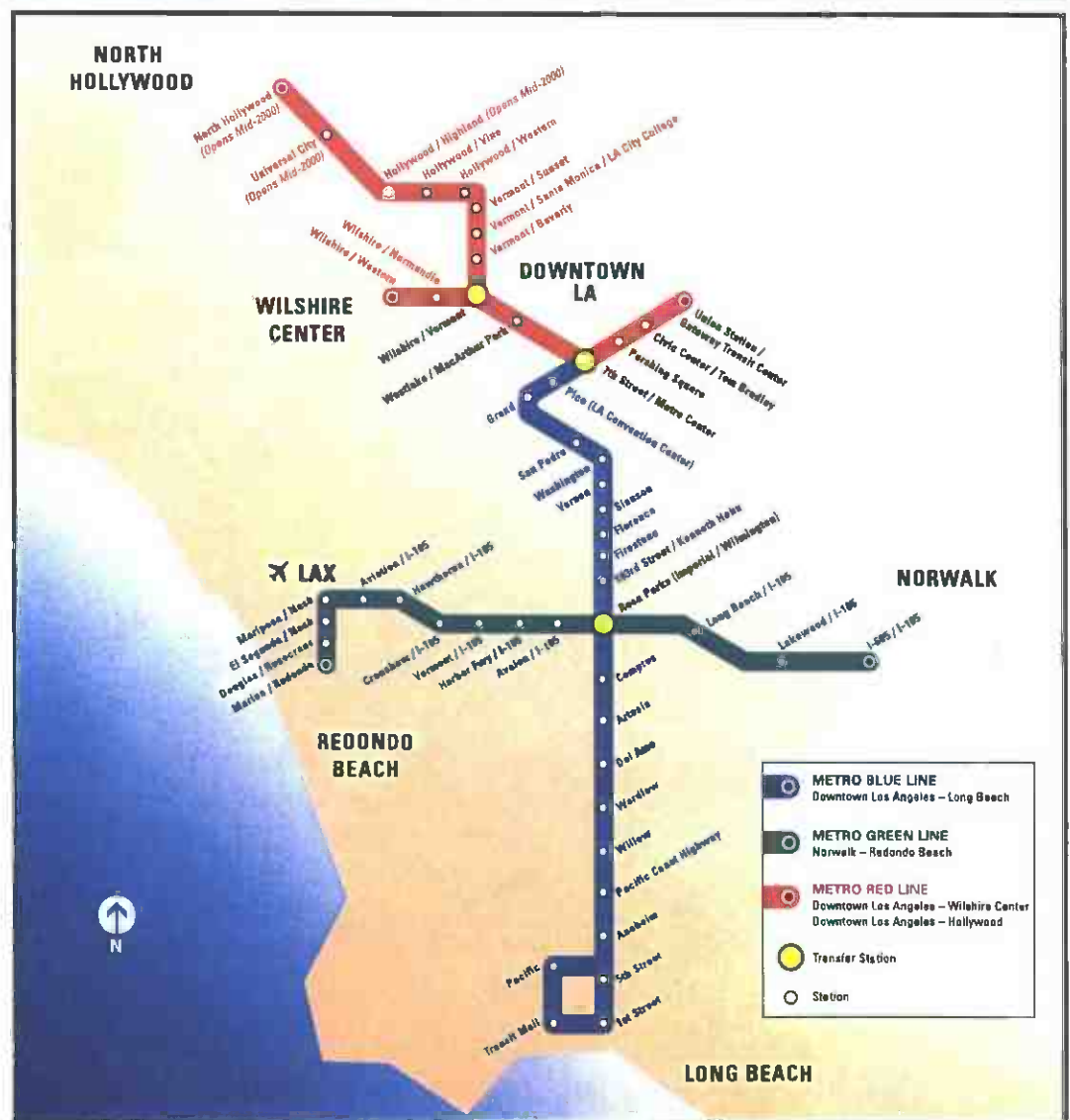


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



March 2000

## **RAIL PROGRAM STATUS SUMMARY**

THE LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY  
METRO CONSTRUCTION DIVISION

**MARCH 2000**

# **RAIL PROGRAM SUMMARY**



# EXECUTIVE SUMMARY RAIL PROGRAM STATUS as of March 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 Dec 2001	Final Completion Dec 2001
Design Status	Completed	Completed	100%	Project suspended	Project suspended	Completed	Project suspended	Completed	Based on Milestones 98%	4 of 6 complt.
Construction Status	Completed	Completed	89.6%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 81%	3 of 6 complt.
Expenditures to Date (in mil.)	\$1438	\$1669	\$1076	\$14	\$147	\$860	\$234	\$680	\$129	\$6247
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%

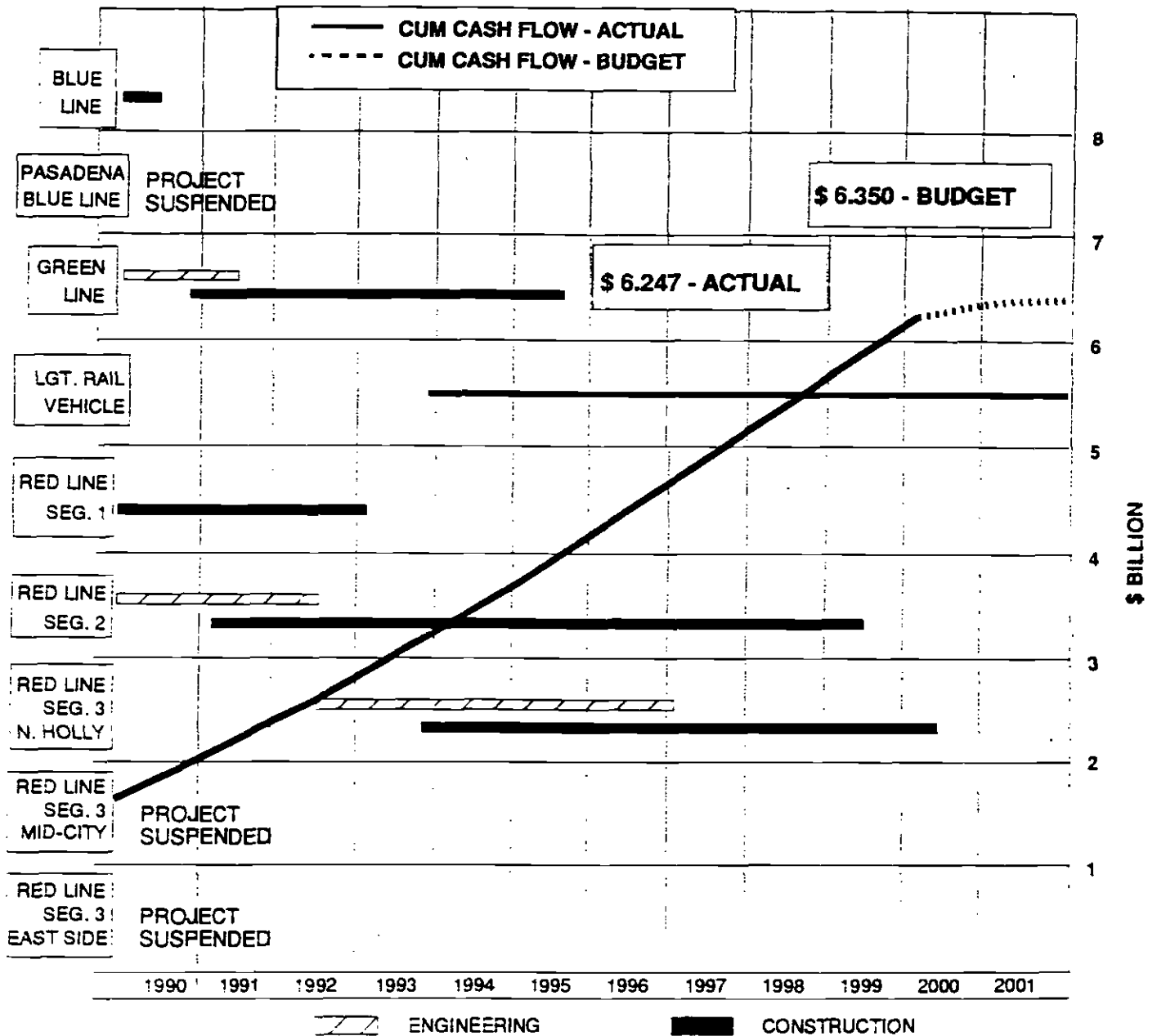
## RAIL PROGRAM STATUS SUMMARY

MARCH 2000

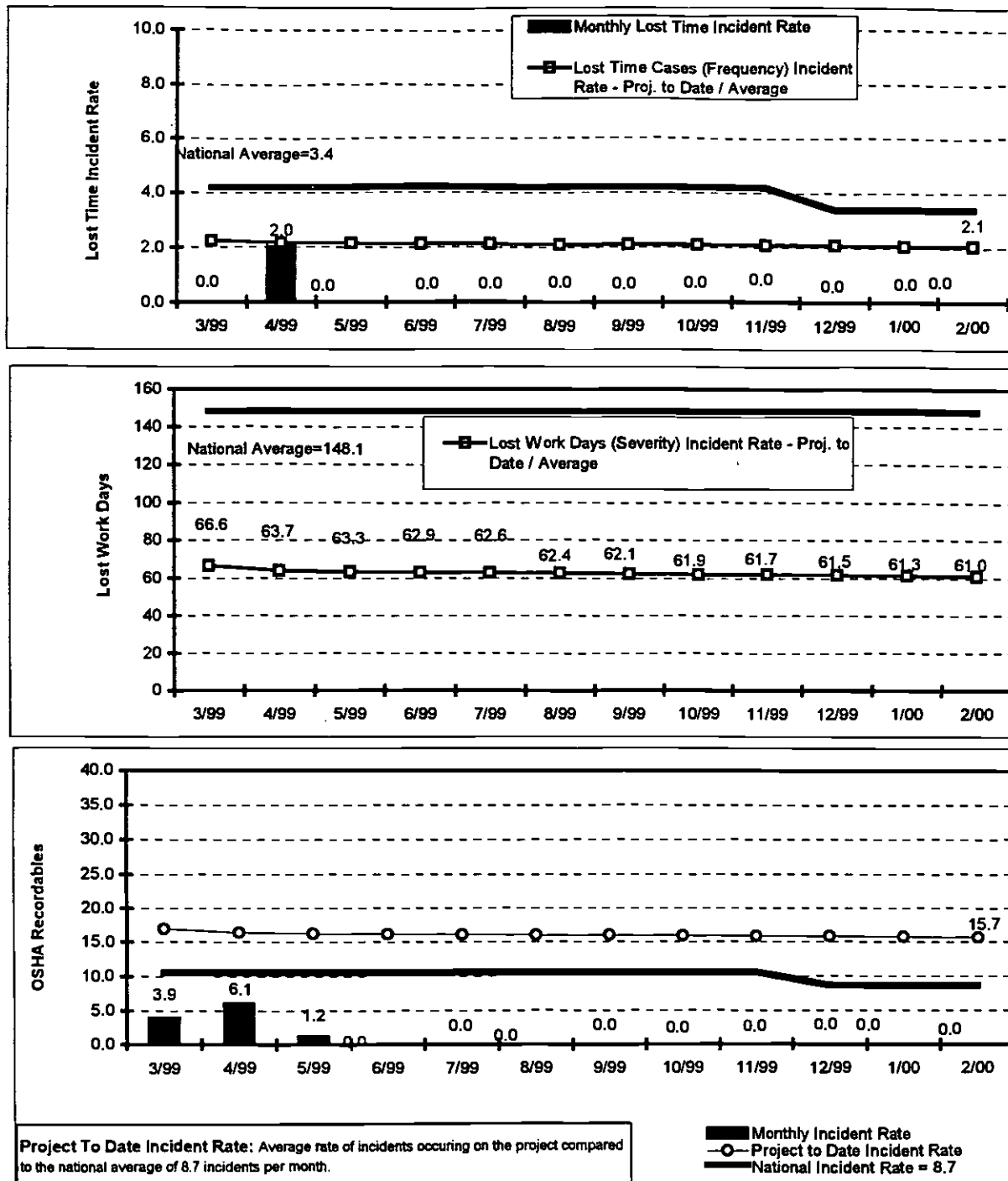
METROPOLITAN TRANSPORTATION AUTHORITY FUNDING SOURCES (IN MILLIONS)							MARCH 2000	
	METRO BLUE LINE	METRO GREEN LINE	METRO RED SEGMENT 1	METRO RED SEGMENT 2	METRO RED SEGMENT 3 - NH	LIGHT RAIL ** VEHICLE	TOTAL PROGRAM	
	\$	\$	\$	\$	\$	\$	\$	%
ORIGINAL SCOPE:								
FTA-SECTION 3			605.3	667.0	681.0		1953.3	31
FTA - OTHER								
ISTEA - FED SURFACE TRANS PRO				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/CMAQ					80.6	6.1	86.7	1
FTA-SECTION 9			90.6				90.6	1
STATE		105.9	210.3	133.0	148.5	16.4	614.1	10
STATE TSM MATCH					10.5		10.5	0
SB 1995 TRUST FUND					66.7		66.7	1
PROPOSITION A	877.2	205.1	179.5	504.3			1766.1	29
PROPOSITION C		401.3			59.2	123.8	584.3	9
CITY OF LOS ANGELES			34.0	96.0	50.0		220.0	4
BENEFIT ASSESSMENT			130.3				130.3	2
COST OVERRUN ACCOUNT			200.1	191.3			391.4	5
APPROVED BUDGET	877.2	712.3	1450.1	1643.7	1310.8	201.4	6195.5	99
ADDITIONAL LOCALLY FUNDED ACTIVITIES:								
PROP C (ARTWORK)					2.7		2.7	0
PROP C (NCN-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
APPROVED BUDGET	0.0	0.0	0.0	95.1	3.0	0.0	98.1	1

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



February 2000

Prepared By:  
Marsh Risk and Insurance ServicesTotal Metro  
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.

03/30/2000

# METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

## Rail Program Status Summary

### Period Ending - March 31, 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
<b>Cumulative Progress</b>		<b>100.0</b>
<b>CONSTRUCTION</b>		
Monthly Progress		0.5 %
Prior Cumulative Prog.		88.7
<b>Cumulative Progress</b>		<b>89.2</b>
<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	(1.6)
<b>TOTAL ORIGINAL SCOPE</b>	<b>\$1310.8</b>	<b>\$1310.8</b>
<b>TOTAL ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>		
	<b>\$3.0</b>	<b>\$1.8</b>

\*\* Expenditure data is currently 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 RED LINE SEGMENT 2 Rail Program Status Summary Period Ending - March 31, 2000



## 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

	<b>** Expended (in \$ Mil.)</b>	<b>Percent Complete</b>
<b>DESIGN</b>		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
<b>Cumulative Progress</b>		<b>100.0</b>
<b>CONSTRUCTION</b>		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
<b>Cumulative Progress</b>		<b>100.0</b>

**TOTAL EXPENDED \$ 1669.0**

(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	\$522.4	\$522.4	\$522.4
FTA - Sect 3 Defer. Local	144.6	144.6	144.6
FED ISTEA STP (State)	52.1	52.1	52.1
State of California	133.0	133.0	133.0
Proposition A	504.3	504.3	504.3
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	131.3	129.1
<b>TOTAL</b>	<b>\$1643.7</b>	<b>\$1609.1</b>	<b>\$1606.9</b>
<b>ADDITIONAL LOCALLY FUNDED ACTIVITIES</b>			
Prop C Transit Enhance	66.0	66.0	59.7
Cost Overrun Account	24.7	0.0	0.0
Private Funds Kaiser Hos	4.4	4.4	2.4
<b>TOTAL</b>	<b>\$95.1</b>	<b>\$70.4</b>	<b>\$62.1</b>

## BUDGET STATUS (in \$ mil.)

Cost Element	Current Budget	
Construction	\$1049.9	
Professional Services	438.6	
Real Estate	83.7	
Utility Force Account	30.4	
Special Programs	2.5	
Contingency	39.9	
Project Revenue	(1.3)	
<b>TOTAL ORIGINAL SCOPE</b>	<b>\$1643.7</b>	

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

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

## SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 12, 1999

The B263 Kaiser Hospital Entrance contract is the only remaining heavy civil work on Segment 2 B. The Contractor is forecast to be substantially complete with the station finishes at the mezzanine and street levels by the end of April 2000. The communication equipment will begin to be installed the first week in May 2000 with completion by the end of May 2000. Entrance completion is forecast by mid June 2000.

## CURRENT ACTIVITIES / ISSUES

The Project budget may be exceeded in the future due to litigation exposure. Presently, an increase to the Project budget is not necessary since adequate budgetary authority exists and the projection of future costs, associated with the above litigation issues, is subject to considerable variation over the period to complete and close out this project.

# METRO GREEN LINE

## Rail Program Status Summary

Period ending - March 31, 2000



### BUDGET (In Millions)

		Change from Last Quarter
Original Budget	\$ 722.4	-0-
Approved Budget	\$712.3	-0-
Current Expenditures	\$680.4	-0-

### BUDGET ANALYSIS

- The Current Budget includes the Maintenance-of-Way Facility and Enhancements.
- Refer to Management Issues

### SCHEDULE

Current ROD (Actual)	August 1995
Construction Progress	99%

### SCHEDULE ANALYSIS

- MOW delays (See Management Issues)
- 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 205 and 207 by the contractor for Dynamic Design Verification.
- During this quarter the contractor was conducting dynamic testing with production ATC equipment installed on "Standard Cars." A change notice to revise schedule and milestones was discussed with the contractor. The delay in the H1100 Contract was 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 23,067.
- Average Daily Boardings for January 2000 were 22,200 reflecting a 11.4% increase compared to December 1999 and a 4.5% decrease compared to January 1999.
- Average Daily Boardings for February 2000 were 23,825 reflecting a 7.3% increase compared to January 2000 and a 3.0% increase compared to February 1999.
- Average Daily Boardings for March 2000 were 23,175 reflecting a -2.73% decrease compared to February 2000 and a 6.7% increase compared to March 1999.

# LOS ANGELES STANDARD LIGHT RAIL VEHICLE

## Rail Program Status Summary

Contract No. : P2000 - Siemens Transportation Systems, Inc.

Period ending - March 31, 2000



### PROGRESS/WORK COMPLETED

To date, twenty-two (22) 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. Siemens crew at MG L is testing cars daily and is working second shift and Saturdays to close open items. Consultant (LTK), MTA and Siemens inspectors are preparing punch list items. The twenty-third (23<sup>rd</sup>) car, scheduled to shipped by Siemens, was damaged enroute when the pantograph snagged a low hanging electric power line a short distance from the Siemens facility in Sacramento.

Fifteen (15) cars are in final assembly at Siemens Sacramento Plant. Carshell manufacturing at Siemens Carson Plant is near completion. Fifty (50) carshells have been completed and two (2) 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. Siemens has submitted rework plan for satisfying paint requirements and the plan is being reviewed. The plan involves removing all windows, repainting, and reinstalling all new windows. The work would be done at the Carson Facility and would take about seven (7) months to refinish the 22 cars onsite. Even though the 4000 mile test has been completed, fixes for a few remaining technical issues have been identified but need to be implemented. Major concerns during this period are:

1. Paint Blistering - Discussed above.
2. Operator consoles which are made of fiberglass have voids in them. Siemens plan for repairing/replacing is being approved.
3. Brake pads on center trucks are wearing out prematurely - Testing continues. Brake pad holding clip design is also being questioned.
4. Subsystem electrical isolation testing needs further evaluation.
5. High number of open quality assurance items being experienced (and worked by Siemens) at the Metro Green Line Shop and Sacramento Facility.

Conditional acceptance of the 1<sup>st</sup> car was scheduled to start March 17, 2000 but was rescheduled due to varied open items. Such acceptance will be made once the number of open items is agreed upon and found to be within acceptable limits.

### DELIVERY SCHEDULE SUMMARY

		Change from Last Quarter
1st Car	April 2000	+5 Mos
52nd Car	Dec 2001	+14 Mos
Design Progress	98% Complete	N/C
Parts Fab Progress (Est)	81% Complete	+4%
Final Assembly Progress	60%	New
Critical Path	Closing Open Items	N/C
Delay (1st Car)	42 Months	+5 Mos
Data Date	N/A	

Currently awaiting Siemens updated schedule. Above dates are staff estimates.

### 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	(38,548)	11

### DELIVERY SCHEDULE\*

Vehicle Number	Contract Schedule	Last Quarter Forecast	Current Forecast	Delay/Change This Quarter	Total Delay
LRV No. 1	10/25/96	11/18/99	4/17/00	5 months	42 months
Prototype No. 1	10/25/96	9/18/99	5/15/00	8 months	43 months
LRV No. 15	5/27/97	2/28/00	6/30/00	4 months	37 months
LRV No. 34	2/25/98	7/6/00	3/30/01	8 months	37 months
LRV No. 50	10/31/98	10/27/00	12/31/01	13 months	38 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.  
Currently awaiting Siemens updated schedule. Above dates are staff estimates.

# **METRO RED LINE SEGMENT 2**

## **EXECUTIVE SUMMARY**

**METRO RED LINE SEGMENT 2**  
**Quarterly Project Status Report**  
**Period Ending - March 31, 2000**



**CONSTRUCTION STATUS**

**B263, Entrance at Kaiser Hospital:** The Contractor is forecast to be substantially complete with the station finishes at the mezzanine and street levels by the end of April 2000. The communication equipment will begin to be installed the first week in May 2000 with completion by the end of May 2000. Entrance completion is forecast by mid June 2000.

**SAFETY STATUS**

**Injury Recap (December 1999 - February 2000)**

There was one lost time injury during this period. The project-to-date incident rate is currently 16.7, the project-to-date lost time rate is currently 2.2.

**Quarterly Safety Highlights**

The B263 Kaiser Hospital Entrance contract remains as the only remaining heavy civil work on Segment 2B. Both Contractor and MTA Safety personnel continue to monitor the contractor activities. The primary contractor work remaining is the completion of surface finishes.

**CONTRACT CLOSEOUT STATUS**

Fourteen closeouts are completed, fifteen are in process and thirteen are still remaining.

**METRO RED LINE SEGMENT 2**  
**Quarterly Project Status Report**  
**Period Ending - March 31, 2000**



**PUBLIC AFFAIRS STATUS**

Reconciliation of all mitigation measures have been completed.

The official opening of the Kaiser Portal of the Vermont/Sunset Station is being coordinated with MTA Media and Kaiser Permanente to meet a June 2000 target date.

Continued attendance at community meetings to promote rail travel and address operations issues.

Coordinated ADA issues related to safe travel for the sight-impaired commuters who access the Braille Institute via the Vermont and Santa Monica Station on a regular basis.

**MANAGEMENT ISSUE: PROJECT COST FORECAST**

**Concern/Impact**

The Project budget may be exceeded in the future due to litigation exposure. This exposure, which is difficult to define at this time, when combined with continually increasing levels of Legal support on pending litigation, may result in a project cost at completion higher than the current budget.

**Status/Action**

The Project team in conjunction with County Counsel is committed to reducing this potential cost impact by risk assessment and timely resolution of the various contractual disputes on the project. Presently, an increase to the Project budget is not necessary since adequate budgetary authority exists and the projection of future costs, associated with the above litigation issues, is subject to considerable variation over the period to complete and close out this project.

# FINANCIAL DETAIL

METRO RAIL PROJECT SEGMENT 2  
(IN MILLIONS OF DOLLARS)

MARCH 2000

STATUS OF FUNDS BY SOURCE

SOURCE	(A) ORIGINAL BUDGET	(B) TOTAL FUNDS ANTICIPATED (5)	(C) TOTAL FUNDS AVAILABLE	(D) COMMITMENTS \$	(D/B) %	(E) EXPENDITURES \$	(E/B) %	(F) BILLED TO FUNDING SOURCE \$	(F/B) %
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 (1)		\$144.604	\$144.604	\$144.604	100%	\$144.604	100%	\$144.604	100%
FED ISTEA 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%	\$504.299	100%	\$504.299	100%
CITY OF L.A.	\$96.000	\$96.000	\$96.000 (8)	\$96.000	100%	\$96.000	100%	\$96.000	100%
BENEFIT ASSESS.	\$58.000	\$0.000 (9)	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
BENEFIT ASSESS. SHORTFALL (2)	\$0.000	\$0.000	\$25.400	\$25.400	0%	\$25.400	0%	\$25.400	0%
COST OVERRUN ACCOUNT (3)	\$0.000	\$191.233	\$131.294 (7)	\$142.074	74%	\$129.109	68%	\$129.109	68%
TOTAL	\$1,446.432	\$1,643.661	\$1,609.122	\$1,619.902	99%	\$1,606.937	98%	\$1,606.937	98%
OTHER LOCALLY FUNDED ACTIVITIES (4):									
PROP C (TRANSIT ENHANCEMENTS)	\$0.000	\$65.968	\$65.968	\$65.968	100%	\$59.701	90%	\$59.701	90%
COST OVERRUN ACCOUNT (10)	\$0.000	\$24.708	\$0.000	\$5.282	21%	\$0.000	0%	\$0.000	0%
PRIVATE FUNDS (KAISER HOSPITAL)	\$0.000	\$4.434	\$4.434	\$4.434	100%	\$2.434	55%	\$2.434	55%
TOTAL	\$0.000	\$95.110	\$70.402	\$75.684	80%	\$62.135	65%	\$62.135	65%

(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st, 1992.

(2) The Benefit Assessment District revenue shortfall is being funded by Proposition A 35% Rail Capital.

(3) The Cost Overrun Account includes CAPRA funds as well as MTA Proposition A to cover cost overruns.

(4) This includes approximately \$9.9M for the Kaiser Portal scope.

(5) Based on Current Budget (latest increase approved by MTA Board on July 23, 1998).

(6) Expenditures are cumulative through March 2000.

(7) Based on actuals through FY 99 plus FY 00 budget.

(8) Reflects City of LA funding contribution through FY 99 based on Funding Agreement between City of LA and MTA.

(9) Benefit Assessment District funds are no longer anticipated due to passage of Proposition 218 (Right to vote on tax initiatives).

(10) Per MTA Executive Management, latest budget increase due to agency cost will be part of Locally Funded Activities.

**FINANCIAL DETAIL**  
**METRO RAIL RED LINE SEGMENT 2 PROJECT**

**FUNDS BY SOURCE ANALYSIS**

**STATUS OF FUNDS ANTICIPATED**

**BENEFIT ASSESSMENT:** FUNDS ARE NO LONGER EXPECTED DUE TO PASSAGE OF PROPOSITION 218 (RIGHT TO VOTE ON TAX INITIATIVES).

**COST OVERRUN ACCOUNT** THE CAPRA ACCOUNT CASH BALANCE AS OF FEBRUARY 29, 2000 IS \$27,148,774.  
THE REVISED BUDGET GROWTH IS FUNDED AS FOLLOWS:

CAPRA:	\$ 21.6M
PROP A:	194.3M

**FY 00 BUDGET**

THE APPROVED BUDGET IS 54.0M WITH FUNDING TO BE PROVIDED BY THE FOLLOWING SOURCES:

- PRIVATE FUNDS KAISER HOSPITAL	\$ 1.9M
- PROP A 35% RAIL BOND:	\$ 84.1M

**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 3  
NORTH HOLLYWOOD EXTENSION**

**EXECUTIVE SUMMARY**

**METRO RED LINE Segment 3 North Hollywood**  
**Quarterly Project Status Report**  
**Period Ending - March 2000**



## **Management Issues**

**New Item (Date initiated: March 2000)**

### **CONTRACT C2326 L.A. RIVER BRIDGE WIDENING AT LANKERSHIM BLVD. DELAYS**

#### **Concern/Impact**

Contractor may not be able to complete all the L.A. River channel work in the specified window between April 15, 2000 and October 15, 2000.

#### **Status/Action**

Lack of work performance for earlier work by the contractor may hinder timely completion of channel work prior to the rainy season. The contractor has yet to submit a schedule mitigation plan to show how he will regain the lost schedule time. MTA staff is performing a schedule assessment to see what will be required of the contractor to maintain the current contractual milestones.

**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, storm drain piping requirements, and issuance of permits and design issues. The March 2000 MTA Board approved one-third of the ROM estimate to be issued to the contractor. In April, MTA staff will negotiate and finalize the total change value with the contractor and recommend the change for approval to the April 2000 Board.

**METRO RED LINE Segment 3 North Hollywood**  
**Quarterly Project Status Report**  
**Period Ending - March 2000**



Resolved 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**

Rail Activation is forecasting completing tests prior to the start of pre-revenue operations in May. All tests are planned to be safety certified by Rail Activation in early June.

# METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 2000



## Budget/Forecast Variance

Original Scope Activities  
(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	March Change in Forecast
CONSTRUCTION	\$824.7	\$830.7	\$6.0	(\$1.8)
PROFESSIONAL SERVICES	\$300.8	\$350.2	\$49.4	\$0.3
REAL ESTATE	\$89.0	\$85.8	(\$3.3)	\$0.0
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	\$7.6	(\$62.0)	\$1.5
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
PROJECT REVENUE	\$0.0	(\$1.8)	(\$1.8)	\$0.0
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 an increase to the forecast of unallocated contingency by \$1.5 million.

Construction Contracts - Forecast decreased by a total of \$1.8 million primarily due to the revised forecast estimate at completion for the Fare Collection Procurement contract based on the Project Office review of required equipment for Seg-3.

Professional Services Contracts - Forecast increased by \$0.3 million primarily due to claims support required to settle and close all outstanding issues.

# METRO RED LINE Segment 3 North Hollywood

## Quarterly Project Status Report

Period Ending - March 2000



### Budget/Forecast Variance

#### Additional Locally Funded Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	March Change in Forecast
CONSTRUCTION	\$1.9	\$0.4	(\$1.6)	\$0.0
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)	\$0.0

### 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.

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

## **Quarterly Project Status Report**

**Period Ending – March 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 was approved 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)**

**MARCH 2000**

**STATUS OF FUNDS BY SOURCE**

**METRO RED LINE Segment 3 North Hollywood**  
Quarterly Project Status Report  
Period Ending – March 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>									
FTA-SECTION 3	\$681.037	\$544.830	\$426.212	\$464.462	85%	\$399.433	73%	\$399.433	73%
FTA-SECTION 3 DEFERRED LOCAL SHARE		\$136.207	\$106.553	\$116.116	85%	\$99.858	73%	\$99.858	73%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$174.344	\$145.787	84%	\$145.787	84%	\$145.787	84%
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	\$66.690	\$66.690 (2)	\$66.690	100%	\$66.690	100%	\$66.690	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	\$68.554	\$68.554	116%	\$68.554	116%	\$68.554	116%
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>\$1,137.402 (4)</b>	<b>\$1,156.658</b>	<b>88%</b>	<b>\$1,075.371</b>	<b>82%</b>	<b>\$1,075.371</b>	<b>82%</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 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 FEBRUARY 2000.



# FINANCIAL DETAIL

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

MARCH 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) %
ORIGINAL SCOPE:									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$487.398	\$525.646	46%	\$460.617	41%	\$460.617	41%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$121.849	\$131.412	46%	\$115.154	41%	\$115.154	41%
FED ISTEA STP (STATE)	\$25.000	\$199.344	\$174.344	\$145.787	73%	\$145.787	73%	\$145.787	73%
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	\$151.325	\$173.237	22%	\$151.325	19%	\$151.325	19%
BENEF ASSESS. DISTRICT	\$17.100	\$0.000	\$0.000	\$0.000	0%	\$0.000	0%	\$0.000	0%
TOTAL	\$2,781.086	\$3,042.752	\$1,318.071	\$1,339.239	44%	\$1,236.040	41%	\$1,236.040	41%
OTHER LOCALLY FUNDED ACTIVITIES:									
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%
TOTAL	\$0.000	\$2.720	\$0.979	\$1.544	57%	\$0.979	36%	\$0.979	36%

(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 2000.

**METRO RED LINE Segment 3 North Hollywood**  
Quarterly Project Status Report  
Period Ending - March 2000

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



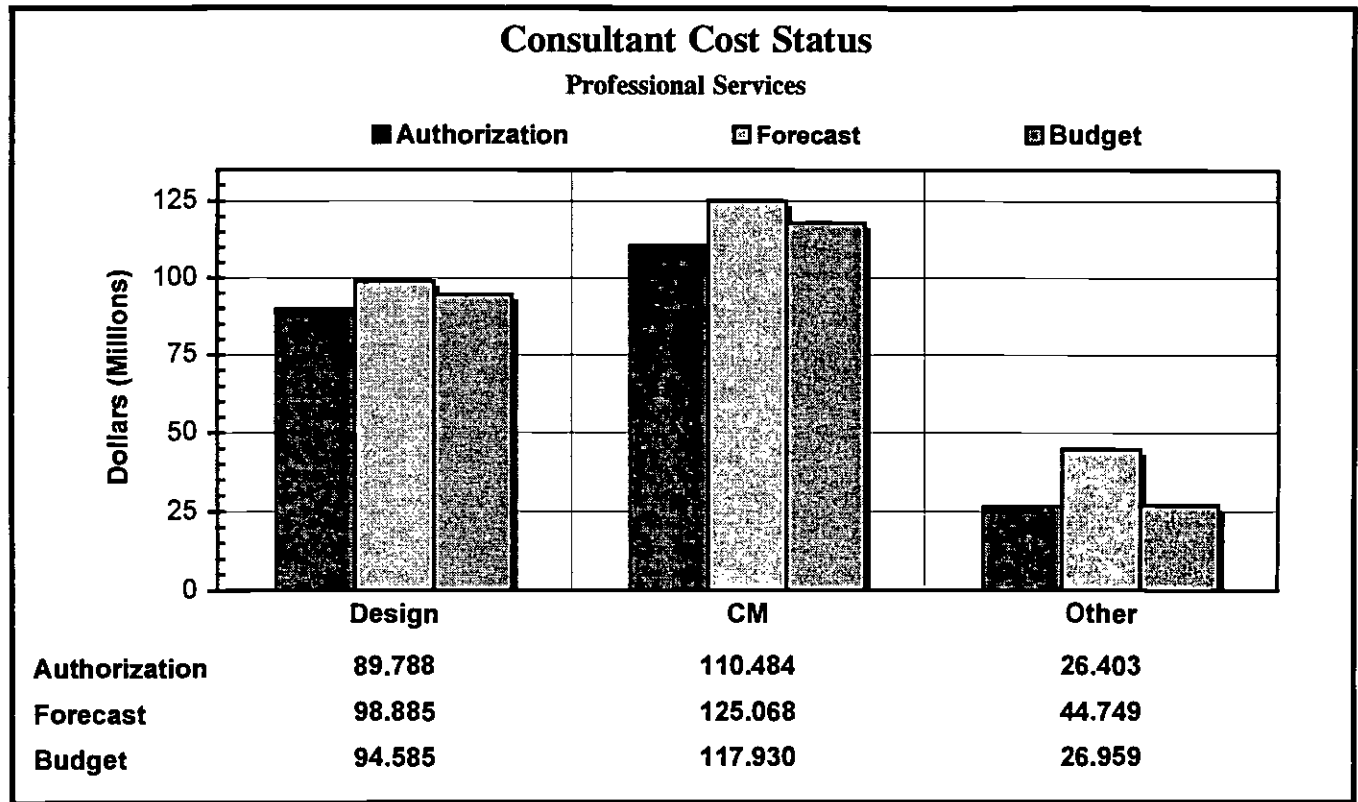
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# METRO RED LINE Segment 3 North Hollywood

## Quarterly Project Status Report

Period Ending - March 2000



### 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. Authorizations will remain significantly below the budget and forecast until the necessity and scope of future services are finalized.

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 \$18.3 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

## Quarterly Project Status Report

Period Ending - March 2000



### Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	none
Design Progress	100.0%	none
Critical Path Float To Plan	0 days	none
Critical Path Float To Req'd Compl	+190 days	none
Total Construction Progress	89.6%	+0.4%
Construction Progress To ROD	96.3%	N/A

### 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)

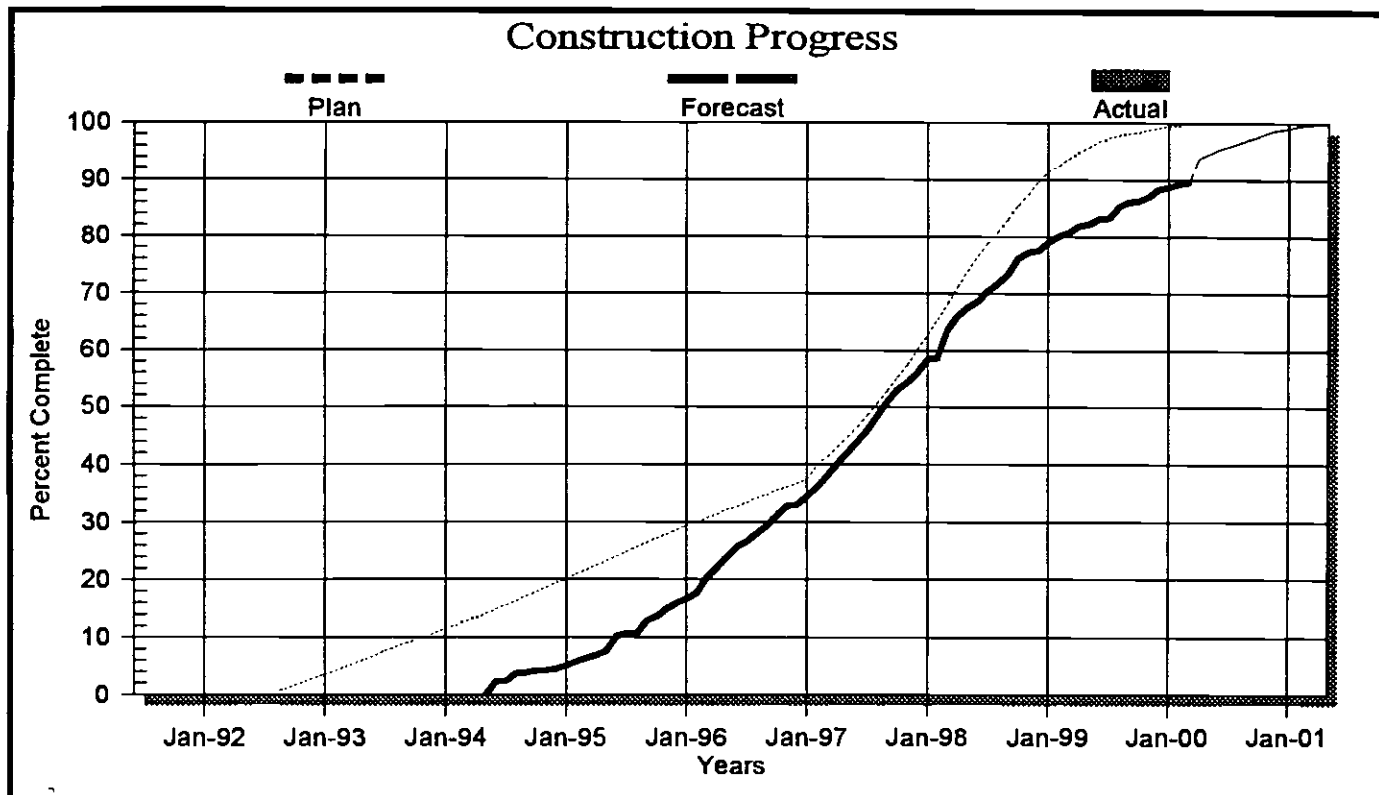
MTA Executive Management has determined the planned ROD to be June 24, 2000. June 24, 2000 is based upon the completion of Contract C0326 Universal City Station Bus Plaza, Parking and Freeway Overcrossing, for bus plaza, a kiss n' ride and adjacent parking. Currently, this work is critical because of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

## Quarterly Project Status Report

Period Ending - March 2000



## Construction Progress Analysis

The overall Segment 3 construction progress through March 2000 is 89.6% complete and progress to revenue operations is 96.3%. Excluded from progress to revenue operations are Segment 3 contracts whose scope of work continues beyond revenue operations.

### CONSTRUCTION PROGRESS THIS PERIOD

**B620 (Automatic Train Control)** Contractor submitted test data reports and provided support to the system integration testing phase. The contractor is in the process of completing passenger vehicle dynamic testing and certification.

**B645 (TRACS)** Contractor completed three downloads (No. 2-4) which included critical discrepancy report (DR) resolution associated with system integration tests of 300 and 400 series. Started change notice work for CN-90 and 91.

**B646 (Fire and Emergency Management)** Contractor completed the fire control panel for Solar Drive and associated cross passages. Continued to work on changes, DR resolution and to assist Rail Activation Group in testing.

**C0326 (Universal City Station Freeway Overcrossing and Site Restoration)** Contractor completed prepiping for temporary paving for Universal Terrace D-1 ramp, and the North Park-N-Ride Lot.

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

## **Quarterly Project Status Report**

**Period Ending - March 2000**



C0352 (North Hollywood Station Site Restoration) Contractor began excavation and completed site clearing and demolition of existing pavement and foundations.

C0390 (Ancillary Construction and Maintenance) Contractor completed the epoxy grouting of cross-passages 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 and Systemwide and Punchlist work for the Elevator/Escalator interface. Continued providing support for the Rail Activation Group (RAG) test teams.

C2326 (LA River Bridge Widening at Lankershim Blvd) No progress this period due to contractor's lack of performance.

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

H0648 (Communication Installation) Contractor completed installation of the variable message signs (VMS) at Universal City Station and the local field acceptance testing (LFAT) of the VMS at Hollywood Highland Station. Started systemwide field acceptance testing (SWFAT) of the radio system for North Hollywood Station.

Systems Integration Testing: Completed Phase I AC & DC power tests, including re-test.

### **CONSTRUCTION PROGRESS NEXT PERIOD**

B620 (Automatic Train Control) Contractor to continue submitting test data reports, complete final punch list items, and provide support to the system integration testing phase. ATC cutover and the Headway Test will also be completed this period.

B645 (TRACS) Complete downloads #5 and #6, which include change notice work related to CN-90 and 91. Contractor to begin CN-92 DR resolution work this period. The change notice work is for out of contract DR's.

B646 (Fire and Emergency Management) Start and complete change notice work (CN-117.00 & CN-119.00) for induct smoke detectors and additional EVOP.

C0326 (Universal City Station Freeway Overcrossing and Site Restoration) Begin storm drain piping installation. Finalize acceleration plan and MTA staff to issue change.

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 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) Continue installation of shoring and CIDH plies.

H0631 (Traction Power Installation) Contractor to complete upgrade modification to Segment 1 substations and start testing and termination of control and indication cables.

**METRO RED LINE Segment 3 North Hollywood**  
**Quarterly Project Status Report**  
**Period Ending - March 2000**



H0648 (Communications Installation) Conduct local field acceptance testing of the variable message signs at Universal City Station. Complete systemwide field acceptance testing (SWFAT) of the radio system at North Hollywood and commence similar testing at Universal City Station.

Systems Integration Testing: Complete all Phase I testing. Conclude Phase II testing and systemwide testing. Begin safety certification.

# METRO RED LINE Segment 3 North Hollywood

Quarterly Project Status Report

Period Ending - March 2000



## Quality Assurance

### QUALITY MANAGEMENT SEGMENT 3

Surveillances	13
QAR's Closed	0
QAR's Open	1
QAR Responses Due	1
Audits	0
Total	15