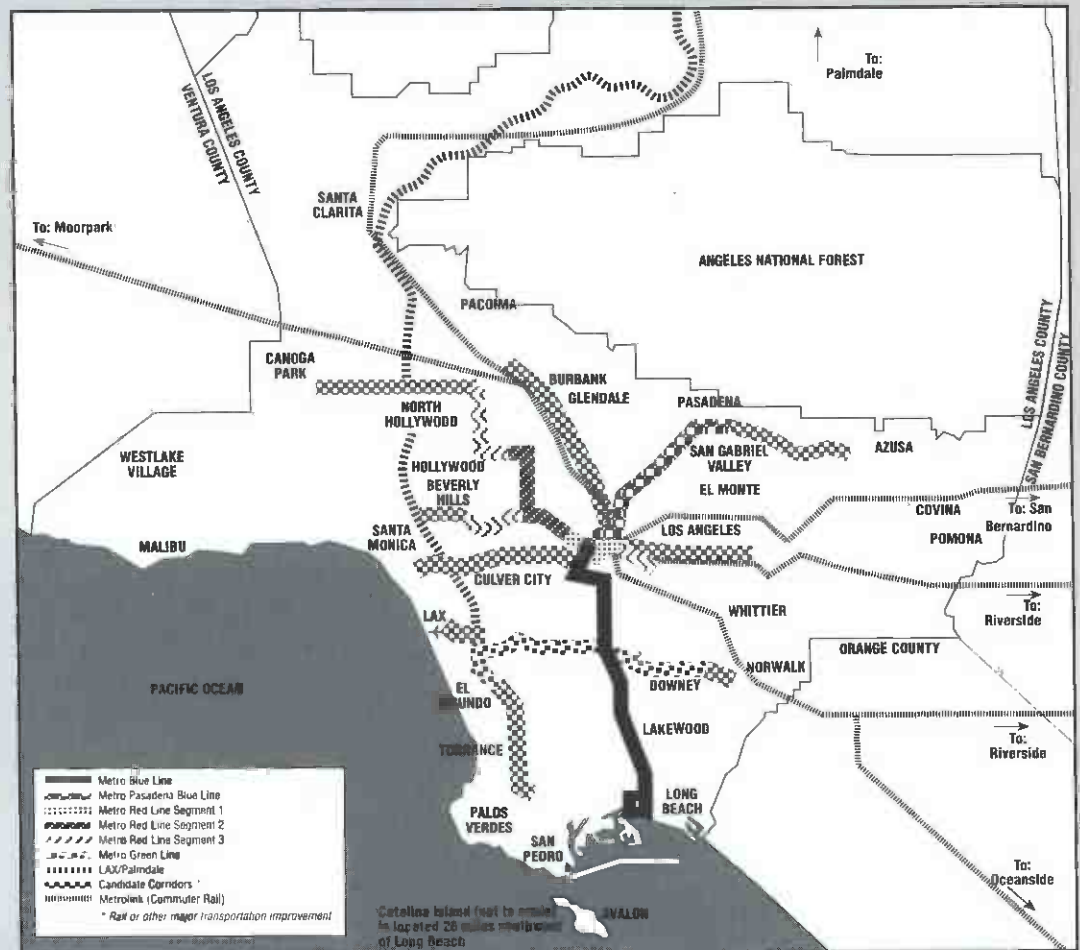


# RAIL CONSTRUCTION CORPORATION



## Executive Report Rail Program Status



Rail  
Construction  
Corporation

## **RAIL PROGRAM STATUS SUMMARY**

## RAIL PROGRAM STATUS SUMMARY

|  |                           |                            |      |
|--|---------------------------|----------------------------|------|
| <b>Metro Red Line Segment 1</b>  |                           |                            |      |
| <b>Cost Status</b>   | (\$000)                   | <b>Project Progress</b>    |      |
| Original Budget  | 1,249,900                 | Design                     |      |
| Expended to Date   | 1,396,372*                | Actual:                    | 100% |
| Current Budget   | 1,450,019                 | Construction               |      |
| <b>Schedule Status</b>   |                           | Actual:                    | 99%  |
| Revenue Operations Date:   |                           |                            |      |
| Original   | April 1992                |                            |      |
| Actual   | January 1993              |                            |      |
| <b>Metro Red Line Segment 2</b>  |                           |                            |      |
| <b>Cost Status</b>   | (\$000)                   | <b>Project Progress</b>    |      |
| Original Budget  | 1,446,432                 | Design                     |      |
| Expended to Date   | 642,598*                  | Actual:                    | 99%  |
| Current Budget   | 1,511,681                 | Construction               |      |
| <b>Schedule Status:</b>  | Revenue Operations Dates: | Actual:                    | 35%  |
|  | Wilshire Vermont/Hlywd    |                            |      |
| Original   | Jul '96 Sep '98           |                            |      |
| Forecast   | Jul '96 Sep '98           |                            |      |
| <b>Metro Red Line Segment 3 - North Hollywood Extension</b>                |                           |                            |      |
| <b>Cost Status</b>   | (\$000)                   | <b>Project Progress</b>    |      |
| Original Budget  | 1,310,822                 | Design                     |      |
| Expended to Date   | 62,966*                   | Actual:                    | 70%  |
| Current Budget   | 1,310,822                 | Construction               |      |
| <b>Schedule Status</b>   |                           | Actual:                    | 0%   |
| Revenue Operations Date:   |                           |                            |      |
| Original   | 2000                      |                            |      |
| Forecast   | May 2000                  |                            |      |
| <b>Metro Red Line Segment 3 - Mid-City Extension</b>                       |                           |                            |      |
| <b>Cost Status</b>   | (\$000)                   | <b>Project Progress</b>    |      |
| Original Budget  | 490,663                   | Suspended for Reassessment |      |
| Expended to Date   | 7,042*                    | Design                     |      |
| Current Budget   | 490,663                   | Actual:                    | 27%  |
| <b>Schedule Status</b>   |                           | Construction               |      |
| Revenue Operations Date:   |                           | Actual:                    | 0%   |
| Original   | 1999                      |                            |      |
| Forecast   | 1999                      |                            |      |
| <b>Metro Green Line (Budget and Forecast excludes North Coast Segment)</b> |                           |                            |      |
| <b>Cost Status</b>   | (\$000)                   | <b>Project Progress</b>    |      |
| Original Budget  | 671,000                   | Design                     |      |
| Expended to Date   | 491,821 *                 | Actual:                    | 99%  |
| Current Budget   | 722,402                   | Construction               |      |
| <b>Schedule Status</b>   |                           | Actual:                    | 85%  |
| Revenue Operations Date:   |                           |                            |      |
| Original   | October 1994              |                            |      |
| Forecast   | May 1995                  |                            |      |

\* Expenditure data through Mar 1994

**RAIL PROGRAM STATUS SUMMARY****Metro Pasadena Blue Line****Cost Status (\$000)**

|                  |          |
|------------------|----------|
| Original Budget  | 841,000  |
| Expended to Date | 47,471 * |
| Current Budget   | 841,000  |

**Schedule Status:**

|                          |               |
|--------------------------|---------------|
| Revenue Operations Date: |               |
| Original                 | November 1997 |
| Forecast                 | June 1998     |

**Project Progress**

|                        |     |
|------------------------|-----|
| Final Design Actual:   | 60% |
| Overall Design Actual: | 71% |

|                      |            |
|----------------------|------------|
| Construction Actual: | Started 0% |
|----------------------|------------|

**Vehicle Acquisition Project****Cost Status (\$000)**

|                  |         |
|------------------|---------|
| Original Budget  | 254,000 |
| Expended to Date | 2,789 * |
| Current Budget   | 254,000 |

**Schedule Status:**

|                         |               |
|-------------------------|---------------|
| Delivery of Final Cars: |               |
| Original                | November 1997 |
| Forecast                | November 1997 |

**Project Progress**

|        |         |    |
|--------|---------|----|
| Design | Actual: | 0% |
|--------|---------|----|

|              |         |    |
|--------------|---------|----|
| Construction | Actual: | 0% |
|--------------|---------|----|

\* Expenditure data through Mar 1994

RAIL CONSTRUCTION CORPORATION  
PROJECT COST REPORT - TOTAL RAIL PROGRAM  
SUMMARY BY COST ELEMENT

STATUS DATE: 04/30/94

(IN THOUSANDS)

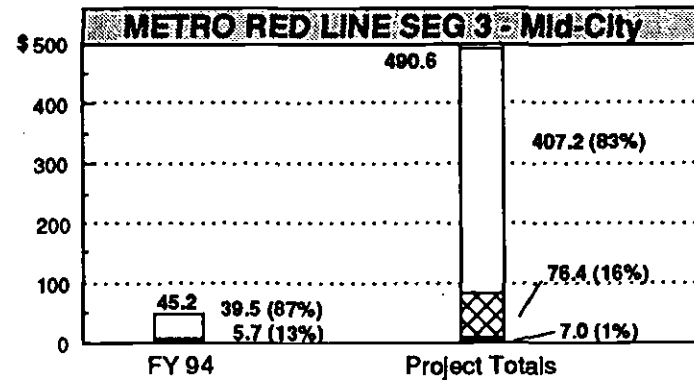
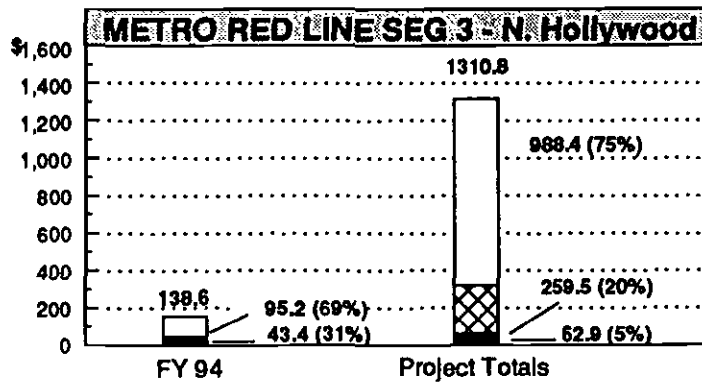
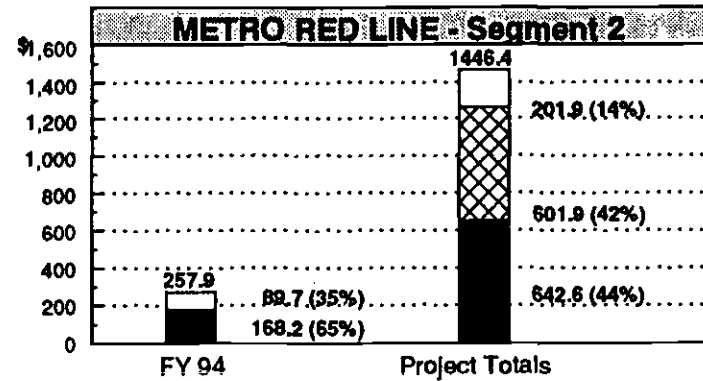
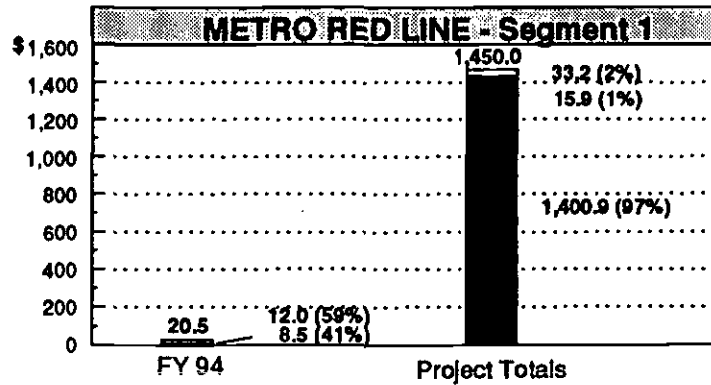
PROJECT: TOTAL RAIL PROGRAM

| ELEMENT<br>DESCRIPTION             | BUDGET          |                | COMMITMENTS   |                | INCURRED COST |                | EXPENDITURES  |                | CURRENT         | VARIANCE      |
|------------------------------------|-----------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|-----------------|---------------|
|                                    | ORIGINAL<br>(1) | CURRENT<br>(2) | PERIOD<br>(3) | TO DATE<br>(4) | PERIOD<br>(5) | TO DATE<br>(6) | PERIOD<br>(7) | TO DATE<br>(8) | FORECAST<br>(9) | (9-2)<br>(10) |
| T CONSTRUCTION                     | 4,523,136       | 4,710,768      | 39,676        | 3,065,483      | 34,847        | 2,042,824      | 36,543        | 1,979,923      | 4,655,003       | (55,765)      |
| S PROFESSIONAL SERVICES            | 1,469,230       | 1,750,465      | (536)         | 1,336,701      | 12,939        | 1,073,871      | 12,943        | 1,071,447      | 1,781,092       | 30,626        |
| R REAL ESTATE                      | 453,432         | 517,647        | 12,447        | 309,254        | 15,426        | 304,532        | 16,197        | 305,212        | 514,716         | (2,932)       |
| F UTILITY/AGENCY<br>FORCE ACCOUNTS | 132,187         | 140,136        | (3,236)       | 113,203        | 3,296         | 84,913         | 3,296         | 84,393         | 138,684         | (1,453)       |
| D SPECIAL PROGRAMS                 | 11,044          | 20,870         | 54            | 6,282          | 147           | 2,527          | 147           | 2,527          | 21,709          | 839           |
| C CONTINGENCY                      | 464,255         | 289,116        | 0             | 0              | 0             | 0              | 0             | 0              | 344,749         | 55,633        |
| A PROJECT REVENUE                  | (18,115)        | (36,395)       | 0             | (820)          | 0             | (6,399)        | (1,312)       | (7,711)        | (35,746)        | 649           |
| PROJECT GRAND TOTAL                | 7,035,169       | 7,392,609      | 48,406        | 4,830,104      | 66,657        | 3,502,269      | 67,815        | 3,435,791      | 7,420,207       | 27,598        |

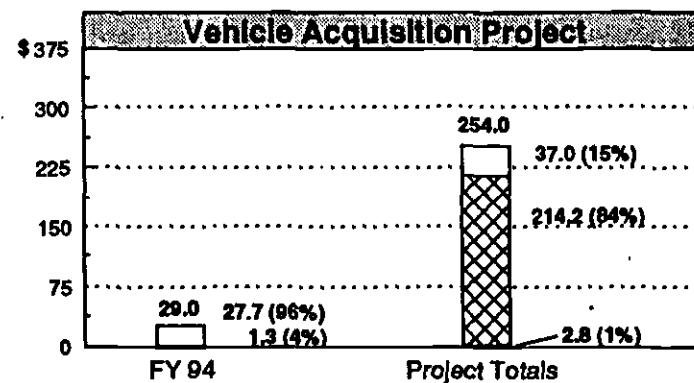
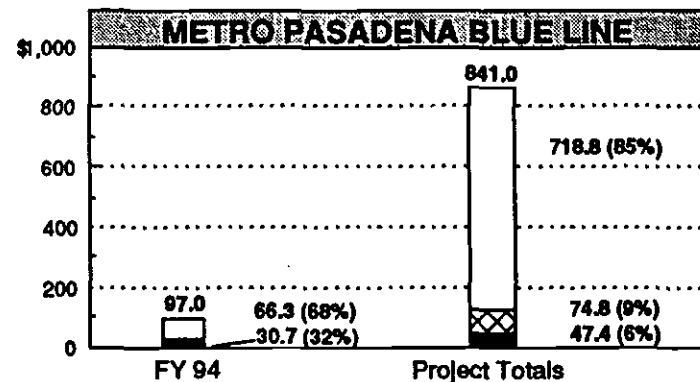
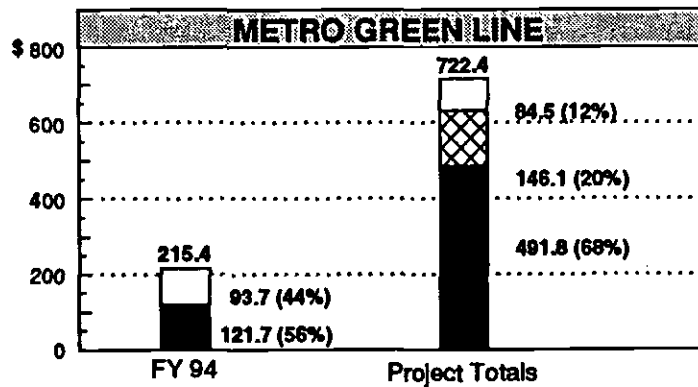
| NEW REQUIREMENTS<br>DESCRIPTION    | BUDGET          |                | COMMITMENTS   |                | INCURRED COST |                | EXPENDITURES  |                | CURRENT         | VARIANCE      |
|------------------------------------|-----------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------|-----------------|---------------|
|                                    | ORIGINAL<br>(1) | CURRENT<br>(2) | PERIOD<br>(3) | TO DATE<br>(4) | PERIOD<br>(5) | TO DATE<br>(6) | PERIOD<br>(7) | TO DATE<br>(8) | FORECAST<br>(9) | (9-2)<br>(10) |
| T CONSTRUCTION                     | 0               | 55,024         | 7,608         | 43,129         | 0             | 18             | 0             | 0              | 45,758          | (9,266)       |
| S PROFESSIONAL SERVICES            | 0               | 8,225          | 13            | 4,533          | 46            | 4,055          | 46            | 4,055          | 8,564           | 339           |
| R REAL ESTATE                      | 0               | 0              | 0             | 1              | 4             | 0              | 4             | 0              | 0               | 0             |
| F UTILITY/AGENCY<br>FORCE ACCOUNTS | 0               | 0              | 0             | 0              | 0             | 0              | 0             | 0              | 0               | 0             |
| D SPECIAL PROGRAMS                 | 0               | 0              | 0             | 43             | 0             | 14             | 0             | 14             | 20              | 20            |
| C CONTINGENCY                      | 0               | 2,000          | 0             | 0              | 0             | 0              | 0             | 0              | 13,139          | 11,139        |
| A PROJECT REVENUE                  | 0               | 0              | 0             | 0              | 0             | 0              | 0             | 0              | 0               | 0             |
| NEW REQ. SUBTOTAL                  | 0               | 65,249         | 7,621         | 47,706         | 51            | 4,087          | 51            | 4,069          | 67,481          | 2,232         |
| PROJECT GRAND TOTAL                | 7,035,169       | 7,457,857      | 56,027        | 4,877,811      | 66,708        | 3,506,356      | 67,866        | 3,439,860      | 7,487,688       | 29,830        |

This report includes total project costs for the Metro Blue Line of \$877,271.

**BUDGET STATUS - April 29, 1994**  
(in \$ Millions)

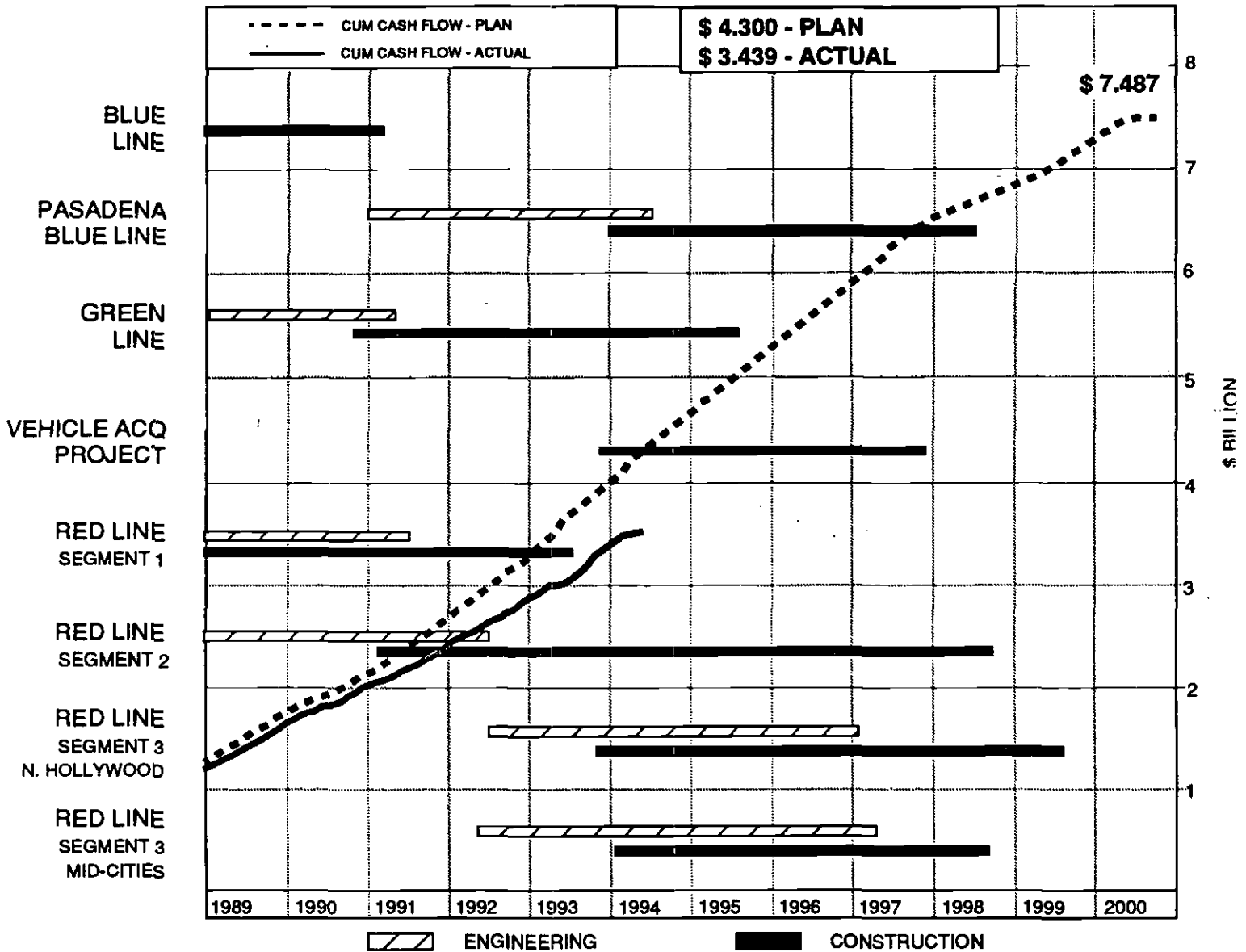


**BUDGET STATUS - April 29, 1994**  
(In \$ Millions)



Actual Spent
  Encumbered
  Remaining Budget

Figure 1 - Rail Construction Plan





## RAIL CONSTRUCTION FUNDING SOURCES

(IN MILLIONS)

|                                  | METRO BLUE LINE* |     | PASADENA BLUE LINE |     | METRO GREEN LINE |     | METRO RED SEG 1** |     | METRO RED SEG 2 |     | METRO RED LINE SEG 3 - NH |     | METRO RED LINE SEG 3 - MC |     | VEHICLE ACQUISITION PROJECT |     | TOTAL PROGRAM |     |
|----------------------------------|------------------|-----|--------------------|-----|------------------|-----|-------------------|-----|-----------------|-----|---------------------------|-----|---------------------------|-----|-----------------------------|-----|---------------|-----|
|                                  | \$               | %   | \$                 | %   | \$               | %   | \$                | %   | \$              | %   | \$                        | %   | \$                        | %   | \$                          | %   | \$            | %   |
| FTA-SECTION 3                    |                  |     |                    |     |                  |     | 805.3             | 42  | 867.0           | 44  | 681.0                     | 52  | 242.6                     | 49  | 18.0                        | 7   | 2213.9        | 30  |
| ISTEA-FED SURFACE TRANSIT PROG   |                  |     |                    |     | 7.431            | 1   |                   |     |                 |     | 25.0                      | 2   | 55.4                      | 11  | 84.0                        | 33  | 171.8         | 2   |
| FLEXIBLE CONGESTION RELIEF       |                  |     |                    |     |                  |     |                   |     |                 |     |                           |     | 26.0                      | 5   |                             |     | 26.0          | 0   |
| FTA-SECTION 9                    |                  |     |                    |     |                  |     | 90.8              | 8   |                 |     |                           |     |                           |     |                             |     | 90.8          | 1   |
| STATE                            |                  |     | 337.8              | 40  | 106.4            | 15  | 210.3             | 15  | 185.1           | 12  | 190.0                     | 14  | 72.3                      | 15  | 33.6                        | 13  | 1135.5        | 15  |
| SB 1995 TRUST FUND               |                  |     |                    |     |                  |     |                   |     |                 |     | 53.0                      | 4   |                           |     |                             |     | 53.0          | 1   |
| PROPOSITION A                    | 877.2            | 100 |                    |     | 205.1            | 28  | 179.5             | 12  | 440.3           | 29  |                           |     |                           |     |                             |     | 1702.1        | 23  |
| TRANSIT ENHANCEMENT (PROP AC)    |                  |     |                    |     |                  |     |                   |     | 59.3            | 4   |                           |     |                           |     |                             |     | 59.3          | 1   |
| PROPOSITION C                    |                  |     | 503.2              | 60  | 397.0            | 55  |                   |     |                 |     | 344.7                     | 26  | 94.4                      | 19  | 118.4                       | 47  | 1457.7        | 20  |
| AMERICAN DISABILITY ACT (PROP C) |                  |     |                    |     | 6.4              | 1   |                   |     | 5.9             | 0   |                           |     |                           |     |                             |     | 12.3          | 0   |
| CITY OF LOS ANGELES              |                  |     |                    |     |                  |     | 34.0              | 2   | 98.0            | 6   |                           |     |                           |     |                             |     | 130.0         | 2   |
| BENEFIT ASSESSMENT               |                  |     |                    |     |                  |     | 130.3             | 9   | 58.0            | 4   | 17.1                      | 1   |                           |     |                             |     | 205.4         | 3   |
| COST OVERRUN ACCOUNT             |                  |     |                    |     |                  |     | 200.1             | 14  |                 |     |                           |     |                           |     |                             |     | 200.1         | 3   |
| CITY OF PASADENA                 |                  |     |                    |     |                  |     |                   |     |                 |     |                           |     |                           |     |                             |     |               |     |
| TOTAL                            | 877.2            | 100 | 841.0              | 100 | 722.4            | 100 | 1450.1            | 100 | 1511.8          | 100 | 1310.8                    | 100 | 490.7                     | 100 | 254.0                       | 100 | 7457.8        | 100 |

\* CONSISTS OF LIGHT RAIL LINE (\$847) AND MC-5 WORK (\$30).

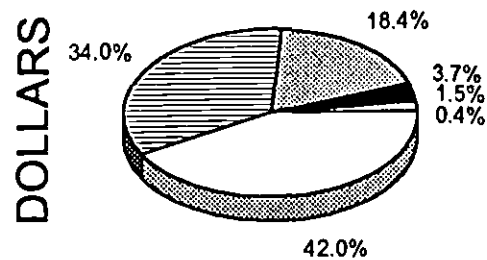
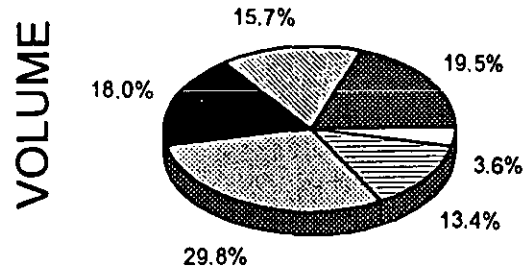
\*\* LRT PORTION INCLUDED IN BLUE LINE FORECAST.

Note: Data reflects current budget.

# CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 04/30/94

## COST LEVEL

Total: \$71 Million

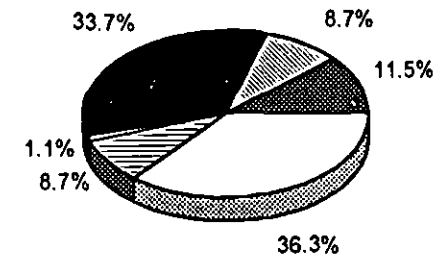
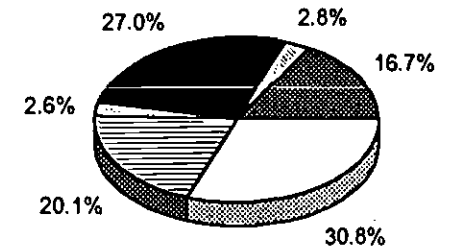


## Legend

| Cost Range  |  | Basis                |
|-------------|--|----------------------|
| \$ 0-10K    |  | WORK SCOPE CHANGES   |
| 10-25K      |  | SCHEDULE CHANGES     |
| 25-50K      |  | DIFFERING CONDITIONS |
| 50-200K     |  | ADMINISTRATIVE       |
| 200K-1 MIL  |  | DESIGN CHANGES       |
| ABOVE 1 MIL |  | MANAGEMENT ISSUES    |

## BASIS

Total: 389



**MILES**

30 —

20 —

10 —

0 —

**ENGINEERING/ DESIGN**

**CONSTRUCTION**

**TESTING**

**OPERATION**

**25.6 Miles**

**12.0**  
Seg 3

**13.6**

**6.7 Miles**

**6.7**  
Seg 2

**20.0 Miles**

**20**

**26.4 Miles**

**4.4**

**22**

**M**  
METRO

**Pasadena Line**

**Red Line Seg 2**

**Green Line**

**Red Line Seg 1**

**Red Line Seg 3**

**Blue Line**

TOTM 7.DRW

**REAL ESTATE****Figure 3 - Real Estate Acquisition Status Summary**

|                      | Number of<br>Parcels | Number of<br>Parcels<br>Available | Parcels Not<br>Available<br>(on Schedule) | Parcels Not Available<br>(Behind Schedule) |                  |
|----------------------|----------------------|-----------------------------------|---|--|------------------|
|                      |                      |                                   |   | Number                                     | Avg. Days Behind |
| Pasadena Blue Line   | 161                  | 7                                 | 154                                       | TBD*                                       | TBD*             |
| Green Line           | 39                   | 39                                | 0   | 0  | 0                |
| Red Line Seg 2       | 87                   | 80                                | 5   | 2  | 59               |
| Red Line Seg 3 NH    | 170                  | 30                                | 122                                       | 18**                                       | 77               |
| Red Line Seg 3 MC*** | 61                   | 0                                 | 54  | 7**  | 120              |

\* Due to project reschedule, need dates are under review.  
 \*\* All parcels on the critical path.  
 \*\*\* Reporting Suspended.

**MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS**

The corporate goals of the RCC include limitations on the percentage of total project costs which will be spent on project administration and on RCC/LACTC staff.

The RCC corporate goal for project administration costs is 20%. The current cost forecast data for project administration costs totals 24.2% which exceeds the corporate goal by 4.2%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.22% of total program costs, which just exceeds the 4% corporate goal by 0.22%. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

IN THOUSANDS

|                        | METRO BLUE LINE |         | METRO PASADENA BLUE LINE |         | METRO GREEN LINE |         | METRO RED LINE SEGMENT 1 |         | METRO RED LINE SEGMENT 2 |         | METRO RED LINE SEGMENT 3 NH |         | METRO RED LINE SEGMENT 3 MC |         | VEHICLE ACQUISITION PROJECT |         | TOTAL PROGRAM |         | CORP GOAL |
|------------------------|-----------------|---------|--------------------------|---------|------------------|---------|--------------------------|---------|--------------------------|---------|-----------------------------|---------|-----------------------------|---------|-----------------------------|---------|---------------|---------|-----------|
|                        | DOLLARS         | PERCENT | DOLLARS                  | PERCENT | DOLLARS          | PERCENT | DOLLARS                  | PERCENT | DOLLARS                  | PERCENT | DOLLARS                     | PERCENT | DOLLARS                     | PERCENT | DOLLARS                     | PERCENT | DOLLARS       | PERCENT |           |
| CONSTRUCTION           | 857,487         | 74.95%  | 508,351                  | 58.88%  | 482,981          | 68.24%  | 812,270                  | 58.11%  | 1,030,274                | 88.15%  | 789,713                     | 58.82%  | 334,300                     | 88.15%  | 232,370                     | 80.21%  | 4,838,758     | 84.82%  |           |
| REAL ESTATE            | 55,582          | 8.34%   | 74,308                   | 8.50%   | 28,047           | 3.81%   | 140,000                  | 9.88%   | 88,880                   | 5.75%   | 83,385                      | 6.35%   | 48,543                      | 9.89%   | 0                           | 0.00%   | 514,715       | 8.87%   |           |
| PROFESSIONAL SERVICES: |                 |         |                          |         |                  |         |                          |         |                          |         |                             |         |                             |         |                             |         |               |         |           |
| ENGINEERING/DES        | 69,587          | 7.93%   | 78,823                   | 8.88%   | 81,794           | 11.32%  | 221,859                  | 15.29%  | 148,254                  | 9.81%   | 88,259                      | 5.20%   | 35,706                      | 7.28%   | 7,825                       | 2.98%   | 709,507       | 9.48%   |           |
| CONSTR MGMT.           | 81,842          | 10.45%  | 72,185                   | 8.35%   | 72,337           | 10.01%  | 118,429                  | 8.03%   | 132,973                  | 8.80%   | 102,981                     | 7.84%   | 35,000                      | 7.15%   | 0                           | 0.00%   | 823,547       | 8.33%   |           |
| STAFF                  | 17,855          | 2.01%   | 34,472                   | 3.99%   | 27,807           | 3.82%   | 95,558                   | 6.59%   | 57,840                   | 3.83%   | 57,678                      | 4.39%   | 19,627                      | 4.00%   | 5,338                       | 2.07%   | 315,771       | 4.22%   | 4%        |
| OTHER                  | 14,222          | 1.62%   | 27,185                   | 3.14%   | 18,020           | 2.49%   | 32,871                   | 2.25%   | 23,748                   | 1.57%   | 36,127                      | 2.75%   | 10,836                      | 2.23%   | 0                           | 0.00%   | 182,880       | 2.18%   |           |
| SUBTOTAL               | 183,106         | 22.01%  | 210,444                  | 24.33%  | 189,758          | 27.05%  | 466,317                  | 32.16%  | 382,818                  | 24.00%  | 285,043                     | 20.19%  | 101,288                     | 20.84%  | 12,981                      | 5.03%   | 1,811,718     | 24.20%  | 20%       |
| CONTINGENCY            | 983             | 0.11%   | 70,897                   | 8.20%   | 9,175            | 1.27%   | 31,432                   | 2.17%   | 32,030                   | 2.12%   | 194,933                     | 14.85%  | 8,551                       | 1.34%   | 12,287                      | 4.78%   | 358,248       | 4.78%   |           |
| PROJECT REVENUE        | (29,877)        | -3.41%  |                          | 0.00%   | (5,569)          | -0.77%  |                          | 0.00%   | (300)                    | -0.02%  | 0                           | 0.00%   | 0                           | 0.00%   | 0                           | 0.00%   | (35,746)      | -0.48%  |           |
| GRAND TOTAL            | 877,271         | 100.00% | 885,000                  | 100.00% | 722,402          | 100.00% | 1,450,019                | 100.00% | 1,511,882                | 100.00% | 1,313,054                   | 100.00% | 490,883                     | 100.00% | 257,588                     | 100.00% | 7,487,889     | 100.00% |           |

NOTE: Data reflects Current Forecast.

RAIL CONSTRUCTION CORPORATION (RCC)  
PROJECT MANAGEMENT OVERSIGHT CONSULTANT  
ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the April Project Report submitted to RCC by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW - April 1994

No new items.

ONGOING

**Concern:** Roles and responsibilities for configuration management for the Pasadena Blue Line (PBL) between RCC, Engineering Management Consultant (EMC) and section designers are not clear.

**Action:** Review and verify configuration management roles and responsibilities.

**Status:** Recommended for RCC action.

**Concern:** The EMC should complete a Design Management Plan for the PBL Project.

**Action:** The PBL staff should direct the EMC to complete this management tool.

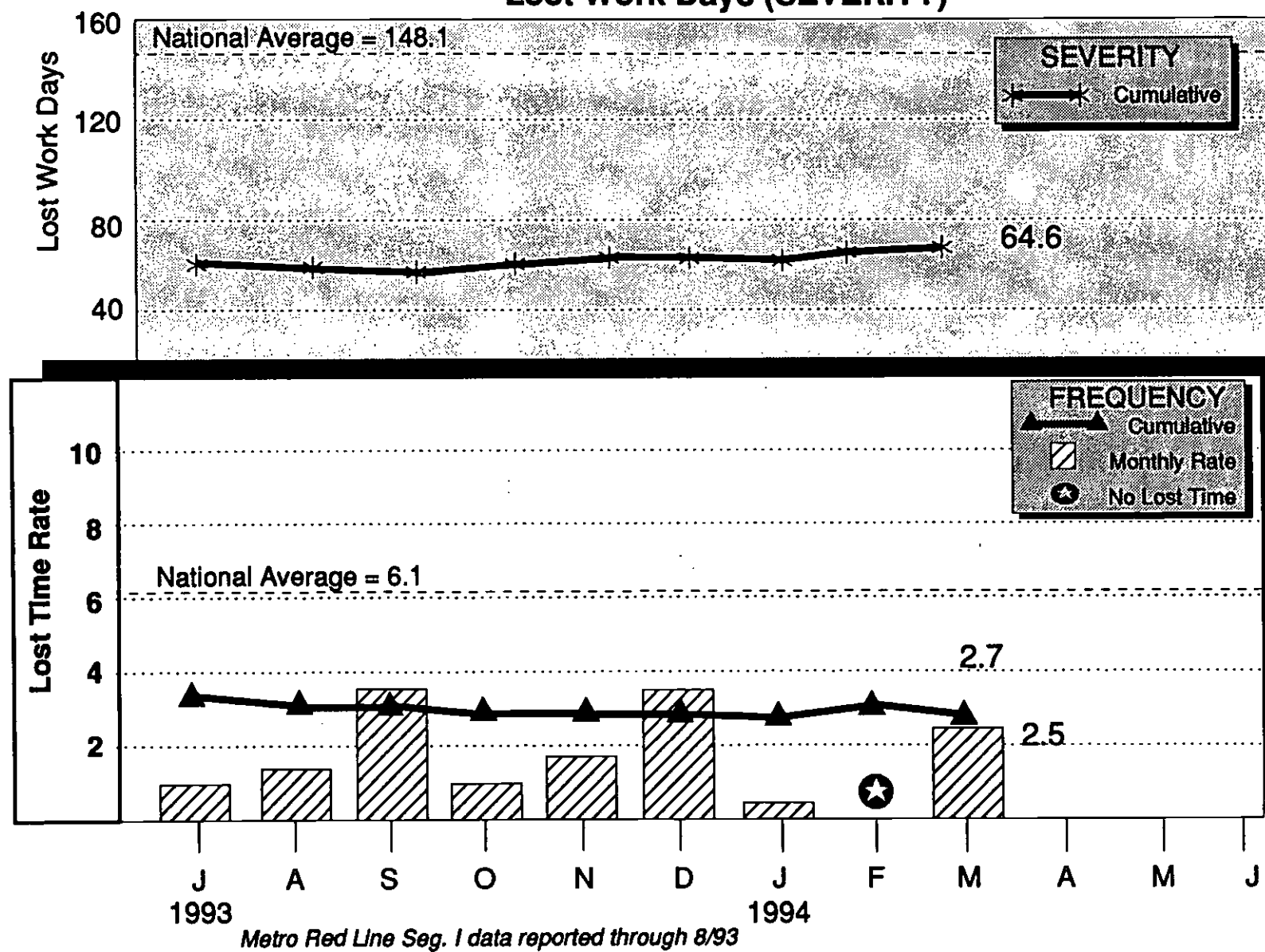
**Status:** Under RCC review.

RESOLVED

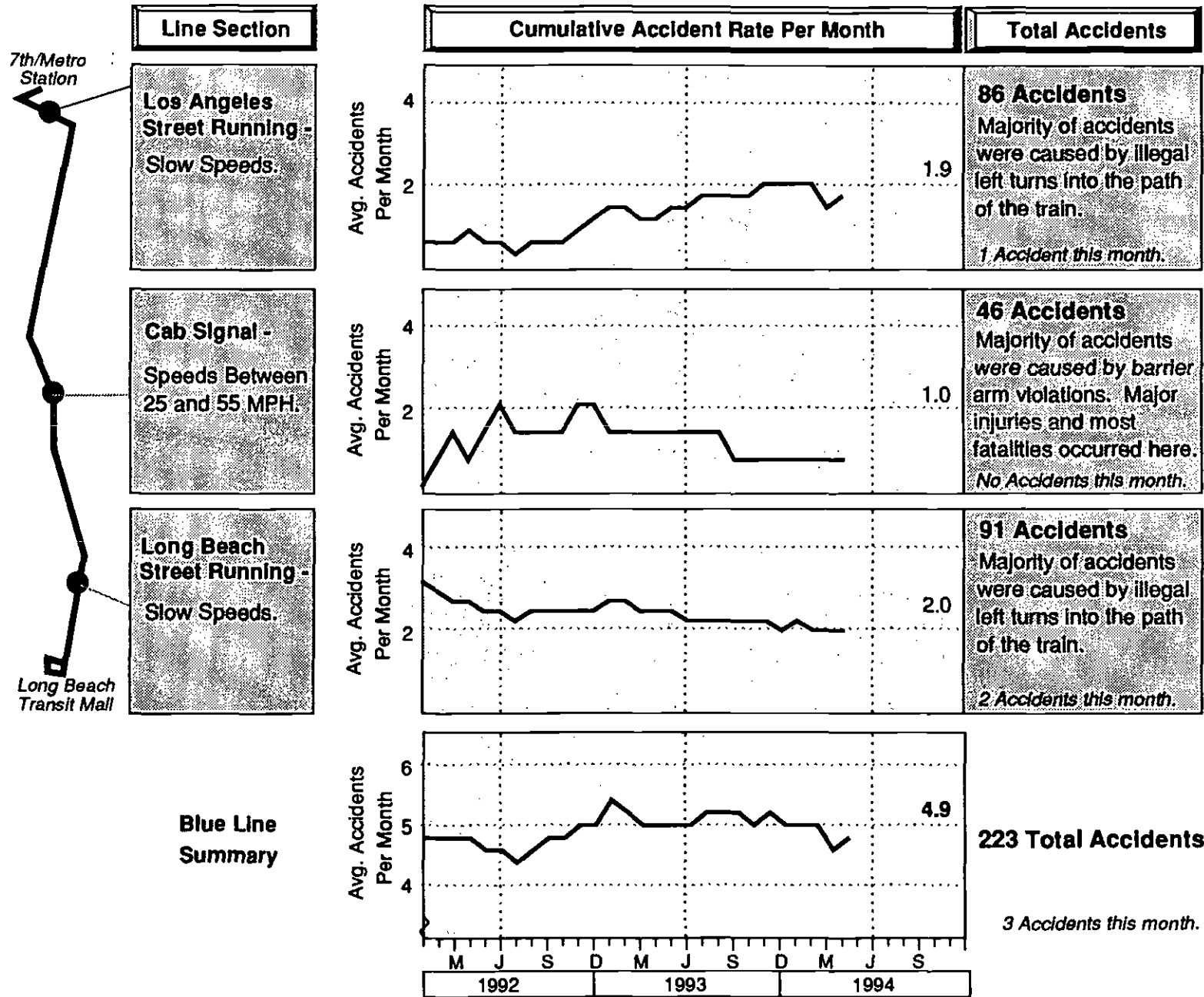
No newly resolved items.

# TOTAL PROGRAM

## Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



# METRO BLUE LINE GRADE CROSSING INCIDENT STATUS





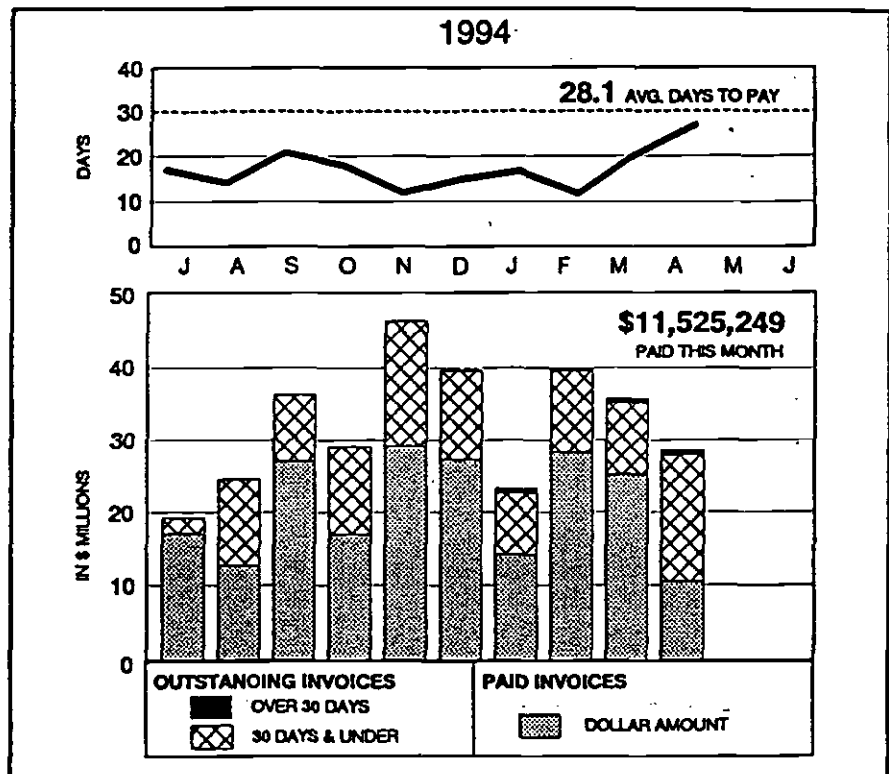
**INVOICE PROCESSING**

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 28.1 days.

- 37 invoices were paid this month for a total value of \$11,525,249.

- There were 26 outstanding Construction or Procurement invoices under 30 days old for \$18,485,465.

- There were 3 outstanding Construction or Procurement invoices over 30 days for \$876,144.

**Construction/Procurement Invoice Status**

Note: The average days to pay is the time from when the Resident Engineer approves a progress payment (invoice) to when Accounting issues a check for this invoice.

**OUTSTANDING INVOICES**

| Month    | Construction/Procurement Invoices |              |                    |              | Other Invoices     |              |                    |              |
|----------|-----------------------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|
|          | 30 Days and Under                 |              | Over 30 Days       |              | 30 Days and Under  |              | Over 30 Days       |              |
|          | Number of Invoices                | Dollar Value | Number of Invoices | Dollar Value | Number of Invoices | Dollar Value | Number of Invoices | Dollar Value |
| JAN 1994 | 21                                | 8,925,525    | 4                  | 861,540      | 67                 | 3,503,824    | 38                 | 1,558,885    |
| FEB 1994 | 22                                | 12,093,197   | 4                  | 366,214      | 60                 | 7,803,708    | 43                 | 809,244      |
| MAR 1994 | 17                                | 10,557,714   | 5                  | 740,388      | 59                 | 8,016,735    | 47                 | 556,334      |
| APR 1994 | 26                                | 18,485,465   | 3                  | 876,144      | 69                 | 9,138,002    | 30                 | 472,307      |

RAIL CONSTRUCTION CORPORATION  
 PRE CONTRACT STATUS SCHEDULE  
 SUMMARY LOOK AHEAD  
 90 Days  
 R82 Metro Red Line Segment 3

Page: 1

UPDATE:01-Jun-94

| Cont.<br>No. | Contractor/<br>Description               | Contract<br>Type | 85 % Design<br>Approval | IFB/RFP<br>Ready | Advertise<br>Date | Pre-Bid<br>Meeting | Bid<br>Opening | Bid Report<br>Complete | RCC Board<br>Approval | Comm.<br>Approval | Contracts Lead\Engineering Lead\Project Controls Lead |
|--------------|--|------------------|-------------------------|------------------|-------------------|--------------------|----------------|------------------------|-----------------------|-------------------|---|
| C0311        | Line Section: Univ. City to Station 638. | Unit             |                         |                  | 06/13/94          | 07/06/94           | 10/04/94       | 10/25/94               | 11/14/94              | 11/23/94          | Gatewood \Wilson \Williams                            |
| C0351        | North Hollywood Station                  | Unit             |                         |                  | 08/29/94          | 09/21/94           | 11/02/94       | 11/17/94               | 12/05/94              | 12/28/94          | Gatewood \Wilson \Williams                            |
| C0358        | North Hollywood Demolition               | Lump             |                         |                  | 07/11/94          | 07/27/94           | 08/16/94       | 08/23/94               | 09/12/94              | 09/28/94          | Mendoza \Wilson \Williams                             |

## EXECUTIVE SUMMARY

## COST STATUS (in millions)

- Current Budget \$841
- Current Forecast \$865 (A)

(A) Includes an estimated \$5 million in grant monies to be sought in FY 95 for the "Urban Greenways" Program and the additional administrative and escalation costs associated with the present forecasted ROD date of June, 1998. Both items are not included in the current budget.

## SCHEDULE STATUS

- Current Approved Revenue Operations Date November, 1997
- Forecast Revenue Operations Date June, 1998
- Design Progress
  - Final Design Progress - Actual 60%
  - Overall Design Progress - Actual 71%
- Construction Progress (B)
  - Los Angeles River Bridge Progress - Actual 03%
  - Overall Construction Progress - Actual < 01%

(B) Mobilization started on February 17, 1994. Notice to Proceed was given to Kiewit Pacific for Contract C6410, Los Angeles River Bridge.

## REAL ESTATE STATUS

| MONTH      | NUMBER OF PARCELS | PARCELS AVAILABLE | PARCELS NOT AVAILABLE (ON SCHEDULE) | PARCELS NOT AVAILABLE (BEHIND SCHEDULE) |                 |
|------------|-------------------|-------------------|-------------------------------------|---|-----------------|
|            |                   |                   |                                     | NUMBER                                  | AVG DAYS BEHIND |
| THIS MONTH | 161               | 7                 | 154                                 | TBD *                                   | TBD *           |
| LAST MONTH | 162               | 6                 | 156                                 | TBD                                     | TBD             |

\* Due to project reschedule, need dates are under review.

**EXECUTIVE SUMMARY (CONT'D)**

Final Design is continuing with receipt of the In-Progress submittals for Contracts H0080, Signs & Graphics, and Contract C6660, landscaping for Los Angeles River to Glenarm.

The MTA Art-for-Rail Program staff is working closely with the station artists. Presentations on station and artist concepts to MTA are continuing.

**AREAS OF CONCERN****ONGOING****Yard Site Location**

**Concern:** A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. Final design is on hold pending a decision on cost reduction measures for the yard.

**Action:** EMC and RCC are working to resolve engineering and budget issues related to the provision for an Elysian Park fire line access road, yard and shop design, and other operational issues.

**Status:** EMC has completed evaluation of value engineering design changes to reduce project costs. Negotiation of redesign costs is in progress. RCC is continuing discussions with Council office to consider provision of a future bikeway into Elysian Park.

**Catellus/Ratkovich Interface at LAUPT**

**Concern:** Location of the LRT terminus at Union Station involves interface with Catellus Corporation and Ratkovich Villanueva Partnership. The alignment, with roadway improvements proposed by Catellus, crosses Ratkovich interests at two locations along the Terminal Annex property.

**AREAS OF CONCERN (con't)**

**Action:** Negotiation of easement required with Ratkovich. Completion of Camera Ready design submittal is on hold.

**Status:** MTA/Catellus agreement has been executed. Ratkovich continues to be unwilling to negotiate without changes in the aerial structure design which requires redesign and additional right-of-way. MTA continues to work with LADOT and Kovre Engineers to resolve the Vignes Street design issues. A proposal to Ratkovich is in progress.

**Real Estate**

**Concern:** The Real Estate acquisition effort is behind schedule. In-Progress design includes additional parcels to be certified and acquired.

**Action:** The Pasadena Project team has facilitated bi-weekly Parcel Acquisition schedule meetings with LACMTA, EMC, and Real Estate personnel.

**Status:** Certifications are being completed. Appraisals are in progress. Acquisitions are to be expedited for the most critical contracts.

**Del Mar Station**

**Concern:** The north ticket vending machine area and confirmation of TPS and C&S building locations and configurations within the transportation center proposed by the City of Pasadena are the two aspects of the Del Mar park-and-ride facility that are delaying Contract C6500 Final Design. Discussion on the City's proposed transportation center is continuing.

**Action:** RCC is continuing discussions with the City and MTA bus operations on site development to provide direction to EMC for final station design.

**Status:** MTA Board approved purchase of Catellus' property at the Del Mar site. MTA has issued escrow instructions to Catellus. Follow-up station presentation planned for May. Design proceeding on C&S and TPS sites.

AREAS OF CONCERN (CONT'D)

**Sierra Madre Villa Station**

- Concern:** Evaluation of alternative Johnson and Johnson and Builders Emporium station sites is required over the original Space Bank site due to potentially serious hazardous material on property.
- Action:** The Real Estate department is completing appraisals on both station site alternatives. RCC is reviewing technical and environmental issues at station sites.
- Status:** Environmental site assessments are continuing at the Johnson & Johnson and Builder's Emporium station sites. SEIR issued for public review. Alternative traffic mitigations are under evaluation for FSEIR.

**Cornfield Yard**

- Concern:** The permanent LRT easement through Cornfield has been modified. Negotiations with local Southern Pacific representatives need to be concluded.
- Action:** Appraisals need to be re-evaluated and upper and lower vertical limits redefined.
- Status:** Discussions are continuing with senior Southern Pacific officials who have agreed to grant right of entry effective September 30, 1994. Appraisal is being re-evaluated with new offer to made to SPTC in May, 1994. Outlook for conclusion of negotiations looks favorable.

**NEW**

None.

**RESOLVED**

None.

**KEY ACTIVITIES - APRIL**

- Continued final design on C6420, LA River to Arroyo Seco line segment; C6440, Arroyo Seco to Del Mar line segment; C6450, Del Mar to Memorial Park line Segment; C6460, the 210 Freeway line segment bridge modifications; Trackwork and Systems.
- Final design continued on all stations and landscape contracts. Station presentations to RCC and community groups continuing.
- Completed initial seismic evaluation on C6390, Chinatown Aerial Structure.
- Completed seismic upgrade change order on C6410, LA River Bridge.
- Held public meetings on SEIR in Highland Park and Pasadena.
- Completed value engineering and cost reduction studies on C6400, Yard and Shop.
- Held contract bid opening for Contract C7300, Union Station East Wall. Evaluation of bids in progress jointly by RCC and SCRRA.

**KEY ACTIVITIES - PLANNED FOR MAY**

- Complete appraisal for Terminal Annex easement and submit offer to Ratkovich.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Hold Pre-Bid meeting on May 11 for C6430, Arroyo Seco Bridge Reconstruction.
- Prepare FSEIR document.
- Open escrow with Catellus for Del Mar Station site in Pasadena.

RCC  
Project: R05

RAIL CONSTRUCTION CORPORATION  
PASADENA BLUE LINE  
Project Cost by Element

Page: 1  
Report Date: 11-May-94  
Status Date: 29-Apr-94

(\$ x 000's)

|                       |                               | ----- Budget ----- |         | --- Commitments --- |         | --- Incurred Cost --- |         | ----- Expenditures ----- |         | Current  |          |
|-----------------------|-------------------------------|--------------------|---------|---------------------|---------|-----------------------|---------|--------------------------|---------|----------|----------|
| Description           |                               | Original           | Current | Period              | To Date | Period                | To Date | Period                   | To Date | Forecast | Variance |
|                       |                               | (1)                | (2)     | (3)                 | (4)     | (5)                   | (6)     | (7)                      | (8)     | (9)      | (9-2)    |
| T                     | Construction                  | 515,171            | 473,523 | 0                   | 41,452  | 1,332                 | 2,027   | 143                      | 837     | 487,376  | 13,853   |
| S                     | Professional Services         | 183,206            | 197,415 | (1,298)             | 72,080  | 2,833                 | 45,207  | 2,833                    | 45,207  | 201,281  | 3,866    |
| R                     | Real Estate                   | 68,100             | 72,308  | 70                  | 522     | 27                    | 173     | 27                       | 173     | 74,308   | 2,000    |
| F                     | Utility/Agency Force Accounts | 8,442              | 21,997  | 0                   | 7,792   | 6                     | 1,117   | 6                        | 1,117   | 21,975   | (23)     |
| D                     | Special Programs              | 3,377              | 4,402   | 25                  | 386     | 31                    | 137     | 31                       | 137     | 9,163    | 4,761    |
| C                     | Contingency                   | 62,705             | 71,355  | 0                   | 0       | 0                     | 0       | 0                        | 0       | 70,897   | (458)    |
| A                     | Project Revenue               | 0                  | 0       | 0                   | 0       | 0                     | 0       | 0                        | 0       | 0        | 0        |
| Project Grand Total : |                               | 841,000            | 841,000 | (1,203)             | 122,231 | 4,230                 | 48,661  | 3,040                    | 47,471  | 865,000  | 24,000   |

NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS - EXPENDITURES LAG ONE MONTH



RAIL CONSTRUCTION CORPORATION  
METRO RAIL PASADENA LINE PROJECT  
(IN THOUSANDS OF DOLLARS)

04-May-94

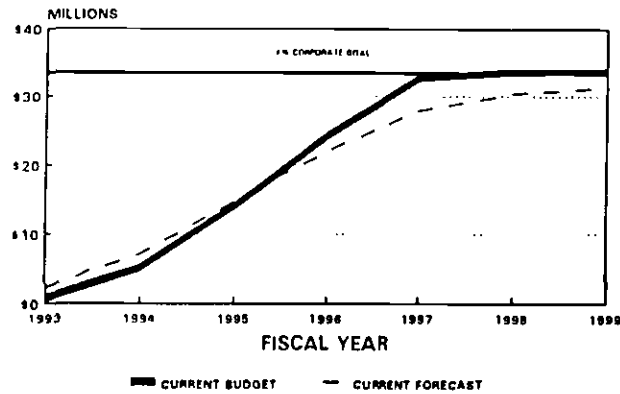
APRIL 94

## STATUS OF FUNDS BY SOURCE

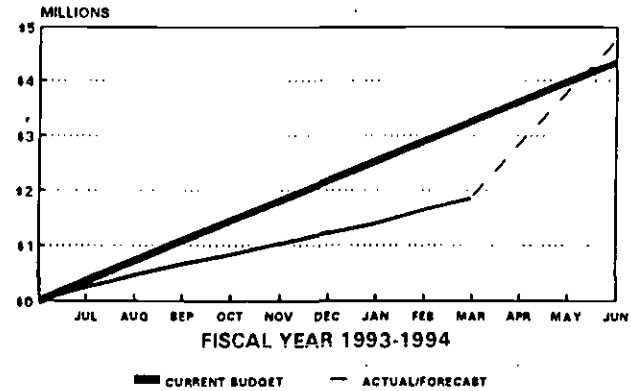
| SOURCE               | TOTAL<br>FUNDS<br>ANTICIPATED | TOTAL<br>FUNDS<br>AVAILABLE | COMMITMENTS |     | EXPENDITURES |     | BILLED TO SOURCE |     |
|----------------------|-------------------------------|-----------------------------|-------------|-----|--------------|-----|------------------|-----|
|                      |                               |                             | \$          | %   | \$           | %   | \$               | %   |
| STATE PROP 108       | \$21,200                      | \$0                         | \$0         | 0%  | \$0          | 0%  | \$0              | 0%  |
| STATE RAIL BOND      | \$316,600                     | \$0                         | \$0         | 0%  | \$0          | 0%  | \$0              | 0%  |
| PROP C (HIGHWAY 25%) | \$162,698                     | \$0                         | \$0         | 0%  | \$0          | 0%  | \$0              | 0%  |
| PROP C (40% DISC.)   | \$340,502                     | \$86,841                    | \$122,231   | 36% | \$47,471     | 14% | \$47,471         | 14% |
| TOTAL                | \$841,000                     | \$86,841                    | \$122,231   | 15% | \$47,471     | 6%  | \$47,471         | 6%  |

NOTES: EXPENDITURES ARE THROUGH MARCH 1994.

### AGENCY COSTS PASADENA LINE



### FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



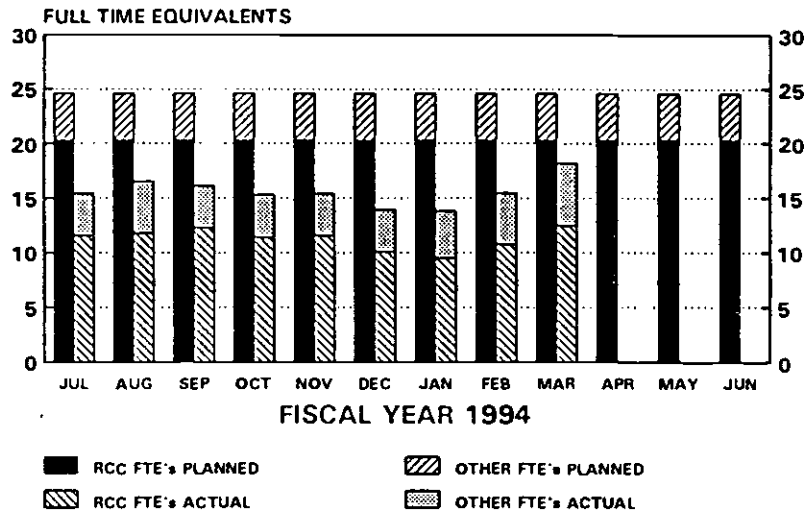
### PROJECT AGENCY COSTS PASADENA LINE (\$000)

|                      |            |
|----------------------|------------|
| TOTAL PROJECT BUDGET | \$ 841,000 |
| CURRENT BUDGET       | \$ 33,640  |
| CURRENT FORECAST     | \$ 31,354  |
| ACTUAL THROUGH FY 93 | \$ 2,342   |

### FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE (\$000)

|                     |          |
|---------------------|----------|
| CURRENT BUDGET      | \$ 4,347 |
| CURRENT FORECAST    | \$ 4,772 |
| BUDGET PLAN TO DATE | \$ 3,260 |
| ACTUAL TO DATE      | \$ 1,890 |

### RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'94 Budget

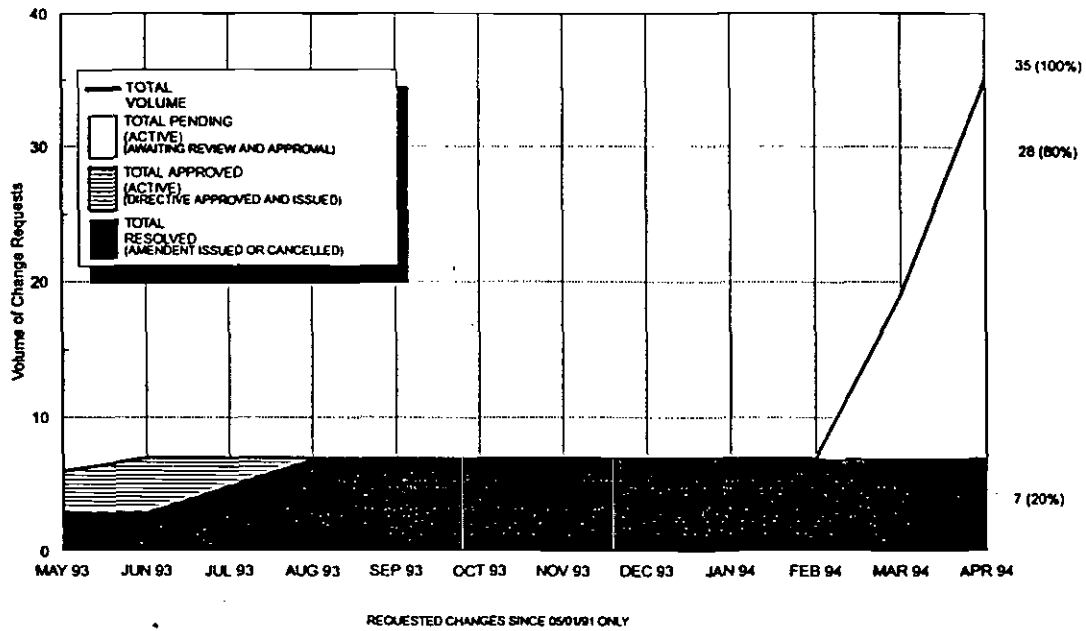
### PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

|                     |     |    |
|---------------------|-----|----|
| RCC FTE's PLANNED   |     | 21 |
| RCC FTE's ACTUAL    |     | 12 |
| OTHER FTE's PLANNED | (*) | 4  |
| OTHER FTE's ACTUAL  |     | 6  |
| TOTAL FTE's PLANNED |     | 25 |
| TOTAL FTE's ACTUAL  |     | 18 |

(\*) Other FTE's :

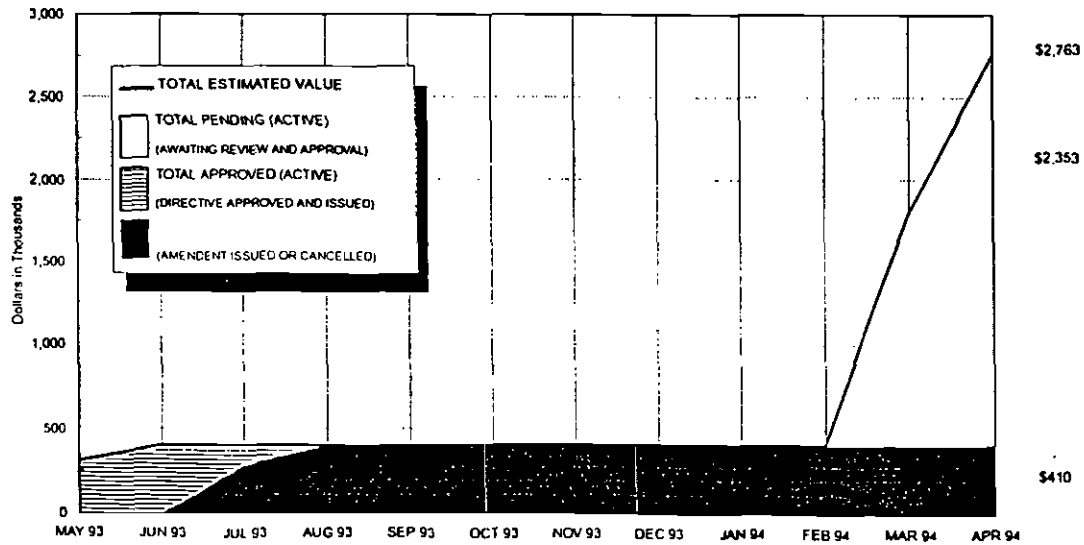
- Contract Compliance
- Minority Outreach
- Art Program
- Area Team
- Contract Accounting
- Risk Management
- Real Estate

CONSULTANT CONTRACT CHANGE SUMMARY  
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

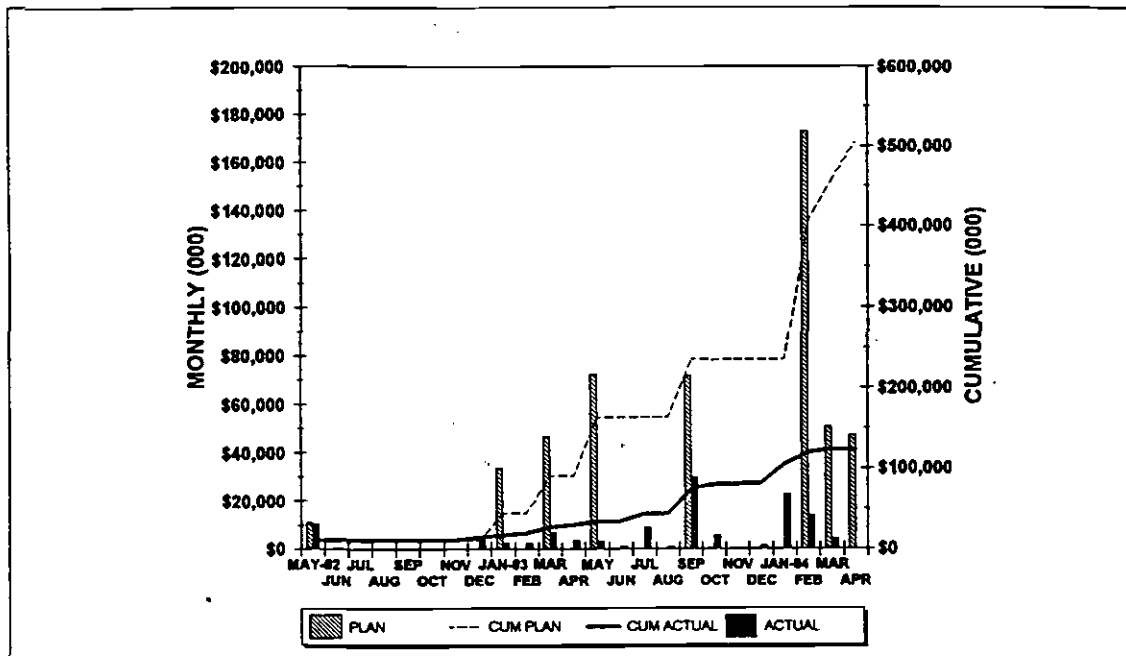


| AGE OF UNRESOLVED CONSULTANT CHANGES |           |            |            |         |              |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME                                 | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME                               | 17        | 11         | 0          | 0       | 28           |
| PERCENT                              | 61%       | 39%        | 0%         | 0%      | 100%         |

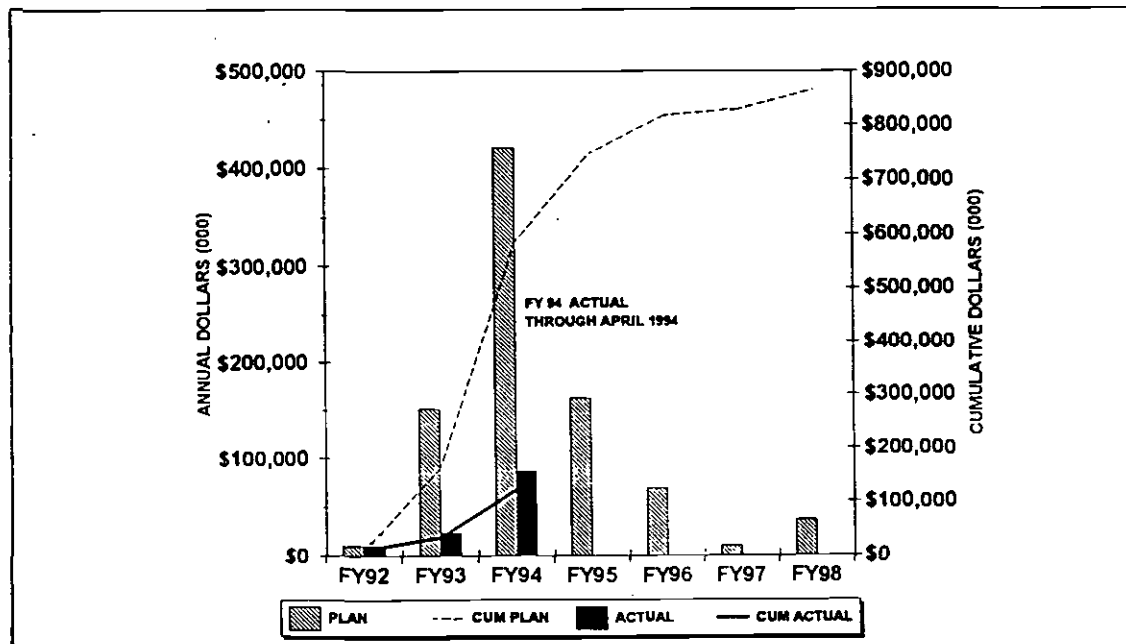
CONSULTANT CONTRACT CHANGE SUMMARY  
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



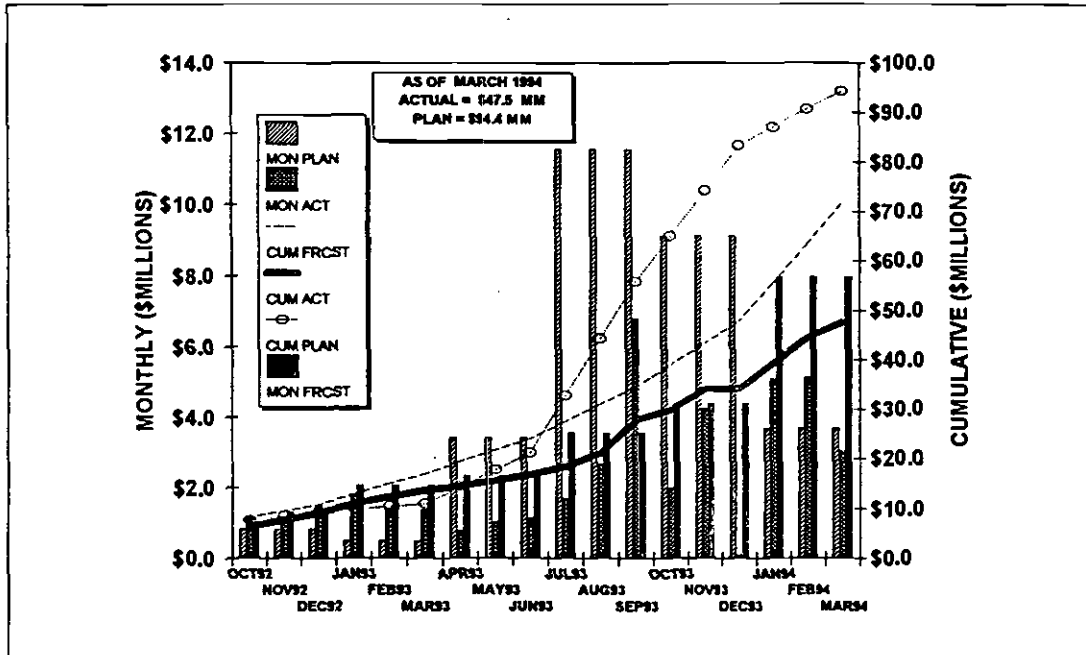
## ANNUAL PROJECT COMMITMENTS



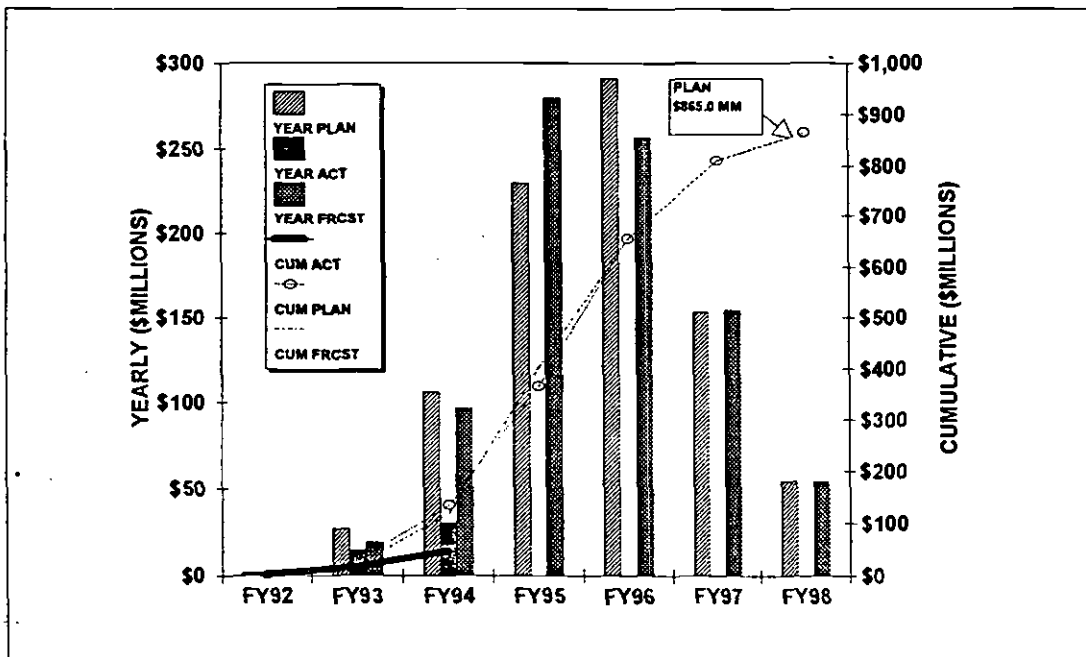
## TOTAL PROJECT COMMITMENTS



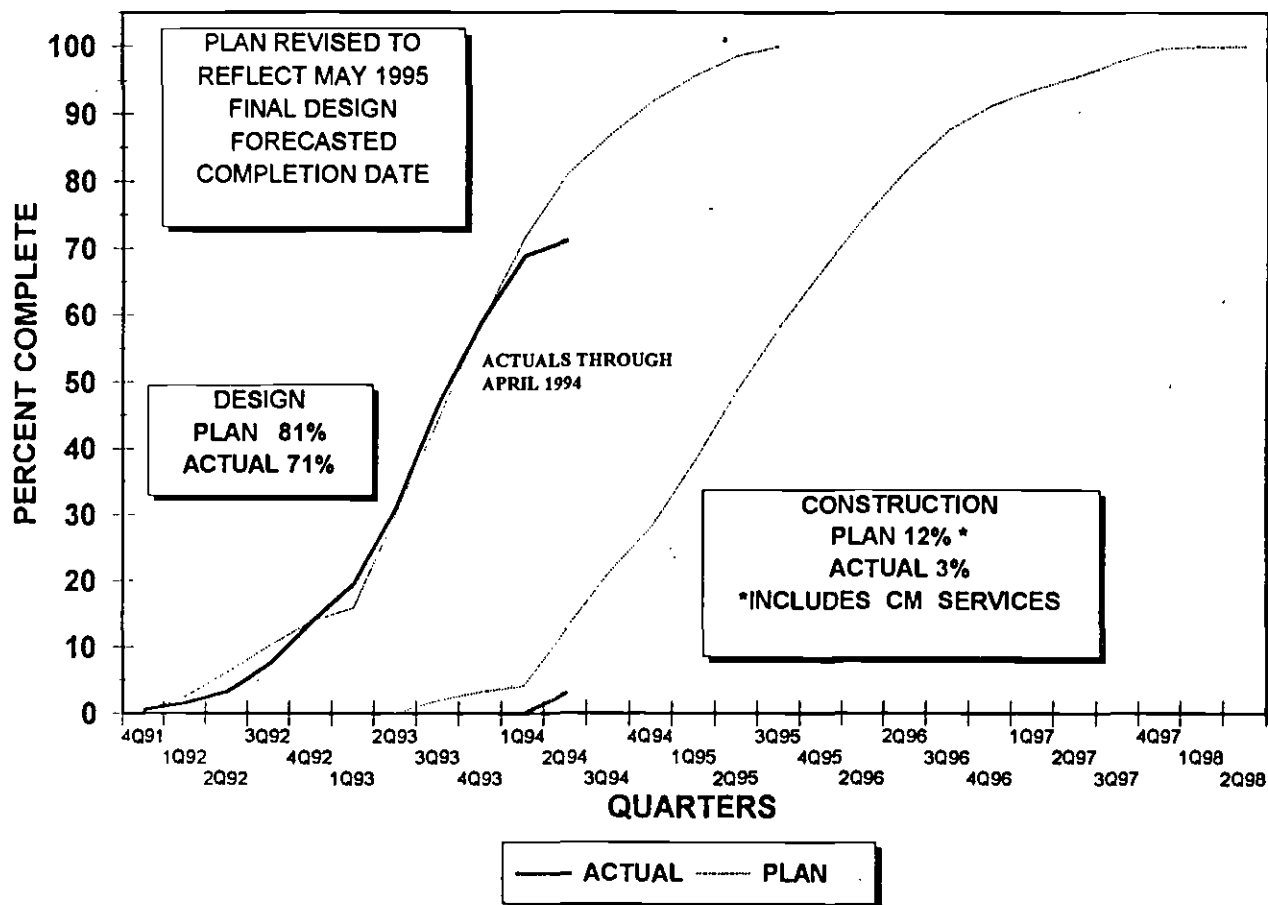
## ANNUAL PROJECT CASHFLOW

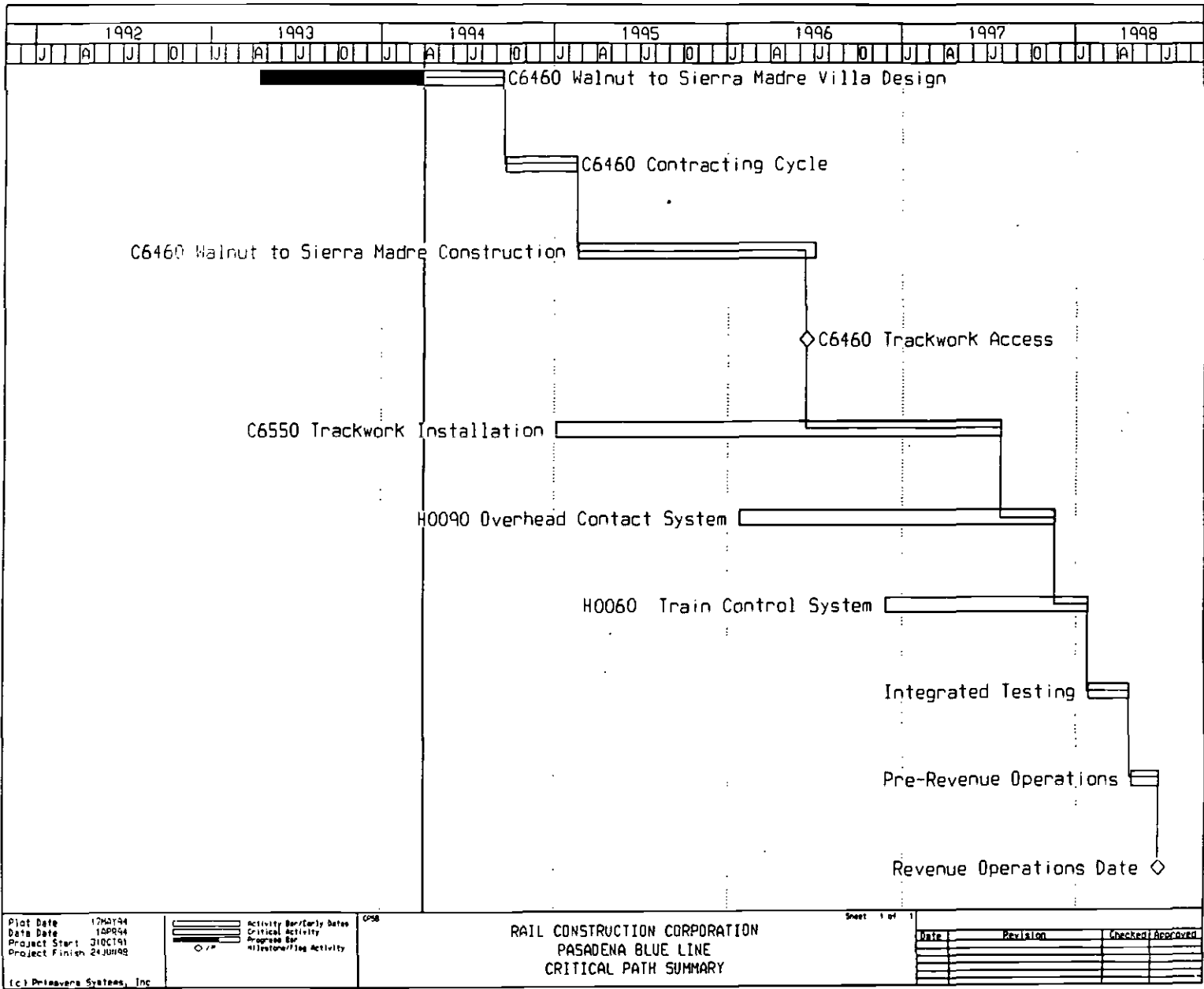


## TOTAL PROJECT CASH FLOW



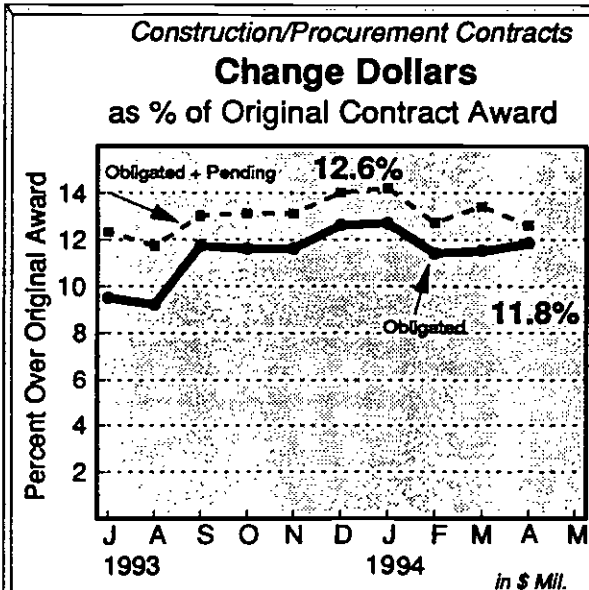
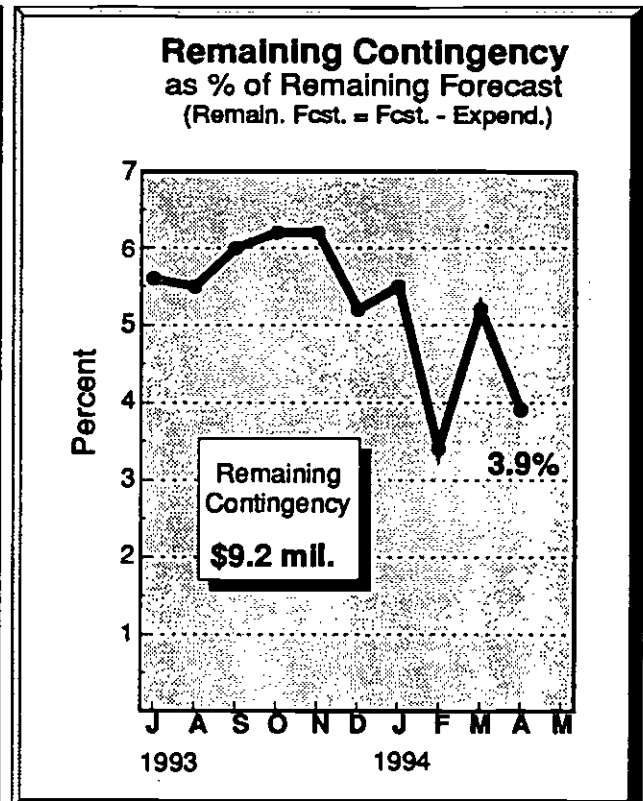
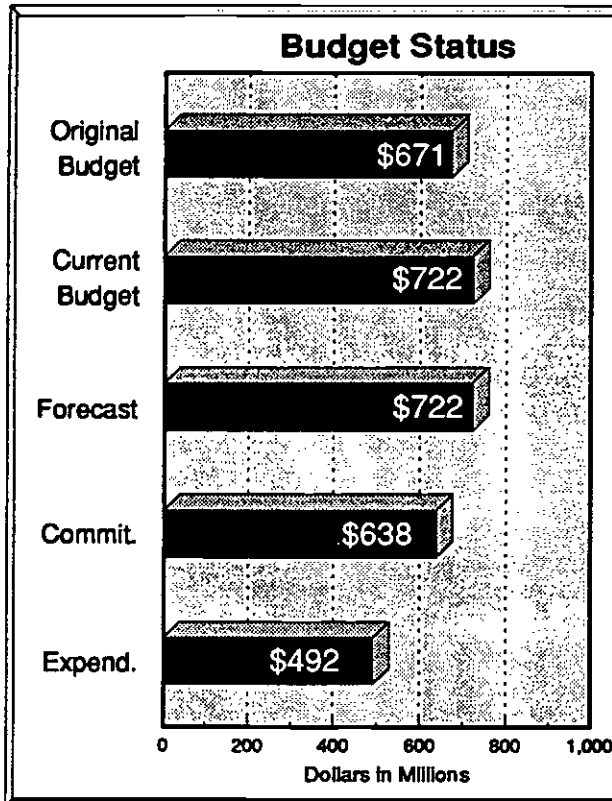
## PASADENA BLUE LINE - PROGRESS SUMMARY







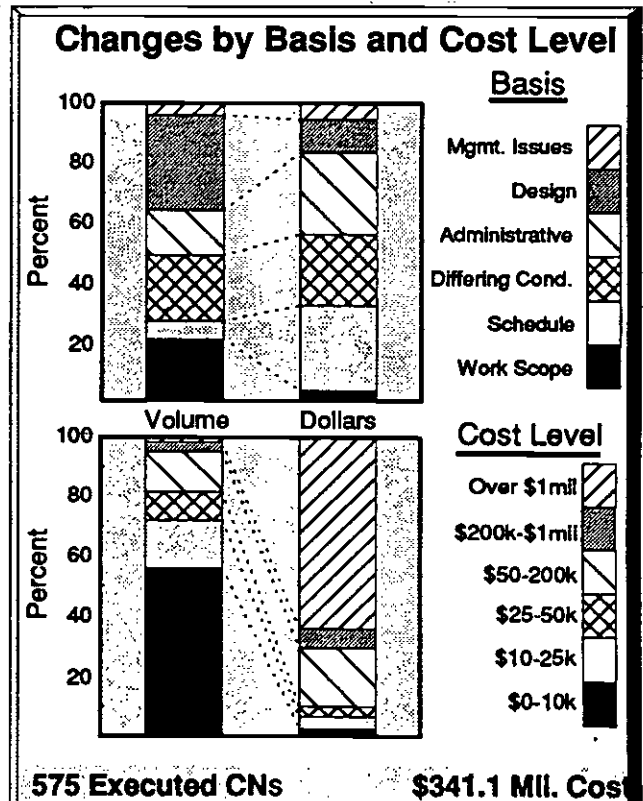
## FINANCIAL STATUS



|   |                               |         |
|---|-------------------------------|---------|
| 1 | Total Original Contract Award | \$305.0 |
| 2 | Obligated Change Value*       | \$36.1  |
| 3 | Total Approved Value (1+2)    | \$341.1 |
| 4 | Pending Changes               | \$2.3   |
| 5 | Total Award + Pending (3+4)   | \$343.4 |

R2204941.DRW

\* Includes Approved and NTE Authorizations



## SCHEDULE AND SAFETY STATUS

## MTA Critical Activities

June 1994

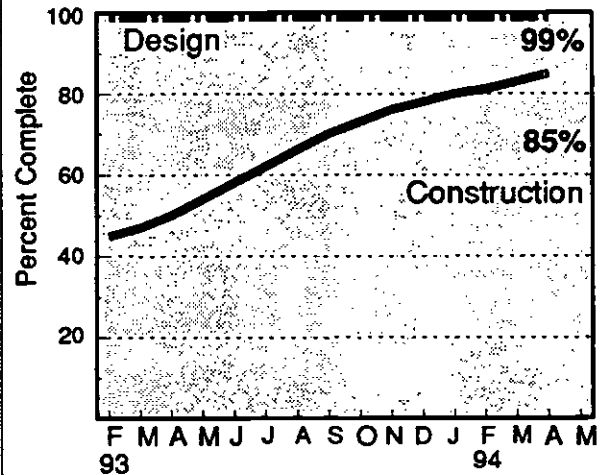
- ✓ AWARD APPROVAL  
No contract awards this month.

## Employment Status

Months of Employment Provided

**14,262**

Based on an average  
29 job-months provided  
per million expended

Schedule Status  
PROGRESS

Revenue Operation Date: **May 1995**  
(Approved)

## Schedule Status

CRITICAL PATH - 1 Year Outlook

**43 Days Behind**  
(negative float)

The following contracts are on  
the Critical Path through June 94:

CT44-12 Systems  
Elevators/Escalators

H0900 Systems  
Safety Systems

CT08 Systems  
105/110 Station

H1100 Systems  
Automatic Train Control

C100 Systems  
105-Compton

H1200 Systems  
Traction Power Supply

H0831 Systems  
SCADA

H1400 Systems  
Overhead Contact

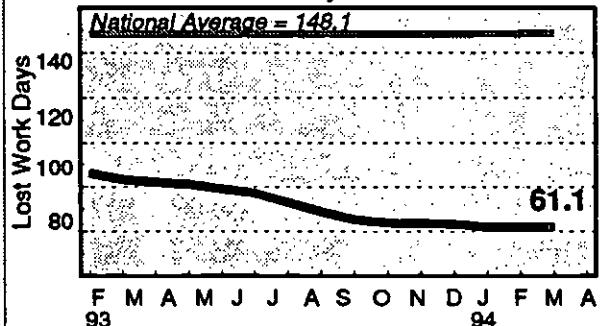
H0832 Systems  
Cable Transmission

P2020 Integrated Test  
Start-up Vehicles

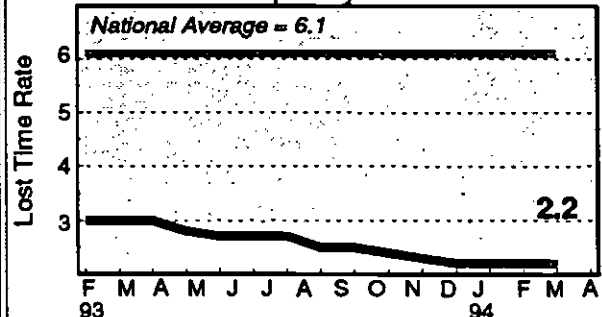
Systems Integrated Test  
Norwalk-Marine ABS

## Safety

## Accident Severity Rate - Cumulative



## Accident Frequency Rate - Cumulative



## EXECUTIVE SUMMARY

## COST STATUS (in millions )

- Current Budget \$722.4
- Current Forecast \$722.4

## SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 85%

## REAL ESTATE STATUS

| MONTH      | NUMBER OF PARCELS | PARCELS AVAILABLE | PARCELS NOT AVAILABLE (ON SCHEDULE) | PARCELS NOT AVAILABLE (BEHIND SCHEDULE) |                 |
|------------|-------------------|-------------------|-------------------------------------|---|-----------------|
|            |                   |                   |                                     | NUMBER                                  | AVG DAYS BEHIND |
| THIS MONTH | 39                | 39                | 0                                   | 0                                       | 0               |
| LAST MONTH | 39                | 39                | 0                                   | 0                                       | 0               |

**AREAS OF CONCERN****NEW****Availability of Additional Integrated Test Team and Potential Schedule Impact**

**Concern:** An additional integrated test team is needed to maintain current critical path testing schedules. If an additional test team is not made available there is a potential two month negative impact to the project schedule.

**Action:** EMC is to determine the availability and practicality of a third integrated test team.

**Status:** EMC is currently assessing the practicality of an additional test team and its findings are expected by the end of May, 1994.

**ONGOING****Contract C0100 (El Segundo Guideway and Stations) Station Map Case (Kiosk) Design and Fabrication Delays**

**Concern:** Map case design has only recently been finalized. Contract H0900 (Safety and Security Communications Systems) work requires map case cable be installed in order to do their work.

**Action:** Redesign of the cable through the map case has eliminated the need for complete unit installation prior to Contract H0900 access.

**Status:** Fabrication of the redesigned cable unit is scheduled to commence May, 1994. The contractor has committed to expedient installation of cableways to facilitate Contract H0900 access.

**Contract C0100 (El Segundo Guideway and Stations) Station Stair Construction**

**Concern:** Portions of station stairs have not been constructed per applicable code. Any required rework of station stairs could adversely impact follow-on contracts.

**Action:** The contractor has completed stair surveys at Marine and Douglas Stations where problems have been identified. Remaining surveys are to be scheduled.

**Status:** The Resident Engineer has responded to the contractor's initial resolution. Portions of stairs at Marine South and Douglas South may have to be rebuilt. All NCRs have been received and approved. The contractor is currently proceeding with repairs where applicable.

**Contract C0100 (El Segundo Gulldeway and Stations) Station Edge Pavers**

- Concern:** Design changes made to station edge pavers have affected work at the stations and may impact follow-on contracts.
- Action:** Meetings have been held with OKA, the contractor, the edge paver fabricator and the installer to address all areas of concern. All issues with the exception of schedule impact caused by this re-design have been settled.
- Status:** An extra set of edge paver forms for the project are presently being fabricated. Production of edge pavers is to commence in early May, 1994 and delivery is expected the end of May, 1994.

**KEY ACTIVITIES - APRIL 1994**

There were no key activities held.

**KEY ACTIVITIES - PLANNED FOR MAY 1994**

There are no key activities currently planned.

**RAIL CONSTRUCTION CORPORATION  
PROJECT COST REPORT  
COST BY ELEMENT**

Project: R23 METRO GREEN LINE

Period: Apr 1, 1994 to Apr 29, 1994  
Run Date: May 5, 1994  
Units: \$ in Thousands (Truncated)

| ELEMENT / DESCRIPTION           | ORIGINAL<br>BUDGET | CURRENT BUDGET |         | COMMITMENTS |         | INCURRED |         | EXPENDITURES |         | CURRENT FORECAST |         | FORECAST<br>VARIANCE |
|---------------------------------|--------------------|----------------|---------|-------------|---------|----------|---------|--------------|---------|------------------|---------|----------------------|
|                                 |                    | Period         | To Date | Period      | To Date | Period   | To Date | Period       | To Date | Period           | To Date |                      |
| T CONSTRUCTION                  | 470,191            | 0              | 492,129 | -1,484      | 424,225 | 5,751    | 327,168 | 8,364        | 308,224 | 3,533            | 482,350 | -9,779               |
| S PROFESSIONAL SERVICES         | 108,562            | 0              | 180,477 | 6,528       | 179,351 | 2,052    | 149,901 | 2,052        | 149,901 | 0                | 194,967 | 14,490               |
| R REAL ESTATE                   | 35,927             | 0              | 28,522  | 167         | 24,489  | 167      | 24,404  | 167          | 24,404  | 0                | 26,047  | -2,475               |
| F UTILITY/AGENCY FORCE ACCOUNTS | 7,656              | 0              | 10,500  | 57          | 10,640  | 146      | 8,570   | 146          | 8,570   | 0                | 10,640  | 140                  |
| D SPECIAL PROGRAMS              | 4,675              | 0              | 4,790   | 29          | 4,492   | 56       | 1,316   | 56           | 1,316   | 0                | 4,790   | 0                    |
| C PROJECT RESERVE               | 39,813             | 0              | 12,500  | 0           | 0       | 0        | 0       | 0            | 0       | -3,533           | 9,175   | -3,325               |
| A PROJECT REVENUE               | -16,626            | 0              | -6,518  | 0           | -1,264  | 0        | -595    | 0            | -595    | 0                | -5,569  | 969                  |
| GRAND TOTAL                     | 671,000            | 0              | 722,402 | 5,297       | 637,935 | 8,173    | 510,764 | 10,786       | 491,821 | 0                | 722,402 | 0                    |

RAIL CONSTRUCTION CORPORATION  
METRO RAIL GREEN LINE PROJECT  
(IN THOUSANDS OF DOLLARS)

10-May-94

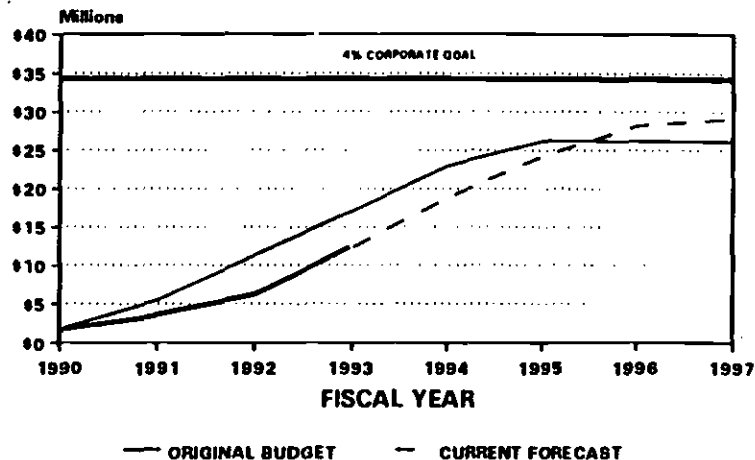
APRIL 94

STATUS OF FUNDS BY SOURCE

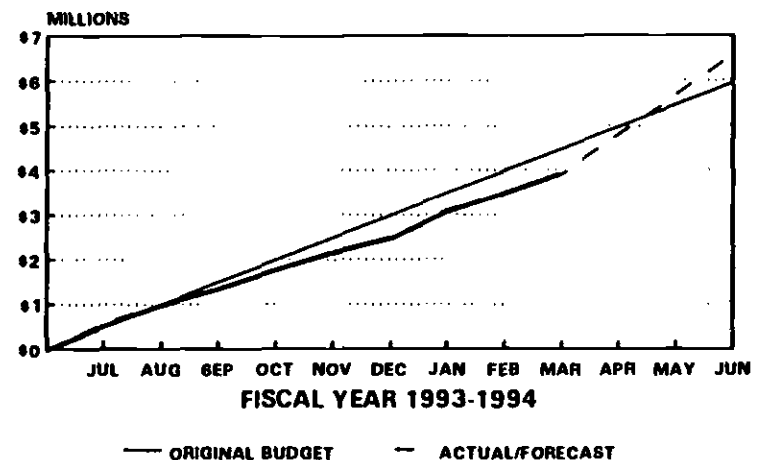
| SOURCE  | TOTAL<br>FUNDS<br>ANTICIPATED | TOTAL<br>FUNDS<br>AVAILABLE | COMMITMENTS |      | EXPENDITURES |          | BILLED TO SOURCE |      |
|---|-------------------------------|-----------------------------|-------------|------|--------------|----------|------------------|------|
|   |                               |                             | \$          | %    | \$           | %        | \$               | %    |
| PROP A  | \$205,136                     | \$205,136                   | \$205,136   | 100% | \$205,136    | 100%     | \$205,136        | 100% |
| PROP C (40% ALLOCATION)                         | \$89,035                      | \$286,090                   | \$299,835   | 337% | \$286,090    | 321% (1) | \$286,685        | 322% |
| PROP C (25% ALLOCATION)                         | \$308,000                     | \$0                         | \$128,000   | 42%  | \$0          | 0%       | \$0              | 0%   |
| STATE PROP 108                                  | \$22,400                      | \$22,400                    | \$0         | 0%   | \$0          | 0%       | \$0              | 0%   |
| STATE PROP 116                                  | \$84,000                      | \$84,000                    | \$0         | 0%   | \$0          | 0%       | \$0              | 0%   |
| ISTEA/PROP C<br>(IMPERIAL HWY GRADE SEPARATION) | \$7,431                       | \$1                         | \$0         | 0%   | \$0          | 0%       | \$0              | 0%   |
| PROP C (ADA)                                    | \$6,400                       | \$595                       | \$4,964     | 78%  | \$595        | 9%       | \$0              | 0%   |
| TOTAL   | \$722,402                     | \$598,222                   | \$637,935   | 88%  | \$491,821    | 68%      | \$491,821        | 68%  |

NOTE : (1) PROP C HIGHWAY 25% WHEN AVAILABLE WILL REIMBURSE PROP C 40% ADVANCE ALLOCATIONS.  
EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1994.

### AGENCY COST GREEN LINE



### FISCAL 1994 AGENCY COSTS GREEN LINE



### PROJECT AGENCY COSTS GREEN LINE (\$000)

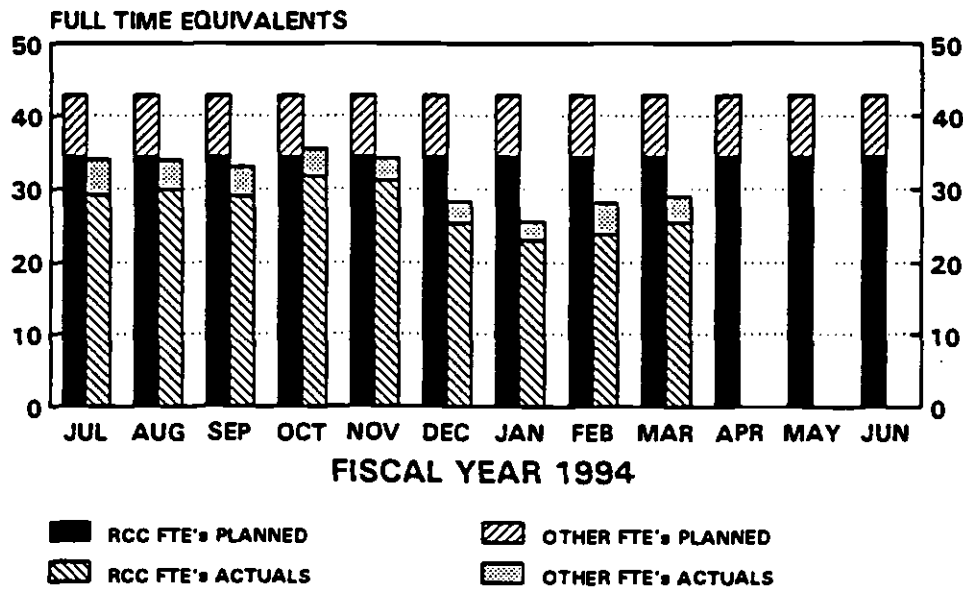
|                             |           |
|-----------------------------|-----------|
| TOTAL PROJECT BUDGET        | \$722,400 |
| ORIGINAL BUDGET             | \$ 26,189 |
| BUDGET % OF TOTAL PROJECT   | 3.6%      |
| CURRENT FORECAST            | \$ 29,234 |
| FORECAST % OF TOTAL PROJECT | 4.1%      |
| 4% CORPORATE GOAL           | \$ 28,896 |
| ACTUAL THROUGH FY 93        | \$ 12,252 |

### FISCAL YEAR 1994 AGENCY COSTS GREEN LINE (\$000)

|                     |          |
|---------------------|----------|
| ORIGINAL BUDGET     | \$ 5,965 |
| CURRENT FORECAST    | \$ 6,577 |
| BUDGET PLAN TO DATE | \$ 4,474 |
| ACTUAL TO DATE      | \$ 3,905 |



## STAFFING PLAN VS. ACTUAL GREEN LINE



FY'94 BUDGET

## GREEN LINE STAFFING PLAN FISCAL YEAR 1994

|                     |    |
|---------------------|----|
| RCC FTE's PLANNED   | 35 |
| RCC FTE's ACTUAL    | 25 |
| OTHER FTE's PLANNED | 8  |
| OTHER FTE's ACTUAL  | 4  |
| TOTAL FTE's PLANNED | 43 |
| TOTAL FTE's ACTUAL  | 29 |

Metro Green Line  
**CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY**  
 AS OF 04/29/94

| MTA APPROVED<br>CONTRACT AWARD* |               |                     | MTA APPROVED<br>CHANGE CONTINGENCY (CTG) |                          |                      | APPROVED<br>CHANGES TO DATE  |                  |                    |                                  | REMAINING<br>CONTINGENCY           |                                      | PROJECTED        |  |
|---------------------------------|---------------|---------------------|--|--------------------------|----------------------|------------------------------|------------------|--------------------|----------------------------------|------------------------------------|--------------------------------------|------------------|--|
| CONTRACT                        | AWARD VALUE   | %<br>ALLOW-<br>ANCE | CURRENT<br>APPROVED<br>CONTINGENCY       | TOTAL<br>APPROVED<br>AFE | APPROVED<br>CHANGES* | CURRENT<br>CONTRACT<br>VALUE | %<br>CTG<br>USED | %<br>COMP-<br>LETE | CURRENT<br>UNUSED<br>CONTINGENCY | OTHER LOGGED<br>PENDING<br>CHANGES | FORECAST<br>REMAINING<br>CONTINGENCY | %<br>CTG<br>USED |  |
| A.                              | B.            | C.                  | D. = [BxC]                               | E. [B+D]                 | F.                   | G = [B+F]                    | H.               | I.                 | J. [D-F]                         | K.**                               | L. [J-K]                             | M.               |  |
| C0090                           | \$3,739,910   | 13%                 | \$472,991                                | \$4,212,901              | \$0                  | \$3,739,910                  | 0%               | 0%                 | \$472,991                        | \$0                                | \$472,991                            | 0%               |  |
| C0095                           | \$9,573,083   | 12%                 | \$1,106,808                              | \$10,679,891             | \$823,617            | \$10,396,700                 | 74%              | 77%                | \$282,181                        | \$146,000                          | \$137,191                            | 88%              |  |
| C0100                           | \$59,928,710  | 15%                 | \$8,971,290                              | \$68,900,000             | \$5,136,469          | \$64,965,178                 | 57%              | 88%                | \$3,834,822                      | \$1,592,656                        | \$2,242,166                          | 75%              |  |
| C0101                           | \$11,279,960  | 63%                 | \$7,120,040                              | \$18,400,000             | \$6,104,927          | \$17,394,897                 | 86%              | 100%               | \$1,015,113                      | \$0                                | \$1,015,113                          | 86%              |  |
| C0110                           | \$7,321,537   | 26%                 | \$1,878,463                              | \$9,200,000              | \$1,226,282          | \$8,547,819                  | 65%              | 100%               | \$662,181                        | \$0                                | \$662,181                            | 65%              |  |
| C0170                           | \$1,130,971   | 10%                 | \$113,097                                | \$1,244,068              | \$0                  | \$1,130,971                  | 0%               | 0%                 | \$113,097                        | \$185,600                          | \$196,697                            | -76%             |  |
| C0400                           | \$19,320,000  | 14%                 | \$2,735,539                              | \$22,055,539             | \$2,340,179          | \$21,660,179                 | 86%              | 77%                | \$385,359                        | \$1,771,796                        | \$2,167,156                          | 21%              |  |
| C0501                           | \$5,006,841   | 14%                 | \$718,124                                | \$5,724,965              | \$660,749            | \$5,667,590                  | 92%              | 89%                | \$67,375                         | \$2,052                            | \$69,427                             | 92%              |  |
| C0600                           | \$15,514,000  | 39%                 | \$6,028,000                              | \$21,542,000             | \$4,898,423          | \$20,412,423                 | 91%              | 96%                | \$1,129,577                      | \$264,753                          | \$864,825                            | 86%              |  |
| C0610                           | \$10,248,912  | 22%                 | \$2,283,686                              | \$12,532,597             | \$2,224,148          | \$12,473,060                 | 97%              | 96%                | \$59,537                         | \$342,041                          | \$1282,604                           | 112%             |  |
| H0631                           | \$1,480,450   | 155%                | \$2,297,474                              | \$3,777,924              | \$2,024,728          | \$3,605,178                  | 88%              | 25%                | \$272,746                        | \$209,178                          | \$63,668                             | 97%              |  |
| H0832                           | \$3,684,088   | 220%                | \$8,558,412                              | \$12,442,500             | \$7,169,661          | \$11,053,739                 | 94%              | 45%                | \$1,388,761                      | \$366,526                          | \$1,022,235                          | 88%              |  |
| H0889                           | \$3,938,759   | 11%                 | \$438,876                                | \$4,377,635              | \$70,458             | \$4,009,215                  | 16%              | 33%                | \$368,420                        | \$0                                | \$368,420                            | 16%              |  |
| H0900                           | \$9,948,180   | 10%                 | \$994,820                                | \$10,943,000             | \$265,448            | \$10,213,628                 | 27%              | 9%                 | \$729,372                        | \$181,000                          | \$648,372                            | 45%              |  |
| H0901                           | \$3,298,329   | 10%                 | \$329,833                                | \$3,628,162              | \$60,000             | \$3,358,329                  | 18%              | 12%                | \$269,833                        | \$78,763                           | \$191,080                            | 42%              |  |
| H1100                           | \$57,785,000  | 8%                  | \$4,622,800                              | \$62,407,800             | \$1,003,024          | \$58,788,024                 | 22%              | 20%                | \$3,619,776                      | \$402,500                          | \$3,217,276                          | 30%              |  |
| H1200                           | \$18,796,123  | 15%                 | \$2,819,418                              | \$21,615,541             | \$894,457            | \$19,790,580                 | 35%              | 80%                | \$1,824,961                      | \$685,613                          | \$1,139,349                          | 60%              |  |
| H1310                           | \$1,298,500   | 15%                 | \$194,775                                | \$1,493,275              | \$127,500            | \$1,271,001                  | -14%             | 6%                 | \$222,275                        | \$26,448                           | \$193,827                            | 0%               |  |
| H1400                           | \$11,438,000  | 10%                 | \$1,143,800                              | \$12,581,800             | \$673,175            | \$12,111,175                 | 59%              | 45%                | \$470,625                        | \$102,528                          | \$368,099                            | 68%              |  |
| P1800                           | \$5,578,208   | 5%                  | \$278,910                                | \$5,857,118              | \$760,149            | \$4,818,059                  | -273%            | 99%                | \$1,039,059                      | \$0                                | \$1,039,059                          | -273%            |  |
| P2020                           | \$44,825,000  | 12%                 | \$5,375,000                              | \$50,000,000             | \$733,391            | \$48,358,391                 | 14%              | 0%                 | \$4,641,609                      | \$144,390                          | \$4,497,219                          | 16%              |  |
| TOTAL:                          | \$305,034,562 | 19%                 | \$58,481,154                             | \$363,515,715            | \$35,621,475         | \$340,658,036                | 81%              | 83%                | \$22,859,679                     | \$2,683,935                        | \$20,175,744                         | 66%              |  |

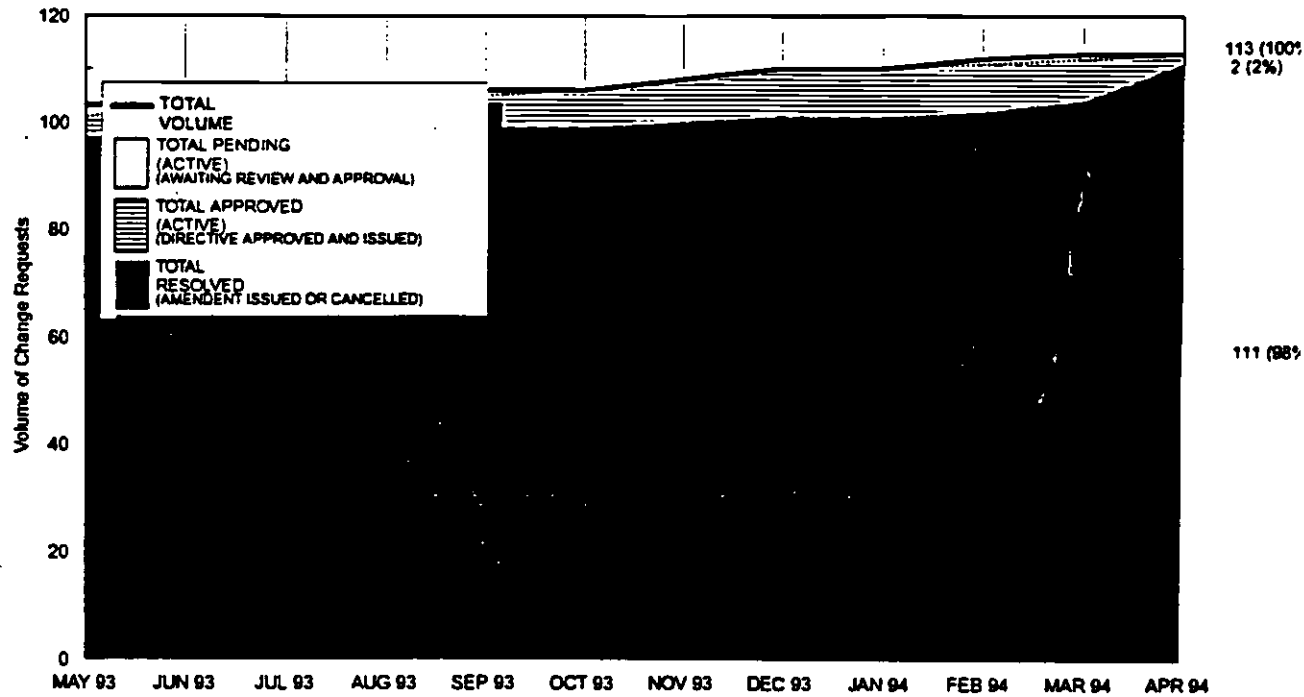
I = AFE increase may be required to cover pending changes  
 II = AFE increase required to cover obligated changes

\* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.

\*\* Potential change costs DD NDT include claims which have not been allowed merit as changes or other trend items

NOTE: DATA CUT-OFF DATE MAY VARY FROM OTHER  
 REPORTS SHOWING APPROVED CHANGE VALUES

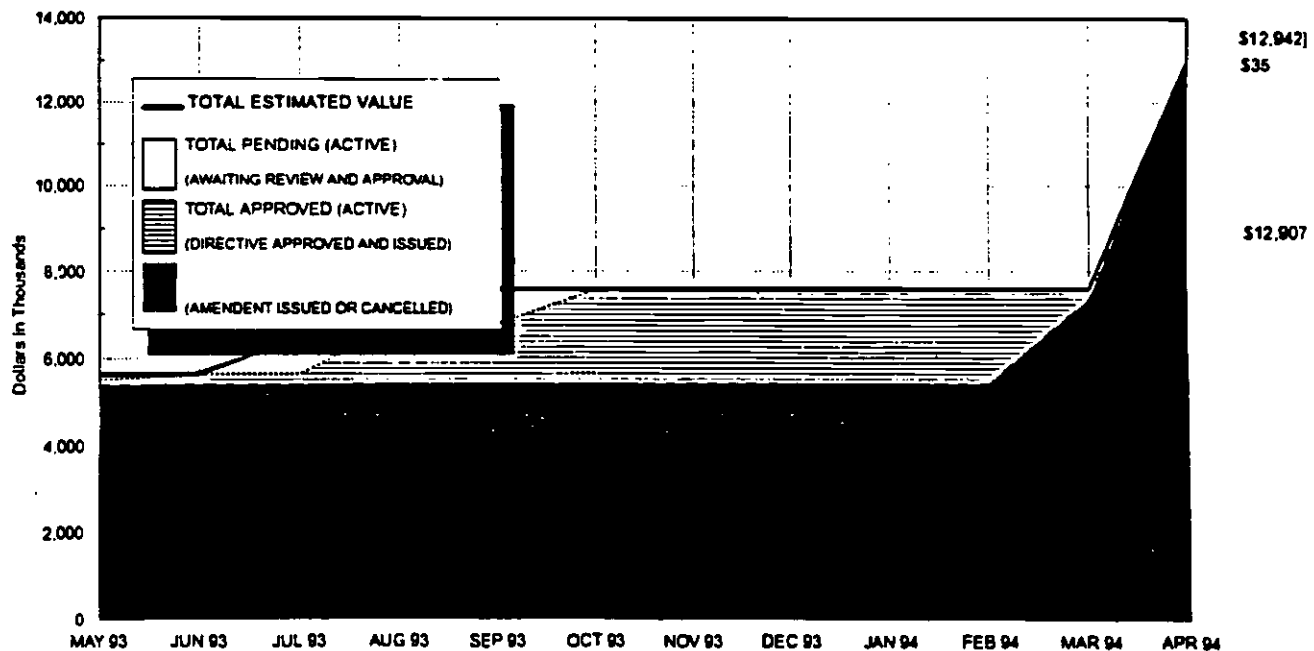
CONSULTANT CONTRACT CHANGE SUMMARY  
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



REQUESTED CHANGES SINCE 05/01/93 ONLY

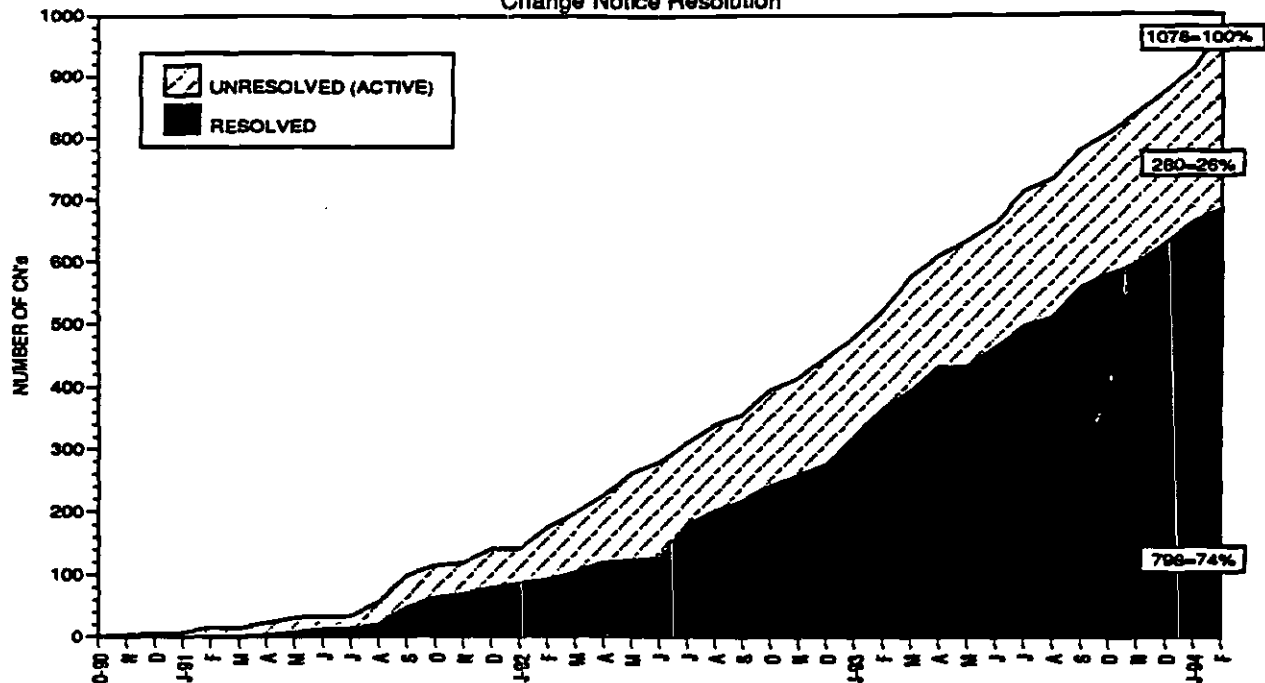
| AGE OF UNRESOLVED CONSULTANT CHANGES |           |            |            |         |              |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME                                 | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME                               | 0         | 0          | 0          | 2       | 2            |
| PERCENT                              | 0%        | 0%         | 0%         | 100%    | 100%         |

CONSULTANT CONTRACT CHANGE SUMMARY  
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



## CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

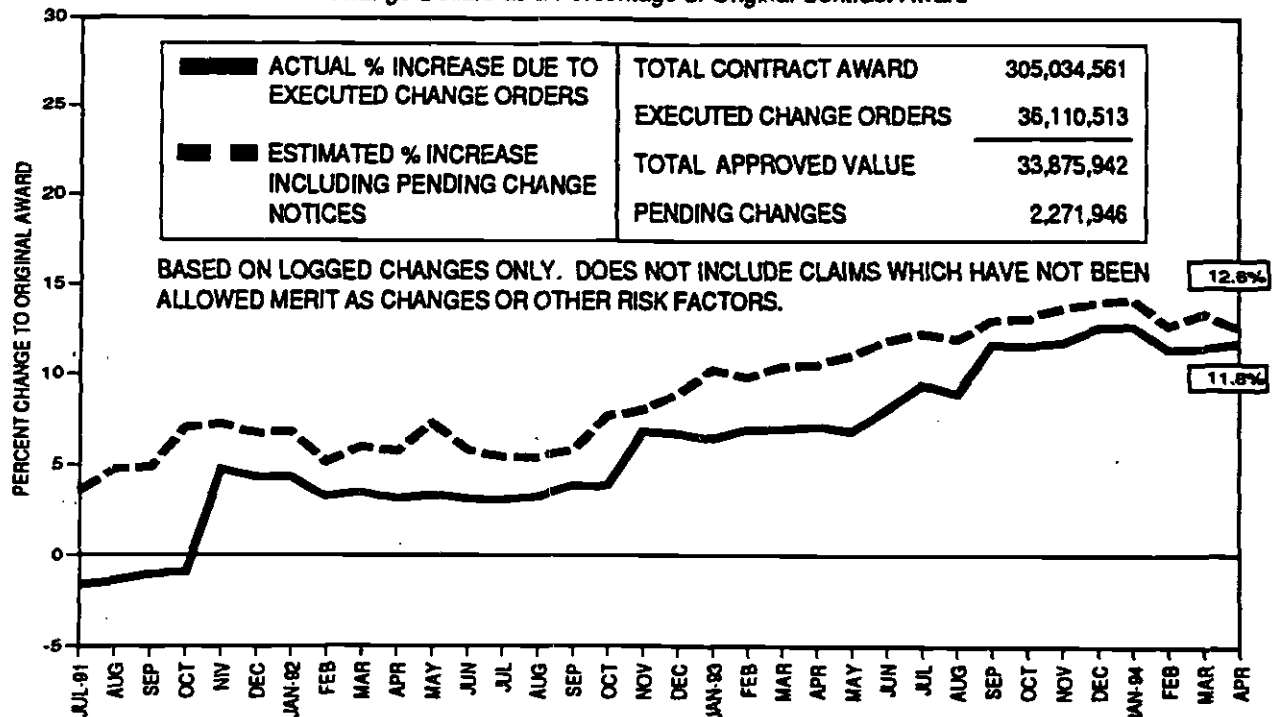
Change Notice Resolution



| AGE OF UNRESOLVED CHANGES |           |       |       |     |              |
|---------------------------|-----------|-------|-------|-----|--------------|
| TIME                      | 0-30 days | 31-60 | 61-90 | 90+ | TOTAL ACTIVE |
| VOLUME                    | 83        | 47    | 28    | 122 | 280          |
| PERCENT                   | 30%       | 17%   | 10%   | 43% | 100%         |

## CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



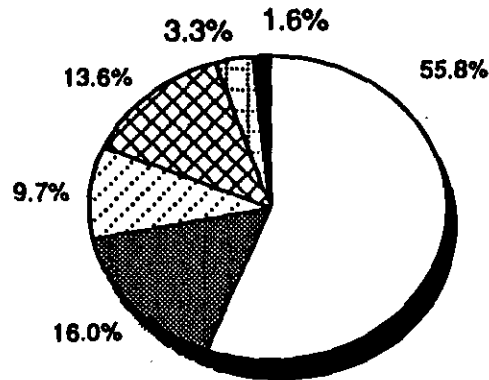
# CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

Executed Changes as of 5/13/94

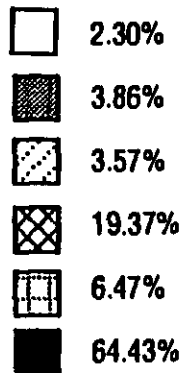
## COST LEVEL

Total: \$33,875,942.59

VOLUME



DOLLARS

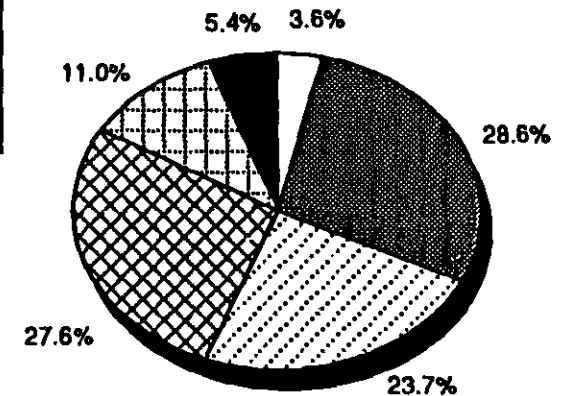
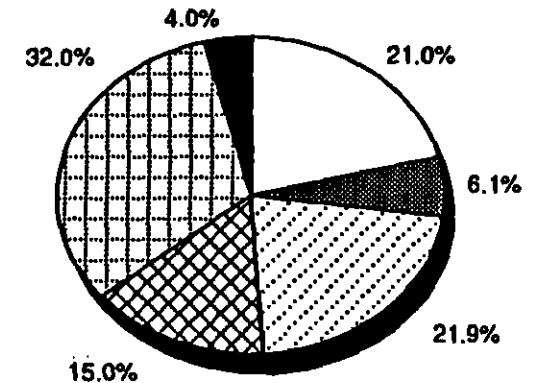


## LEGEND

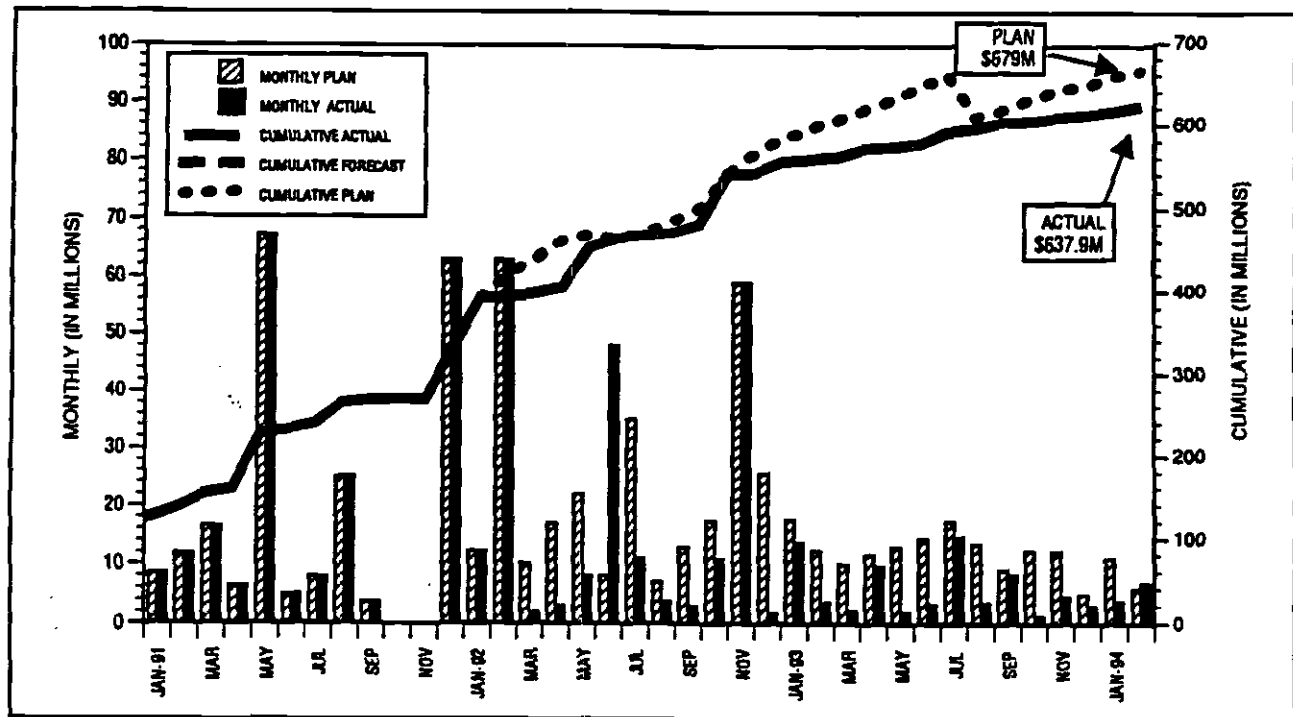
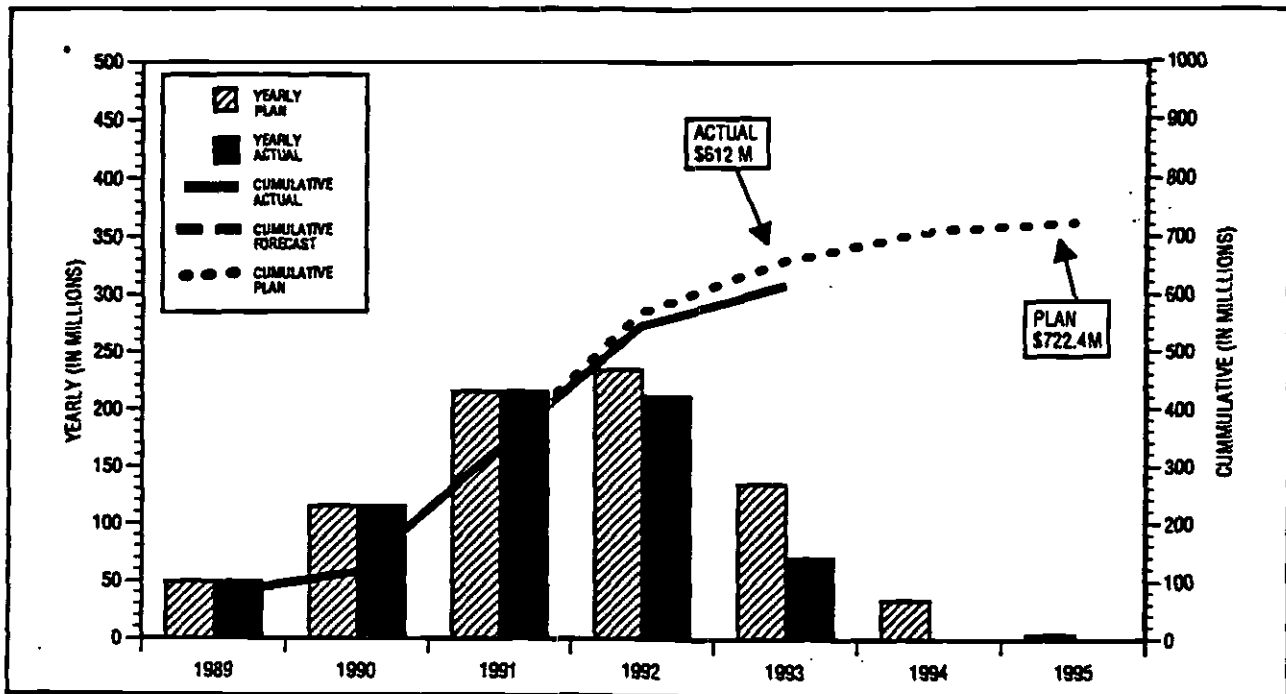
| Cost Range  |  | Basis                |
|-------------|--|----------------------|
| \$ 0-10K    |  | WORK SCOPE CHANGES   |
| 10-25K      |  | SCHEDULE CHANGES     |
| 25-50K      |  | DIFFERING CONDITIONS |
| 50-200K     |  | ADMIN. CHANGES       |
| 200K-1 MIL  |  | DESIGN CHANGES       |
| ABOVE 1 MIL |  | MANAGEMENT ISSUES    |

## BASIS

Total: 575

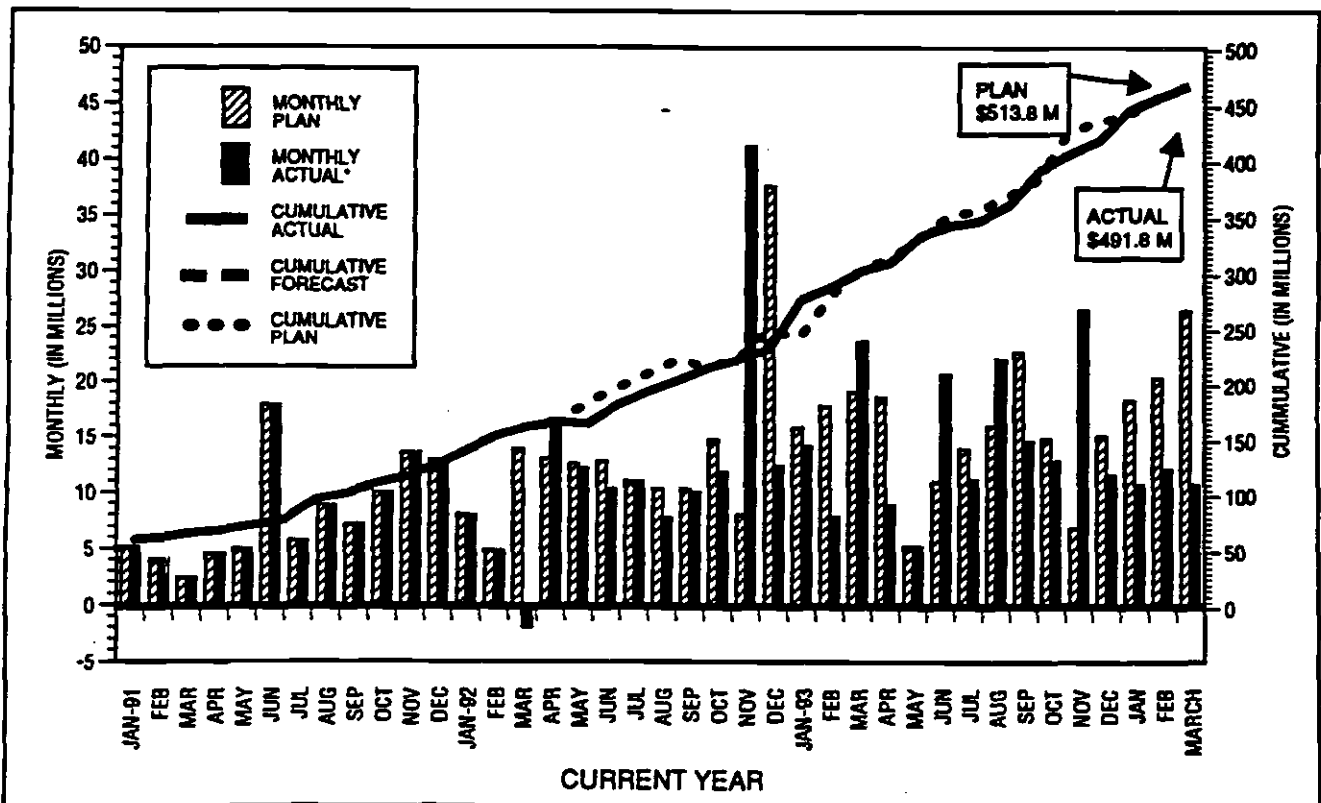
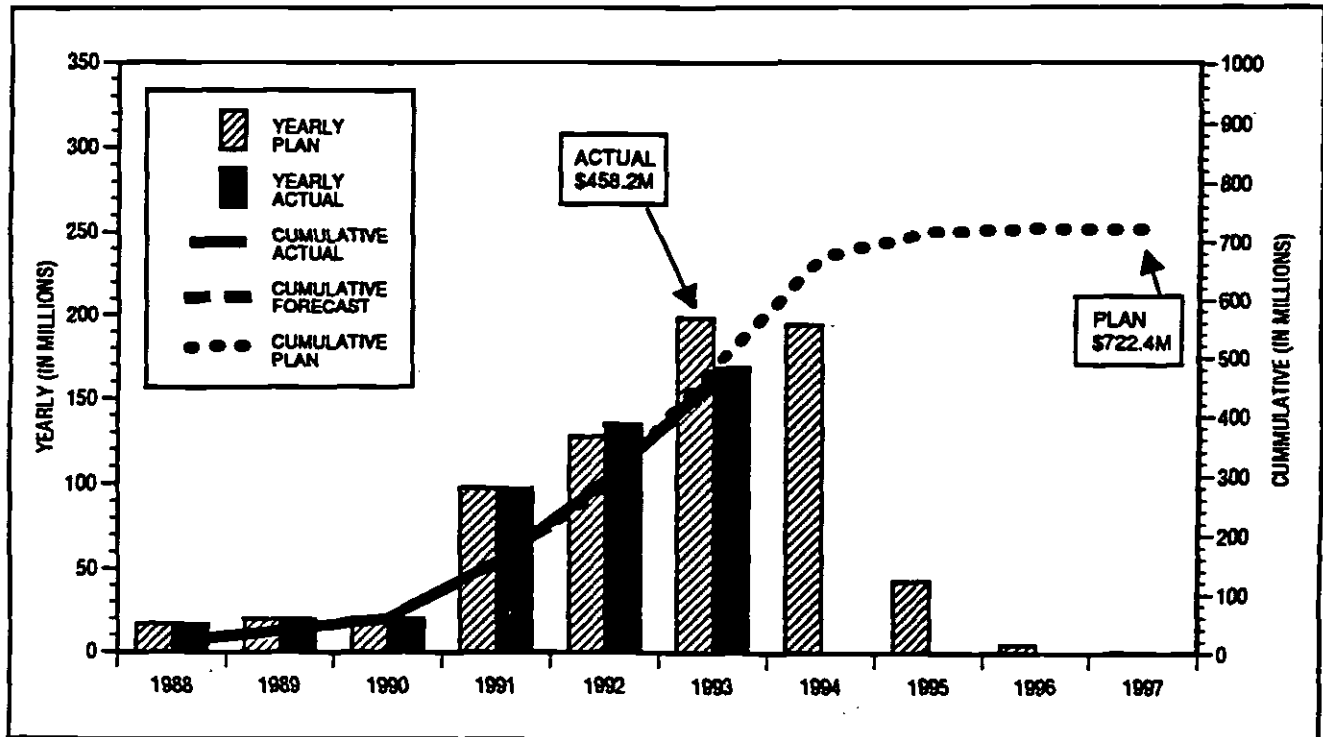


# PROJECT COMMITMENTS



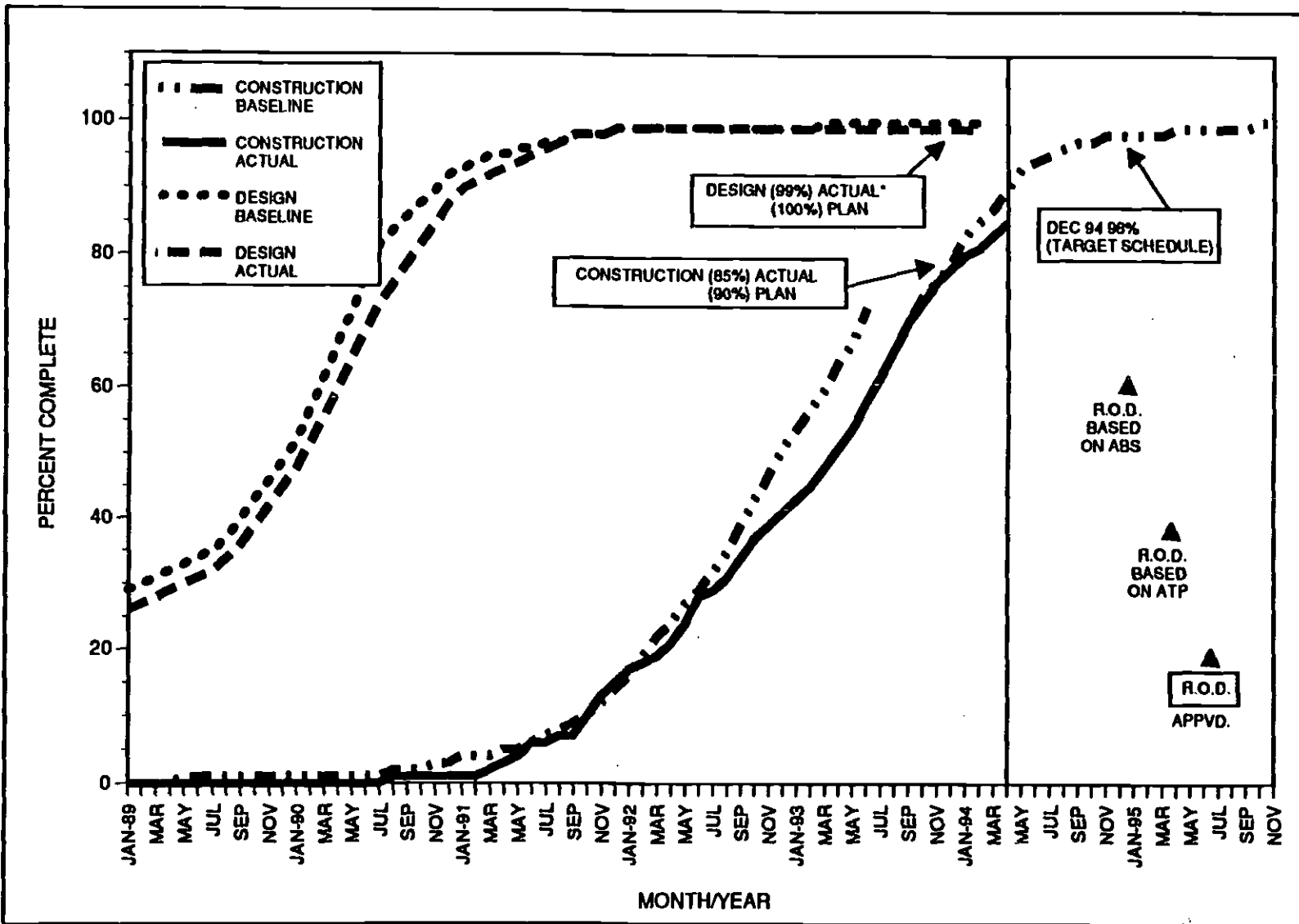
CURRENT YEAR

PROJECT CASH FLOW

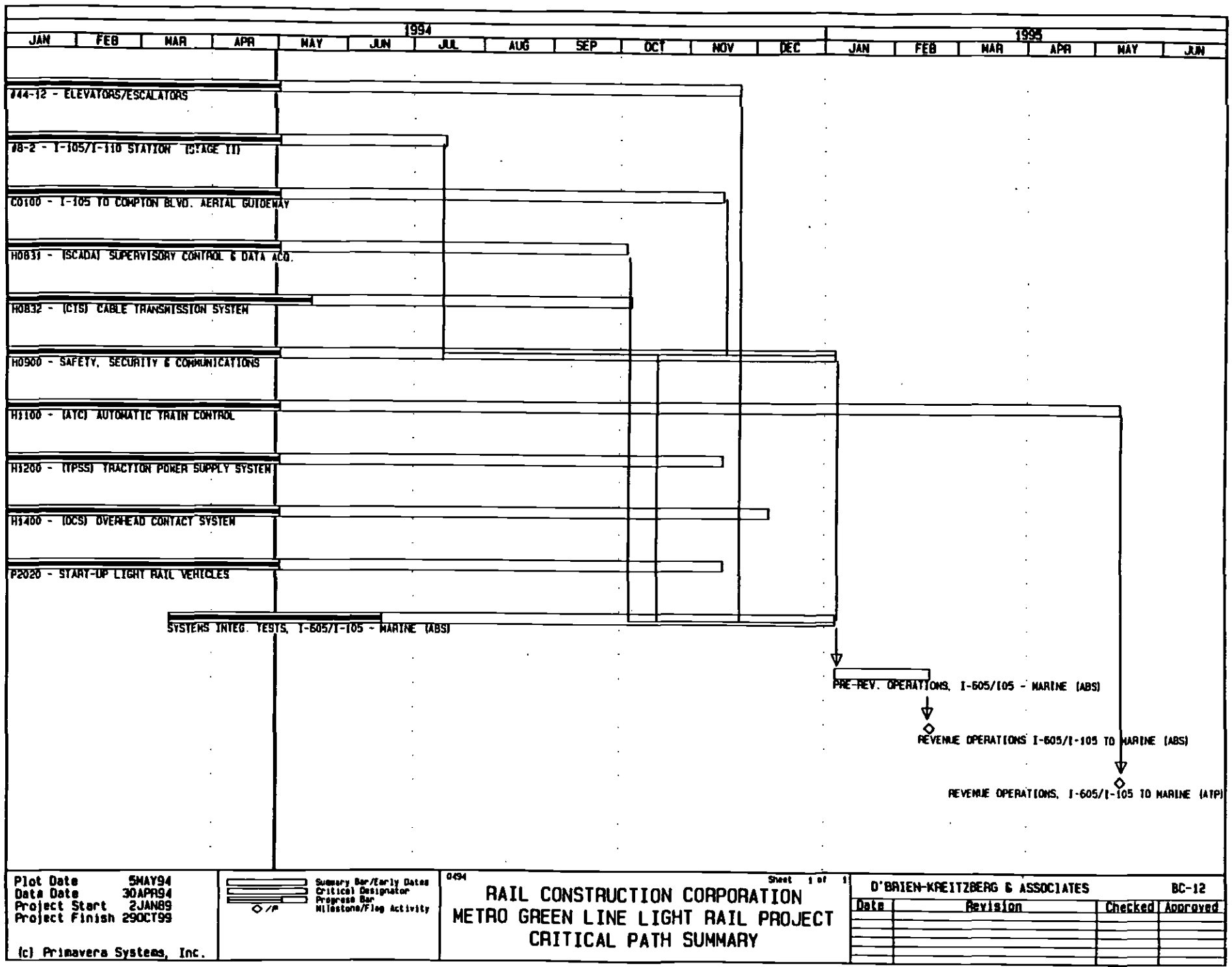


\* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

# PROGRESS SUMMARY







Plot Date 5MAY94  
 Data Date 30APR94  
 Project Start 2JAN89  
 Project Finish 29OCT99

(c) Primavera Systems, Inc.

Summary Bar/Early Dates  
 Critical Designator  
 Progress Bar  
 Milestone/Flag Activity

0494

Sheet 1 of 1

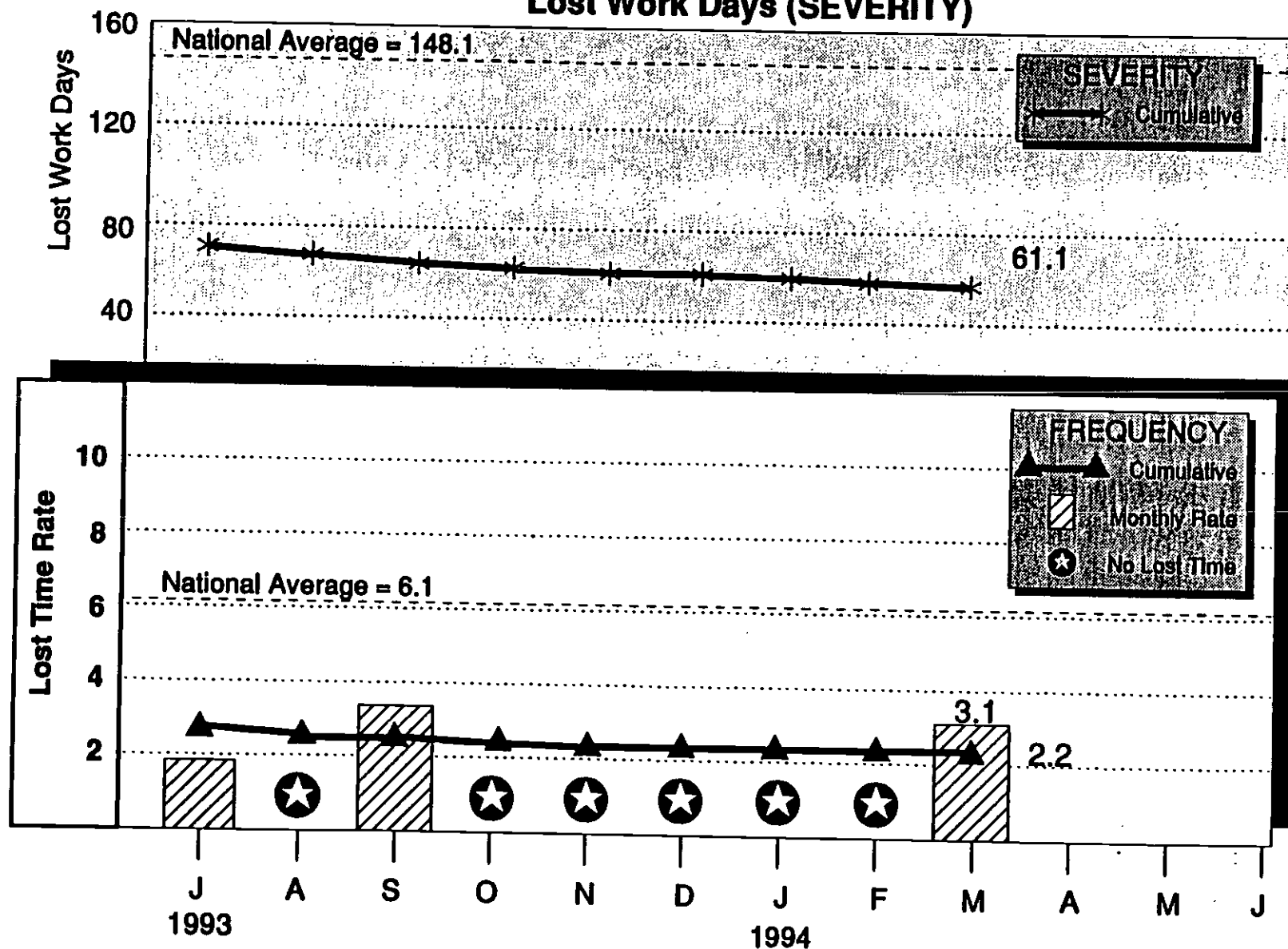
**RAIL CONSTRUCTION CORPORATION**  
**METRO GREEN LINE LIGHT RAIL PROJECT**  
**CRITICAL PATH SUMMARY**

**O'BRIEN-KREITZBERG & ASSOCIATES** BC-12

| Date | Revision | Checked | Approved |
|------|----------|---------|----------|
|      |          |         |          |
|      |          |         |          |
|      |          |         |          |
|      |          |         |          |
|      |          |         |          |

# METRO GREEN LINE

## Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



## LEGEND

|   |                              |
|---|------------------------------|
| O | Open. Action still required. |
|   | Completed or Not Applicable  |

**CONTRACT CLOSE OUT STATUS**  
METRO GREEN LINE

| CONTRACT<br>NUMBER | DESCRIPTION                 | CLOSE OUT STATUS            |                           |                  |                             |                           | COMMENTS | PROJECTED<br>CLOSE-OUT<br>DATE |
|--------------------|-----------------------------|-----------------------------|---------------------------|------------------|-----------------------------|---------------------------|----------|--------------------------------|
|                    |                             | CLAIMS/<br>CHANGE<br>ORDERS | FINAL<br>PROG.<br>PAYMENT | FINAL<br>RELEASE | FINAL<br>ACCEPT.<br>CERTIF. | EQUIP.<br>FINAL<br>DELIV. |          |                                |
| H1400              | OCS                         | 0                           | 0                         | 0                | 0                           |                           |          | Nov 94                         |
| C0501              | Systems Facilities Sitework | 0                           | 0                         | 0                | 0                           |                           |          | Jun 94                         |
| C0610              | Trackwork - El Segundo      | 0                           | 0                         | 0                | 0                           |                           |          | May 94                         |
| P1800              | Special Trackwork           |                             | 0                         | 0                | 0                           |                           |          | May 94                         |
| C0600              | Trackwork I-105             | 0                           | 0                         | 0                | 0                           |                           |          | May 94                         |
| C0400              | Main Yard & Shop            | 0                           | 0                         | 0                | 0                           |                           |          | Jul 94                         |
| H1310              | Signs & Graphics            | 0                           | 0                         | 0                | 0                           | 0                         |          | Dec 94                         |
| H0901              | PIDS                        | 0                           | 0                         | 0                | 0                           | 0                         |          | Dec 94                         |
| H0831              | SCADA                       | 0                           | 0                         | 0                | 0                           | 0                         |          | Nov 94                         |
| H0832              | CTS                         | 0                           | 0                         | 0                | 0                           | 0                         |          | Dec 94                         |
| H0840              | Fare Collection Equipment   | 0                           | 0                         | 0                | 0                           | 0                         |          | Dec 94                         |
| P2020              | LRV's - 15 cars             | 0                           | 0                         | 0                | 0                           | 0                         |          | Jan 95                         |
| C0090              | Miscellaneous Construction  | 0                           | 0                         | 0                | 0                           |                           |          | Jan 95                         |
| C0100              | Guideway Construction       | 0                           | 0                         | 0                | 0                           |                           |          | Jan 95                         |
| C0170              | ADA Elevators               | 0                           | 0                         | 0                | 0                           |                           |          | Jan 95                         |
| H0900              | SSCS                        | 0                           | 0                         | 0                | 0                           | 0                         |          | Feb 95                         |
| H1200              | TPSS                        | 0                           | 0                         | 0                | 0                           |                           |          | Feb 95                         |
| C0095              | Fencing/WIDS                | 0                           | 0                         | 0                | 0                           | 0                         |          | Jul 95                         |
| H0889              | Radios                      | 0                           | 0                         | 0                | 0                           | 0                         |          | Jun 95                         |
| H1100              | ATC                         | 0                           | 0                         | 0                | 0                           | 0                         |          | Feb 97                         |
|                    |                             |                             |                           |                  |                             |                           |          |                                |

## INVOICE PROCESSING

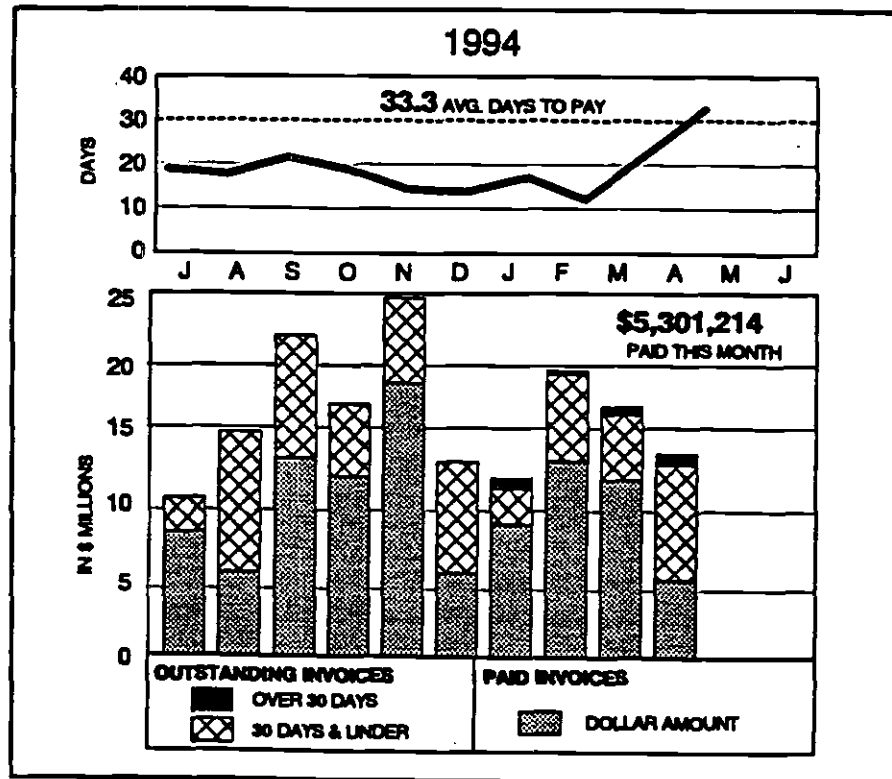
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 33.3 days.

• 21 invoices were paid for a total value of \$5,301,214.

• There were 12 outstanding Construction or Procurement invoices under 30 days old for \$7,774,338.

• There were 3 outstanding Construction or Procurement invoices over 30 days old for \$876,144.

Construction/Procurement Invoice Status



Note: The average days to pay is the time from when the Resident Engineer approves a progress payment (invoice) to when Accounting issues a check for this invoice.

## OUTSTANDING INVOICES

| Month    | Construction/Procurement Invoices |              |                    |              | Other Invoices     |              |                    |              |
|----------|-----------------------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|
|          | 30 Days and Under                 |              | Over 30 Days       |              | 30 Days and Under  |              | Over 30 Days       |              |
|          | Number of Invoices                | Dollar Value | Number of Invoices | Dollar Value | Number of Invoices | Dollar Value | Number of Invoices | Dollar Value |
| JAN 1994 | 12                                | 2,385,951    | 2                  | 826,899      | 33                 | 1,579,561    | 29                 | 1,156,866    |
| FEB 1994 | 13                                | 5,951,401    | 3                  | 351,631      | 28                 | 4,108,211    | 32                 | 347,652      |
| MAR 1994 | 9                                 | 4,379,123    | 4                  | 674,096      | 27                 | 2,219,302    | 32                 | 207,390      |
| APR 1994 | 12                                | 7,774,338    | 3                  | 876,144      | 25                 | 2,070,064    | 15                 | 182,638      |

## EXECUTIVE SUMMARY

## COST STATUS

- The current forecast remains at \$1,450 million.

## CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

## LEGEND

|   |                              |
|---|------------------------------|
| 0 | Open. Action still required. |
| ■ | Completed or Not Applicable  |

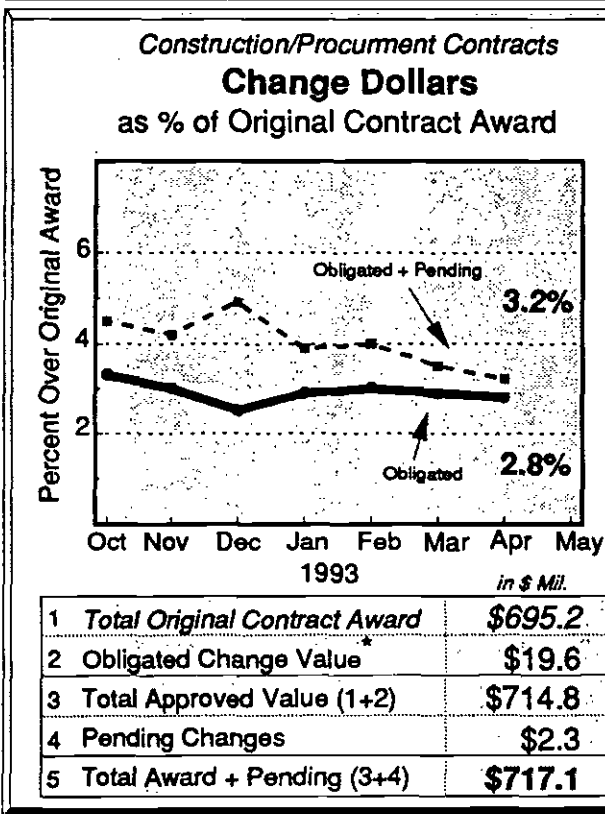
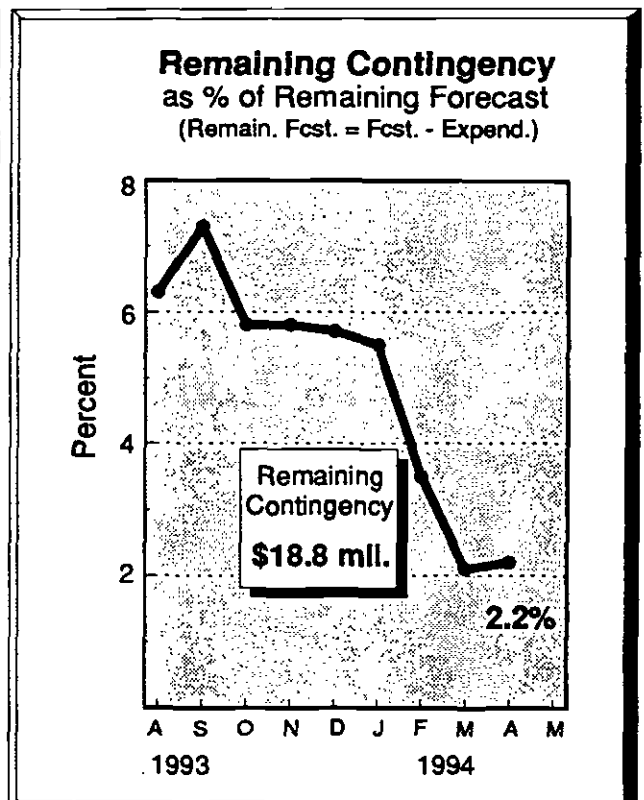
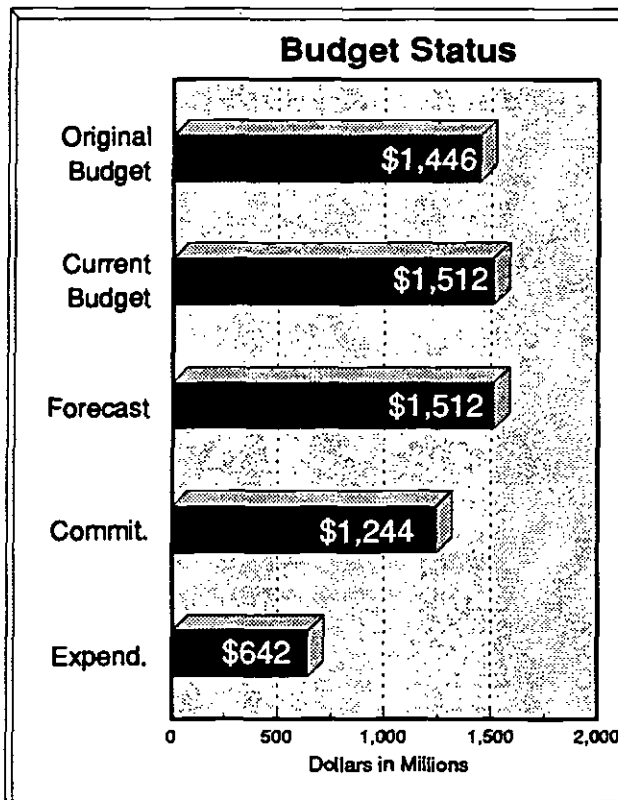
CONTRACT CLOSE OUT STATUS  
METRO RED LINE SEGMENT 1

| CONTRACT NUMBER | DESCRIPTION             | CLOSE OUT STATUS     |                     |               |                       |                     | COMMENTS                                  | PROJECTED CLOSE-OUT DATE |
|-----------------|-------------------------|----------------------|---------------------|---------------|-----------------------|---------------------|---|--------------------------|
|                 |                         | CLAIMS/CHANGE ORDERS | FINAL PROG. PAYMENT | FINAL RELEASE | FINAL ACCEPT. CERTIF. | EQUIP. FINAL DELIV. |   |                          |
| A165            | 7th & Flower Station    | 0                    | 0                   | 0             | 0                     | 0                   | In litigation.                            | Jun 94                   |
| A610/115        | Track Installation      | 0                    | 0                   | 0             | 0                     | 0                   | Final closeout pending claims litigation. | Jun 94                   |
| A620            | Automatic Train Control | 0                    | 0                   | 0             | 0                     | ■                   | Outstanding claims.                       | May 94                   |
| A640            | Communications          | 0                    | 0                   | 0             | 0                     | 0                   | Active contract.                          | May 94                   |
| A650            | Passenger Vehicles      | 0                    | 0                   | 0             | 0                     | 0                   | Active contract. Option pending.          | Jun 94                   |

## REMAINING ACTIVITIES

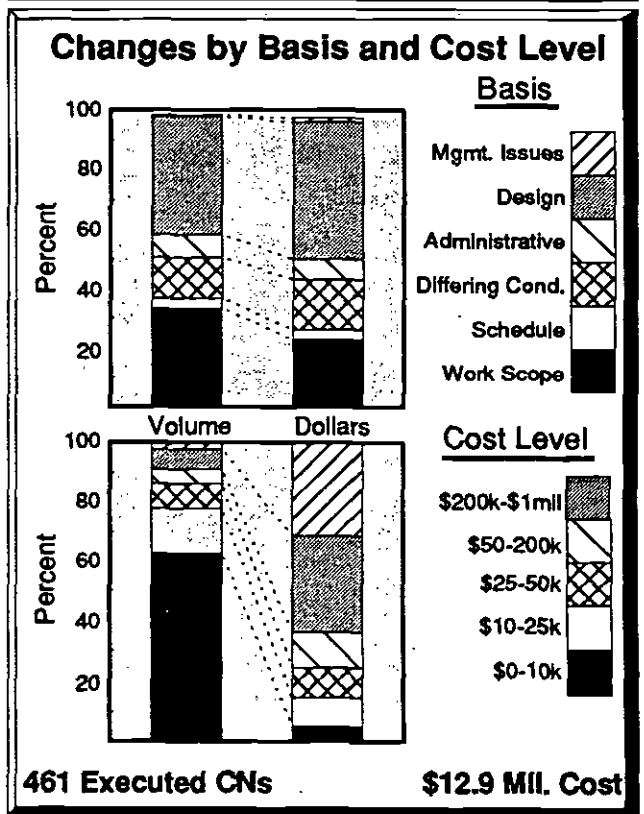
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

## FINANCIAL STATUS



R8106941.DRW

\* Includes Approved and NTE Authorizations



## SCHEDULE AND SAFETY STATUS

## MTA Critical Activities

June 1994

✓ AWARD APPROVAL

B642 Public Address

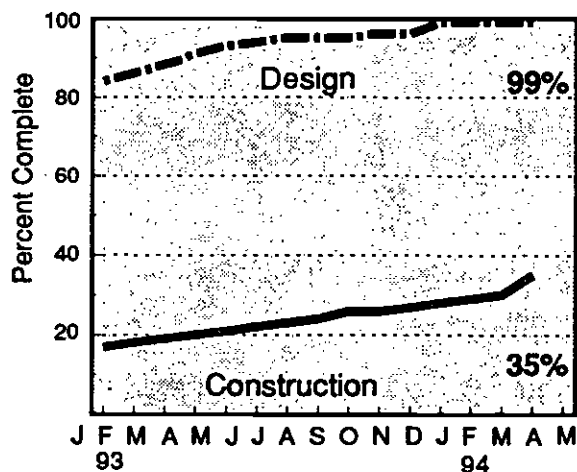
## Employment Status

Months of Employment Provided

**18,618**Based on an average  
29 job-months provided  
per million expended

## Schedule Status

## PROGRESS



Revenue Operation Date:

Wilshire Corridor **July 1996**Vermont/Hollywood Corridor **Sep 1998**

## Schedule Status

## CRITICAL PATH - 1 Year Outlook

Wilshire

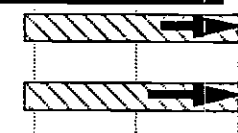
*25 days ahead*  
B215 (posit float)  
*18 days ahead*  
B610 (posit float)

B215 Construction

Wilshire/Vermont Station

B610 Construction

Trackwork



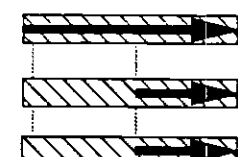
Jul Dec Jun

Vermont/Hollywood

*67 days behind*  
(negative float)

B251 Construction  
Vermont/Hollywood TunnelB271 Construction  
Hollywood/Western Station

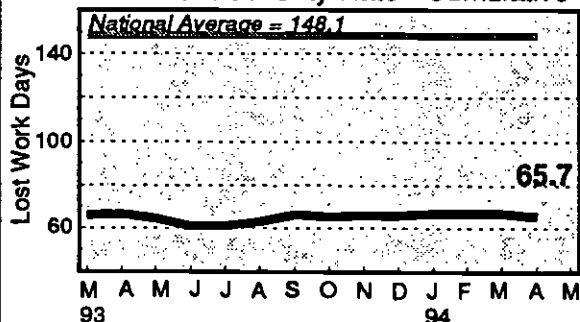
B610 Trackwork



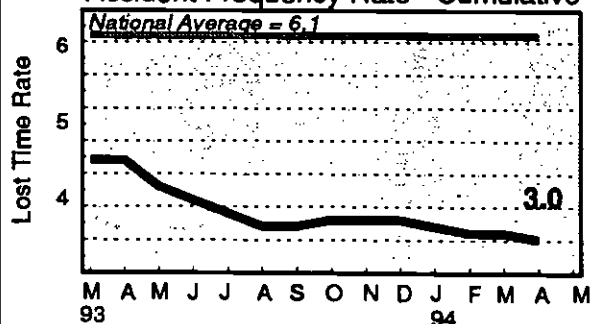
Jul Dec Jun

## Safety

## Accident Severity Rate - Cumulative



## Accident Frequency Rate - Cumulative



RB104042.DRW

## EXECUTIVE SUMMARY

## COST STATUS

|  | in \$ million |
|--|---------------|
| • Current Budget                                   | \$1,511.7     |
| • Current Forecast<br>(including new requirements) | \$1,511.7     |

## SCHEDULE STATUS

|                                   |           |      |
|-----------------------------------|-----------|------|
| • Current Revenue Operation Dates |           |      |
| Wilshire Corridor                 | July      | 1996 |
| Vermont/Hollywood Corridor        | September | 1998 |
| • Design Progress                 |           | 99%  |
| • Construction Progress           |           | 35%  |

## REAL ESTATE

|            | NUMBER OF<br>PARCELS | NUMBER OF<br>PARCELS<br>AVAILABLE | PARCELS NOT<br>AVAILABLE<br>(ON SCHEDULE) | PARCELS NOT AVAILABLE<br>(BEHIND SCHEDULE) |                     |
|------------|----------------------|-----------------------------------|---|--|---------------------|
|            |                      |                                   |   | NUMBER                                     | AVG. DAYS<br>BEHIND |
| THIS MONTH | 87                   | 80                                | 5   | 2  | 59                  |
| LAST MONTH | 87                   | 79                                | 7   | 1  | 103                 |

- There are 87 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: 31 full takes, 44 subsurface easements, three temporary construction easements and two part-takes. Six additional parcels were added for temporary rights-of-entry and one temporary license.

---

\* Two of the full take parcels are not required for construction.



## EXECUTIVE SUMMARY (CON'T)

To date, there have been 80 parcels acquired. Forty-one of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

### PUBLIC AFFAIRS

#### Wilshire Corridor

- MTA staff presented a construction update to the monthly Wilshire Chamber of Commerce meeting as the keynote speaker. For Contract B211, Wilshire/Vermont, the streetscape scene and a marketing plan will be developed for Wilshire Center businesses. Contract B221, Wilshire/Normandie, a parking program has been implemented for the Ardmore Neighborhood Association, Kemper Dunn, Metroplex and 3450 Wilshire buildings. Staff continues to meet weekly with the Wilshire Raddison Hotel management to provide updates and address their concerns. Public Affairs will co-sponsor the Wilshire Chamber of Commerce concerts for their lunch program series and ads were placed in several local newspapers promoting the Metro Red Line along the Wilshire Corridor.

#### Vermont Corridor

- Contract B241, Vermont/Beverly, hosted a community festival attracting over 200 local residents business people. Public Affairs staff continues to work with B241 business owners to address their parking concerns and provide signage; construction notices were distributed regarding piles installation activities as part of this effort. Virgil Middle School administrators were also briefed on Metro Red Line construction safety points for students. Cultural events included a "Culture in the Afternoon" program at Barnsdall Park and discussions with the Los Angeles City College and the Braille Institute to coordinate an art program and murals at the station entrance site.

#### Hollywood Corridor

- Contract B281, Hollywood/Vine, community celebration activities are being planned and will be organized in conjunction with a special events sub-committee. A press conference was held to commemorate the beginning of the removal of the Hollywood Walk of Fame stars.

## AREAS OF CONCERN

### ONGOING

#### **Delay to Vermont/Hollywood Corridor Revenue Operation Date (ROD)**

**Concern:** Currently, the projected delay to Revenue Operation Date (ROD) is one and one-half months. The delay to the ROD is a "day per day" relationship with the B251 tunnel Contractor's delay in completing the initial excavation of the tunnels. The one and one-half months delay, representing a schedule mitigation of four and one-half months, resulted from additional construction access to the B251 tunnel along Vermont Avenue provided to the Contractor by the MTA; and the resequencing of tunnel concrete operations along Vermont Avenue and Hollywood Blvd.

**Action:** Continue schedule review of critical path activities for the following contracts: Contract B251, Vermont/Hollywood Tunnel; Contract B271, Hollywood/Western Station, lower station excavation and concrete placement; Contract B610, Trackwork Installation; Contract B631, TPS Installation and Testing; Contract B620, Operational and Dynamic Testing; integration testing of all systems; and pre-revenue operations to ROD, to determine how best to mitigate the remaining delay.

**Status:** The RCC staff has identified a list of potential mitigation measures as candidates for detail schedule analysis. This list includes evaluating whether or not further mitigation of Contract B251 is warranted and cost effective due to: near critical, secondary and tertiary critical paths, evaluation of all critical path contracts for mitigation implementation; and incorporation of lessons learned from Segment 1.

#### **Contract A650, Segment 2 Passenger Vehicles**

**Concern:** The option in the Segment 1 A650 Passenger Vehicle contract for 30 additional vehicles required for the Vermont/Hollywood Corridor was not exercised by the October 1993 target date.

**AREAS OF CONCERN (CON'T)**

- Action:** A MTA task force was established to study the MTA Operations department concerns regarding excessive wheel wear experienced on Segment 1. This issue has been resolved and presented to the RCC and the MTA Boards for information. The RCC Board approved the staff's recommendation to exercise the A650 option at the April 18, 1994 meeting and the MTA Board is scheduled to act on the option at the May 25, 1994 meeting. As a precautionary measure in the event, the MTA Board does not exercise the A650 option, Engineering Services Contract E0090 provides for preparation of specifications to be used for rebidding if necessary. Using an Invitation for Bid (IFB) approach will facilitate the obtaining of vehicles prior to the Vermont/Hollywood ROD.
- Status:** The option included in the Segment 1 A650 Passenger Vehicle contract will be reviewed and acted on at the MTA Board Meeting scheduled for May 1994. The current Segment 2 vehicle procurement and testing schedule indicates some risk to the Vermont/Hollywood ROD if the option is not exercised in May 1994.

## FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the March Monthly Project Report submitted to FTA by their Project Management Oversight Consultant, Hill International.

### ONGOING

#### March 1993, Financial Management Information System

**Concern:** The MTA should focus on the integration of the accounting systems and integration with the RCC's cost management system.

**Action:** The plans for the FIS integration are in process and the company that will handle the conversion is being selected.

**Status:** The bids have been received and processed. The proposal will go to the Board in May 1994.

NEW                      NONE

RESOLVED              NONE

**KEY ACTIVITIES - APRIL****Design**

- Contract B261, Vermont/Sunset Station, received Notice to Proceed on April 5, 1994.
- Contract B271, Hollywood/Western Station, received Notice to Proceed on April 4, 1994.
- The bid opening for Contract B648A, Communications (Installation Wilshire Corridor), was held April 21, 1994. The bid report was completed on April 29, 1994.
- The bid report was completed for Contract B760, Signs & Graphics (design/supply), on April 1, 1994. The bid report was completed April 29, 1994, and approved by the MTA on April 27, 1994.

**Construction**

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, substantial completion was recognized March 4, 1994. Hydroseeding activities were completed in the southwest corner of MacArthur Park.
- Contract B211, Wilshire/Vermont Station, Stage I, completed placement of service walkway concrete at the lower track level turnout structure and installation of HDPE, protective slab, and rebar for the east Blast Relief Shaft (BRS) slab on grade concrete.
- Contract B215, Wilshire/Vermont Station, Stage II, continued installation of soldier piles; and proceeded with the drilling, grouting, and testing of tiebacks. General excavation and removal of dirt continued.
- Contract B221, Wilshire/Normandie Station and Line, making preparations for the excavated B251 "hole-through" into the turnout structure. Completed installation of the smoke exhaust plenum at the high bay area of the station, and the upper track level exterior walls.

**KEY ACTIVITIES (CON'T)**

- Contract B231, Wilshire/Western Station and Crossover, completed the installation of bus pads, curbs, and gutters along Western Avenue; applied acoustical spray in all shafts; and placed black terrazzo tiles at the Western sidewalk adjacent to the Wiltern Theater Building. Installation of the elevator frame continued.
- Contract B241, Vermont/Beverly Station, soldier pile installation is ongoing. Telephone ductbank relocation work and utility relocation continued.
- Contract B251, Vermont/Hollywood Tunnels, placed stairway concrete at shaft #18; excavated to the top heading in the AL tunnel at shaft #19; and continued production of precast segments.
- Contract B252, Vermont/Santa Monica Station, completed Automatic Traffic Surveillance and Control System (ATSAC) installation on April 2, 1994; one day prior to the milestone 22 completion date.
- Contract B281, Hollywood Vine Station, fifty-seven terrazzo Star Panels (Walk of Fame) have been removed. Completed renovation of the Resident Engineer's field office.
- Contract B611, Running Rail, delivery of running rail for Segment 2 is now accomplished.
- Review and approval of Contractor submittals are underway for Contract B610, Trackwork Installation, Contract B612, Contact Rail and Coverboard, Contract B614, Special Trackwork, Contract B616, Special Direct Fixation Fasteners, Contract B620, Automatic Train Control; Contract B630, Traction Power Substation Equipment; Contract B631, Traction Power Installation; Contract B644, Fiber Optic and Cable Transmission, Contract B645, TRACS, and Contract B795, Uninterruptable Power Supply.
- Contract B643, Closed Circuit Television, Preliminary Design Review (PDR) meeting was held on April 26, 1994. The Contractor is expected to complete a PDR resubmittal package by May 11, 1994.
- Contract B646, Fire & Emergency Management, Preliminary Design Review on the Telephones and Emergency Trip Station was conducted on April 26, 1994.

**KEY ACTIVITIES (CON'T)**

- Contract B710, Escalators and Elevators, fabrication of the equipment for Contracts B221 and B231 continued.
- Contract B740, Ventilation Equipment, ventilation equipment was installed by the Wilshire/Western Station facility Contractor; and acceptance testing of booster fans for the pocket track is ongoing. Equipment transfer to the Wilshire/Normandie Station began and submittals for the Contract B215 are being reviewed.
- Contract B745, Air Handling & TPSS Fans, a procedure for the painting of TPSS fans in the field was approved. The remedial work on the fans was carried out. The Air Handling Units submittals for the B215 station were reviewed and returned to the Contractor; and fabrication is expected to commence in June 1994.
- Contract B761, Illuminated Signs and Edge Lights Procurement, edgelights for Contract B231 were delivered to that station on March 31, 1994, in compliance with the contract delivery date.

**KEY ACTIVITIES - PLANNED FOR MAY****Design**

- Contract B641, Radio (design/furnish/install), is expected to receive Notice to Proceed on May 3, 1994.
- Contract B642, Public Address (procurement) is scheduled for the MTA's approval for award on May 25, 1994.
- Contract B648A, Communications (Wilshire Installation), is scheduled to receive approval for award from the RCC Board on May 16, 1994, and from the MTA Board on May 25, 1994.
- Contract B760, Signs and Graphics, is expected to receive Notice to Proceed on May 16, 1994.

**Construction**

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue rework to correct punchlist items and final cleanup. Proceed with electrical and mechanical work in the pocket track structure, AR and AL tunnels.
- Contract B211, Wilshire/Vermont Station, Stage I, continue repair work at the lower and upper track levels, and the ancillary level. Accomplish the placement of HDPE and rebar for the east Blast Relief Shaft (BRS) exterior walls, and continue construction of side structures.
- Contract B215, Wilshire/Vermont Station, Stage II, proceeding with fabrication and installation of wales and struts for the excavation support system; and continue with tieback installation and testing.
- Contract B221, Wilshire/Normandie Station and Line, place concrete for station entrance exterior walls, continue shoring operations for the entrance roof slab and the turnout structure roof; excavate side structures on the north side of Wilshire Boulevard; and continue station backfill.
- Contract B229, Temporary Ventilation During Construction, the Contractor will interface with control and indication circuits and the Contract B201 ventilation system during testing scheduled for May 4, 1994.



**KEY ACTIVITIES (CON'T)**

- Contract B231, Wilshire/Western Station, continue installation of ductwork and accessories, doors and hardware throughout the station. Continue placing stainless steel siding and guard rails. Concrete pouring of the retaining walls are ongoing at the bus layover area in preparation for electrical testing.
- Contract B241, Vermont/Beverly Station, pile installation continues on the west side of Vermont Avenue and telephone ductbank relocation is progressing.
- Contract B251, Vermont/Hollywood Tunnel, ongoing activities include production of floating slabs, Vermont tunnel excavation, chemical grouting of the Hollywood tunnel at the 101 Freeway overpass, and excavation and support of cross passages.
- Contract B252, Vermont/Santa Monica Station, completing relocation of waterlines and tie in of the 12 inch waterline.
- Contract B281, Hollywood/Vine Station, continue site mobilization and start-up activities.
- Contract B643, Closed Circuit Television, the Contractor is expected to complete the Preliminary Design Review on May 11, 1994. Final Design Review is scheduled for June 22 through 24, 1994.
- Contract B644, Fiber Optic and Cable Transmission, Final Design Review submittals are due May 12, 1994; with a Final Design Review planned for May 26, 1994. A proposal for Change Notice CN 1.01, to modify the design of the Fiber Optic and Cable Transmission system is due May 23, 1994.
- Contract B710, Escalators and Elevators, delivery of equipment for Contract B221 and B231 is scheduled for July 10, 1994, and October 21, 1994 respectively.
- Contract B740, Ventilation Equipment, noise tests for fans are scheduled for May 12 and 13, 1994, for Contract B215.
- Contract B745, Air Handler & TPSS Fans, Fabrication of B215 air handling units will commence in June 1994.

**KEY ACTIVITIES (CON'T)**

- Contract B761, Illuminated Signs and Edge Lights Procurement, the B231 pylon is undergoing modification to incorporate changes initiated by approved change order. The pylon is scheduled for delivery to the Wilshire/Western Station on June 3, 1994.

**RAIL CONSTRUCTION CORPORATION  
PROJECT COST REPORT  
COST BY ELEMENT  
WITH NEW REQUIREMENTS**

Project: R81 METRO RED LINE - SEGMENT 2

Period: Apr 1, 1994 to Apr 29, 1994  
Run Date: May 16, 1994  
Units: \$ in Thousands (Truncated)

| ELEMENT / DESCRIPTION           | ORIGINAL<br>BUDGET | CURRENT BUDGET |                  | COMMITMENTS   |                  | INCURRED      |                | EXPENDITURES  |                | CURRENT FORECAST |                  | FORECAST<br>VARIANCE |
|---------------------------------|--------------------|----------------|------------------|---------------|------------------|---------------|----------------|---------------|----------------|------------------|------------------|----------------------|
|                                 |                    | Period         | To Date          | Period        | To Date          | Period        | To Date        | Period        | To Date        | Period           | To Date          |                      |
| <b>TOTAL PROJECT</b>            |                    |                |                  |               |                  |               |                |               |                |                  |                  |                      |
| T CONSTRUCTION                  | 893,000            | 0              | 932,864          | 37,882        | 788,528          | 16,078        | 379,603        | 15,053        | 357,265        | 596              | 957,026          | 24,162               |
| S PROFESSIONAL SERVICES         | 289,150            | 0              | 354,803          | -6,102        | 312,152          | 3,315         | 201,244        | 3,315         | 201,244        | 0                | 354,617          | -185                 |
| R REAL ESTATE                   | 79,827             | 0              | 83,568           | 0             | 75,176           | 550           | 69,181         | 1,320         | 69,951         | 0                | 86,860           | 3,292                |
| F UTILITY/AGENCY FORCE ACCOUNTS | 36,668             | 0              | 29,796           | 0             | 20,442           | 2,635         | 9,834          | 2,635         | 9,834          | 0                | 28,776           | -1,019               |
| D SPECIAL PROGRAMS              | 2,044              | 0              | 4,402            | 0             | 537              | 24            | 415            | 24            | 415            | 0                | 560              | -3,841               |
| C PROJECT CONTINGENCY           | 145,743            | 0              | 40,999           | 0             | 0                | 0             | 0              | 0             | 0              | -596             | 18,891           | -22,107              |
| A PROJECT REVENUE               | 0                  | 0              | 0                | 0             | 0                | 0             | -181           | 0             | -181           | 0                | -300             | -300                 |
| <b>TOTAL PROJECT</b>            | <b>1,446,432</b>   | <b>0</b>       | <b>1,446,432</b> | <b>31,780</b> | <b>1,196,836</b> | <b>22,602</b> | <b>660,097</b> | <b>22,348</b> | <b>638,529</b> | <b>0</b>         | <b>1,446,432</b> | <b>0</b>             |
| <b>NEW REQUIREMENTS</b>         |                    |                |                  |               |                  |               |                |               |                |                  |                  |                      |
| T CONSTRUCTION                  | 0                  | 0              | 55,024           | 7,608         | 43,068           | 0             | 0              | 0             | 0              | -5,484           | 43,892           | -11,131              |
| S PROFESSIONAL SERVICES         | 0                  | 0              | 8,225            | 13            | 4,533            | 46            | 4,055          | 46            | 4,055          | 0                | 8,198            | -27                  |
| R REAL ESTATE                   | 0                  | 0              | 0                | 0             | 1                | 4             | 0              | 4             | 0              | 0                | 0                | 0                    |
| D SPECIAL PROGRAMS              | 0                  | 0              | 0                | 0             | 43               | 0             | 14             | 0             | 14             | 0                | 20               | 20                   |
| C PROJECT CONTINGENCY           | 0                  | 0              | 2,000            | 0             | 0                | 0             | 0              | 0             | 0              | 8,139            | 13,139           | 11,139               |
| <b>TOTAL NEW REQUIREMENTS</b>   | <b>0</b>           | <b>0</b>       | <b>65,249</b>    | <b>7,621</b>  | <b>47,646</b>    | <b>51</b>     | <b>4,069</b>   | <b>51</b>     | <b>4,069</b>   | <b>7,655</b>     | <b>65,249</b>    | <b>0</b>             |
| <b>GRAND TOTAL</b>              | <b>1,446,432</b>   | <b>0</b>       | <b>1,511,681</b> | <b>39,401</b> | <b>1,244,483</b> | <b>22,654</b> | <b>664,166</b> | <b>22,400</b> | <b>642,598</b> | <b>2,654</b>     | <b>1,511,681</b> | <b>0</b>             |

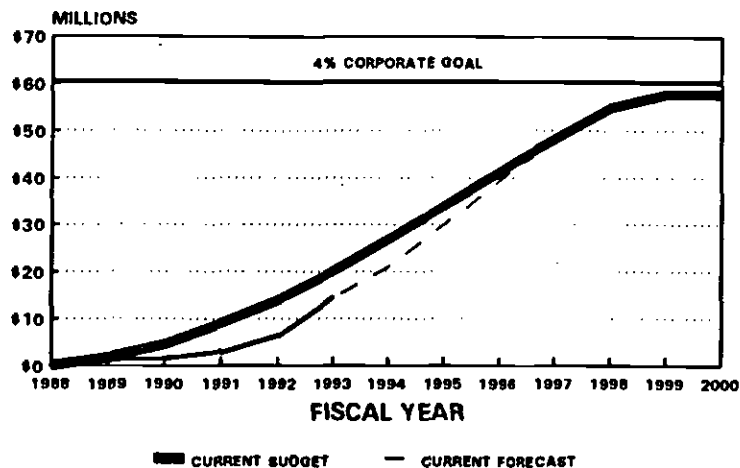
RAIL CONSTRUCTION CORPORATION  
METRO RAIL PROJECT SEGMENT 2  
(IN THOUSAND OF DOLLARS)

STATUS OF FUNDS BY SOURCE

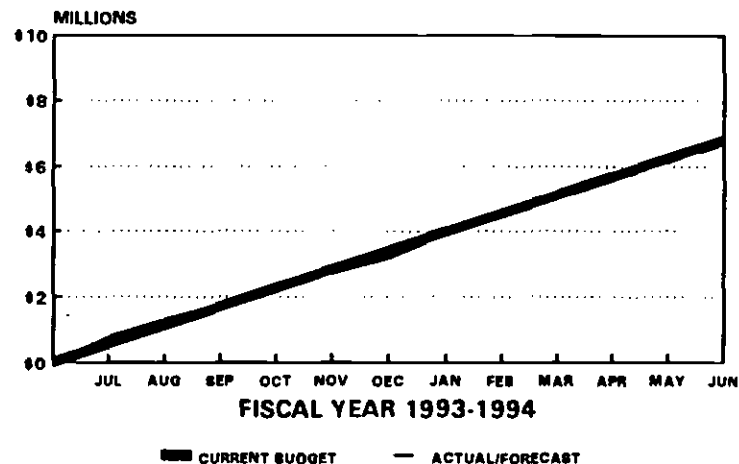
| SOURCE                                 | TOTAL<br>FUNDS<br>ANTICIPATED | TOTAL<br>FUNDS<br>AVAILABLE | * COMMITMENTS |     | EXPENDITURES (4) |     | BILLED TO SOURCE |     |
|--|-------------------------------|-----------------------------|---------------|-----|------------------|-----|------------------|-----|
|  |                               |                             | \$            | %   | \$               | %   | \$               | %   |
| FTA-SECTION 3                          | \$667,000                     | \$597,653                   | \$595,665     | 89% | \$268,397        | 40% | \$245,416        | 37% |
| FTA-SECTION 3 DEFERRED LOCAL SHARE (1) |                               |                             | \$115,135     |     | \$59,938         |     | \$52,277         |     |
| STATE                                  | \$185,129                     | \$133,000                   | \$136,041     | 73% | \$133,000        | 72% | \$133,000        | 72% |
| MTA                                    | \$440,303                     | \$148,954                   | \$264,415     | 60% | \$104,056        | 24% | \$111,728        | 25% |
| CITY OF L.A.                           | \$96,000                      | \$49,600                    | \$58,042      | 60% | \$45,600         | 48% | \$41,434         | 43% |
| BENEFIT ASSESS.                        | \$58,000                      | \$0                         | \$27,538      | 47% | \$27,538         | 47% | \$0              | 0%  |
| COST OVERRUN ACCOUNT (2)               | \$0                           | \$19,635                    | \$0           | 0%  | \$0              | 0%  | \$0              | 0%  |
| BENEFIT ASSESS. SHORTFALL (3)          | \$0                           | \$0                         | \$0           | 0%  | \$0              | 0%  | \$27,538         |     |
| TOTAL                                  | \$1,446,432                   | \$948,842                   | \$1,196,836   | 83% | \$638,529        | 44% | \$611,393        | 42% |
| PROP C: AMERICAN DISABILITY ACT        | \$5,996                       | \$404                       | \$3,717       | 62% | \$404            | 7%  | \$404            | 7%  |
| PROP A: TRANSIT ENHANCEMENTS           | \$59,254                      | \$3,665                     | \$43,930      | 74% | \$3,665          | 6%  | \$3,665          | 6%  |
| GRAND TOTAL                            | \$1,511,681                   | \$952,911                   | \$1,244,483   | 82% | \$642,598        | 43% | \$615,462        | 41% |

(1) FTA Section 3 Deferred Local Share. Commitments and expenditures are effective starting July 1st. 1992.  
 (2) The Cost Overrun Account includes CAPRA funds only.  
 (3) The current Benefit Assessment District revenue shortfall is being funded by MTA.  
 (4) Expenditures are cumulative through April 1994.

# **AGENCY COSTS** **RED LINE SEGMENT 2**



# **FISCAL YEAR 1994 AGENCY COSTS** **RED LINE SEGMENT 2**



## **PROJECT AGENCY COSTS** **RED LINE SEGMENT 2 (\$000)**

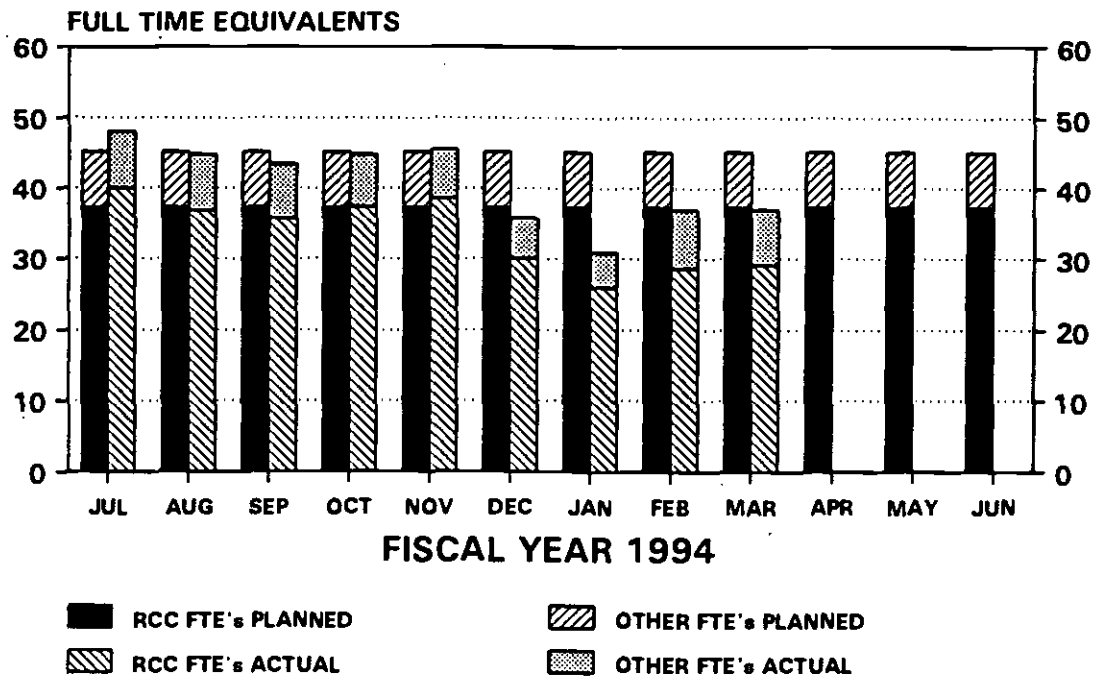
|                             |             |
|-----------------------------|-------------|
| TOTAL PROJECT BUDGET        | \$1,511,682 |
| CURRENT BUDGET              | \$ 57,840   |
| BUDGET % OF TOTAL PROJECT   | 3.8%        |
| CURRENT FORECAST            | \$ 58,396   |
| FORECAST % OF TOTAL PROJECT | 3.9%        |
| ACTUAL THROUGH FY 93        | \$ 14,686   |

## **FISCAL YEAR 1994 AGENCY COSTS** **RED LINE SEGMENT 2 (\$000)**

|                     |         |
|---------------------|---------|
| CURRENT BUDGET      | \$6,834 |
| CURRENT FORECAST    | \$6,666 |
| BUDGET PLAN TO DATE | \$5,125 |
| ACTUAL TO DATE      | \$5,023 |

# STAFFING PLAN VS. ACTUAL

## RED LINE SEGMENT 2



FY'94 Budget

## RED LINE (SEGMENT 2) STAFFING PLAN

### FISCAL YEAR 1994

|                     |    |
|---------------------|----|
| RCC FTE's PLANNED   | 37 |
| RCC FTE's ACTUAL    | 29 |
| OTHER FTE's PLANNED | 8  |
| OTHER FTE's ACTUAL  | 8  |
| TOTAL FTE's PLANNED | 45 |
| TOTAL FTE's ACTUAL  | 37 |

COSTS SHOWN ARE FOR  
PROJECT R81 ONLY.

**R81 - Metro Red Line Seg-2**  
**PROJECT CHANGE VALUES ONLY**

**PROJECT CHANGE ACTIVITY SUMMARY:**  
**CHANGES V. BOARD APPROVED CHANGE CONTINGENCY**  
AS OF 04/15/94

| MTA APPROVED<br>CONTRACT AWARD |                | MTA APPROVED<br>CHANGE CONTINGENCY (CTO) |                    |                                | APPROVED<br>CHANGES TO DATE |                              |           |                  |                    | REMAINING<br>CONTINGENCY       | PROJECTED          |                                      |                  |           |
|--------------------------------|----------------|--|--------------------|--------------------------------|-----------------------------|------------------------------|-----------|------------------|--------------------|--------------------------------|--------------------|--------------------------------------|------------------|-----------|
| CONTRACT                       | AWARD<br>VALUE | %<br>ALLOWED                             | CURRENT<br>ALLOWED | TOTAL<br>APPROVED<br>AFE (R81) | APPROVED<br>CHANGES         | CURRENT<br>CONTRACT<br>VALUE | %<br>INCR | %<br>CTO<br>USED | %<br>COMP-<br>LETE | CURRENT<br>UNUSED<br>ALLOWANCE | PENDING<br>CHANGES | REMAINING<br>FORECAST<br>CONTINGENCY | %<br>CTO<br>USED | %<br>INCR |
| A.                             | B.             | C.                                       | D.                 | E.(B+D)                        | F.(1)                       | G.(B+F)                      | H.(2)     | I.               | J.                 | K.(D-F)                        | L.(3)              | M.(K-L)                              | N.               | O.        |
| B201                           | 444,577,273    | 20%                                      | 88,922,727         | 553,500,000                    | 55,481,685                  | 550,058,958                  | 12.3%     | 81%              | 98%                | 83,441,042                     | (8355,065)         | 83,796,107                           | 67%              | 11.5%     |
| B211                           | 838,487,177    | 13%                                      | 84,958,818         | 943,445,995                    | 81,831,132                  | 840,318,309                  | 4.8%      | 37%              | 80%                | 83,127,886                     | 8121,387           | 83,006,299                           | 39%              | 5.1%      |
| B215                           | 828,177,700    | 10%                                      | 82,811,830         | 928,789,530                    | 813,000                     | 928,190,700                  | 0.0%      | 0%               | 0%                 | 82,588,830                     | 80                 | 82,588,830                           | 0%               | 0.0%      |
| B218                           | 864,000        | 135%                                     | 888,900            | 1150,900                       | 880,184                     | 8144,184                     | 125.3%    | 83%              | 100%               | 88,408                         | 80                 | 88,408                               | 83%              | 125.3%    |
| B221                           | 878,812,783    | 14%                                      | 810,884,831        | 980,877,324                    | 85,834,823                  | 885,447,818                  | 7.1%      | 82%              | 75%                | 85,229,708                     | 81,335,432         | 83,884,277                           | 64%              | 8.7%      |
| B229                           | 8957,428       | 10%                                      | 895,742            | 81,053,170                     | 85,000                      | 8882,428                     | 0.5%      | 5%               | 0%                 | 880,742                        | 824,000            | 888,742                              | 30%              | 3.0%      |
| B231                           | 853,645,201    | 10%                                      | 85,384,520         | 958,009,721                    | 83,235,075                  | 858,880,276                  | 6.0%      | 80%              | 80%                | 82,129,445                     | 81,218,896         | 8809,749                             | 83%              | 8.3%      |
| B241                           | 840,867,557    | 10%                                      | 84,086,758         | 948,053,313                    | 80                          | 840,867,557                  | 0.0%      | 0%               | 0%                 | 84,086,758                     | 880,000            | 84,086,758                           | 2%               | 0.2%      |
| B251                           | 8128,855,578   | 5%                                       | 87,000,894         | 8138,858,472                   | 82,805,053                  | 8132,480,631                 | 2.2%      | 40%              | 44%                | 84,185,841                     | (8898,897)         | 85,091,538                           | 27%              | 1.5%      |
| B252                           | 850,878,831    | 11%                                      | 85,851,158         | 958,730,788                    | 80                          | 850,878,831                  | 0.0%      | 0%               | 0%                 | 85,851,158                     | 88,348             | 85,841,808                           | 0%               | 0.0%      |
| B261                           | 844,888,898    | 10%                                      | 84,490,700         | 948,483,898                    | 80                          | 844,888,898                  | 0.0%      | 0%               | 0%                 | 84,490,700                     | (850,330)          | 84,547,030                           | -1%              | -0.1%     |
| B268                           | 868,000        | 10%                                      | 88,800             | 898,800                        | 88,550                      | 888,550                      | 8.7%      | 87%              | 100%               | 8250                           | 80                 | 8250                                 | 87%              | 8.7%      |
| B271                           | 838,848,800    | 10%                                      | 83,884,800         | 942,842,800                    | 80                          | 838,848,800                  | 0.0%      | 0%               | 0%                 | 83,884,800                     | 80                 | 83,884,800                           | 0%               | 0.0%      |
| B281                           | 848,287,000    | 12%                                      | 85,814,440         | 958,201,440                    | 817,000                     | 848,304,000                  | 0.0%      | 0%               | 0%                 | 85,887,440                     | 80                 | 85,887,440                           | 0%               | 0.0%      |
| B288                           | 878,478        | 14%                                      | 810,822            | 887,100                        | 88,845                      | 888,323                      | 12.8%     | 83%              | 100%               | 8777                           | 80                 | 8777                                 | 83%              | 12.8%     |
| B289                           | 80             | ***%                                     | 80                 | 80                             | 80                          | 80                           | ***%      | ***%             | 0%                 | 80                             | 80                 | 80                                   | ***%             | 0.0%      |
| B810                           | 818,888,852    | 10%                                      | 81,888,885         | 818,358,817                    | 811,000                     | 818,700,852                  | 0.1%      | 1%               | 0%                 | 81,887,885                     | 80                 | 81,887,885                           | 1%               | ***%      |
| B811                           | 82,718,048     | 10%                                      | 8271,805           | 82,890,854                     | 80                          | 82,718,048                   | 0.0%      | 0%               | 0%                 | 8271,805                       | 80                 | 8271,805                             | 0%               | 0.0%      |
| B812                           | 83,884,355     | 10%                                      | 8388,438           | 84,383,791                     | 80                          | 83,884,355                   | 0.0%      | 0%               | 0%                 | 8388,438                       | 80                 | 8388,438                             | 0%               | 0.0%      |
| B814                           | 82,648,828     | 10%                                      | 8264,883           | 82,811,512                     | 80                          | 82,648,828                   | 0.0%      | 0%               | 0%                 | 8264,883                       | 818,000            | 8248,883                             | 6%               | 0.6%      |
| B816                           | 8758,583       | 10%                                      | 875,858            | 8835,641                       | 80                          | 8758,583                     | 0.0%      | 0%               | 0%                 | 875,858                        | 80                 | 875,858                              | 0%               | 0.0%      |
| B820                           | 818,831,285    | 13%                                      | 82,328,833         | 920,357,289                    | (8158,100)                  | 817,875,185                  | -0.8%     | -7%              | 0%                 | 82,482,133                     | 8124,733           | 82,357,400                           | -1%              | -0.2%     |
| B830                           | 88,157,150     | 10%                                      | 8818,715           | 88,772,888                     | 8100,071                    | 88,257,221                   | 1.8%      | 18%              | 0%                 | 8815,644                       | 8288,827           | 8245,717                             | 80%              | 8.0%      |
| B831                           | 84,487,185     | 10%                                      | 8448,717           | 84,813,932                     | 80                          | 84,487,185                   | 0.0%      | 0%               | 0%                 | 8448,717                       | 80                 | 8448,717                             | 0%               | 0.0%      |
| B843                           | 8780,127       | 10%                                      | 878,013            | 8858,140                       | 80                          | 8780,127                     | 0.0%      | 0%               | 0%                 | 878,013                        | 80                 | 878,013                              | 0%               | 0.0%      |
| B844                           | 83,280,888     | 13%                                      | 8435,017           | 83,898,005                     | 80                          | 83,280,888                   | 0.0%      | 0%               | 0%                 | 8435,017                       | (8800)             | 8435,817                             | 0%               | 0.0%      |
| B845                           | 82,588,871     | 5%                                       | 8117,258           | 82,884,128                     | 80                          | 82,588,871                   | 0.0%      | 0%               | 0%                 | 8117,258                       | 80                 | 8117,258                             | 0%               | 0.0%      |
| B848                           | 82,547,788     | 10%                                      | 8254,777           | 82,802,543                     | 80                          | 82,547,788                   | 0.0%      | 0%               | 0%                 | 8254,777                       | 80                 | 8254,777                             | 0%               | 0.0%      |

[1] Costs shared with other projects. Costs shown are for R81 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % Increase over original award [3] Logged contract changes ONLY

R81 - Metro Red Line Seg-2  
REV 1.0 01/28/94 lms

PAGE 1

T RUBIO  
PROJECT VALUE SUMMARY 04/15/94

Note: Contract B841 was awarded on 3/23/94 for \$10,230,158.

COSTS SHOWN ARE FOR  
PROJECT RB1 ONLY.

**RB1 - Metro Red Line Seg-2**  
**PROJECT CHANGE VALUES ONLY**

**PROJECT CHANGE ACTIVITY SUMMARY:**  
**CHANGES V. BOARD APPROVED CHANGE CONTINGENCY**  
AS OF 04/16/94

| MTA APPROVED<br>CONTRACT AWARD |                | MTA APPROVED<br>CHANGE CONTINGENCY (CTG) |                    |                                | APPROVED<br>CHANGES TO DATE |                              |           |                  |                    | REMAINING<br>CONTINGENCY       | PROJECTED          |                                      |                  |           |
|--------------------------------|----------------|--|--------------------|--------------------------------|-----------------------------|------------------------------|-----------|------------------|--------------------|--------------------------------|--------------------|--------------------------------------|------------------|-----------|
| CONTRACT                       | AWARD<br>VALUE | %<br>ALLOWED                             | CURRENT<br>ALLOWED | TOTAL<br>APPROVED<br>AFE (RB1) | APPROVED<br>CHANGES         | CURRENT<br>CONTRACT<br>VALUE | %<br>INCR | %<br>CTG<br>USED | %<br>COMP-<br>LETE | CURRENT<br>UNUSED<br>ALLOWANCE | PENDING<br>CHANGES | REMAINING<br>FORECAST<br>CONTINGENCY | %<br>CTG<br>USED | %<br>INCR |
| A.                             | B.             | C.                                       | D.                 | E.(B+D)                        | F.(1)                       | G.(B+F)                      | H.(2)     | I.               | J.                 | K.(D-F)                        | L.(3)              | M.(K-L)                              | N.               | O.        |
| 86468                          | \$0            | ***%                                     | \$0                | \$0                            | \$0                         | \$0                          | ***%      | ***%             | 0%                 | \$0                            | \$0                | \$0                                  | ***%             | 0.0%      |
| *8710                          | \$14,442,882   | 18%                                      | \$2,716,277        | \$17,159,238                   | \$10,000                    | \$14,452,882                 | 0.1%      | 0%               | 0%                 | \$2,706,277                    | \$170,000          | \$2,636,277                          | 7%               | ***%      |
| *8740                          | \$10,528,288   | 10%                                      | \$1,052,827        | \$11,578,895                   | \$191,878                   | \$10,717,948                 | 1.8%      | 18%              | 23%                | \$860,949                      | \$18,500           | \$848,449                            | 20%              | 2.0%      |
| *8748                          | \$1,808,381    | 48%                                      | \$828,138          | \$2,633,517                    | \$281,488                   | \$2,099,977                  | 16.1%     | 38%              | 20%                | \$633,840                      | \$123,823          | \$410,117                            | 60%              | 22.8%     |
| *8781                          | \$3,228,872    | 10%                                      | \$322,887          | \$3,549,339                    | \$0                         | \$3,228,872                  | 0.0%      | 0%               | 0%                 | \$322,887                      | \$122,821          | \$198,748                            | 38%              | 3.8%      |
| *8786                          | \$2,004,683    | 10%                                      | \$200,468          | \$2,205,151                    | \$0                         | \$2,004,683                  | 0.0%      | 0%               | 0%                 | \$200,468                      | \$0                | \$200,468                            | 0%               | 0.0%      |
|                                | \$696,210,880  | 11%                                      | \$78,248,890       | \$771,459,170                  | \$19,869,500                | \$714,780,081                | 2.8%      | 26%              | 27%                | \$68,879,089                   | \$2,339,578        | \$64,339,514                         | 29%              | 3.2%      |

11 - AFE increase required

1 - AFE increase MAY be required to cover pending changes.

1\*) Costs shared with other projects. Costs shown are for RB1 ONLY, (1) includes both executed CD's and authorized (WACN) changes (2) % increase over original award (3) Logged contract changes ONLY

RB1 - Metro Red Line Seg-2  
REV 1.0 01/28/94 lcc

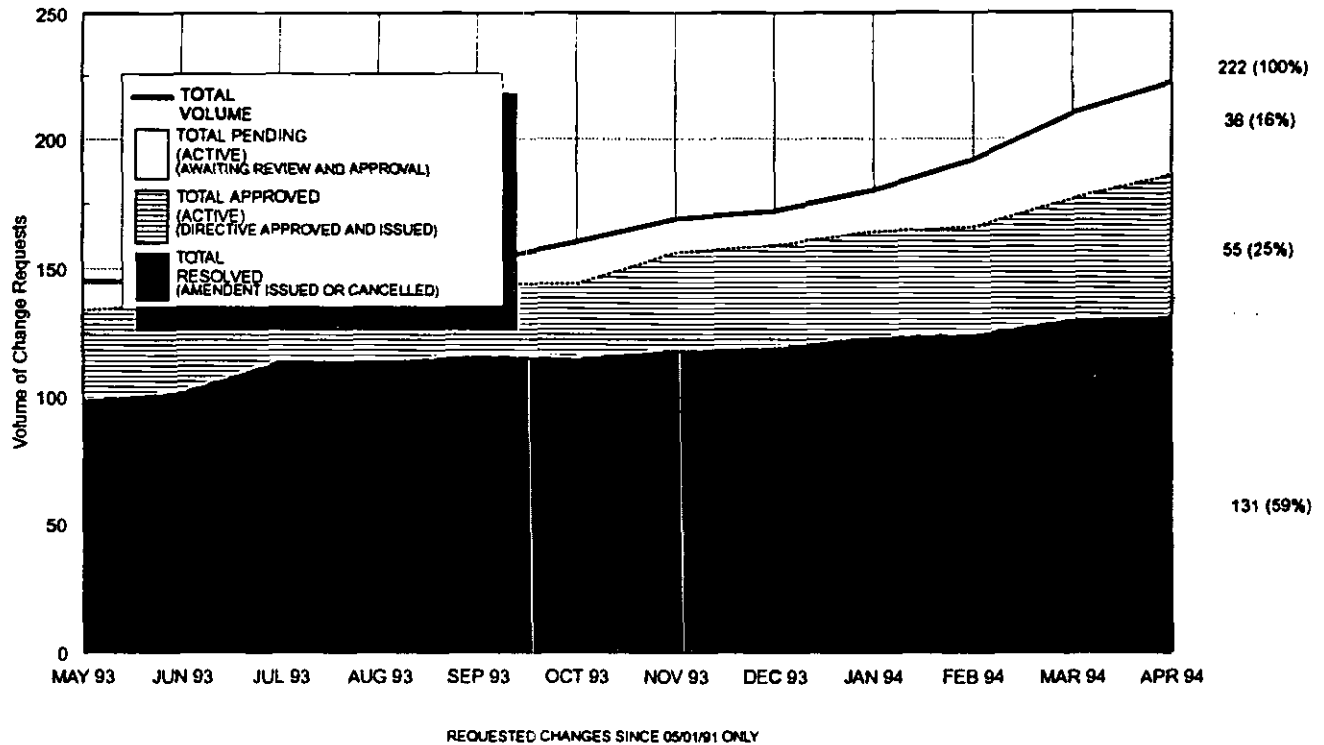
PAGE 2

T RUBIO  
PROJECT VALUE SUMMARY 04/16/94

Note: Contract 9641 was awarded on 3/23/94 for \$10,230,189.

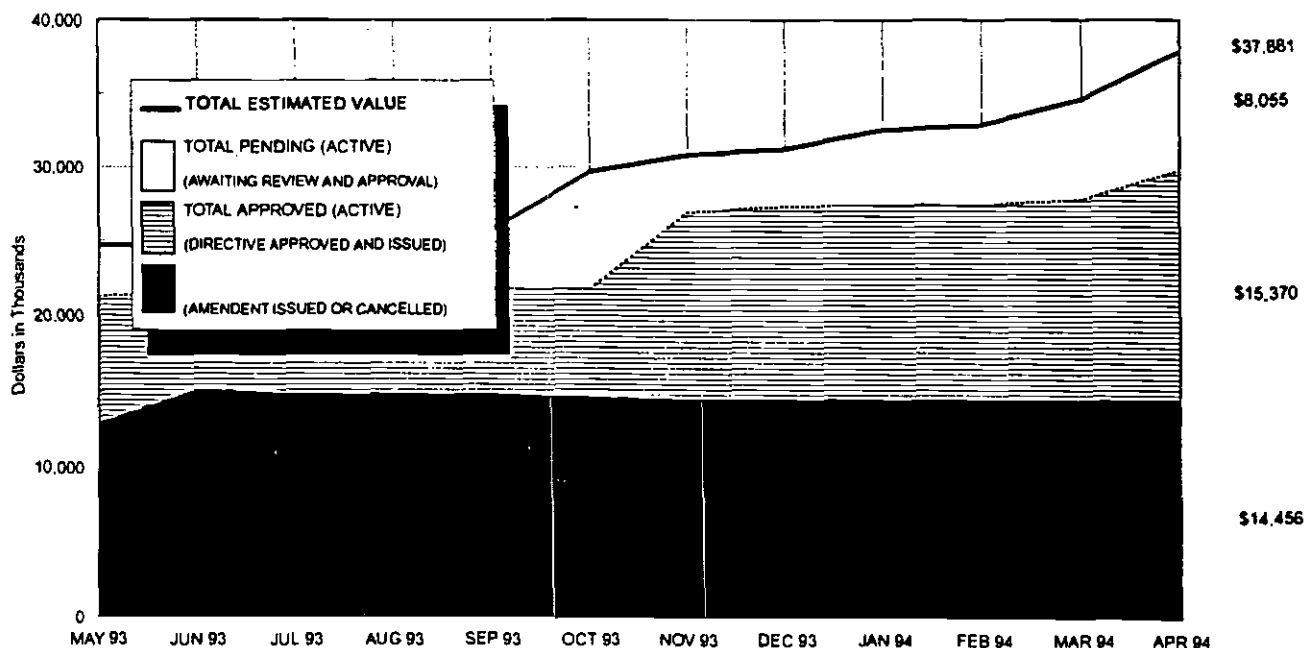


CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME

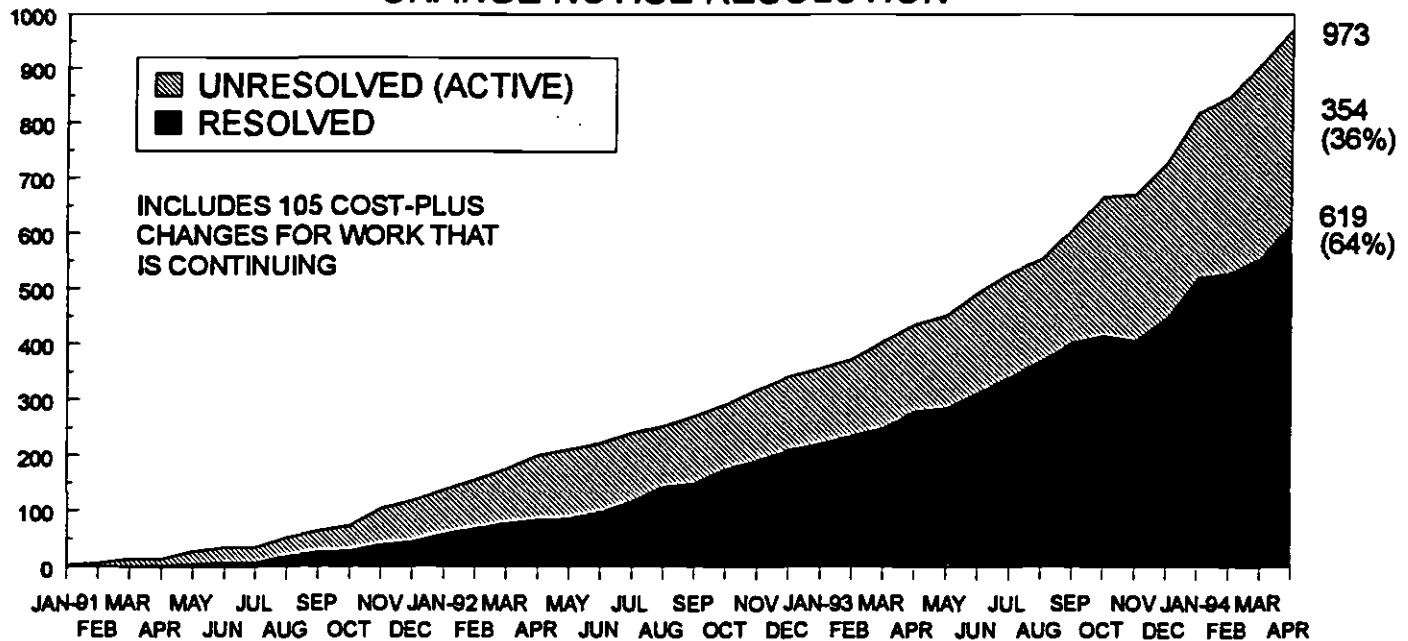


| AGE OF UNRESOLVED CONSULTANT CHANGES |           |            |            |         |              |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME                                 | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME                               | 18        | 14         | 10         | 49      | 91           |
| PERCENT                              | 20%       | 15%        | 10%        | 55%     | 100%         |

CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VALUES

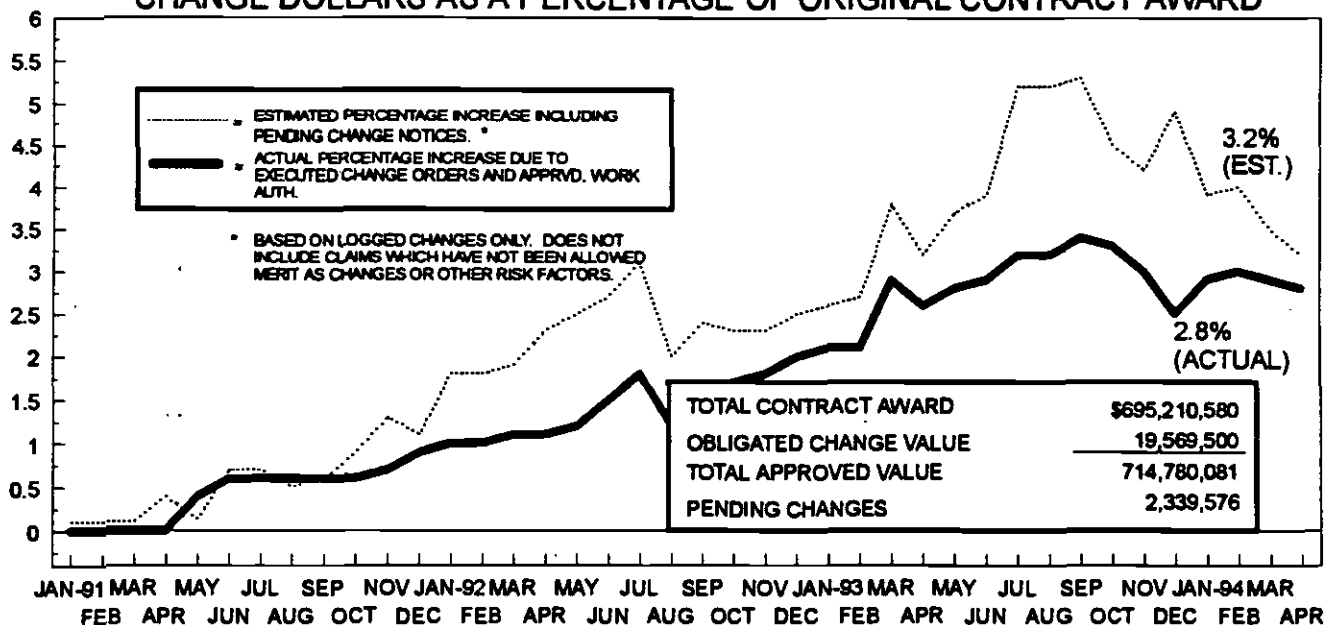


### CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



| AGE OF UNRESOLVED CHANGES |           |       |       |         |              |
|---------------------------|-----------|-------|-------|---------|--------------|
| TIME                      | 0-30 DAYS | 31-60 | 61-90 | OVER 90 | TOTAL ACTIVE |
| VOLUME                    | 126       | 35    | 35    | 158     | 354          |
| PERCENT                   | 35%       | 10%   | 10%   | 45%     | 100%         |

### CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD



## R81 - Metro Red Line Seg-2

## CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

## CHANGE NOTICE BASIS BREAKDOWN

R81B - R81B

EXECUTED CHANGES AS OF 04/15/94

|                               |  | # CN'S | % Total<br>Volume | Change Cost     | % Total<br>Change Cost |
|-------------------------------|--|--------|-------------------|-----------------|------------------------|
| <b>WORK SCOPE CHANGES</b>     |  |        |                   |                 |                        |
| 110                           | Extra Work                                     | 126    | 27.33%            | \$2,626,459.03  | 20.36%                 |
| 115                           | Additional/New Work                            | 13     | 2.82%             | \$311,329.27    | 2.41%                  |
| 120                           | Deletion of Work                               | 12     | 2.60%             | \$28,444.65     | 0.22%                  |
| 140                           | OUTSIDE AGENCY REQUEST/REQUIREMENT             | 2      | 0.43%             | \$382.31        | 0.00%                  |
|                               |  | 153    | 33.19%            | \$2,966,595.16  | 23.00%                 |
| <b>SCHEDULE CHANGES</b>       |  |        |                   |                 |                        |
| 210                           | Delay of Work (Compensable)                    | 8      | 1.74%             | \$345,582.00    | 2.68%                  |
| 220                           | Acceleration of Work                           | 3      | 0.65%             | \$59,797.84     | 0.46%                  |
| 230                           | Milestone Revisions (Non-Compensable)          | 5      | 1.08%             | \$0.00          | 0.00%                  |
|                               |  | 16     | 3.47%             | \$405,379.84    | 3.14%                  |
| <b>DIFFERING CONDITIONS</b>   |  |        |                   |                 |                        |
| 310                           | Differing Site Conditions                      | 56     | 12.15%            | \$1,755,581.52  | 13.61%                 |
| 320                           | Hazardous Material                             | 6      | 1.30%             | \$437,850.41    | 3.39%                  |
| 330                           | SAFETY CONDITIONS                              | 2      | 0.43%             | \$0.00          | 0.00%                  |
|                               |  | 64     | 13.88%            | \$2,193,231.93  | 17.00%                 |
| <b>ADMINISTRATIVE CHANGES</b> |  |        |                   |                 |                        |
| 400                           | ADMINISTRATIVE CHANGES                         | 1      | 0.22%             | (\$2,000.00)    | -0.02%                 |
| 410                           | Terms and Conditions (Owner Originated)        | 20     | 4.34%             | \$181,947.00    | 1.41%                  |
| 420                           | Terms and Conditions (Outside Agency Originat  | 1      | 0.22%             | \$89,849.99     | 0.70%                  |
| 430                           | Editorial Clarifications/Document Maintenance  | 5      | 1.08%             | \$179,614.04    | 1.39%                  |
| 440                           | Exercise of Contract Options                   | 8      | 1.74%             | \$419,690.38    | 3.25%                  |
|                               |  | 35     | 7.59%             | \$869,101.39    | 6.74%                  |
| <b>DESIGN CHANGES</b>         |  |        |                   |                 |                        |
| 510                           | Design Changes/Enhancements (Owner Originated) | 29     | 6.29%             | \$682,733.19    | 5.29%                  |
| 515                           | Design Changes/Enhancements (EMC Originated)   | 62     | 13.45%            | \$3,517,505.73  | 27.27%                 |
| 520                           | Design Changes (Outside Agency Originated)     | 28     | 6.07%             | \$1,856,841.49  | 14.39%                 |
| 530                           | Corrections to Plans and Specifications        | 58     | 12.58%            | \$521,480.68    | 4.04%                  |
| 540                           | Value Engineering Changes (Contractor Propose  | 5      | 1.08%             | (\$613,624.28)  | -4.76%                 |
|                               |  | 182    | 39.48%            | \$5,964,936.81  | 46.24%                 |
| <b>CLAIMS (COMPREHENSIVE)</b> |  |        |                   |                 |                        |
| 610                           | Disruption/Inefficiency                        | 3      | 0.65%             | \$179,584.76    | 1.39%                  |
|                               |  | 3      | 0.65%             | \$179,584.76    | 1.39%                  |
| <b>OTHER</b>                  |  |        |                   |                 |                        |
| 900                           | OTHER  | 8      | 1.74%             | \$320,696.38    | 2.49%                  |
|                               |  | 8      | 1.74%             | \$320,696.38    | 2.49%                  |
| <b>PROJECT TOTALS:</b>        |  | 461    | 100.00%           | \$12,899,526.27 | 100.00%                |

## R81 - Metro Red Line Seg-2

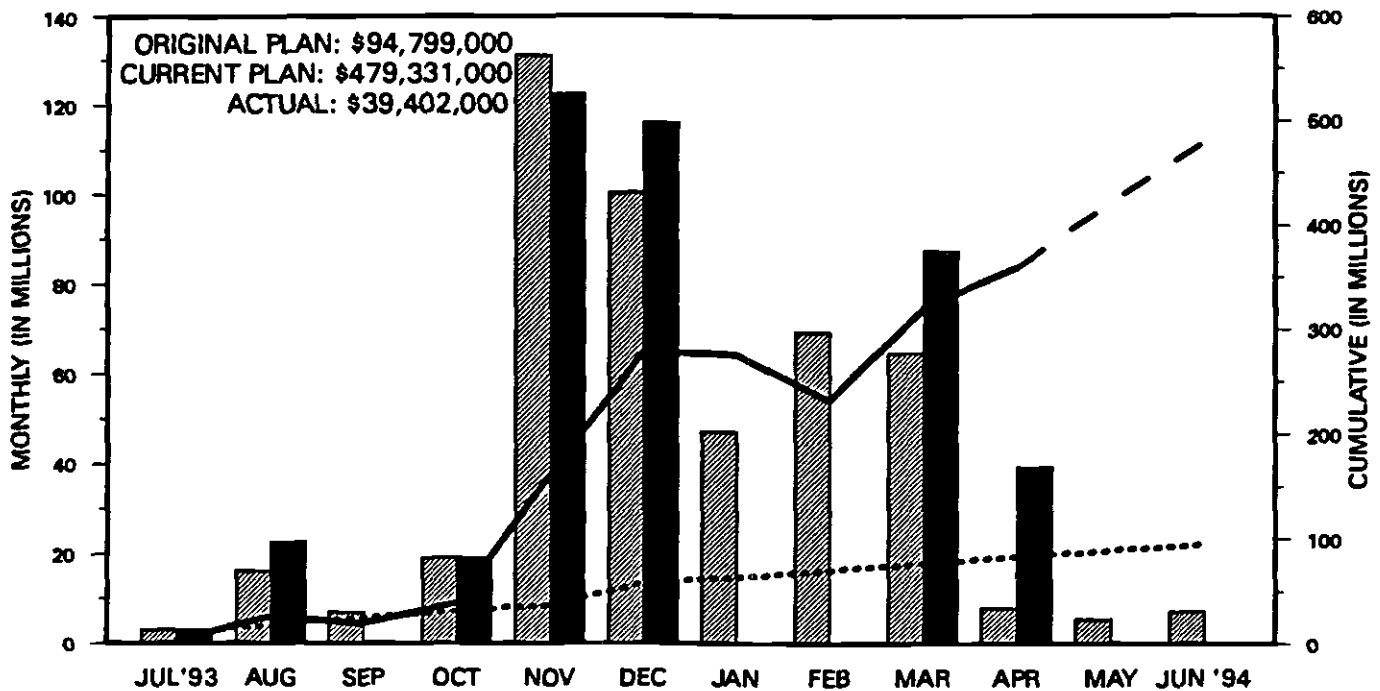
## CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

## CHANGE COST LEVEL BREAKDOWN

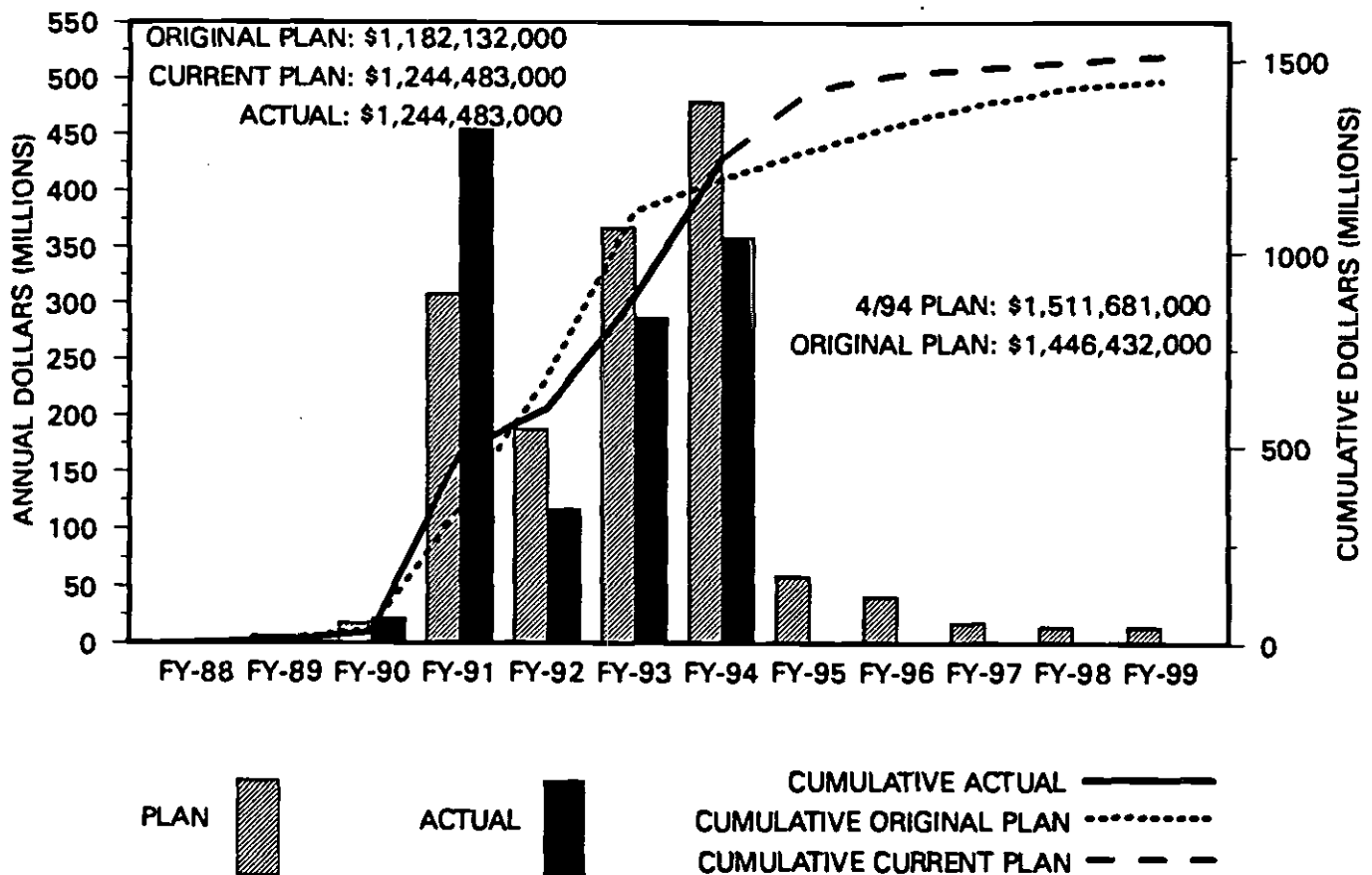
EXECUTED CHANGES AS OF 04/15/94

| COST RANGE<br>(ABSOLUTE VALUE) | # CN'S | % Total<br>Volume | Change Cost     | % Total<br>Change Cost |
|--------------------------------|--------|-------------------|-----------------|------------------------|
| >200 - 1 MILLION               | 10     | 2.17%             | \$4,040,619.62  | 31.32%                 |
| >100-200K                      | 31     | 6.72%             | \$4,182,962.03  | 32.43%                 |
| >50-100K                       | 23     | 5.00%             | \$1,506,989.06  | 11.68%                 |
| >25-50K                        | 38     | 8.24%             | \$1,292,031.89  | 10.02%                 |
| 10-25K                         | 71     | 15.40%            | \$1,216,149.77  | 9.43%                  |
| 0-10K                          | 288    | 62.47%            | \$660,773.90    | 5.12%                  |
| PROJECT TOTALS:                | 461    | 100.00%           | \$12,899,526.27 | 100.00%                |

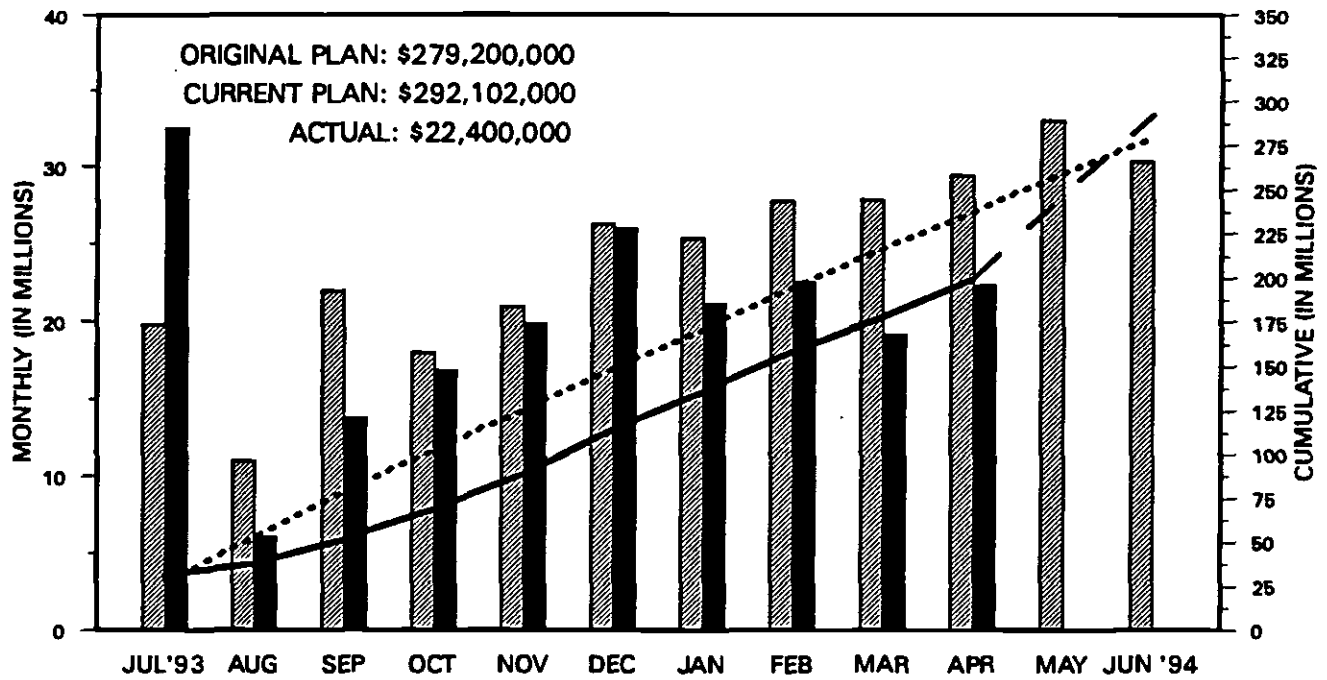
### ANNUAL PROJECT COMMITMENTS (FY '94)



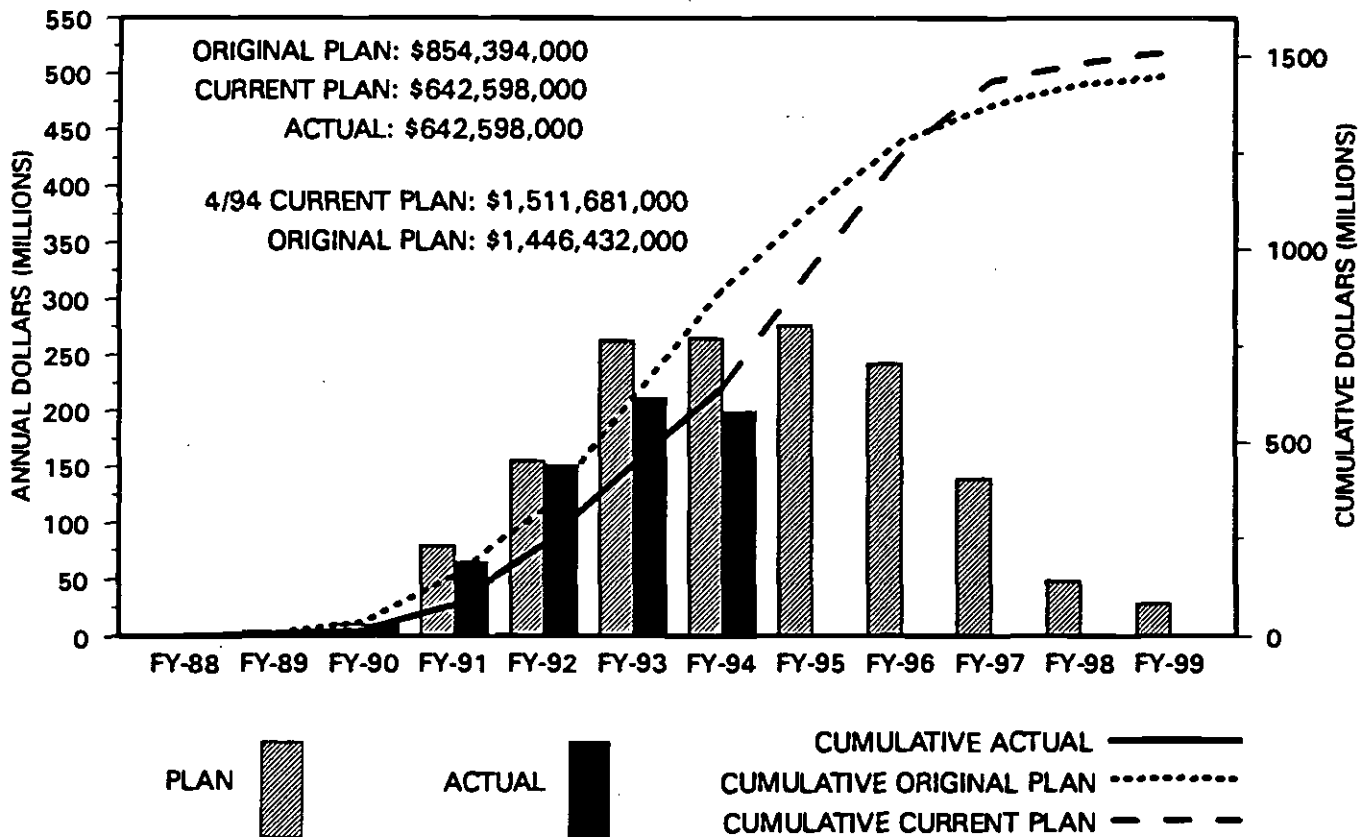
### TOTAL PROJECT COMMITMENTS



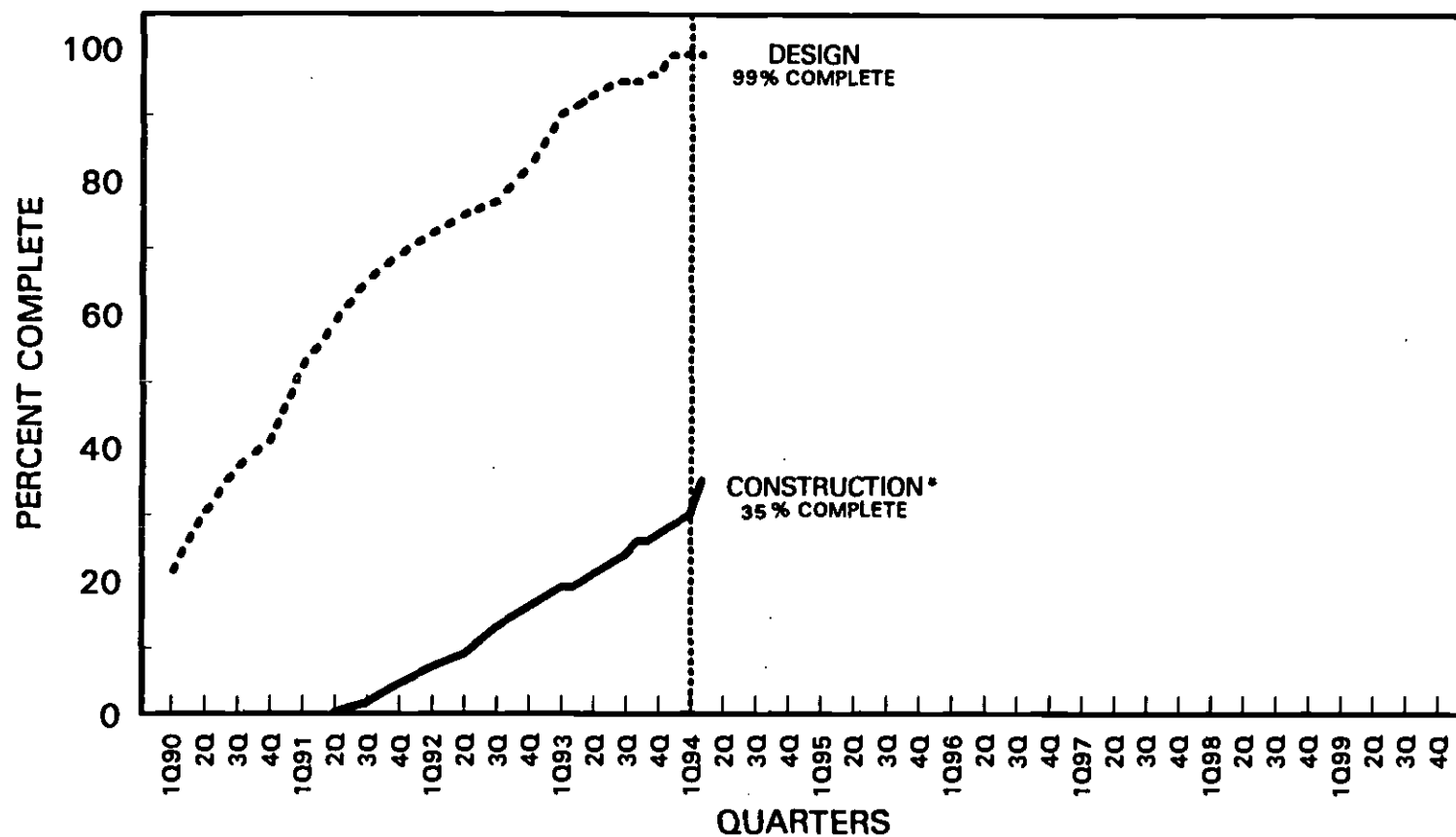
ANNUAL PROJECT CASHFLOW (FY '94)



TOTAL PROJECT CASHFLOW



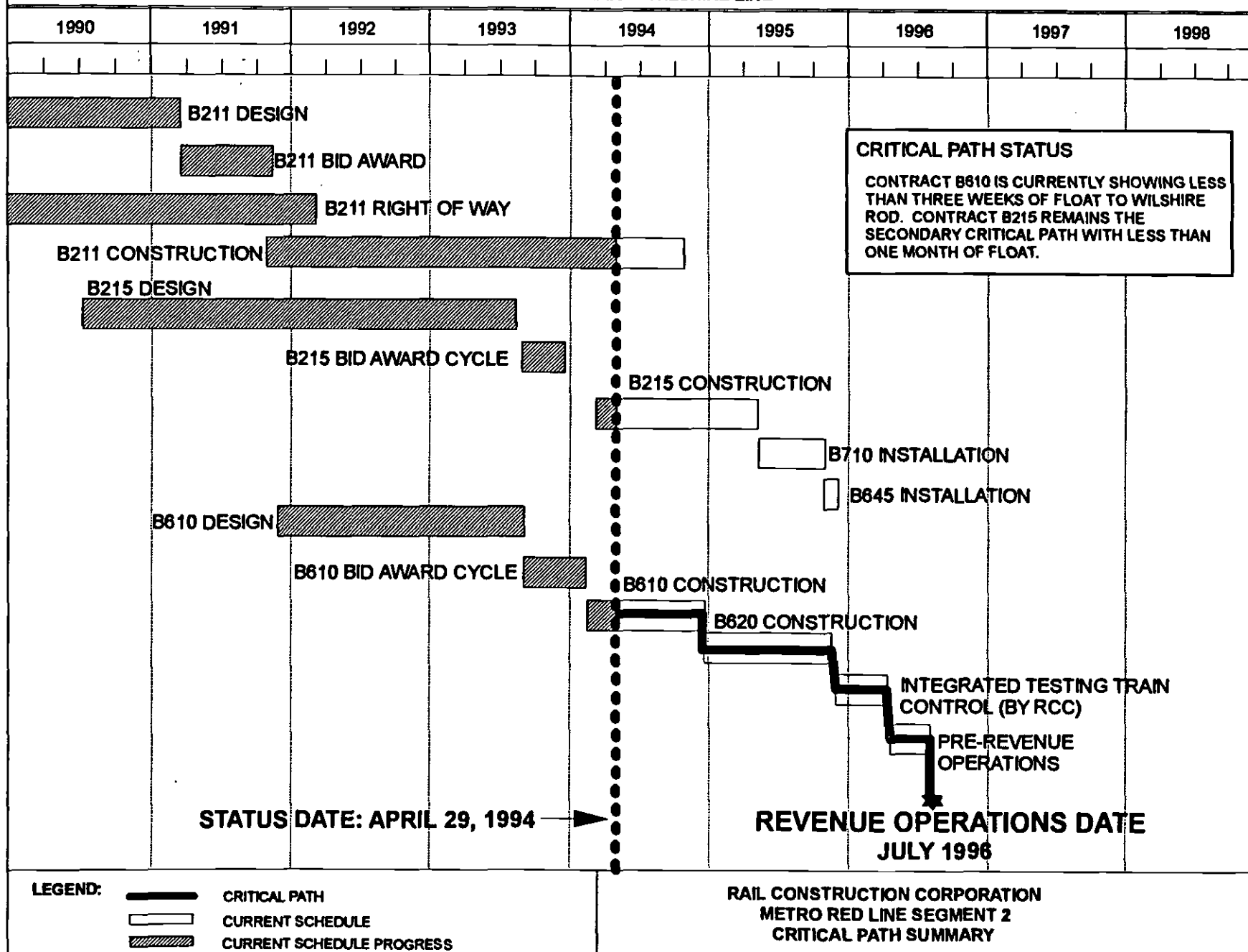
# RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY



DESIGN % COMPLETE .....  
CONSTRUCTION % COMPLETE —————

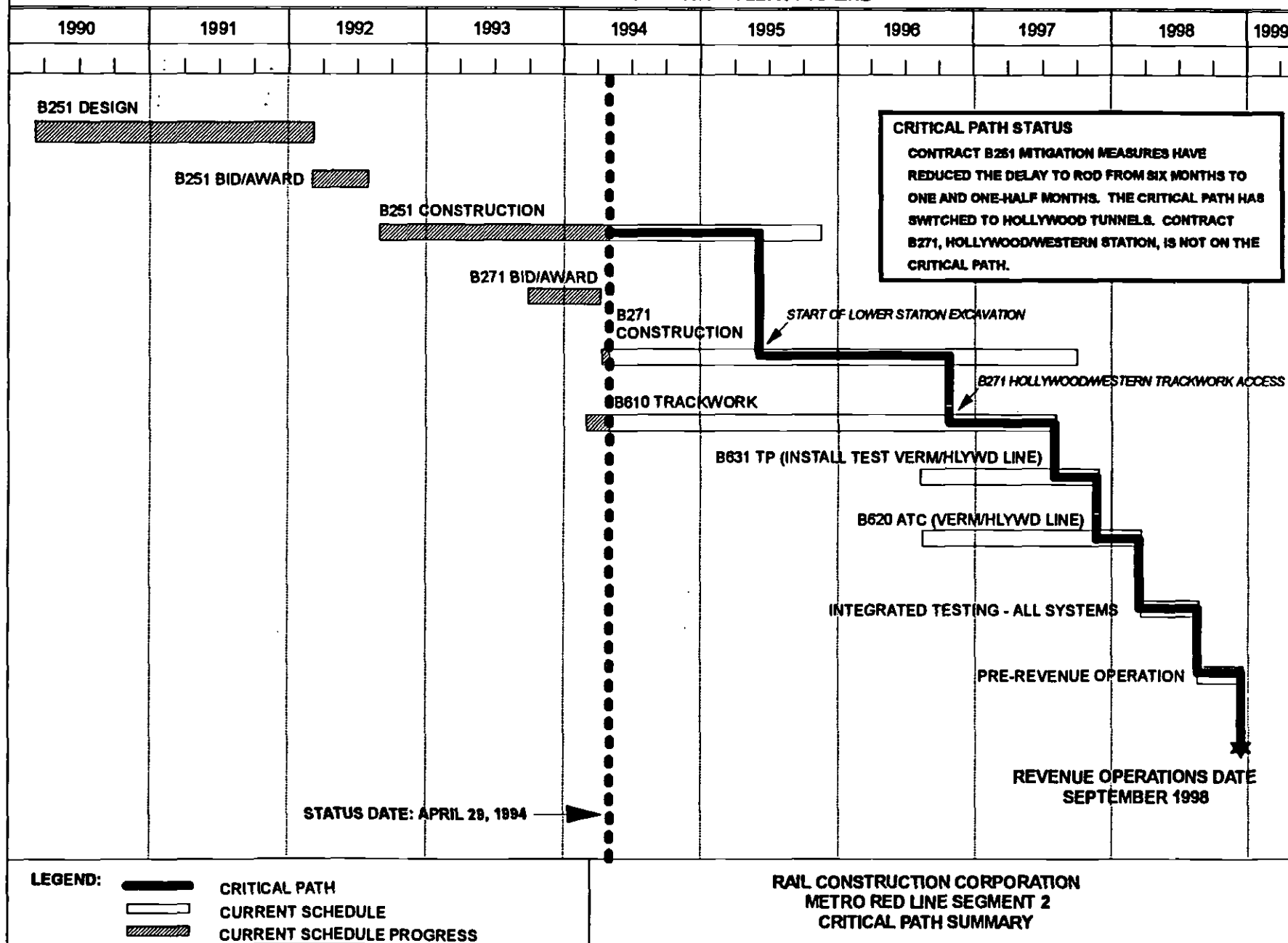
\* PHYSICAL PROGRESS CURVE IS REVISED BASED ON NEW WEIGHTING DERIVED FROM THE VARIANCE IN THE ENGINEERS ESTIMATES VS. THE AWARDED VALUES.

## CRITICAL PATH SUMMARY - WILSHIRE LINE

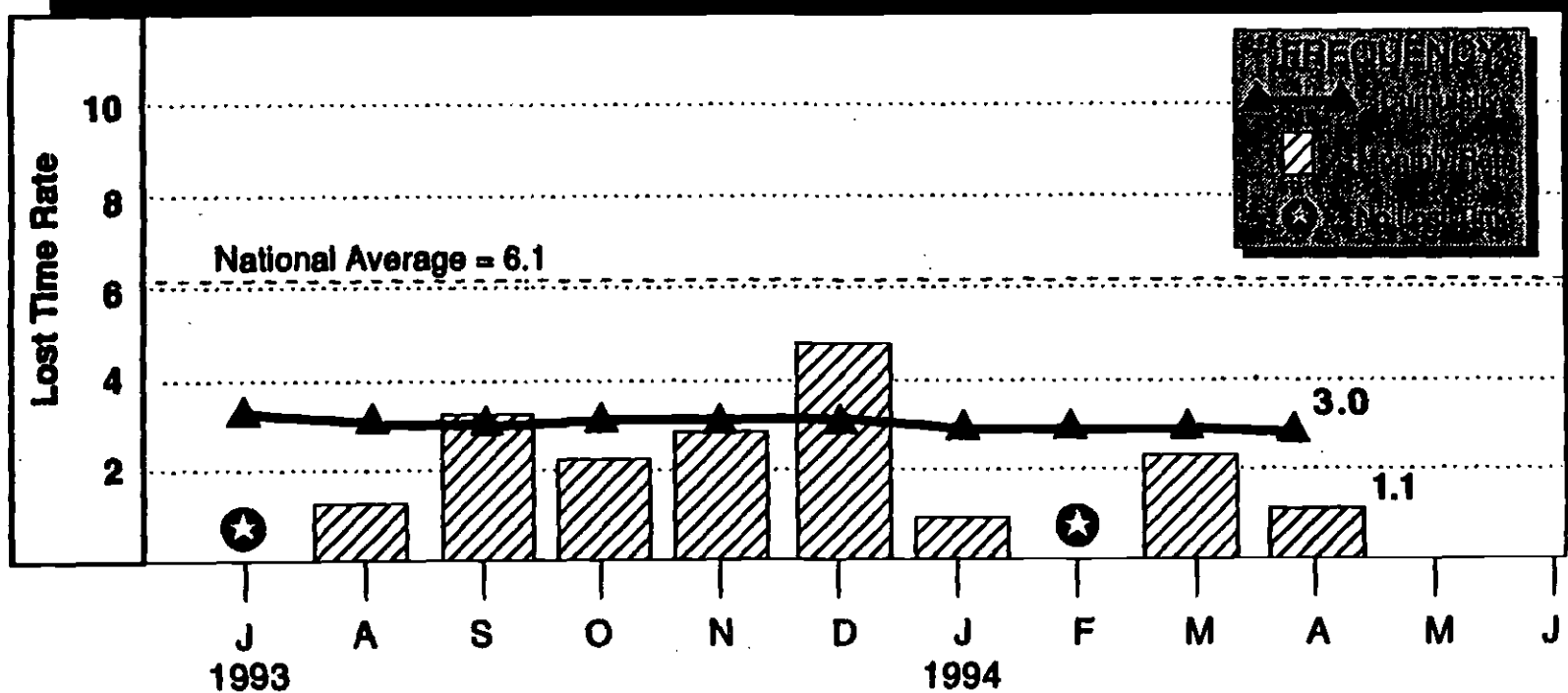
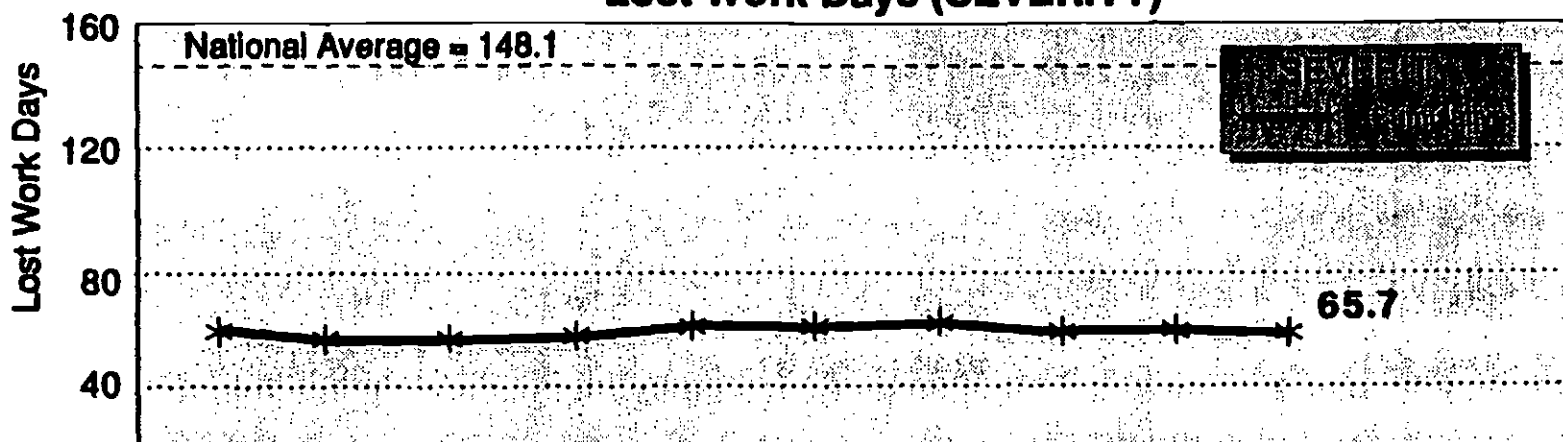




# CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



# **METRO RED LINE SEGMENT 2** **Summary of Lost Time Accidents (FREQUENCY) and** **Lost Work Days (SEVERITY)**



## INVOICE PROCESSING

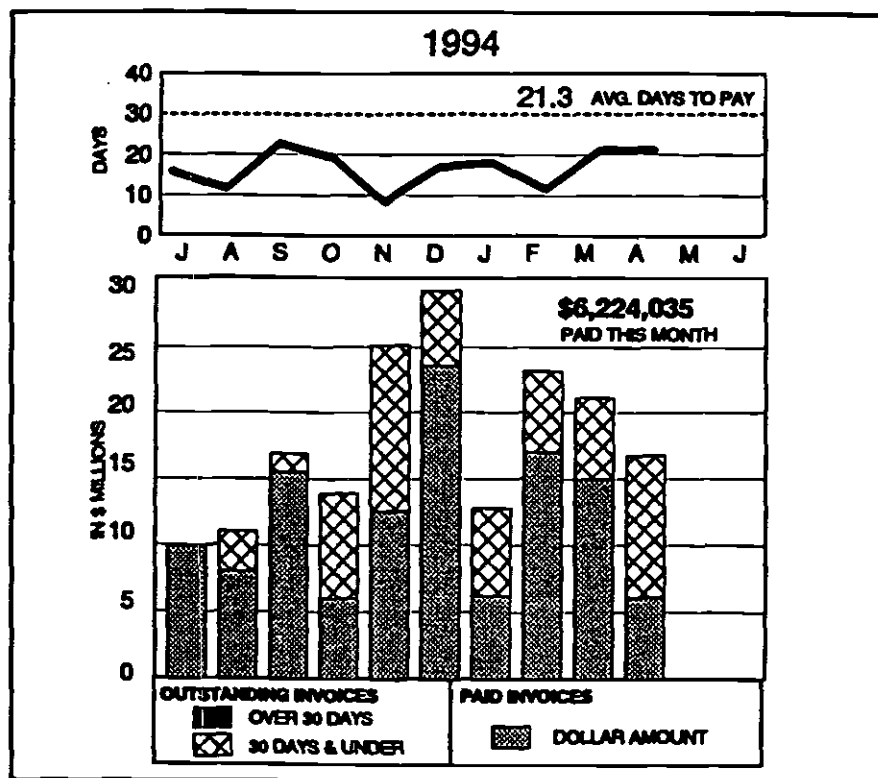
• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 21.3 days.

• 16 invoices were paid for a total value of \$6,224,035.

• There were 14 outstanding Construction or Procurement invoices under 30 days old for \$10,711,127.

• There were no outstanding Construction or Procurement invoices over 30 days old.

Construction/Procurement Invoice Status



Note: The average days to pay is the time from when the Resident Engineer approves a progress payment (invoice) to when Accounting issues a check for this invoice.

## OUTSTANDING INVOICES

| Month    | Construction/Procurement Invoices |              |                    |              | Other Invoices     |              |                    |              |
|----------|-----------------------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|
|          | 30 Days and Under                 |              | Over 30 Days       |              | 30 Days and Under  |              | Over 30 Days       |              |
|          | Number of Invoices                | Dollar Value | Number of Invoices | Dollar Value | Number of Invoices | Dollar Value | Number of Invoices | Dollar Value |
| JAN 1994 | 9                                 | 6,559,574    | 2                  | 34,641       | 34                 | 1,924,263    | 9                  | 402,019      |
| FEB 1994 | 9                                 | 6,141,796    | 1                  | 14,583       | 32                 | 3,695,497    | 11                 | 461,592      |
| MAR 1994 | 8                                 | 6,178,591    | 1                  | 66,292       | 32                 | 5,797,433    | 15                 | 348,944      |
| APR 1994 | 14                                | 10,711,127   | 0                  | 0            | 44                 | 7,067,938    | 15                 | 269,669      |

## EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION**

### OVERVIEW

Contract C0301, Hollywood/Highland Station and tunnel finishes through Station 613+00, was advertised on March 28, 1994. Addenda #1 and #2 for Contract C0301, were completed April 14, 1994 and April 28, 1994, respectively. Addendum #3 will be issued in May 1994. The Contract C0301 bid opening is scheduled for July 7, 1994.

The final design submittal for Contract C0311, Tunnel Line Section from 630+00 to Universal City, including tunnel concrete work to Station 613+00, is scheduled for May 9, 1994. Contract C0311 is scheduled to be advertised for bid on June 13, 1994.

Agreement on the location of the Universal City Station and the scope of work, resulted in issuance of full design Notice to Proceed to the Section Designer for Contract C0321, Universal City Station on April 19, 1994.

Contract C0328, Demolition and Site Clearing to support the C0311 tunnel contract, has resumed. The C0328 contract is scheduled to be advertised on May 17, 1994.

Contract C0331, Line Section from North Hollywood Station to Universal City Station, completed traffic control and utility relocation work, and started piling operations at the crossover area.

Key studies underway are: Contract C0301 ventilation issues, Contract C0311, Ventilation Shaft, alternative design criteria (horizontal shafts) analysis, and Universal City Contracts repackaging and scope changes.

- **MID CITY EXTENSION**

Due to the presence of high concentrations of hazardous gas, all commitments and charges have been suspended until the detailed environmental study is completed. The study began in December 1993 and is expected to last nine months.

## EXECUTIVE SUMMARY (CON'T)

- **EAST SIDE EXTENSION**

The RCC Board authorized the EMC to proceed with the advertisement and solicitation for the engineering and design of the Little Tokyo, First and Boyle, Cesar Chavez and Soto, and First and Lorena Stations on April 18, 1994. No Value Engineering studies have been performed specifically for this extension to this date.

### FEIS/FEIR/PLANNING

As highlighted in the March report, the critical component in maintaining the schedule was the completion of the draft FEIS/FEIR by April 22, 1994, for MTA review and April 25, 1994, for FTA review. These deadlines were achieved by the consultant team working closely with both MTA and FTA in reviewing various completed sections to maximize the allocated time. The first set of milestones have been met and are no longer on the critical path. The April 1994 project schedule indicates a two week review process with the FTA and the incorporation of their comments into project documents by May 13, 1994. This item constitutes the next critical milestone to be met to achieve the Record of Decision and the Full Funding Grant Agreement on schedule.

### PRELIMINARY ENGINEERING

The major accomplishment by EMC during this period was the providing assistance to the Area Team's Environmental Consultant in developing bus interface drawings for four stations. Due to the findings by Environmental Consultant, the Little Tokyo Station entrance was relocated to the MTA yard site to avoid conflict with a building that was declared eligible for historic landmark status.

EMC also prepared and combined the Civil and Architectural site plans for all seven stations for inclusion in the final EIS/EIR report. The subconsultant for the survey control network completed all their task with the exception of a minor modification to the survey control monumentation drawings.

The Geotech sub-consultant finalized the Stage II Environmental Assessment Report. This includes completion of the field work on Coyote Pass Fault/Fold studies and reports of findings from methane gas probes.

**EXECUTIVE SUMMARY (CON'T)**

As none of the proposals for ongoing work have been approved by RCC, EMC is proceeding on a task-by-task basis.

**COST STATUS**

|                           |             |
|---------------------------|-------------|
| North Hollywood Extension | (\$000's)   |
| • Current Budget          | \$1,310,822 |
| • Current Forecast        | \$1,310,822 |
| Mid City Extension        |             |
| • Current Budget          | \$490,663   |
| • Current Forecast        | \$490,663   |
| East Side Extension       |             |
| • Current Budget          | \$650,000   |
| • Current Forecast        | \$650,000   |
| Total                     |             |
| • Current Budget          | \$2,451,485 |
| • Current Forecast        | \$2,451,485 |

The above information reflects no changes in the budget or forecast.

**North Hollywood Extension**

- The Project Contingency for the North Hollywood Extension increased a net of \$1,640 million primarily due to: 1) miscellaneous cost adjustments and a reduction of the design allowance in the in-progress submittal estimate partially offset by a slight increase in the Potential Disputes Review program for Contract C0351, North Hollywood station with Crossover and Tail track; 2) the C0331, Line Section: Universal City to station 630+00, cost forecast increased to reflect the development of a detailed forecast and allocated contingency for this contract; and 3) Contract C0304, April Forecast decreased to reflect the cancellation of this contract and the inclusion of its work scope in Contract C0301, Hollywood/Highland Station. Project Contingency currently stands at \$194.9 million.

## EXECUTIVE SUMMARY (CON'T)

### NEW REQUIREMENTS

The new requirements cost forecast increased this period primarily due to the allocation of construction management, insurance (OCIP) and project administration costs for the non-revenue connector included in Contract C0311. General Engineering costs for the non-revenue connector had previously been allocated.

#### Mid City Extension

- The forecast for Project Contingency decreased because of corresponding increases in the EMC, EN025 contract forecasts. The most significant increase was the EMC contract which is due to a geotechnical investigation. The work is considered out-of-scope. Furthermore, the addition of Contract EN025 increased the project forecast. Project Contingency is currently \$6.5 million.

#### East Side Extension

- Present East Side expenses are primarily Professional Services.

### SCHEDULE STATUS

#### North Hollywood Extension

- The critical path is through Contract C0311, Line Section from Universal City Station to Station 613+00, Design, Bid and Award Cycle, Construction of the Tunnels; Contract C0321, Universal City Station, Crossover Completion and Track Work Access; Contract C0610, Track work; Contract B620, Automatic Train Control; Contract B645, TRACS; Contract H0648, Communication Installation; System Integration Testing; Pre-revenue Operations; and Revenue Operations Date (ROD), planned for May 17, 2000.

The total project float has improved by two months due to the inclusion of the Contract C0311 excavation support system design into the bid documents; and the availability of the La Brea shaft four months earlier than previously expected.

## EXECUTIVE SUMMARY (CON'T)

### Mid City Extension

- A study is being conducted to reassess the proposed Mid City Extension alignment and analyze alternatives, including different technologies and construction methods, and will recommend a course of action to mitigate having to tunnel through the hydrogen sulfide.

Design work on the Mid City alignment is suspended pending the outcome of this study. A preliminary report will be made to the RCC and MTA Boards in June 1994, and the final report is anticipated in October 1994.

### East Side Extension

- As highlighted in the March report, the critical component in maintaining the schedule was the completion of the draft FEIS/FEIR by April 22, 1994, for MTA review and April 25, 1994, for FTA review. These deadlines were achieved by the consultant team working closely with both MTA and FTA in reviewing various completed sections to maximize the allocated time. The first set of milestones have been met and are no longer on the critical path. The April 1994 project schedule indicates a two week review process with the FTA and the incorporation of their comments into project documents by May 13, 1994. This item constitutes the next critical milestone to be met to achieve the Record of Decision and the Full Funding Grant Agreement on schedule.
- The percentage of Preliminary Engineering complete was 91.8% actual versus 90% planned for the month of February. The current P.E. schedule reflects EMC's continuing support of the Segment 3 project team with the finalization of potholing work and geotechnical reports due for completion by June 30, 1994.

### PUBLIC AFFAIRS

- Contract C0301, Hollywood/Highland Station, staff completed a parking survey to mitigate the loss of parking meters. Staff met with Hollywood Heights residents to address their construction concerns and review utility relocation schedule. Public Affairs staff is also developing a revised Hollywood Construction Impact Program brochure. Staff attended the Citizens Committee on Metro Construction Meeting, subcommittee meetings



## EXECUTIVE SUMMARY (CON'T)

and individual meetings with hotel managers, merchants and residents regarding utility and station construction. The meetings involved inquiries from businesses along Lankershim Boulevard. A meeting was coordinated with condominium owners at Universal City about construction and acquisition, and Councilman Ferraro and Councilwoman Goldberg's office received updates.

Public Affairs staff briefed Councilman Holden's office regarding Mid City. On the East Side Extension, a Review Area Committee meeting was held for the EIR/EIS briefing.

### REAL ESTATE

#### North Hollywood Extension

|            | NUMBER OF<br>PARCELS | NUMBER OF<br>PARCELS<br>AVAILABLE | PARCELS NOT<br>AVAILABLE<br>(ON SCHEDULE) | PARCELS NOT AVAILABLE<br>(BEHIND SCHEDULE) |                     |
|------------|----------------------|-----------------------------------|---|--|---------------------|
|            |                      |                                   |   | NUMBER                                     | AVG. DAYS<br>BEHIND |
| THIS MONTH | 170                  | 30                                | 122                                       | 18   | 77                  |
| LAST MONTH | 180*                 | 27                                | 123                                       | 18   | 97                  |

- For the month of April 1994 a total of 140 parcels remain to be acquired, 170 certified and 30 parcels are available for construction.

#### Mid City Extension

- All real estate certification and acquisition has been suspended due to the presence of high concentrations of hazardous gas. The status of Mid City real estate will remain suspended until the environmental study is completed. The study began in December 1993 and is expected to last nine months.

#### East Side Extension

- No real estate information is being provided at this time.

\* Total parcels identified. Beginning with this report, the number of parcels certified will be indicated.

## AREAS OF CONCERN

### NEW

#### **Additional Initial Operable Segments Analysis - East Side Extension**

**Concern:** The FTA expressed interest in having additional IOSs analyzed which more closely reflect the current available funding. This issue is critical to the completion of the FEIS/FEIR and the completion of the Full Funding Grant Agreement negotiations.

**Action:** A white paper documenting various alternative IOSs was completed by the consultant team and presented to the FTA for review. This document considered various IOSs with the First and Lorena option and identified the limitations of each.

**Status:** After meeting with the FTA and answering questions regarding this white paper, it was concluded that further analysis was needed for certain IOSs and would be prepared by the consultant team. This is currently being done and will be finished in May.

#### **Lack of Bus/Rail Interface for Stations - East Side Extension**

**Concern:** Federal requirements for the environmental document include the discussion of bus/rail interface for each of the stations and conceptual designs of any potential bus layovers. Inclusion of bus layovers at the stations could potentially affect the analysis of environmental impacts and also limit the amount of remaining buildable area left for joint development to occur around each station.

**Action:** EMC, with the help of MTA operations, developed conceptual drawings for the bus/rail interface and potential layovers at each station. These drawings also served as the basis for the environmental impact analysis.

**Status:** By developing conceptual drawings showing the bus/rail interface, federal requirements have been satisfied. In addition, the environmental work related to these drawings is completed.

**AREAS OF CONCERN (CON'T)****ONGOING**

**Contract C0311, Line Section: Universal City to Station 630+00 - North Hollywood Extension**

**Concern:** Several additions to the Project scope have delayed Contract C0311 by three months. These include: reduction in the vent shaft size and suppressing the vent structure into the ground; completion of tunnels bored in B251 from Stations 613+00 to 630+00; and restoration of the La Brea shaft and surroundings.

**Action:** The following actions are being taken for the delay mitigation: EMC to prepare a design for Universal City crossover excavation support system and incorporate it in the C0311 contract bid documents. Provide Contract C0311 with an additional access for tunnel concrete placement using Caltrans property between Route 101 and Ventura Blvd.

The availability of a design for the excavation support system at Notice to Proceed, will constitute a time saving of about two months enabling the contractor to proceed with the procurement of the piling for the excavation support system at the time of Notice to Proceed.

The availability of the Caltrans shaft between Route 101 and Ventura Blvd. will eliminate the critical turnover milestone (last 100' of the crossover) from C0311 to C0321. The shaft could have additional benefits as an alternate access point by the follow on system contract.

**Status:** EMC has been directed to prepare a design for Universal City crossover excavation support pilling system and incorporate it in the C0311 design bid documents. A portion of the Caltrans property between the Route 101 Hollywood Freeway and Ventura Blvd. has been identified as the potential site. The negotiation and real estate process have been initiated.

**AREAS OF CONCERN (CON'T)****Contract C0321, Universal City Station - Universal City Station location and added scope of work**

**Concern:** The addition of a pedestrian tunnel under Lankershim Boulevard and two additional portals on the east side of the Boulevard (on MCA property) may delay the completion of the Universal City Station design by two to three months. The EMC has accelerated the schedule by three and a half weeks; any further compression could jeopardize the quality of the design.

**Action:** Finalize studies and negotiations with MCA on the station location. Package the added scope of work to minimize impact to the project design schedule. Recover the design lost time due to the MCA/MTA station location studies and negotiations.

**Status:** The location of the Universal City Station has been finalized by an agreement between MCA, Inc. and the Los Angeles County Metropolitan Transportation Authority. The separation of the new station entrances at Universal City Station from the Contract C0321, will be implemented during the design stage by adding a new contract. Additional surface improvement work has been added to the Contract C0326 scope of work.

**Contract C0326, Universal City Roadways Design - North Hollywood Extension**

**Concern:** The Memorandum of Understanding between the LACMTA and MCA, Inc. on the Universal City Station location has expanded the scope of design and construction to include additional roadway improvements for traffic mitigation. These improvements will impact somewhat the schedules for all Universal City contracts.

**Action:** Incorporate the additional elements into the Caltrans Project Status Report (PSR) process, and revise scope and schedule for related Universal City projects. The EMC is exploring the feasibility of compressing the design schedules to mitigate some of these delays.

**Status:** Completed contract packaging of projects at Universal City Station to minimize impact on the schedule. Restarted the PSR process and

## **AREAS OF CONCERN (CON'T)**

roadway layouts interpreting the MTA/MCA agreement. Preparing revised scope of work definition and design schedule to include additional elements.

### **RESOLVED**

#### **Lack of Parking Designs for Terminus Stations - East Side Extension**

**Concern:** There is limited space available to implement parking facilities at both First/Lorena and Whittier/Atlantic which is the interim and final terminus station, respectively. These facilities are needed to accommodate the number of parking spaces allocated in modeling the patronage which is essential to completing the FEIS/FEIR.

**Action:** Parking structure designs were created by sub-consultant ICF Kaiser Engineers to illustrate the type and size of structure necessary to accommodate the parking needs at these two locations. These designs were used in evaluating environmental impacts associated with implementing parking facilities at the two stations mentioned above.

**Status:** Parking structure designs are finalized by ICF Kaiser which accommodate the level of parking outlined in the patronage modeling runs used in the FEIS/FEIR.

#### **Potential Delays and Impacts to the Completion of the FEIS/FEIR for Submittal to FTA - East Side Extension**

**Concern:** An action plan was developed and was used to facilitate the submittal of the FEIS on time.

**Action:** An action plan was developed to address these issues related to maintaining the schedule without affecting the FEIS/FEIR critical path. This plan was presented to both MTA and Hill International. The plan recommended actions which would closely monitor pending items for submittal.

**Status:** The environmental administrative draft was submitted to the MTA on April 22, 1994.

## FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the March Monthly Project Report submitted to FTA by their Project Management Oversight Consultant, Hill International.

### NEW

NONE

### ONGOING

#### February 1994, Consultant Operating Procedures

Concern: PB/DMJM has not produced the procedures needed for efficient execution of assignments.

Action: The RCC needs to prioritize the list of outstanding procedures with due dates and closely monitor the production of the remaining procedures. The PMOC has agreed to provide input on procedures it sees as missing from the total list.

Status: To date PB/DMJM has produced 80% of the reports that it has identified as needed.

### RESOLVED

NONE

## KEY ACTIVITIES - APRIL

### North Hollywood Extension

#### Design/Construction

Addenda #1 and #2 for Contract C0301, Hollywood/Highland Station and Tunnel finishes were completed on April 14, 1994, and April 28, 1994, respectively.

The schedule for the Contract C0311 excavation support system and availability of the La Brea shaft was improved and will be available earlier than previously expected.

The final design submittal for Contract C0311, Line Section from Station 613+00 to Universal City, is scheduled for May 9, 1994.

Key studies underway are: Contract C0311, Ventilation Shaft, alternative design criteria analysis, Universal City Contracts repackaging and scope changes; Contract C0301 Addendum #3 development; and Caltrans shaft access availability to Contract C0311.

The Camera Ready submittal for Contract C0328, Demolition and Site Clearing to support the C0311 tunnel contract, was issued on April 11, 1994.

Contract C0331, Line Section: North Hollywood to Universal City, started piling operations.

## KEY ACTIVITIES - PLANNED FOR MAY

#### Design/Construction

Addendum No. 3 for Contract C0301, Hollywood/Highland Station and tunnel finishes will be issued May 18, 1994.

The final design submittal for Contract C0358, Building Demolition and Site Clearing at North Hollywood Station, Phase I, is scheduled for May 27, 1994.

**KEY ACTIVITIES - APRIL****FEIS/FEIR PROJECT PLANNING - East Side Extension****ENVIRONMENTAL:**

Continued to draft responses to public comments on the AA/DEIS/DEIR.

Met with team members to discuss final and better define RAC presentations, parking structure concepts, system operating plans, construction methods and coordination with the FTA.

Edited various chapters of a draft letter from FTA to SHPO, including Chapter 1, Purpose and Need, Chapter 3, Transportation Including Transit, Traffic and Parking, and Chapter 5, Coordination and Consultation. Provided this material to MTA and FTA for review.

Completed drafting of all assigned sections of FEIS/FEIR.

Prepared paper on reasons for MTA to proceed with a 75/25 funding strategy in its negotiations with FTA.

Completed draft FEIS/FEIR for MTA and FTA review.

Review CEQA statutes and case law pertaining to FEIS/FEIR.

Completed coding of LPA, IOS alignments and background bus networks. Completed patronage runs for LPA constrained and unconstrained and IOS constrained and unconstrained (four runs). Provided interpretation reports, charts, and data for use by traffic engineering and air quality consultant members.

**TRAFFIC ANALYSIS:**

Completed traffic model of Locally Preferred alternative and two IOS alternatives. Completed AM and PM traffic model runs for all alternatives.

Completed draft local parking impacts analysis. Completed detailed draft construction impacts analysis.

Completed draft transportation, parking and construction impact sections of FEIS, edited sections per MTA comments and re-submitted.



**PROJECT PLANNING:**

Review and analysis of planning documents to determine applicable land use, transportation and revitalization goals and specific recommendations for 1/4 mile radius of all seven stations.

An assessment of baseline economic conditions was completed. Market data is currently being analyzed, in order to assess what type of commercial uses are in demand on a station-by-station basis.

**PLANNING AND URBAN DESIGN:**

Preparation of final mapping of Station Area Context Base Maps (500-600 foot radius) for six station areas including: Detail Land-Use maps and Building Character maps.

Continued planning and research for overall Community Profile (written report of history and socio-cultural context of project). Continued preparation, research and meeting for establishing a cultural framework for the project.

**COMMUNITY OUTREACH:**

Conducted RAC Meeting #6 held on April 14, 1994. Conducted special RAC Meeting on April 28, 1994.

**PRELIMINARY ENGINEERING - East Side Extension****ARCHITECTURAL:****GENERAL**

Coordinated with Area Team, MTA bus operations and Environmental Group to update Preliminary Engineering package

Prepared sketches and revised Preliminary Engineering site plans at Brooklyn/Soto, First/Lorena, Whittier/Rowan and Whittier/Atlantic Stations, to show off street or at curb bus layout spaces per MTA "bus operation" requirements.

Prepared and combined Civil/Architectural site plans for all seven Stations.

Reviewed and prepared various station cost reproduction concepts

**LITTLE TOKYO STATION**

Prepared alternative entrance locations per Area Team direction.

Coordinated and prepared new Preliminary Engineering package for latest approved entrance location at MTA main yards and shop site. Revised shaft layout. Shifted station southward and rotated mezzanine from North to South.

**MECHANICAL:**

Completed special study revisions for Little Tokyo Station.

**GEOTECHNICAL:**

Started work on Coyote Pass fault studies. Completed twenty five boreholes, up to a maximum depth of eighty feet and one trench fifteen feet deep at Indian Ave. Completed thirty shallow cone penetrometer tests.

Finalized Stage II Environmental Assessment Report.

**RIGHT-OF-WAY:**

PSOMAS completed survey control network with the exception of minor modifications to the survey control monumentation drawings.

Continued centerline control maps.

**UTILITIES:**

Pothole excavations were completed for Brooklyn & Soto and First & Lorena Stations.

Collected field information to prepare sketches.

**KEY ACTIVITIES - PLANNED FOR MAY****FEIS/FEIR PROJECT PLANNING**

The consultant team will respond to all comments received from both MTA and FTA and incorporate all changes into the Final EIS/EIR to be sent to the FTA for signature.

In addition, the community linkages phase of the project will begin and the formation of the Station Area Advisory Committees (SAAC) will be formed.

**PRELIMINARY ENGINEERING****ARCHITECTURE:**

Will continue to support Area Team in finalizing EIS/EIR.

**GEOTECHNICAL:**

Draft report on fault studies due by May 16, 1994.

Final Methane Gas Report due on June 15, 1994.

**RIGHT-OF-WAY**

Continue centerline control maps

Review final report from PSOMAS

**UTILITIES:**

Prepare final pothole sketches for all four Stations.

**SYSTEMS DESIGN:**

Will support the Area Team on request.

**RAIL CONSTRUCTION CORPORATION  
PROJECT COST REPORT  
COST BY ELEMENT  
WITH NEW REQUIREMENTS**

Project: RB2 METRO RED LINE - SEGMENT 3 - NORTH HOLLYWOOD

Period: Apr 1, 1994 to Apr 29, 1994  
Run Date: May 11, 1994  
Units: \$ in Thousands (Truncated)

| ELEMENT / DESCRIPTION           | ORIGINAL<br>BUDGET | CURRENT BUDGET |                  | COMMITMENTS   |                | INCURRED     |               | EXPENDITURES |               | CURRENT FORECAST |                  | FORECAST<br>VARIANCE |
|---------------------------------|--------------------|----------------|------------------|---------------|----------------|--------------|---------------|--------------|---------------|------------------|------------------|----------------------|
|                                 |                    | Period         | To Date          | Period        | To Date        | Period       | To Date       | Period       | To Date       | Period           | To Date          |                      |
| <b>TOTAL PROJECT</b>            |                    |                |                  |               |                |              |               |              |               |                  |                  |                      |
| T CONSTRUCTION                  | 890,729            | 0              | 890,729          | 118           | 204,846        | 1,014        | 14,831        | 920          | 8,567         | -1,161           | 754,031          | -136,697             |
| S PROFESSIONAL SERVICES         | 254,747            | 0              | 254,747          | -412          | 93,138         | 2,081        | 33,789        | 2,081        | 33,789        | -233             | 264,677          | 9,930                |
| R REAL ESTATE                   | 84,534             | 0              | 84,534           | 1,658         | 20,214         | 1,658        | 20,214        | 1,658        | 20,214        | -601             | 83,365           | -1,169               |
| F UTILITY/AGENCY FORCE ACCOUNTS | 13,237             | 0              | 13,237           | -3,295        | 4,202          | 84           | 396           | 84           | 396           | 355              | 13,815           | 578                  |
| C PROJECT CONTINGENCY           | 67,575             | 0              | 67,575           | 0             | 0              | 0            | 0             | 0            | 0             | 1,640            | 194,933          | 127,358              |
| <b>TOTAL PROJECT</b>            | <b>1,310,822</b>   | <b>0</b>       | <b>1,310,822</b> | <b>-1,931</b> | <b>322,400</b> | <b>4,838</b> | <b>69,249</b> | <b>4,744</b> | <b>62,966</b> | <b>451</b>       | <b>1,313,054</b> | <b>2,232</b>         |
| <b>NEW REQUIREMENTS</b>         |                    |                |                  |               |                |              |               |              |               |                  |                  |                      |
| T CONSTRUCTION                  | 0                  | 0              | 0                | 0             | 60             | 0            | 18            | 0            | 0             | 120              | 1,866            | 1,866                |
| S PROFESSIONAL SERVICES         | 0                  | 0              | 0                | 0             | 0              | 0            | 0             | 0            | 0             | 331              | 366              | 366                  |
| <b>TOTAL NEW REQUIREMENTS</b>   | <b>0</b>           | <b>0</b>       | <b>0</b>         | <b>0</b>      | <b>60</b>      | <b>0</b>     | <b>18</b>     | <b>0</b>     | <b>0</b>      | <b>451</b>       | <b>2,232</b>     | <b>2,232</b>         |
| <b>GRAND TOTAL</b>              | <b>1,310,822</b>   | <b>0</b>       | <b>1,310,822</b> | <b>-1,931</b> | <b>322,461</b> | <b>4,838</b> | <b>69,249</b> | <b>4,744</b> | <b>62,966</b> | <b>451</b>       | <b>1,313,054</b> | <b>2,232</b>         |

**RAIL CONSTRUCTION CORPORATION  
PROJECT COST REPORT  
COST BY ELEMENT**

Project: R83 METRO RED LINE - SEGMENT 3 - MID CITY

Period: Apr 1, 1994 to Apr 29, 1994  
Run Date: May 19, 1994  
Units: \$ in Thousands (Truncated)

| ELEMENT / DESCRIPTION           | ORIGINAL<br>BUDGET | CURRENT BUDGET |         | COMMITMENTS |         | INCURRED |         | EXPENDITURES |         | CURRENT FORECAST |         | FORECAST<br>VARIANCE |
|---------------------------------|--------------------|----------------|---------|-------------|---------|----------|---------|--------------|---------|------------------|---------|----------------------|
|                                 |                    | Period         | To Date | Period      | To Date | Period   | To Date | Period       | To Date | Period           | To Date |                      |
| T CONSTRUCTION                  | 334,139            | 0              | 334,139 | 84          | 43,075  | 12       | 388     | 12           | 186     | 0                | 329,211 | -4,927               |
| S PROFESSIONAL SERVICES         | 98,133             | 0              | 98,133  | 0           | 39,427  | 162      | 6,648   | 166          | 6,653   | 773              | 101,269 | 3,136                |
| R REAL ESTATE                   | 53,303             | 0              | 53,303  | 10          | 122     | 10       | 122     | 10           | 122     | 0                | 48,543  | -4,760               |
| F UTILITY/AGENCY FORCE ACCOUNTS | 5,088              | 0              | 5,088   | 0           | 853     | 26       | 81      | 26           | 81      | 0                | 5,088   | 0                    |
| C PROJECT CONTINGENCY           | 0                  | 0              | 0       | 0           | 0       | 0        | 0       | 0            | 0       | -773             | 6,551   | 6,551                |
| GRAND TOTAL                     | 490,663            | 0              | 490,663 | 95          | 83,478  | 212      | 7,240   | 216          | 7,042   | 0                | 490,663 | 0                    |

# RAIL CONSTRUCTION CORPORATION PROJECT COST REPORT COST BY ELEMENT

Project: METRO RED LINE SEGMENT 3, EAST SIDE EXTENSION

PRELIMINARY ENGINEERING

 Period: 28-Mar-94 to 29-Apr-94  
 Run Date: 10-May-94  
 Units: \$ In Thousands

| DESCRIPTION                      | ORIGINAL<br>BUDGET | CURRENT BUDGET |         | COMMITMENTS |         | INCURRED COSTS |         | EXPENDITURES (1) |         | CURRENT FORECAST |         | FORECAST<br>VARIANCE |
|----------------------------------|--------------------|----------------|---------|-------------|---------|----------------|---------|------------------|---------|------------------|---------|----------------------|
|                                  |                    | PERIOD         | TO DATE | PERIOD      | TO DATE | PERIOD         | TO DATE | PERIOD           | TO DATE | PERIOD           | TO DATE |                      |
| PROFESSIONAL<br>SERVICES DOLLARS | 4,215              | 0              | 4,215   | 0           | 3,709   | 461            | 2,297   | 214              | 1,838   | (999)            | 2,710   | (850)                |
| SPEC<br>SUBS DOLLARS             | 1,290              | 0              | 1,290   | 0           | 1,290   | 50             | 907     | 27               | 857     | 523              | 1,813   | (132)                |
| POER<br>@ 12% DOLLARS            | 0                  | 0              | 0       | 0           | 506     | 50             | 250     | 25               | 200     | (168)            | 340     | (168)                |
| ODC DOLLARS                      | 678                | 0              | 678     | 0           | 678     | 50             | 261     | 27               | 211     | (168)            | 510     | (158)                |
| FEE DOLLARS                      | 583                | 0              | 583     | 0           | 583     | 20             | 183     | 11               | 183     | (359)            | 224     | (379)                |
| TOTAL DOLLARS (000's)            | 6,766              | 0              | 6,766   | 0           | 6,766   | 831            | 3,898   | 304              | 3,267   | (1,169)          | 5,597   | (1,695)              |

Note (1): Expenditure (Invoice) data is through period ending February 28, 1994.

**RAIL CONSTRUCTION CORPORATION  
PROJECT COST REPORT  
COST BY ELEMENT**

Page No. 1

Project: R83 METRO RED LINE - SEGMENT 3 - EAST SIDE EXTENSION

FEIS/FEIR PLANNING PROJECT

Period: 4/1/94 to 4/30/94

Run Date: Apr 20, 1994

Units: \$ In Thousands (Truncated)

| ELEMENT/DESCRIPTION                                      | ORIGINAL<br>BUDGET | CURRENT BUDGET |         | COMMITMENTS |         | INCURRED |         | EXPENDITURES |         | CURRENT FORECAST |         | FORECAST<br>VARIANCE |
|--|--------------------|----------------|---------|-------------|---------|----------|---------|--------------|---------|------------------|---------|----------------------|
|  |                    | Period         | To Date | Period      | To Date | Period   | To Date | Period       | To Date | Period           | To Date |                      |
| CORDOBA PROFESSIONAL<br>SERVICES - FEIS/FEIR<br>PLANNING | 3,420              | 0              | 3,420   | 0           | 3,420   | 369      | 1,455   | 295          | 1,031   | 0                | 3,420   | 0                    |
| GRAND TOTAL  | 3,420              | 0              | 3,420   | 0           | 3,420   | 369      | 1,455   | 295          | 1,031   | 0                | 3,420   | 0                    |



RAIL CONSTRUCTION CORPORATION  
METRO RAIL RED LINE NORTH HOLLYWOOD PROJECT  
(IN THOUSANDS OF DOLLARS)

APRIL 1994

## STATUS OF FUNDS BY SOURCE

| SOURCE                   | TOTAL<br>FUNDS<br>ANTICIPATED | TOTAL<br>FUNDS<br>AVAILABLE | COMMITMENTS |     | EXPENDITURES |     | BILLED TO SOURCE |     |
|--------------------------|-------------------------------|-----------------------------|-------------|-----|--------------|-----|------------------|-----|
|                          |                               |                             | \$          | %   | \$           | %   | \$               | %   |
| FTA-SECTION 3            | \$681,037                     | \$19,850                    | \$275,584   | 40% | \$16,090     | 2%  | \$11,090         | 2%  |
| FED SURFACE TRANSIT PROG | \$25,000                      | \$19,908                    | \$19,908    | 80% | \$19,908     | 80% | \$19,908         | 80% |
| SB 1995 TRUST FUND       | \$53,000                      | \$53,000                    | \$24,757    | 47% | \$24,757     | 47% | \$24,757         | 47% |
| STATE ARTICLE XIX        | \$20,000                      |                             |             | 0%  |              | 0%  |                  | 0%  |
| STATE PROP 108           | \$95,000                      |                             |             | 0%  |              | 0%  |                  | 0%  |
| STATE TCI                | \$75,000                      |                             |             | 0%  |              | 0%  |                  | 0%  |
| PROP C                   | \$344,685                     | \$20,740                    | \$2,212     | 1%  | \$2,212      | 1%  | \$2,212          | 1%  |
| BENEFIT ASSESS. DISTRICT | \$17,100                      |                             |             | 0%  |              | 0%  |                  | 0%  |
| TOTAL                    | \$1,310,822                   | \$113,498                   | \$322,461   | 25% | \$62,967     | 5%  | \$57,967         | 4%  |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1994.

RAIL CONSTRUCTION CORPORATION  
METRO RAIL RED LINE MID CITY PROJECT  
(IN THOUSANDS OF DOLLARS)

APRIL 94

## STATUS OF FUNDS BY SOURCE

| SOURCE                     | TOTAL<br>FUNDS<br>ANTICIPATED | TOTAL<br>FUNDS<br>AVAILABLE | COMMITMENTS |     | EXPENDITURES |    | BILLED TO SOURCE |    |
|----------------------------|-------------------------------|-----------------------------|-------------|-----|--------------|----|------------------|----|
|                            |                               |                             | \$          | %   | \$           | %  | \$               | %  |
| FTA-SECTION 3              | \$242,563                     | \$19,850                    | \$81,785    | 34% | \$5,349      | 2% | \$4,562          | 2% |
| FED SURFACE TRANSIT PROG   | \$55,400                      | \$1,418                     | \$1,418     | 3%  | \$1,418      | 3% | \$1,418          | 3% |
| STATE ARTICLE 116          | \$72,300                      |                             |             | 0%  |              | 0% |                  | 0% |
| FLEXIBLE CONGESTION RELIEF | \$26,000                      |                             |             | 0%  |              | 0% |                  | 0% |
| PROP C                     | \$94,400                      | \$275                       | \$275       | 0%  | \$275        | 0% | \$275            | 0% |
| TOTAL                      | \$490,663                     | \$21,543                    | \$83,478    | 17% | \$7,042      | 1% | \$6,255          | 1% |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MARCH 1994.

RAIL CONSTRUCTION CORPORATION  
 METRO RAIL RED LINE EAST SIDE EXTENSION PROJECT  
 PRELIMINARY ENGINEERING  
 (IN THOUSANDS OF DOLLARS)

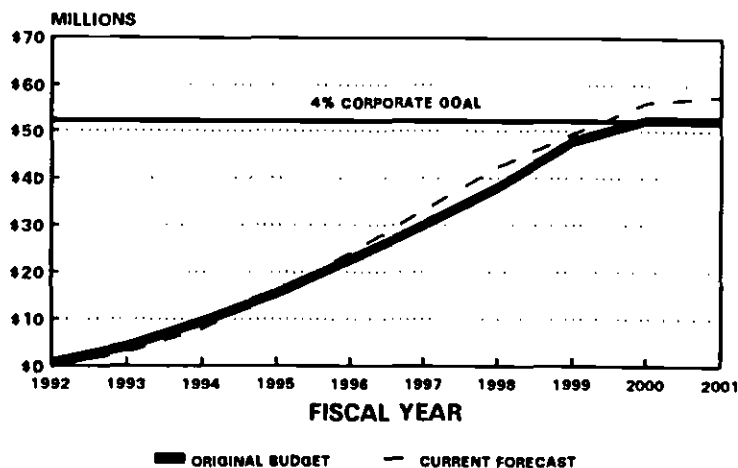
APRIL 94

STATUS OF FUNDS BY SOURCE

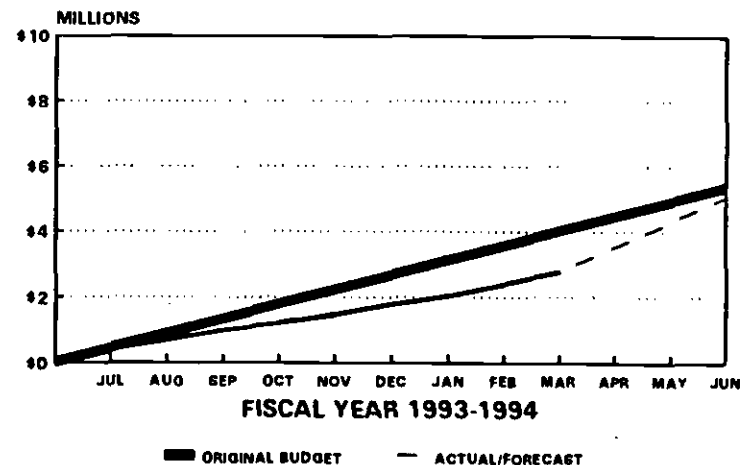
| SOURCE        | TOTAL<br>FUNDS<br>ANTICIPATED | TOTAL<br>FUNDS<br>AVAILABLE | COMMITMENTS |     | EXPENDITURES |     | BILLED TO SOURCE |    |
|---------------|-------------------------------|-----------------------------|-------------|-----|--------------|-----|------------------|----|
|               |                               |                             | \$          | %   | \$           | %   | \$               | %  |
| FTA-SECTION 3 | \$19,850                      | \$19,850                    | \$8,149     | 41% | \$4,255      | 21% | \$0              | 0% |
| PROP A        | \$18,150                      | \$18,150                    | \$2,037     | 11% | \$43         | 0%  | \$43             | 0% |
| TOTAL         | \$38,000                      | \$38,000                    | \$10,186    | 27% | \$4,298      | 11% | \$43             | 0% |

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1994.

### AGENCY COSTS RED LINE NORTH HOLLYWOOD



### FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



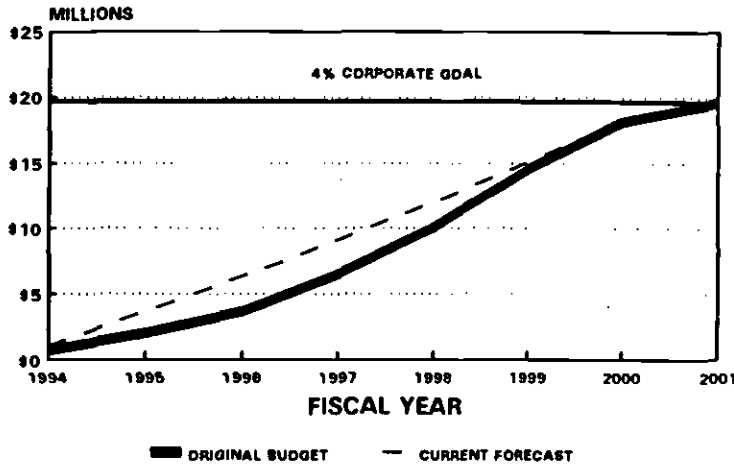
### PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

|                             |              |
|-----------------------------|--------------|
| TOTAL PROJECT BUDGET        | \$ 1,310,825 |
| ORIGINAL BUDGET             | \$ 52,472    |
| BUDGET % OF TOTAL PROJECT   | 4.0%         |
| CURRENT FORECAST            | \$ 57,676    |
| FORECAST % OF TOTAL PROJECT | 4.4%         |
| ACTUAL THROUGH FY 93        | \$ 2,723     |

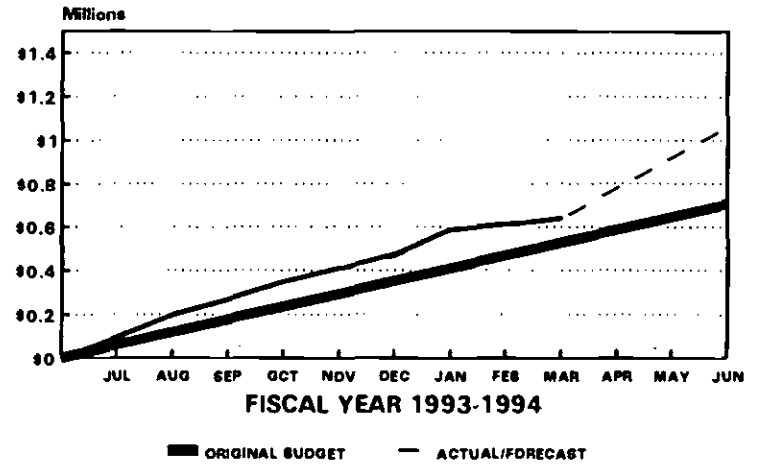
### FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

|                     |          |
|---------------------|----------|
| ORIGINAL BUDGET     | \$5,380  |
| CURRENT FORECAST    | \$ 5,077 |
| PLAN BUDGET TO DATE | \$ 4,035 |
| ACTUAL TO DATE      | \$ 2,786 |

### AGENCY COSTS RED LINE MID CITY



### FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



### PROJECT AGENCY COSTS RED LINE MID CITY (\$000)

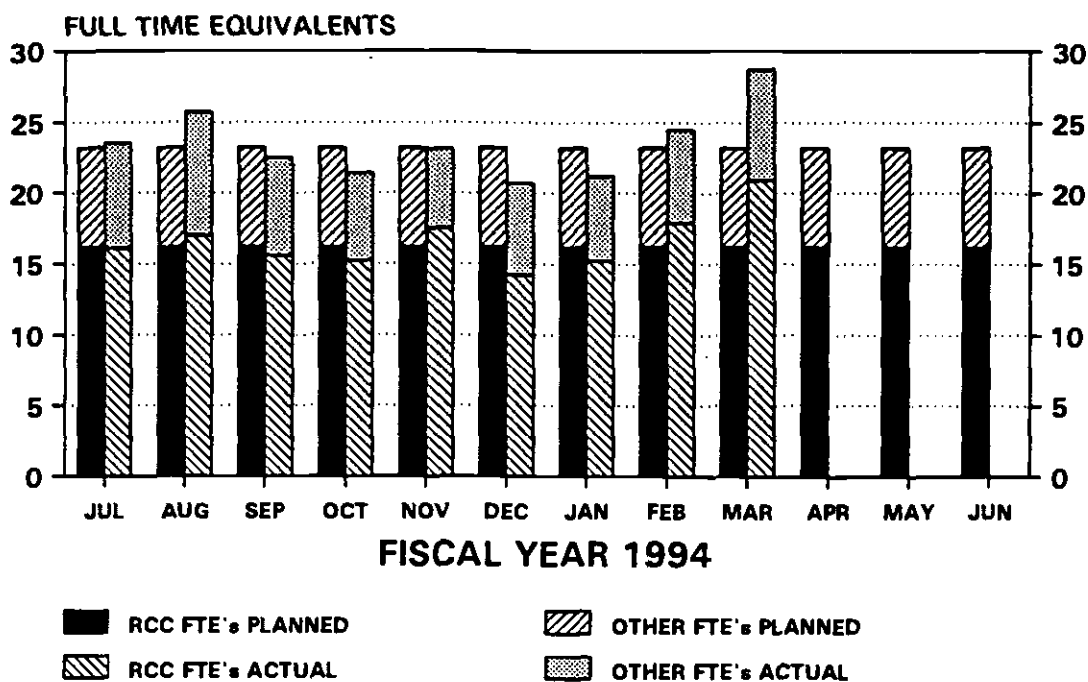
|                             |            |
|-----------------------------|------------|
| TOTAL PROJECT BUDGET        | \$ 490,663 |
| ORIGINAL BUDGET             | \$ 19,627  |
| BUDGET % OF TOTAL PROJECT   | 4.0%       |
| CURRENT FORECAST            | \$ 19,627  |
| FORECAST % OF TOTAL PROJECT | 4.0%       |
| ACTUAL THROUGH FY 93        | \$ 0       |

### FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY (\$000)

|                     |          |
|---------------------|----------|
| ORIGINAL BUDGET     | \$ 706   |
| CURRENT FORECAST    | \$ 1,065 |
| BUDGET PLAN TO DATE | \$ 529   |
| ACTUAL TO DATE      | \$ 640   |

## STAFFING PLAN VS. ACTUAL

### RED LINE NORTH HOLLYWOOD



FY'94 Budget

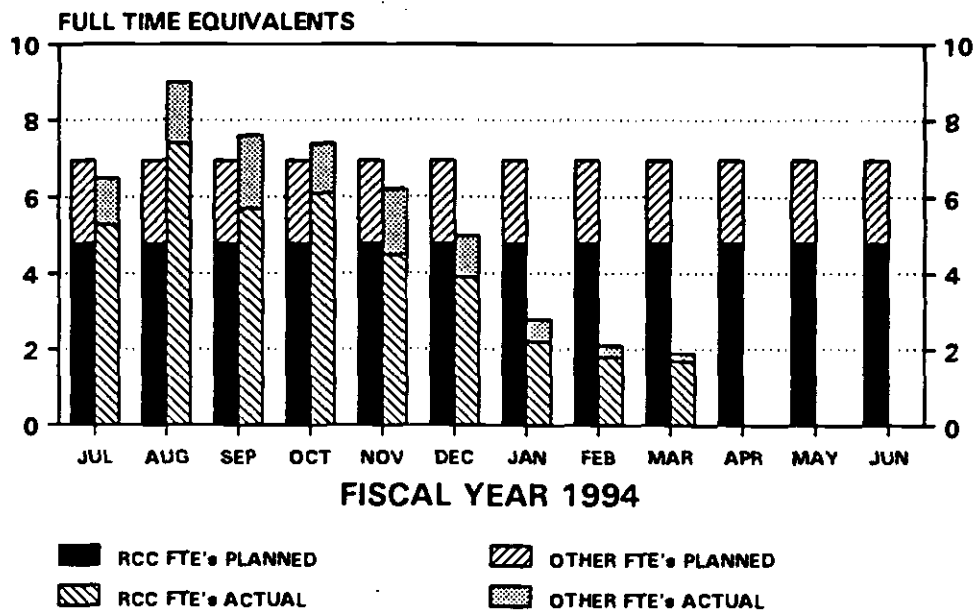
## RED LINE (NTH HOLLY.) STAFFING PLAN

### FISCAL YEAR 1994

|                     |    |
|---------------------|----|
| RCC FTE's PLANNED   | 16 |
| RCC FTE's ACTUAL    | 21 |
| OTHER FTE's PLANNED | 7  |
| OTHER FTE's ACTUAL  | 8  |
| TOTAL FTE's PLANNED | 23 |
| TOTAL FTE's ACTUAL  | 29 |

## STAFFING PLAN VS. ACTUAL

### RED LINE MID CITY



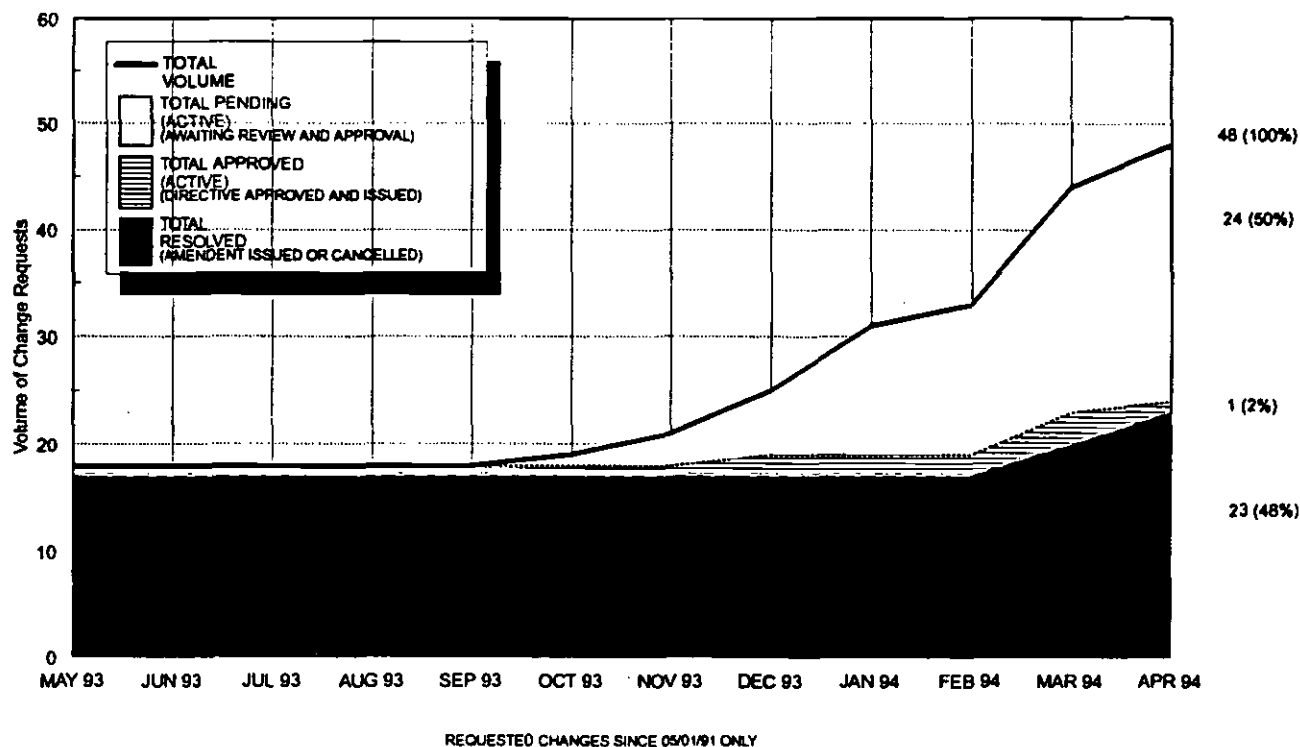
FY'94 Budget

## RED LINE (MID CITY) STAFFING PLAN

### FISCAL YEAR 1994

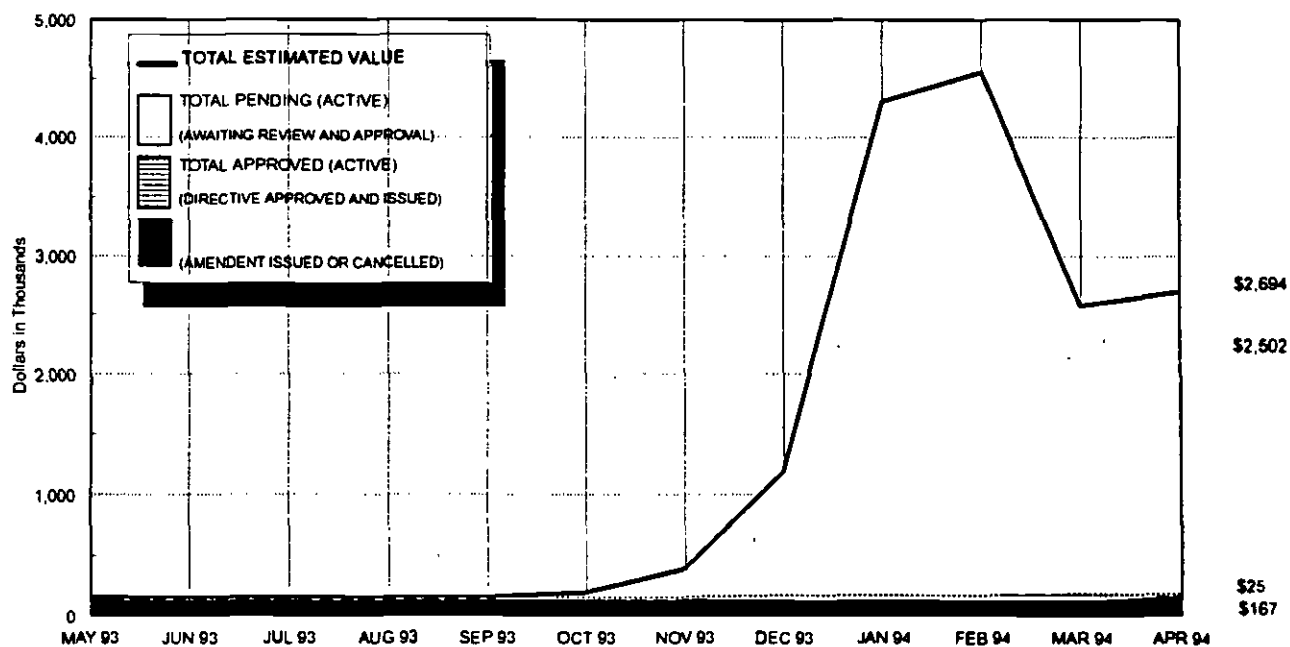
|                     |   |
|---------------------|---|
| RCC FTE's PLANNED   | 5 |
| RCC FTE's ACTUAL    | 2 |
| OTHER FTE's PLANNED | 2 |
| OTHER FTE's ACTUAL  | 0 |
| TOTAL FTE's PLANNED | 7 |
| TOTAL FTE's ACTUAL  | 2 |

CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-3 N. HOLLYWOOD CONSULTANT CHANGE REQUEST VOLUME



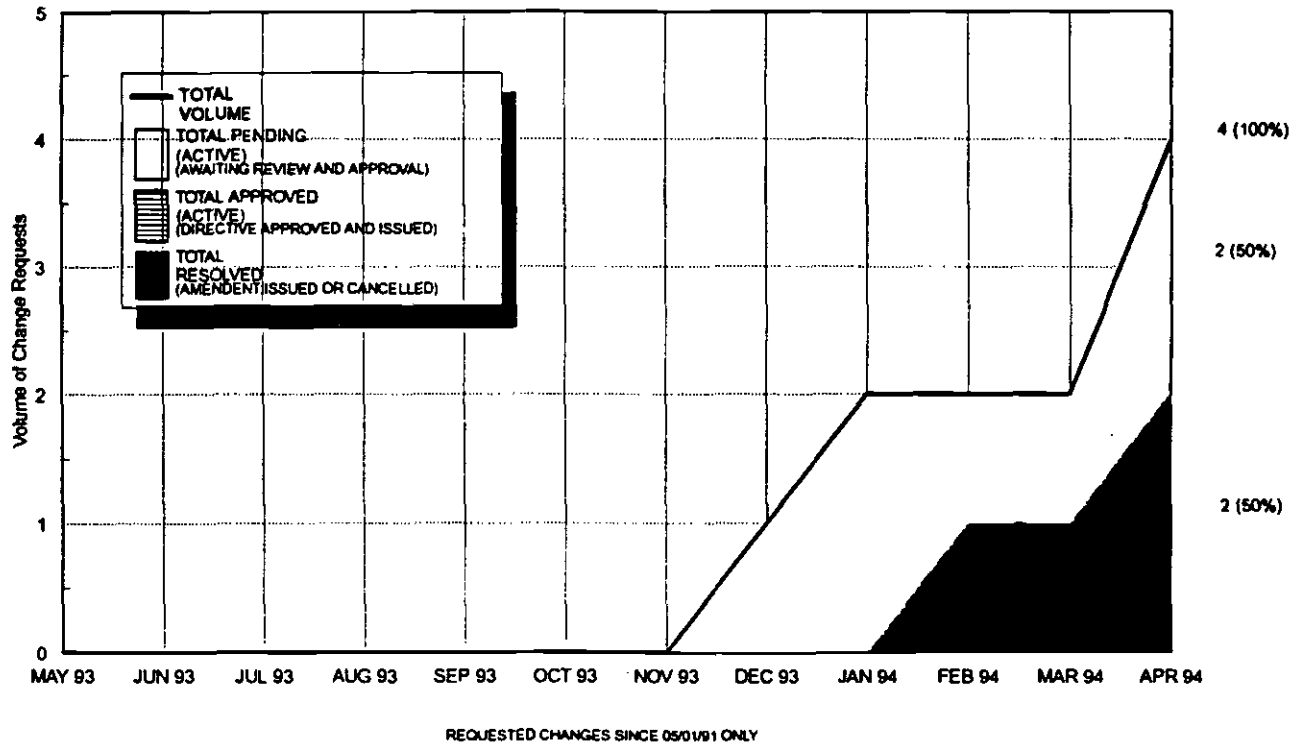
| AGE OF UNRESOLVED CONSULTANT CHANGES |           |            |            |         |              |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME                                 | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME                               | 6         | 10         | 5          | 4       | 25           |
| PERCENT                              | 24%       | 40%        | 20%        | 16%     | 100%         |

CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-3 N. HOLLYWOOD CONSULTANT CHANGE REQUEST VALUES



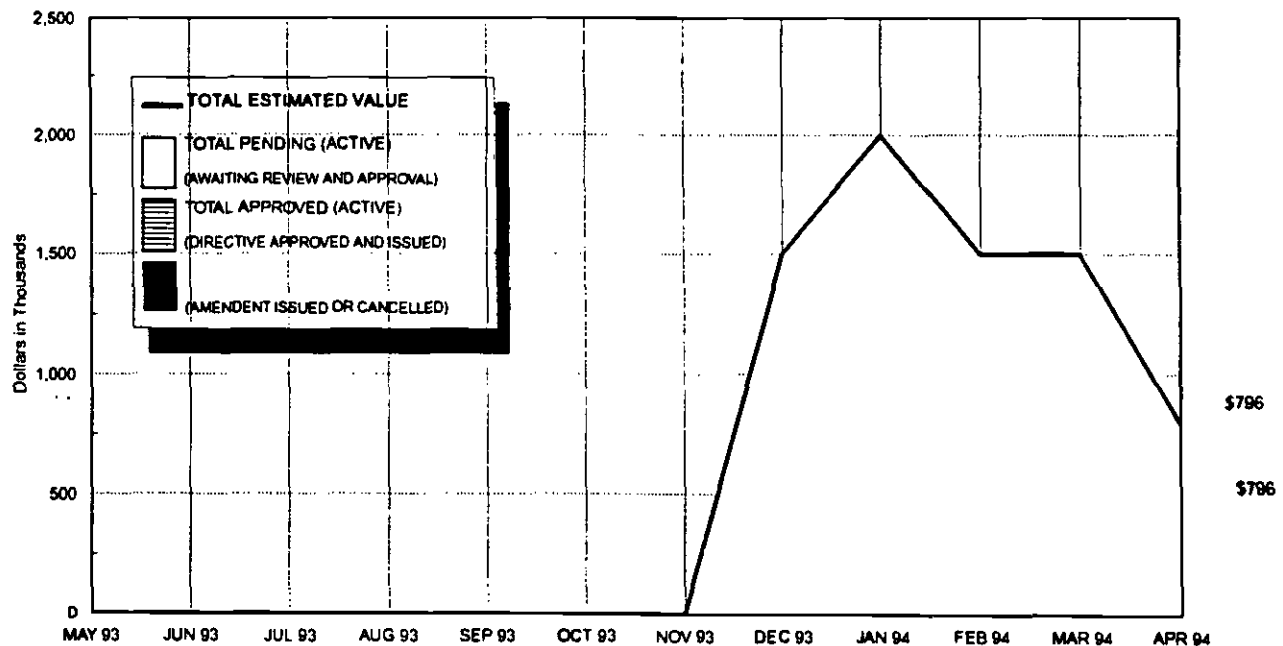


CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VOLUME

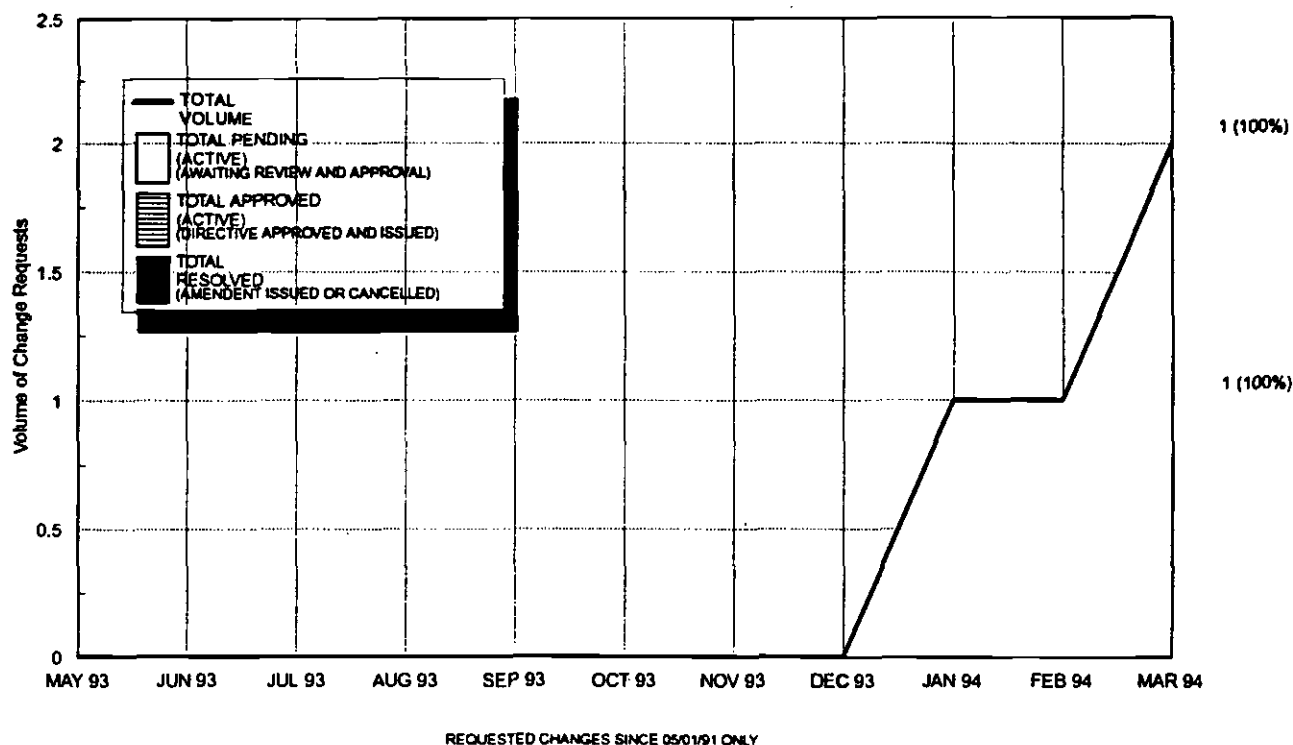


| AGE OF UNRESOLVED CONSULTANT CHANGES |           |            |            |         |              |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME                                 | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME                               | 2         | 0          | 0          | 0       | 2            |
| PERCENT                              | 100%      | 0%         | 0%         | 0%      | 100%         |

CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VALUES

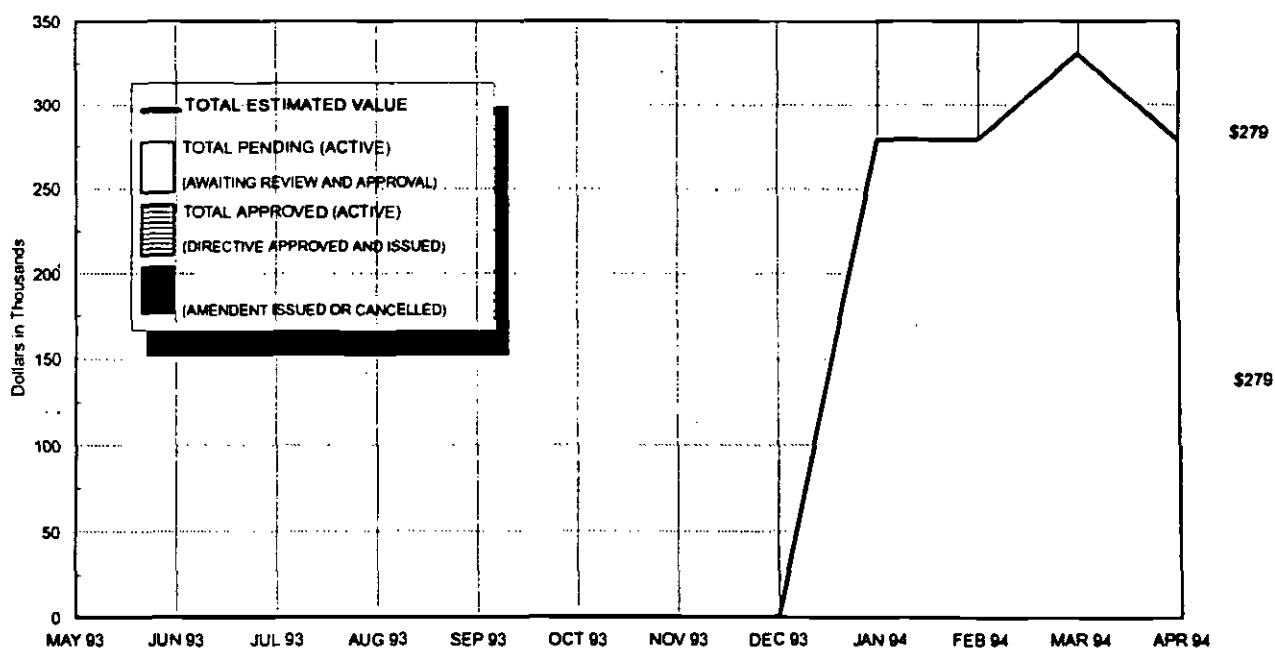


CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-3 EAST SIDE EXTENSION CONSULTANT CHANGE REQUEST VOLUME



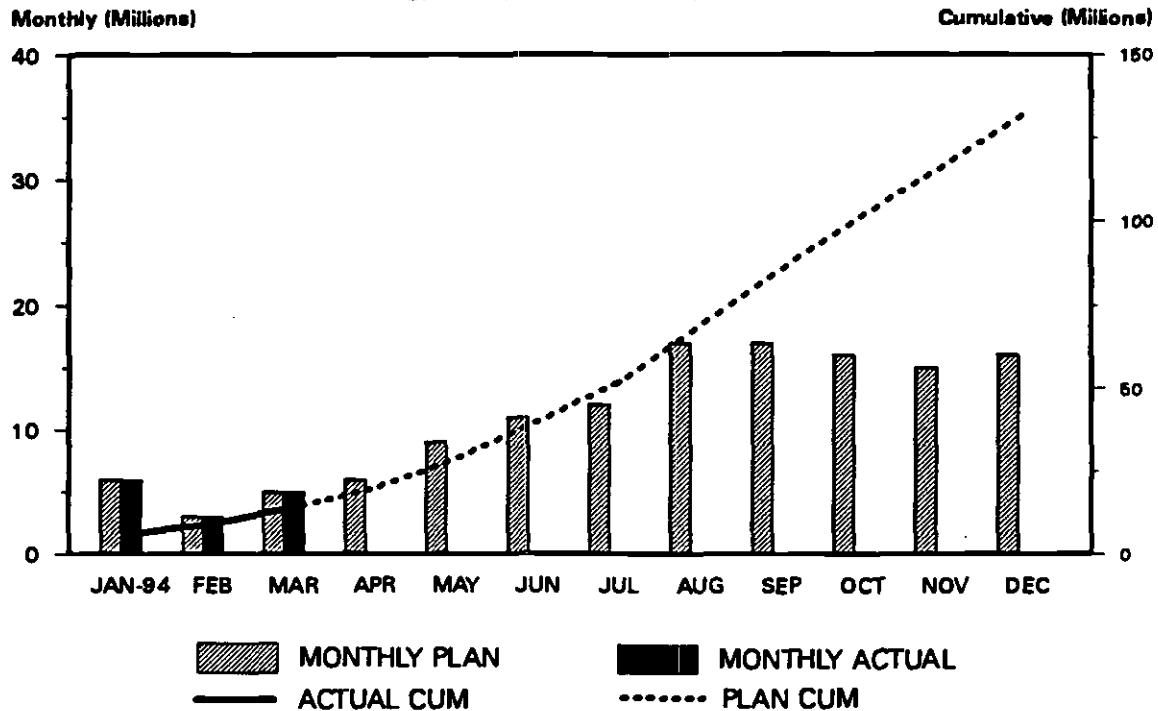
| AGE OF UNRESOLVED CONSULTANT CHANGES |           |            |            |         |              |
|--------------------------------------|-----------|------------|------------|---------|--------------|
| TIME                                 | 0-30 DAYS | 30-60 DAYS | 61-90 DAYS | OVER 90 | TOTAL ACTIVE |
| VOLUME                               | 0         | 0          | 0          | 1       | 2            |
| PERCENT                              | 0%        | 0%         | 0%         | 100%    | 100%         |

CONSULTANT CONTRACT CHANGE SUMMARY  
RED LINE SEG-3 EAST SIDE EXTENSION CONSULTANT CHANGE REQUEST VALUES

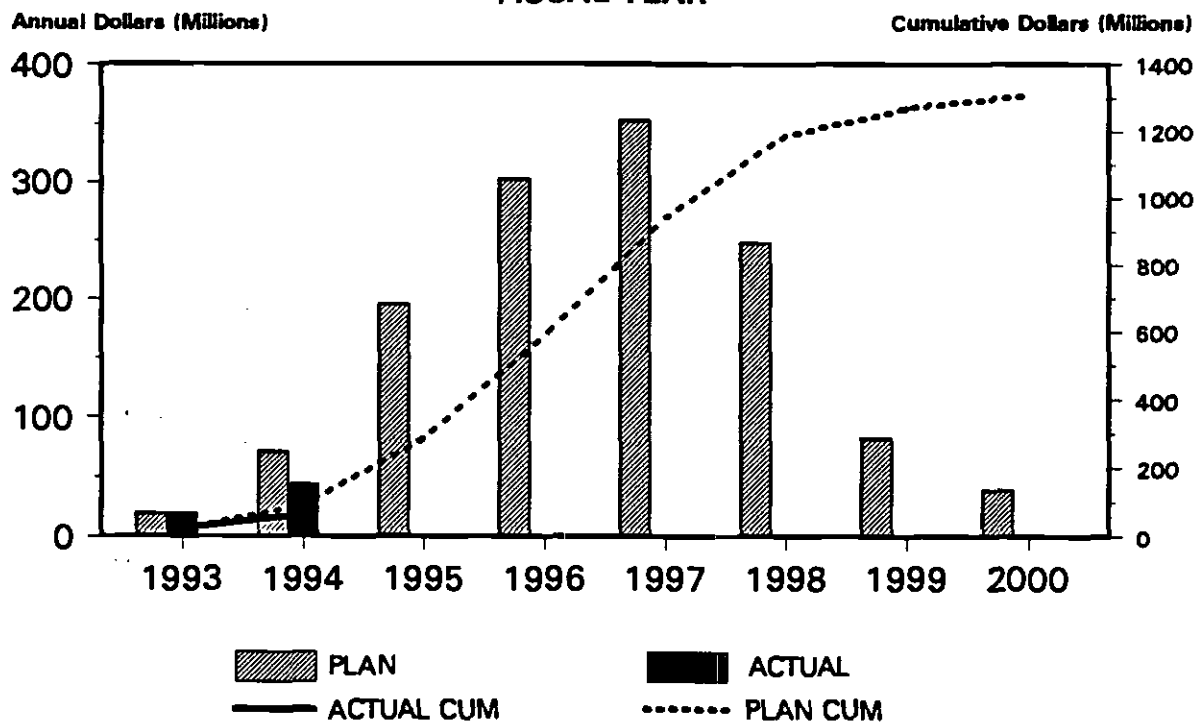


# NORTH HOLLYWOOD

## PROJECT CASH FLOW - ANNUAL CALENDAR YEAR - 1994



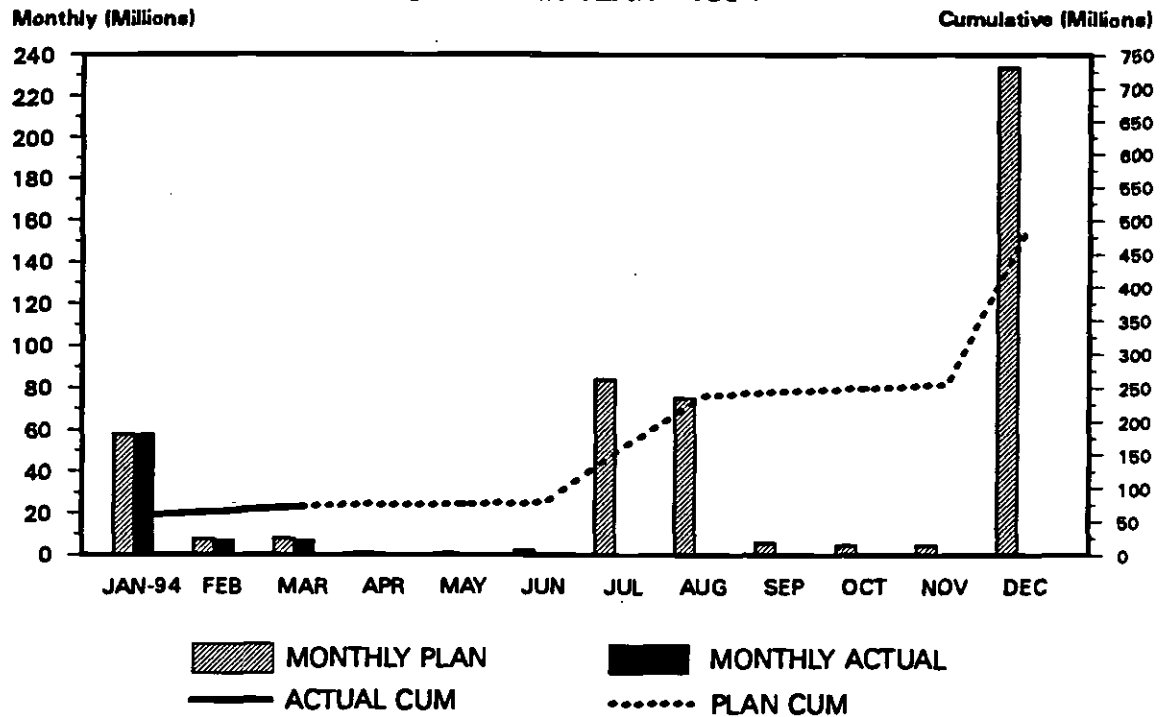
## PROJECT CASH FLOW - PROJECT FISCAL YEAR



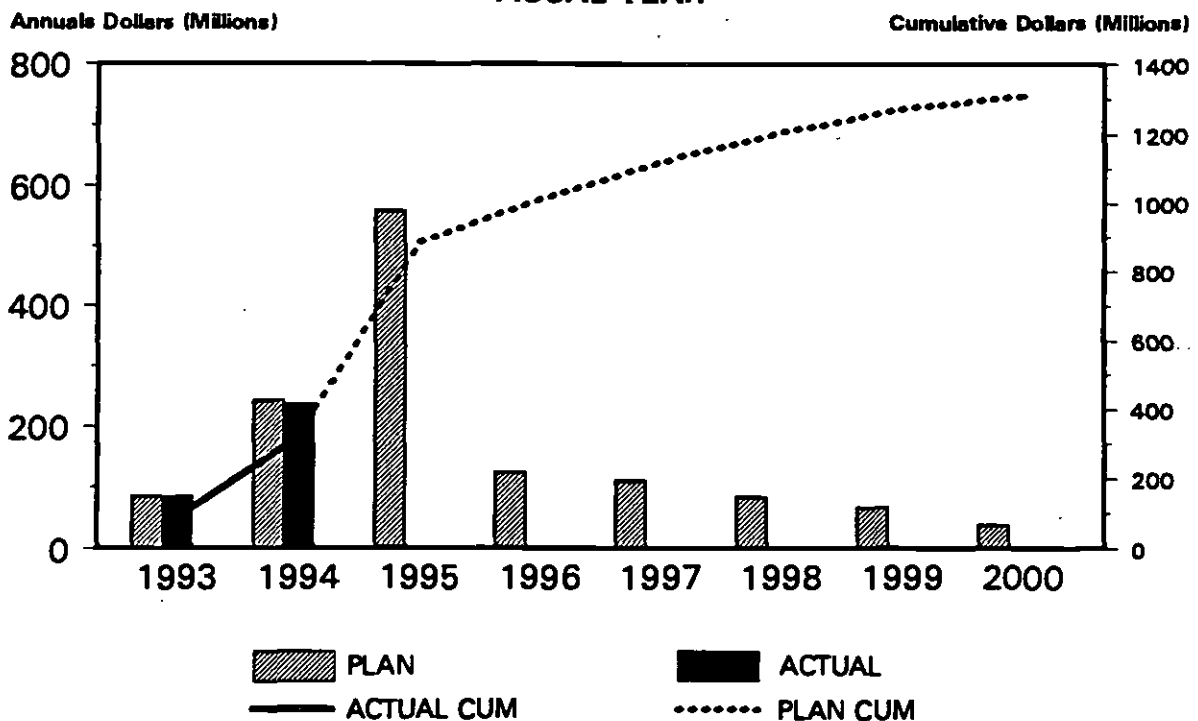
NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH MARCH 1994.  
THE PLAN WAS REVISED IN MARCH 1994.

# NORTH HOLLYWOOD

## PROJECT COMMITMENTS - ANNUAL CALENDAR YEAR - 1994



## PROJECT COMMITMENTS - PROJECT FISCAL YEAR

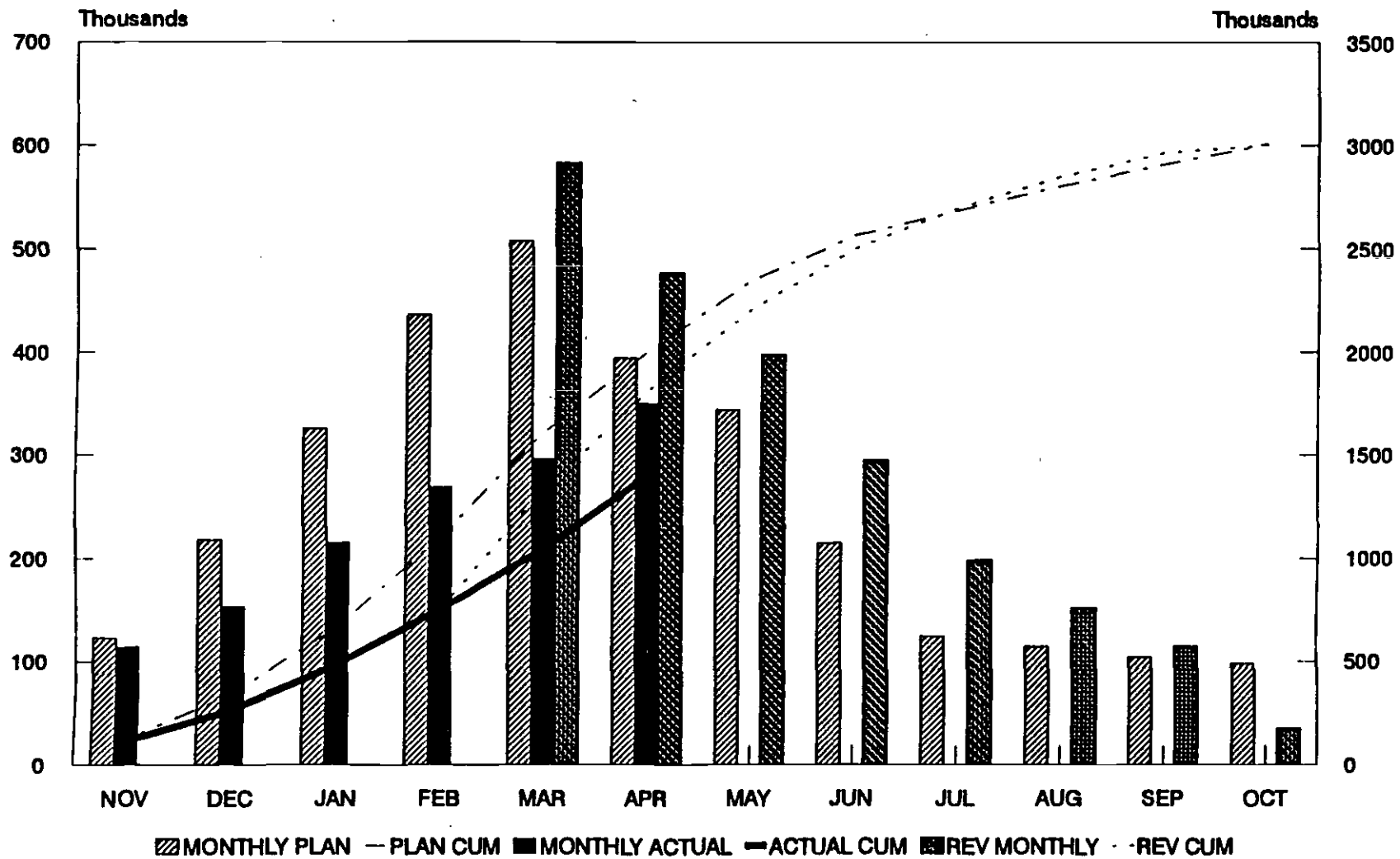


NOTE: THE PLAN WAS REVISED IN MARCH 1994.

# METRO RED LINE EAST SIDE EXTENSION

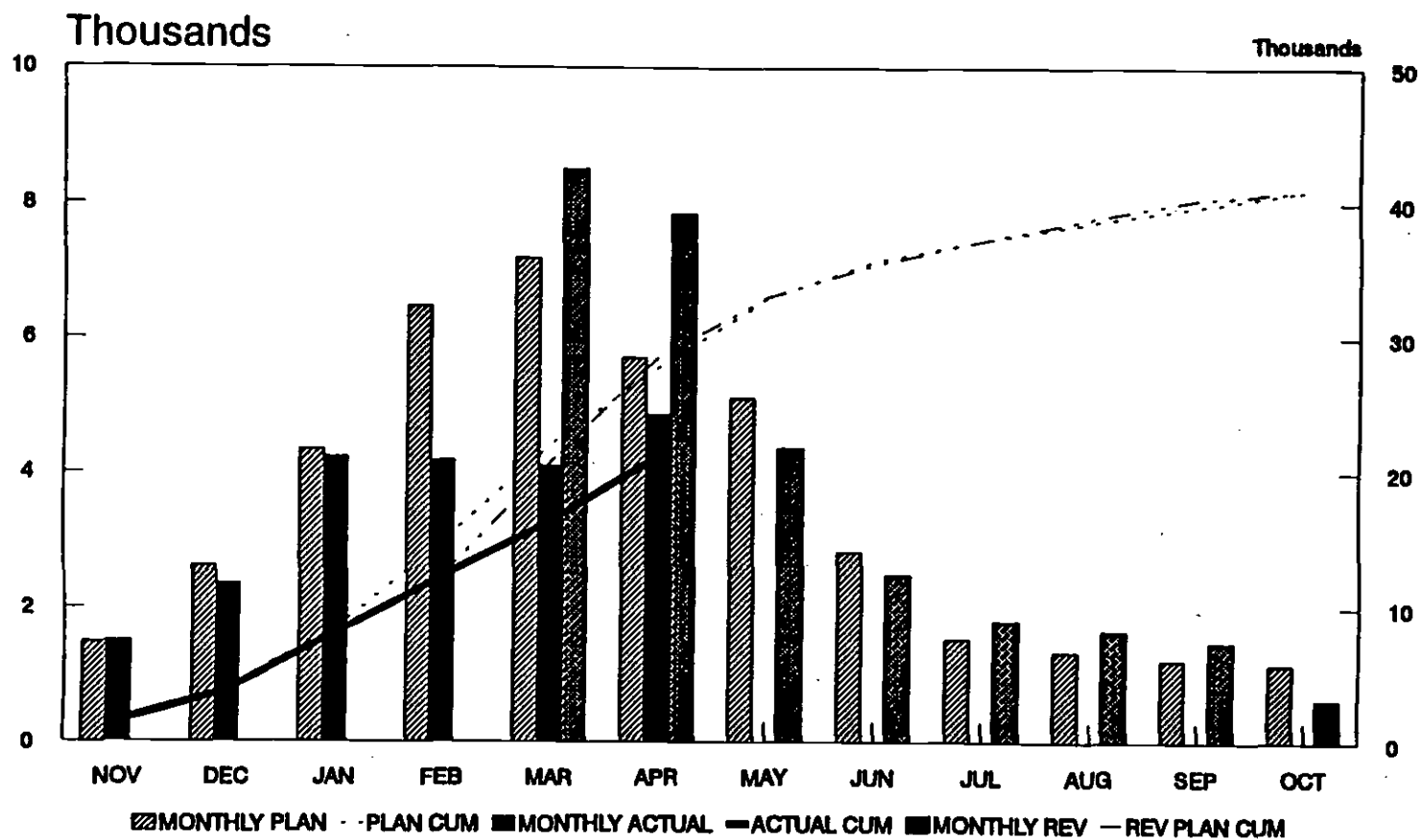
## FEIS/FEIR/PLANNING PROJECT CASH FLOW

### FISCAL YEARS 1994 & 1995



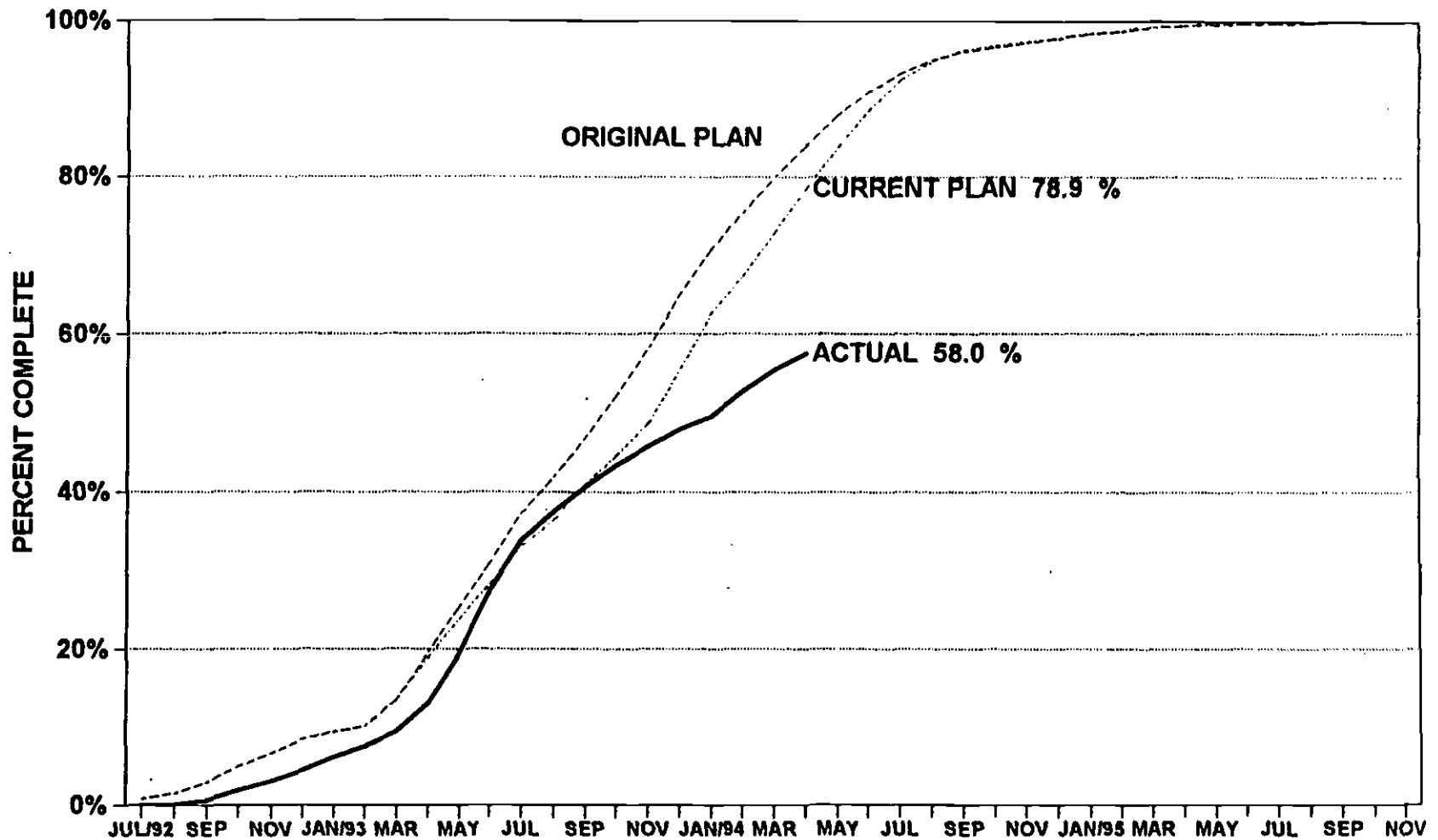
NOTE: PRELIMINARY ENGINEERING CASHFLOW NOT AVAILABLE

# METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT TOTAL WORKHOURS



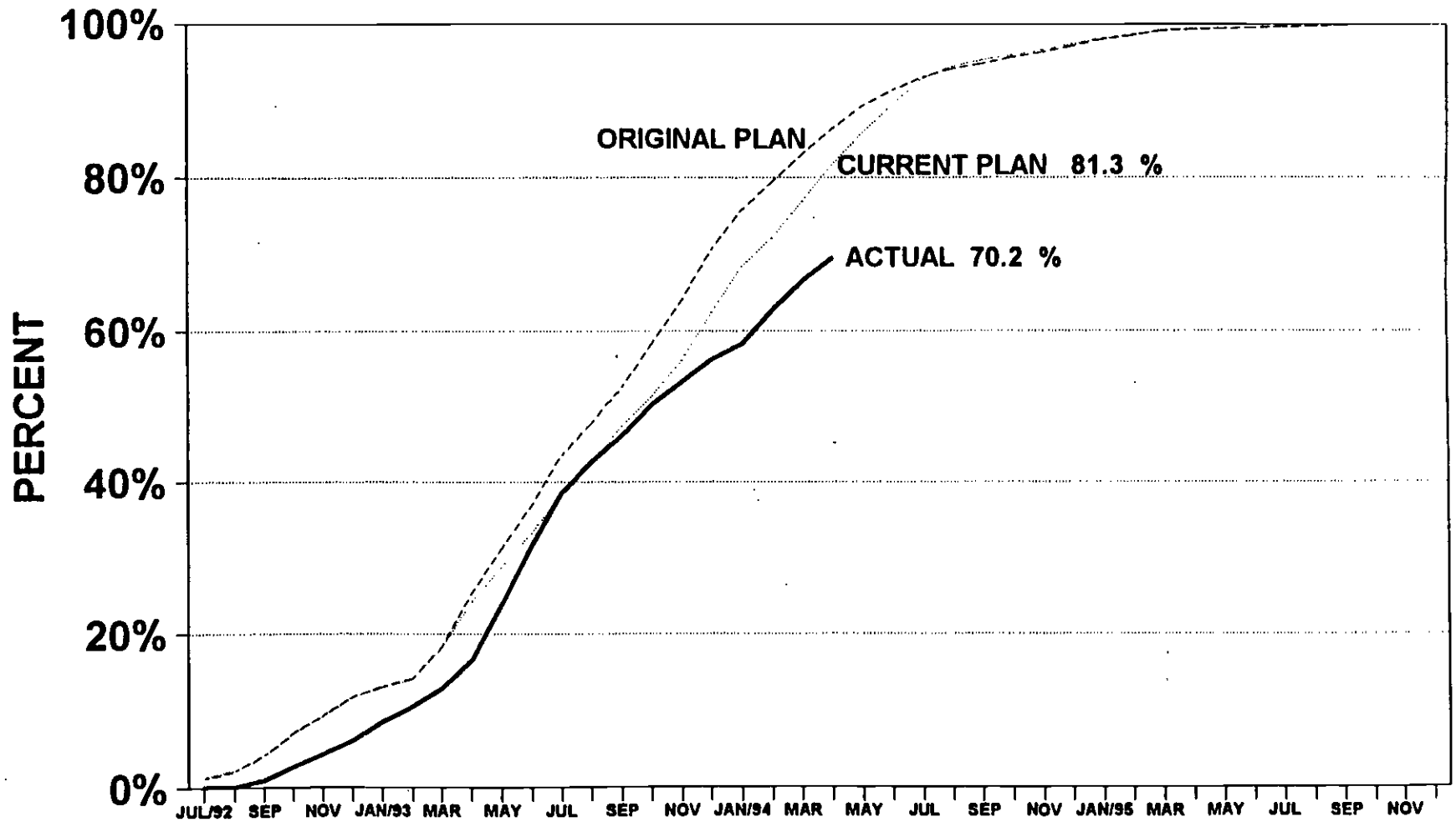
THROUGH APRIL 30 1994

# METRO RED LINE SEGMENT 3 FACILITIES DESIGN NORTH HOLLYWOOD & MID CITY



# METRO RED LINE SEGMENT 3

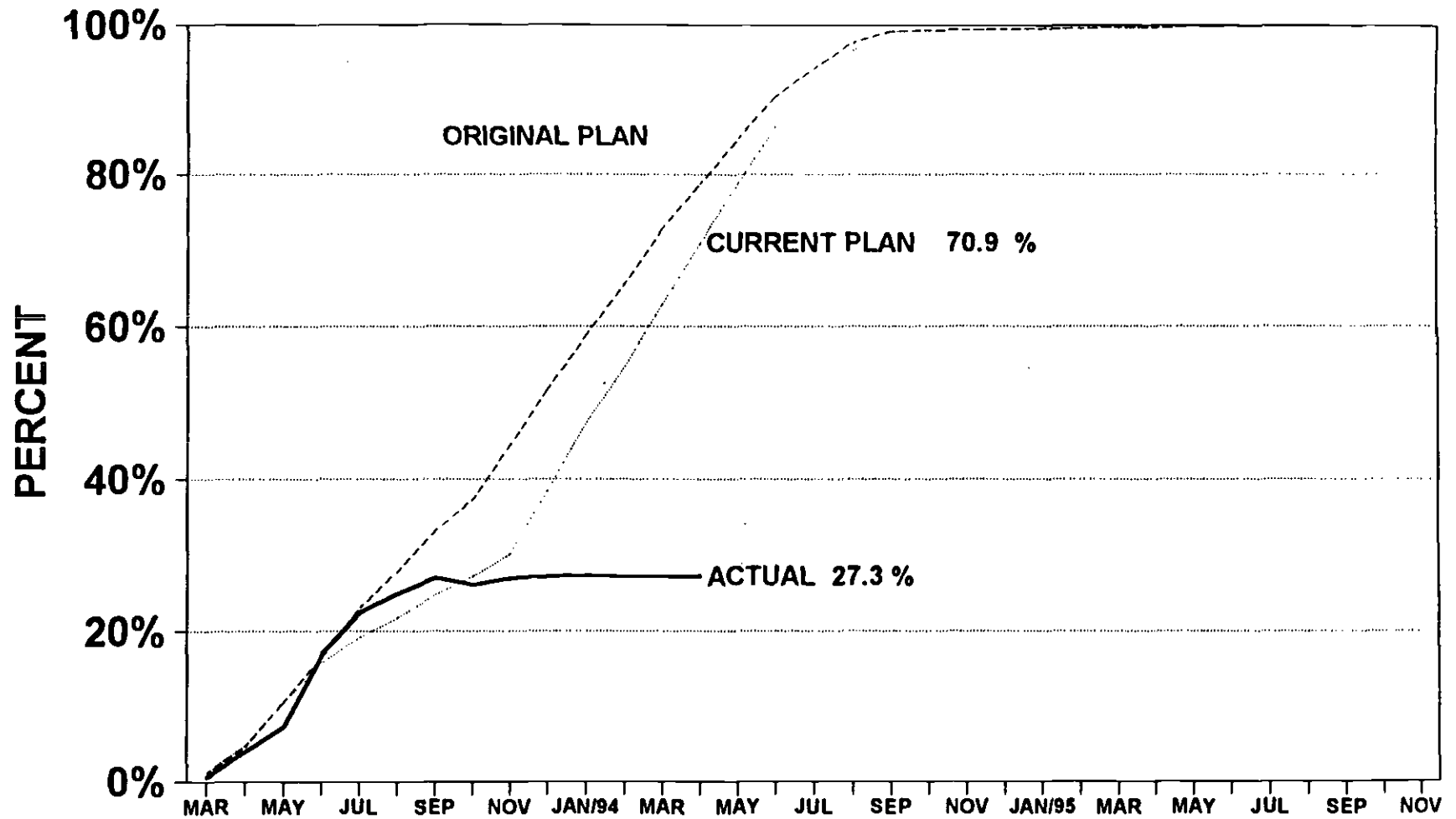
## NORTH HOLLYWOOD EXT - FACILITIES DESIGN



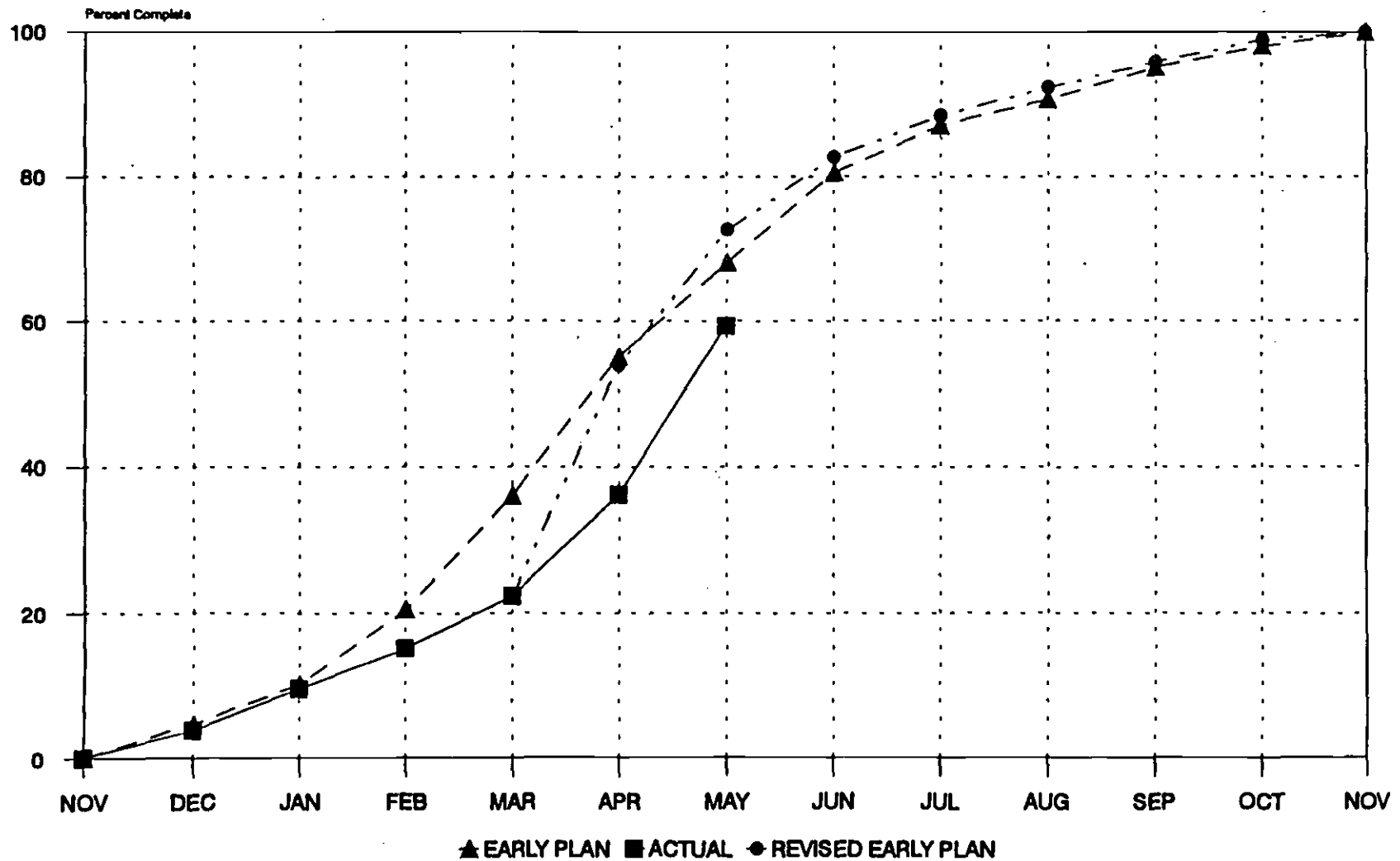


# METRO RED LINE SEGMENT 3

## MID CITY EXT - FACILITIES DESIGN

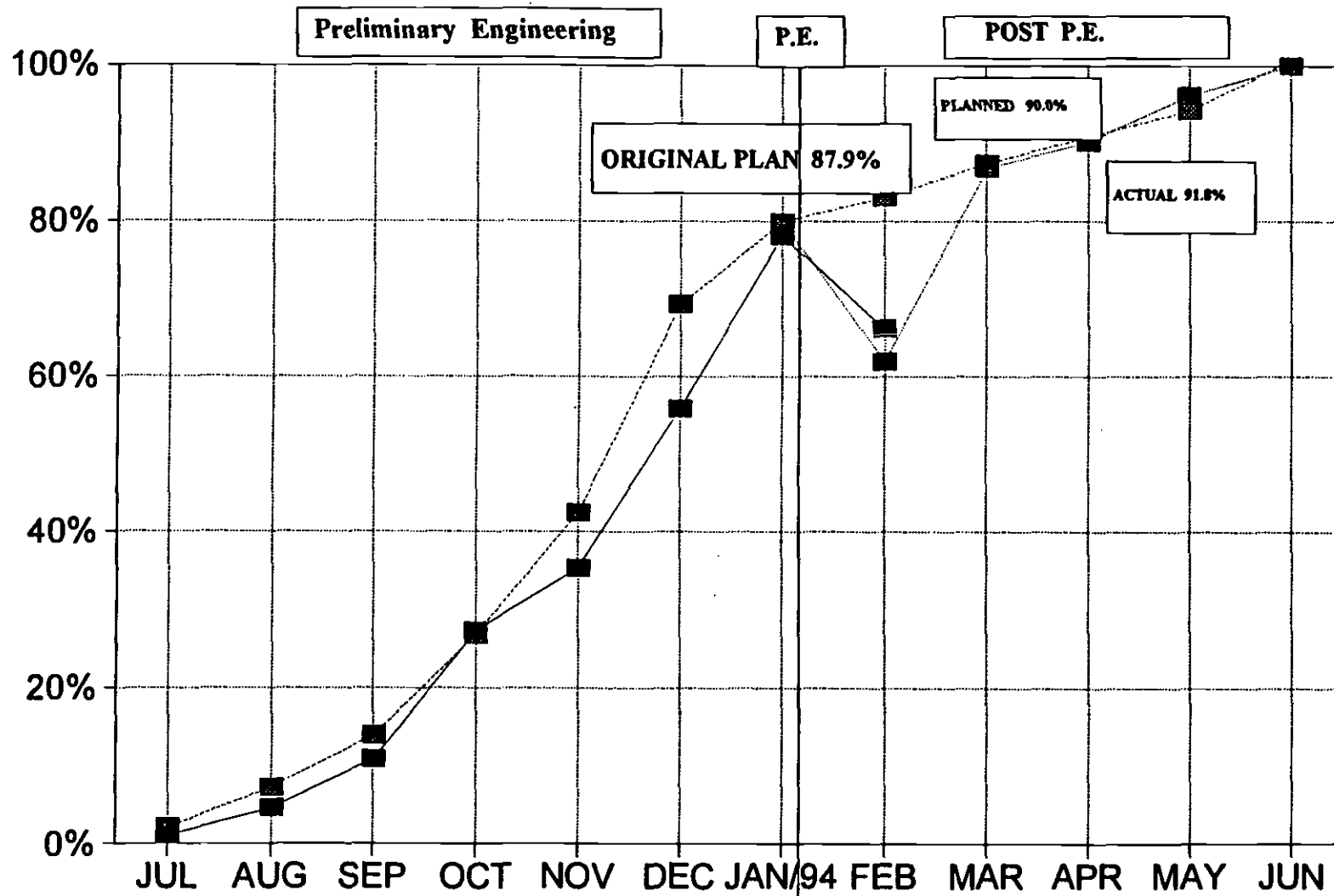


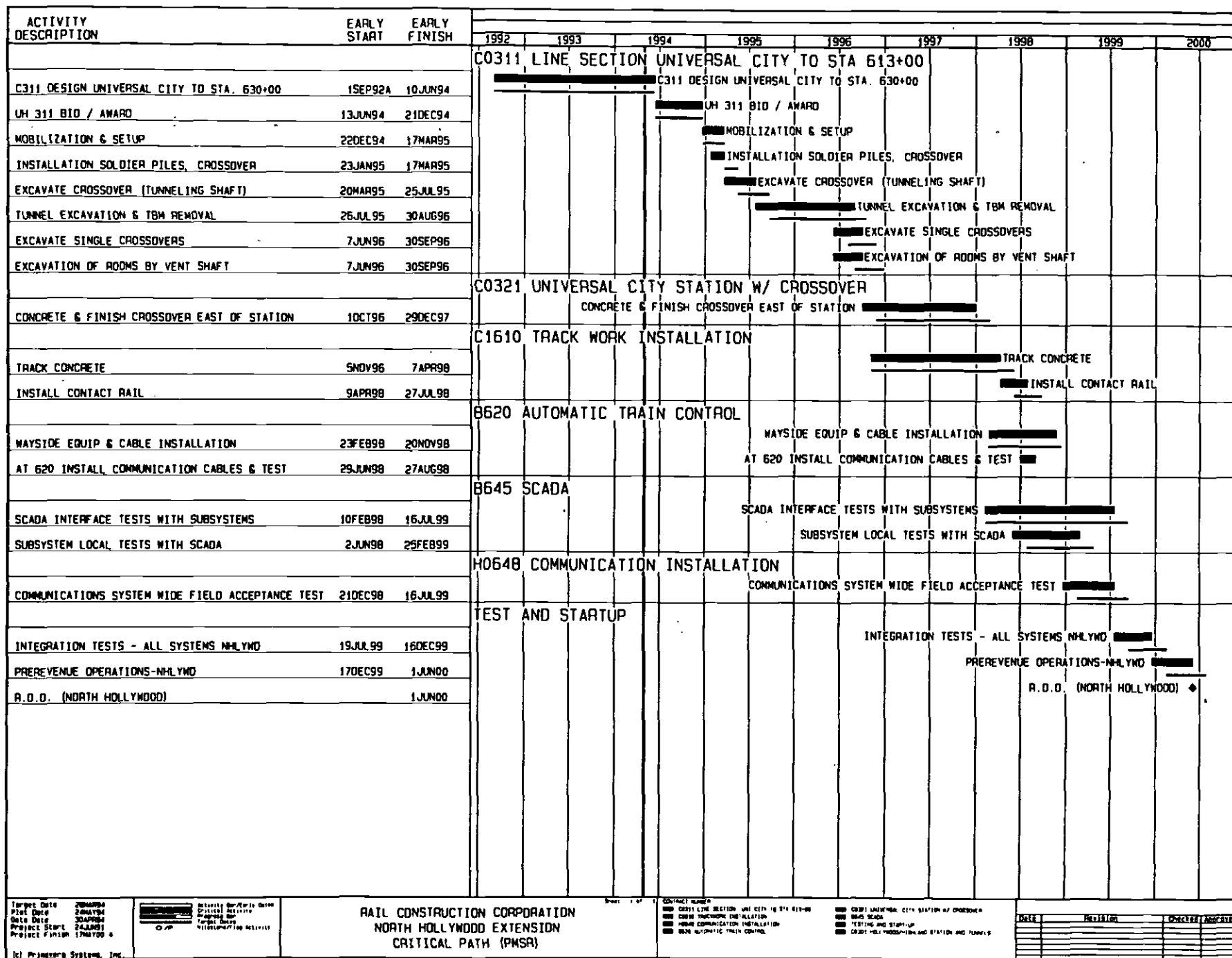
# METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT RESCHEDULED PROGRESS



# METRO RED LINE SEGMENT 3

## EAST SIDE EXTENSION





| ACTIVITY ID | ACTIVITY DESCRIPTION                          | EARLY START | EARLY FINISH | 1994                                       |     |     |     |     |     |     |     |     |     |     |     |     |  |
|-------------|---|-------------|--------------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
|             |   |             |              | NOV  | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV |  |
|             |   |             |              | PREPARATION AND CERTIFICATION OF FEIS/FEIR |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 20040       | ONGOING COMMUNICATION WITH FTA                | 25APR94     | 11MAY94      |  |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 20040       | REVISED FEIS/FEIR ADMINISTRATIVE DRAFT TO FTA | 13MAY94     | 13MAY94      |  |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 20045       | FTA SIGNATURE                                 | 16MAY94     | 16MAY94      |  |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 20050       | SUBMITTAL OF FEIS TO EPA                      | 18MAY94     | 18MAY94      |  |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 20052       | MTA BOARD APPROVAL                            | 25MAY94     | 25MAY94      |  |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 20060       | RECORD OF DECISION                            | 28JUN94     | 28JUN94      |  |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 20700       | PREPARE FINAL ENVIRONMENTAL DOCUMENT          | 12NOV93A    | 6MAY94       |  |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 28000       | NOTICE OF AVAILABILITY                        | 26MAY94     | 26MAY94      |  |     |     |     |     |     |     |     |     |     |     |     |     |  |
| 29140       | FULL FUNDING GRANT AGREEMENT NEGOTIATIONS     | 26APR94A    | 1AUG94       |  |     |     |     |     |     |     |     |     |     |     |     |     |  |

| Plot Date: 11MAY94<br>Data Date: 11MAY94<br>Project Start: 11NOV93<br>Project Finish: 31OCT94 | Activity Description:<br>Critical Activity:<br>Program Bar:<br>Milestone/Flag Activity: | 11907<br><b>FEIS/FEIR/PLANNING PROJECT</b><br><b>METRO RED LINE EAST SIDE EXTENSION</b><br>Critical Path schedule | SHEET 0 of 0<br><b>FEIS/FEIR/PLANNING PROJECT SCHEDULE</b><br><table border="1"> <thead> <tr> <th>Date</th> <th>Revision</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> | Date | Revision | Checked | Approved |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|------|----------|---------|----------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Date  | Revision  | Checked   | Approved  |      |          |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |   |   |   |      |          |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |   |   |   |      |          |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |   |   |   |      |          |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |   |   |   |      |          |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|   |   |   |   |      |          |         |          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

(c) Primavera Systems, Inc.

NOTE: THERE IS NO PRELIMINARY ENGINEERING CRITICAL PATH FOR THE MONTH OF APRIL.