



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

Office of Inspector General

Memorandum

Subject: ACTION: Summary Information Regarding
The Status of Major Transit Capital Projects
IN-2002-074

Date: January 23, 2002

From: Alexis M. Stefani 
Assistant Inspector General for Auditing

Reply to: JA-30
Attn of:

To: Federal Transit Administrator

The most current information describing the status of major transit projects is contained in the monthly Project Management Oversight (PMO) reports that your office prepares.¹ These reports are used by Federal Transit Administration (FTA) officials and are provided to the House and Senate Appropriations Committees, the Office of Inspector General (OIG), and the General Accounting Office (GAO) each quarter. Although the reports contain detailed information about each project, summary information about the status of all projects is not readily available.

Based on observations by congressional staff and our own audit experience, we thought a summary and synthesis of this information would be useful, so we summarized key status information for all major transit projects, using the PMO reports and other sources. We want to share this summary with you because we believe it provides useful comparative information that the Secretary, the Congress, and senior FTA executives could use to monitor the progress of major projects. By providing a snapshot of the current status of all major projects, the summary could help busy executives to routinely review key information about all major projects, allowing them to focus quickly on those projects that require their attention or action.

¹ The PMO reports cover projects with full funding grant agreements and other Federally funded transit capital projects that do not have agreements.

Attachment 1 incorporates summarized data from PMO reports for July, August, and September 2001. The summary provides:

- baseline cost estimates and subsequent amendments to the full funding grant agreement;
- Federal funding commitments from all sources;
- baseline and current project completion estimates along with any unresolved issues related to schedule completion;
- procurement, technical, or budget issues that could impact project cost, schedules, or funding sources;
- legal actions or disputes that could impact the project; and
- other significant information.

However, the PMO reports do not contain some data, which in our opinion, are essential to provide a complete picture of the project. For example, the PMO reports generally do not contain a description of all Federal funds and other funding sources committed to the project. This information would provide executives with important summary information about the amounts and sources of resources available to the project. Similarly, although most PMO reports provide both baseline and current cost and schedule information, some PMO reports only provide baseline cost and schedule information. To understand the current status of projects, the reader needs to be able to compare baseline and current cost and schedule information.

Furthermore, some PMO reports use the term “current costs” to describe the most recent cost estimate, while other PMO reports use the term “current costs” to describe the amount of money expended to date. The inconsistent use of terms can lead to confusion about the project’s status. Finally, in some cases, significant issues or problems were raised in PMO reports, but the resolution of the issues or problems was not described in subsequent PMO reports. PMO reports should track the status of significant issues and problems and describe how they were resolved, so the reader can understand the outcome and impact on the project.

Because the PMO reports did not provide complete or consistent information, we used information from FTA’s Annual Report on New Starts for Fiscal Year 2002 and the full funding grant agreements to complete the summary.

Recommendations

We recommend that FTA:

1. Require the PMOs to provide the following information in each monthly PMO report:
 - The types and amounts of Federal and local funding sources.
 - Baseline project cost, amended project cost, current project cost, and expenditures to date.
 - Baseline project schedule, amended project schedule, and current project schedule.
 - The status of issues and problems until they are resolved.
2. Prepare this summary monthly.

Agency Comments

We provided a draft to the Federal Transit Administrator, who generally agreed with the findings and recommendations and is taking steps to implement them. The Administrator stated:

Specifically, we are in the process of developing a management information system, which will address your recommendations and include additional information useful to tracking project status. In addition to tracking the progress of each project, this summary will allow us to identify issues that are common to a number of projects and take more systematic actions in response.

The complete text of management comments is in Attachment 2 to this report.

Office of Inspector General Comments

Actions taken and planned by FTA are reasonable and satisfy the intent of our recommendations. However, FTA did not provide anticipated completion dates.

Action Required

In accordance with DOT Order 8000.1C, we request that, within 30 days, FTA provide target dates for completing each recommended action.

We appreciate the courtesies and cooperation of FTA representatives. If you have any questions concerning this report, please call me at (202) 366-1992 or Theodore Alves, Deputy Assistant Inspector General for National Transportation Infrastructure Activities, at (202) 493-0326.

Attachments (2)

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OIG SUMMARY
OF FTA
PROJECT MANAGEMENT OVERSIGHT
REPORTS

September
2001

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	ATLANTA North Line Extension Transit Project <i>*(FFGA awarded - 12/20/94, FFGA amended - 3/06/00)</i>	*Baseline Cost Estimate - \$463.2 million *Current Cost Estimate - \$472.6 million	*Original Federal Share - \$370.5 million *Current Federal Share - \$370.5 million	*Original ROD per FFGA - 12/16/00 (commenced as scheduled)	*Delivery and acceptance test schedule has not been met.	*Truck frames must go through remanufacture due to detected defects and structural cracks.	*Breda's (vehicle manufacturer) contract has the potential to increase from \$215.961 million to \$271.805 million.	*Rail manufacturer has submitted claims for time extensions. The Legal Department is reviewing. *The GA 400 Ramp contractor filed a claim for \$1.4 million for costs caused by GADOT lane restrictions and noise mitigation requirements. A tentative settlement has been reached.	*Delays are due to a strike and a boiler accident which caused one fatality. *Liquidated damages associated with the vehicle procurement contract were approx. \$2.4 million as of 08/31/2001. *All construction contracts are complete with contract closeout initiated.
Sep-01	BOSTON South Boston Piers Transitway <i>*(FFGA awarded - 11/94, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - \$413.4 million *Current Cost Estimate - \$601 million	*Original Federal Share - \$330.73 million <i>*(Original New Starts Share - \$330.73 million)</i> *Current Federal Share - \$480.73 million <i>*(Current New Starts Share - \$330.73 million)</i>	* Original ROD per FFGA - 12/00 * Forecast ROD - 12/31/04 (However, revenue service, utilizing electric trolley buses is scheduled to begin on 12/31/03.) *Redesigning the Massachusetts Highway Department (MHD) water taxi facility is on hold pending a decision on its location. *CA/T contract C01A7 bidding has been delayed. *The CC14 Maintenance Facility's Notice to Proceed (NTP) was expected in 08/01, but has yet to be issued.	*Delivery of the dual mode vehicles is now scheduled for 12/04. *Deliver of Transitway buses has been delayed until 07/04.	*Vehicle testing must now be performed to assure consistency with track design. *Differing site conditions encountered on the joint CA/T contracts, design interface of existing utility relocations, delayed award of the last tunnel contract, and delay in procuring the dual mode vehicles have all contributed to cost increases and schedule slippages. *There are quality concerns with the placed concrete slurry walls in a portion of the Courthouse Stations's west tunnel section. *The water taxi facility for MHD must be redesigned. *In 05/99, the project site was flooded twice by water pipe breakages. MBTA has approved a \$100,000 payment for clean-up *Real estate issues have caused delays.	*Project cost has increased by \$188 million above the FFGA amount. *Real estate costs have risen. *Market conditions for construction work have risen.	*The Dispute Resolution Board (DRB) commenced hearings in 07/00, relative to time entitlement and utility impacts. In 09/01, the DRB ruled that the value of its two recommendations is \$17 million. The contractor had requested \$54 million. *MBTA has contracted a Vehicle-Engineering consultant to provide management support for the dual mode vehicle procurement. *Project is in Final Design and Construct. *The Master Project Schedule was updated in 09/01. *MBTA plans to begin interim revenue service using electric trackless trolley vehicles in 12/03. *Due to the high cost estimate, the South Station Transitway finishes were issued under a different contract, via a change order. *In 06/01, Massport forwarded an executed Interagency Agreement to MBTA for the procurement of 32 dual mode vehicles.	*An FFGA Amendment will be required upon completion of the review of MBTA's Recovery Plan. *The robust economy is affecting some contractors' abilities to obtain adequate resources. *MBTA has contracted a Vehicle-Engineering consultant to provide management support for the dual mode vehicle procurement. *Project is in Final Design and Construct. *The Master Project Schedule was updated in 09/01. *MBTA plans to begin interim revenue service using electric trackless trolley vehicles in 12/03. *Due to the high cost estimate, the South Station Transitway finishes were issued under a different contract, via a change order. *In 06/01, Massport forwarded an executed Interagency Agreement to MBTA for the procurement of 32 dual mode vehicles.
Sep-01	CHICAGO Douglas Branch Reconstruction Project <i>*(FFGA awarded - 01/01)</i>	*Baseline Cost Estimate - \$482.7 million *Current Cost Estimate - \$482.7 million	*Original Federal Share - \$383.8 million <i>*(Original New Starts Share - \$320.1 million)</i> *Current Federal Share - \$383.8 million <i>*(Current New Starts Share - \$320.1 million)</i>	*Original ROD per FFGA - 01/31/05 (However, construction will be ongoing after this date.) *Project is behind schedule due to re-packaging of contract and rebidding. *The final substantial completion date is 10/05. The FFGA required completion date is 01/05. *Construction Notice to Proceed (NTP) was 146 days after FFGA's NTP.	*The 90-day schedule, Baseline Schedule, Quality Plan, and Safety Plan were submitted by the contractor. All 4 documents were found to be non-compliant. The contractor must resubmit. *Project documents are now being submitted on the Project web site. However, downloading some files is very time consuming. PM and Citadon staff are reviewing methods to remedy this situation.	*The 90-day schedule, Baseline Schedule, Quality Plan, and Safety Plan were submitted by the contractor. All 4 documents were found to be non-compliant. The contractor must resubmit. *Project documents are now being submitted on the Project web site. However, downloading some files is very time consuming. PM and Citadon staff are reviewing methods to remedy this situation.	*The contingency had been higher than the FFGA construction budget. As a result, the contingency has been decreased to \$12.7 million. This is of concern to the PMOC.	*Constrction packages have been repackaged. This is contrary to FFGA. *FIA has requested that CTA provide a Recovery Plan. The Rec. Plan is due to FTA 30 days after CTA receives the Contractor Prepared Schedule. CTA has yet to receive the schedule. *The contractor's Baseline Schedule was rejected by CTA because it was not consistent with CTA operations. The contractor has 14 days to resubmit. CTA can't provide FTA with a Recovery Plan until a new schedule is accepted. *PMP will be revised to include schedule adjustments, a reduction in contracts from 5 to 2, organizational chart changes, and new document control procedures. *CTA will hire a safety consultant to provide oversight for the contractor's safety program.	*Constrction packages have been repackaged. This is contrary to FFGA. *FIA has requested that CTA provide a Recovery Plan. The Rec. Plan is due to FTA 30 days after CTA receives the Contractor Prepared Schedule. CTA has yet to receive the schedule. *The contractor's Baseline Schedule was rejected by CTA because it was not consistent with CTA operations. The contractor has 14 days to resubmit. CTA can't provide FTA with a Recovery Plan until a new schedule is accepted. *PMP will be revised to include schedule adjustments, a reduction in contracts from 5 to 2, organizational chart changes, and new document control procedures. *CTA will hire a safety consultant to provide oversight for the contractor's safety program.
	Ravenswood Line Platform Extension	*Baseline Cost Estimate - (per 01/01 report) \$327.1 million *Current Cost Estimate - (As of 01/01) \$327.1 million	*Original Federal Share - (per 01/01 report) \$245.5 million *Current Federal Share - (As of 01/01) \$245.5 million	*ROD - Not noted.					*This portion of the Project was last cited in the 01/01 report. *Project is in the Preliminary Engineering Phase.

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	CHICAGO (cont.) Green Line Rehabilitation Project <i>*(Modernization Funds)</i>	*Baseline Cost Estimate - (per 01/01 report) \$412 million *Current Cost Estimate - (As of 01/01) \$412 million	*Original Federal Share - (per 01/01 report) \$257.7 million *Current Federal Share - (As of 01/01) \$257.7 million	*ROD - 05/12/1996 (commenced as scheduled)					*This portion of the Project was last cited in the 01/01 report.
	Skokie Shop Rail Maintenance Facilities Project <i>*(Modernization Funds)</i>	*Baseline Cost Estimate - (per 01/01 report) \$90.1 million *Current Cost Estimate - (As of 01/01) \$90.1 million	*Original Federal Share - (per 01/01 report) \$71.3 million *Current Federal Share - (As of 01/01) \$71.3 million	*ROD - Not noted.					*This portion of the Project was last cited in the 01/01 report.
Sep-01	DALLAS LRT Build-Out North Central Corridor Project <i>*(FFGA awarded - 10/06/99)</i>	*Baseline Cost Estimate - \$517.3 million *Current Cost Estimate - \$517.3 million	*Original Federal Share - \$333 million <i>*(Original New Starts Share - \$333 million)</i> *Current Federal Share - \$333 million <i>*(Current New Starts Share - \$333 million)</i>	*ROD - 06/02 (Line Sections NC3 and NC4 only) *ROD - 06/03 (All Line Sections) *Station construct. on Line Sect. NC-3 remains significantly behind schedule. This has negatively impacted the Track and Systems schedule. *Full access to Line Sect. NC-3 ROW is behind schedule. *Installation of pre-cast signal support troughs is significantly delayed. (NC-3) *The delay in completing Line Section NC-4 track work has delayed the Signal contractor's work. Time is expected to be recovered. *Cable installation on NC-3 is behind schedule.	*At the Natural Gas Fueling Facility, DART has requested that the contractor resolve faults in the leak detection system, which is setting off false alarms. *Traction Electrification (TE) delay. Favorably. As a result, DART is coordinating with the Texas Dept. of License & Regulations to place handicapped parking under the guide-way at the Park Lane Station.	*Traction Electrification (TE) delay may have a financial impact.	*DART issued the contractor a "Cure Notice" to show cause and bring the project back on schedule. (Ln Sect-3) The contractor is complying.	*DART continues to assess liquidated damages on the civil contract, totaling \$3.80 million through 06/30/01. *The Project Management Dept. will fill vacancies created by the change in organization. *DART must prepare a formal grant amendment to add Station SH 190 to the FFGA. *FTA has issued a Letter of No Prejudice (LONP) to allow DART to incur the costs associated with the installation of four ticket vending machines. *The Project is in the Construction Phase.	
Sep-01	DENVER Southwest Corridor <i>*(FFGA awarded - 05/09/96, Federal funding commitment is completed)</i>	*Baseline Cost Estimate - \$176.3 million *Current Cost Estimate - \$177.7 million	*Original Federal Share - \$120 million *Current Federal Share - \$120 million	*ROD - 07/14/00 (actual) *Fencing is on hold pending a decision with local residents regarding noise vibration issues.	*Quality concerns with bridge girders. RTD is seeking compensation from 3 contractors to recover the costs associated with follow up analysis in order to gain railroad approval. *RTD has requested a plan and schedule from each contractor for curing the noted girder defects. *Girders should be visually monitored to assure maintenance of waterproofing membrane *Repairs to north and south abutments (due to heavy rains) were completed in 07/01.			*A \$2 million ruling has been imposed against RTD regarding compensation to billboard companies. An appeal has been filed in Colorado Supreme Court. A ruling is expected by the end of the year. *RTD settled on \$189,500 with one contractor to resolve claims and counter claims. They are still in the process of negotiating with another contractor. *RTD has reached settlement with Neosho. RTD will pay Neosho \$809,546 for all outstanding retainage and release of liquidated damages.	

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	DENVER (cont.) Transportation Expansion Project (T-Rex) (FFGA awarded - 11/17/00)	*Baseline Cost Estimate - \$1.67 billion *Current Cost Estimate - \$1.67 billion	*Original Federal Share - \$922 million *Current Federal Share - \$922 million	*ROD - 2006 (estimate)	*The Critical Path Methodology Schedule was not accepted. However, it will be used, with deficiencies and exceptions noted, until the contractor resubmits the schedule by 12/01/01.	*The addition of a third level to the parking garage was approved by RTD in 01/01. *RTD has decided to abandon the low floor LRV procurement in favor of a return to the current high floor vehicle. *36 ROW property negotiations are ongoing. *Southeast Corridor Constructors (SECC) has proposed rerouting light rail tracks. The required change in design is not a desirable highway design to FHWA. FHWA and FTA are discussing the matter. *RTD will run a computer simulation in response to concerns that the current design of the Signal System may not provide sufficient train throughput. *Due to neighborhood resistance, SECC has stopped efforts to modify the crossing of the LRT at Colorado Blvd.	*Transportation Expansion Project (T-REX) is exploring ways to restore contingency. (Most of the contingency was committed to the Design-Build contract.) *The Elati design cost estimate was approximately \$7 million above the project budget for this facility. The facility will be redesigned for a cost savings of about \$3.1 million. *The additional \$4.5 million for the third level of the parking garage will be funded by RTD.	*OCI and FDOT have negotiated a settlement of \$885,000 for OCI's claims for additional work. Payment is subject to an audit of OCI's costs. *Tri-Rail has completed the review of the Design Consultant's delay claim and is still negotiating a settlement.	*This Project is also known as the Southeast Corridor. *T-REX team is in the process of relocating key task team personnel into temporary quarters at the common facility in order to expedite the coordination effort with minimal commuting. (Phase III Transition) *Quality reviews were submitted, but do not address all of the contractual requirements. Therefore, they are being returned for corrections and resubmittal.
Sep-01	FORT LAUDERDALE Double Tracking Project Phase III	*Baseline Cost Estimate - \$32 million *Current Cost Estimate - \$34.4 million	*Original Federal Share - \$24.1 million *Current Federal Share - \$24.1 million	*ROD - 07/28/00 (commenced as scheduled)			*Current Approved Budget for Phase III is \$34,459,355. As of 06/01, the Forecast Budget was \$34,384,510. *The total cost of CSXT's work is approximately \$245,000 under budget.	*OCI and FDOT have negotiated a settlement of \$885,000 for OCI's claims for additional work. Payment is subject to an audit of OCI's costs. *Tri-Rail has completed the review of the Design Consultant's delay claim and is still negotiating a settlement.	*PMP documents were never issued for this project. *This portion of the project is complete and is in contract closeout. *Sapphire Properties, the developer of the Boca Raton Stations, has withdrawn from the project. *Documents that support the PMP must still be completed. *PMP must be updated to reflect current organizations. *The Project is in the Final Design Phase.
	Double Tracking Project Phase III (Segment 4)	*Baseline Cost Estimate - \$31 million *Current Cost Estimate - \$38.6 million	*Original Federal Share - \$29.5 million *Current Federal Share - \$29.5 million	*ROD - 03/2003 *The Double Tracking and bridge construction work is 25 days behind schedule. FDOT and Tri-rail have required the contractor to submit a Recovery Plan.					
	Double Tracking Project Phase III (Segment 5) (FFGA awarded - 06/05/00, Federal funding commitment is completed.)	*Baseline Cost Estimate - \$327 million *Current Cost Estimate - \$327 million	*Original Federal Share - \$257.1 million *Current Federal Share - \$257.1 million	*ROD - 03/31/05 *The Notice to Proceed (NTP) for Design-Build was originally scheduled for 1/10/00. Due to issues with CSXT, the current schedule anticipates NTP in 10/01.	*46 additional parcels will be required to expand the ROW in order to accommodate the second track, station expansion, and the Maintenance and Layover Facility.	*The adequacy of the overall budget for the project is in question due to the fact that the low bid was nearly 20% over the Engineer's Estimate. *The D/B contract does not contain the full scope of work contained in the FFGA, and the PMOC estimates a \$70 million shortfall as a result.		*PMP must be updated to reflect the D/B Phase. *Documents that support the PMP must still be completed. *The revised PMP is scheduled for completion in October 2001. *The Quality Assurance Program Plan (QAPP) must be revised, and is scheduled for completion in 10/ 2001. *FTA has requested that Tri-Rail submit any adjustments that may be required in the FFGA Baseline Cost Estimate Units. Tri-Rail has requested an extension for this submittal to 10/01. FTA has granted the extension. *Tri-Rail has opted to change from an Owner Controlled Insurance Program (OCIP) to a Contractor Controlled Insurance Program (CCIP). *The WorldCom utility relocation agreement is pending Tri-Rail Legal Counsel's review. If agreement is not executed by mid 10/01, the relocation may negatively impact the D/B contractor's work.	

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	FREDERICK MARC III Vehicle Procurement <i>*(FFGA awarded - 12/28/94, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - \$132.2 million *Current Cost Estimate - \$138 million	*Original Federal Share - \$105.7 million *Current Federal Share - \$111.5 million	*ROD - 10/01 (all 50 coaches) *ROD - 04/02 (all locomotives)	*Locomotive delivery was scheduled for 05/98, but has been delayed until at least the end of October/01. *Coach delivery was scheduled for 05/98. As of 06/01, no coaches had reached Final Acceptance. *The delivery of the last two units of locomotives may be delayed until 04/02, due to difficulties in obtaining a new power block.	*There is a disagreement with Genstar regarding the width of the Genstar #3 crossing. The contractor had been directed to suspend work on this until it is resolved. Although work has resumed, there could be an operational problem if it is not completed by the 01/02 ROD. *A number of minor design issues have arisen. All will be addressed, and will not effect the ROD. *There is a problem concerning visibility of the signals at the downtown station. Some operational or physical changes may be required.		*MTA and Kawasaki (KRC) reached an agreement whereby MTA gave KRC until 09/23/01 to remedy all open items on all coaches. KRC accomplished this, and thus avoided the threat of default. *KRC has refused to deliver required spare parts because MTA has held up payment for other contract work. MTA has made a second threat of default. Although some parts have been delivered, the issue is still unresolved.	
	MARC Frederick Extension <i>*(FFGA awarded - 06/19/95, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - \$56.1 million *Current Cost Estimate - \$56.1 million	*Original Federal Share - \$44.8 million *Current Federal Share - \$44.8 million	*ROD - 01/02. *Overnight Storage Yard is 16 days behind schedule. Overall contract is 32 days behind schedule. Neither will effect the critical path. *Both Track and Signal bids have been protested, and it's unlikely that either can be awarded in time to support the ROD.					
	Baltimore Central Light Rail Double Track <i>*(FFGA awarded - 07/03/01)</i>	*Baseline Cost Estimate - \$153.7 million *Current Cost Estimate - \$191 million	*Original Federal Share - \$120 million *Current Federal Share - \$120 million	*ROD - 12/31/06 (However, due to the nature of this project, some of the 8 sections may have earlier RODs.) *The FFGA was expected by 05/01, but was not issued until 07/03/01. *Balt. Gas & Elec. has not yet issued a Right-of-Entry to work on its property. Bid openings on 2 bridge contracts will be delayed until it is received.					*MTA has identified additional needed improvements totaling approximately \$36 million. These will be funded separately from the FFGA.
Sep-01	HOUSTON Houston/Regional Bus Plan (RBP) <i>*(FFGA awarded - 12/30/94, Bus Funds)</i>	*Baseline Cost Estimate - \$1 billion *Current Cost Estimate - \$1 billion	*Original Federal Share - \$500 million *Current Federal Share - \$500 million	*ROD per FFGA - 12/31/02 *Amended ROD - 12/31/05 (Requested but not yet approved.) *Estimated ROD - 12/04 *There is potential for delay (beyond 12/05) on 3 RBP projects. *Steubner-Airline Park-and-Ride is on hold due to real estate issues. *METRO has delayed 3 projects until mid 2005 due to requests to reduce downtown traffic congestion. *Contract time extension of 207 days for the West Loop Park-and-Ride was approved. The delay was due to design modifications for a retaining wall, utility building and associated underground utility lines.	*METRO suffered damages to facilities and equipment due to a tropical storm. Engine replacement and detailing was necessary for over 200 vehicles. Ongoing RBP projects were delayed, but not significantly impacted. *Complications occurred during testing of the Computerized Telephone Information System. Activation is now expected by late 2001. *Several IT projects need improved Project Control Reporting Systems. *METRO is not able to perform Post Delivery bus audits in a timely manner due to having problems receiving information from bus manufacturers during the post delivery closeout process.	*Modification 6 to the FFGA may reduce Federal funding by \$95 million. *METRO submitted revised budgets for some project components to correct previous errors in reporting the budget. The PMOC issued a revision to Spot Report #17 in 07/01 to incorporate the budget revisions.	*All compensatory time extension damages have been settled for the West Loop Park-and-Ride contract.	*Modification 6 to the FFGA is awaiting FTA approval.	
Sep-01	MEMPHIS Medical Center Rail Extension Project <i>*(FFGA awarded - 12/00)</i>	*Baseline Cost Estimate - \$74.6 million *Current Cost Estimate - \$74.6 million	*Original Federal Share - \$59.7 million *Current Federal Share - \$59.7 million	*ROD - 03/16/04 *Utility relocation work is 4 months behind schedule and could affect construction activities. *The Special Trackwork activities are running late and there is the potential that the delivery of the Main/Madison wye trackwork could be impacted.	*Ten utility relocation agreements are needed. MATA has identified 7 utilities with conflicts in the project area. MATA has included language in the construction contracts to the effect that the contractor must cooperate with the utility relocation effort. *The existing columns of one pier (Bridge & Culvert) were found to be out of plumb, and a redesign was prepared by the design consultant. MATA is reviewing the contractor's change order submittal for this work.			*PMP was resubmitted to FTA in 06/01 and was accepted by FTA in 07/01. *MATA issued a new Construction Safety Policy for the project in 05/01.	

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Sep-01	MINNEAPOLIS Hiawatha Corridor Light Rail Project <i>*(FFGA awarded - 01/01)</i>	*Baseline Cost Estimate - \$675.4 million *Current Cost Estimate - \$675.4 million	*Original Federal Share - \$382.8 million <i>*(Original New Starts Share - \$334.3 million)</i> *Current Federal Share - \$382.8 million <i>*(Current New Starts Share - \$334.3 million)</i>	*ROD - 12/31/04 -Project policy and procedure development is lagging. This issue is now affecting project operations. *The contractor's submitted schedule reflects the 3-month period between the anticipated Notice to Proceed (NTP) and the actual NTP. This has caused a schedule overlap between the time Metro, Airport Commission's (MAC) contractor indicated the tunnel would be ready for turnover, and the D/B contractor's schedule. Six scenarios to mitigate the overlap have been developed. However, it's too early to initiate any of them.	*The vehicle consultant had identified Quality Control issues in Sahagun, Mexico. *The vehicle door threshold gasket is not sealing properly. A model is being made to determine the reason. *The vehicle consultant identified 32 potential fail points in the areas of windows and doors. As a result, the car is being reinforced to a heavier standard. *There have been 2 incidents involving crane contact with live overhead high voltage elect. wires. Although there have been no injuries, one subcontractor was placed on probation. *MnDOT has canceled work on the SH 55/62 Intersection following a court ordered settlement. MnDOT is seeking changes to the law governing ground water restrictions and, in the mean time, is proposing to build a by-pass using highway funding.	*Final ROW costs may present risk to the project budget. *Recent legislation has exempted sales tax on the purchase of LRV in conformity with the precedence set for bus procurements. This results in \$4.5 million in savings which will be added to the contingency. *In 09/01, the Metro Council Board approved a change of \$3 million for funding the D/B contract change reserve. *Hiawatha's 07/01 report indicates that the total current Project Budget is \$675.4 million, and the current Forecast Budget is \$659 million. *Commitments as of the end of 08/01 were approximately 87.3% of the total budget.	*Power company has initiated legal action pertaining to utility relocation costs. The court has directed the power company to commence work. Responsibility for incurred costs will be determined in the beginning of 2002. *As a result of the power company ruling, additional private utility companies have been notified to resume relocation work. *A court ordered settlement regarding the SH55/62 Intersection has resulted in cancellation of this portion of the project.	*The Project is in the Final Design Phase. *The PMP is being revised per PMOC comments and has been forwarded to FTA. *The reduced number of flights, due to the 9/11/01 attacks may affect MAC's decision to continue construction of several proposed projects. A decision meeting will be held on 09/26/01. *MAC has been slow to respond to some D/B contractor Requests for Information (RFI). 5 RFIs are currently outstanding. *The Hiawatha Project Org. (HPO) has stated that construction progress measurement is based on Earned Values, rather than on dollar values. However, discussion at a recent meeting indicates that the opposite is true. This issue remains to be resolved. *HPO has requested replacement of the Owner Controlled Insurance Program (OCIP) representative. This will impact HPO's ability to provide severity and frequency data for September/01. *The Eligible Project Costs procedure needs extensive reworking.	
Sep-01	NEW JERSEY Secaucus Transfer Station <i>*(FFGA, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - \$448.4 million *Current Cost Estimate - \$443.3 million	*Original Federal Share - \$453.9 million *Current Federal Share - \$453.9 million	*Original ROD per FFGA - 06/30/02 *Current ROD - 03/03 (Due to the lack of availability of railcars and late completion of projects) *Selection of bridge subcontractors is on hold pending resolution of scheduling problems with CONRAIL. *Contract GC-06 completion date has been moved from 01/02 to 09/02. Delays are due to unexpected field conditions and several administrative and technical issues that were not resolved in a timely manner.	*Vehicles were supposed to be available for 06/02, ROD, but will not be available until 02/03. *Rail car delivery is behind schedule. Only 5 cars have been delivered and accepted for service.	*NJTC will require additional railcars to service this station.			*Design and construction is ongoing.
	NEC High-Density Interlocking System <i>*(Associated Earmark)</i>	*Baseline Cost Estimate - \$72.9 million *Current Cost Estimate - \$72.9 million	*Original Federal Share - \$38.3 million *Current Federal Share - \$38.3 million	*ROD - Not noted. *The schedule for HDIS completion required for Secaucus Transfer operation has slipped significantly due to delay in the demolition and construction of interior NEC bridges in Contract GC-06. *ROD - Not noted.		*AMTRAK FA has experienced crane set-up, and signal and catenary cable interference problems on the setting of the signal bridge on Contract HA-5. *AMTRAK's E60 locomotives will have to be upgraded to 9-aspect signals for use with HDIS.	*NJTC has authorized \$750,000 for modifications to accommodate the future tail track for the Raritan Valley Line.		*This portion of the Project was last cited in the 01/01 report.
	NEC Power Improvement <i>*(Associated Earmark)</i>	*Baseline Cost Estimate - (per 01/01 report) \$34.8 million *Current Cost Estimate - (As of 01/01) \$34.8 million	*Original Federal Share - (per 01/01 report) \$29.7 million *Current Federal Share - (As of 01/01) \$29.7 million						

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	NEW JERSEY (cont.) Hudson-Bergen LRT System (MOS I) <i>*(FFGA awarded - 11/11/96)</i>	*Baseline Cost Estimate - \$1.16 billion *Current Cost Estimate - \$1.02 billion	*Original Federal Share - \$885.7 million *Current Federal Share - \$885.7 million	*ROD per FFGA - 07/00 (For portion of MOS I to the Hoboken Station Stop.) *Amended ROD - 03/00 (For portion of MOS I to the Hoboken Station Stop.) *Projected ROD - 09/02 (For portion of MOS I to the Hoboken Station Stop.) *Interim ROD - 04/15/00 (For the seg. to the Exchange Place Station, - commenced as scheduled) *Interim ROD - 11/18/00 (For the segment to the Newport Station, - commenced as scheduled)	*Delivery of spans 1-5 of the PPRS-02 contract has been delayed until the end of October/01. *Design progress on the Jersey Ave. Viaduct has been impacted due to unresolved property issues. *Design progress has been impacted due to property acquisition at Baldwin Avenue. *Work on the S-21 Civil Package has yet to start due to a pending agreement between Conrail and NJTC.	*Tardy property acquisition and underground conflicts have affected the Paterson Plank Road contractor's schedule. *The delay in delivery of the spans for the PPRS-02 contract will have an effect on cold weather concreting activities.			*Project is in Design, Build Operate and Maintenance Phases. *The portion of MOS I to the Newport Station was completed, and has been in revenue service since 04/00. *15 of the 16 stations are now in revenue service.
	Hudson-Bergen LRT System (MOS II) <i>*(FFGA awarded - 10/31/00)</i>	*Baseline Cost Estimate - \$1.2 billion *Current Cost Estimate - \$1.2 billion	*Original Federal Share - Not noted *Current Federal Share - Not noted	*ROD per FFGA - 06/05 *The Paterson Plank Road contractor's schedule continues to show approx. 32 days of negative float. *Design progress on the Jersey Ave. Viaduct has been impacted due to unresolved property issues. *Design progress has been impacted due to property acquisition at Baldwin Avenue. *Work on the S-21 Civil Package has yet to start due to a pending agreement between Conrail and NJTC.					
	Newark-Elizabeth Rail Link (MOS I) <i>*(FFGA awarded -- 08/00)</i>	*Baseline Cost Estimate - \$207.7 million *Current Cost Estimate - \$207.7 million	*Original Federal Share - \$145.4 million *Current Federal Share - \$145.4 million			*Property acquisition is ongoing.			
Sep-01	NEW YORK Queens Boulevard Connection Project <i>*(FFGA awarded -- 02/94, Federal financial commitment is completed.)</i>	*Baseline Cost Estimate - \$645 million *Current Cost Estimate - \$645 million	*Original Federal Share - \$351.5 million *Current Federal Share - \$351.5 million	* Original ROD per FFGA - 08/01 * Amended ROD - 11/01 (Due to switch work and start-up activities.) * Current ROD - 12/01 (Due to the clean-up efforts associated with the 09/11/01 attacks on the World Trade Center.) This date is subject to change again based on clean-up efforts. *The change orders associated with Signal System performance may cause risk to the 12/01 ROD.	*As a result of the full operational "rehearsal" in 09/01, Rapid Transit Operations (RTO) is requesting change orders to enhance Signal System performance.	*There is no additional FTA funding anticipated for the completion of this project. *Approximately \$23.5 million of the \$27.3 million contingency was expended through 08/01.			*There is a continuing need for improved planning, reporting and coordination of operational start-up activities for the remainder of the project.
Sep-01	PITTSBURGH Airport Busway/Wabash HOV Facility <i>*(FFGA awarded - 10/27/94, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - \$326.8 million *Current Cost Estimate - \$321.8 million	*Original Federal Share - \$256.7 million <i>*(Original New Starts Share - \$136 million)</i> *Current Federal Share - \$251.7 million <i>*(Current New Starts Share - \$131 million)</i>	* ROD - 12/01 (Mainline Busway) *The construction contract for the Woodville Park-and-Ride lot has been suspended due to land acquisition issues. An alternate site is being pursued. The completion date has been moved from 12/01 to 09/02. *The ramp to Carson Street will not meet scheduled completion in 12/02. A schedule extension to 06/04 has been requested.	*Due to land acquisition issues, PAAC is advancing an alternate site for the Woodville Park-and-Ride lot. The project completion date for the alternate site is 09/02.		*\$16.2 million in unassigned contingency reflects a potential \$13.4 million underrun.		*The Project is in the Construction Phase. *A schedule extension to 06/04 has been requested for completion of the ramp to Carson Street.

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	PITTSBURGH (cont.) Airport Busway/Wabash HOV Facility (Monongahela River Bridge) <i>*(Uncompleted component of above.)</i>	*Baseline Cost Estimate - Not noted. *Current Cost Estimate - Not noted.	*Original Federal Share - Not noted. *Current Federal Share - Not noted.	*ROD - Not noted.	*There are issues regarding analysis approach used for curved girders.	*A portion of the bridge is eligible for \$19.5 million in Federal funding.	*PAAC & FTA are discussing possible use of underrun funds for a connection between the Wabash Tunnel and Monongahela River Bridge. *Property owners have voiced concerns over property devaluation. *PAAC is pursuing another location for the bridge. This effort is separate from the scope of the Airport Busway FFGA.		
	Airport Busway/Wabash HOV Facility (Robinson Town Centre) <i>*(Uncompleted component of above.)</i>	*Baseline Cost Estimate - Not noted. *Current Cost Estimate - Not noted.	*Original Federal Share - Not noted. *Current Federal Share - Not noted.	*ROD - Not noted. *Contract completion date must be extended due to sign structure repair. *The Contract AB12-2C contractor has notified PAAC that light poles cannot be supplied in time to support the 11/05/01 completion date. *The AB 12-2B contract completion schedule of 12/00 was not met and slipped into Spring/01. *The AB12-2A contract, which is not part of the FFGA, has not yet been awarded pending receipt of flex funding from PennDOT and grant approval. *Due to acquisition and zoning issues on the initial site, construction was suspended for 90 days, with the potential to impact the ROD. A second 90-day suspension also went into effect until 05/01.	*A sign structure was damaged at the plant. *Non-compliant ADA ramps were identified and have been repaired/replaced. *The Carnegie Park-and-Ride (AB 12-2C) may have to open with temporary lighting due to the unavailability of light poles by the 11/01 completion date.	*FTA will defer any further grant action until PAAC provides site information which FTA has been requested. *Approximately \$5 million in Federal funds that were to be used for the Airport Busway Project were allowed to lapse on 09/30/00.	*PAAC has submitted force account costs to the insurance carrier for repairs to a paving settlement area. *PAAC approved condemnation of the Airways Park-and-Ride property due to disparity between the appraisal and the asking price. The owners have accepted the offer.		
	Phase I Martin Luther King, Jr. East Busway Extension <i>*(Bus Funds)</i>	*Baseline Cost Estimate - (per 05/01 report) \$62.8 million *Current Cost Estimate - (As of 05/01) \$62.8 million	*Original Federal Share - (per 05/01 report) \$31.4 million *Current Federal Share - (As of 05/01) \$31.4 million	*Original ROD - 12/01 *Current ROD - 06/02 (As of 05/01)	*A new park-and-ride lot has been added. The Wilkensburg Station will be relocated north of this lot. *The Edgewood Station has been relocated north to Walnut Street. *Interference with active fiber runs in Port Authority crossings has been detected.	*Unobligated Federal funds were allowed to lapse in 09/00. The FFGA amounts will be adjusted in the future. *The delay in issuing a full Notice to Proceed (NTP) to the mainline busway contracts may impact project costs.	*Regent Bottling has filed in court claiming a de facto take. PAAC has filed preliminary objections. *Edgewood Council has passed a resolution opposing construction. *Edgewood Council and area economic development organizations have filed a Title IV discrimination lawsuit against PAAC. PAAC has filed a motion for dismissal. The judge has ruled not to dismiss the case. *The EBX-1 contractor filed a claim based on temporary shoring. *Edgewood Council filed a protest regarding the drainage easement across Edgewood Avenue.	*This portion of the Project was last cited in the 05/01 PMOC report. All information concerning this project was extracted from 05/01 report. *Community leaders insist the busway should be replaced with LRT and are disputing PAAC's estimate for conversion to rail. *PAAC & Norfolk South. are discussing design & coordination issues due to CONRAIL's takeover of railroad. *Construction-related fatality in 2/01. *PAAC has executed a construction agreement with Norfolk Southern. *The Project is in the Final Design and Construction Phase. *PAAC is in the process of executing a sales agreement with Norfolk Southern for acquisition of property for the busway. *PAAC is reviewing the appropriate value of liquidated damages due to interference with active fiber runs in Port Authority Crossings.	

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	PITTSBURGH (cont.) Stage II LRT Priority Project (FFGA awarded - 01/17/01)	*Baseline Cost Estimate - \$386.5 million *Current Cost Estimate - \$386.5 million	*Original Federal Share - \$234 million *(Original New Starts Share - \$100.2 million) *Current Federal Share - \$234 million *(Current New Starts Share - \$100.2 million)	*ROD - 06/04 *Contractor is 14 months behind on schedule submittals. PAAC has accepted a subcontractor to assist in project recovery. *Fare Collection System Design is on hold for budgetary reasons. *Further design on the South Hills parking structure is on hold while township variance issues and revenue generating system are worked upon. *PAAC has approved a 4-month schedule extension requested by the vehicle manufacturer. *The vehicle manufacturer has been late with the placement of orders with its sub-suppliers. *The South busway reopening remains behind schedule. *Relocation of the salt storage building and construction of the retaining wall remain behind schedule.		*Project scope has been reduced due to funding limitations. *Rehab vehicles were found to be approximately 3000 pounds over documented weight. The vehicle manufacturer reached agreement with PAAC to raise the maximum baseline weight requirement so that the cars would comply. *3 signal cables and 1 traction power cable were damaged during drilling. PAAC has completed temporary repairs and has requested that the contractor address this issue. *Operations Control Center (OCC) Systems technical proposals were found to be deficient. They will be revised and resubmitted. *All 4 bids for the design of the Overbrook Section were found to be over the Engineer's Estimate. The work was revised and rebid.		*The OCC Systems contractor, HSQ Technology, and its parent company have filed for Chapter 11 bankruptcy protection. PAAC is evaluating its options. *PAAC filed with the court to be permitted to pay subcontractors directly, which would allow work to continue in spite of the bankruptcy proceedings.	*The Project is in the Final Design/ Construction Phase. *PAAC has requested a revised Recovery Plan.
	North Shore Connector Project	*Baseline Cost Estimate - (per 05/01 report) \$389.9 million *Current Cost Estimate - (As of 05/01) \$389.9 million	*Original Federal Share - (per 05/01 report) \$195 million *Current Federal Share - (As of 05/01) \$195 million						*This portion of the Project was last cited in the 05/01 report. *The Project is in the Preliminary Engineering Phase.

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	PORTLAND North Corridor Interstate MAX Light Rail Project <i>*(FFGA awarded - 09/20/00)</i>	*Baseline Cost Estimate - \$350 million *Current Cost Estimate - \$350 million	*Original Federal Share - \$281.5 million <i>*(Original New Starts Share - \$257.5 million)</i> *Current Federal Share - \$281.5 million <i>*(Current New Starts Share - \$257.5 million)</i>	*ROD - 09/04 (Estimated) *The Notice to Proceed (NTP) on the Expo Segment Design-Build contract was issued 10 days late. *Activity at the Pelett property is restricted until a Memorandum of Understanding (MOU) covering historical resources receives final FTA approval. *The relocation of 2 substations could result in schedule delays. *The Signals/Communication Contract award is being delayed while Tri-Met evaluates alternatives to reduce the potential total contract cost.	*Carshell Manufacture is behind schedule. *Environmental documentation for the most recent design changes not covered in the FEIS is not complete. *Additional cut and fill construction will be required to implement Ruby Junction yard improvements. This may have environmental impacts, which are being investigated by Tri-Met at FTA's request. *The Ultra-Long Bridge design in the Expo Segment will have to be modified if it is found to be an unacceptable structural element. *Tri-Met proposes to relocate 2 substations in response to community concerns.	*Interim financing costs will increase if appropriations don't meet FFGA schedule of funds. Tri-Met will issue \$100 million in Grant Anticipation Notes (GANs) in 11/01. *Potential legal action with property owners could have cost impacts. *Bids received for Systems elements are substantially over the budget estimate. *Two CM/GC construction contracts are significantly over the Design Engineer's Estimates. Project contingency has been allocated to cover the additional costs. *The project contingency is smaller than desired at this point, but has not decreased for several periods. *There will be a major impact on construction costs if the Ultra-Long Bridge design has to be modified. Tri-Met would likely bear the additional cost. *The relocation of 2 substations could result in contractor cost increases. *The Signals/Comm. Contract was approx. \$6 million above the Engineers Estimate. Contract award is being delayed while Tri-Met evaluates alternatives to reduce the potential total contract cost. *Interstate MAX line item budget changes are approaching the 20% threshold and a budget revision request will, therefore, be prepared by Tri-Met for FTA review. *In a 12/00 Value Engineering conference, approx. \$600,000 in short and long-term savings in LRV procurement contract price were identified.	*A displaced property owner has filed a lawsuit contesting the relocation settlement. The property owner also requested a restraining order to prevent construction, but was denied. *Lawsuit has been filed by lowest-cost supplier. \$425,000 in damages was being sought. All but 2 of the plaintiff's claims have been dismissed by the court. *An addendum to the MOU cover letter is being issued that would preclude the owner of a club from making unreasonable mitigation demands in the event that vibration impacts become apparent after start-up.	*The Project is in the Construction Phase. *A full-time QA/QC Manager has been assigned. *A worker employed by the water utilities subcontractor was killed when he was crushed by a steel pipe that was being unloaded from a haul truck. The incident is under investigation. *Some local permits and reviews are still being processed.	
	Westside Hillsboro Light Rail Project <i>*(FFGA awarded -- 09/92 amended -- 12/94 amended -- 1996 Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - (per 05/01 report) \$963.5 million *Current Cost Estimate - (As of 05/01) \$963.1 million	*Original Federal Share - (per 05/01 report) \$703.9 million *Current Federal Share - (As of 05/01) \$703.9 million	*ROD - 09/12/98 (commenced as scheduled) *Delay in FFGA closeout.	*Vehicle contract closeout delays.	*Concerns with operational line safety. (5 fatalities in 13 months.)			*This portion of the Project was last cited separately in the 05/01 report.
	Westside Hillsboro LR Project (Airport MAX) <i>*(FFGA, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - (per 03/01 report) \$180 million *Current Cost Estimate - (As of 03/01) \$180 million	*Original Federal Share - (per 03/01 report) None *Current Federal Share - (As of 03/01) None	*Target ROD - 09/01					*This portion of the Project was last cited separately in the 03/01 report.
	Westside Hillsboro LR Project (Central City Streetcar) <i>*(FFGA, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - (per 03/01 report) \$53.7 million *Current Cost Estimate - (As of 03/01) \$53.7 million	*Original Federal Share - (per 03/01 report) None *Current Federal Share - (As of 03/01) None	*ROD - 07/20/01					*This portion of the Project was last cited separately in the 03/01 report.

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	PORTLAND (cont.) Westside Hillsboro LR Project (Airport MAX) (South Corridor Transit Study) <i>*(FFGA, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - (per 03/01 report) \$350 million *Current Cost Estimate - (As of 03/01) \$350 million	*Original Federal Share - (per 03/01 report) Not noted. *Current Federal Share - (As of 03/01) Not noted.	*ROD - Not noted.					*This portion of the Project was last cited separately in the 03/01 report.
	Westside Hillsboro LR Project (Airport MAX) (Washington County Commuter Rail) <i>*(FFGA, Not known - possibly 2002)</i>	*Baseline Cost Estimate - (per 03/01 report) \$85 million *Current Cost Estimate - (As of 03/01) \$85 million	*Original Federal Share - (per 03/01 report) \$25 million <i>*(Original New Starts Share - (per 03/01 report) \$25 million)</i> *Current Federal Share - (As of 03/01) \$25 million	*ROD - Fall/2004 (initial proposal)		*Further environmental coordination is necessary because the line makes several stream crossings.	*Railroad ROW is not proposed for purchase. However, Union Pacific has proposed that the Project buy its northern segment, and this has significant capital cost impacts.		*This portion of the Project was last cited separately in the 03/01 report. *A number of cost, operations, and institutional issues must be clarified before the project can be advanced.
Sep-01	SACRAMENTO South Sacramento Corridor Project (Phase I) <i>*(FFGA awarded - 06/25/97, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - \$222 million *Current Cost Estimate - \$222 million	*Original Federal Share - \$111.2 million <i>*(Original New Starts Share - \$111.2 million)</i> *Current Federal Share - \$111.2 million <i>*(Current New Starts Share - \$111.2 million)</i>	*ROD per FFGA - 09/30/03 *Target ROD - 03/03 *If a light rail grade separation at Florin Road is constructed, it will eliminate RT's Early Target ROD. *There are issues concerning the vehicle manufacturer's schedule delays. These pose risk to the FFGA schedule.	*A Notice of Exemption (NOE) has been filed for the Metro Heavy Repair Maintenance Facility for environmental clearance. *RT is investigating the feasibility of incorporating a light rail grade separation at Florin Road.	*If a light rail grade separation at Florin Road is constructed, it will eliminate RT's 6-month contingency float. *The Project contingency has decreased by approx. \$0.6 million since 08/01. This is mostly due to amendments for real estate closeout, utility relocation changes, tie procurement changes, and issuance of new art fabrication contracts.		*The Project is in the Construction Phase. *FTA has accepted RT's request for an extension to first quarter 2002 for submittal of the Project QA/QC Plan.	
	South Sacramento Corridor Project (Phase II) <i>*(Project not currently funded.)</i>	*Baseline Cost Estimate - Not noted. *Current Cost Estimate - Not noted.	*Original Federal Share - Not noted. *Current Federal Share - Not noted.						
	AMTRAK/Folsom Corridor Project	*Baseline Cost Estimate - \$222 million *Current Cost Estimate - \$223.3 million	*Original Federal Share - (per 02/01 report) \$159 million *Current Federal Share - (As of 02/01) \$159 million	*ROD - 03/03 (Amtrak) *ROD - 09/03 (Mather Field to Sunrise segment) *ROD - 12/15/03 (Sunrise to Folsom segment) *This portion of the Project is currently lagging plan in some key areas that might impact the South Corridor Project.					*The Project is in the Final Design Phase.

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	SALT LAKE CITY North/South LRT Alignment *(FFGA awarded - 08/02/95, Federal funding commitment is completed.)	*Baseline Cost Estimate - \$312.5 million *Current Cost Estimate - \$312.5 million	*Original Federal Share - \$241.4 million *(Original New Starts Share - \$97.5 million) *Current Federal Share - \$241.4 million *(Current New Starts Share - \$97.5 million)	*Original ROD per FFGA - 12/31/00 *Current ROD - 12/06/99 (Revenue operations have commenced.)			*The Double Tracking enhancement of the I-215 Bridge will be financed by approx. \$6 million in uncommitted funds cleared from the N/S Project Budget through a reconciliation of the project and contract final costs. *No updated Budget Status information has been provided by UTA since 05/01.	*LRV supplier's insurance carrier has filed legal action in Federal court regarding vehicle damage that occurred during Brake Testing. The issue was settled out of court.	*The construction contracts are closed out. *Until further notice, the PMOC report for this project will only be prepared on a quarterly basis.
	University Light Rail Transit *FFGA awarded - 08/17/00)	*Baseline Cost Estimate - \$118.5 million *Current Cost Estimate - \$118.5 million	*Original Federal Share - \$96.5 million *(Original New Starts Share - \$84.6 million) *Current Federal Share - \$96.5 million *(Current New Starts Share - \$84.6 million)	*Original ROD per FFGA - 11/15/02 *Current ROD - 12/15/01 (To support the 2002 winter Olympic schedule.) *The Project is slightly behind the pre-Olympic schedule, but is forecast to be completed by the Olympic need date. *The Rail Activation Program (RAP) and the Test Program Plan (TPP) are still in development. It is critical that they be approved in preparation for the start-up and testing required for the 12/15/01 ROD. *Although the cars are expected to arrive in 10/01, current schedules indicate that the Tes/Storage Track will not be ready for use until late 12/01. *Finishing work at stations will inten- tionally be done as late as possible to reduce the probability of vandalism. *The Design/Build contractor is one month behind in invoicing.		*A considerable amount of rail and concrete work must be completed before testing can begin. *Due to the 09/11/01 attacks, increased video surveillance and training of personnel are being considered. *The seat backs in the cars are plastic and, therefore, not "vandal proof" as specified. This is an outstanding issue.	*There have been 24 General Liability claims on the project. Most are due to automobile impact with steel plates covering excavations. *There have been 2 Personal Injury claims. *Neither the Testing Program Plan (TPP) nor a set of Test Procedures has been submitted to the PMOC for review. *The PMP has not been updated to incorporate PMOC comments. *Terrorist prevention training is being organized. *There have been 2 bomb threats. *The D/B contract has 51 change orders.		

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Sep-01	SAN DIEGO Mission Valley East Light Rail Transit (FFGA awarded - 06/22/00)	*Baseline Cost Estimate - \$431 million *Current Cost Estimate - \$431 million	*Original Federal Share - \$343.6 million *(Original New Starts Share - \$330 million) *Current Federal Share - \$343.6 million *(Current New Starts Share - \$330 million)	*ROD - 12/31/05. *Issues with CALTRANS are causing schedule slippage for the design effort.	*The submittal of vehicle procurement proposals was delayed due to extensive questions from the proposers.		*The PMOC is concerned that 41.7% of the project contingency has already been spent this early in the project.		*The Project is in the Final Design/Early Construction Phase. *The Project Management Plan must be revised. *MTDB is considering combining the Trackwork and Systems contracts.
	Sorrento Valley Station Improvements	*Baseline Cost Estimate - (per 05/01 report) \$4.1 million *Current Cost Estimate - (As of 05/01) \$4.1 million	*Original Federal Share - (per 05/01 report) \$2.9 million *Current Federal Share - (As of 05/01) \$2.9 million						*This portion of the Project was last cited separately in the 05/01 report. *Final Design is complete. Construction is scheduled to begin in 11/01.
	Mid-Coast Corridor Projects (University LRT Extension)	*Baseline Cost Estimate - (per 05/01 report) \$270.2 million *Current Cost Estimate - (As of 05/01) \$270.2 million	*Original Federal Share - (per 05/01 report) Not noted. *Current Federal Share - (As of 05/01) Not noted.				*No funding is currently available.		*This portion of the Project was last cited separately in the 05/01 report. *The current STIP lists this Project as inactive.
	Mid-Coast Corridor Projects (Balboa LRT Extension)	*Baseline Cost Estimate - (per 05/01 report) \$116.7 million *Current Cost Estimate - (As of 05/01) \$116.7 million	*Original Federal Share - (per 03/01 report) \$53.7 million *Original Federal Share - (per 03/01 report) \$53.7 million				*Project funding is currently incomplete. No FFGA is available.		*This portion of the Project was last cited separately in the 05/01 report.
	Mid-Coast Corridor Projects (Nobel Drive Coaster Station)	*Baseline Cost Estimate - (per 05/01 report) \$9 million *Current Cost Estimate - (As of 05/01) \$9 million	*Original Federal Share - (per 05/01 report) \$7 million <i>*The Federal funds noted above for the Balboa Extension, also include the Nobel Drive Station - per "2002 New Starts" Book.</i> *Current Federal Share - (As of 05/01) \$7 million						*This portion of the Project was last cited separately in the 05/01 report. *Final Design is scheduled to begin in early Fall 2001.

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	SAN FRANCISCO San Francisco/BART Extension to SFO Airport *(FFGA awarded - 06/30/97 FFGA amended - 06/01/00)	*Baseline Cost Estimate - \$1.483 billion *Current Cost Estimate - \$1.483 billion	*Original Federal Share - \$750 million *Current Federal Share - \$750 million	*Current ROD - 07/01/02 (per FFGA amendment #6) *Projected ROD - 10/01/02 *8 to 10 weeks must be added to the Baseline Schedule for pre-revenue testing. *The ROD is delayed. This is partly due to weather, a requirement of non-mechanized brush clearing, the death of a protected species, and the need to increase the size of the aerial structure to withstand certain seismic events. *The LT&S contractor continues to fall behind the most recently revised schedule.	*Rolling blackouts have impacted production at the Adtranz Plant in California. *BART will adjust Adtranz car delivery to account for 29-day loss of the test facility, due to accident.	*Lack of adequate backfill compaction along subway box has been detected. *Shrinkage cracks have developed in the sub-way box. Crack repair is occurring in areas where follow-on work is imminent. *Subsidence was experienced at the Tanforan Shopping Center. This has been arrested and repairs will follow. *It has been determined that a significant percentage of the wide flange sections of the Hayward Facility were fabricated with foreign steel. The contractor has requested to leave the existing installed steel in place regardless of the penalty enforced. This material was installed in spite of the fact that the Buy America Certification had been signed off by the contractor.	*Potential costs of delay claims could exhaust most of remaining contingency. *One of the 10 remaining ROW condemnation cases could also require the use of a significant amount of the contingency. *FTA has determined that, due to Buy America violations, the Hayward Building is now ineligible for Federal funds. BART will now fund this element of the project with local dollars.	*Tutor-Saliba/Slattery is pursuing a General Liability claim to recover costs associated with Tanforan. *In 07/01, the Dispute Review Board issued a non-binding ruling that the standards for design of the Excavation Support System is in excess of the contract. BART is reviewing the ruling.	*The Project is in the Final Design and Construction Phase.
	A & B Car Rehabilitation *(Mixed Funding)	*Baseline Cost Estimate - (per 03/01 report) \$454.4 million *Current Cost Estimate - (As of 03/01) \$454.4 million	*Original Federal Share - (per 03/01 report) \$269.5 million *Current Federal Share - (As of 03/01) \$269.5 million	*ROD - 12/31/02		*Recently discovered traction motor defects.	*Project cost has potential to exceed budget.	*The HVAC equipment supplier has filed a claim against Adtranz and is seeking an injunction to stop manufacture of said equipment by Adtranz. *A \$28 million delay claim has been filed due to an accident on the Test Track.	*This portion of the Project was last cited in the 03/01 report.

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	SAN JUAN Tren Urbano Rail Transit Project *(FFGA awarded - 03/96, FFGA amended - 09/99)	*Baseline Cost Estimate - \$1.25 billion * Amended Cost Estimate - \$1.876 billion *Current Cost Estimate - \$1.91 billion	*Original Federal Share - \$307.4 million *(Original New Starts Share - \$307.4 million) *Current Federal Share - \$708.3 million *(Current New Starts Share - \$307.4 million)	*Original ROD per FFGA - 07/01 *Amended ROD - 05/02 *Forecast ROD - 09/03 *Contract delays range from 5 to 27 months for final completion of Guideways & Stations construction. *Original completion date was 06/99. Settlement Agreement completion date was 05/01. A change order has now adjusted the completion date to 04/02. (ASC-1) *Original completion date was 02/00. Settlement Agreement completion date is 04/01 (ASC-2). *Martinez Nadal Station finish work is still on hold pending resolution by the Designer (ASC-3). *Original completion date was 01/00. Settlement Agreement completion date is 08/01 (ASC-4 & 5). *Original completion date was 11/99. Settlement Agreement completion date is 12/01 (ASC-6). *There is a 29-day slippage in the (ASC-3) contractor's schedule. This has detained Track Installation work for 10 months. *Some neighborhoods are complaining about noise and, as a result, cars cannot be tested after 8 p.m. each day. This could cause more delay. *The Settlement Agreement station work completion date of 05/16/01 was totally missed. A time extension to 04/02 has been granted. (ASC-1) *Contractor continues to remain behind schedule with a number of milestones missed. (ASC-4 & 5) *Work in the interface between the Pedestrian Bridge and the Guideway is on hold, pending the re-issue of the design drawings implementing TUOs comments. (ASC-8 & 9) *No preliminary construction can be started until delivery and installation of a temporary elevator which is necessary for ADA compliance. (ASC 8 & 9)	*Twelve vehicles have been delivered. The remaining vehicles are on hold pending the resolution of nose panel problems.	*Manpower shortages for nearly all segments. *Excessive differential deflection at the roof slab expansion joint must be repaired. (ASC-2) *The contractor has completed application of a corrosion inhibitor sealant for the columns with insufficient concrete cover (ASC-8 & 9). *A desirable length of test track will not be available in Pueblo, Colorado until Summer/02. The inability to test cars and identify potential problems is a serious concern to TU. *The significantly different environmental conditions in Pueblo (as compared to Puerto Rico) is of concern. It is not certain if tests conducted in Pueblo will have the same results as in Puerto Rico. *Nose panel problems have been detected in some of the vehicles. *A new landscaping proposal, including sound barriers has been presented in a meeting with local residents with the intent of negotiating acceptance to continue overnight testing (ASC-3) *The battery room has several items in non-conformance with the design criteria. (ASC-3) *Red tag foundation piles NCR remains open awaiting final issue of testing procedure and results from the testing. (ASC-3) *10 out of 33 columns with deficient spiral reinforcing splices have been repaired. No repair has been ordered for the remaining 11 columns already confined by floor slabs or walls within the stations. (ASC-4 & 5). *Canopies for some stations are not in compliance with Buy America standards.	*PMOC projects a future cost estimate of \$1.911 billion due to future claims and low levels of remaining contingency.	*Siemens has re-submitted a claim for \$149.7 million for delay damages. STT claims they promptly notified the Authority of its failure to provide access to the ASCs so that Systems Installation work could begin. TUO in denying all allegations. This claim supercedes and includes the scope of work of the previous claim of \$105 million.	*The Project is in the Construction Phase. *FTA accepted the use and installation of the non-compliant steel, provided that PRHTA assures that their financing is 100% covered by local funding. *The State Emergency and Disaster Management Agency has been designated as the State Oversight Agency for Fixed Guideway Systems. *FTA requested that the Tren Urbano Organization (TUO) provide an Action/Recovery Plan to correct 10 items of concern. *FTA will continue to withhold funding for the Project until Tren Urbano Organization submits requested elements of a Recovery Plan. *The lack of final drawings "Conditionally Approved" continues to add to the Project's various problems. Not having final designs this late into the Project is unacceptable. *TUO has provided an Integrated Master Schedule to the PMOC for review. It does not have Siemens concurrence. *Progress on the assembly of the vehicles continues at an increasing pace, with most of the labor and materials shortages now under control. *Siemens has recently reorganized its staff. This will hopefully correct any previous management problems.

DATE	PROJECT	FTA EST. COST	FED. SHARE	SCHEDULE	PROCUREMENT ISSUES	TECHNICAL ISSUES	BUDGET	LEGAL ACTIONS	OTHER
Sep-01	SEATTLE LINK Light Rail Transit Service (MOS I) <i>*(FFGA awarded - 01/01- Revised FFGA submittal to FTA is anticipated in 02/02)</i>	*Baseline Cost Estimate - (per 07/01 report) \$2.6 billion *Current Cost Estimate - \$2.1 billion	*Original Federal Share - \$500 million *Current Federal Share - \$500 million	*ROD - 11/09 (Anticipated) *The Agency One-World Financial Management System is behind schedule. An independent consultant is evaluating the full viability of this system. *The development of an Agency Project Control Division is in process, but is developing slowly. *FFGA schedule is not achievable. This has been made clear to the Board. *Terminal construction plans have been delayed. Light rail cannot be accepted until 2012. The priority segment includes the airport. Schedules could be incompatible by as much as 4 yrs., necessitating an interim southern terminus. *There is no assurance that FTA guidelines will issue a Letter of No Prejudice (LONP) permitting construction in advance of approval of the FFGA.	*With the new priority segment, vehicle procurement could become schedule critical.	*The old rail will be replaced in the Downtown Seattle Transit Tunnel (DSTT). *If the Northgate segment is added, approx. 32 additional vehicles will be required. Vehicle requirements for the new priority segment are yet to be determined. *Use of the DSTT for rail only will require significant planning to mitigate the impact of the current tunnel bus traffic being displaced to surface streets. LINK is now looking into the possibility of shared bus and rail use.	*Right-of-Way cost estimates are significantly higher than the FFGA Baseline Estimate. *FFGA Project cost is not achievable. This has been made clear to the Board. *The DOT IG Interim Report has recommended that the FY 2001 and 2002 appropriations be withheld. *Agency Progress Reports lack appropriate cost reports. *The current Financial Plan for the initial segment assumes the same \$500 million Federal share requested from the previous FFGA. There is no assurance from FTA that this share will be carried over. *Real estate costs are above those shown in the previous FFGA. *If FTA decides that a new and formal environmental process is required, it is likely that the length of the process will negate the possibility of receiving a FY2003 appropriation.	*Modern Transit Constructors (MTC) had filed a \$400,000 claim against Sound Transit. In 07/01, the Board approved a contract amendment to MTC for approx. \$380,000 to close out all outstanding payments. This action has brought closure to the MTC claims. *The interim Link Project Director has resigned. The Systems Engineering Director is acting. *Current instability, caused by voids in leadership may place the schedule and budget at further risk. *Reorganization of LINK has eliminated the position of Chief Engineer. PMOC considers this an essential position. *The Tunnel Transfer Agreement with King County will be reviewed due to the significant shift in ROD. This will likely result in a cost increase. *The Agency lacks the QA Oversight Office recommended in 05/99. *Ownership of the Downtown Seattle Transit Tunnel is yet to be determined. *A revised FFGA will likely be submitted to FTA following Board identification of an MOS associated with the "initial segment". *Total Agency Capacity and Capability is being re-assessed due to significant organizational changes and key position turnover. A number of key management positions remain vacant. Several previously vacant positions have been filled by individuals holding two positions. *LINK must develop an integrated PMP that is compatible with the Sound Move Program Management Plan.	*A comprehensive Project Cost, alignment refinements, re-start of Final Design contracts, ridership study, and new Third Party Agreements will be required for the priority segment. *LINK has implemented an Electronic Document Management System (EDMS). *The interim Link Project Director has resigned. The Systems Engineering Director is acting. *Current instability, caused by voids in leadership may place the schedule and budget at further risk. *Reorganization of LINK has eliminated the position of Chief Engineer. PMOC considers this an essential position. *The Tunnel Transfer Agreement with King County will be reviewed due to the significant shift in ROD. This will likely result in a cost increase. *The Agency lacks the QA Oversight Office recommended in 05/99. *Ownership of the Downtown Seattle Transit Tunnel is yet to be determined. *A revised FFGA will likely be submitted to FTA following Board identification of an MOS associated with the "initial segment". *Total Agency Capacity and Capability is being re-assessed due to significant organizational changes and key position turnover. A number of key management positions remain vacant. Several previously vacant positions have been filled by individuals holding two positions. *LINK must develop an integrated PMP that is compatible with the Sound Move Program Management Plan.
Sep-01	ST. LOUIS St. Clair Extension (MetroLink Phase 2A) <i>*(FFGA awarded - 10/17/96, Federal funding commitment is completed.)</i>	*Baseline Cost Estimate - \$339.2 million *Current Cost Estimate - \$339.2 million	*Original Federal Share - \$244 million <i>*(Original New Starts Share - \$244 million)</i> *Current Federal Share - \$244 million <i>*(Current New Starts Share - \$244 million)</i>	*Original ROD - 09/30/01 *Current ROD - 05/07/01 (Revenue operations have commenced. However, some essential portions of the systems are not yet fully operational.)	*LRV 3023 and 3024 have experienced problems with door motors. *LS2 contractor must now perform dredging that COE was supposed to perform. *Remediation is required for Line Sections 1, 2 and 3. Problems were experienced with some of the materials received for the contract. Remediation activities will last for several months due to limited work hours. BSDA reached agreement with the contractor to complete the balance of the work.	*Possible cost savings on the project. BSDA has identified several capital contingency projects that could utilize the remaining contingency. *There is the potential for impact on the budget due to pending contractor claims and completion of real estate settlement activities. *The additional purchased vehicles will be locally funded. *The agreement BSDA reached with the contractor of Line Segments 1, 2 and 3 will result in change orders for a credit of \$1.1 million.	*BSDA is pursuing reimbursement from COE for dredging COE was supposed to perform. BSDA had to dredge. *Signal Communications contractors are planning to file claims. BSDA is negotiating. *BSDA is scheduled to go to jury trial on some of the condemned properties in 12/01. *The LS1 contractor submitted a claim for \$1.45 million in 03/00. BSDA has denied the claim, and received a new proposal for claims negotiation from the contractor in 05/01. BSDA expects to work out a change order with the contractor.	*The bill designating the St. Clair County Transit District (SCCTD) as the State Safety Oversight Agency has passed both the State Senate and House and has been sent to the Governor for signing. *The Project is in the Construction Phase. *FTA informed Congress in 12/99 that to the FFGA to provide an amendment to the FFGA to provide an additional \$60 million in New Starts funds for construction of Phase 2B. However, the House Appropriations Committee has directed the FTA not to execute the amendment.	
	St. Clair Extension (MetroLink Phase 2B) <i>*(FTA did not recommend funding. Congressional action is pending.)</i>	*Baseline Cost Estimate - \$75 million *Current Cost Estimate - \$75 million	*Original Federal Share - None *Current Federal Share - None	*ROD - 05/26/03	*BSDA has revised the trackwork layout to eliminate the third track at Shiloh-Scott Station.	*There is currently no Federal participation in this project. However, a Letter of No Prejudice (LONP) is in effect through 08/30/04. *\$0.25 million has been saved due to the elimination of the third track at Shiloh-Scott Station. *There is sufficient state and local funding to complete design, buy real estate and perform the con-	*Trial dates will be established in 09/01 for settlement of two ROW properties. *There is currently no Federal participation in this project. However, a Letter of No Prejudice (LONP) is in effect through 08/30/04. *\$0.25 million has been saved due to the elimination of the third track at Shiloh-Scott Station. *There is sufficient state and local funding to complete design, buy real estate and perform the con-		

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Sep-01	WASHINGTON, D.C. Washington Metropolitan Area Transit Authority Project <i>*(Mixed Funding)</i>	*Baseline Cost Estimate - \$2.1 billion *Current Cost Estimate - \$2.4 billion	*Original Federal Share - \$1.3 billion *Current Federal Share - \$1.3 billion	*ROD - 06/29/97 (Blue Line) (Revenue operations have commenced) *ROD - 07/25/98 (Red Line) (Revenue operations have commenced) *ROD - 09/18/99 (Green Line - M/E Rt.) (Revenue operations have commenced) *ROD - 01/13/01 (Green Line -O/F Rt.) (Revenue operations have commenced) *ROD - 10/02 (Branch Avenue) *Rail car procurement is significantly behind schedule (57 weeks).	*Property acquisition is behind schedule, but this is not anticipated to effect the overall schedule.			*The U.S. District Court has ruled in favor of WMATA regarding the lawsuit filed by a contractor. That court has also denied the contractor's motion for a new trial. The contractor is now appealing the jury's verdict to the U.S. Court of Appeals for the District of Columbia.	*PMOC feels that WMATA must place a higher priority on increasing QA/QC staffing.
	Washington Metropolitan Area Transit Authority Project (Largo Extension) <i>*(FFGA awarded - 12/00)</i>	*Baseline Cost Estimate - \$433.9 million *Current Cost Estimate - \$433.9 million	*Original Federal Share - \$260.3 million *Current Federal Share - \$260.3 million	*ROD - 12/31/04 (Projected)					*The Office of Extensions is proceeding with efforts to update the PMP. *This portion of the Project is in the Final Design Phase.
	Washington Metropolitan Area Transit Authority Project (Infrastructure Renewal Program) <i>*(Mixed Funding)</i>	*Baseline Cost Estimate - (per 06/01 report) \$9.8 billion *Current Cost Estimate - (As of 06/01) \$9.8 billion	*Original Federal Share - (per 06/01 report) Not noted. *Current Federal Share - (As of 06/01) Not noted.	*FINISH DATE - 12/05 (Car Rehab.) *FINISH DATE - 01/03 (Elev. Rehab.) *FINISH DATE - 04/05 (Esc. Rehab.) *FINISH DATE - 12/02 (Esc. Canopies)		*The rail cars at AAI and Greenbelt will require modifications and retrofit to correct non-compliance issues and deficiencies discovered during initial tests. *There are several unresolved technical, Quality Assurance and, reliability issues concerning the rail cars. On-going technical difficulties with dynamic braking and side door operation have prevented WMATA from maintaining all 8 cars in revenue service. WMATA has recently ceased accepting any additional cars until the level of operational reliability has improved.		*This portion of the Project was last cited separately from the main Project in the 06/01 report. *There is concern that the continued delay in delivery of the 5000 series rail cars will have a serious long-term impact on the reliability and availability of WMATA's rail fleet. *WMATA has been forced to make major changes to its fleet management strategy in the area of vehicle maintenance in order to compensate for increased ridership and lack of availability of rail cars for revenue service.	
	Washington Metropolitan Area Transit Authority Project (Dulles Corridor Rapid Transit Project)	*Baseline Cost Estimate - (per 06/01 report) \$253 million *Current Cost Estimate - (As of 06/01) \$253 million	*Original Federal Share - (per 06/01 report) Not noted. *Original Federal Share - (As of 06/01) Not noted.	*ROD - 2005 (Bus Rapid Transit) *ROD - 2006 (Metrorail/BRT Phase) *ROD - 2010 (Metrorail Phase)					*This portion of the Project was last cited separately from the main Project in the 06/01 report. *FFGA has not yet been negotiated. *The Project is in the Preliminary Engineering Phase.



Memorandum

**U.S. Department
of Transportation**

**Federal Transit
Administration**

Subject: Comments on Draft Report: Summary Information
Regarding the Status of Major Transit Capital
Projects

Date: January 7, 2002

From: Jennifer L. Dorn
Administrator

Reply to
Attn of:

To: Alexis M. Stefani
Assistant Inspector General for Auditing

Thank you for the opportunity to review your draft report on Summary Information Regarding the Status of Major Transit Capital Projects. In general, we agree with your findings and recommendations and are taking steps to implement them. Specifically, we are in the process of developing a management information system, which will address your recommendations and include additional information useful for tracking project status. In addition to tracking the progress of each project, this summary will allow us to identify issues that are common to a number of projects and take more systematic actions in response.

With respect to the findings and recommendations, we offer the following observations:

- Funding from Federal and Other Sources – You correctly note that the PMO reports do not generally contain information on funding from Federal and other sources. In general, the PMO reports focus on total project costs and schedules. As you know, a project that is governed by a Full Funding Grant Agreement must establish specific sources of funds prior to its execution. These sources rarely change. If there is a major change in the project that creates the need for additional non-federal funds, this information is captured in other documents, such as the annual obligation of

funds for the FFGA, as recorded in FTA's electronic grants management system (TEAM). Thus, we would not anticipate relying on the PMOs to generate this data.

- Cost and Schedule Information – We agree that PMO reports should include both baseline and current cost and schedule information. Based on your recommendation, we will ask our PMOs to include this information in future reports.
- Definition of “Current Costs” – We agree that the term “current costs” should refer to the most recent estimate of the capital costs of a project. Funds expended to date should also be reported, but does, in fact, represent a different concept. We will remind the PMOs of the proper definitions of these terms.
- Status of Issues – We agree that PMOs should report on the status of issues raised in prior reports. This will facilitate tracking of issues and assure that the resolution of these issues is fully documented. We will ask PMOs to include such information in future reports.
- Frequency of Reporting – You recommend that the summary information be prepared monthly. While information is provided by the PMOs monthly for each project with an FFGA, our goal is to be able to produce “near real-time” reports on an as-needed basis. We agree that the closer we can get to having real-time information in the system, the more useful the product will be for management decision-making. Therefore, we would appreciate the produced, once we are further along in the development process.

Again, thank you for the opportunity to comment on this draft report. The information included in the summary table is very useful, and will serve as an excellent model as we develop our information system. We look forward to working with you to continue to improve the management and oversight of our major projects.