City Station at ROD.

Other work that is critical to meeting the planned ROD includes Systems Integration Testing, Contract B645 Transit Automatic Train Control, SCADA successful software download, and Contract C0352 North Hollywood Station Sitework.

# METRO RED LINE Segment 3 North Hollywood

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## Construction Progress Analysis

The overall construction progress through February 2000 is 89.2% complete.

### CONSTRUCTION PROGRESS THIS PERIOD

B620 (Automatic Train Control) Contractor completed passenger vehicle dynamic testing.

B645 (TRACS) Contractor completed factory acceptance test and download #2. Interface testing for Train Control for all Segment 3 stations was completed.

B646 (Fire and Emergency Management) Contractor completed updating the Fire Control Panel (FCP) and Programmable Logic Controller (PLC) at Hollywood/Vine for the cut-over of Segment 3 to the existing operating rail segments. Desensitized the in-duct smoke detectors for Segment 3 (CN-117). Completed CN-116, descriptor and equipment changes.

C0326 (Universal City Station Freeway Overcrossing and Site Restoration) Contractor completed excavation, fine grading and U/G utilities at Bus Plaza, Universal Terrace D-1 ramp widening, and excavation at North Park-N-Ride.

C0352 (North Hollywood Sitework) Contractor completed site clearing and demolition of existing pavement and foundations.

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

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C0390 (Ancillary Construction and Maintenance) Contractor completed installation of Art Tiles on the columns at the Universal City Station, closure of over a hundred discrepancy and problem reports by repairs to electrical and mechanical equipment and VMS punchlist items. Continued work on upgrading HVAC ductwork at HH & UC, Fire Life Safety punchlist items, operation and maintenance of the interim Ventilation System, finish door hardware repairs, systemwide and punchlist work for the elevator/escalator interface. Continued providing support for the RAG test teams.

C2326 (LA River Bridge Widening at Lankershim Blvd) No progress this period due to rain caused delays and permit issues.

H0631 (Traction Power Installation) Contractor continued upgrade modifications to Segment 1 substations. Substantially completed the Segment 3 MDS Water abatement.

H0648 (Communication Installation) Contractor completed the local field acceptance testing (LFAT) of the radio system for Segment 3. Completed LFAT of the variable message sign (VMS) system at North Hollywood Station. Continued with installation of the VMS at the other locations. Completed training for the CCTV system.

Systems Integration Testing: Began Phase II AC & DC power tests at Hollywood/Highland and Universal City Stations.

### CONSTRUCTION PROGRESS NEXT PERIOD

B620 (Automatic Train Control) Contractor to submit test data reports, and provide support to the projects system integration testing program. ATC cutover are scheduled to be done prior to April 1, 2000.

B645 (TRACS) Continue with interface tests of the TRACS system for Phase II system integration testing (SIT). Continue to prepare for the scheduled downloads in March 2000. Three downloads are scheduled for March 2000.

B646 (Fire and Emergency Management) Continue with resolution of DR and PR to assist RAG in completing their testing. Complete change work (CN-117.00 and CN-119.00) for in-duct smoke detectors and additional EVOP.

C0326 (Universal City Station Freeway Overcrossing and Site Restoration) Begin U/G utilities, crushed aggregate base, and fine grading at Universal Terrace Parkway East and bus plaza. Sound barrier and embankment at freeway AR-1 Ramp.

C0352 (North Hollywood Station Site Restoration) Complete site clearing and demolition. Begin and complete general excavation work, begin placement of the crushed aggregate base and begin irrigation, electrical, and general lighting work.

C0390 (Ancillary Construction and Maintenance) Continue providing support for the RAG test teams, repair of mechanical and electrical equipment. Begin backfill at the La Brea access shaft. Complete Fire/Life Safety punchlist items, finish door hardware systemwide and punchlist work for elevator/escalator interface. Complete elevator glass door replacement including the damage glass at NH. Complete VMS and signage task orders.

C2326 (LA River Bridge Widening at Lankershim Blvd) Installation of shoring and CIDH plies.

H0631 (Traction Power Installation) Contractor to continue upgrade modification to Segment 1 substations.

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

## **Monthly Project Status Report**

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**H0648 (Communications Installation)** Complete all Radio work, HH outside antenna, cross connects, HH-HV radio coverage, x-passage LAFD/LAPD issues. Begin Radio coverage test in the tunnels. Continue performing testing of the radio system from CCF to MDF/RTU's. Complete installation and local field testing of the VMS system at Hollywood Highland and Universal City Stations. Continue work on miscellaneous punchlist work.

**Systems Integration Testing:** Complete Phase I testing including re-test. Continue to conclude Phase II testing and systemwide testing.

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

### QUALITY MANAGEMENT SEGMENT 3

Surveillances	9
QAR's Closed	1
QAR's Open	8
QAR Responses Due	2
Audits	0
Total	20



# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

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## Construction Safety Statistics

Project-to-Date-Rates	Current Status	Change from Last Month
<b>Recordable Injury Rate</b>		
National Average	8.7	
Project Rate (Cum.)	14.4	none
<b>Lost Time Rate (Freq.)</b>		
National Average	3.4	
Project Rate (Cum.)	1.8	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 is approximately one-half the revised National Average of 3.4.

The project completed over 66,000 work hours during January. To date, the project has completed over 8,913,000 work hours.

Statistics reflect injuries through January 2000.