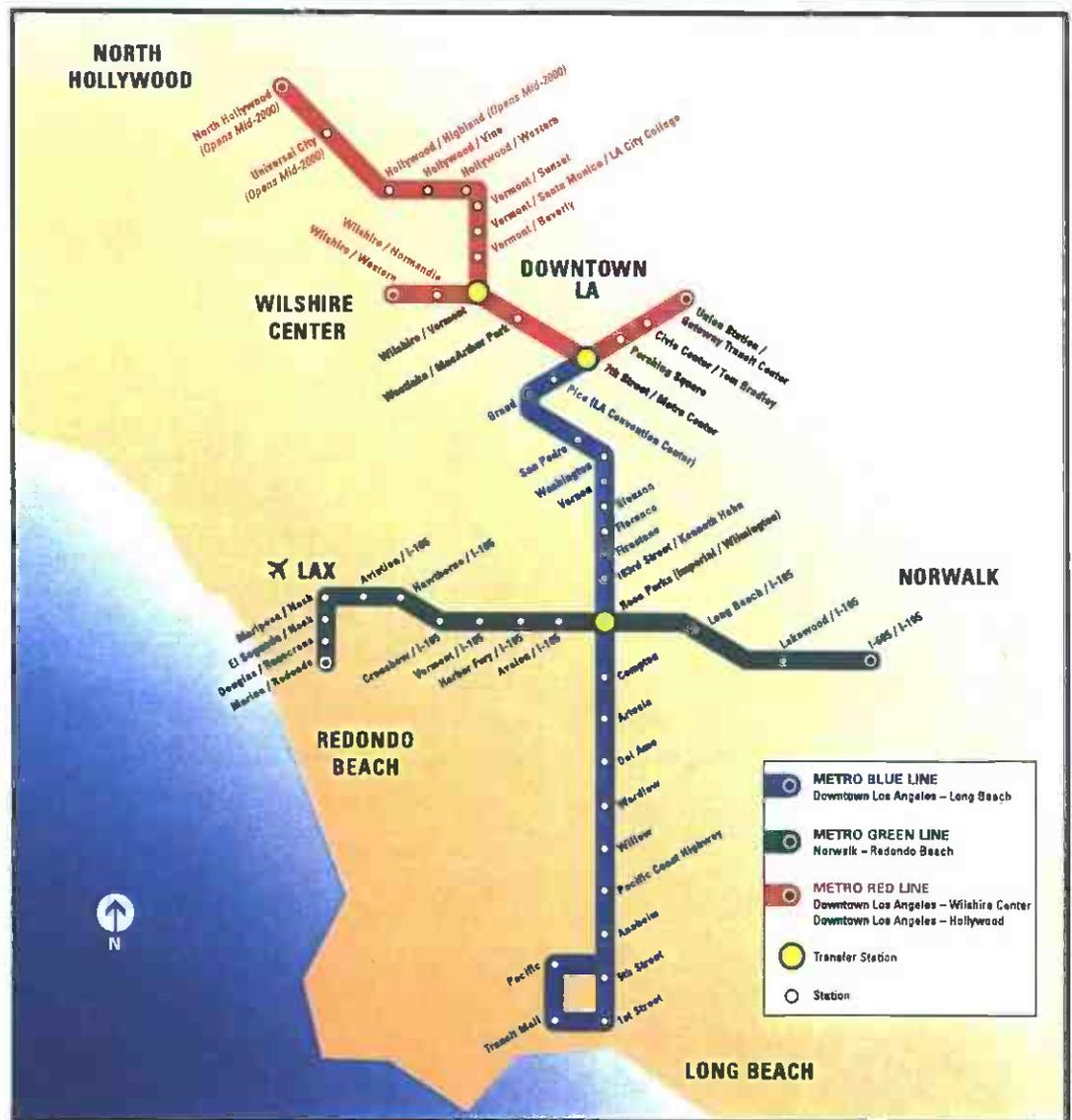


# MTA METRO CONSTRUCTION



## Executive Report Rail Program Status



January 2000

# **RAIL PROGRAM STATUS SUMMARY**

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

**JANUARY 2000**

**RAIL PROGRAM SUMMARY**



# EXECUTIVE SUMMARY RAIL PROGRAM STATUS

as of January 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	88.7%	Project suspended	Project suspended	Completed	Project suspended	99%	Based on Milestones 75%	3 of 6 complt'd.
Expenditures to Date (in mil.)	\$1438	\$1659	\$1044	\$14	\$144	\$860	\$235	\$679	\$129	\$6202
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%

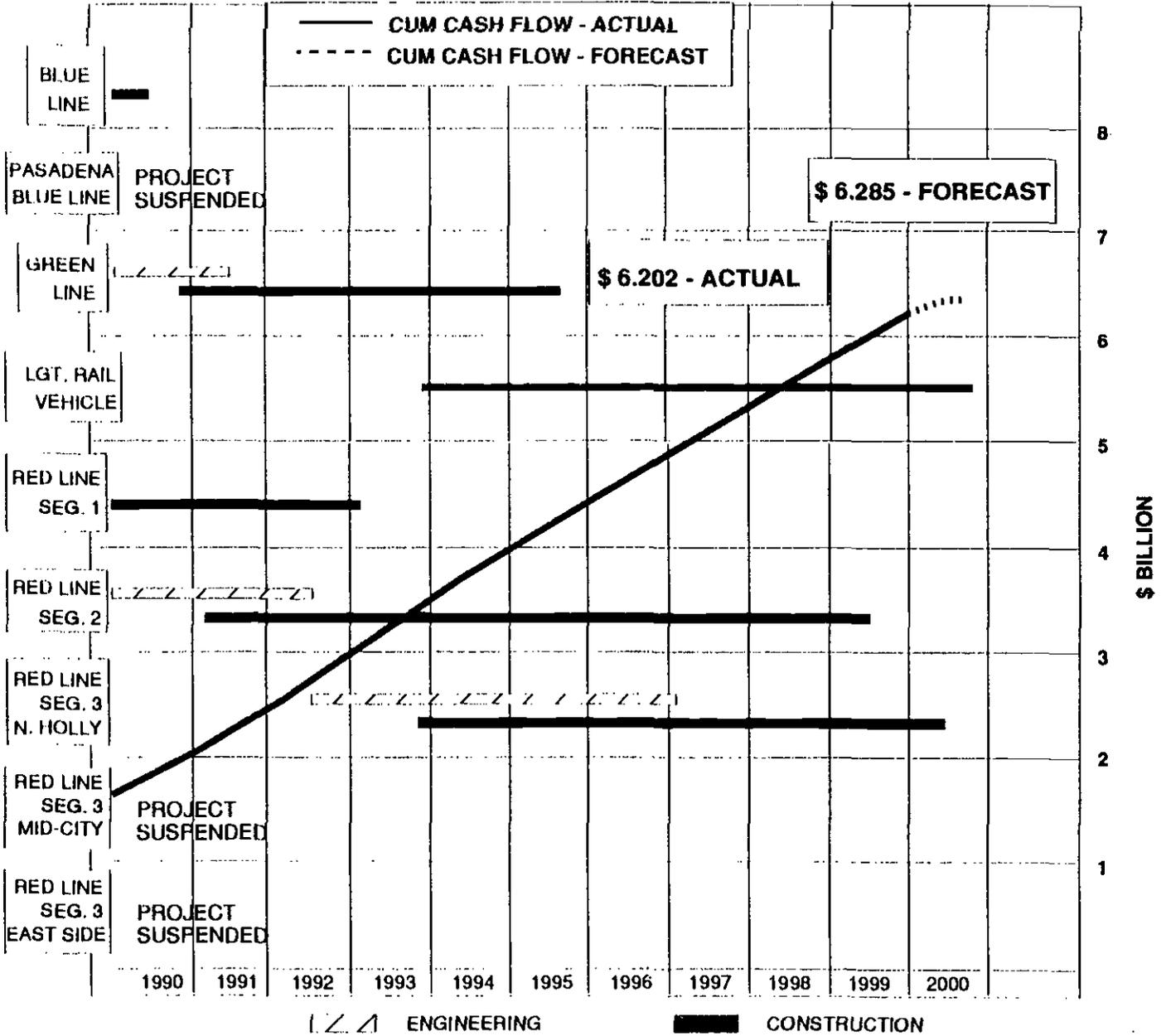
**METROPOLITAN TRANSPORTATION AUTHORITY  
FUNDING SOURCES (IN MILLIONS)**

JANUARY 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	681.0		1953.3	31
FIA - OTHER								
ISTEA - FED SURFACE TRANS PRO				52.1	174.3	55.1	281.5	5
FED-ISTEA RSTP/CMAD					80.6	6.1	86.7	1
FIA-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	179.6	504.3			1768.1	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	101.3			301.4	6
<b>APPROVED BUDGET</b>	<b>877.2</b>	<b>712.3</b>	<b>1450.1</b>	<b>1643.7</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>1645.3</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 IOSP)				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>99.1</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>1.7</b>	<b>0.0</b>	<b>95.2</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.

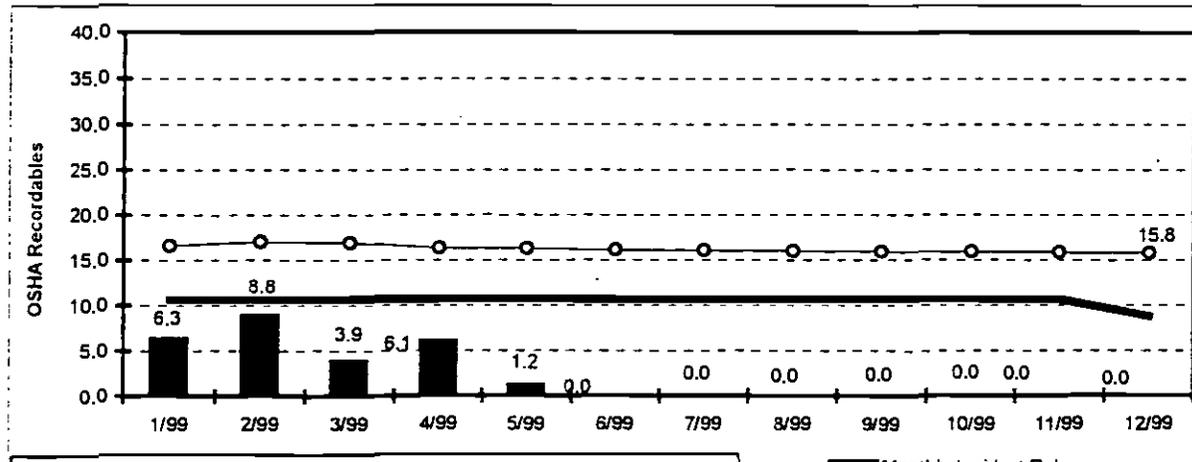
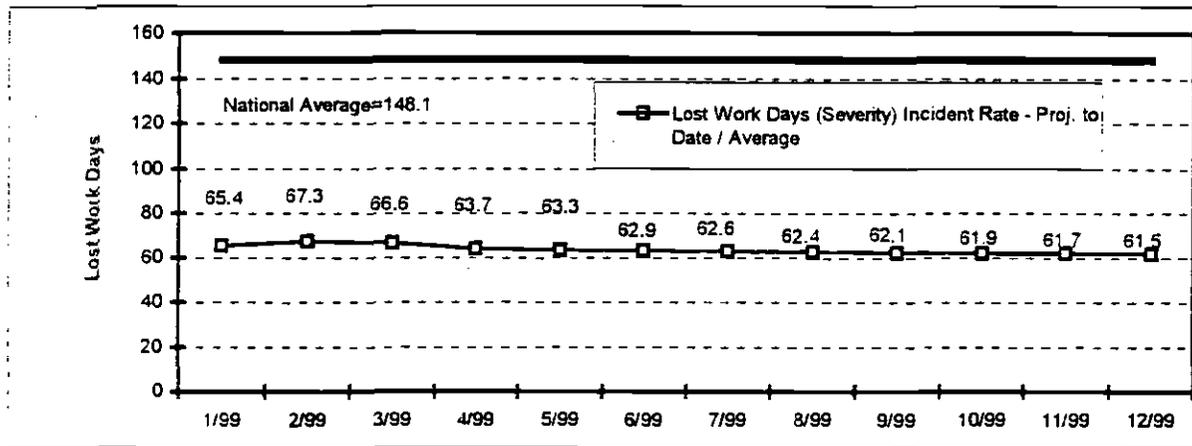
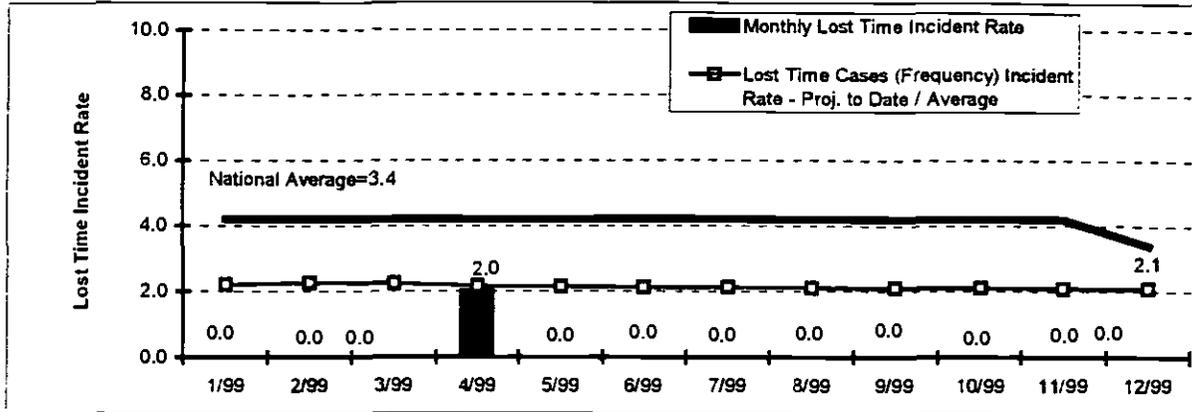
\*\* Original Scope Funding for the Light Rail Vehicle Project is shown as the Current Forecast not the Approved Budget.



December 1999

Prepared By:  
Marsh Risk and Insurance Services

Total Metro  
Safety Summary



Project To Date Incident Rate: Average rate of incidents occurring on the project compared to the national average of 8.7 incidents per month.

Monthly Incident Rate  
Project to Date Incident Rate  
National Incident Rate = 8.7

• 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.

02/01/2000

# METRO RED LINE SEGMENT 3 NO. HOLLYWOOD

## Rail Program Status Summary

### Period Ending - January 28, 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

	** Expended (in \$ Mil.)	Percent Complete
<b>DESIGN</b>		
Monthly Progress		0.0 %
Prior Cumulative Prog.		100.0
Cumulative Progress		100.0
<b>CONSTRUCTION</b>		
Monthly Progress		0.3 %
Prior Cumulative Prog.		88.4
Cumulative Progress		88.7
<b>TOTAL EXPENDED</b>	<b>\$ 1044.3</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	\$393.4
FTA - Sect 3 Defer. Local	136.2	106.5	98.4
FED ISTE A STP (State)	174.3	174.3	136.9
FED ISTE A STP/CMAQ	71.4	71.4	71.4
FED ISTE A RSTP Defer	9.2	9.2	9.2
SB 1995 Trust Fund	66.7	66.7	66.7
State SHA/Article XIX	64.8	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	52.9	52.9
Benefit Assessment Dist	0.0	0.0	0.0
<b>TOTAL</b>	<b>\$1310.8</b>	<b>\$1121.7</b>	<b>\$1043.4</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	\$831.3
Professional Services	300.8	345.1
Real Estate	69.0	88.7
Utility Force Account	26.3	35.7
Special Programs	0.0	0.0
Contingency	69.6	7.4
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>\$1.7</b>

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

#### SCHEDULE STATUS

REVENUE OPERATIONS DATE: June 2000

Although the FTA FFGA stipulates project completion in December 2000, the current forecast completion date is June 24, 2000.

#### 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 - January 28, 2000**



**BUDGET/FORECAST  
(In Millions)**

		<u>Change from 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 - January 28, 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 - January 2000**



## **Management Issues**

New 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**

Project staff have provided recommendations to the Rail Activation Group on the engineering staffing and required action to mitigate delays and potential cost overruns. The engineering group has added the required staff required to complete test documentation and will add an additional test team to support the start of pre-revenue operations on April 1.

Ongoing Item (Date initiated: April 1999)

### **UNIVERSAL CITY SITE RESTORATION CONTRACTS**

#### **Concern/Impact**

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

#### **Status/Action**

Universal City Restoration contracts will continue after the Revenue Operations Date (ROD). The FFGA requirements will be satisfied by meeting ROD prior to December 2000. Currently, ROD is forecasted for June 20, 2000 when the Universal City Station bus plaza is completed by Contract C0326. Project staff are actively working on reducing the risk of delays associated with the bus plaza completion by expediting turnaround of submittals and effecting active participation by outside agencies involved with implementation of contract requirements.

Ongoing 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 the start of Phase II systems integration testing.

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



**Status/Action**

The Project Office continues to meet with contractor Senior Management to ensure the contractor accomplishes the target dates for ROD. The contractor has completed database and screen displays base scope of work and is working on change notice scope. The contractor is forecasting the remaining base software to be downloaded on February 11, 2000, which will support the forecast Revenue Operations Date.

Resolved Item (Date initiated: March 1998)

**PROJECT AGENCY COST FORECAST**

**Concern/Impact**

Project administration costs have increased significantly because the current overhead allocation rates are higher than those originally budgeted by the project in 1993. Also, the scope of services of the Procurement, Construction Safety, and Management Audit Services departments have increased significantly to comply with new State and local legislative and administrative requirements. The result of these two trends is a substantial impact (\$20 million) to the forecasted cost to complete the project.

**Status/Action**

The project team is achieving reductions to this potential cost impact by focusing on controlling monthly staffing charges and has requested that MTA Finance review and reduce, where possible, overhead allocations to the North Hollywood project. The FTA has determined that these overhead charges are Federally reimbursable. Therefore, these charges, which were initially separated under Additional Locally Funded Activities, will be covered by the original scope unallocated contingency. If this projected overage actually occurs over the course of the next couple of years, it will be offset by available contingency (refer to ES-3 and ES-4).

# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - January 2000



## Budget/Forecast Variance

Original Scope Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	January Change in Forecast
CONSTRUCTION	\$824.7	\$831.3	\$6.6	\$4.8
PROFESSIONAL SERVICES	\$300.8	\$345.1	\$44.3	\$20.0
REAL ESTATE	\$89.0	\$88.7	(\$0.3)	\$0.0
UTILITY/AGENCY FORCE ACCOUNTS	\$26.3	\$35.7	\$9.4	(\$0.5)
SPECIAL PROGRAMS	\$0.0	\$0.0	\$0.0	\$0.0
PROJECT CONTINGENCY	\$69.6	\$7.4	(\$62.2)	(\$24.4)
PROJECT RESERVE	\$0.4	\$2.6	\$2.3	\$0.0
PROJECT REVENUE	\$0.0	\$0.0	\$0.0	\$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 a decrease to the forecast of unallocated contingency by \$24.4 million.

Construction Contracts - Forecast increased by a total of \$4.8 million primarily due to an increase of \$4.0 million to Contract C0390 (Misc. Construction) for street and site improvements, increase provisional sums for misc. tasks order work, sealing leaks, and integration testing support.

Professional Services Contracts - The Federal Transit Administration (FTA) has determined that the Agency overhead amount of approximately \$20.0 million under Line Item 19 - Project Administration is Federally reimbursable. Therefore, the Agency overhead costs previously reflected under Additional Locally Funded Activities (ALFA) are covered by the original scope unallocated contingency.

Utility / Agency Force Accounts Contracts - Forecast decreased by \$0.5 million due to a reduction in engineering allowance related to maintenance agreement for the 101 Fwy overcrossing at Universal City.

# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - January 2000



## Budget/Forecast Variance

Additional Locally Funded Activities

(\$ Millions)

COST ELEMENT	CURRENT BUDGET	CURRENT FORECAST	VARIANCE	January Change in Forecast
CONSTRUCTION	\$1.9	\$0.2	(\$1.6)	\$0.0
PROFESSIONAL SERVICES	\$0.7	\$0.5	\$22.1	(\$20.0)
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	\$1.7	(\$1.3)	(\$20.0)

## 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.

Professional Services Contracts - The Federal Transit Administration (FTA) has determined that the Agency overhead costs under Line Item 19 - Project Administration are Federally reimbursable. Therefore, the Agency overhead costs previously reflected under Additional Locally Funded Activities (ALFA) are covered by the original scope unallocated contingency.

# METRO RED LINE Segment 3 North Hollywood

## Monthly Project Status Report

Period Ending – January 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)

JANUARY 2000

STATUS OF FUNDS BY SOURCE

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED (1)	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED TO FUNDING SOURCE \$	%
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$681.037	\$544.830	\$426.212	\$479.844	88%	\$393.431	72%	\$393.431	72%
FTA-SECTION 3 DEFERRED LOCAL SHARE -		\$136.207	\$106.553	\$119.961	88%	\$98.358	72%	\$98.358	72%
FED ISTEA STP (STATE)	\$0.000	\$174.344	\$174.344	\$136.951	79%	\$136.951	79%	\$136.951	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	\$66.690	\$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	\$52.874	\$52.874	89%	\$52.874	89%	\$52.874	89%
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>\$1,121.722 (4)</b>	<b>\$1,151.369</b>	<b>88%</b>	<b>\$1,043.353</b>	<b>80%</b>	<b>\$1,043.353</b>	<b>80%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.969	\$1.467	60%	\$0.969	40%	\$0.969	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>\$0.972</b>	<b>\$1.544</b>	<b>57%</b>	<b>\$0.972</b>	<b>36%</b>	<b>\$0.972</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 DECEMBER 1999.

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

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



ES-6

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# FINANCIAL DETAIL

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

**JANUARY 2000**

STATUS OF FUNDS BY SOURCE

SOURCE	(A)	(B)	(C)	(D)	(D/B)	(E)	(E/B)	(F)	(F/B)
	ORIGINAL BUDGET	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	\$	%	\$	%	BILLED TO FUNDING SOURCE \$	%
<b>ORIGINAL SCOPE:</b>									
FTA-SECTION 3	\$1,317.912	\$1,133.192	\$487.396	\$541.028	48%	\$454.615	40%	\$454.615	40%
FTA-SECTION 3 DEFERRED LOCAL SHARE	\$98.578	\$283.298	\$121.849	\$135.257	48%	\$113.654	40%	\$113.654	40%
FED ISTE A STP (STATE)	\$25.000	\$199.344	\$174.344	\$136.951	69%	\$136.951	69%	\$136.951	69%
FED ISTE A STP/CMAQ (REGIONAL)	\$156.617	\$134.771	\$90.319	\$72.613	54%	\$72.613	54%	\$72.613	54%
FED ISTE A 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	\$132.523	\$157.557	20%	\$132.523	17%	\$132.523	17%
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>\$1,299.269</b>	<b>\$1,333.950</b>	<b>44%</b>	<b>\$1,200.900</b>	<b>39%</b>	<b>\$1,200.900</b>	<b>39%</b>
<b>OTHER LOCALLY FUNDED ACTIVITIES:</b>									
PROP C (ARTWORK)	\$0.000	\$2.435	\$0.969	\$1.467	60%	\$0.969	40%	\$0.969	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>\$0.972</b>	<b>\$1.544</b>	<b>57%</b>	<b>\$0.972</b>	<b>36%</b>	<b>\$0.972</b>	<b>36%</b>

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

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

ES-7



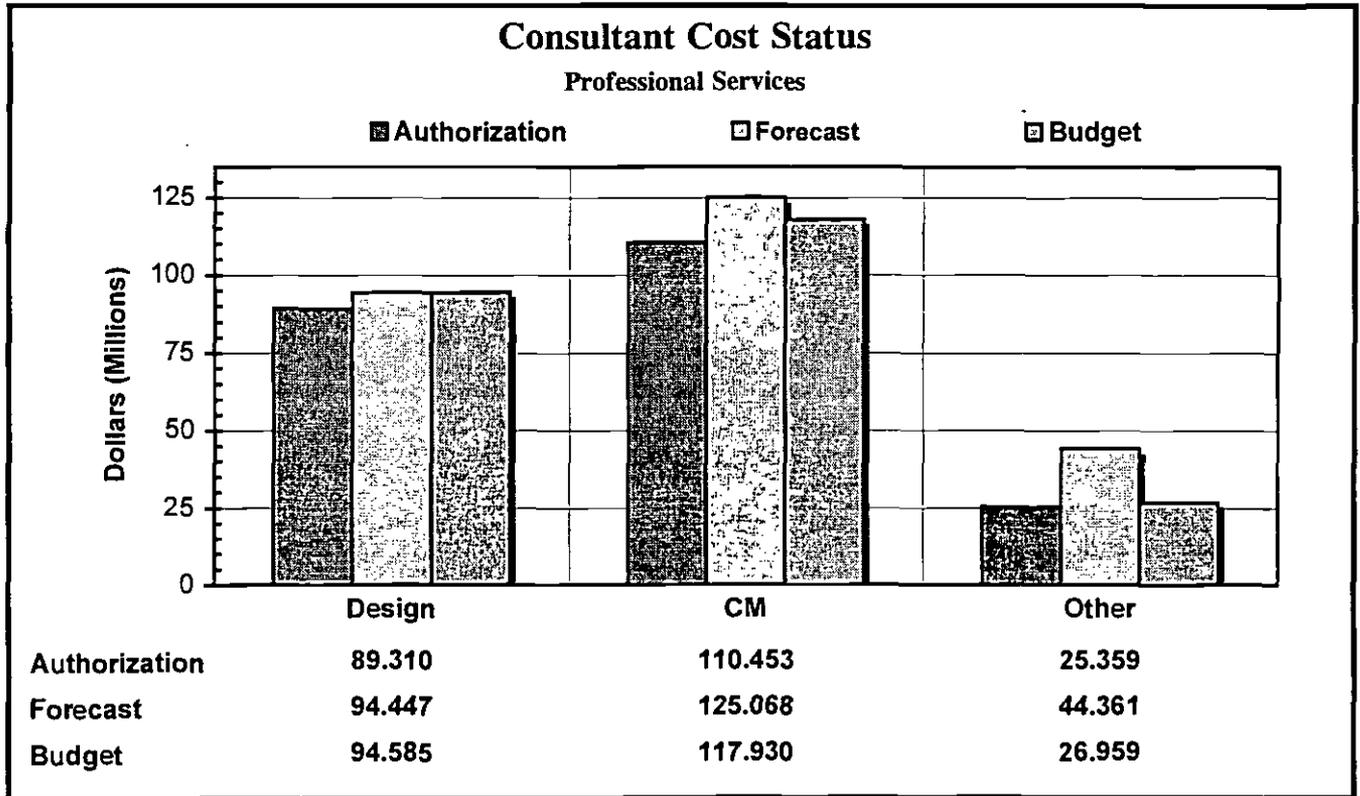
(1) BASED ON CURRENT BUDGET

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1999.

# METRO RED LINE Segment 3 North Hollywood

Monthly Project Status Report

Period Ending - January 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 \$19.0 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.



## Schedule

	Current Status	Change from Last Month
Current ROD	Jun 2000	none
Design Progress	100.0%	none
Critical Path Float To Plan	-34 days	none
Critical Path Float To Req'd Compl	+194 days	none
Construction Progress	88.7%	+0.3%

## Current Critical Path Analysis

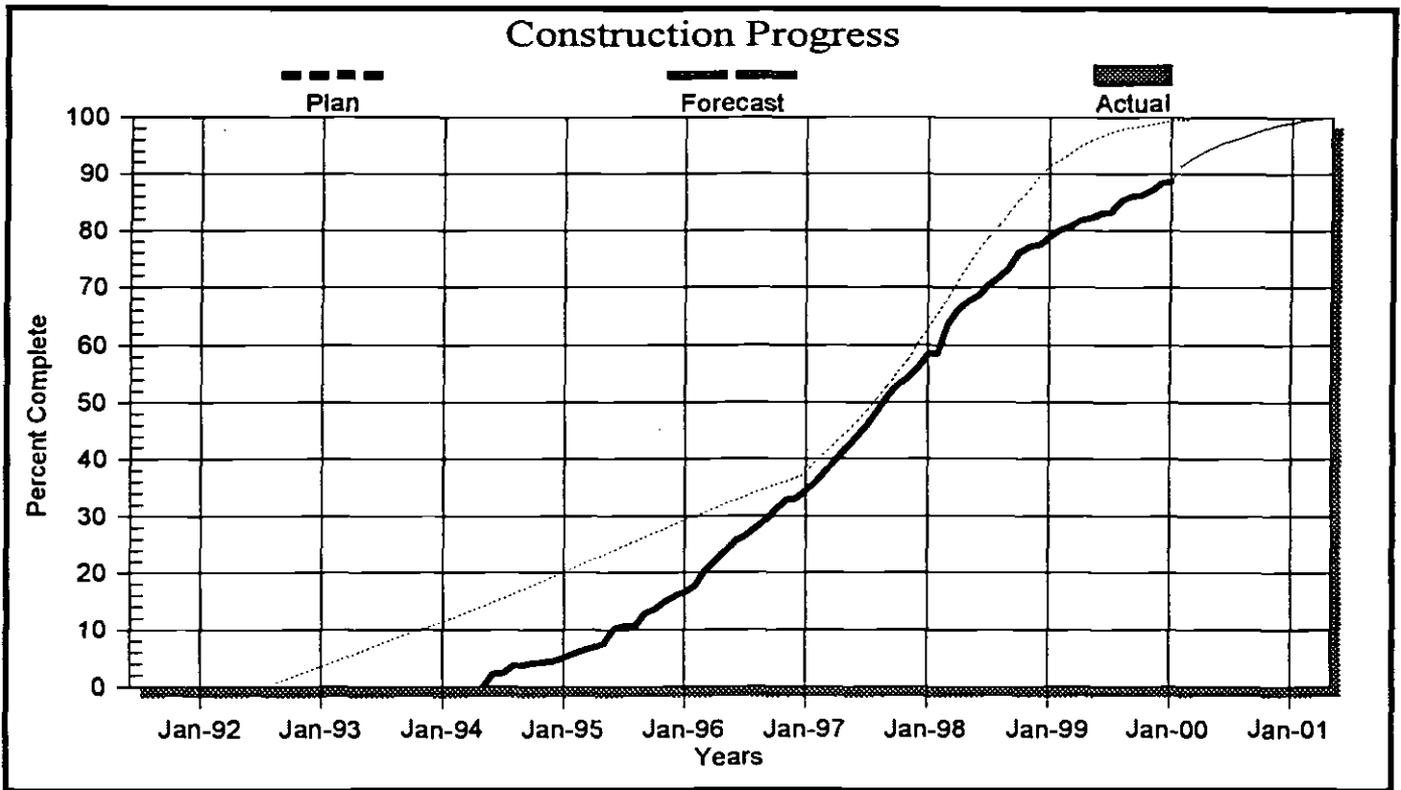
- Planned ROD: May 17, 2000
- Forecast ROD: June 20, 2000
- Full Funding Grant Agreement (FFGA) ROD: December 2000  
 (Revenue Operation Date required by Federal agreement)

The January 2000 Master Schedule update shows the project achieving Revenue Operations Date (ROD) on June 20, 2000 six months before the completion date stipulated in the 1993 FFGA. The current critical path is based upon Contract C0326 Universal City Station Bus Plaza, Parking and Freeway Overcrossing. Currently, this surface work is critical because of the required Universal City Station bus and patron access at ROD.

Other work that is critical to meeting the planned ROD of May 17, 2000 includes Systems Integration Testing, Contract B645 Transit Automatic Train Control, SCADA second download and Contract C0352 North Hollywood Station Sitework.

Remaining critical activities to the program are auxiliary power transformer performance at the Track Level Room and completion of Contract B641 Radio.

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



**Construction Progress Analysis**

The overall construction progress through January 2000 is 88.7% complete.

**CONSTRUCTION PROGRESS THIS PERIOD**

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

**B645 (TRACS)** Contractor completed Priority #2 Pre-FAT along with miscellaneous punchlist items identified during the preliminary test.

**B646 (Fire and Emergency Management)** Contractor completed the field work for CN-110 (Changes in Numbering Emergency Stairs/Exists) and CN-112 (Descriptor and Equipment Changes. LFAT of Fire and Emergency Management System (F&EM) at the Solar Drive is also completed.

**C0326 (Universal City Station Freeway Overcrossing and Site Restoration)** Began mobilization, layout, subgrade, and underground electrical/telephone conduits at UT Pkwy East. Began demolition of foundations and backfilling for the Park Access RD.

**C0352 (North Hollywood Sitework)** Various critical submittals were issued, including one for Safety Engineer.

**C0390 (Ancillary Construction and Maintenance)** Completed backfill of the access ramp and removal of the excavation support system at C0351. Replacing temporary sump pumps with permanent pumps systemwide,

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

## **Monthly Project Status Report**

**Period Ending - January 2000**



backfilling the North access shaft, placing the La Brea access shaft roof slabs and PA speaker modification and testing work systemwide. Continued providing support for the RAG test teams, repair of mechanical and electrical equipment, Fire/Life Safety punchlist items and VMS punchlist items.

**C2326 (LA River Bridge Widening at Lankershim Blvd)** Began design of noise barrier, CIDH piles, and purchasing of materials.

**H0631 (Traction Power Installation)** Contractor continued upgrade modifications to Segment 1 substations.

**H0648 (Communication Installation)** Change notice work to repair the damaged fiber optic cable #2 is completed. The Contractor also completed local field acceptance tests (LFAT) and systemwide field acceptance tests (SWFAT) of the PA system. SWFAT of the CCTV has started. Completed installation of CCTV, FOCT, Radio and PA equipment at the Rail Operation Center (ROC). LFAT of the radio system as well as installation of the variable message signs at North Hollywood station has begun.

**Systems Integration Testing:** Concluded Phase I Testing. Began Phase II Testing at Universal City and North Hollywood Stations. Pre-testing of AC/DC Power occurred at Hollywood/Highland Station.

### **CONSTRUCTION PROGRESS NEXT PERIOD**

**B620 (Automatic Train Control)** Contractor to complete passenger vehicle dynamic testing.

**B645 (TRACS)** Perform factory acceptance test (FAT) for Priority #2 and complete the second download of programs.

**B646 (Fire and Emergency Management)** Continue with engineering and document submittal for design change notice work that include CN-117 (Segment 3 In-Duct Detector Change to Duct Detector). Continue with field testing of change notice works.

**C0326 (Universal City Station Freeway Overcrossing and Site Restoration)** Begin Underground utilities, grading at Universal Terrace East, Bus Plaza and North Park N' Ride.

**C0390 (Ancillary Construction and Maintenance)** Continue providing support for the RAG test teams, repair of mechanical and electrical equipment, La Brea access shaft backfilling, Fire/Life Safety punchlist items, VMS punchlist items, finish door hardware systemwide and punchlist work for Elevator/Escalator interface.

**C2326 (LA River Bridge Widening at Lankershim Blvd)** Begin installation of noise barrier and CIDH piles.

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

**H0648 (Communications Installation)** Complete systemwide testing of the CCTV system. Complete installation of radio antennas at all locations and LFAT of the radio system at North Hollywood and Universal City Stations. Complete installation and testing of the variable message signs (VMS) at these two stations. Start installation of VMS and continue with field testing of the radio system at Hollywood/Highland.

**Systems Integration Testing:** Begin Test Safety Certification. Begin re-testing Phase I and Phase II AC/DC Power tests.

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



## Quality Assurance

### QUALITY MANAGEMENT SEGMENT 3

Surveillances	8
QAR's Closed	0
QAR's Open	8
QAR Responses Due	3
Audits	0
Total	19



## 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	-0.1
<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 70,000 work hours during December. To date, the project has completed over 8,846,000 work hours.

On December 17, 1998, the Bureau of Labor and Statistics had issued the news release "Workplace Injuries and Illnesses in 1997." Please note that the National Averages have been revised. OSHA 200 cases for SIC Code 16, Heavy Construction is now 8.7 and Lost Workday Cases involving days away from work is now 3.4.

Statistics reflect injuries through December 1999.