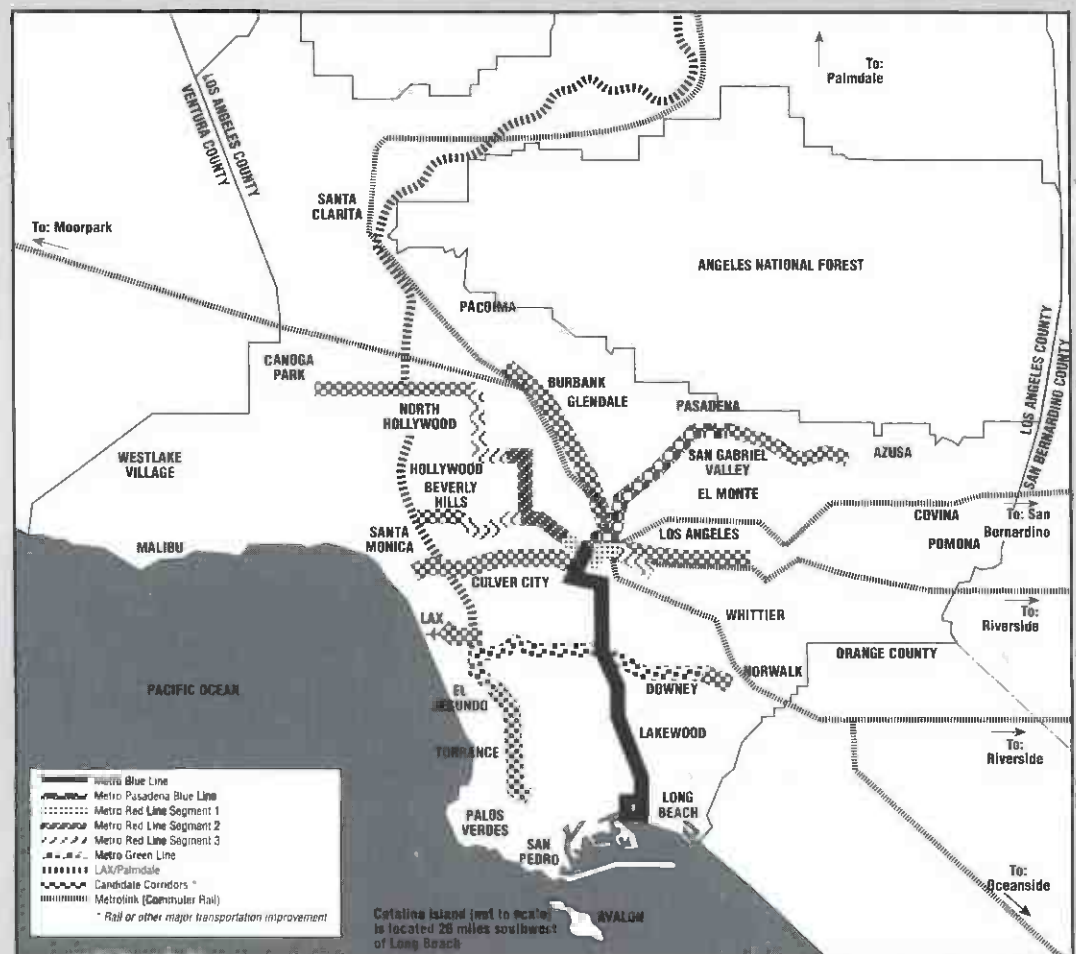


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status	(\$000)	Project Progress	
Original Budget	841,000	Design	
Expended to Date	63,404 *	Actual:	80%
Current Budget	841,000	Construction	
Schedule Status:		Actual:	0%
Revenue Operations Date:			
Original	November 1997		
Forecast	June 1998		
Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design	
Expended to Date	532,236 *	Actual:	99%
Current Budget	717,802	Construction	
Schedule Status		Actual:	90%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		
Metro Red Line Segment 1			
Cost Status	(\$000)	Project Progress	
Original Budget	1,249,900	Design	
Expended to Date	1,396,372*	Actual:	100%
Current Budget	1,450,019	Construction	
Schedule Status		Actual:	99%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		
Metro Red Line Segment 2			
Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design	
Expended to Date	710,065*	Actual:	99%
Current Budget	1,511,681	Construction	
Schedule Status: Revenue Operations Dates:		Actual:	39%
	Wilshire Vermont/Hlywd		
Original	Jul '96 Sep '98		
Forecast	Jul '96 Sep '98		
Metro Red Line Segment 3 - North Hollywood Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	1,310,822	Design	
Expended to Date	86,422*	Actual:	77%
Current Budget	1,310,822	Construction	
Schedule Status		Actual:	4%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		

*Expenditure data through July 1994

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	490,663	Suspended for Reassessment	
Expended to Date	8,025*	Design	
Current Budget	490,663	Actual:	27%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	0%
Original	1999		
Forecast	1999		

Vehicle Acquisition Project			
Cost Status	(\$000)	Project Progress	
Original Budget	254,000		
Expended to Date	15,321*	Design	
Current Budget	254,000	Actual:	6%**
Schedule Status:		Manufactured	
Delivery of Final Cars:		Actual:	6%**
Original	November 1997		
Forecast	November 1999		

** Based on Milestone Payments

* Expenditure data through July 1994

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

STATUS DATE: 08/26/94

(IN THOUSANDS)

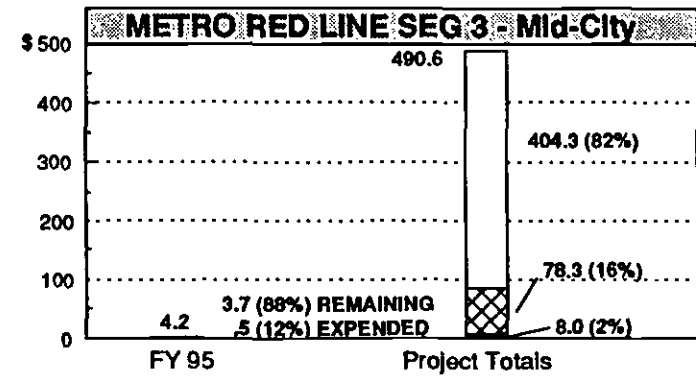
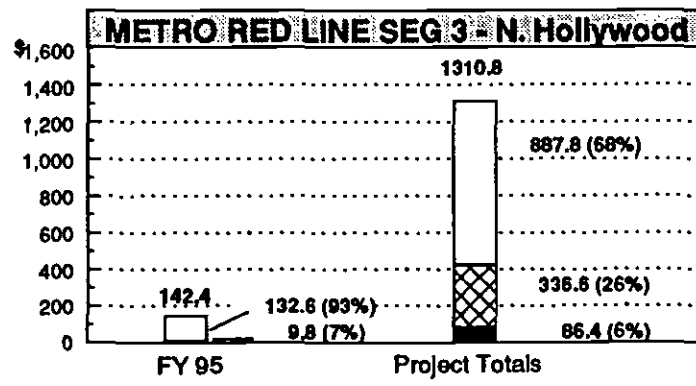
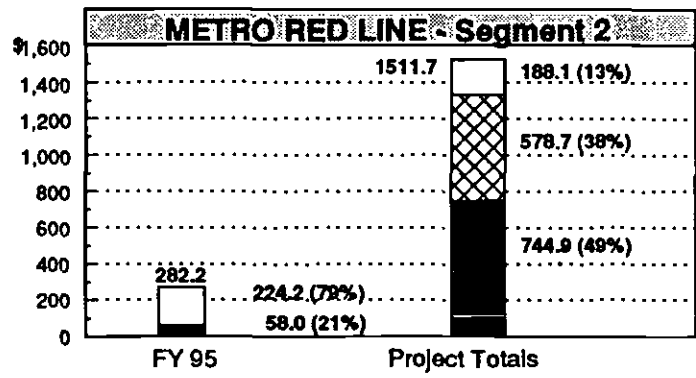
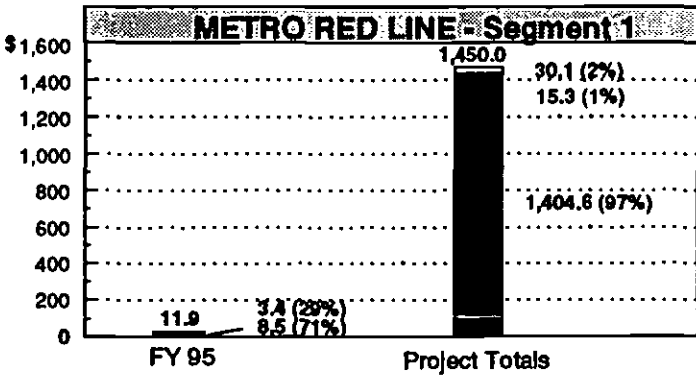
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	4,523,136	4,589,816	75,837	3,232,182	56,430	2,173,548	48,931	2,105,500	4,672,320	82,504
S PROFESSIONAL SERVICES	1,469,230	1,772,021	2,155	1,351,229	3,639	1,119,748	3,641	1,117,325	1,785,883	13,862
R REAL ESTATE	453,432	522,489	12,437	312,359	15,644	319,149	15,644	319,059	519,079	(3,411)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	146,936	5,053	117,899	1,604	89,843	1,605	89,323	150,237	3,301
D SPECIAL PROGRAMS	11,044	20,884	0	6,295	110	2,963	110	2,963	21,374	490
C CONTINGENCY	464,255	372,447	0	0	0	0	0	0	302,459	(69,988)
A PROJECT REVENUE	(18,115)	(36,585)	0	(820)	0	(6,451)	(1,312)	(7,805)	(35,746)	839
PROJECT GRAND TOTAL	7,035,169	7,388,008	95,483	5,019,146	77,429	3,698,802	68,620	3,626,365	7,415,607	27,599

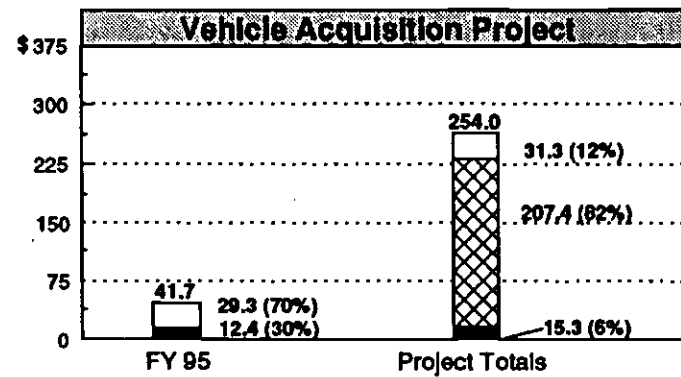
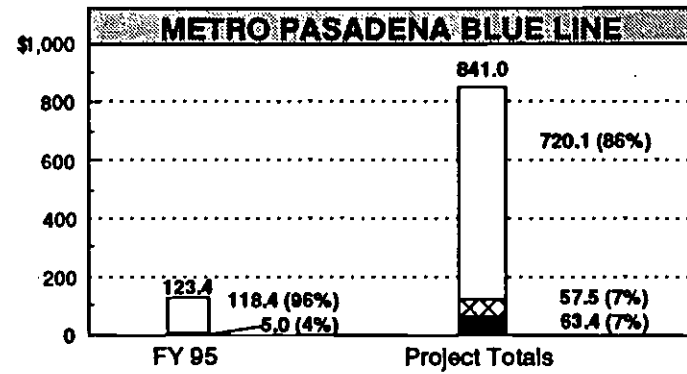
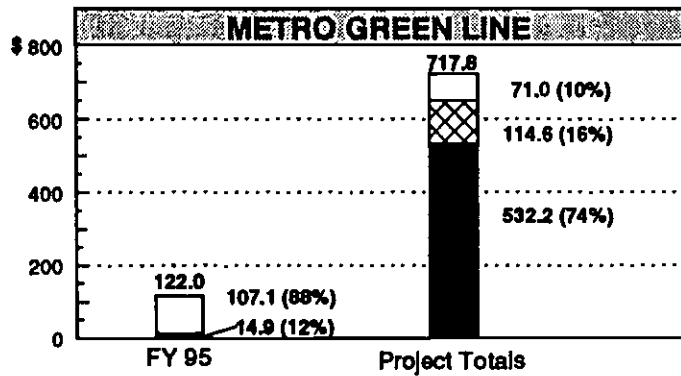
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT	VARIANCE
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)	FORECAST (9)	(9-2) (10)
T CONSTRUCTION	0	46,629	1	43,241	52	75	0	0	48,721	2,092
S PROFESSIONAL SERVICES	0	14,425	57	11,423	4,990	9,137	4,990	9,137	18,957	4,532
R REAL ESTATE	0	0	0	1	0	1	0	1	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	0	43	8	22	8	22	20	20
C CONTINGENCY	0	4,195	0	0	0	0	0	0	567	(3,628)
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,249	58	54,708	5,051	9,237	4,998	9,161	68,264	3,015
PROJECT GRAND TOTAL	7,035,169	7,453,257	95,541	5,073,854	82,480	3,708,039	73,618	3,635,526	7,483,871	30,614

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

BUDGET STATUS - August 26, 1994
(In \$ Millions)

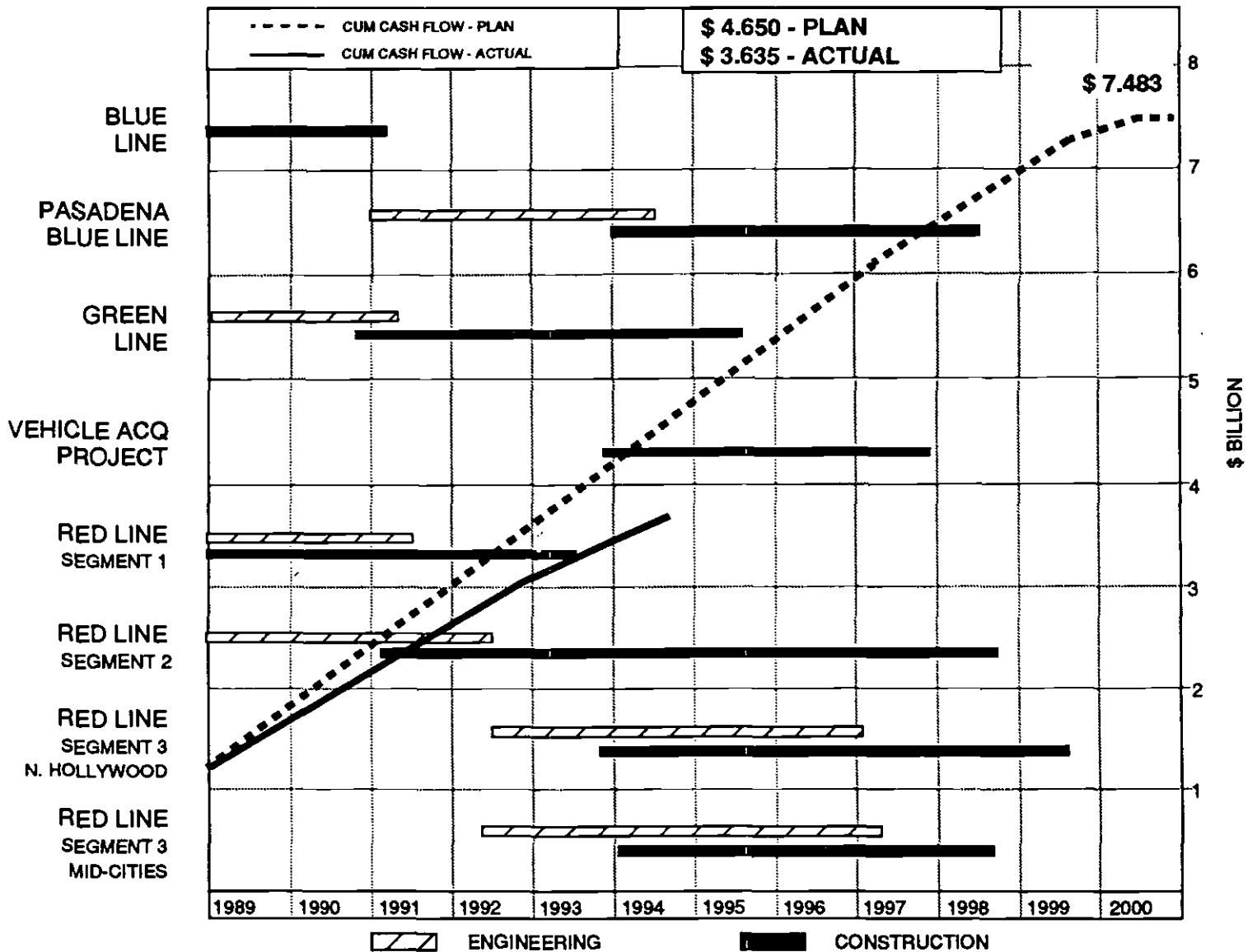


BUDGET STATUS - August 26, 1994
(in \$ Millions)



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 LIN SEG 3 - NH		METRO RED LIN SEG 3 - MC		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49			2195.9	29
FTA - OTHER															18.0	7	18.0	0
ISTEA-FED SURFACE TRANSIT PROG											25.0	2	55.4	11	84.0	33	164.4	2
FLEXIBLE CONGESTION RELIEF													26.0	5			26.0	0
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	40	106.4	15	210.3	15	185.1	12	190.9	15	72.3	15	33.6	13	1136.4	15
SB 1995 TRUST FUND											53.0	4					53.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29							1702.1	23
PROP A/C (TRANSIT ENHANCEMENT)									59.3	4							59.3	1
PROPOSITION C			503.2	60	399.9	56					343.8	26	94.4	19	118.4	47	1459.7	20
PROP C (AMERICAN DISABILITY ACT)					6.4	1			5.9	0							12.3	0
CITY OF LOS ANGELES							34.0	2	96.0	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	717.8	100	1450.1	100	1511.6	100	1310.8	100	490.7	100	254.0	100	7453.3	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

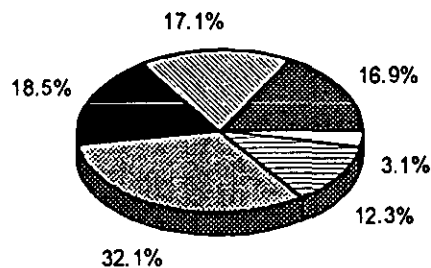
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 08/29/94

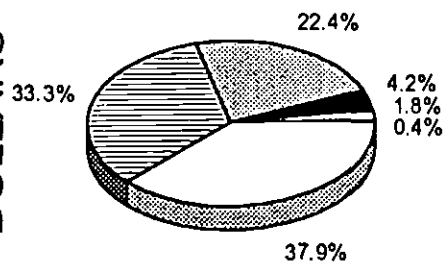
COST LEVEL

Total: \$84 Million

VOLUME



DOLLARS

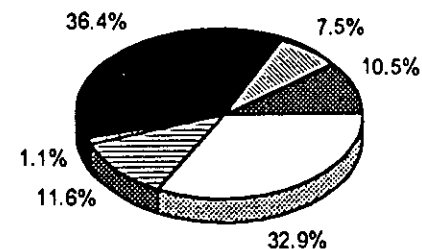
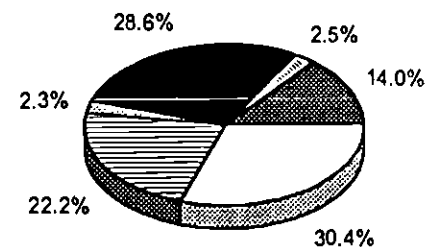


Legend

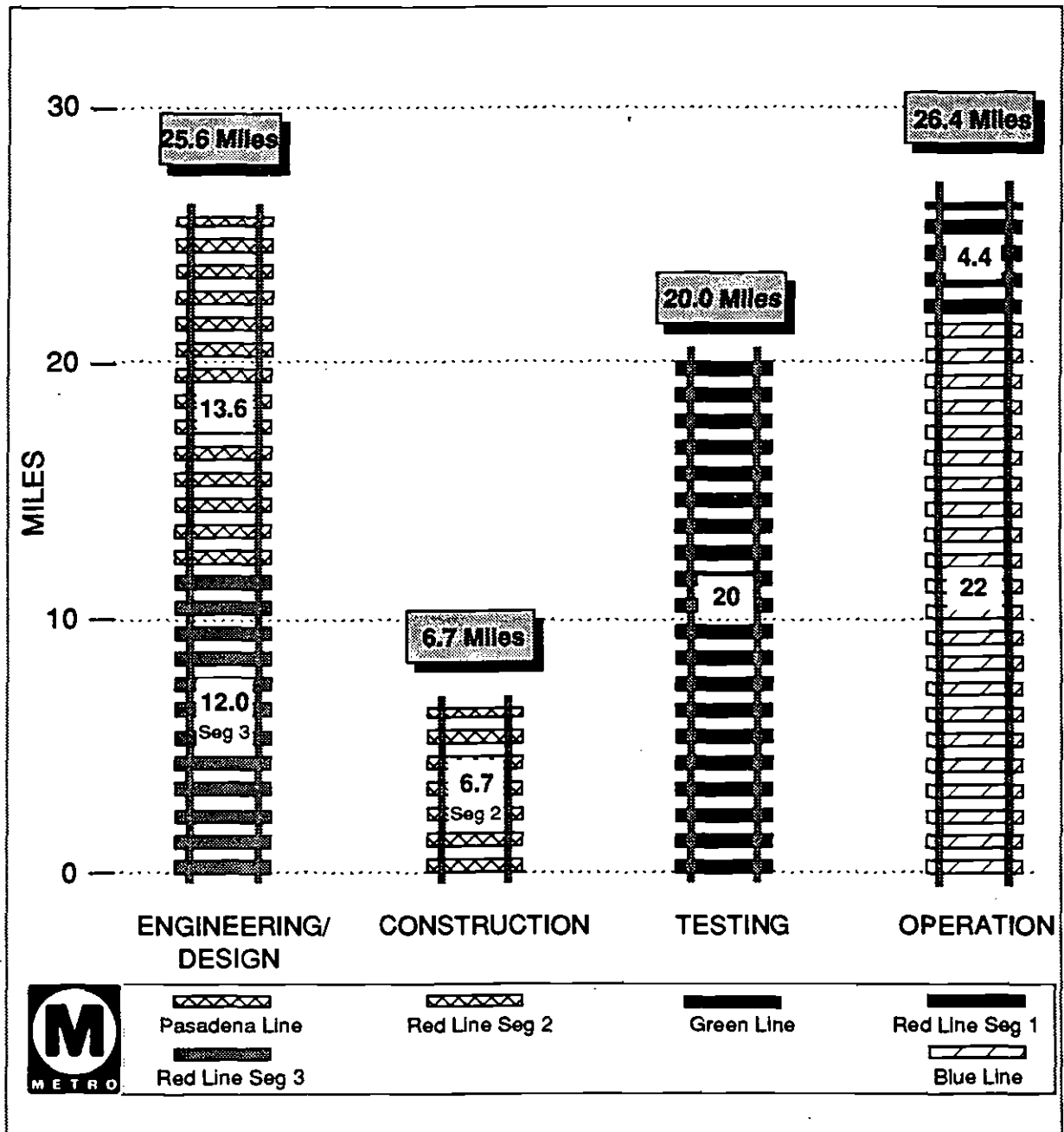
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 514



METRO RAIL SYSTEMS PROGRESS REPORT



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

	Number of Parcels	Number of Parcels Available	Parcels Not Available (on Schedule)	Parcels Not Available (Behind Schedule)	
				Number	Avg. Days Behind
Pasadena Blue Line	155	8	142	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	88	86	2	0	0
Red Line Seg 3 NH	175	32	***	14	***
Red Line Seg 3 MC***	61	0	54	7	120

* Due to project reschedule, need dates are under review.
 *** 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 forecast data for project administration costs totals 24.38% which exceeds the corporate goal by 4.4%. 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 0.2%. 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	657,487	74.95%	508,925	58.84%	488,042	67.99%	812,270	56.11%	1,039,021	68.72%	800,102	60.91%	329,211	67.10%	232,370	90.21%	4,867,426	65.04%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.63%	140,000	9.86%	86,860	5.75%	87,728	6.68%	48,543	9.89%	0	0.00%	519,078	6.94%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	78,219	9.04%	81,794	11.40%	221,859	15.29%	150,298	9.94%	77,139	5.87%	36,708	7.48%	7,625	2.96%	723,025	9.66%	
CONSTR MGMT.	91,642	10.45%	72,185	8.35%	72,337	10.08%	116,429	8.03%	132,973	8.80%	103,147	7.85%	35,000	7.13%	0	0.00%	623,713	8.33%	
STAFF	17,655	2.01%	34,472	3.99%	27,807	3.85%	95,558	6.59%	57,978	3.83%	57,078	4.39%	19,627	4.00%	5,336	2.07%	315,909	4.22%	4%
OTHER	14,222	1.62%	24,905	2.88%	18,020	2.51%	32,671	2.25%	24,067	1.59%	36,459	2.78%	11,647	2.37%	0	0.00%	181,991	2.18%	
SUBTOTAL	193,106	22.01%	209,781	24.25%	199,758	27.83%	466,317	32.16%	365,314	24.16%	274,421	20.89%	102,980	20.99%	12,961	5.03%	1,824,638	24.38%	20%
UTILITY/FORCE ACC													5,088	1.04%			5,088	0.07%	
CONTINGENCY	963	0.11%	71,987	8.32%	9,524	1.33%	31,432	2.17%	20,873	1.39%	151,399	11.53%	4,841	0.99%	12,267	4.76%	303,366	4.05%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(5,569)	-0.78%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(35,746)	-0.48%	
GRAND TOTAL	677,271	100.00%	865,000	100.00%	717,802	100.00%	1,450,019	100.00%	1,511,868	100.00%	1,313,650	100.00%	490,663	100.00%	257,598	100.00%	7,483,871	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 July Project Report submitted to RCC by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW - July 1994

No New Items

ONGOING

Concern: Pasadena Blue Line (PBL) budget fluctuations and design changes may impact the designers' ability to complete work elements within the current estimates.

Action: Each active design contract should be reviewed to determine current cost status and estimated cost to complete.

Status: Under RCC review.

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

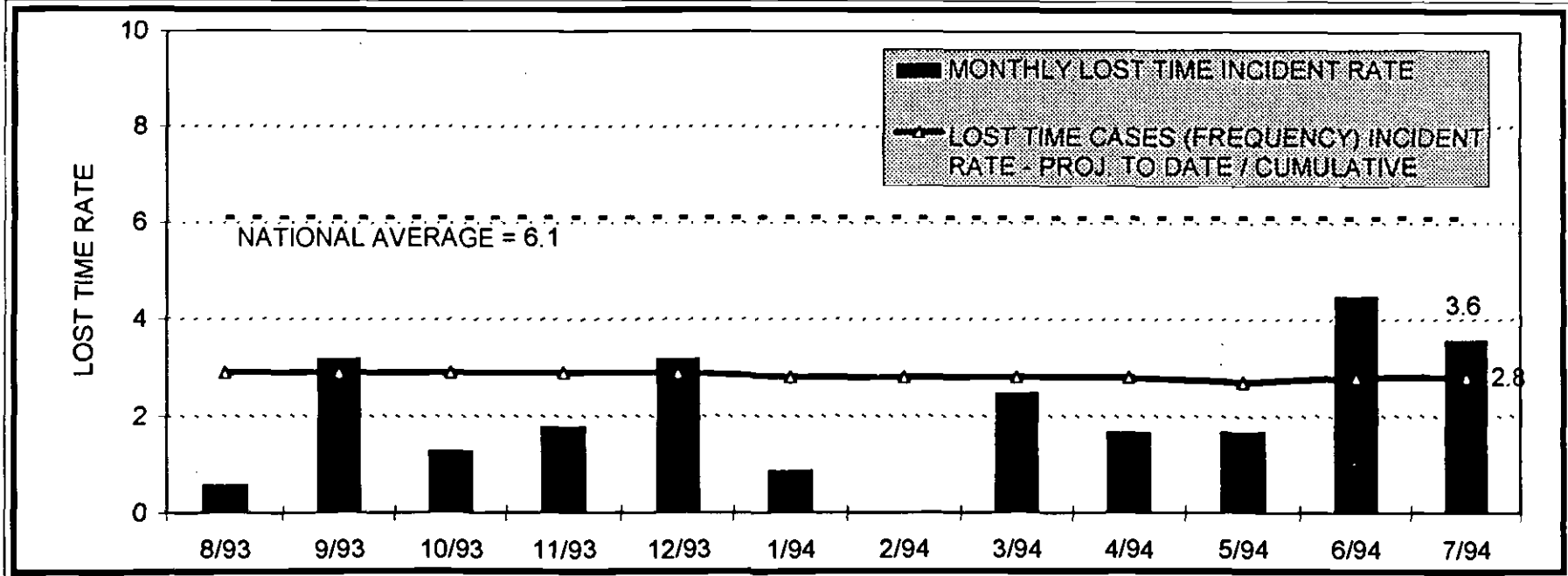
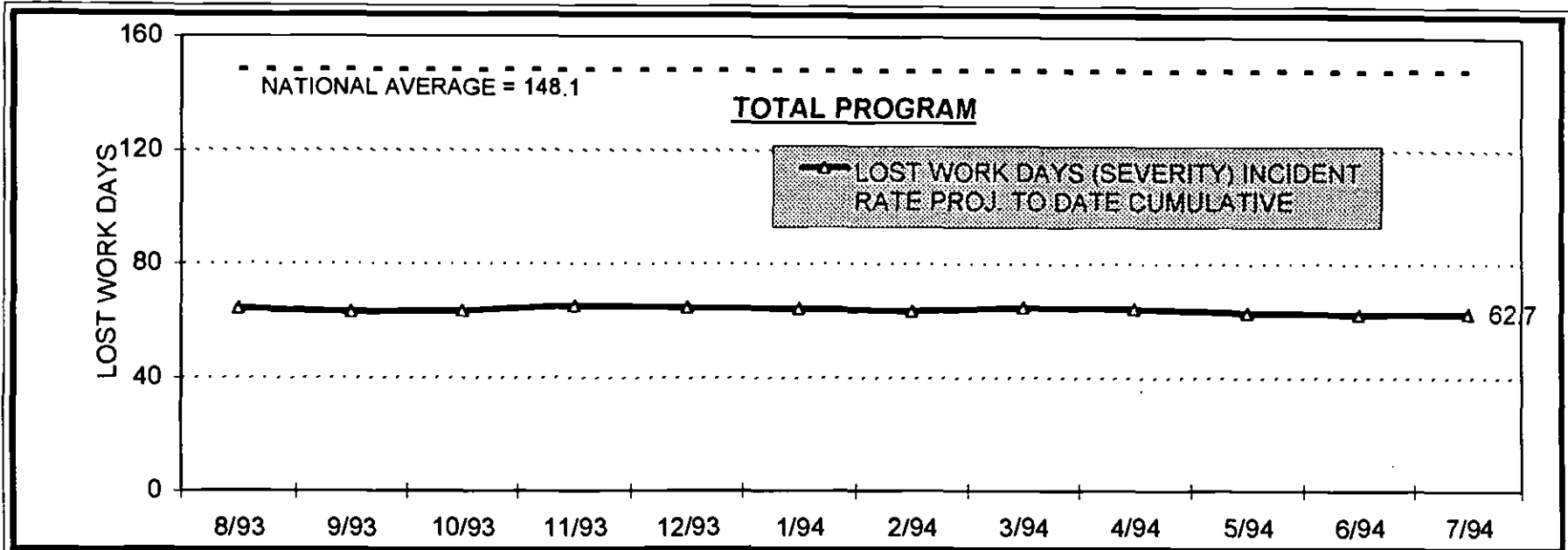
No New Items

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

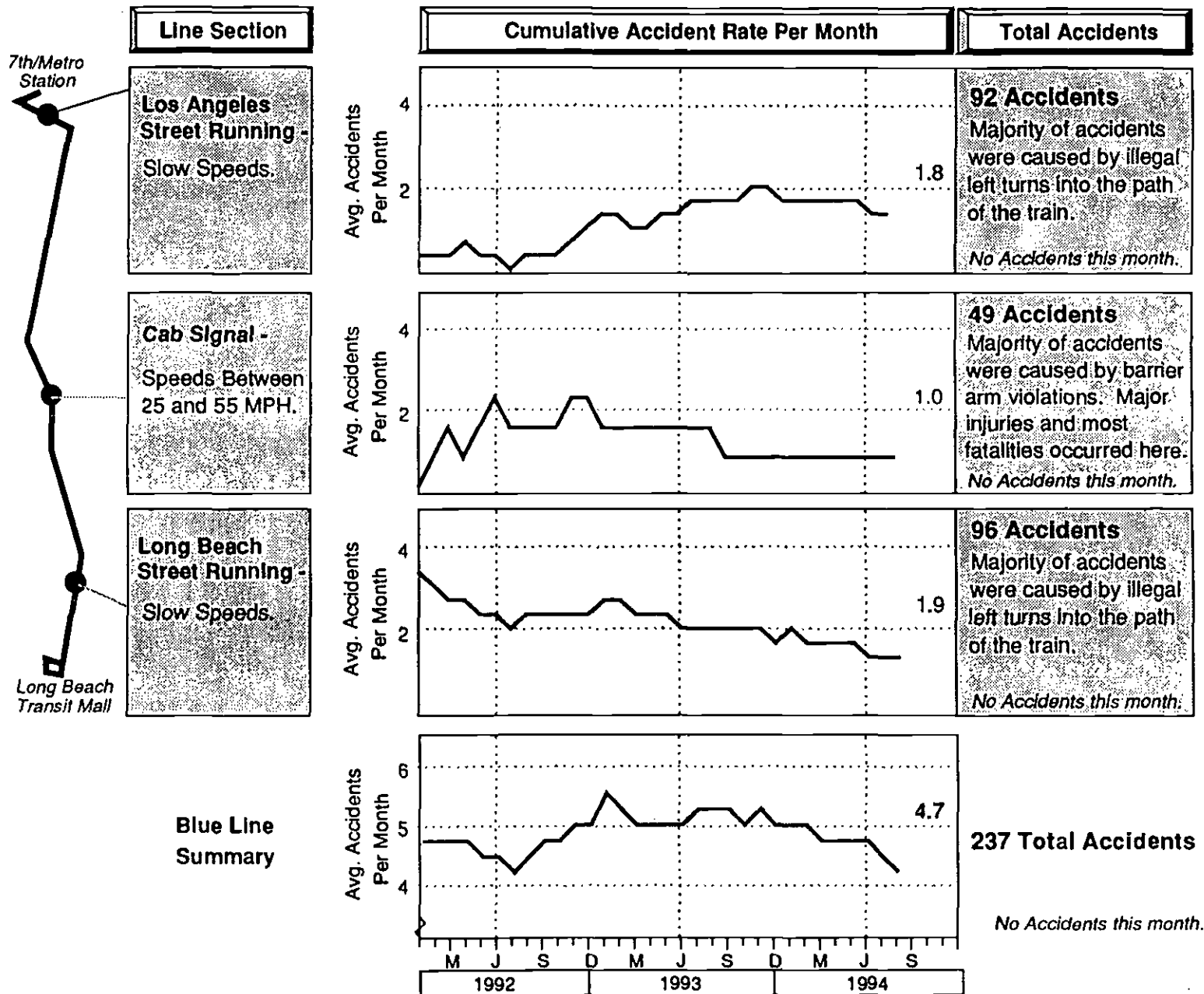
RAIL PROGRAM STATUS SUMMARY

AUGUST 1994

Page 13



METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



INVOICE PROCESSING

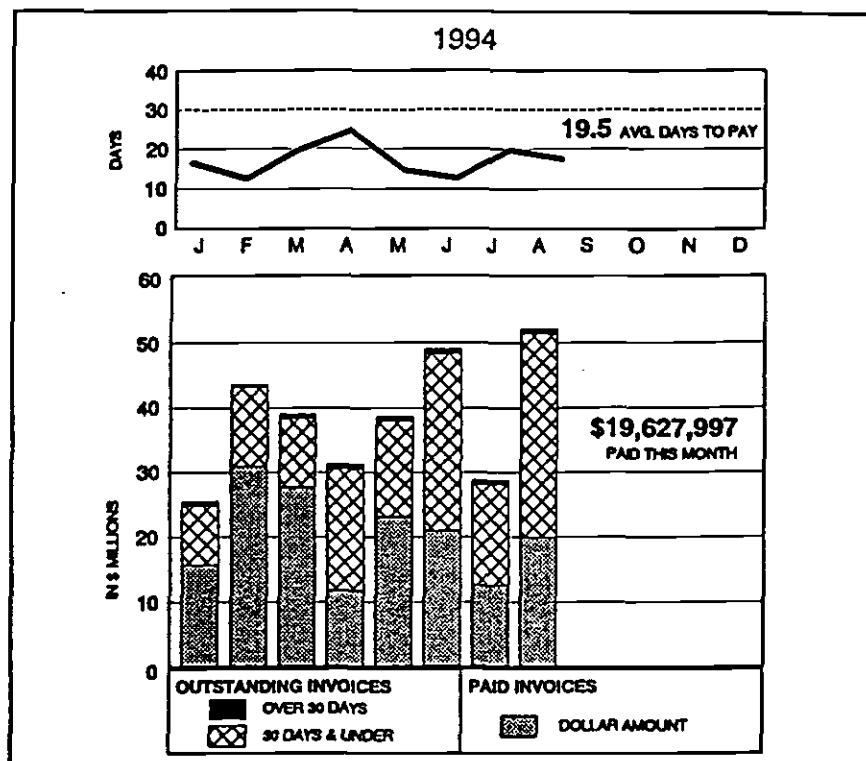
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 19.5 days.

- 44 invoices were paid this month for a total value of \$19,627,997.

- There were 52 outstanding Construction or Procurement invoices under 30 days old for \$31,032,822.

- There were 10 outstanding Construction or Procurement invoices over 30 days for \$827,523.

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
APR 1994	26	18,485,465	3	876,144	69	9,138,002	30	472,307
MAY 1994	29	14,543,159	3	876,144	68	8,439,847	39	454,972
JUN 1994	47	26,885,398	5	952,774	86	14,064,176	62	299,844
JUL 1994	41	15,234,506	5	866,404	62	8,132,654	55	540,007
AUG 1994	52	31,032,822	10	827,523	67	5,346,270	87	9,187,211

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

Page: 1

UPDATE:07-Sep-94

Cont. No.	Contractor/Description	Contract Type	85 % Design Approval	IFB/RFP Ready	Advertise Date	Pre-Bid Meeting	Bid Opening	Bid Report Complete	RCC Board Approval	Comm. Approval	Contracts Lead	Engineering Lead	Project Controls Lead
C0329	Universal City Demolition for C0311/0321	Unit			11/07/94	11/24/94	12/20/94	01/06/95	02/06/95	02/22/95	Mendoza	\Givens	\Williams
C0351	North Hollywood Station	Unit			10/03/94	10/25/94	11/22/94	12/13/94	01/09/95	01/25/95	Gatewood	\Mori	\Williams

EXECUTIVE SUMMARY

The Final Design progress for the month of August is 72% vs. 75% planned. The Pasadena Blue Line design is continuing with the Pre-Final submittal for Lake and Allen Stations, and the Final design submittal for the Southwest Museum, Avenue 50 and Avenue 57 Stations. Design review meetings were conducted on Contract C6490, Union Station; C6480, Avenue 26 and French Stations; and C6450, Del Mar to Memorial Park Line Segment.

The Value Engineering study for Contract C6540, Del Mar to Memorial Park Line Segment, was completed. Discussion is pending with MTA Operations prior to implementing any recommendations.

The Camera Ready submittal preparation continued for line segment Contracts C6420 and C6440 from Los Angeles River Bridge to Del Mar. Camera Ready submittals for both contracts are due September 30, 1994. The remaining 210 Freeway bridge modifications have been submitted to Caltrans. Freeway bridge modifications will be 100% completed by October 14, 1994. The station designs are continuing on all station contracts except for Del Mar and Memorial Park, which are on hold pending further progress on Del Mar to Memorial Park line segment. Chinatown Station is also on hold pending completion of Chinatown pedestrian linkage study.

Los Angeles River Bridge construction is continuing. The bridge foundation work is essentially completed and the bent construction is under way. The Contractor's proposal for correcting deficiencies in three CIDH pile foundations has been accepted. The remedial work is completed. Work is in progress on the south bridge retaining wall approach.

Removal of existing trackwork on the Pasadena Blue Line was started by Metrolink contractors.

The bid opening for Contract P2100, Precast Concrete Ties, was held on July 20, 1994. The bid evaluation has been completed.

Board approval for Contract C6430, Arroyo Seco Bridge Reconstruction, continues to be delayed pending review of minority subcontractors by the Inspector General. Board approval is now expected in September with Notice to Proceed in October.

The MTA Art-for-Rail Program staff continue to work closely with the station artists and designers.

EXECUTIVE SUMMARY (con't)

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 72%
 - Overall Design Progress - Actual 80%
- Construction Progress (B)
 - Los Angeles River Bridge Progress - Actual 16%
 - 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	155	B	142	TBD *	TBD *
LAST MONTH	155	B	142	TBD	TBD

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

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. Limited Notice to Proceed has been issued for the redesign to incorporate cost reduction measures for the yard.
- Action:** EMC and RCC have resolved the engineering and budget issues related to the provision for an Elysian Park fire line access road, yard and shop design. Discussion continues on operational issues pertaining to wheel truing and heavy repair.
- Status:** Negotiation of the redesign costs is complete with EMC and the Section Designer. The contract change request has been accepted. Board Report has been completed for RCC Board meeting on August 29.

Ratkovich Interface at LAUPT

- Concern:** Location of the LRT terminus at Union Station and aerial guideway alignment on Vignes Street involves interface the Ratkovich Villanueva Partnership. The alignment crosses Ratkovich's interests at two locations along the Terminal Annex property.
- Action:** Negotiation of the easement is required with Ratkovich. Completion of Chinatown Aerial Structure Camera Ready design submittal is on hold.
- Status:** Ratkovich continues to be unwilling to negotiate without changes in the aerial structure design, which would require redesign and additional right-of-way. MTA has proposed structural changes on Vignes Street to Ratkovich. A formal response is outstanding. MTA is recommending adoption of updated seismic design criteria which requires changes in the aerial structure design to be done concurrently with the Vignes Street changes. A decision has been delayed until September.

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

- Concern:** The real estate acquisition effort is behind schedule. In-Progress and Final designs include additional parcels to be certified and acquired.
- Action:** The Pasadena Project team has facilitated bi-weekly parcel acquisition schedule meetings with LACMTA and EMC real estate personnel.
- Status:** Certifications are being completed. Appraisals are in progress. A priority list for real estate acquisitions has been prepared for the project to reflect the approved fiscal year budget.

Del Mar Station

- Concerns:** The north ticket vending machine area and design/interface of the TPS site location 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 have potential impacts on Contract C6500's Final Design. Value Engineering of C6450, Del Mar to Memorial Park Line Segment, may also affect Del Mar Station. Discussion on the City's proposed transportation center is continuing.
- Action:** RCC is continuing discussions with the City on site development to provide direction to EMC for final station design. City has issued a Request for Proposals for design of the transportation center.
- Status:** MTA purchased the Catellus property at the Del Mar site. Preparation of a Memorandum of Understanding outlining terms and conditions for the transportation center is continuing. Station design is on hold pending implementation of value engineering proposals for Del Mar to Memorial Park line segment.

AREAS OF CONCERN (con't)**Sierra Madre Villa Station**

- Concern:** Selection of an alternative station site is required over the original Space Bank site due to the potential for serious hazardous material on the property.
- Action:** RCC is resolving technical and environmental issues at the Johnson and Johnson station site.
- Status:** The MTA Board has approved the selection of the SMV station site. An offer to purchase the Johnson & Johnson site has been made. RCC is evaluating pedestrian access alternatives for the Johnson & Johnson site to the station platform in the median of the 210 Freeway.

Marmion Way Corridor

- Concern:** Evaluation of betterments on Marmion Way between Avenue 50 and Avenue 60 has increased project design and construction costs.
- Action:** Agreement is required from City of Los Angeles for betterment issues.
- Status:** Notification has been issued to affected City agencies. The City has responded that the improvements identified by RCC as betterments are project mitigation measures. Decision is required for direction to EMC to remove the betterments defined from the construction documents.

AREAS OF CONCERN (con't)

Del Mar to Memorial Park Line Segment

- Concern:** Design is on hold pending further evaluation of Holly Street "open" and completion of the Value Engineering Study.
- Action:** EMC has completed evaluation and value engineering tasks. Cost sharing by the City of Pasadena is required.
- Status:** Engineering tasks have been completed. Discussions continuing with City of Pasadena on RCC's cost sharing proposal. City is expected to accept full responsibility on street improvements outside the transit way.

NEW

Chinatown Station

- Concern:** Study of the Chinatown pedestrian linkage, which may impact the Chinatown aerial structure and station design, is under way.
- Action:** RCC is working closely with Central Area Team on defining suitable pedestrian access from Broadway Street to Chinatown Station platform.
- Status:** MTA has completed community workshops. Pedestrian access alternatives are being evaluated by RCC.

RESOLVED

None.

KEY ACTIVITIES - ACCOMPLISHED IN AUGUST

- Submitted Final design package for C6470, Avenue 50, Avenue 57 and Southwest Museum.
- Submitted Pre-Final design documents for Contract C6510/C6525, Lake Avenue and Allen Avenue Stations.
- Completed and submitted the results of the C6450, Del Mar to Memorial Park Line Segment, Value Engineering and Holly Street Feasibility study.
- Developed a plan to initiate Contract C6530, Foundations and Slabs design work.
- Initiated Value Engineering for Del Mar Station center platform versus side platform configuration.
- Submitted PS&E documents for seismic retrofit of bridges over I-5 and SR-110 Freeway, Contract C6420, L.A. River to Arroyo Seco.
- Contract C6440, Arroyo Seco to Del Mar, submitted Caltrans bridge retrofit PS&E documents for Fremont Avenue Bridge.
- Contract C6410, LA River Bridge, completed concrete placement of footings and columns for center span of new segmental bridge over the LA River. Column reinforcement is in place for the remainder of the bridge bent columns.
- Completed the majority of the shallow portion of the east retaining wall for the light rail station's platform for Contract C7300, Union Station - East Wall
- Contract P2100, Pre-Cast Concrete Ties, was awarded to Rocla Concrete Ties, Inc.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER

- Negotiate key contract change requests on design changes with EMC.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Resolve third-party issues for C6470, Avenue 50, Avenue 57 and Southwest Museum.
- Submit the Camera Ready design packages for C6420, LA River to Arroyo Seco Line Segment, and C6440, Arroyo Seco to Del Mar Line Segment.
- Submit the Final design packages for C6490, Union Station, and C6510, Allen Avenue and Lake Avenue Stations.
- Submit the Contract C6475, Mission & Fillmore Stations, Pre-Final design package.
- Contract C6410, LA River Bridge, complete restoration of channel lining around the south bent for the new bridge's center span. Complete erection of falsework for both north and south pier tables for the 450 foot center span of the bridge.
- Award the construction contract for C6430, Arroyo Seco Bridge.
- Complete the concrete work on the east retaining wall and commence backfill operations at Union Station, C7300, East Wall.
- Issue the Notice-to-Proceed for the procurement of Contract P2100, Precast Concrete Ties.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 30-Aug-94
Status Date: 28-Aug-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	155	43,025	781	6,606	781	4,365	486,766	13,243
S	Professional Services	183,206	197,415	173	73,584	249	57,023	249	57,023	202,877	5,462
R	Real Estate	68,100	72,308	38	653	32	339	32	339	74,308	2,000
F	Utility/Agency Force Accounts	8,442	21,997	222	3,342	5	1,437	5	1,437	22,159	162
D	Special Programs	3,377	4,402	0	386	18	239	18	239	6,904	2,502
C	Contingency	62,705	71,355	0	0	0	0	0	0	71,987	632
A	Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :		841,000	841,000	588	120,990	1,085	65,645	1,085	63,404	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)

31-Aug-94

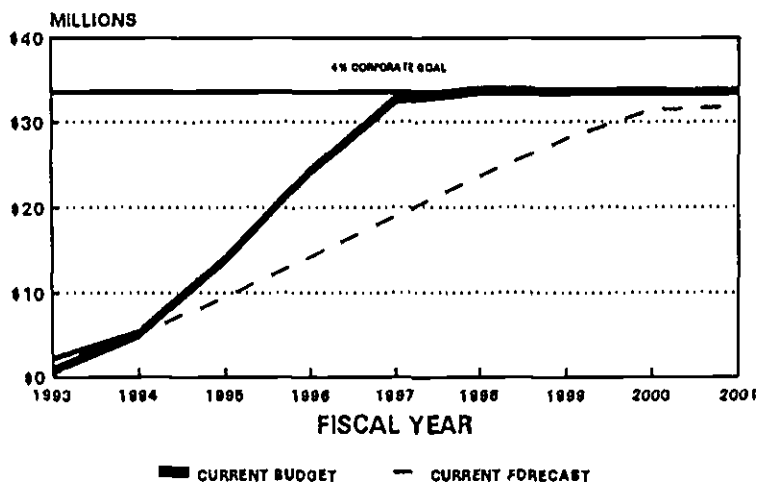
AUGUST 94

STATUS OF FUNDS BY SOURCE

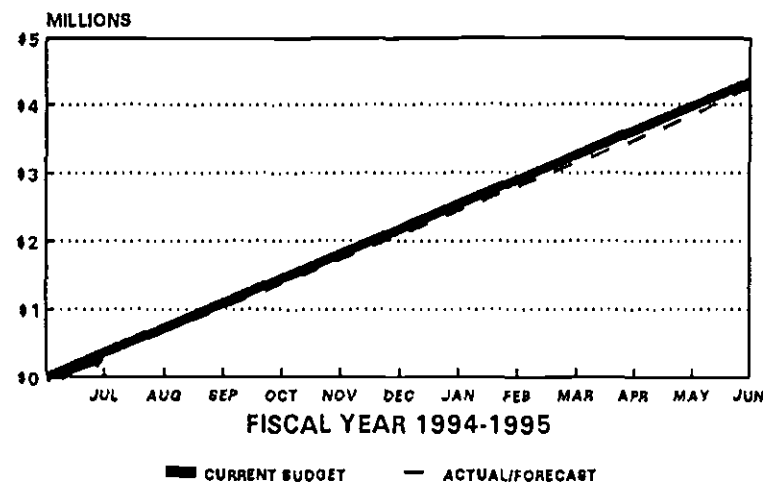
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$0	\$0	0%	\$0	0%	\$0	0%
STATE RAIL BOND	\$316,600	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (40% DISC.)	\$340,502	\$86,841	\$120,990	36%	\$63,404	19%	\$63,404	19%
TOTAL	\$841,000	\$86,841	\$120,990	14%	\$63,404	8%	\$63,404	8%

NOTES: EXPENDITURES ARE THROUGH JULY 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE



PROJECT AGENCY COSTS PASADENA LINE (\$000)

TOTAL PROJECT BUDGET	\$ 841,000
CURRENT BUDGET	\$ 33,640
CURRENT FORECAST	\$ 31,810
ACTUAL THROUGH FY 94	\$ 5,234

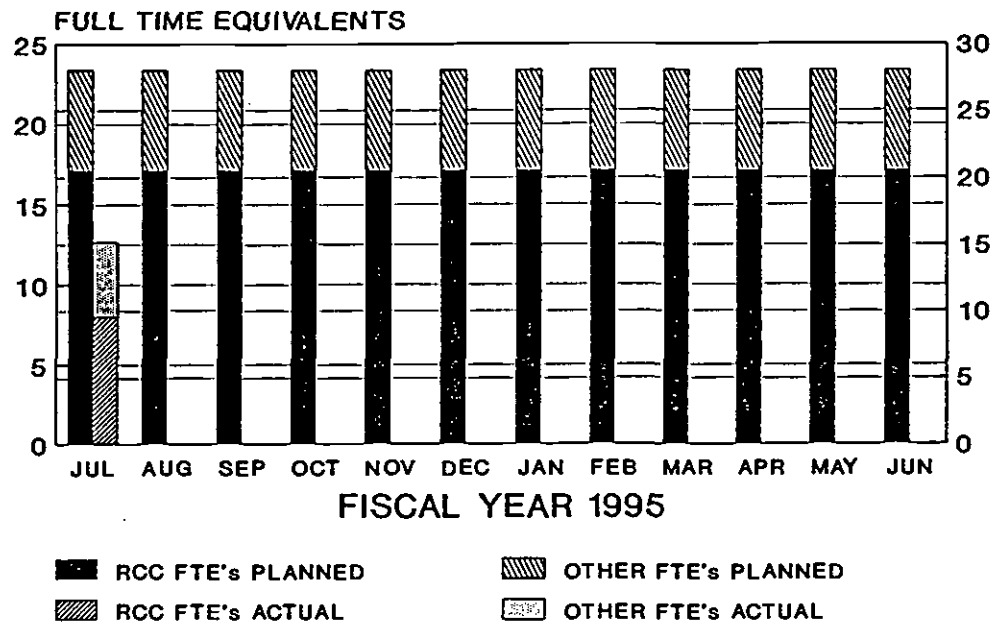
FISCAL YEAR 1995 AGENCY COSTS PASADENA LINE (\$000)

CURRENT BUDGET	\$8,900
CURRENT FORECAST	\$4,251
BUDGET PLAN TO DATE	\$742
ACTUAL TO DATE	\$302

PASADENA BLUE LINE

AUGUST 1994

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'95 Budget

PASADENA LINE STAFFING PLAN FISCAL YEAR 1995

RCC FTE's PLANNED	17
RCC FTE's ACTUAL	10
OTHER FTE's PLANNED (*)	6
OTHER FTE's ACTUAL	5
TOTAL FTE's PLANNED	23
TOTAL FTE's ACTUAL	15

(*) Other FTE's :

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

COSTS SHOWN ARE FOR
PROJECT R05 ONLY.

R05 - Pasadena Blue Line
PROJECT CHANGE VALUES ONLY

PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
AS OF 09/09/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (R05)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% 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.
*B611	\$4,445,450	10%	\$444,545	\$4,889,995	\$0	\$4,445,450	0.0%	0%	%	\$444,545	\$0	\$444,545	0%	0.0%
C6410	\$12,758,037	10%	\$1,275,804	\$14,033,841	\$135,210	\$12,893,247	1.1%	11%	0%	\$1,140,594	\$103,580	\$1,037,014	19%	1.9%
C7300	\$0	***%	\$0	\$0	\$0	\$0	***.***%	***%	0%	\$0	\$0	\$0	***%	0.0%
EN028	\$0	***%	\$0	\$0	\$0	\$0	***.***%	***%	0%	\$0	\$0	\$0	***%	***.***%
EN031	\$0	***%	\$0	\$0	\$0	\$0	***.***%	***%	0%	\$0	\$0	\$0	***%	***.***%
PM801	\$0	***%	\$0	\$0	\$0	\$0	***.***%	***%	0%	\$0	\$0	\$0	***%	***.***%
	\$17,203,487	10%	\$1,720,349	\$18,923,836	\$135,210	\$17,338,697	0.8%	8%	%	\$1,585,139	\$103,580	\$1,481,559	14%	1.4%

II - AFE Increase required

I - AFE Increase MAY be required to cover pending changes.

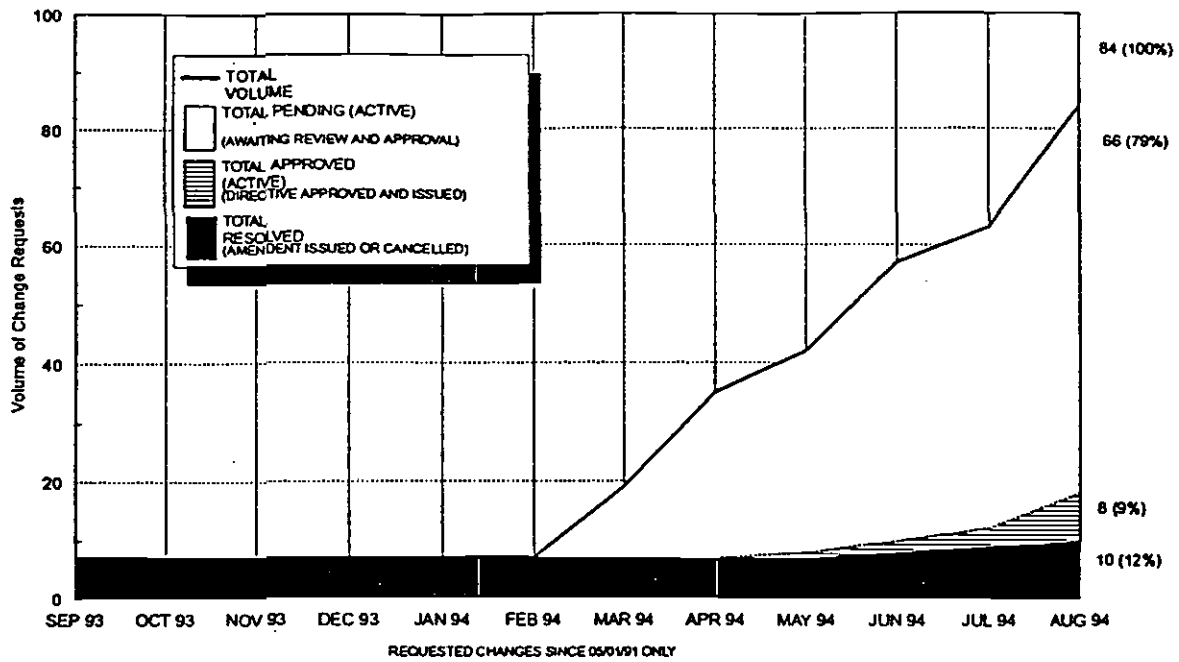
[*] Costs shared with other projects. Costs shown are for R05 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % Increase over original award [3] Logged contract changes ONLY

- Pasadena Blue Line
RREV 1.0 01/26/94 las

PAGE 1

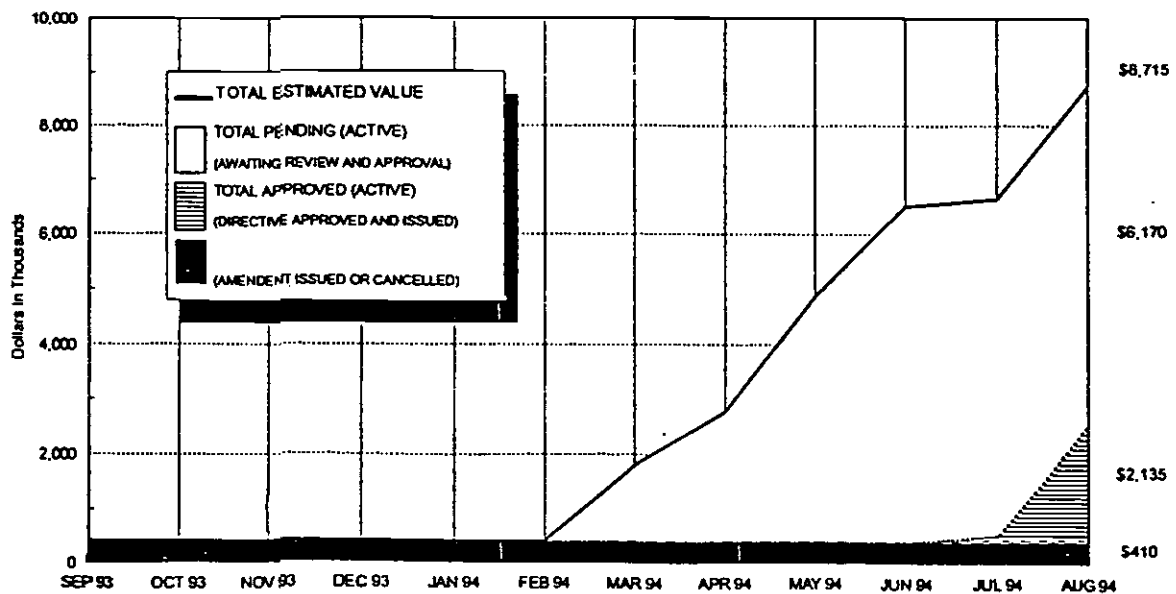
E. HAMM
PROJECT VALUE SUMMARY 09/09/94

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

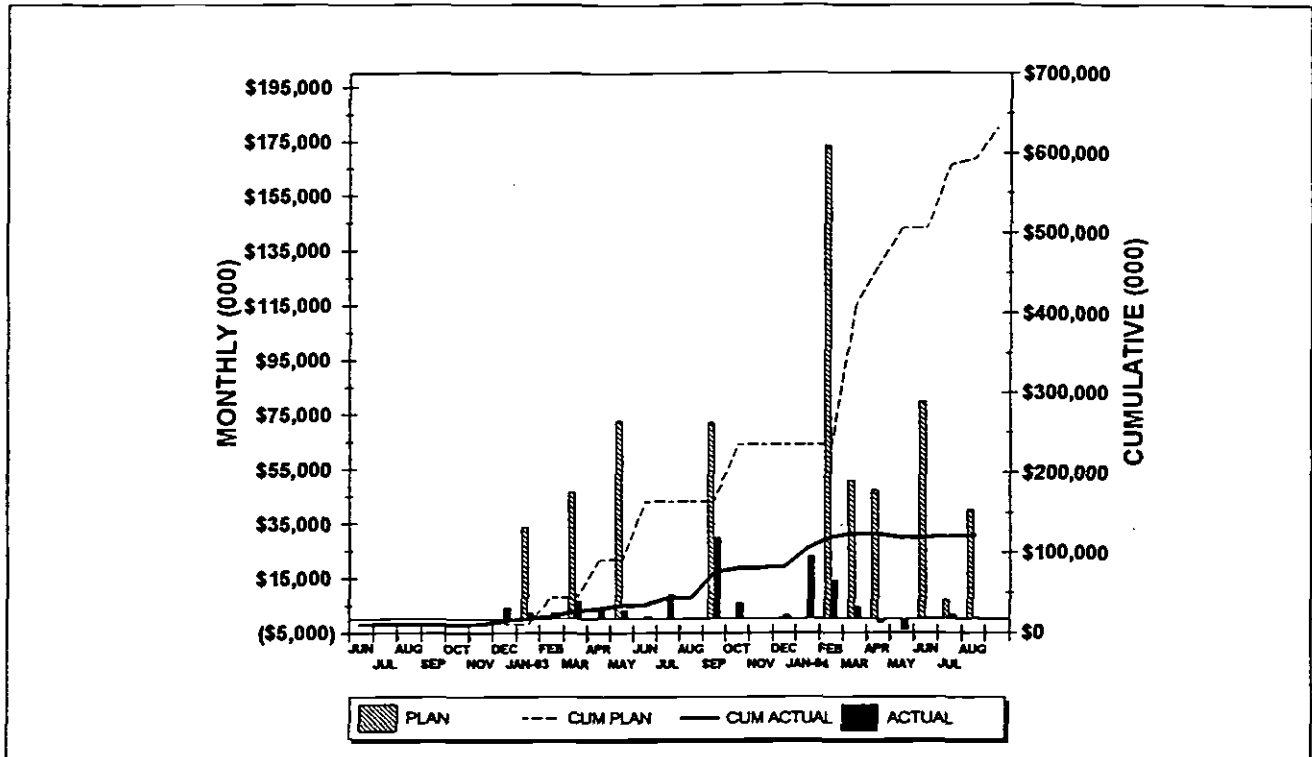


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	28	10	14	22	74
PERCENT	38%	14%	19%	29%	100%

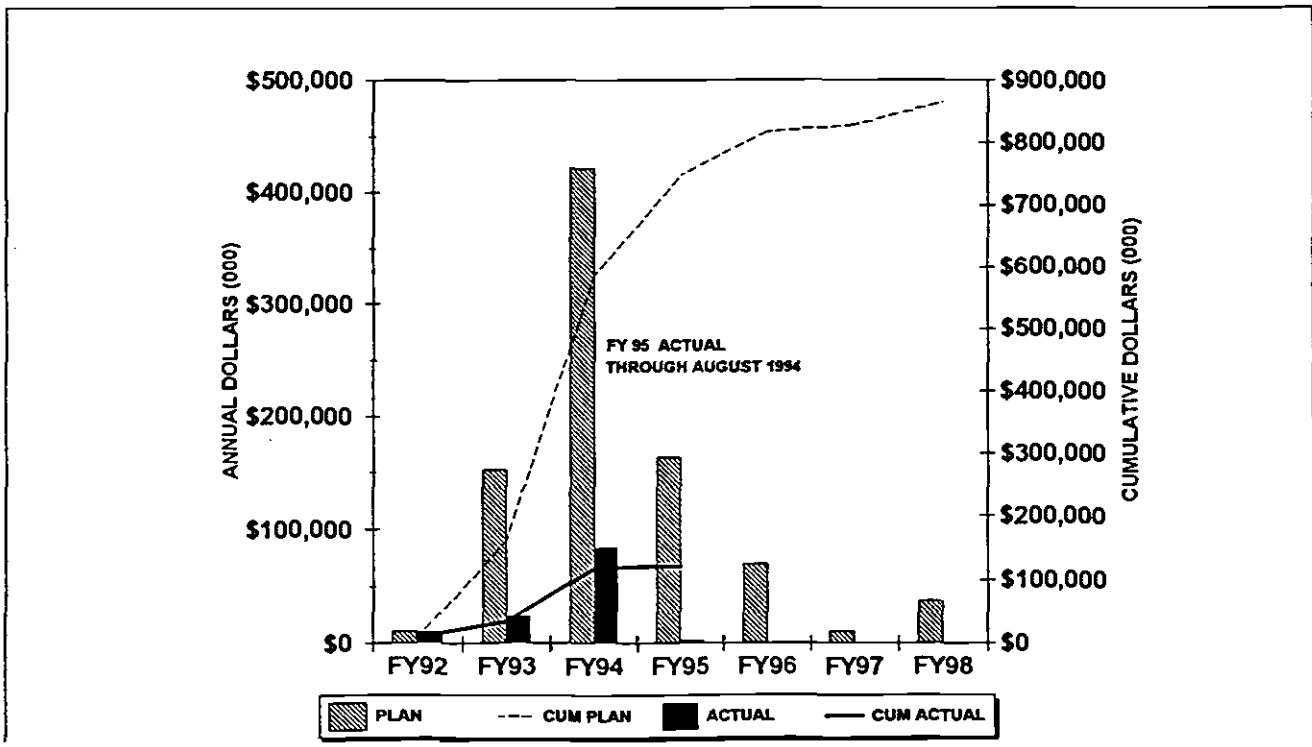
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



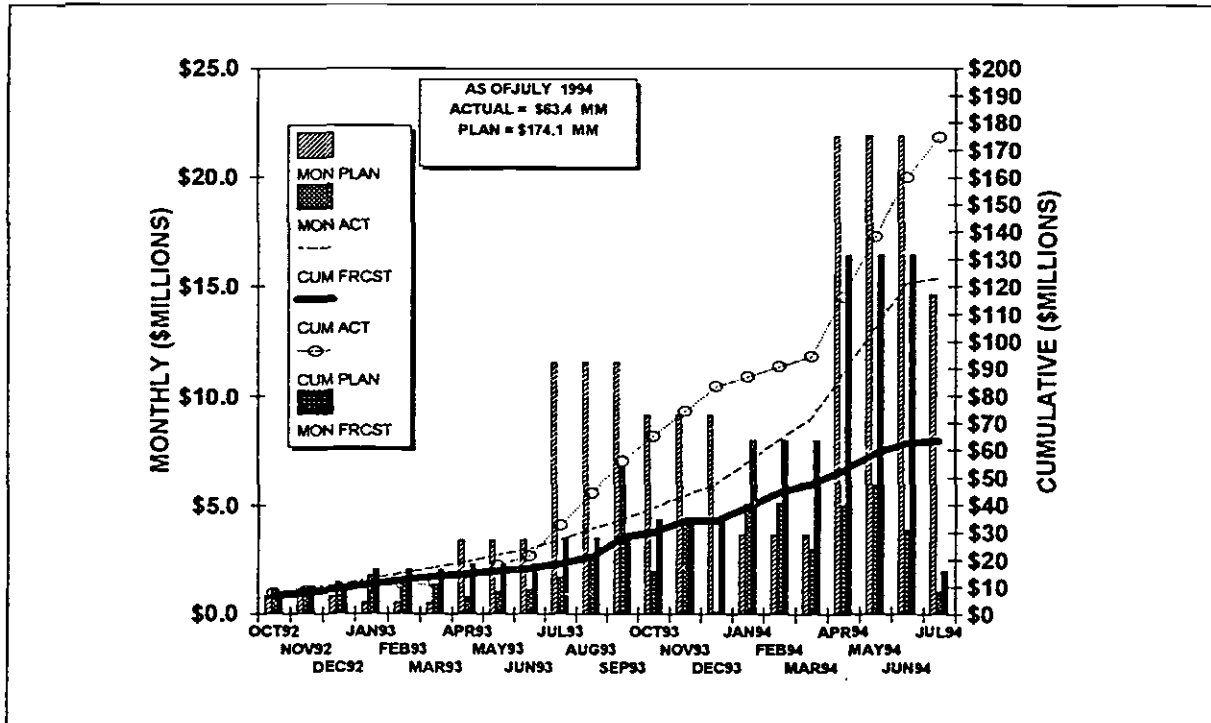
ANNUAL PROJECT COMMITMENTS



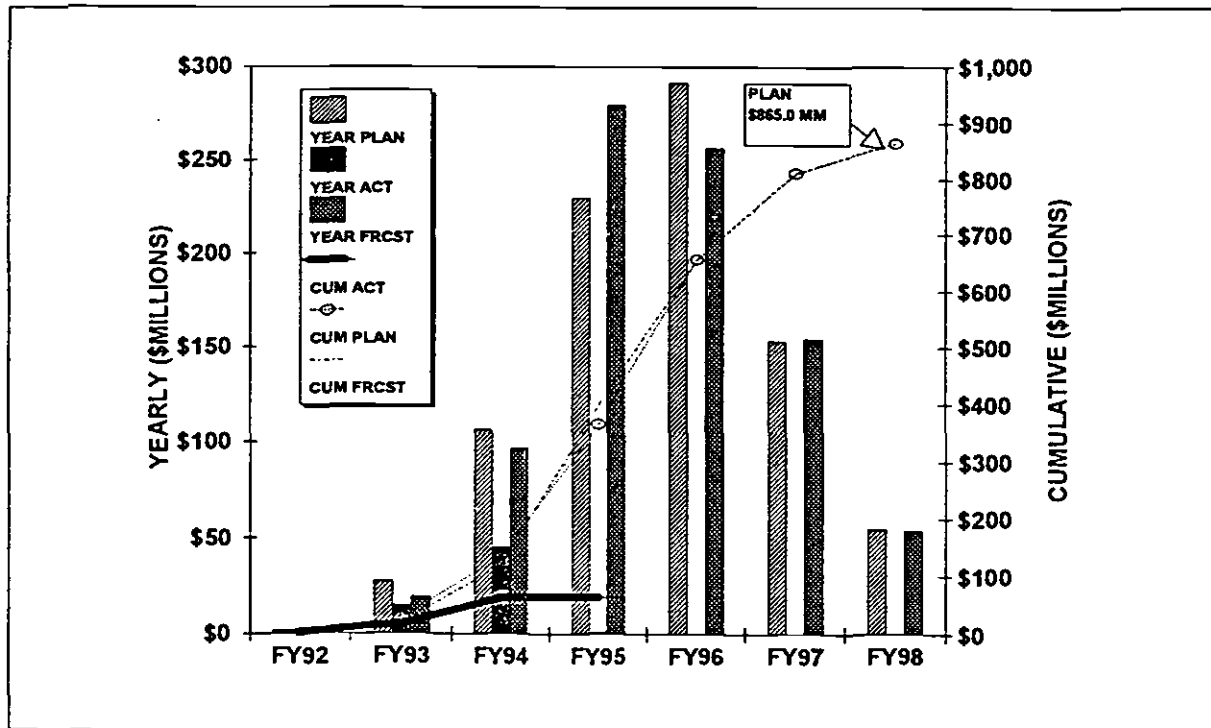
TOTAL PROJECT COMMITMENTS



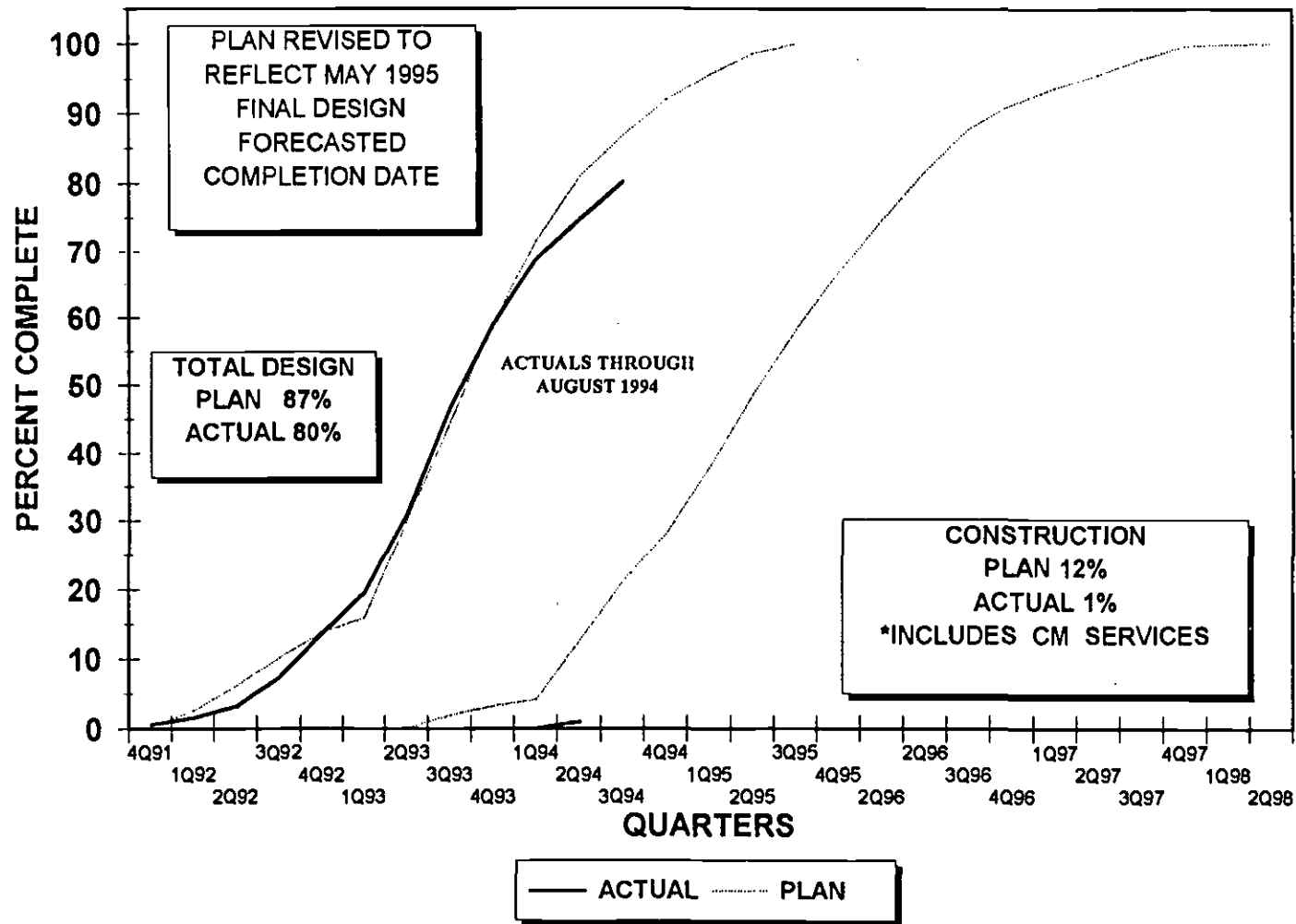
ANNUAL PROJECT CASHFLOW

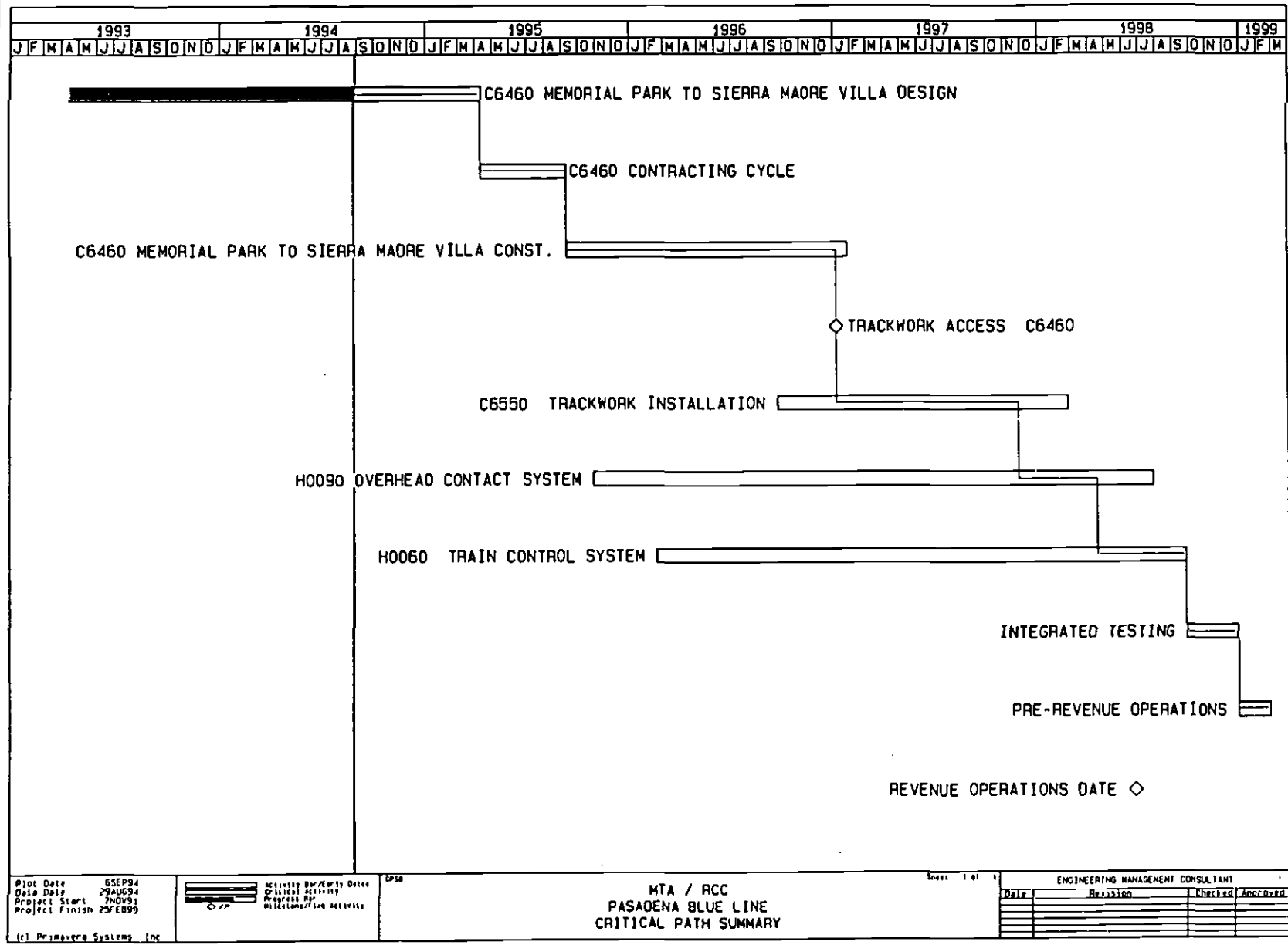


TOTAL PROJECT CASH FLOW



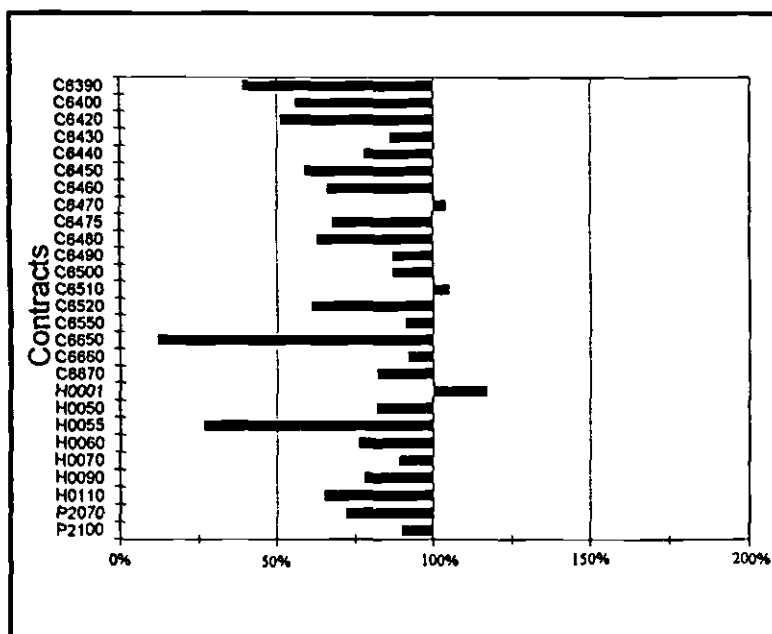
PASADENA BLUE LINE - PROGRESS SUMMARY





Pasadena Blue Line

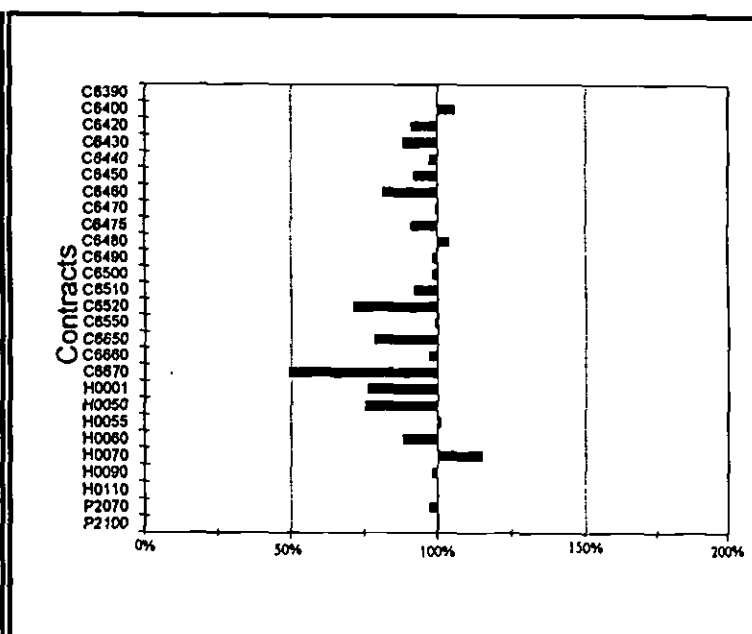
Cost Performance Index



CPI Legend

Under 100% = Over Budget
Over 100% = Under Budget

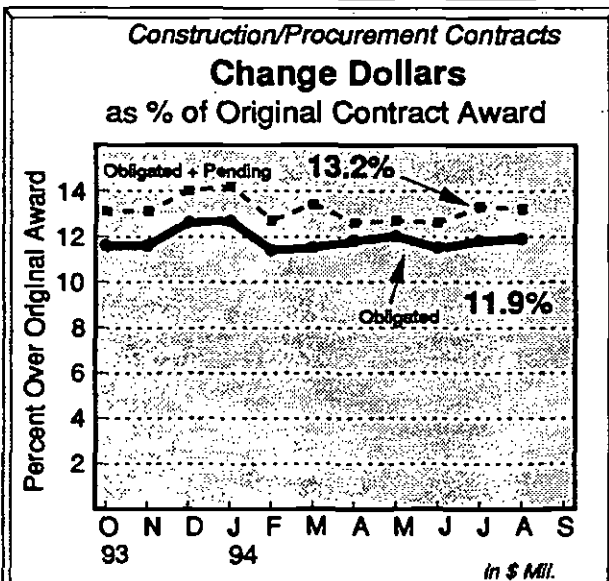
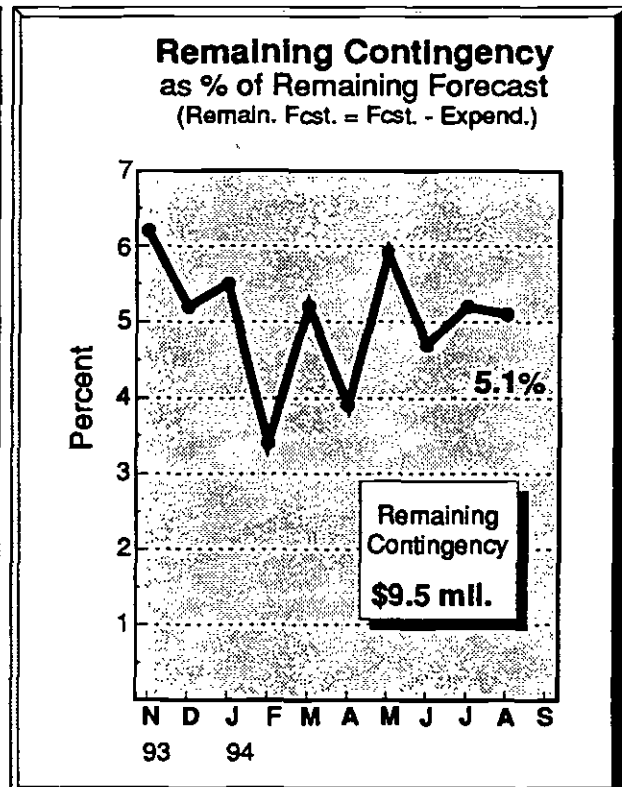
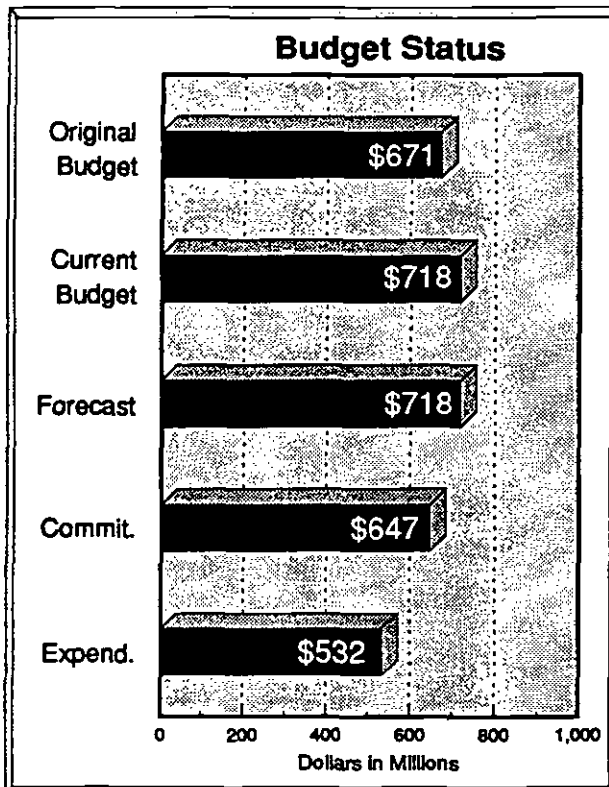
Schedule Performance Index



SPI Legend

Under 100% = Behind Schedule
Over 100% = Ahead of Schedule

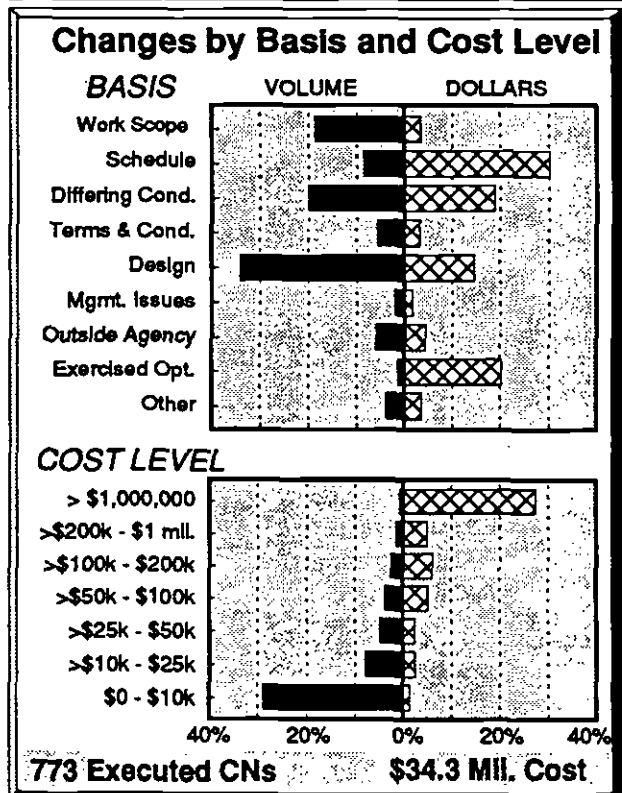
FINANCIAL STATUS



1 Total Original Contract Award	\$305.0
2 Obligated Change Value	\$36.6
3 Total Approved Value (1+2)	\$341.6
4 Pending Changes	\$3.8
5 Total Award + Pending (3+4)	\$345.4

R2308041.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

October 1994

- ✓ AWARD APPROVAL
No contract awards this month.

Employment Status

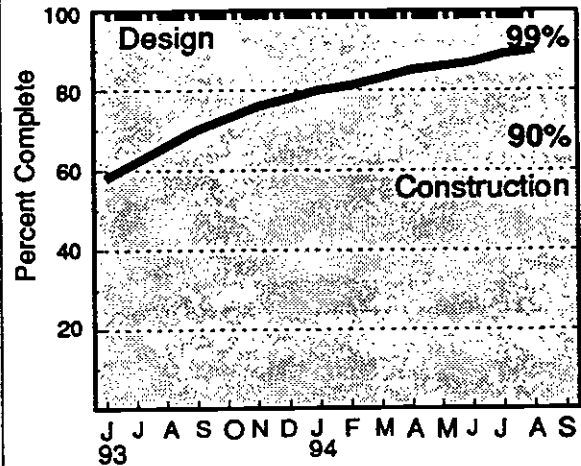
Months of Employment Provided

15,428

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

34 Days Behind
(negative float)

The following contracts are on
the Critical Path through June 95:

CT44-12 Systems
Elevators/Escalators

H1100 Systems
Automatic Train Control

C100 Systems
105-Compton

H1200 Systems
Traction Power Supply

H0831 Systems
SCADA

H1400 Systems
Overhead Contact

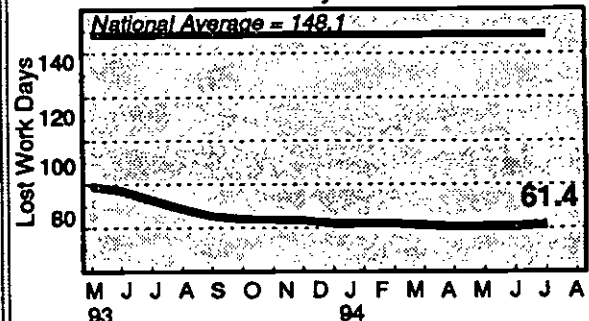
H0832 Systems
Cable Transmission

Systems Integrated Test
Norwalk-Marine ABS

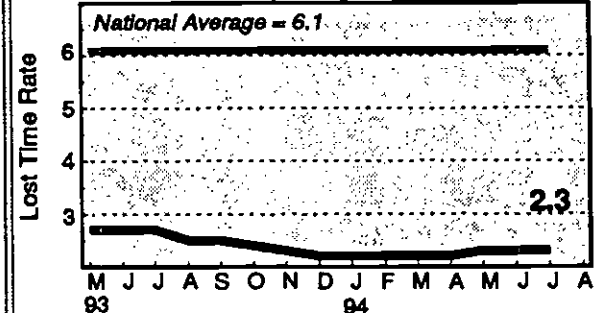
H0900 Systems
Safety Systems

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS (in millions)

- Current Budget \$717.8
- Current Forecast \$717.8

SCHEDULE STATUS

- Current Approved Revenue Operations Date May 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 90%

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****Contract H0831 (SCADA) Cross Connect Engineering and Installation**

- Concern:** Without the layout and installation of the cross-connects between the SCADA RTUs to MDF data points and other contract MDF data points, the integrated testing, using SCADA, can not be performed. Approximately 80 percent of integrated testing requires SCADA.
- Action:** The EMC was directed to do the cross-connect layout on August 24, 1994.
- Status:** The cross-connects from Contract H1200 (Traction Power Supply System) to Contract H0831 at all sites, and H0832 (Cable Transmission System) ETS to H0831, have been laid out and installed at three of nineteen locations. This represents less than five percent of the total effort required.

Integrated Testing - Full Utilization of Two Test Crews

- Concern:** The delayed completion of systems contracts acceptance testing is preventing full utilization of the two integrated testing crews. In order to complete integrated testing to support a turnover of the Metro Green Line for pre-revenue operations in early 1995, the two crews must be fully utilized beginning September 1994. Turnover for pre-revenue operations slips on a day-for day basis if the integrated testing crews are not fully utilized.
- Action:** Identify those contracts that contain system components needed for integrated testing to proceed. Establish a work plan with the contractors to be sure that the work is completed so that integrated testing may begin as scheduled.
- Status:** The first series of components from Contracts H0831 (SCADA) and H0832 (Cable Transmission System) have been identified and personnel are working with the contractors towards completion.

ONGOING**Contract H0900 (Safety and Security Communications System) Schedule Recovery**

- Concern:** The contractor's performance has continually slipped over the past few months to the point of impacting integrated testing.
- Action:** The contractor has been requested to supply a recovery schedule and expedite resolution to design/construction related issues that are impacting the contractor's work effort.
- Status:** A "Swat" team is currently assisting in responding to the sudden influx of

RFIs recently received from the contractor. The contractor is preparing pre-installation drawings for three of the El Segundo Stations. Analyses of impact caused by access delay, lack of approved submittals and Caltrans work are continuing.

Contract H0900 (Safety and Security Communications System) Variable Message Sign Design and Fabrication Delays

- Concern:** The ADA mandated Variable Message Sign (VMS) Design and Procurement for Contract H0900 is unresolved.
- Action:** The first negotiation session was held on April 15, 1994. Special progress meetings are now being held.
- Status:** A meeting held August 24, 1994, outlined RCC and OKA strategy and position to the contractor regarding VMS. The contractor is to respond by August 29 with its evaluation of the proposal.

Caltrans Project CT044-12 (I-105 Freeway Escalators/Elevators) Installation Delays

- Concern:** Caltrans Project CT044-12 has made limited progress due to outstanding Caltrans structural design issues. The current forecast, with some re-sequencing and no acceleration, shows completion of elevators in December 1994, and escalators in January 1995.
- Status:** Resolution of I-105/I-110 design issues has been received and retrofit work is in progress.
- Action:** Timely resolution of remaining Wilmington Station structural design issues is needed from Caltrans Sacramento.

Contract C0100 (El Segundo Gulldeway 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. Portions of stairs at Marine south and Douglas south will have to be rebuilt.
- Action:** The contractor has completed stair surveys at Marine and Douglas Stations where problems were identified.
- Status:** The contractor is continuing to proceed with corrective work for out-of-tolerance stairs at all stations. Marine south and Douglas south stairs have been poured. Electrical work, which was dependent on stair work and required by the follow-on contractors, is now underway. Inspection of all reworked stairs has yet to be performed.

KEY ACTIVITIES - AUGUST 1994

Assembly of all but two pairs of vehicles from Contract P2020 (Start-up Light Rail Vehicles) has begun at the Hawthorne Yard and Shop. Seven pairs have been turned over to LACMTA for instrumentation installation.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER 1994

Following Beneficial Occupancy of the Supervisory Control and Data Acquisition (SCADA) and Emergency Trip Stations in the test section, integrated testing of the SCADA will begin.

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

Page No. 1

Projects: R23 METRO GREEN LINE

Periods: Jul 29, 1994 to Aug 26, 1994
Run Date: Sep 2, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	0	484,696	1,282	428,449	4,604	353,792	1,739	337,351	400	476,529	-8,169
S PROFESSIONAL SERVICES	108,562	0	180,477	760	179,089	2,374	159,751	2,374	159,751	0	194,967	14,490
R REAL ESTATE	36,927	0	28,522	0	24,526	0	24,522	0	24,522	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	0	11,511	0	9,581	0	9,581	0	11,512	1,012
D SPECIAL PROGRAMS	4,675	0	4,790	0	4,505	50	1,626	50	1,626	0	4,790	0
C PROJECT RESERVE	59,613	0	15,331	0	0	0	0	0	0	400	9,524	-5,807
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-595	0	-595	0	-5,569	949
GRAND TOTAL	671,000	0	717,802	2,043	646,809	7,056	548,677	4,191	532,236	0	717,802	0

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

09-Sep-94

AUGUST 94

STATUS OF FUNDS BY SOURCE

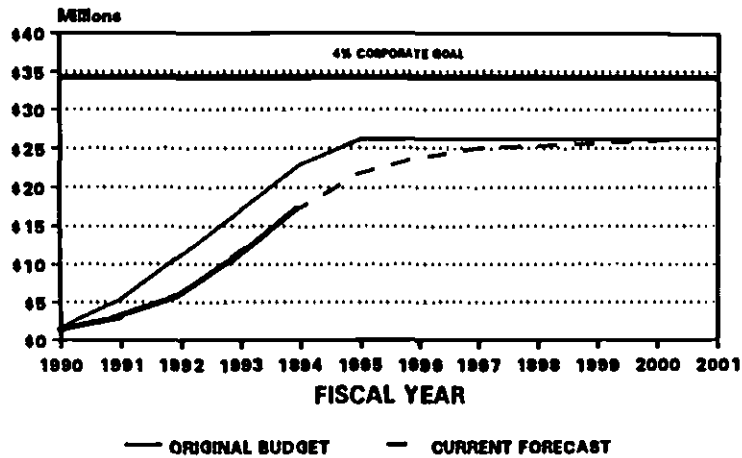
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$91,866	\$186,725	\$277,668	302%	\$186,725	203% (1)	\$218,839	238%
PROP C (25% ALLOCATION)	\$308,000	\$108,261	\$128,000	42%	\$108,261	35%	\$108,261	35%
STATE PROP 108	\$22,400	\$22,400	\$22,400	100%	\$22,400	100%	\$0	0%
STATE PROP 116	\$84,000	\$84,000	\$7,842	9%	\$7,842	9%	\$0	0%
PROP C (AMERICAN DISABILITY ACT)	\$6,400	\$1,872	\$5,763	90%	\$1,872	29%	\$0	0%
TOTAL	\$717,802	\$608,394	\$646,809	90%	\$532,236	74%	\$532,236	74%

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

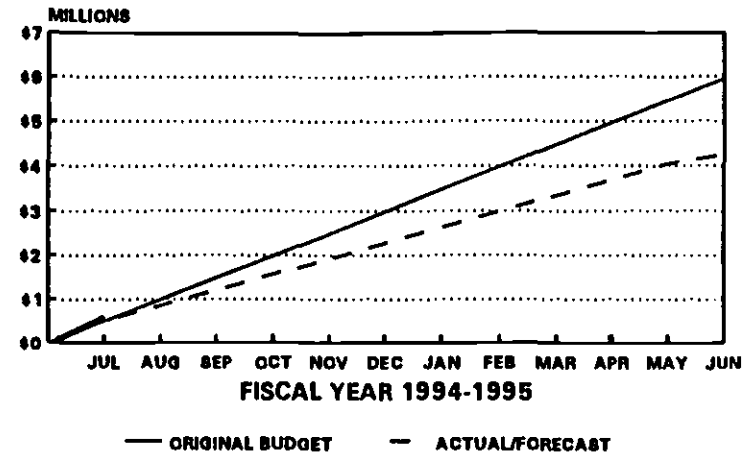
METRO GREEN LINE

AUGUST 1994

AGENCY COST GREEN LINE



FISCAL 1995 AGENCY COSTS GREEN LINE



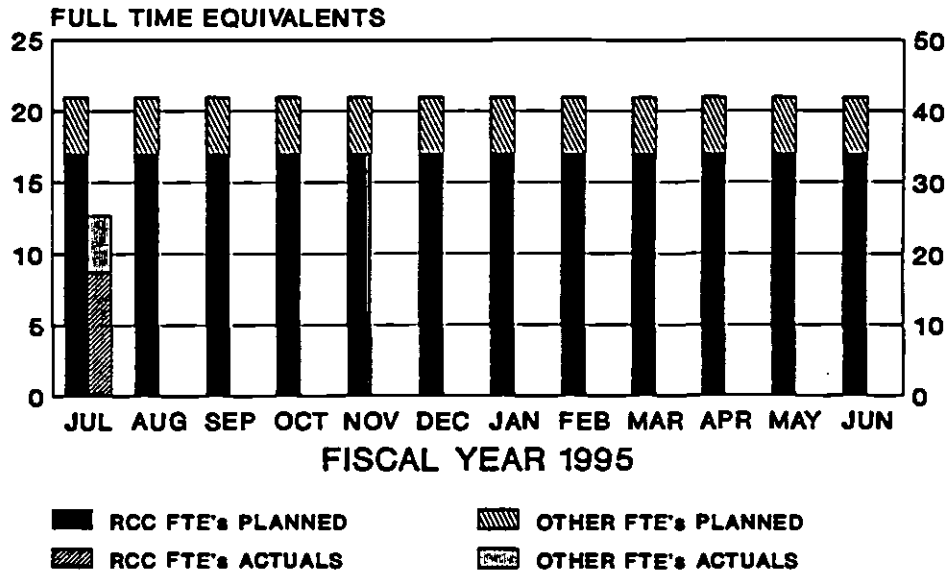
PROJECT AGENCY COSTS GREEN LINE (\$000)

TOTAL PROJECT BUDGET	\$717,802
ORIGINAL BUDGET	\$26,189
BUDGET % OF TOTAL PROJECT	3.6%
CURRENT FORECAST	\$29,326
FORECAST % OF TOTAL PROJECT	4.1%
4% CORPORATE GOAL	\$28,896
ACTUAL THROUGH FY 94	\$17,711

FISCAL YEAR 1995 AGENCY COSTS GREEN LINE (\$000)

ORIGINAL BUDGET	\$5,965
CURRENT FORECAST	\$4,465
BUDGET PLAN TO DATE	\$497
ACTUAL TO DATE	\$502

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'95 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1995

RCC FTE's PLANNED	17
RCC FTE's ACTUAL	18
OTHER FTE's PLANNED	4
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	21
TOTAL FTE's ACTUAL	25

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 09/13/94

MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY	PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP- LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG 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	80	\$3,739,910	0%	0%	\$472,991	\$100,000	\$372,991	21%
C0095	\$9,573,083	18%	\$1,488,817	\$11,061,700	\$992,261	\$10,568,384	87%	77%	\$486,336	\$568,653	\$172,318	105%
C0100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$6,981,005	\$66,810,315	78%	88%	\$1,989,685	\$495,401	\$1,494,284	83%
C0101	\$11,278,960	63%	\$7,120,040	\$18,400,000	\$6,104,827	\$17,394,887	88%	100%	\$1,015,113	0	\$1,015,113	86%
C0110	\$7,321,537	26%	\$1,878,463	\$9,200,000	\$1,226,262	\$8,547,819	65%	100%	\$652,181	0	\$652,181	65%
C0170	\$1,130,971	10%	\$113,097	\$1,244,068	\$20,000	\$1,150,971	18%	0%	\$83,087	\$137,600	\$130,637	-16%
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$581,268	\$19,901,268	21%	99%	\$2,154,270	\$18,818	\$2,135,655	22%
C0501	\$5,008,841	18%	\$888,144	\$5,894,885	\$784,795	\$5,801,838	89%	99%	\$93,349	\$118,134	\$109,483	88%
C0600	\$15,514,000	39%	\$6,028,000	\$21,542,000	\$5,209,182	\$20,723,182	88%	98%	\$818,818	\$1,142,177	\$1,960,995	67%
C0810	\$10,248,912	25%	\$2,565,181	\$12,814,103	\$2,482,580	\$12,701,482	96%	99%	\$112,611	\$1264,568	\$377,179	85%
H0831	\$1,480,450	169%	\$2,497,474	\$3,977,924	\$2,122,788	\$3,803,238	85%	87%	\$374,886	\$184,302	\$220,384	91%
H0832	\$3,684,088	220%	\$8,558,412	\$12,442,500	\$7,271,728	\$11,168,818	85%	71%	\$1,288,684	\$283,141	\$1,003,543	88%
H0889	\$3,938,759	11%	\$438,878	\$4,377,635	\$112,956	\$4,061,715	28%	46%	\$325,920	\$108,888	\$217,036	51%
H0900	\$9,946,180	10%	\$994,820	\$10,943,000	\$493,198	\$10,441,378	50%	16%	\$501,822	\$882,128	\$1,360,503	136%
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$95,344	\$3,383,873	28%	39%	\$234,489	0	\$234,489	29%
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,068,936	\$68,881,936	23%	41%	\$3,558,864	\$778,368	\$2,778,698	40%
H1200	\$18,796,123	16%	\$2,819,418	\$21,615,541	\$1,810,834	\$20,406,957	87%	84%	\$1,208,684	\$121,072	\$1,087,512	81%
H1310	\$1,298,500	16%	\$194,775	\$1,493,275	\$115,747	\$1,282,753	-8%	8%	\$210,522	\$20,752	\$189,770	3%
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$873,175	\$12,111,175	89%	76%	\$470,828	\$128,428	\$342,199	70%
P1800	\$5,878,208	8%	\$278,910	\$6,857,118	\$1766,149	\$4,812,059	-276%	100%	\$1,045,059	0	\$1,045,059	-276%
P2020	\$44,628,000	12%	\$5,375,000	\$50,000,000	\$877,781	\$45,502,781	18%	74%	\$4,497,219	\$82,000	\$4,415,219	18%
TOTAL:	\$305,034,582	20%	\$59,515,489	\$364,550,060	\$37,905,765	\$342,840,328	64%	90%	\$21,809,724	\$2,261,882	\$19,347,862	67%

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

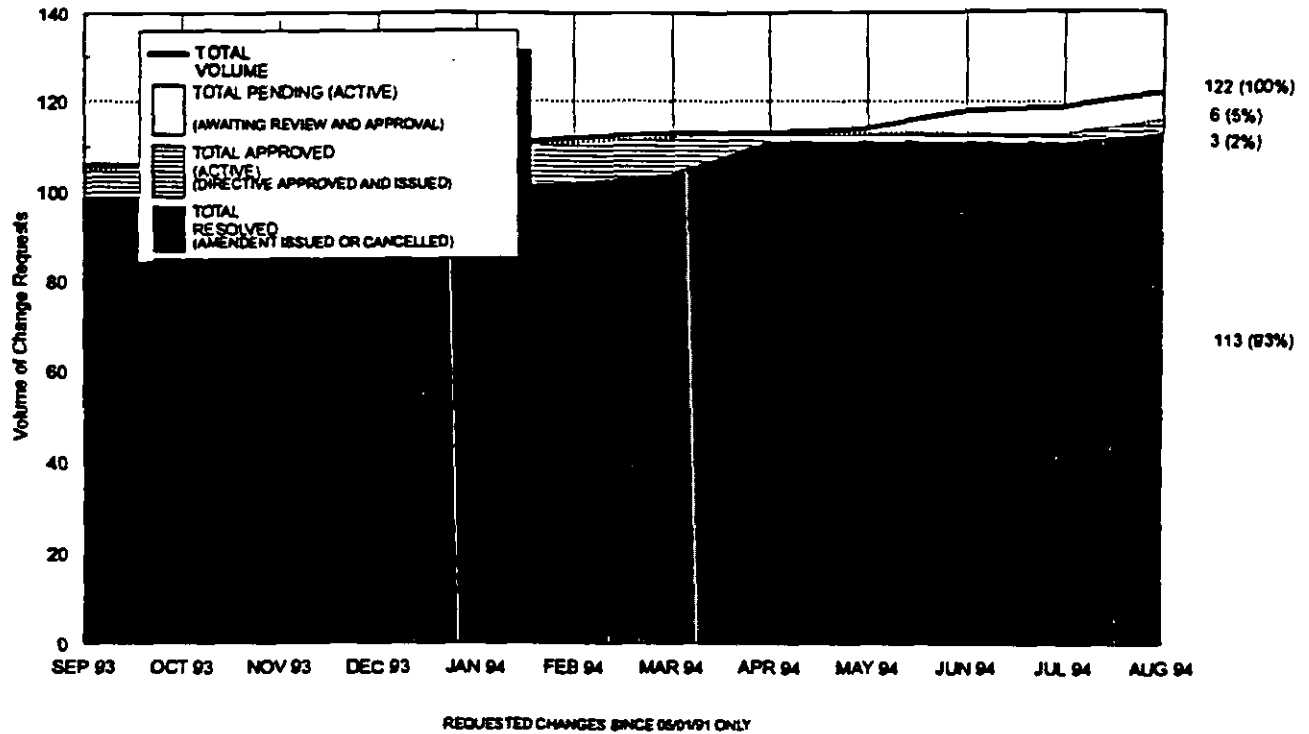
* CONTRACT COSTS SHOWN MAY INCLUDE COSTS ALLOCATED TO OTHER METRO PROJECTS.
 ** Potential change costs DO NOT include claims which have not been allowed merit as changes or other trend items

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

rev 2.1 11/09/93 lss

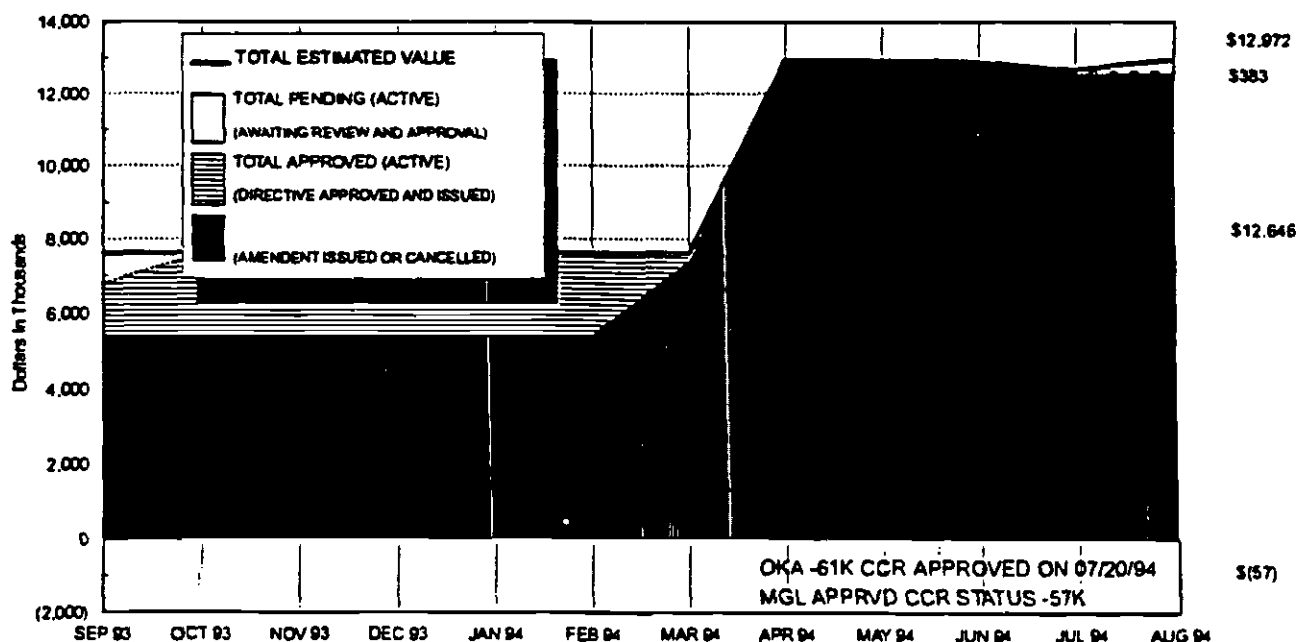
MARTHA RUZ
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CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME

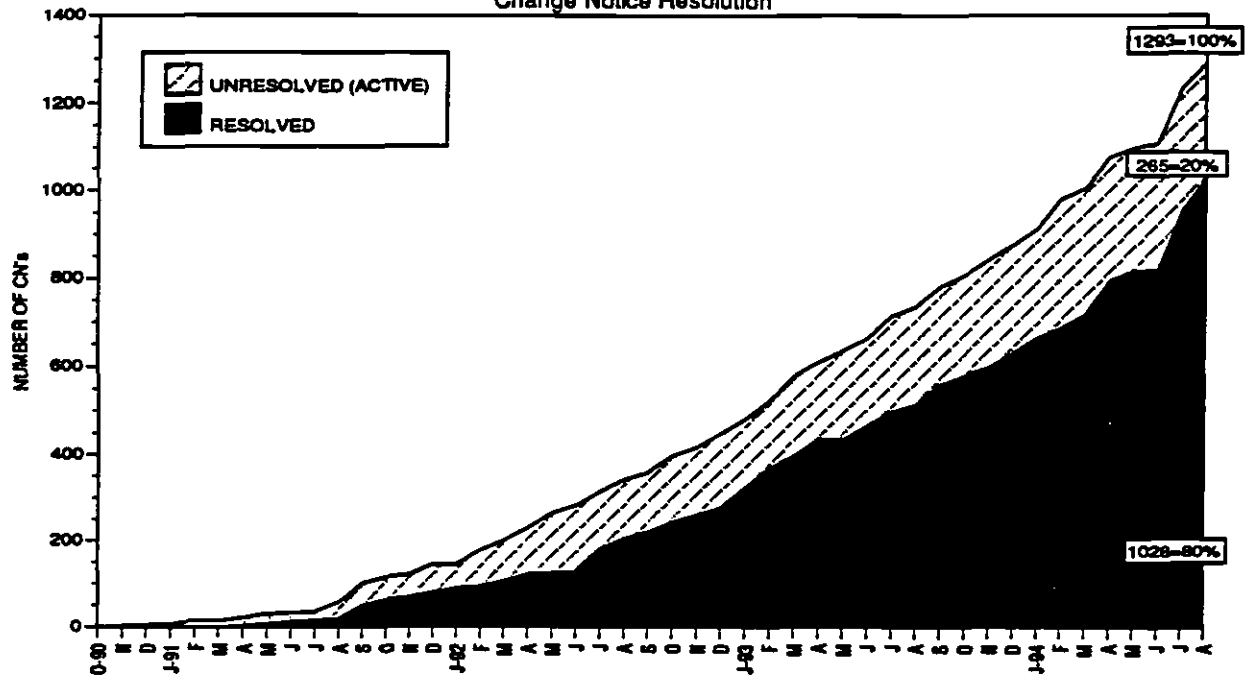


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	5	2	0	2	9
PERCENT	56%	22%	0%	22%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES

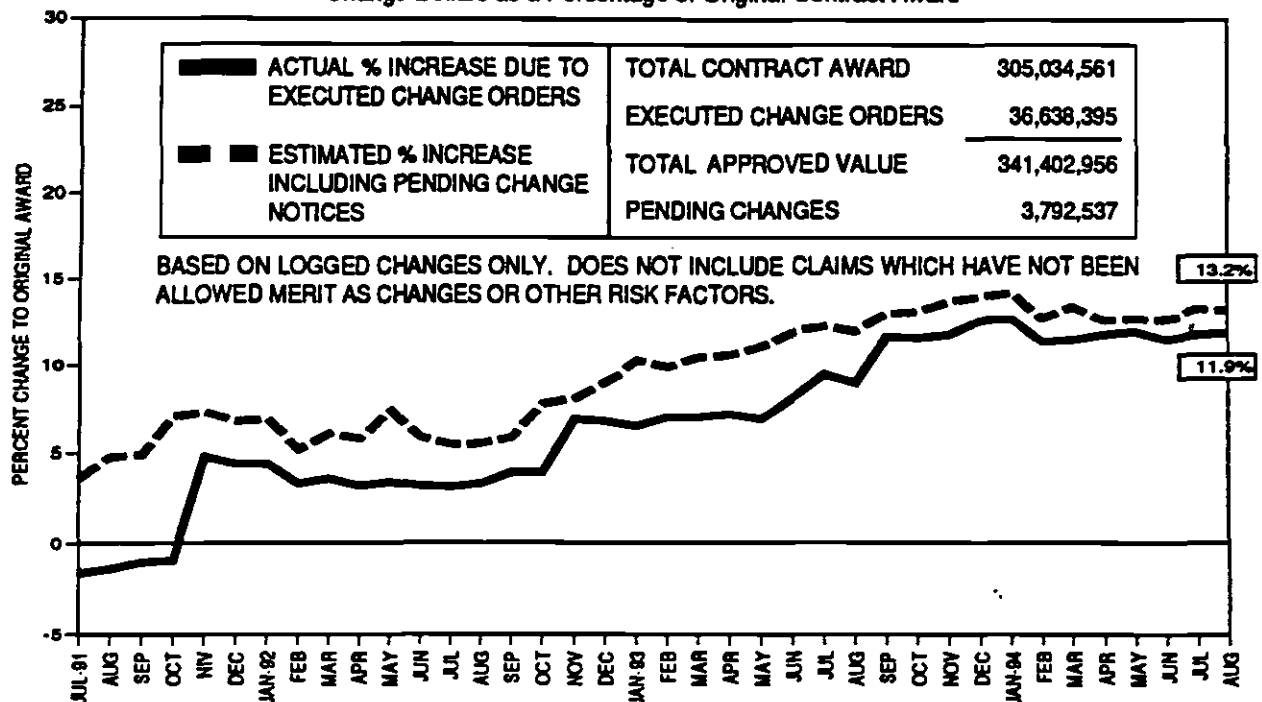


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	108	32	18	107	265
PERCENT	41%	12%	7%	40%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES Change Dollars as a Percentage of Original Contract Award



R23 - Metro Green Line
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE COST LEVEL BREAKDOWN
EXECUTED CHANGES AS OF 09/01/94

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	10	1.29%	\$18,813,458.46	54.78%
> 200 - 1 MILLION	23	2.98%	\$3,398,825.59	9.90%
> 100-200	40	5.17%	\$4,204,596.49	12.24%
> 50-100K	57	7.37%	\$3,610,405.56	10.51%
> 25-50K	74	9.57%	\$1,657,535.01	4.83%
10-25K	122	15.78%	\$1,715,724.88	5.00%
0-10K	447	57.83%	\$842,802.99	2.75%
PROJECT TOTALS:	773	100.00%	\$34,343,348.98	100.00%

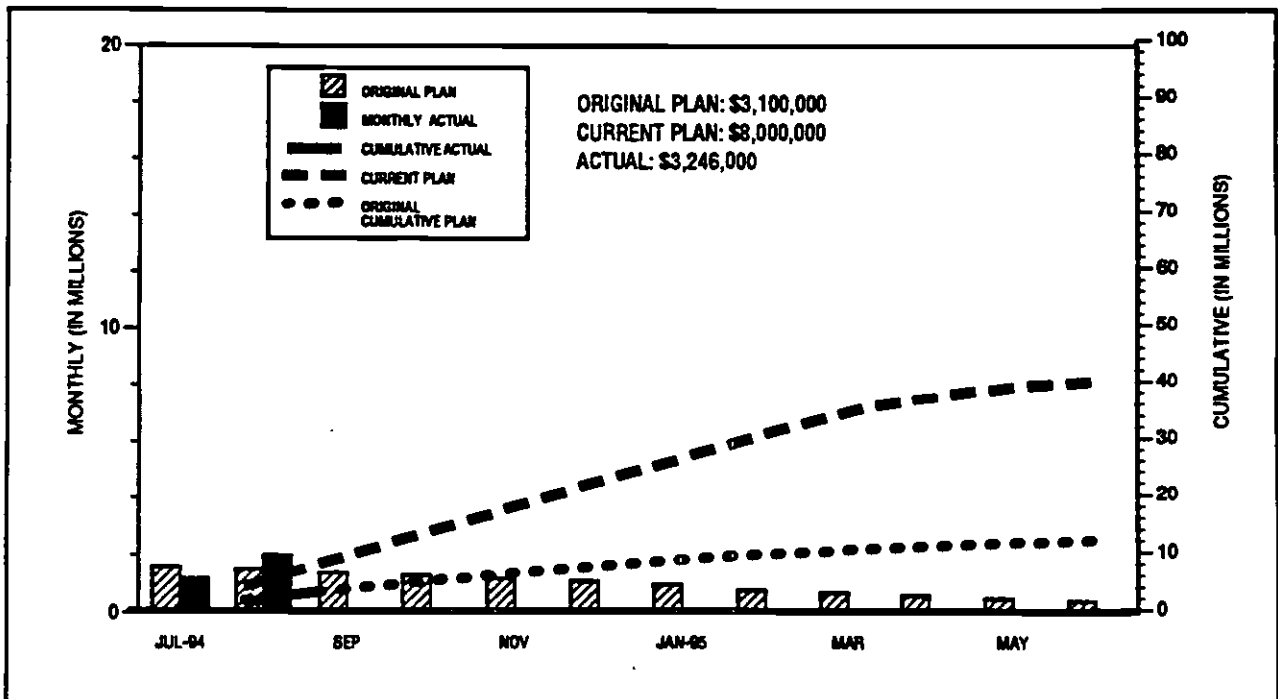
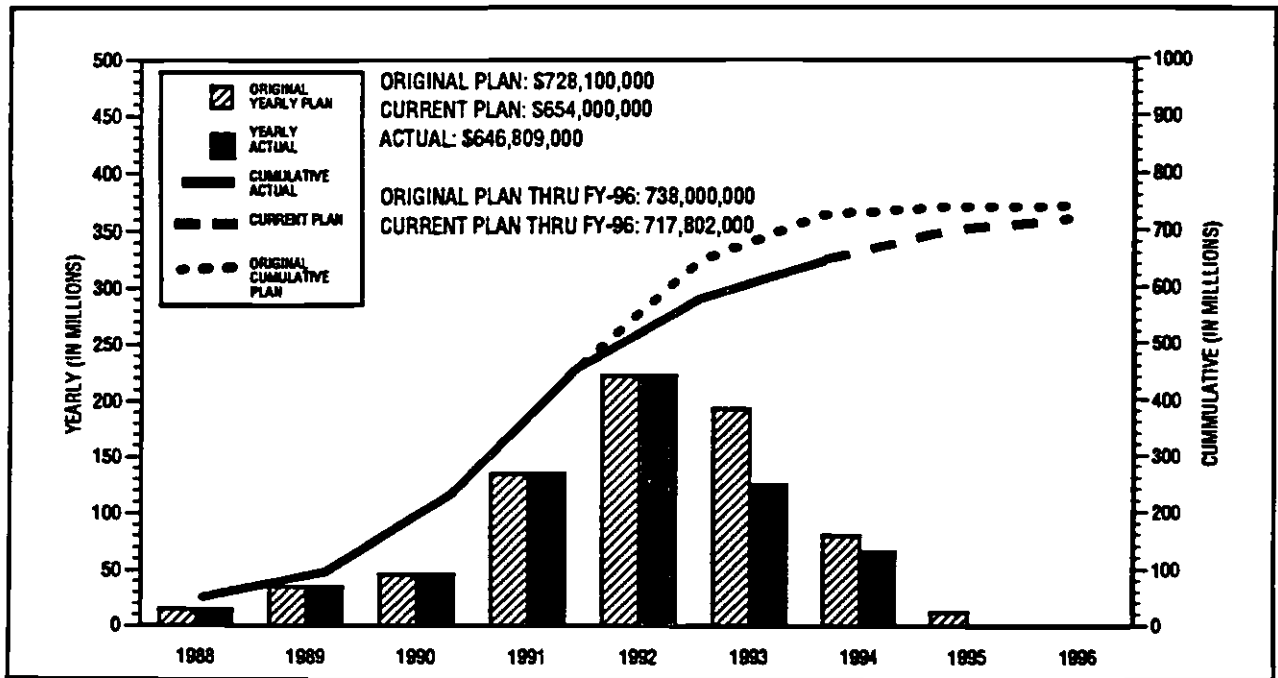
R23 - Metro Green Line
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE NOTICE BASIS BREAKDOWN

R23C0000 - R23P2020

EXECUTED CHANGES AS OF 09/01/94

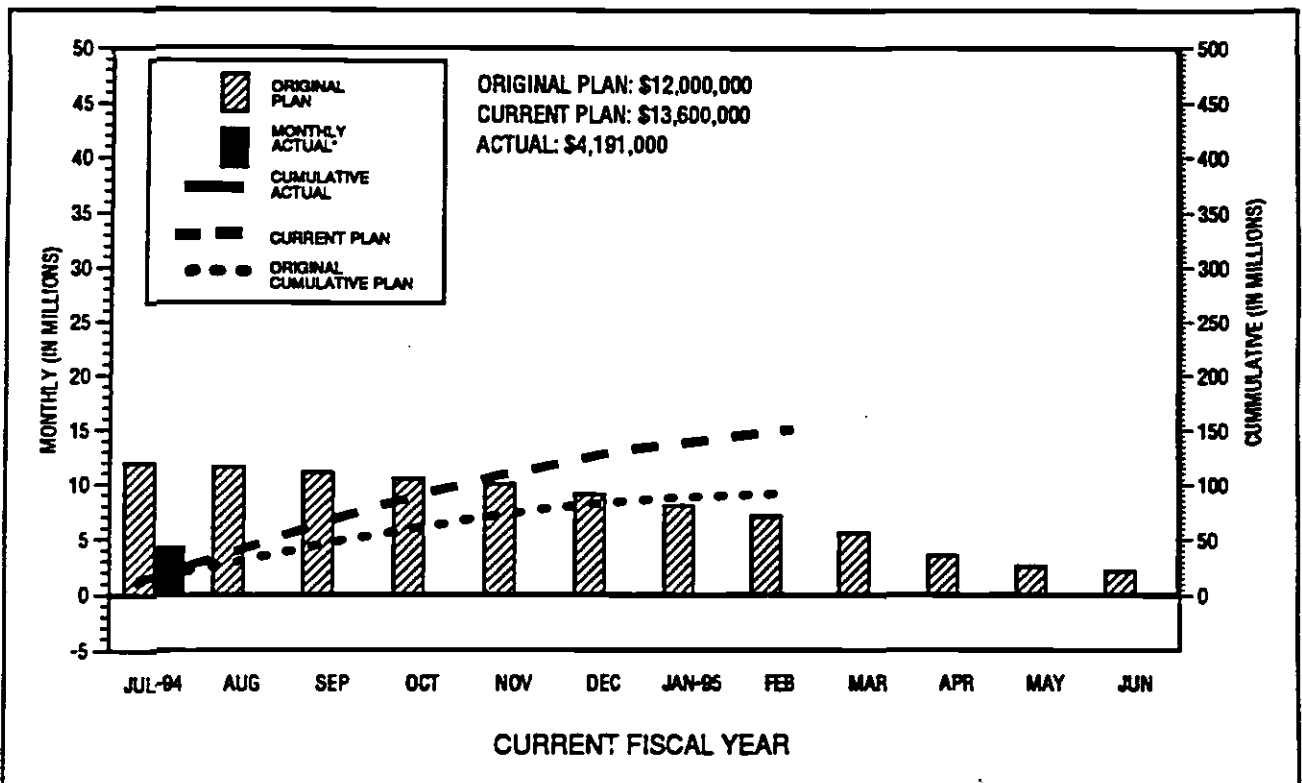
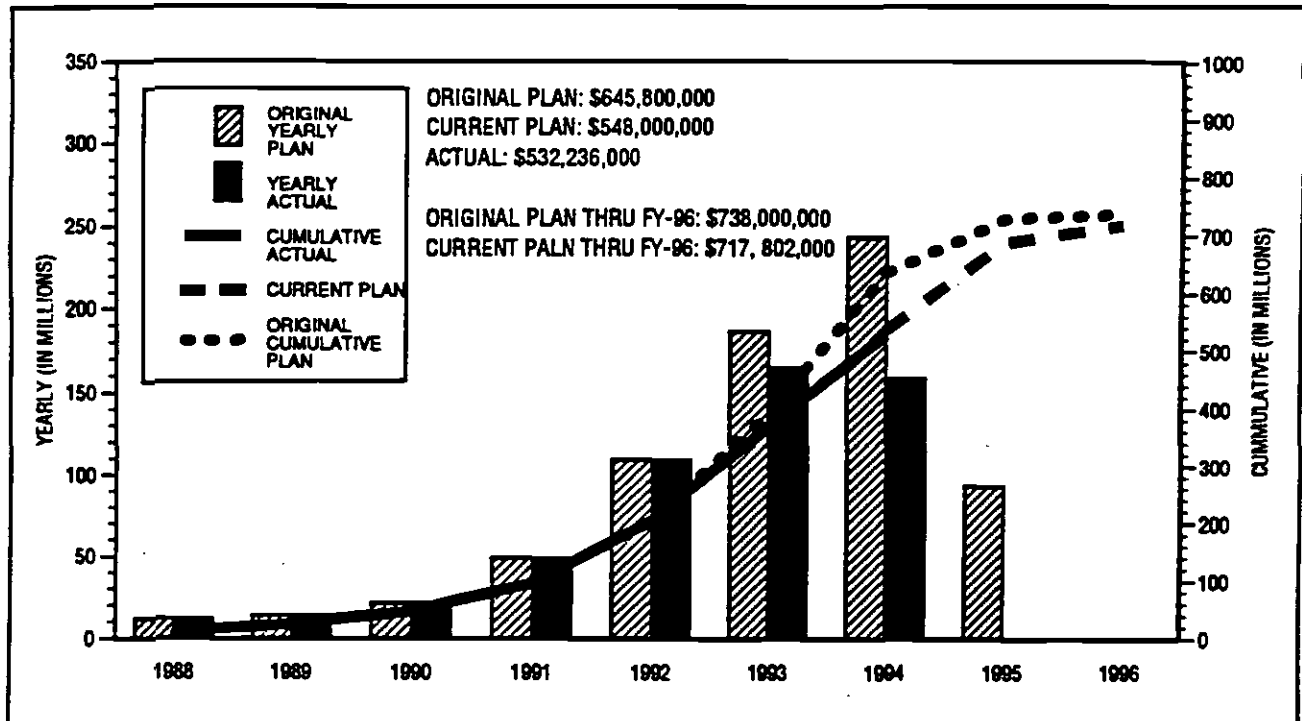
	# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE				
110 EXTRA WORK	110	14.23%	\$1,944,276.01	5.66%
115 ADDITIONAL/NEW WORK	6	0.65%	\$10,155.73	0.03%
120 DELETION OF WORK	28	3.62%	(\$794,961.80)	-2.31%
130	1	0.13%	\$0.00	0.00%
	----	----	-----	-----
	144	18.63%	\$1,169,469.14	3.38%
SCHEDULE CHANGES				
210 DELAY OF WORK (COMPENSABLE)	21	2.72%	\$8,703,657.08	25.34%
220 ACCELERATION OF WORK	14	1.81%	\$1,306,696.00	3.80%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	31	4.01%	\$346,300.00	1.01%
	----	----	-----	-----
	66	8.54%	\$10,354,543.08	30.16%
DIFFERING CONDITIONS				
310 DIFFERING SITE CONDITIONS	153	19.79%	\$8,734,785.10	25.43%
320 HAZARDOUS MATERIALS	1	0.13%	(\$2,313,704.64)	-6.74%
	----	----	-----	-----
	154	19.92%	\$6,421,080.46	18.70%
TERMS AND CONDITIONS				
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	27	3.49%	\$1,152,684.67	3.36%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	17	2.20%	\$0.00	0.00%
	----	----	-----	-----
	44	5.69%	\$1,152,684.67	3.36%
DESIGN CHANGES				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	111	14.36%	\$3,638,267.78	11.18%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	6	0.78%	\$266,543.67	0.78%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	3	0.39%	\$0.00	0.00%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	132	17.08%	\$1,707,325.86	4.97%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	11	1.42%	(\$843,084.76)	-2.45%
	----	----	-----	-----
	263	34.02%	\$4,969,052.55	14.47%
MANAGEMENT ISSUES				
610 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	2	0.28%	\$2,375.00	0.01%
620 COMPREHENSIVE CLAIMS	13	1.68%	\$572,374.00	1.67%
	----	----	-----	-----
	15	1.94%	\$574,749.00	1.67%
OUTSIDE AGENCY REQUESTS				
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	38	4.82%	\$1,486,400.68	4.33%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	9	1.16%	\$44,119.62	0.13%
	----	----	-----	-----
	47	6.08%	\$1,530,520.20	4.46%
EXERCISE OF CONTRACT OPTIONS				
800 EXERCISE OF CONTRACT OPTIONS	10	1.29%	\$6,938,932.00	20.20%
	----	----	-----	-----
	10	1.29%	\$6,938,932.00	20.20%
OTHER				
900 OTHER	30	3.88%	\$1,242,307.88	3.62%
	----	----	-----	-----
	30	3.88%	\$1,242,307.88	3.62%
PROJECT TOTALS:				
	773	100.00%	\$34,343,348.98	100.00%

PROJECT COMMITMENTS

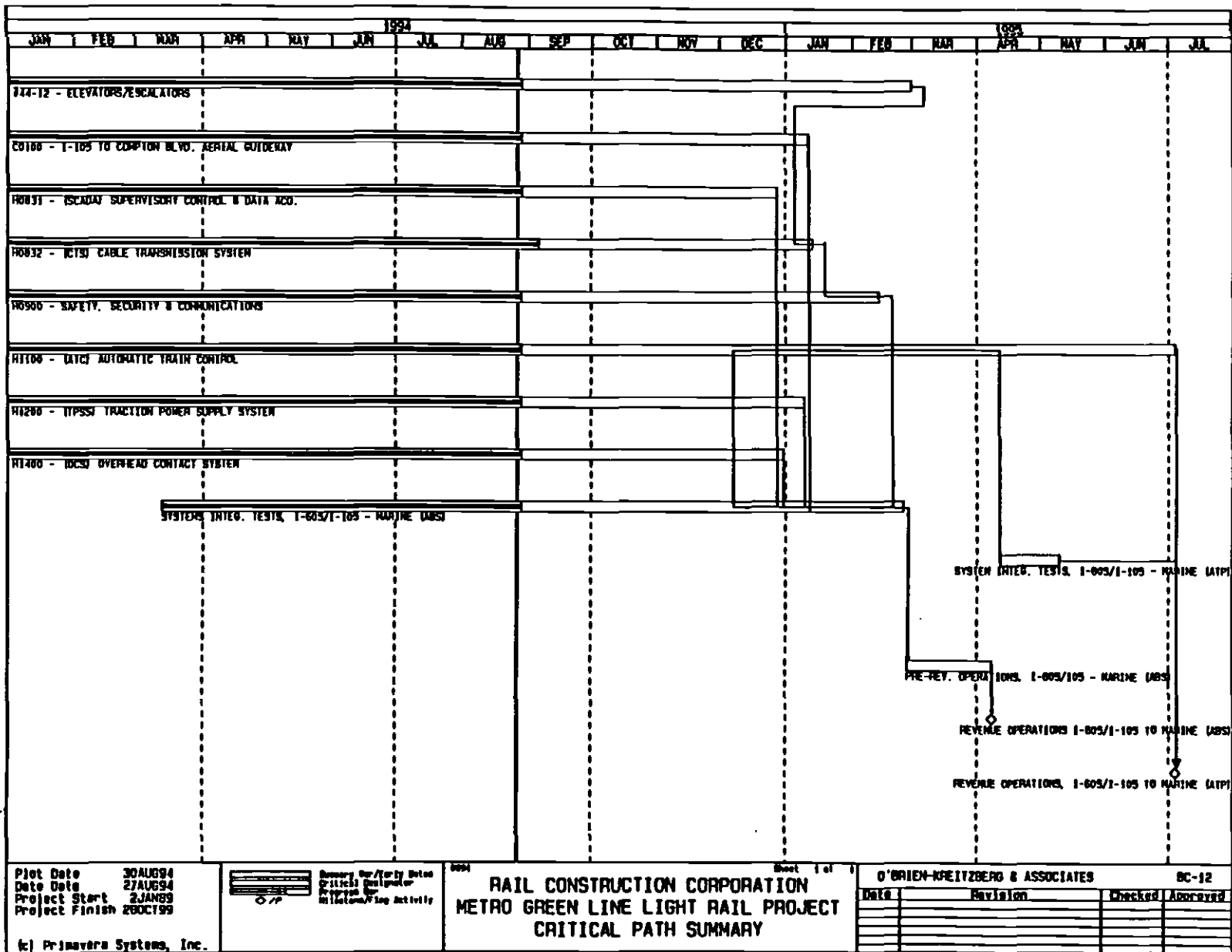


CURRENT FISCAL YEAR

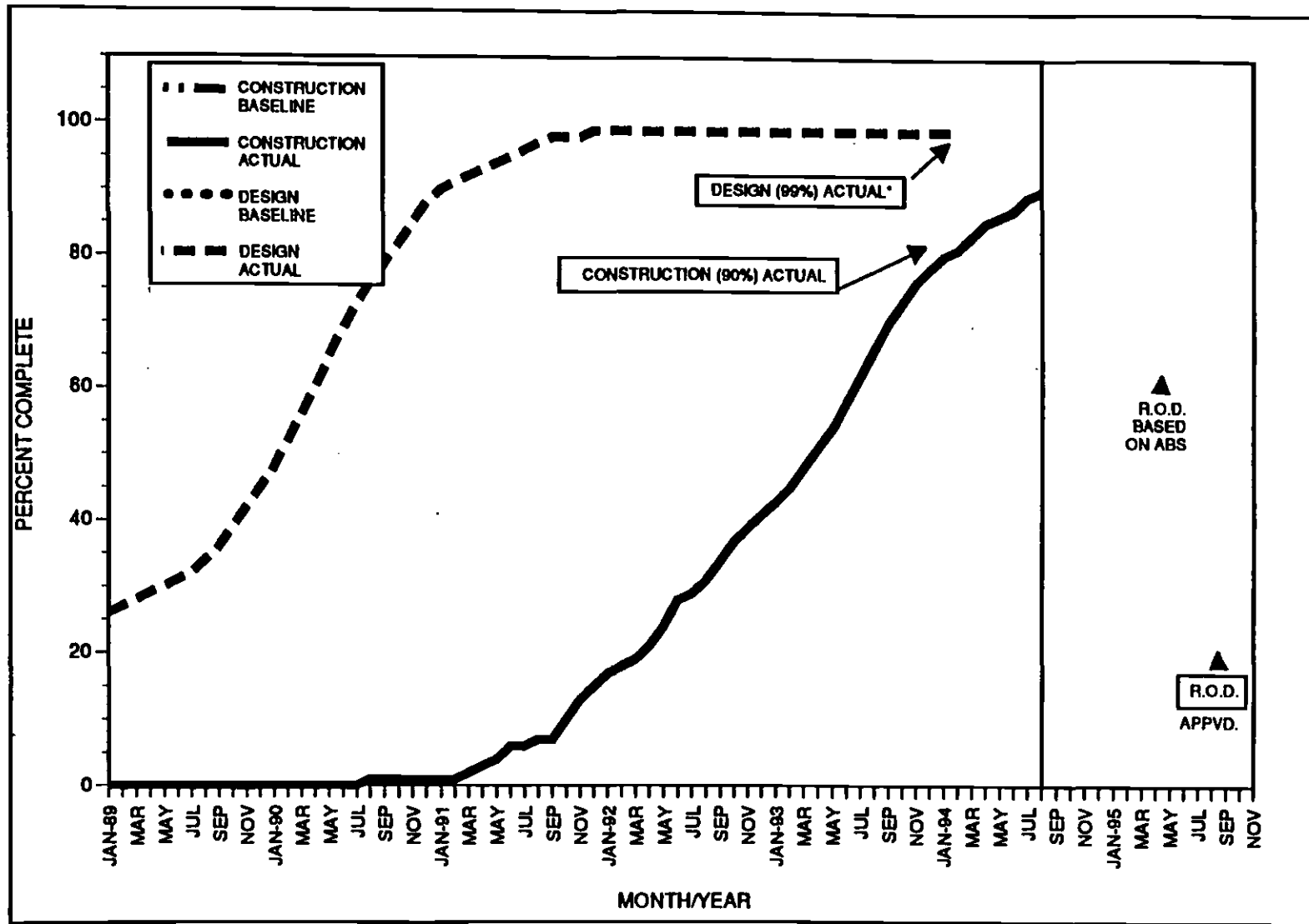
PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

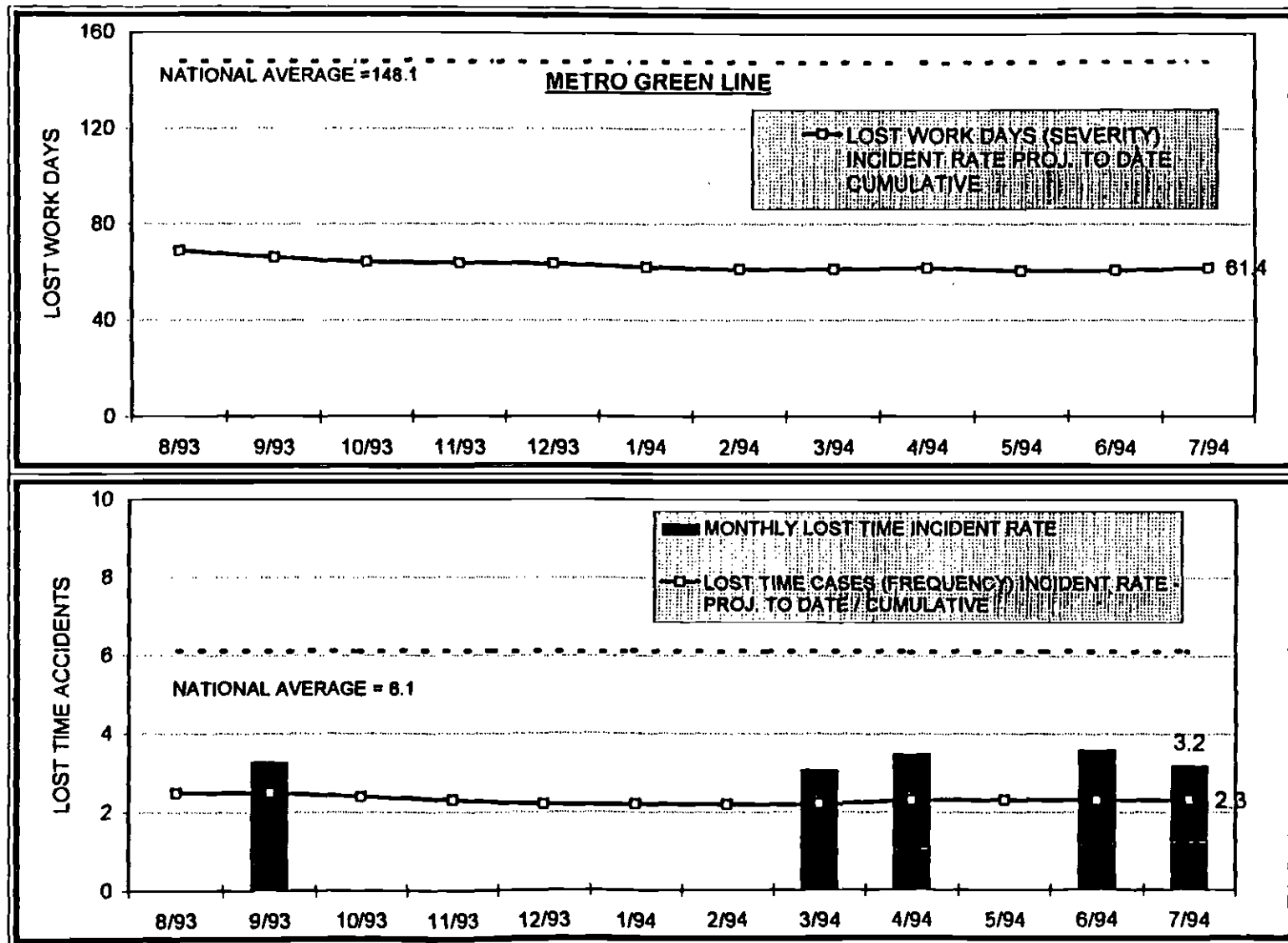


PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION

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



Prepared by:
MASS TRANSIT GROUP

LEGEND

0	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEP. CERTIF.	EQUIP. FINAL DELIV.		
P1800	Special Trackwork						Closed.	Aug 94
C0610	Trackwork - El Segundo				0			Sep 94
C0600	Trackwork I-105		0	0	0			Sep 94
C0400	Main Yard & Shop	0	0	0	0			Sep 94
C0501	Systems Facilities Sitework	0	0	0	0			Sep 94
H1400	OCS	0	0	0	0			Nov 94
H0831	SCADA	0	0	0	0	0		Nov 94
H1310	Signs & Graphics	0	0	0	0	0		Dec 94
H0901	PIDS	0	0	0	0	0		Dec 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	15 cars recd; Undergoing acceptance testing	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

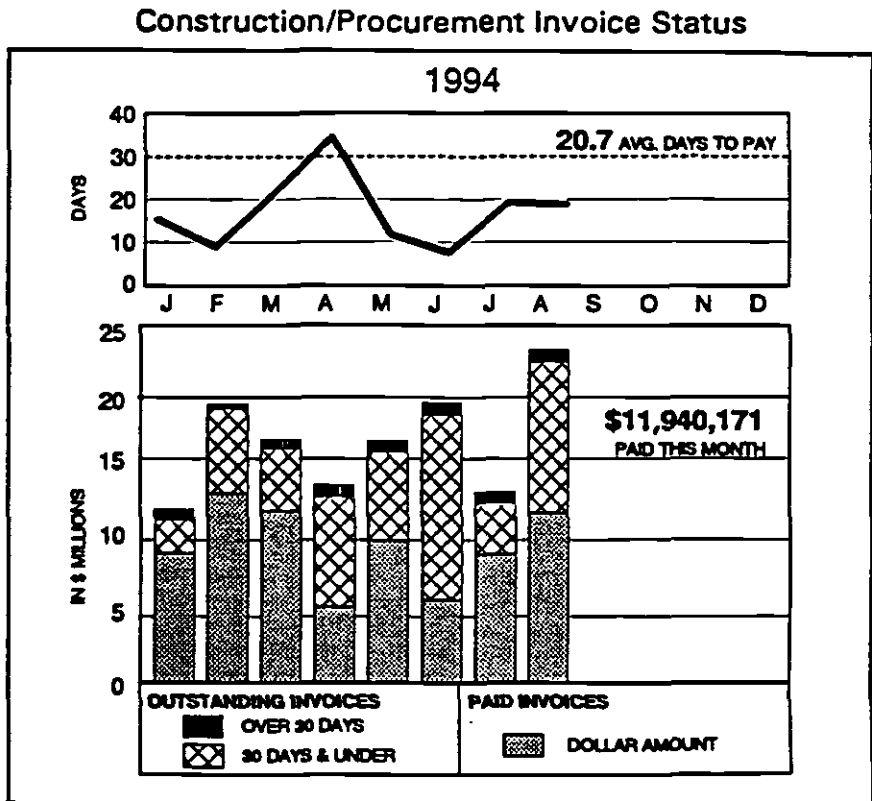
INVOICE PROCESSING

• The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 20.7 days.

• 23 invoices were paid for a total value of \$11,940,171.

• There were 22 outstanding Construction or Procurement invoices under 30 days old for \$10,640,436.

• There were 7 outstanding Construction or Procurement invoices over 30 days old for \$861,644.



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
APR 1994	12	7,774,338	3	876,144	25	2,070,064	15	182,638
MAY 1994	12	6,242,625	3	876,144	26	1,808,759	21	223,538
JUN 1994	23	13,078,143	4	953,877	30	6,006,160	32	5,619
JUL 1994	19	3,578,811	4	867,507	22	2,812,673	27	(52,322)
AUG 1994	22	10,640,436	7	861,644	31	3,558,797	31	307,788

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

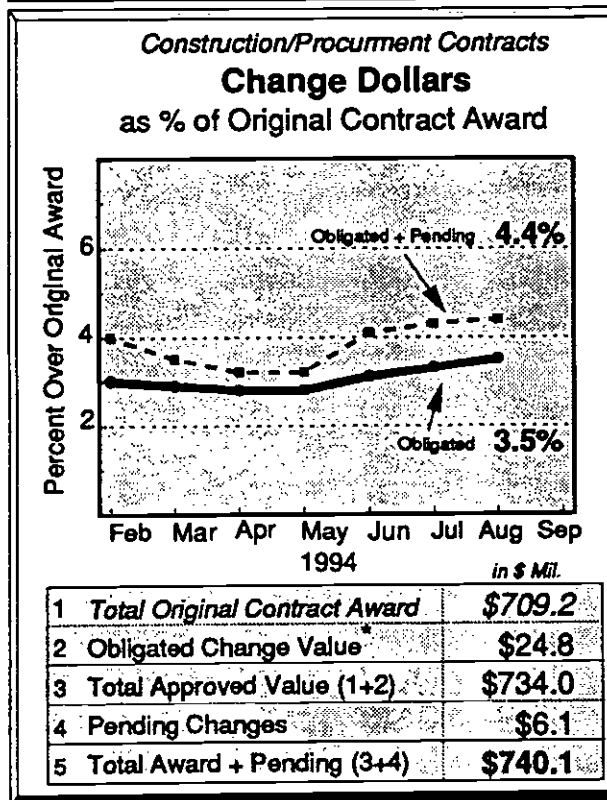
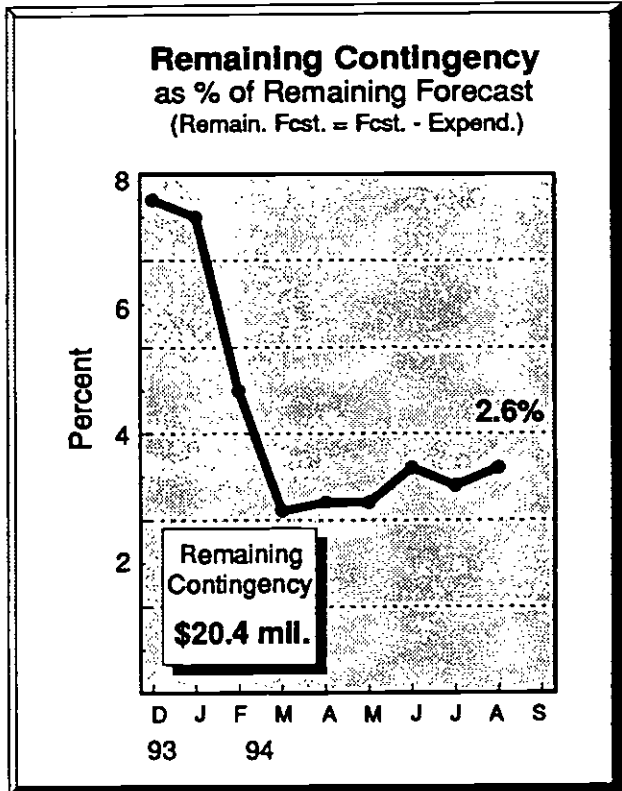
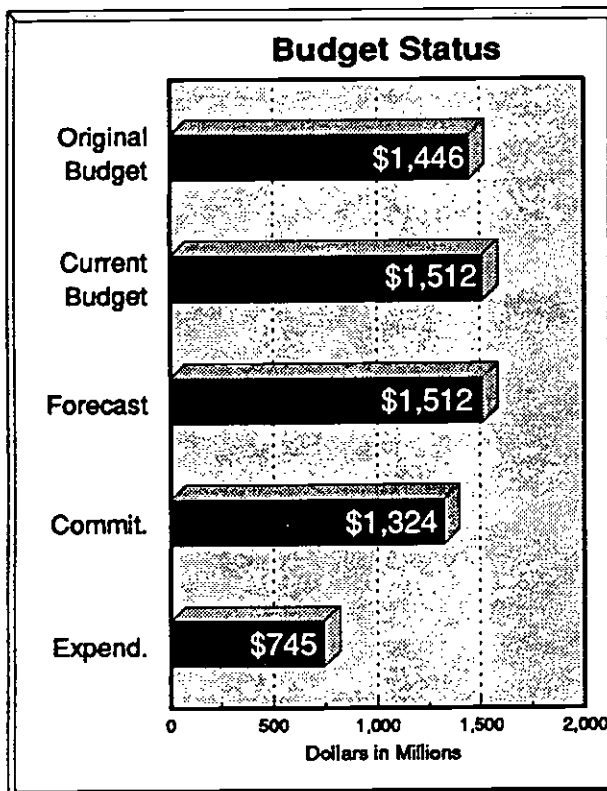
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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.		
A620	Automatic Train Control	0	0	0	0		Closeout phase.	Sept 94
A640	Communications	0	0	0	0	0	Closeout phase.	Sept 94
A165	7th & Flower Station	0	0	0	0	0	In litigation.	Oct 94
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Oct 94

REMAINING ACTIVITIES

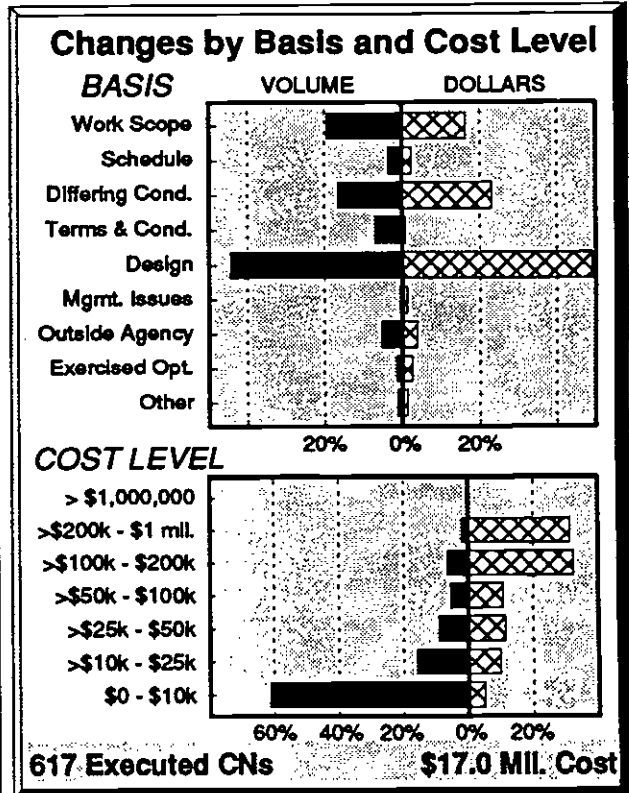
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



R8108041.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

October 1994

✓ AWARD APPROVAL

No contract awards this month.

Employment Status

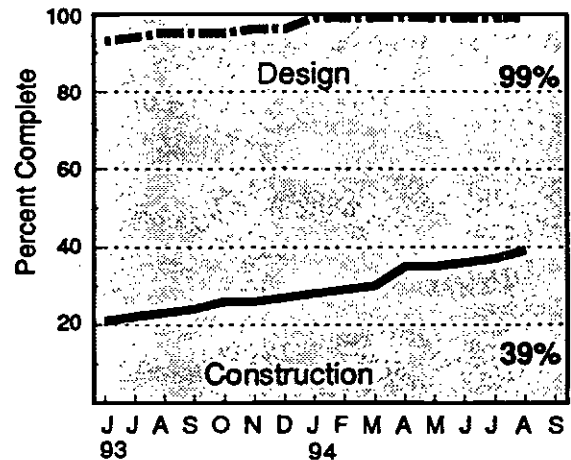
Months of Employment Provided

21,602

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**

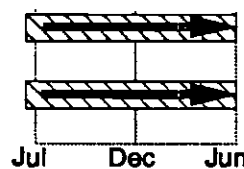
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

**131 days ahead
(positive float)**

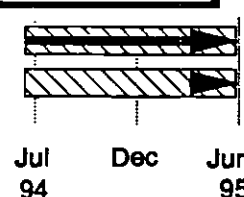
B215 Construction
Wilshire/Vermont Station
B610 Construction
Trackwork



Vermont/Hollywood

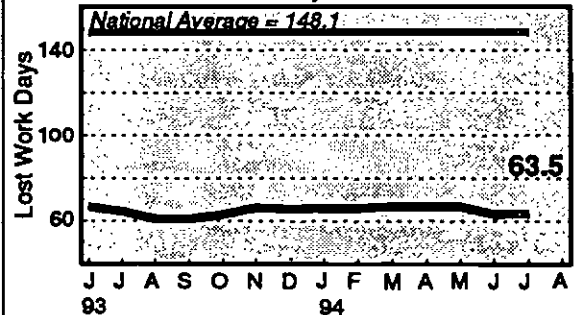
**38 days behind
(negative float)**

B251 Construction
Vermont/Hollywood Tunnel
B271 Construction
Hollywood/Western Station

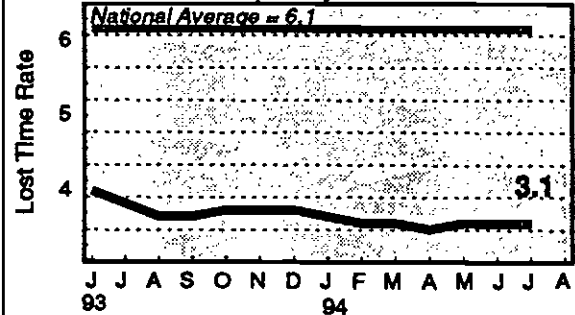


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

in \$ million

- Current Budget \$1,511.7
- Current Forecast \$1,511.8
(including new requirements)

SCHEDULE STATUS

- Current Revenue Operation Dates

Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
- Design Progress 99%
- Construction Progress 39%

REAL ESTATE

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	88	86	2	0	0
LAST MONTH	88	85	3	0	0

- There are now 88 parcels of land required for the Segment 2 Project. The acquisition breakdown for this land is as follows: ¹31 full takes, 44 subsurface easements, 3 temporary construction easements and 3 part-takes. Six additional parcels have been added for temporary Rights of Entry and 1 temporary license.

¹Two of the full take parcels are not required for construction.

EXECUTIVE SUMMARY (CON'T)

To date, there have been 86 parcels acquired. Forty-two of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

AREAS OF CONCERN

NEW

LADOT Traffic Control Restrictions -- Contracts B241 and B252 Concurrent Vermont Boulevard Closure - Vermont/Hollywood Corridor

Concern: LADOT disallows the closure of Vermont Boulevard by more than one contractor at a time. Contracts B241, Vermont/Beverly and B252, Vermont/Santa Monica Stations' street deck placement will overlap by two weeks at the end of September.

Action: This will necessitate that the Construction Manager (CM) and the RCC issue a stop work order to one of the contractors, if the request of a variance from LADOT allowing both parties to proceed with their street closures is not approved.

Status: The LADOT has been asked to approve the request for variance. Plans are being studied to determine which of the two contracts would be impacted the least should the issuance of a stop work order become necessary. Other options being explored by the CM include the continuance of weekend work as planned by the B252 Contractor, and the scheduling of Contract B241 work during week days.

Contract B251, Vermont/Hollywood Tunnel Contract Performance - Vermont/Hollywood Corridor

Concern: The Contractor continues to delay the start of tunnel concrete placement in the Vermont tunnel.

AREAS OF CONCERN (CON'T)

Action: The CM and RCC staff met with the Contractor's Joint Venture Board members to establish a path forward plan. Schedule mitigation plans are also being developed.

Status: The CM met with the B251 Contractor's Joint Venture Board members. However, the Contractor's current path forward plans failed to address all the requirements. The Construction Manager is developing a checklist for beginning the tunnel invert, arch and walkway concrete placement. Other studies are being formulated to minimize delays to the station and trackwork contractors.

Contract B610, Realignment Impact - Wilshire Corridor

Concern: Contract B610 concrete operations between B221 and B231 stations were suspended due to track alignment problems.

Action: Survey data is under evaluation.

Status: The Construction Manager received input regarding realignment and has provided this information to the Contractor, who has resumed operations between stations B221 and B231.

ONGOING**Contract B610, Delays Trackwork Installation - Wilshire Corridor**

Concern: Concrete installation rate improved since last month; but overall trackwork installation still lags behind the original plan and the contract completion milestone continues to slip.

Action: The Contractor is evaluating ways to increase the rate of concrete installation to mitigate schedule delays and opportunities for "Work Arounds" for the follow-on contracts.

Status: The Contractor is working selected Saturdays to mitigate schedule impacts.

AREAS OF CONCERN (CON'T)**Delay to Revenue Operation Date (ROD)- Vermont/Hollywood Corridor**

Concern: The Vermont/Hollywood Corridor Revenue Operation Date (ROD) was changed from September 28, 1998 to November 5, 1998 due to the Contract B251 Hollywood tunnel shut down. The critical path runs through the Hollywood Boulevard grouting program; re-start of HAR and HAL tunneling; tunnel concrete placement and turnover to Contract B271, Hollywood/Western station.

Action: Continue schedule review of critical path activities for the following Contracts: B251, Vermont/Hollywood, tunneling, and tunnel concrete placement; B271, Hollywood/Western Station, lower station excavation and concrete placement; and development of a surface movement prevention program to allow tunnel mining operations to proceed. Direct the B251 Contractor to complete the tunnels between Hollywood/Western and Hollywood/Vermont before starting the Hollywood/Vermont to Barnsdall Shaft tunnel concrete placement.

Status: The CM and the RCC have developed a grouting plan. Alternative Sequence of Tunnel concrete placement studies are being finalized by the Construction Manager.

**FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT
ITEMS FOR RCC ACTION**

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

NEW**NONE****ONGOING****NONE****RESOLVED****NONE**

KEY ACTIVITIES - AUGUST

- Contract B216, Wilshire/Vermont Site Restoration and Landscaping, the Preliminary Engineering Design Submittal was reviewed and approved by RCC.
- Contract B221, Wilshire/Normandie Station and Line, the Wilshire Boulevard Streetscape Enhancement Change Notice was approved by the RCC Change Control Board.
- Contract B251, Vermont/Hollywood Tunnel, provided field support to facilitate investigation of tunnel stress on Hollywood Boulevard. Supported Tunnel Review Board and participated in preparation of the Final Board Report. Participated in structural survey of buildings and determination of damage potential.
- Contract B261, Vermont/Sunset Station, issued DCN (Design Change Notice) 155 for CTE (Change Technical Evaluation). This DCN is required for the additional entrance at Kaiser Hospital. It will allow the Contractor to modify the present excavation support design, develop a design for new a entrance excavation support, install the modified present excavation support, and to do street utility relocations on Sunset Boulevard.
- Contract B631, Traction Power Installation, witnessed production and qualification testing for 2/O 35 kV cable in Marion, Indiana. Twelve out of 15 master reels passed the test. Three reels were not tested because the outer insulation jacket were not acceptable. These three reels will be tested in September.
- For systemwide contracts, EMC continued to provide design support to construction by participating in periodic design reviews, attending weekly construction meetings, responding to RFIs, reviewing shop drawings, responding to contractor's questions, discussing production status with the Construction Manager, and reviewing the results of the qualification tests.

Construction

- Contract B211, Wilshire/Vermont Station, Stage 1; completed station concrete.

KEY ACTIVITIES - AUGUST (CON'T)

- Contract B215, Wilshire/Vermont Station, Stage 2; continued excavation of the entrance structure and completed the installation and pre-loading of the excavation support system at upper track level D. Continued installation of masonry walls and electrical systems inside the station.
- Contract B221, Wilshire/Normandie Station and Line, began the installation of platform terrazzo tile and proceeded with the installation of perforated panels for the exhaust panels. Continued construction of the side structures, interior crosspassage work, and completed the placement of floating slabs in the BL tunnel.
- Contract B231, Wilshire/Western Station and Crossover, completed employment of the edgelight system, and station painting is near conclusion. Finalized installation of the irrigation system, sump pump mechanical testing, and pre-operation testing of ventilation equipment.
- Contract B241, Vermont/Beverly Station, utility relocation is proceeding in preparation for station and side structure pile installation.
- Contract B251, Vermont/Hollywood Tunnels, completed the placement of arch concrete for crosspassages #20, #21, and #22. Placed invert concrete at crosspassage #27, installed arch lining and rebar at crosspassage #30, and proceeded with construction of concrete access shafts at the turnout structure area. Some areas on Hollywood Boulevard between Hollywood/Vermont and Hollywood/Highland experienced ground settling of up to nine inches, forcing the shut down of the tunneling operation. Repair of the street and sidewalks, plus grouting activities began.
- Contract B252, Vermont/Santa Monica Station, implemented Phase 2 traffic control during the night shift, and completed the drilling and installation of the East Vermont soldier piles. West pile drilling and installation commenced; along with street decking placement.
- Contract B261, Vermont/Sunset Station, completed the piling trench on the west side of Vermont; and continued installation of piles and cap beams.
- Contract B271, Hollywood/Western Station, commenced drilling for pile installation at north Serrano Avenue. The Contractor began the demolition of the Quantity Photo building and completed early utility relocations.

KEY ACTIVITIES - AUGUST (CON'T)

- Contract B281, Hollywood Vine Station, continued waterline installation, temporary streetlight arrangement, pile installation and deck beam deliveries.
- Contract B610, Trackwork Installation, continued installation of Yard Tracks Nos. 1, 2, 3, 4, and 5.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER

- Contract B221, Wilshire/Normandie Station and Line, continue technical support through bi-weekly design coordination meetings.
- Contract B241, Vermont/Beverly Station, complete DCN for Midway Ford rear driveway repair in response to RCC Public Affairs request.
- Contract B261, Vermont/Sunset Station, issue new drawings to City Plan Check covering modifications to the Kaiser Permanente Building for the secondary station entrance.
- Contract B612, Contact Rail and Protective Coverboard, review of Support Insulators qualification test reports. Witness production testing (mechanical) on Support Insulators in Doraville, Georgia. Contact Rail coordination with Contract B610 in Yard Area.
- Contract B620, Automatic Train Control, continue to review and respond to CDRL (Contract Data Requirements Lists) packages. Continue to work toward resolution of the issue involving the Wilshire/Alvarado ATC material modification change order. Witness portions of the factory testing at the Wilshire/Vermont site.
- Contract B631, Traction Power Installation, witness qualifications testing of 4/0 35 kV cable. Review submittal on the fuel oil system for emergency generator. Complete wire interconnection schedule for Wilshire/Vermont substation per Contract B630 as-built drawings.

Construction

- Contract B211, Wilshire/Vermont Station, Stage 1; continue closing out punchlist items, continue backfill, and proceed with access hatches and gratings at the side structures.
- Contract B215, Wilshire/Vermont Station, Stage 2; continue installation of masonry walls and electrical installation in the station.
- Contract B221, Wilshire/Normandie Station and Line, continue construction of side structures, complete main station exterior walls, electrical activities; and complete the removal of deck beams and paving of Wilshire Boulevard.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER (CON'T)

- Contract B231, Wilshire/Western Station, continue electrical, mechanical and architectural punchlist items; installation of local control systems; and landscaping.
- Contract B241, Vermont/Beverly Station, start installation of deck beams.
- Contract B251, Vermont/Hollywood Tunnel, continue construction of concrete access shafts at the turnout structure area, and maintenance of the dewatering system. Invert concrete placement will start on Vermont Line; and the contractor will begin tunneling operation on September 12, 1994, and September 26, 1994 in the HAR and HAL tunnels respectively.
- Contract B252, Vermont/Santa Monica Station, complete installation of main station soldier piles and the street decking.
- Contract B261, Vermont/Sunset Station; Contract B271, Hollywood/Western Station; and Contract B281, Hollywood/Vine Station, will begin soldier pile installation.
- Contract B610, Trackwork Installation, continue placement of plinth concrete.

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

Project: R01 METRO RED LINE - SEGMENT 2

Period: Jul 29, 1994 to Aug 26, 1994
Run Date: Sep 8, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	943,224	1,428	855,716	27,880	452,331	29,978	426,745	-74	955,494	12,270
S PROFESSIONAL SERVICES	289,150	0	351,981	89	311,419	-1,815	215,315	-1,813	215,317	-1,077	347,338	-4,642
R REAL ESTATE	79,827	0	87,300	0	75,176	741	80,578	741	80,578	0	86,860	-440
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	31,122	4,820	26,229	970	12,938	970	12,938	334	34,147	3,025
D SPECIAL PROGRAMS	2,044	0	4,416	0	537	6	439	6	439	0	2,484	-1,931
C PROJECT CONTINGENCY	145,743	0	28,579	0	0	0	0	0	0	817	20,406	-8,172
A PROJECT REVENUE	0	0	-190	0	0	0	-233	0	-233	0	-300	-110
TOTAL PROJECT	1,446,432	0	1,446,432	6,338	1,269,078	27,781	781,367	29,885	745,785	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	46,629	3	43,160	52	52	0	0	9	46,873	244
S PROFESSIONAL SERVICES	0	0	14,425	32	11,398	4,990	9,137	4,990	9,137	3,200	17,977	3,551
R REAL ESTATE	0	0	0	0	1	0	1	0	1	0	0	0
D SPECIAL PROGRAMS	0	0	0	0	43	8	22	8	22	0	20	20
C PROJECT CONTINGENCY	0	0	4,195	0	0	0	0	0	0	-3,165	567	-3,627
TOTAL NEW REQUIREMENTS	0	0	65,249	35	54,602	1,051	9,114	4,990	9,161	44	75,437	1,187
GRAND TOTAL	1,446,432	0	1,511,681	6,373	1,323,680	32,835	770,584	34,882	744,947	44	1,511,869	187

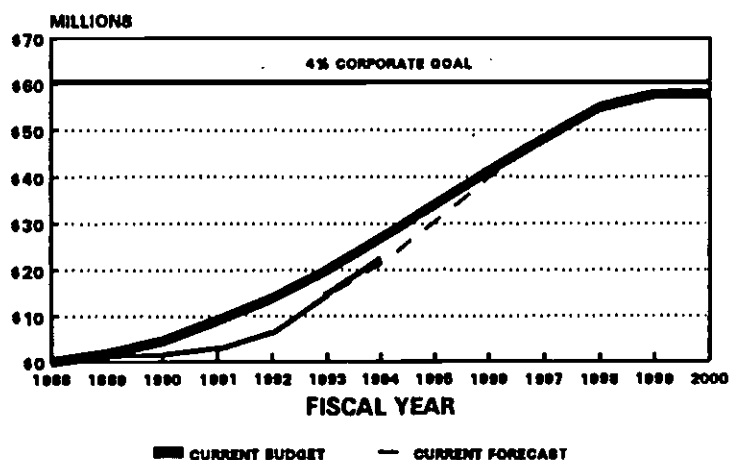
RAIL CONSTRUCTION CORPORATION
METRO RAIL PROJECT SEGMENT 2
(IN THOUSAND OF DOLLARS)

STATUS OF FUNDS BY SOURCE

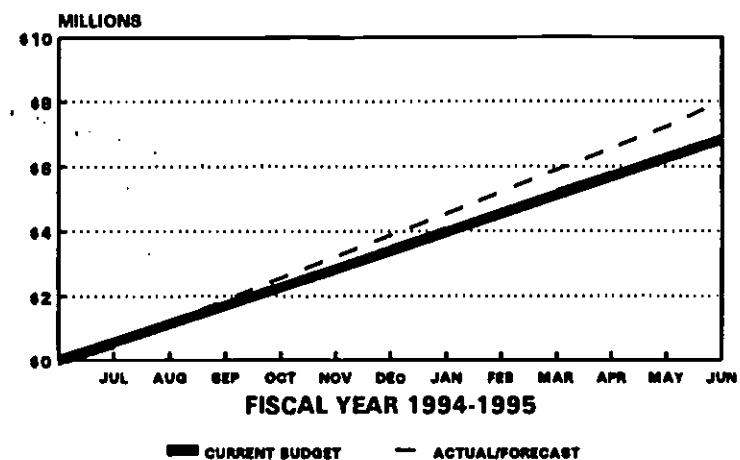
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$606,970	91%	\$316,080	47%	\$302,625	45%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$0		\$75,832		\$71,347	
STATE	\$185,129	\$133,000	\$185,129	100%	\$133,000	72%	\$133,000	72%
PROPOSITION A	\$440,303	\$148,954	\$361,188	82%	\$127,947	29%	\$132,434	30%
CITY OF L.A.	\$96,000	\$49,600	\$84,693	88%	\$51,708	54%	\$45,600	48%
BENEFIT ASSESS.	\$58,000	\$0	\$31,226	54%	\$31,226	54%	\$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%	\$31,226	
TOTAL	\$1,446,432	\$948,842	\$1,269,206	88%	\$735,793	51%	\$716,232	50%
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$404	\$4,189	70%	\$443	7%	\$443	7%
PROP A (TRANSIT ENHANCEMENTS)	\$59,254	\$3,665	\$50,286	85%	\$8,711	15%	\$8,711	15%
GRAND TOTAL	\$1,511,681	\$952,911	\$1,323,681	88%	\$744,947	49%	\$725,386	48%

(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 July 1994.

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2



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

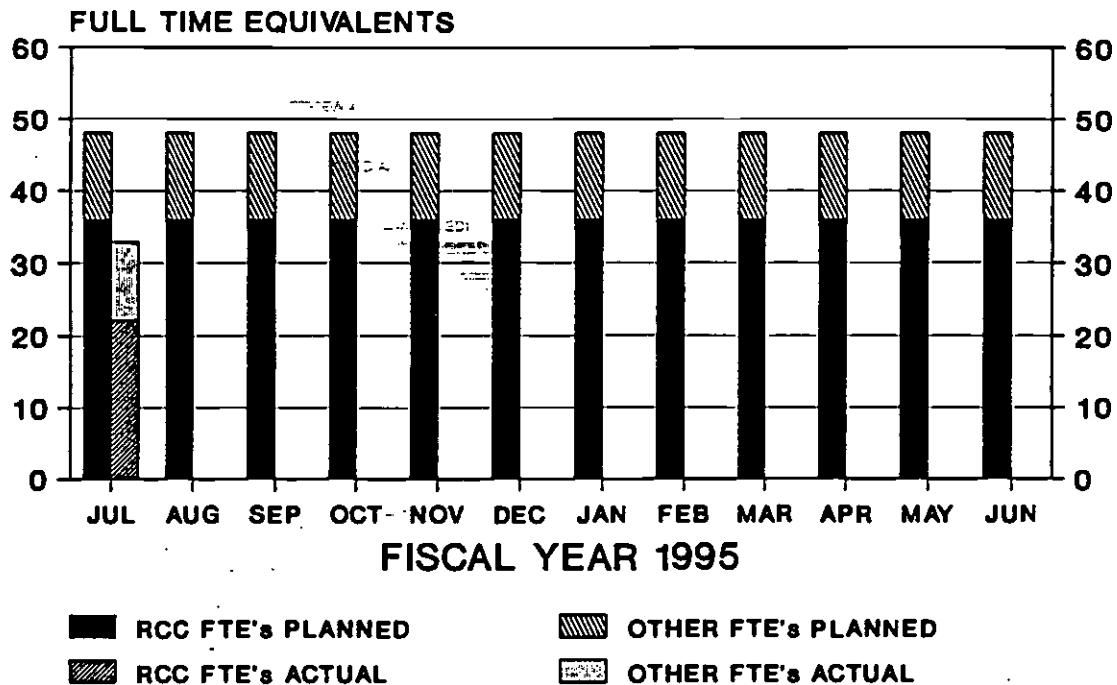
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$54,102
FORECAST % OF TOTAL PROJECT	3.6%
ACTUAL THROUGH FY 94	\$21,645

FISCAL YEAR 1995 AGENCY COSTS RED LINE SEGMENT 2 (\$000)

CURRENT BUDGET	\$6,692
CURRENT FORECAST	\$8,005
BUDGET PLAN TO DATE	\$558
ACTUAL TO DATE	\$561

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'95 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1995

RCC FTE's PLANNED	36
RCC FTE's ACTUAL	22
OTHER FTE's PLANNED	12
OTHER FTE's ACTUAL	11
TOTAL FTE's PLANNED	48
TOTAL FTE's ACTUAL	33

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 08/12/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% 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	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$5,902,795	\$50,390,068	13.0%	65%	100%	\$3,119,832	(\$183,571)	\$3,303,503	63%	12.6%
B211	\$38,487,177	13%	\$4,958,818	\$43,445,995	\$2,085,847	\$40,583,024	5.4%	42%	94%	\$2,882,871	\$433,788	\$2,429,205	51%	6.6%
B215	\$28,177,700	10%	\$2,811,830	\$28,789,530	\$87,000	\$28,284,700	0.3%	3%	0%	\$2,524,830	\$381,080	\$2,143,770	18%	1.8%
B218	\$84,000	135%	\$88,800	\$150,800	\$80,184	\$144,184	125.3%	83%	100%	\$8,406	\$0	\$8,406	93%	125.3%
B221	\$79,812,793	14%	\$10,864,531	\$90,677,324	\$8,437,751	\$88,250,544	8.1%	59%	85%	\$4,428,780	\$1,889,284	\$2,457,517	77%	10.6%
B229	\$957,428	10%	\$95,742	\$1,053,170	\$20,067	\$977,495	2.1%	21%	0%	\$75,675	\$46,149	\$29,526	69%	6.9%
B231	\$53,845,201	10%	\$5,384,520	\$59,009,721	\$4,505,477	\$58,150,678	8.4%	84%	97%	\$859,043	\$1,230,148	\$971,103	107%	10.7%
B241	\$40,957,557	10%	\$4,095,758	\$45,053,313	\$88,000	\$41,045,557	0.2%	2%	0%	\$4,007,756	\$340,000	\$3,687,756	10%	1.0%
B251	\$128,855,578	10%	\$12,885,558	\$142,821,138	\$4,482,108	\$134,137,887	3.5%	35%	55%	\$8,483,450	\$1,886,128	\$6,617,323	48%	4.9%
B252	\$50,879,831	11%	\$5,551,158	\$56,730,789	\$59,524	\$50,939,155	0.1%	1%	0%	\$5,791,834	\$1,005,912	\$4,785,722	18%	2.1%
B261	\$44,868,998	10%	\$4,486,700	\$49,483,698	(\$5,330)	\$44,961,688	0.0%	0%	0%	\$4,502,030	\$53,812	\$4,448,218	1%	0.1%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$96,550	9.7%	97%	100%	\$250	\$0	\$250	97%	9.7%
B271	\$38,948,000	10%	\$3,894,800	\$42,842,800	\$0	\$38,948,000	0.0%	0%	0%	\$3,894,800	\$0	\$3,894,800	0%	0.0%
B281	\$48,287,000	12%	\$5,814,440	\$55,201,440	\$387,870	\$48,674,870	0.8%	7%	0%	\$5,528,570	(\$93,845)	\$5,620,215	5%	0.6%
B289	\$78,478	14%	\$10,822	\$87,100	\$9,845	\$86,323	12.8%	93%	100%	\$777	\$0	\$777	93%	12.9%
B290	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
B610	\$18,689,852	10%	\$1,868,985	\$18,358,817	\$48,145	\$18,738,787	0.3%	3%	4%	\$1,519,820	(\$1,345,105)	\$2,964,925	-78%	***%
B611	\$2,719,049	10%	\$271,905	\$2,990,954	\$0	\$2,719,049	0.0%	0%	0%	\$271,905	\$0	\$271,905	0%	0.0%
B612	\$3,994,355	10%	\$399,436	\$4,393,791	\$0	\$3,994,355	0.0%	0%	0%	\$399,436	\$0	\$399,436	0%	0.0%
B614	\$2,848,829	10%	\$284,883	\$2,911,512	\$800	\$2,847,629	0.0%	0%	0%	\$283,883	\$0	\$283,883	0%	0.0%
B618	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	0%	\$75,958	\$18,720	\$57,238	25%	2.5%
B620	\$18,031,265	13%	\$2,326,033	\$20,357,298	\$23,383	\$18,054,648	0.1%	1%	33%	\$2,302,650	(\$129,948)	\$2,432,598	-5%	-0.6%
B630	\$8,157,150	10%	\$815,715	\$8,772,865	\$103,231	\$8,280,381	1.7%	17%	0%	\$512,484	\$0	\$512,484	17%	1.7%
B631	\$4,467,185	10%	\$446,717	\$4,913,882	\$0	\$4,467,185	0.0%	0%	0%	\$446,717	\$180,731	\$265,888	40%	4.0%
B641	\$10,230,159	10%	\$1,023,016	\$11,253,175	\$0	\$10,230,159	0.0%	0%	0%	\$1,023,016	\$0	\$1,023,016	0%	0.0%
B642	\$1,102,267	10%	\$110,227	\$1,212,494	\$0	\$1,102,267	0.0%	0%	0%	\$110,227	\$0	\$110,227	0%	0.0%
B643	\$780,127	10%	\$78,013	\$858,140	\$0	\$780,127	0.0%	0%	0%	\$78,013	\$0	\$78,013	0%	0.0%
B644	\$3,280,888	13%	\$435,017	\$3,898,005	\$0	\$3,280,888	0.0%	0%	0%	\$435,017	\$13,200	\$421,817	3%	0.4%

[*] 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

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 08/12/94

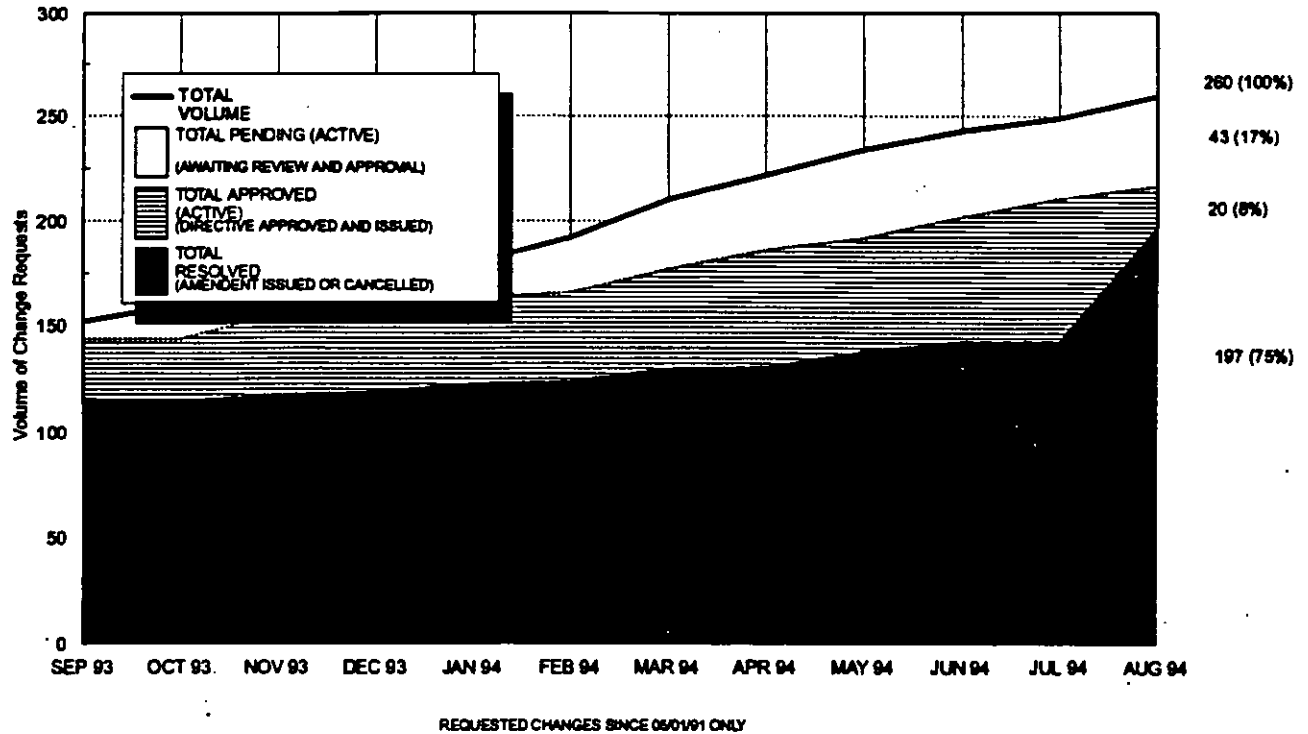
MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT \$ ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% NCR	% CTG USED	% COMP. LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% NCR
A.	B.	C.	D.	E.(B+D)	F.(I)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
*B045	\$2,500,071	5%	\$117,268	\$2,617,339	\$0	\$2,500,071	0.0%	0%	0%	\$117,268	\$0	\$117,268	0%	0.0%
*B046	\$2,547,766	10%	\$254,777	\$2,802,543	\$0	\$2,547,766	0.0%	0%	0%	\$254,777	\$13,000	\$241,777	5%	0.5%
B048A	\$2,200,354	10%	\$220,035	\$2,420,389	\$0	\$2,200,354	0.0%	0%	0%	\$220,035	\$0	\$220,035	0%	0.0%
B048B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,902	18%	\$2,715,277	\$17,158,179	\$10,000	\$14,452,902	0.1%	0%	0%	\$2,705,277	\$185,000	\$2,920,277	7%	***%
*B740	\$10,525,269	10%	\$1,052,027	\$11,577,296	\$181,878	\$10,717,046	1.6%	18%	23%	\$880,849	\$15,500	\$845,449	20%	2.0%
*B745	\$1,908,391	46%	\$825,130	\$2,633,521	\$291,490	\$2,099,877	16.1%	35%	20%	\$533,640	\$123,523	\$410,117	50%	22.9%
*B760	\$484,848	10%	\$48,485	\$533,333	\$0	\$484,848	0.0%	0%	0%	\$48,485	(\$30,000)	\$78,485	-62%	-8.2%
*B761	\$3,220,072	10%	\$322,007	\$3,542,079	\$39,821	\$3,260,893	1.2%	12%	0%	\$282,246	\$10,000	\$266,746	17%	1.7%
*B785	\$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%
	\$709,234,209	12%	\$83,015,618	\$792,249,827	\$24,769,352	\$734,003,581	3.5%	30%	27%	\$59,848,260	\$8,109,840	\$52,738,026	37%	4.4%

II - AFE increase required

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

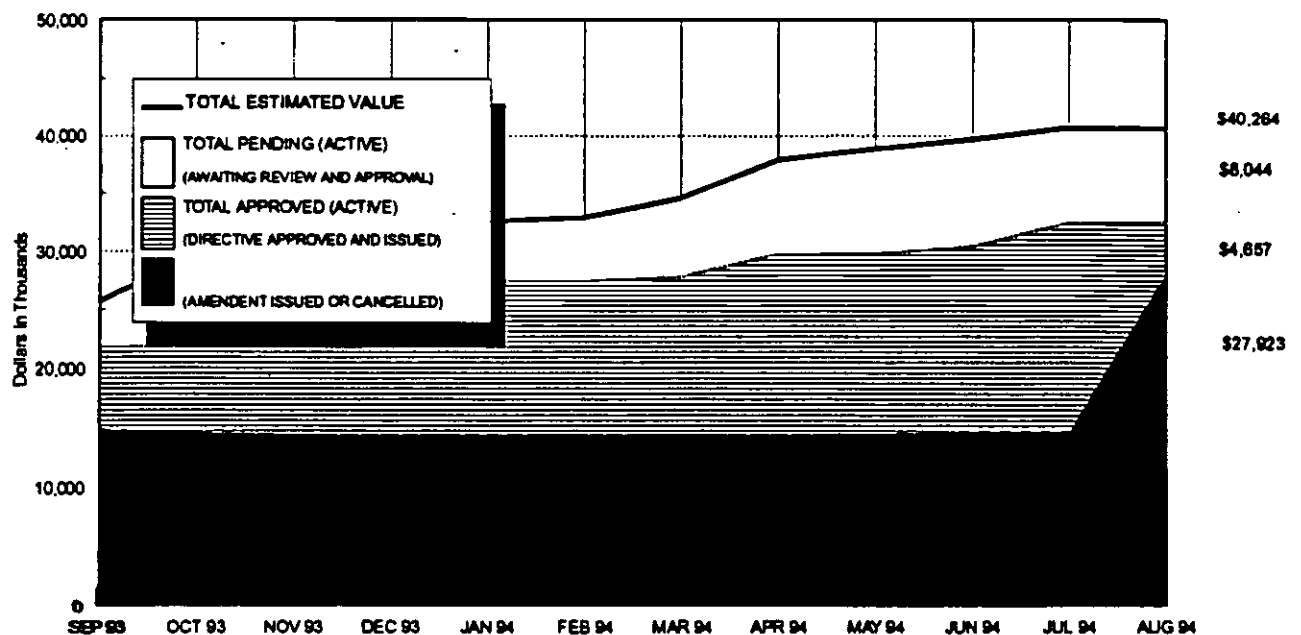
[*] Costs shared with other projects. Costs shown are for R81 ONLY. [1] Includes both executed CO's and authorized (WACN) changes [2] % increase over original award [3] Logged contract changes ONLY

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

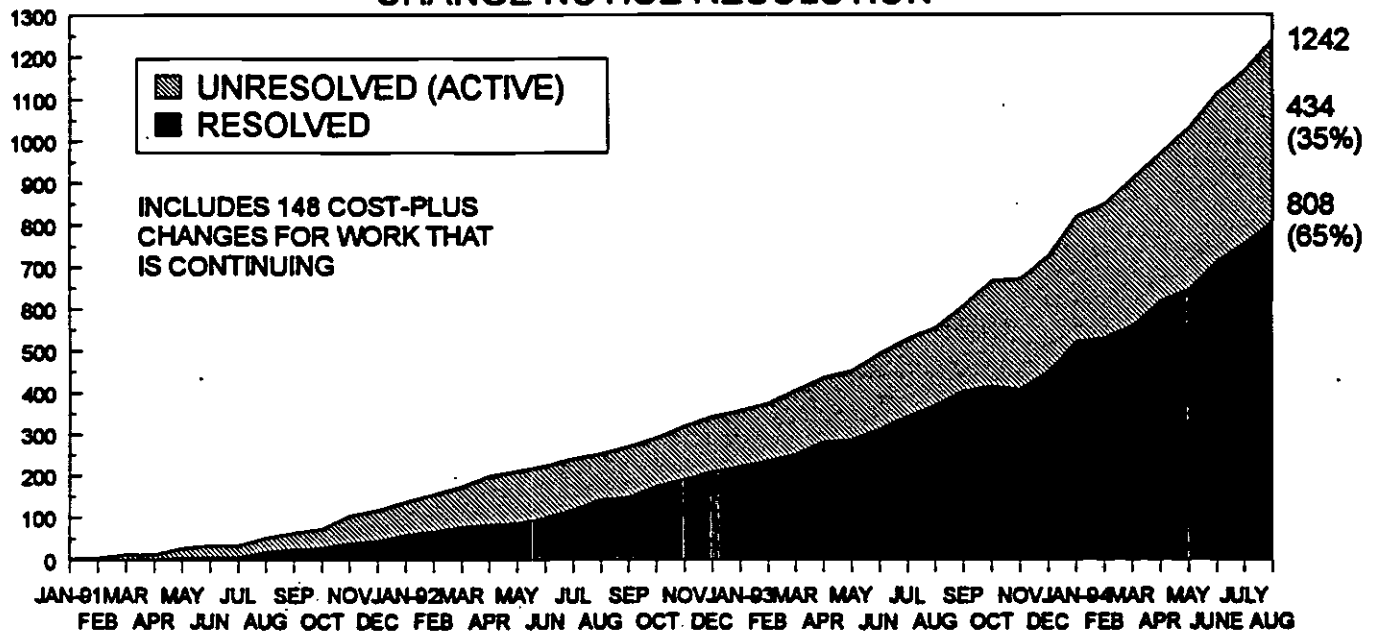


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	21	10	10	22	63
PERCENT	33%	16%	16%	35%	100%

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

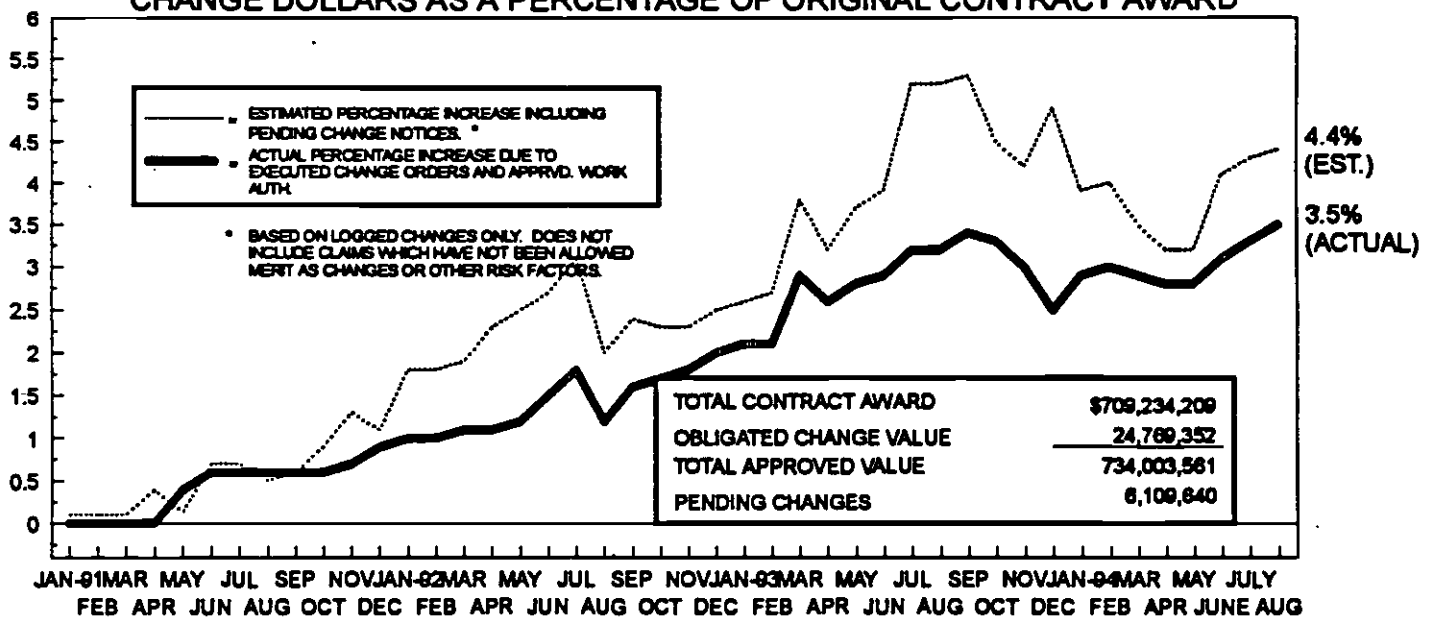


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	142	45	43	204	434
PERCENT	33%	10%	10%	47%	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 08/12/94

		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	89	14.42%	\$2,106,987.49	12.36%
115	ADDITIONAL/NEW WORK	22	3.57%	\$598,250.22	3.51%
120	DELETION OF WORK	9	1.46%	\$60,644.51	0.36%
		---	---	---	---
		120	19.45%	\$2,764,862.22	16.23%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	11	1.78%	\$307,232.00	1.80%
220	ACCELERATION OF WORK	3	0.49%	\$77,101.41	0.45%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	9	1.46%	\$0.00	0.00%
		---	---	---	---
		23	3.73%	\$384,333.41	2.26%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	87	14.10%	\$3,012,097.58	17.68%
320	HAZARDOUS MATERIALS	8	1.30%	\$458,897.88	2.68%
330	SAFETY CONDITIONS	8	1.30%	\$453,720.53	2.66%
		---	---	---	---
		103	16.69%	\$3,922,515.99	23.02%
TERMS AND CONDITIONS					
400	TERMS AND CONDITIONS	1	0.16%	(\$2,000.00)	-0.01%
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	30	4.86%	(\$39,980.00)	-0.23%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	13	2.11%	\$174,892.50	1.03%
		---	---	---	---
		44	7.13%	\$132,732.50	0.78%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	60	9.72%	\$1,773,441.97	10.41%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	116	18.80%	\$4,735,983.08	27.79%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS ORIGINATED)	29	4.70%	\$1,881,418.43	11.04%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	63	10.21%	\$559,847.84	3.29%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINATED)	6	0.97%	(\$580,703.10)	-3.41%
		---	---	---	---
		274	44.41%	\$8,369,969.32	49.12%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	3	0.49%	\$179,584.76	1.05%
		---	---	---	---
		3	0.49%	\$179,584.76	1.05%
OUTSIDE AGENCY REQUESTS					
710	WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED)	29	4.70%	\$479,921.05	2.82%
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	2	0.32%	\$18,675.00	0.10%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINATED)	3	0.49%	\$159,130.40	0.93%
		---	---	---	---
		34	5.51%	\$655,726.45	3.85%
EXERCISE OF CONTRACT OPTIONS					
800	EXERCISE OF CONTRACT OPTIONS	9	1.46%	\$426,505.36	2.50%
		---	---	---	---
		9	1.46%	\$426,505.36	2.50%
OTHER					
900	OTHER	7	1.13%	\$203,696.38	1.20%
		---	---	---	---
		7	1.13%	\$203,696.38	1.20%
PROJECT TOTALS:					
		617	100.00%	\$17,039,926.39	100.00%

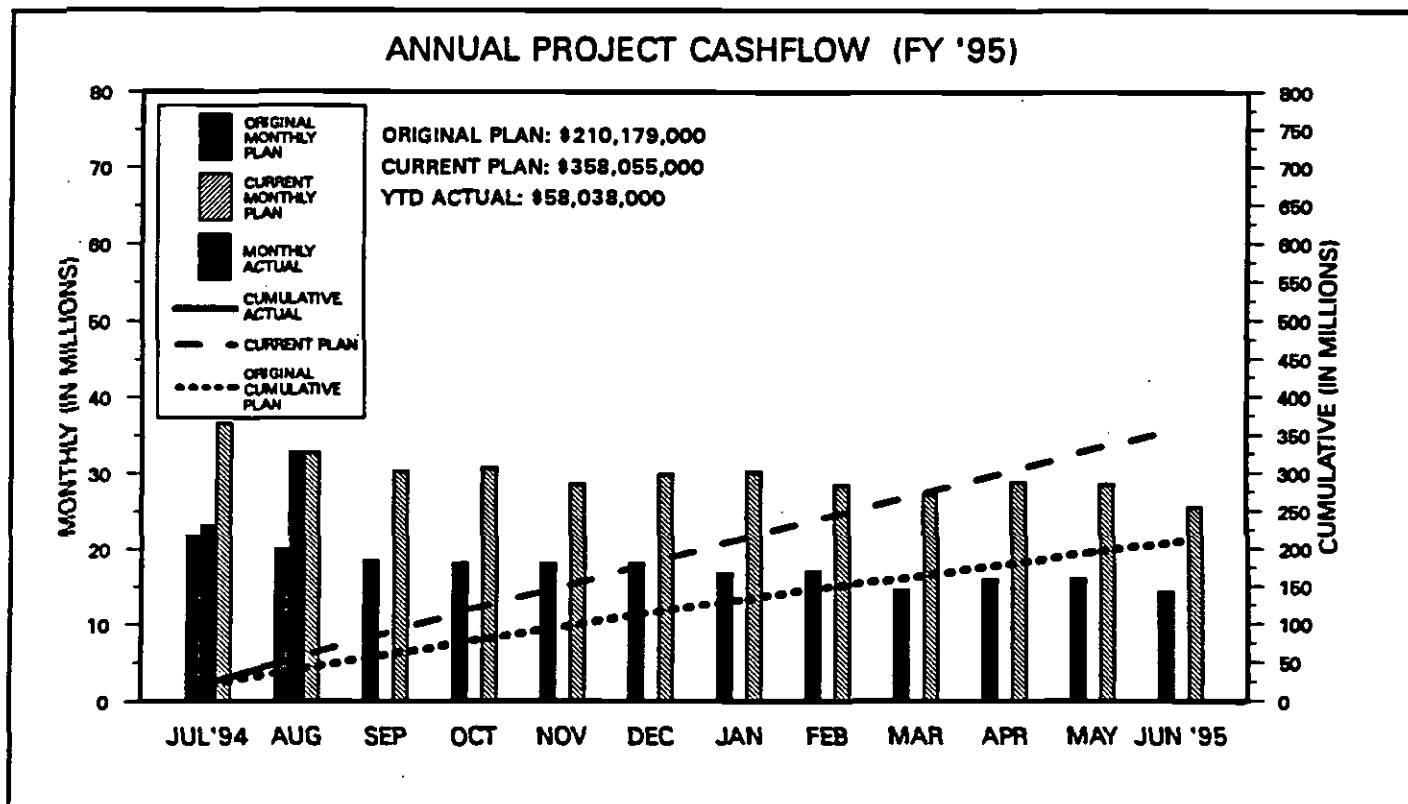
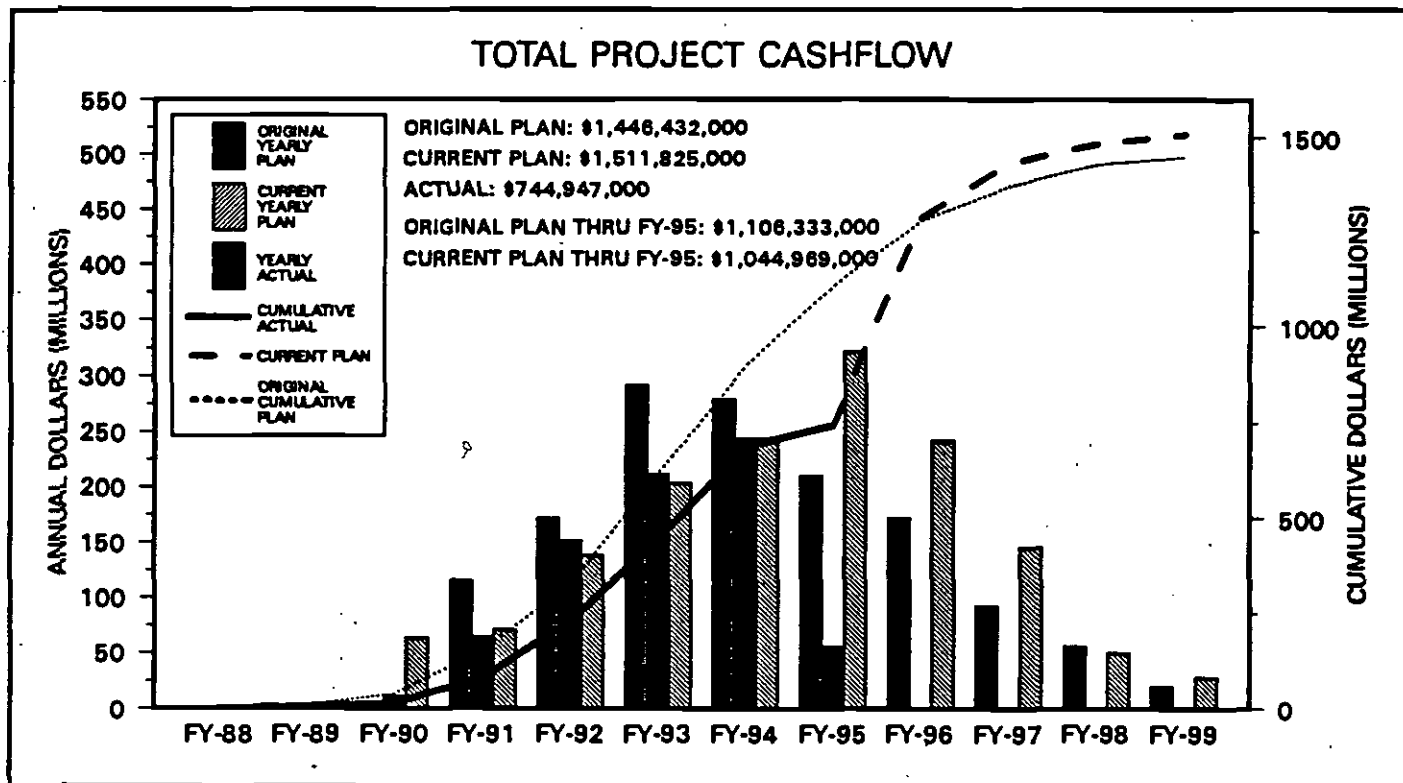
RB1 - Metro Red Line Seg-2

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

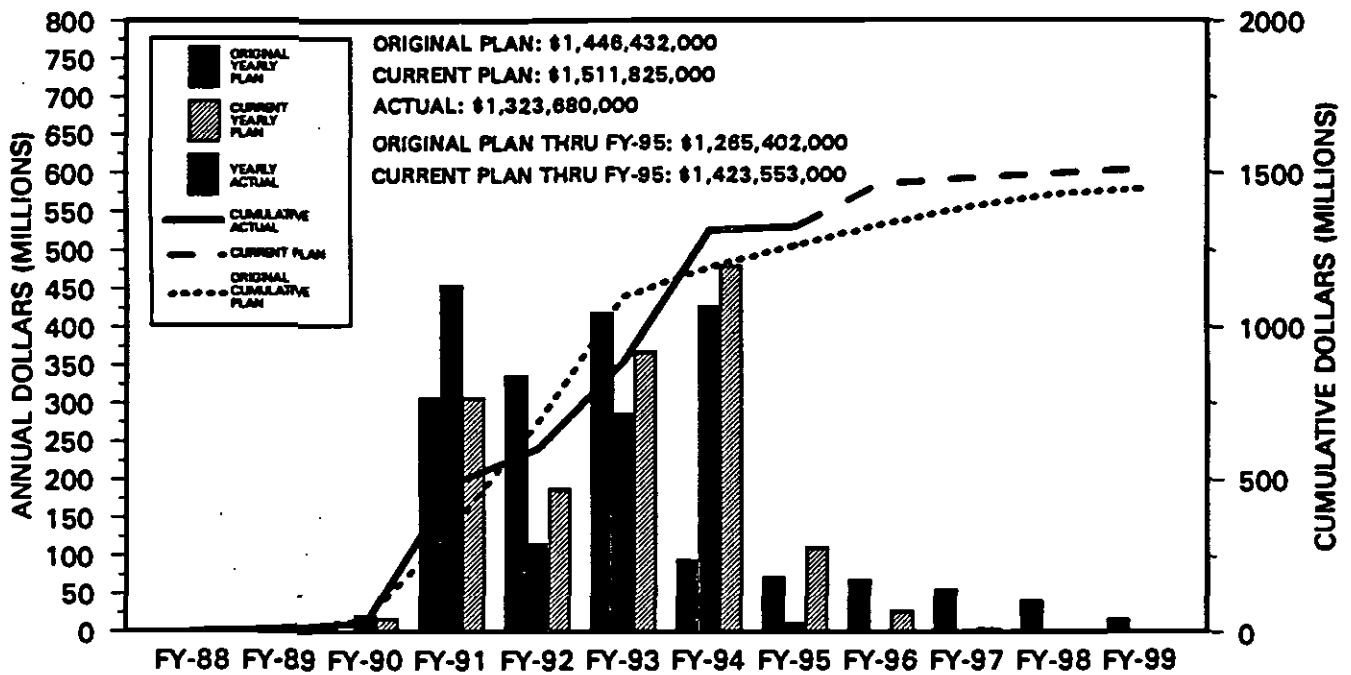
CHANGE COST LEVEL BREAKDOWN

EXECUTED CHANGES AS OF 08/12/94

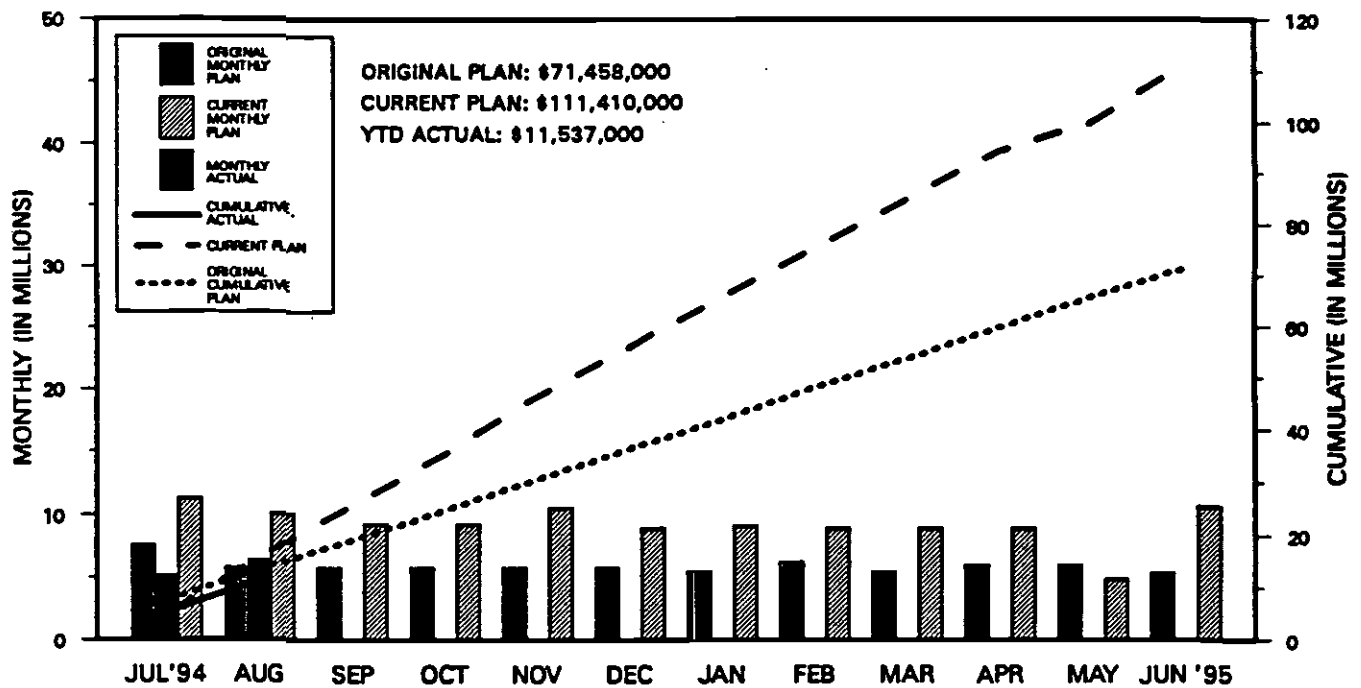
COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 200 - 1 MILLION	13	2.11%	\$5,342,721.35	31.35%
> 100-200	40	6.48%	\$5,510,320.03	32.34%
> 50-100K	33	5.35%	\$1,785,454.59	10.48%
> 25-50K	56	9.08%	\$1,942,166.57	11.40%
10-25K	98	15.88%	\$1,649,159.93	9.68%
0-10K	377	61.10%	\$810,103.92	4.75%
PROJECT TOTALS:	617	100.00%	\$17,039,926.39	100.00%



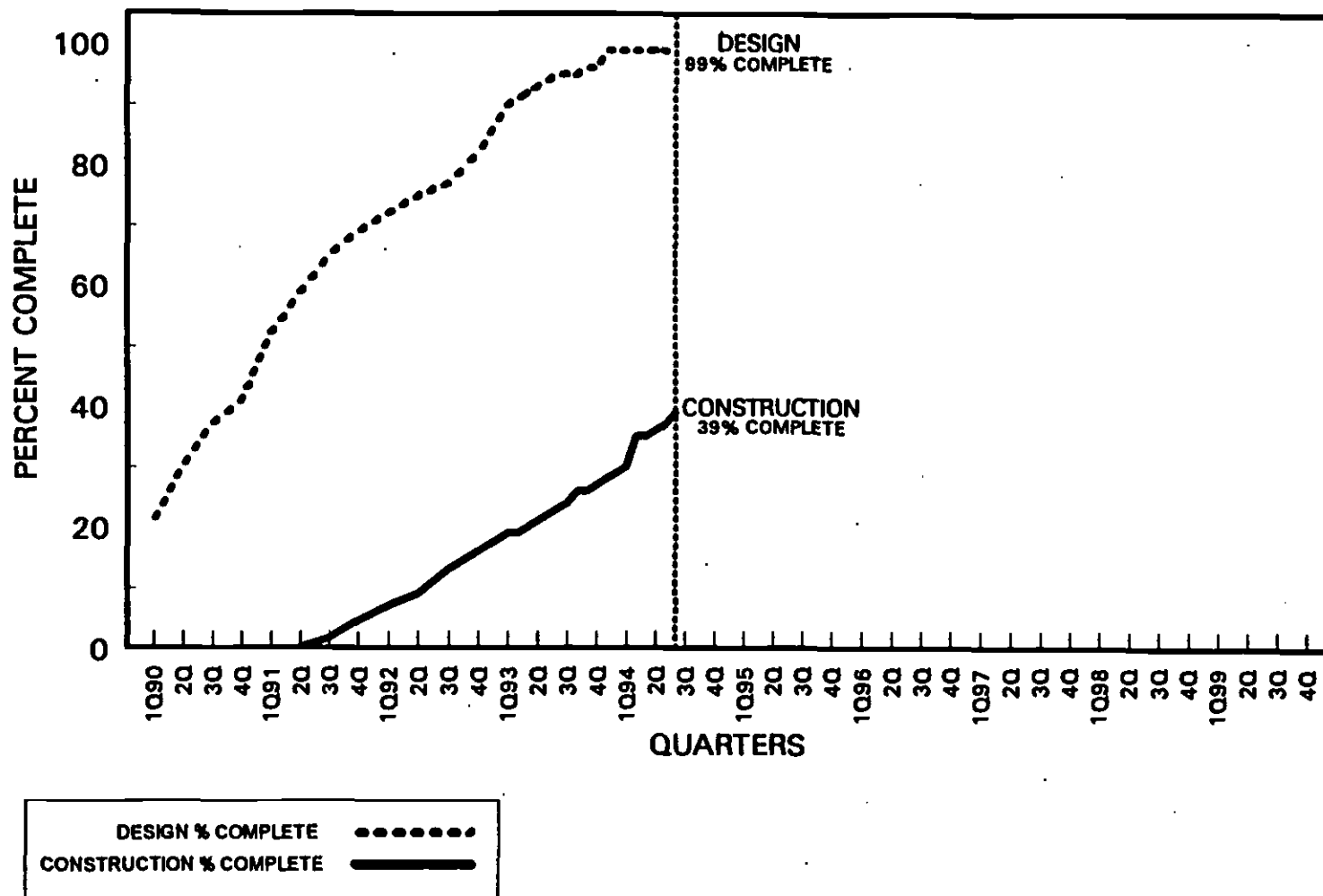
TOTAL PROJECT COMMITMENTS

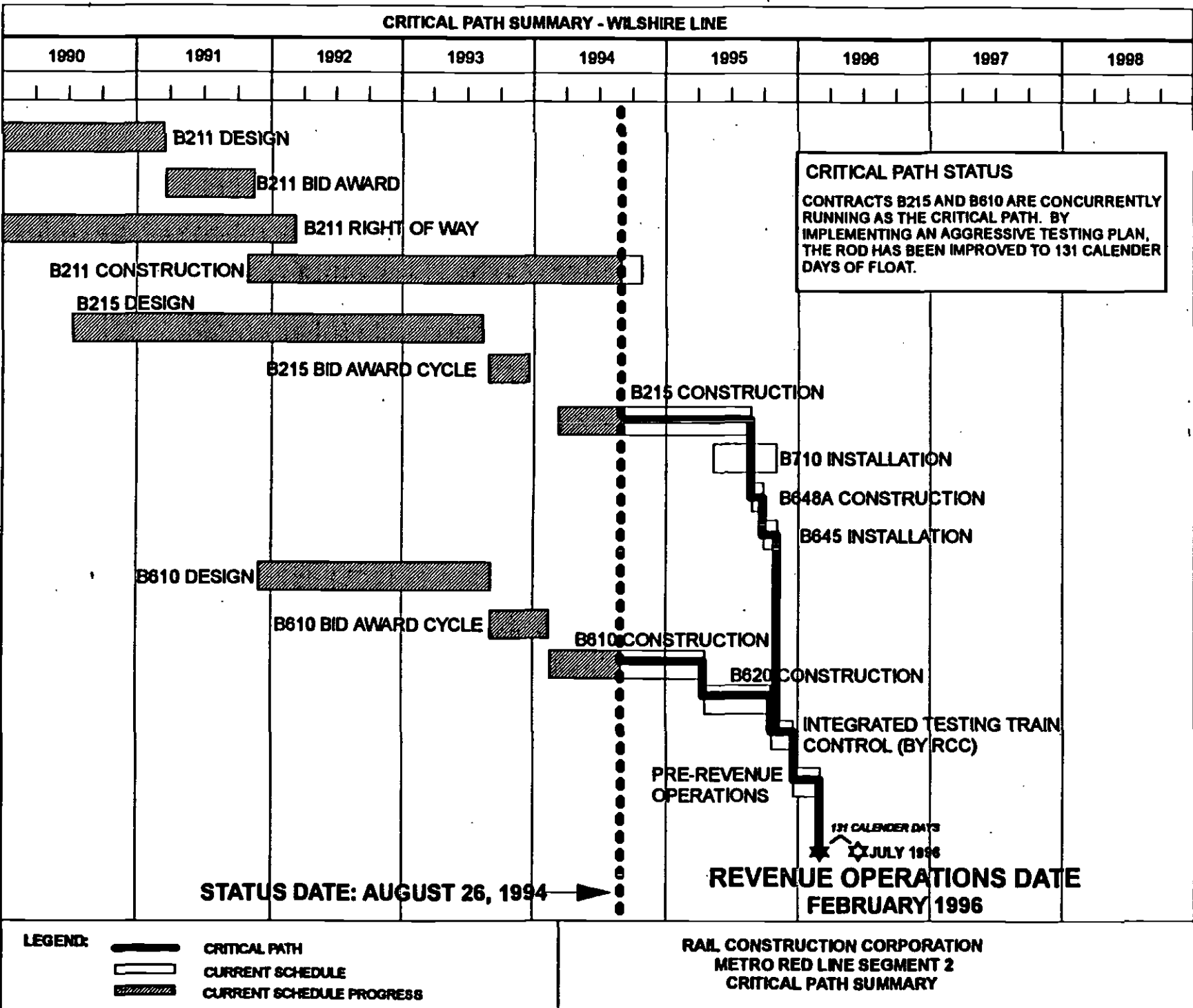


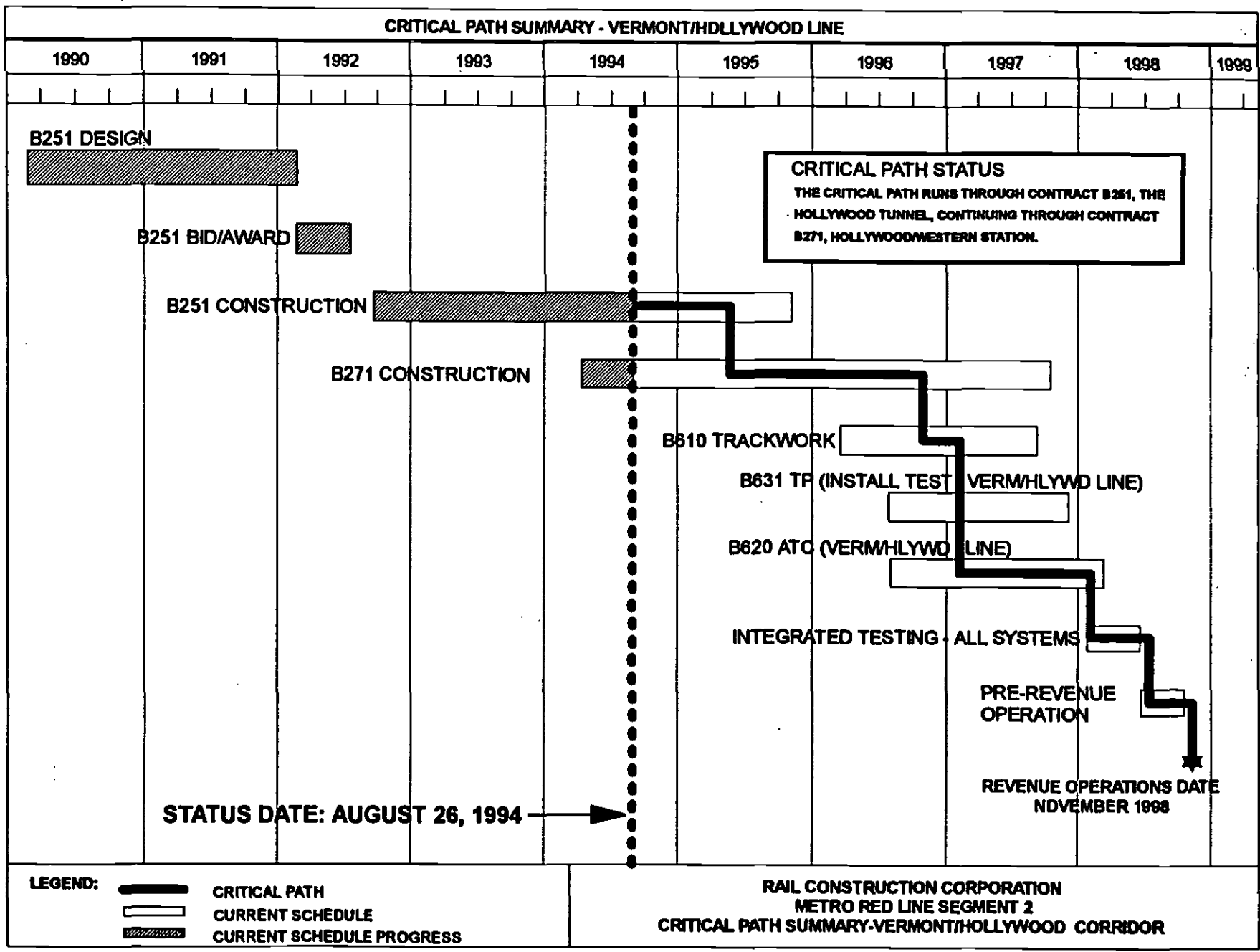
ANNUAL PROJECT COMMITMENTS (FY '95)



RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY

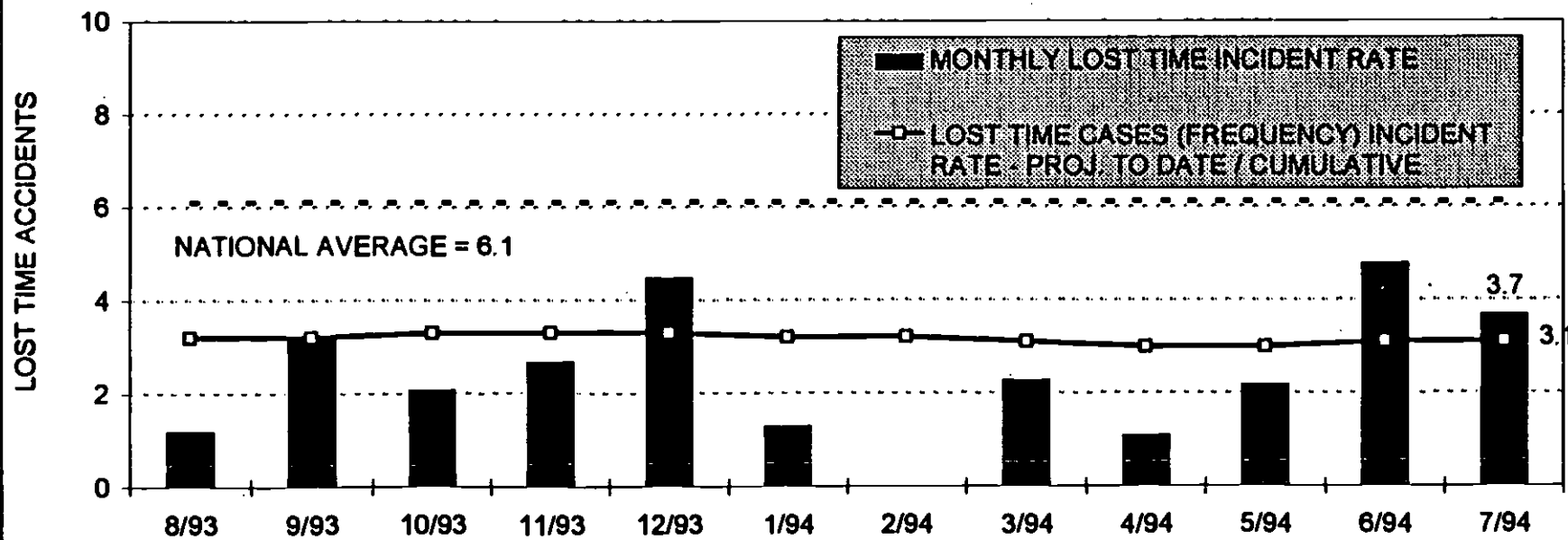
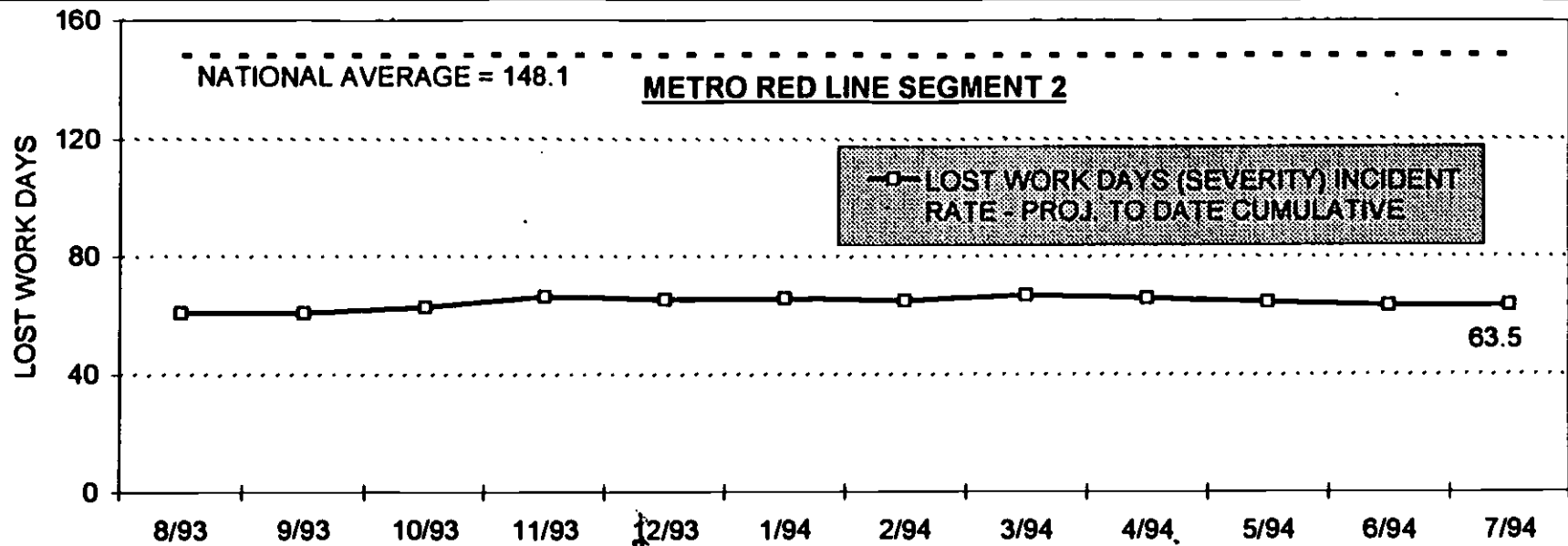






Summary of Lost Time Accidents (FREQUENCY)
and Lost Work Days (SEVERITY)

METRO RED LINE SEGMENT 2



AUGUST 1994

INVOICE PROCESSING

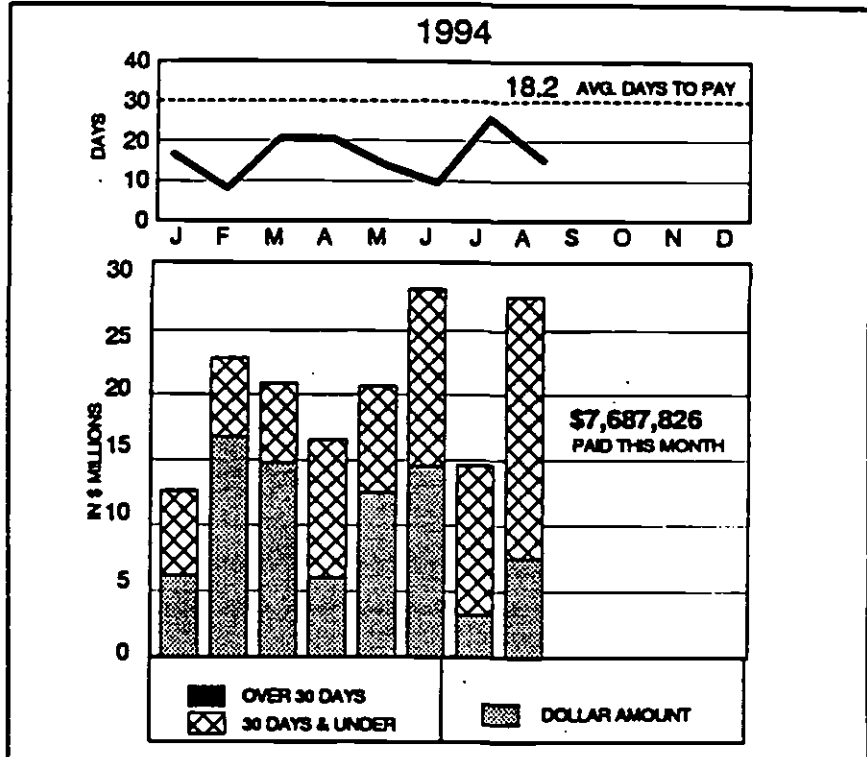
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.2 days.

- 21 invoices were paid for a total value of \$7,687,826.

- There were 30 outstanding Construction or Procurement invoices under 30 days old for \$20,392,386.

- There were 3 outstanding Construction or Procurement invoices over 30 days old for \$34,121.

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
APR 1994	14	10,711,127	0	0	44	7,067,938	15	289,669
MAY 1994	17	8,300,534	0	0	42	6,631,088	18	231,434
JUN 1994	24	13,807,255	1	(1,103)	56	8,058,016	30	294,225
JUL 1994	22	11,655,695	1	(1,103)	40	5,319,981	28	592,329
AUG 1994	30	20,392,386	3	(34,121)	36	1,787,473	56	8,879,423

EXECUTIVE SUMMARY**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

SCHEDULE STATUS**North Hollywood Extension**

- | | |
|------------------------|-------|
| • Design Status: | 76.9% |
| • Construction Status: | 3.7% |

Mid City Extension

- | | |
|------------------|-------|
| • Design Status: | 27.3% |
|------------------|-------|

East Side Extension

- | | |
|-------------------------------|--------|
| • FEIS/FEIR Planning Project: | 83.3% |
| • Preliminary Engineering | 100.0% |

EXECUTIVE SUMMARY (CON'T)

REAL ESTATE

North Hollywood Extension

VV CCU	NUMBER OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE*
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B251	18	18	18	18	18	18	18	18	4	12	11	18	18	0
C0301	3	3	3	3	3	3	3	3	1	3	2	0	1	1
C0311	109	109	109	11	11	11	11	3	1	8	8	2	2	7
C0321	28	28	28	12	12	12	12	4	4	1	1	8	8	0
C0331	11	11	11	11	10	11	10	8	7	0	0	4	4	0
C0351	12	12	12	8	8	8	8	8	4	0	0	2	2	8
TOTAL	178	178	178	60	59	60	59	41	21	22	20	31	32	14

- To date, 32 parcels have been acquired. Twelve of these parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

AREAS OF CONCERN

NEW

Contract B251 Line Section from the Hollywood/Vine Station to Station 630+00 - Tunneling Shut Down - North Hollywood Extension

Concern: Tunnel mining operations on the Hollywood Boulevard have not resumed as of the report date.

Action: The RCC directed the EMC and Parsons-Dillingham to prepare a Ground Settlement Prevention Plan, that if approved will allow mining operations to resume.

Status: An Initial Ground Settlement Prevention Plan was developed and ready for presentation to the MTA Board, and to the Los Angeles City Council for approval. The approval of the plan is required prior to re-commencement of tunnel mining operations.

AREAS OF CONCERN (CON'T)**ONGOING****Additional Contracts for the Universal City Area - North Hollywood Extension**

Concern: Several smaller construction contracts for site restoration at Universal City Station may be authorized. This may have an adverse effect on the project schedule due to limited site availability for multiple contractors, and due to complications of maintaining traffic.

Action: Identify scheduling/interfaces for various contractors and apportion use of the properties as staging areas for the different contractors.

Status: RCC/EMC/P-D are jointly evaluating potential solutions to discuss with Caltrans, the Los Angeles City Agencies and MCA, Inc.

Real Estate - North Hollywood Extension

Concern: There are 14 parcels currently projected in the worst case scenario not to be available by the scheduled "Need Dates." All parcels showing negative float are expected to be available prior to the Contractor's need date.

Action: Maintaining schedule for meeting Contractor's need dates. MTA's Real Estate and Environmental groups will coordinate their activities in an effort to enhance the project schedule.

Status: There is a high probability that all parcels will be acquired by the dates they are needed for construction.

Contract C0322 Universal City Station - MCA Entrance

Concern: The addition of a pedestrian tunnel (under Lankershim Boulevard and portals on the east side of the boulevard on MCA, Inc. property) could impact the cost forecast, follow-on systems controls contracts and Contract C0326.

Action: Proceed with design activities to determine the detail scope, utility relocation, systemwide and real estate requirements.

AREAS OF CONCERN (CON'T)

Status: The RCC and MCA, Inc. are in the process of developing a design schedule.

Presence of hazardous gas and contaminated water on alignment - Mid City Extension

Concern: The presence of hazardous gases and contaminated water along the alignment is impacting design and construction premises.

Action: An alignment reassessment study has been conducted to determine the feasibility of tunneling, construction and operations under these conditions.

Status: Mid City final design efforts are suspended. The study report was presented to the RCC and the MTA Boards during July, 1994. An environmentally focused follow-on program has been approved for implementation.

Completion of FTA and Agency Review Period - East Side Extension

Concern: Additional review time has been required for FTA and involved public agencies to complete their review of the FEIS. This affects the original schedule for obtaining the Record of Decision and executing an amendment to the Full Funding Grant Agreement.

Action: MTA staff and consultants have maintained ongoing communication and coordination with FTA to finalize the review process. The MTA Board certified the FEIR in June as originally scheduled.

Status: During the month of August, FTA provided MTA with their comments on the FEIS. These comments are now being incorporated into the FEIS document and the MTA is in the process of obtaining the necessary agency signatures in order for the FEIS to be signed by FTA and MTA, the ROD can be issued and the amendment to the FFGA can be executed.

AREAS OF CONCERN (CON'T)

RESOLVED

**Contract C0311 Line Section from station 613+00 to Universal City Station -
Deferral of Vent Shaft - North Hollywood Extension**

Concern: In response to environmental issues surrounding the mid-line vent structure, RCC directed EMC to defer the design and construction of the vent shaft.

Action: The vent shaft and related vent structures have been deleted from the contract.

Status: C0311 has been designed to operate without the vent shaft with minimal impact on operations. Addendum #1 incorporated this change into the Contract.

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 expanded the scope of design and construction to include additional roadway improvements for traffic mitigation. These improvements may impact the schedules for all Universal City contracts.

Action: Incorporate the additional elements into the Caltrans Project Status Report (PSR) process, and modify graphical roadway layouts to reflect the MTA/MCA agreements. Identify additional real estate parcels required, including the modification to the existing facilities.

Status: This item has been combined with the additional contracts for the Universal City Area effort outlined in an ongoing area of concern listed on page 3.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

The following items reflect action requirements identified in the July 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 prioritized the list of outstanding procedures with due dates and will monitor the processing of the remaining procedures.

Status: To date EMC has released all but 17 of the design process procedures. RCC will review the interfacing procedures but does not plan to review the internal EMC procedures.

RESOLVED

KEY ACTIVITIES - AUGUST**North Hollywood Extension****Design**

- On August 26, 1994, Facilities Design for the North Hollywood Extension was 82.4% complete versus 86.2% planned. Systems Design was 10.9% complete versus 33.2% planned. The total design progress is 76.9% actual compared to 82.2% planned. The Baseline Schedule has now been adjusted to incorporate changes to Contracts C0301, C0311, C0321 and C0351, and planned percentages now reflect those adjustments.
- Preliminary Engineering for Contract C0326, Universal City Roadways, Site Restoration and Landscaping, including scope modifications agreed to by MCA Inc., commenced on August 8, 1994, with completion scheduled for October 17, 1994.
- Final design of Contract C0329, Demolition and Site Clearing (Phase 2) remains on hold.
- The final submittal for Contract C0351, North Hollywood Station with Crossover and Tail track complete, was made on August 22, 1994. A conflict has arisen between the permanent access shaft and the relocated ventilation shaft, which would reduce the size of the access. A solution that can be accomplished without impacting the near-criticality of the schedule for this contract, is being sought.
- Prefinal design for Contract C0352, North Hollywood Site work, remains on hold. Resolution of In-progress review comments is essentially complete.
- The Camera Ready submittal for Contract C0358, Building Demolition and Site Clearing at North Hollywood Station took place on August 8, 1994.

Bid/Award

- Contract C0301, Hollywood/Highland Station and Tunnel finishes, bids were approved by the RCC and the MTA Boards on August 15, 1994, and August 24, 1994, respectively. The bid approvals were based on the resolution of the pending bid protest.

KEY ACTIVITIES - AUGUST (CON'T)**North Hollywood Extension**

- Contract C0311, Line Section from Station 613+00 to Universal City, was advertised on August 1, 1994, and Addendum No. 1 was submitted on August 29, 1994, for issue on September 2, 1994.
- Contract C0328, Universal City Demolition and Site Clearing (Phase 1), bids were approved by RCC and MTA Boards on August 15, 1994, and August 24, 1994, respectively.
- Contract C0358, North Hollywood Demolition and Site Clearing, was advertised for bids on August 8, 1994.

Construction

- Contract B251, Line Section Hollywood/Vine Station to Station 630+00 operations were halted on August 17, 1994, due to surface settlements.
- Contract C0331, continued excavation of the crossover area and installation of excavation support systems at the mid-ventilation shaft area.
- Hollywood/Highland utility relocation work by DWP and The Gas Company continues.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER**Design**

- The Camera Ready submittal for Contract C0351, North Hollywood Station with Crossover and Tail track complete, is scheduled for September 19, 1994.

Bid/Award

- Contract C0301, Hollywood/Highland Station and Tunnels, Notice to Proceed is scheduled for September 26, 1994.
- Contract C0358, North Hollywood Demolition, bid opening is scheduled for September 20, 1994.

Construction

- Contract B251, Line Section Hollywood/Vine Station to Station 630+00, is estimated to restart tunneling of Hollywood Alignment Right (HAR) by September 12, 1994 and Hollywood Alignment Left (HAL) by September 26, 1994.

KEY ACTIVITIES - AUGUST**East Side Extension**

- Completed the legal review of the FEIS/FEIR report, the mitigation monitoring plan, and housing stock issues.
- Revised the Economic Draft Development Report for MTA's comments. This Report is divided into two main section: an overview of the total alignment, and an economic analysis for each proposed station.
- Continued to develop a directory of East Los Angeles and Little Tokyo job training facilities, education centers and community organizations.
- In the area of Planning and Urban Design, the preparations of alternative land use options for the following station areas continued: First/Boyle, First/Lorena, Whittier/Arizona, Whittier/Rowan and Whittier/Atlantic at the request of the MTA staff.
- A draft of the Urban Design Analysis was completed.

KEY ACTIVITIES - PLANNED FOR SEPTEMBER**East Side Extension**

- The consultant team will incorporate all comments received from the Federal Transportation Authority (FTA) into the FEIS for FTA signature.
- The third set of Station Area Advisory Committee (SAAC) meetings will be held during the month of August. Three separate SAAC meetings will be held to focus the station area planning process on the Little Tokyo, Boyle Heights and East Los Angeles station areas. These meetings will focus on the conceptual planning and transit enhancements surrounding each of the seven stations.
- A draft of the summary document for the Community Linkages task will be completed and available at the SAAC meetings.

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

Project: R82 METRO RED LINE - SEGMENT 3 - NORTH HOLLYWOOD

Period: Jul 29, 1994 to Aug 26, 1994
Run Date: Sep 7, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	890,729	0	766,847	69,724	297,941	10,490	29,255	2,367	19,617	6,548	779,312	12,465
S PROFESSIONAL SERVICES	254,747	0	279,125	152	95,199	302	42,872	302	42,872	6,146	273,440	-5,684
R REAL ESTATE	84,534	0	85,644	1,857	23,144	1,857	23,144	1,857	23,144	1,886	87,728	2,084
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	18,711	8	6,691	202	831	202	831	0	18,941	230
C PROJECT CONTINGENCY	67,575	0	160,495	0	0	0	0	0	0	-14,580	151,399	-9,095
A PROJECT REVENUE	0	0	0	0	0	0	0	0	-42	0	0	0
TOTAL PROJECT	1,310,822	0	1,310,822	71,743	422,976	12,852	96,104	4,728	86,422	0	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	-1,771	0	-2	81	0	23	0	0	-2	1,848	1,848
S PROFESSIONAL SERVICES	0	-1,013	0	25	25	0	0	0	0	238	980	980
C PROJECT CONTINGENCY	0	-55	0	0	0	0	0	0	0	0	0	0
TOTAL NEW REQUIREMENTS	0	-2,839	0	23	106	0	23	0	0	236	2,828	2,828
GRAND TOTAL	1,310,822	-2,839	1,310,822	71,766	423,083	12,852	96,127	4,729	86,422	236	1,313,650	2,828

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

Project: R03 METRO RED LINE - SEGMENT 3 - MID CITY

Period: Jul 29, 1994 to Aug 26, 1994
Run Date: Sep 8, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	0	43,335	0	365	0	186	0	329,211	-4,927
S PROFESSIONAL SERVICES	98,133	0	98,133	0	42,040	21	7,563	21	7,569	0	102,980	4,847
R REAL ESTATE	53,303	0	53,303	0	128	0	128	0	128	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	853	2	141	2	141	0	5,088	0
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	4,841	4,841
GRAND TOTAL	490,663	0	490,663	0	86,357	23	8,200	23	8,025	0	490,663	0

**METRO RED LINE SEGMENT 3
PROJECT COST REPORT
COST BY ELEMENT**

PROJECT : METRO RED LINE SEG 3 - EAST SIDE EXTENSION

STATUS PERIOD : 30-Jul-94 TO 28-Aug-94
STATUS DATE : 28-Aug-94
UNITS : DOLLARS IN THOUSANDS

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3)
			PERIOD (2)	TO DATE (3)	PERIOD (4)	TO DATE (5)	PERIOD (6)	TO DATE (7)	PERIOD (8)	TO DATE (9)	PERIOD (10)	TO DATE (11)	
T	CONSTRUCTION	0	0	0	(3,576)	0	0	3	0	3	0	0	0
S	PROFESIONAL SERVICES	11,998	0	11,998	8	10,961	415	7,588	415	7,588	278	10,817	(1,183)
R	REAL ESTATE	0	0	0	0	0	0	0	0	0	0	0	0
F	3RD PARTY	2	0	2	0	2	0	2	0	2	0	2	0
C	CONTINGENCY	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL		12,000	0	12,000	(3,571)	10,963	415	7,593	415	7,593	278	10,817	(1,183)

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

AUGUST 1994

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$33,862	\$370,523	54%	\$33,862	5%	\$26,730	4%
ISTEA 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	\$26,531	50%	\$26,531	50%	\$26,531	50%
STATE ARTICLE XIX	\$20,855		\$2,321	11%	\$2,321	11%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$343,830	\$20,740	\$3,800	1%	\$3,800	1%	\$3,800	1%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$127,510	\$423,083	32%	\$86,422	7%	\$76,969	6%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 1994.

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

AUGUST 94

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$5,838	\$84,170	35%	\$5,838	2%	\$5,596	2%
ISTEA -- 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	\$769	\$769	1%	\$769	1%	\$769	1%
TOTAL	\$490,663	\$8,025	\$86,357	18%	\$8,025	2%	\$7,783	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 1994.

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

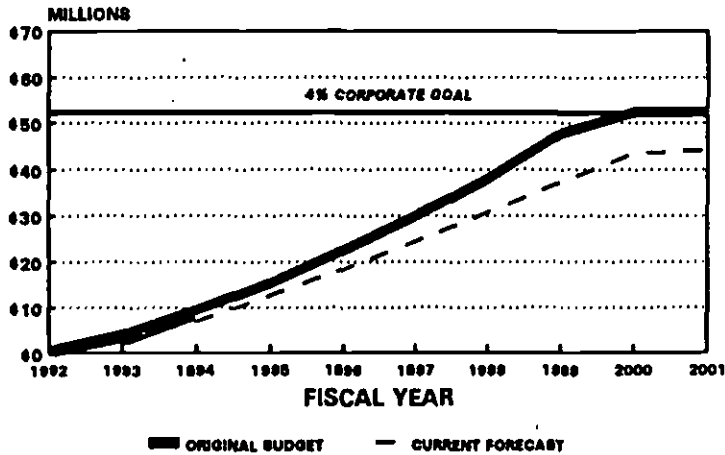
AUGUST 94

STATUS OF FUNDS BY SOURCE

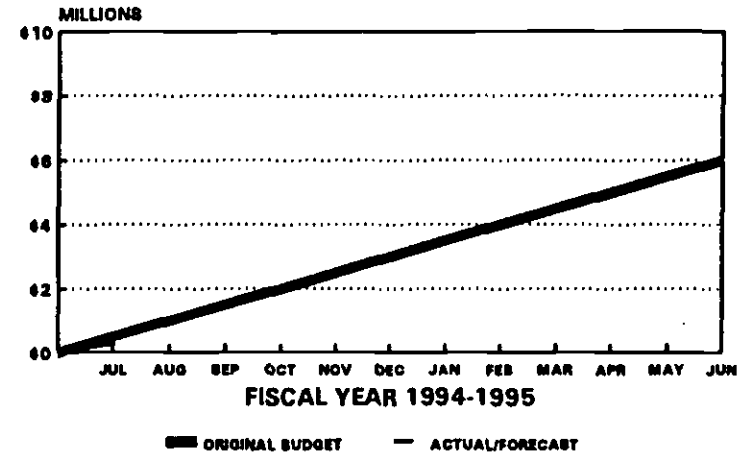
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$19,850	\$19,850	\$10,540	53%	\$7,301	37%	\$7,070	36%
PROP A	\$18,150	\$18,150	\$422	2%	\$292	2%	\$292	2%
TOTAL	\$38,000	\$38,000	\$10,962	29%	\$7,593	20%	\$7,362	19%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JULY 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD



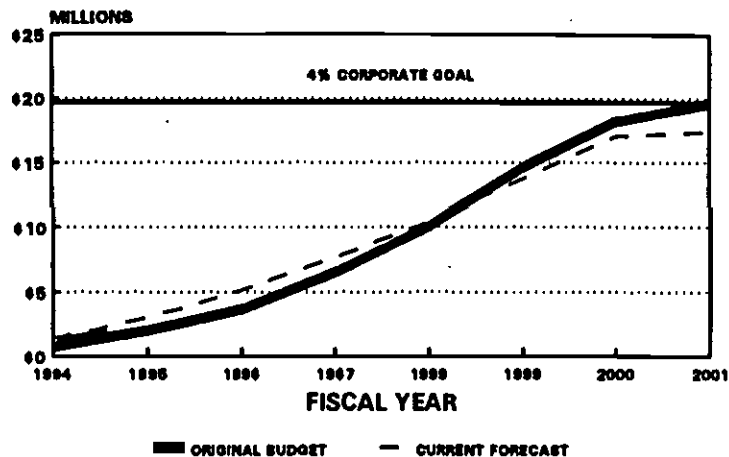
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

TOTAL PROJECT BUDGET	\$ 1,310,822
ORIGINAL BUDGET	\$ 52,433
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 44,088
FORECAST % OF TOTAL PROJECT	3.4%
ACTUAL THROUGH FY 94	6,891

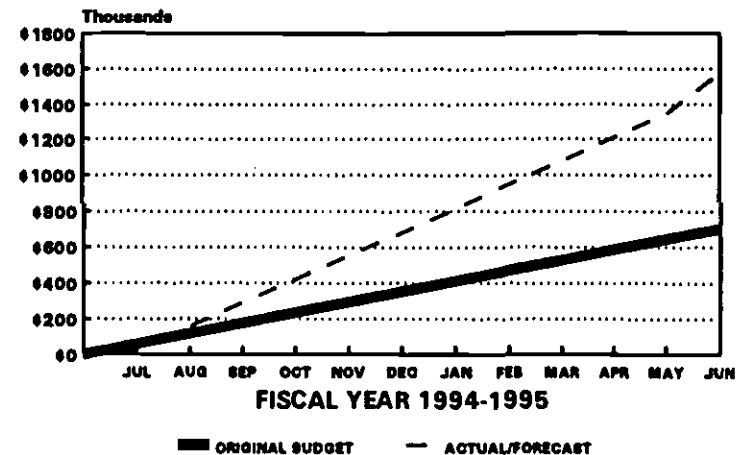
FISCAL YEAR 1995 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$6,005
CURRENT FORECAST	\$5,902
PLAN BUDGET TO DATE	\$500
ACTUAL TO DATE	\$445

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY



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

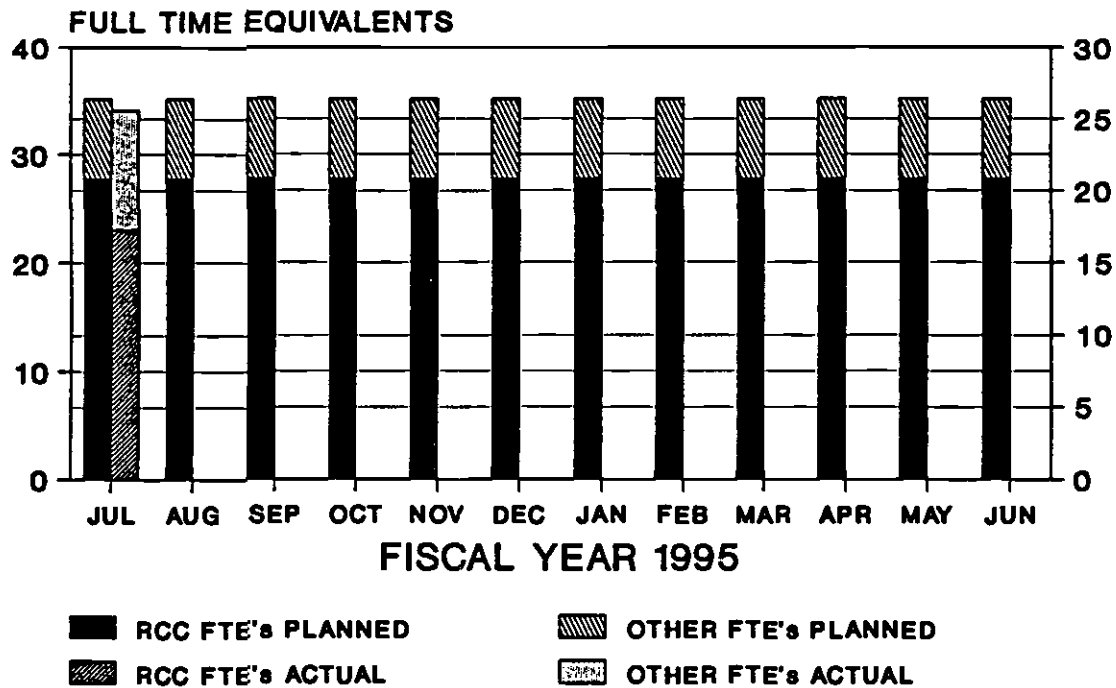
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$17,372
FORECAST % OF TOTAL PROJECT	3.5%
ACTUAL THROUGH FY 94	\$740

FISCAL YEAR 1995 AGENCY COSTS RED LINE MID CITY (\$000)

ORIGINAL BUDGET	\$1,295
CURRENT FORECAST	\$1,575
BUDGET PLAN TO DATE	\$107
ACTUAL TO DATE	\$28

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



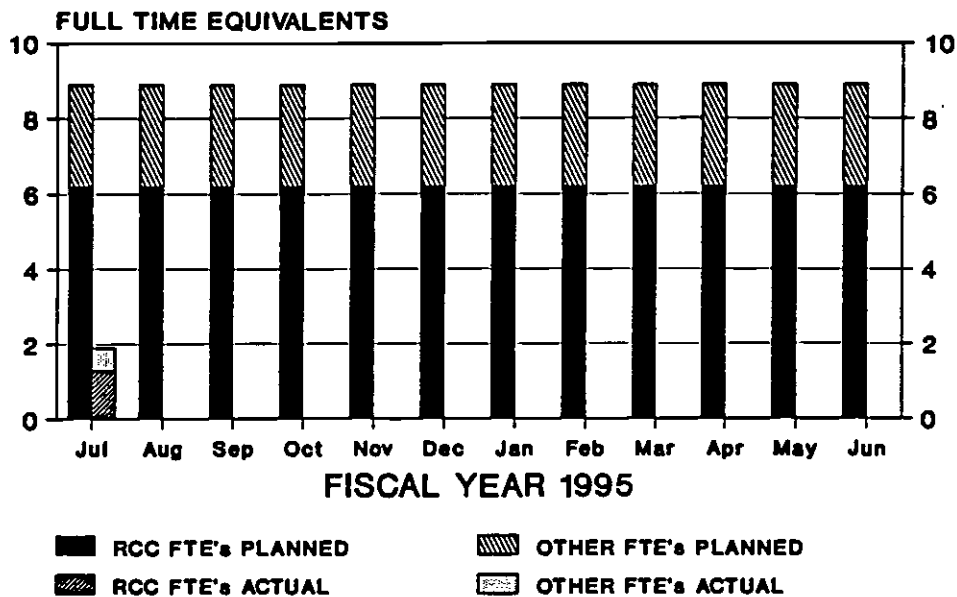
FY'95 Budget

RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1995

RCC FTE's PLANNED	28
RCC FTE's ACTUAL	17
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	8
TOTAL FTE's PLANNED	35
TOTAL FTE's ACTUAL	25

STAFFING PLAN VS. ACTUAL RED LINE MID CITY

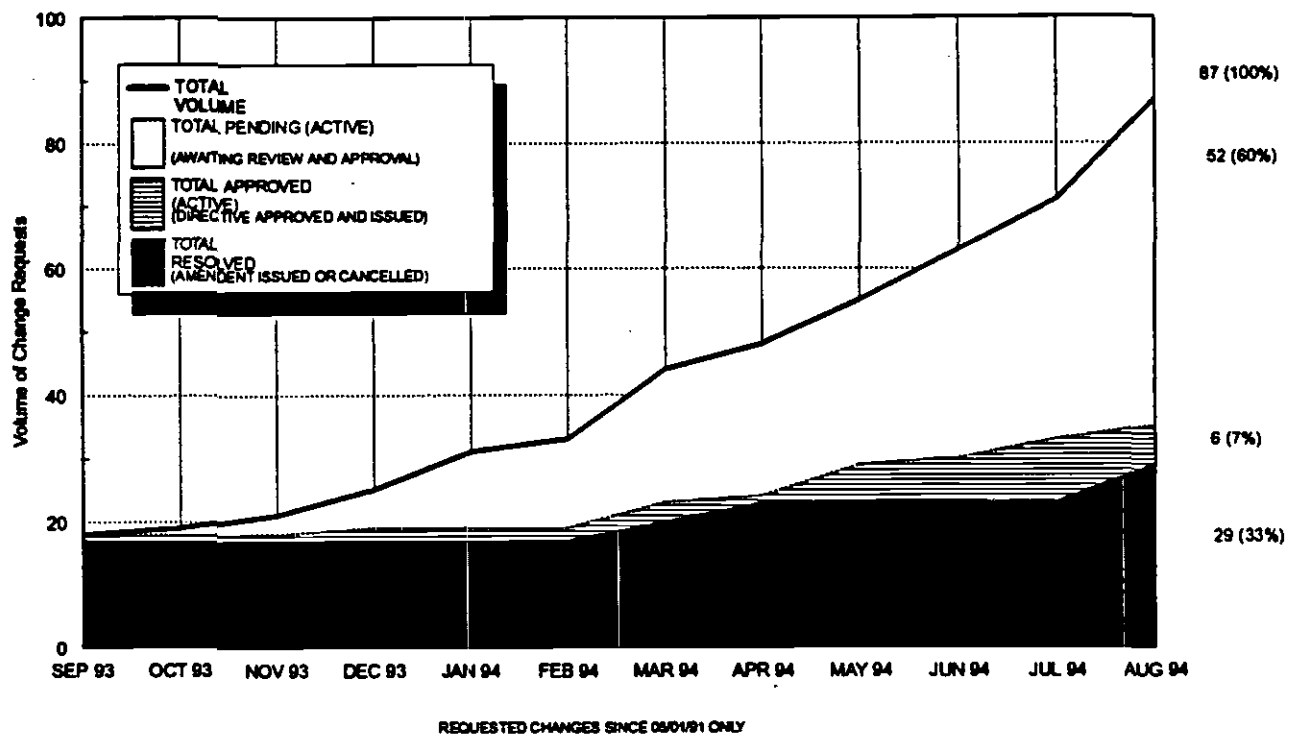


FY'95 Budget

RED LINE (MID CITY) STAFFING PLAN FISCAL YEAR 1995

RCC FTE's PLANNED	6
RCC FTE's ACTUAL	1
OTHER FTE's PLANNED	3
OTHER FTE's ACTUAL	1
TOTAL FTE's PLANNED	9
TOTAL FTE's ACTUAL	2

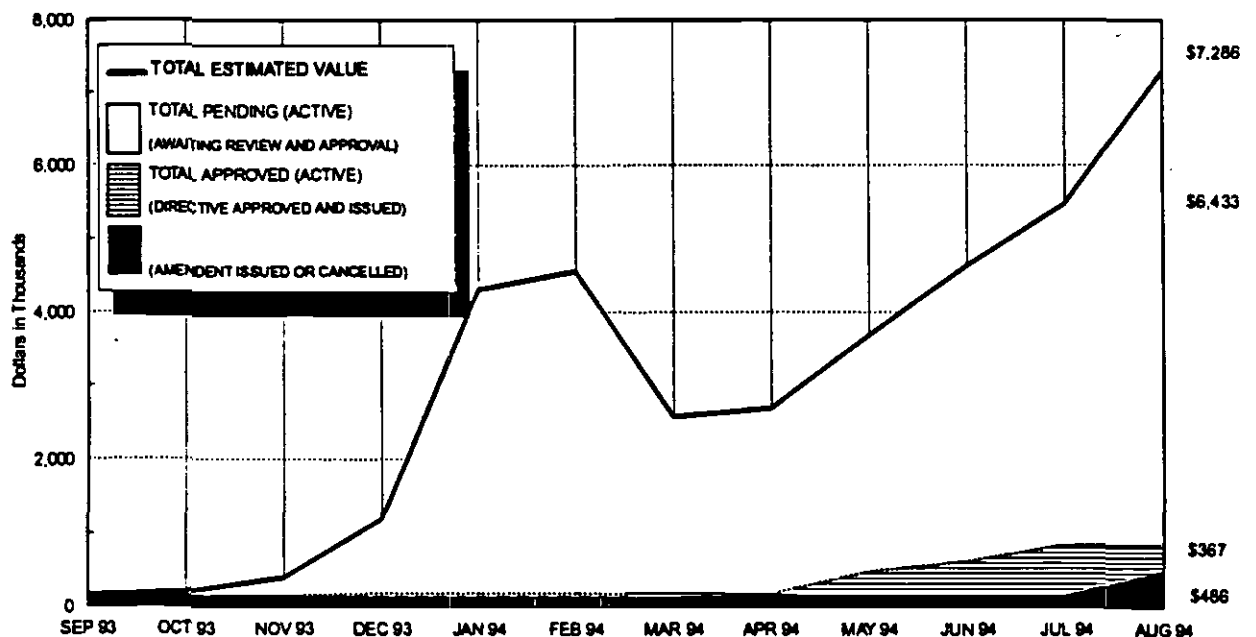
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 N. HOLLYWOOD CONSULTANT CHANGE REQUEST VOLUME



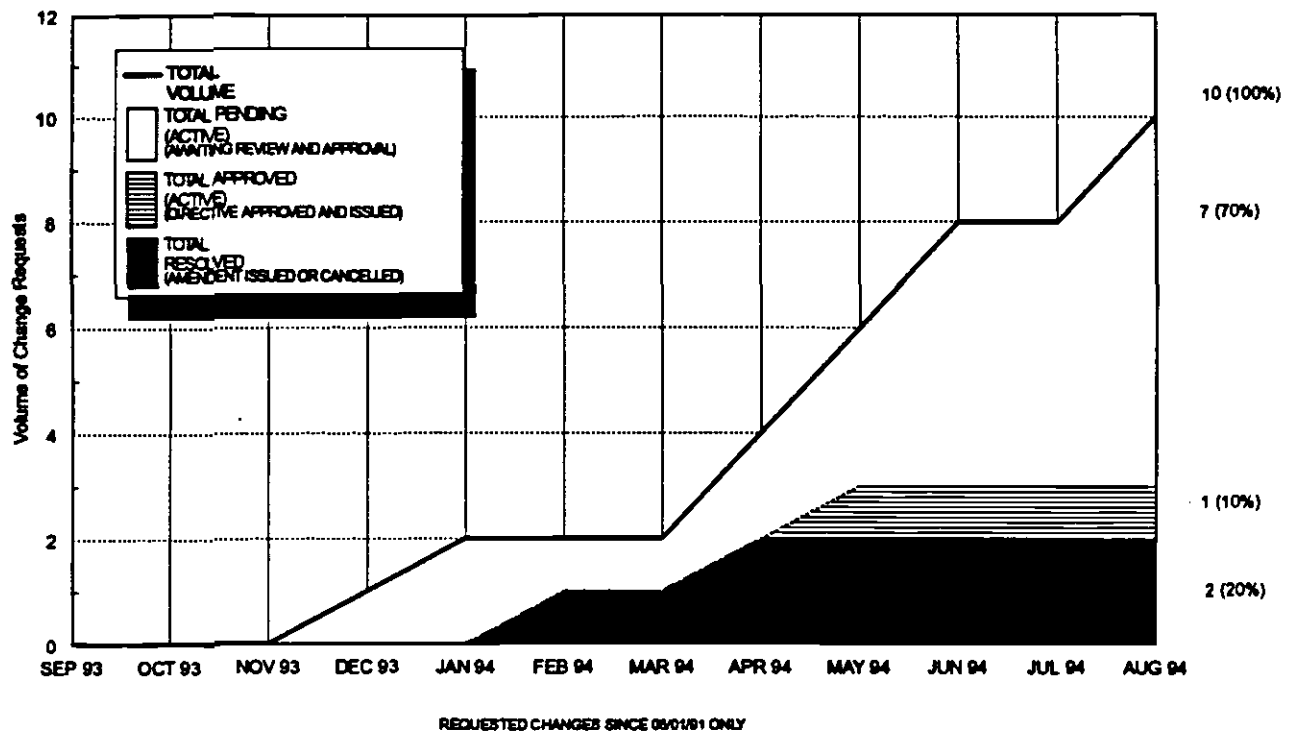
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	39	6	2	11	58
PERCENT	67%	10%	3%	20%	100%

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

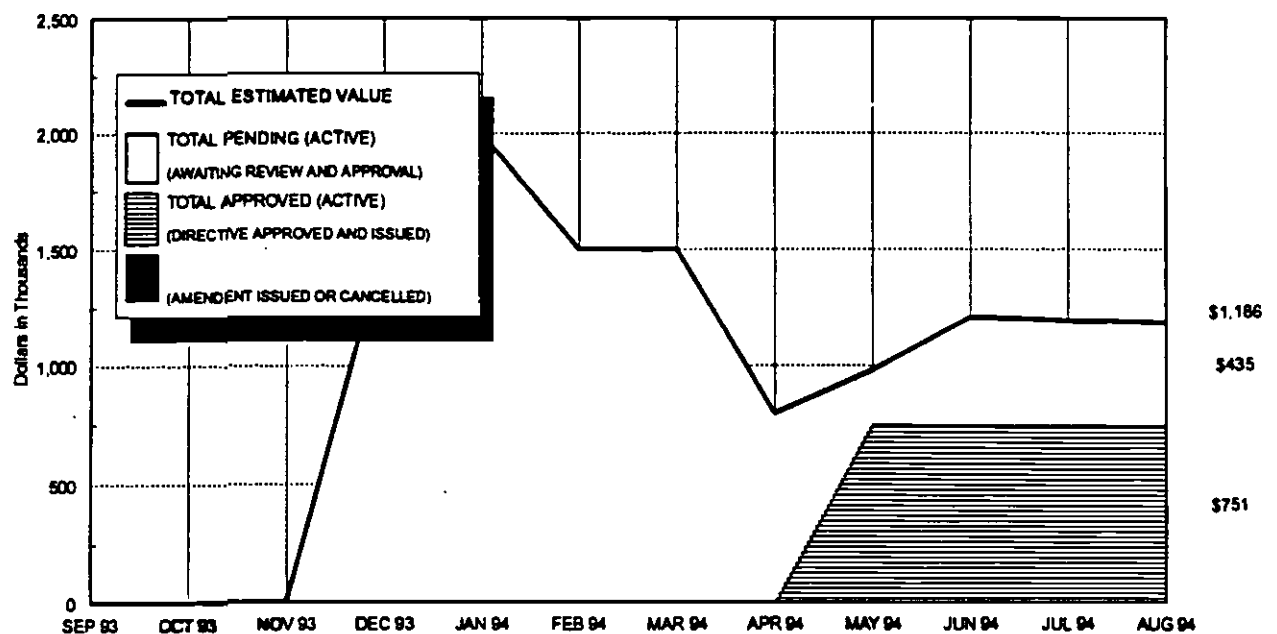


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VOLUME

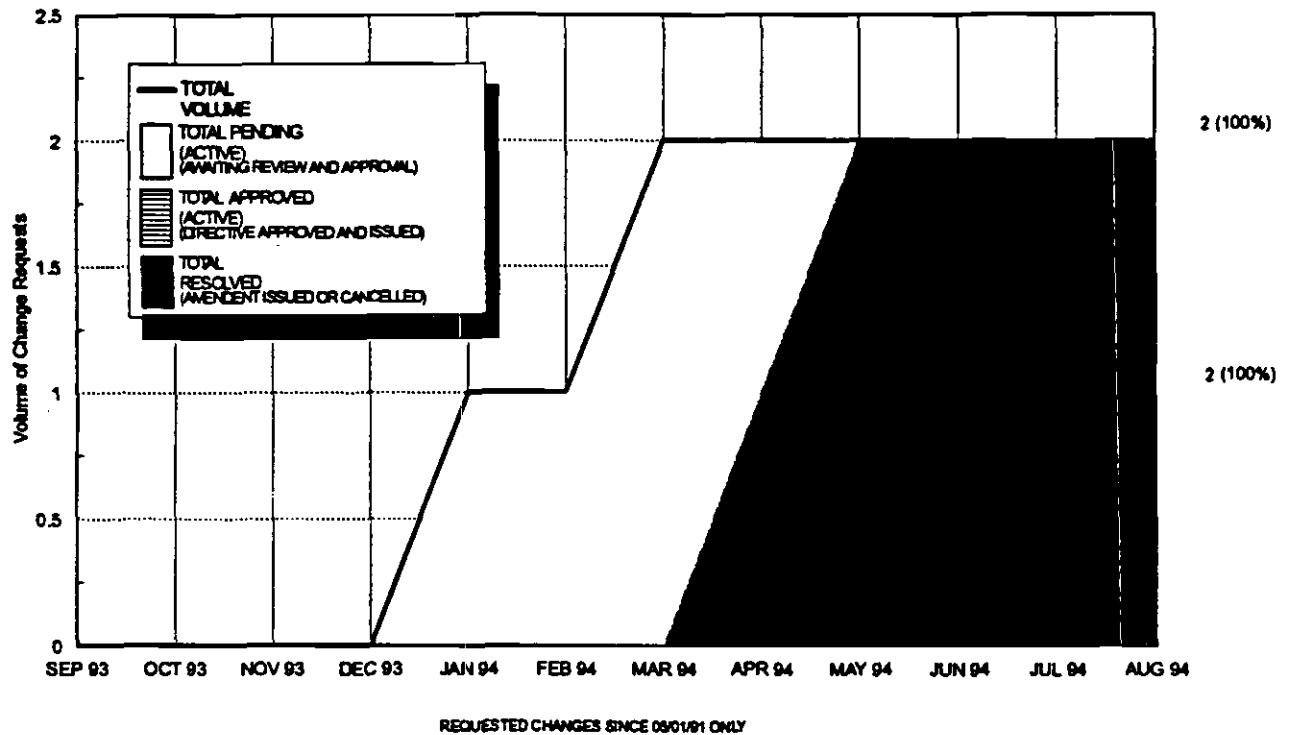


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	4	1	1	2	8
PERCENT	50%	13%	13%	24%	100%

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

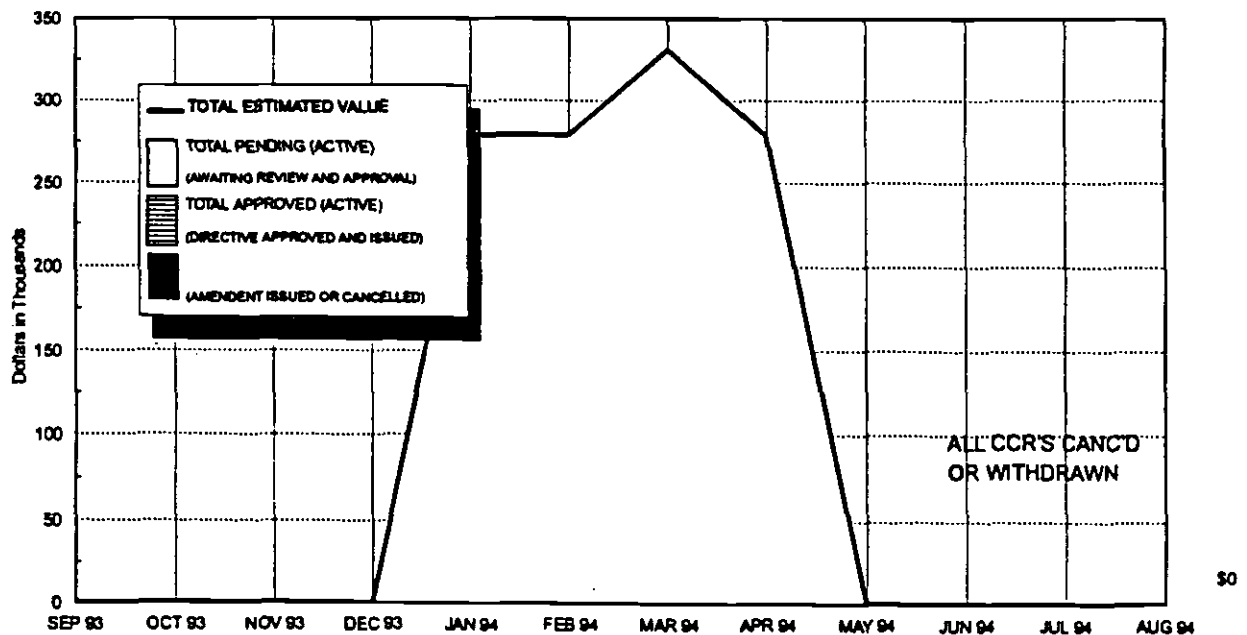


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 EAST SIDE EXTENSION CONSULTANT CHANGE REQUEST VOLUME

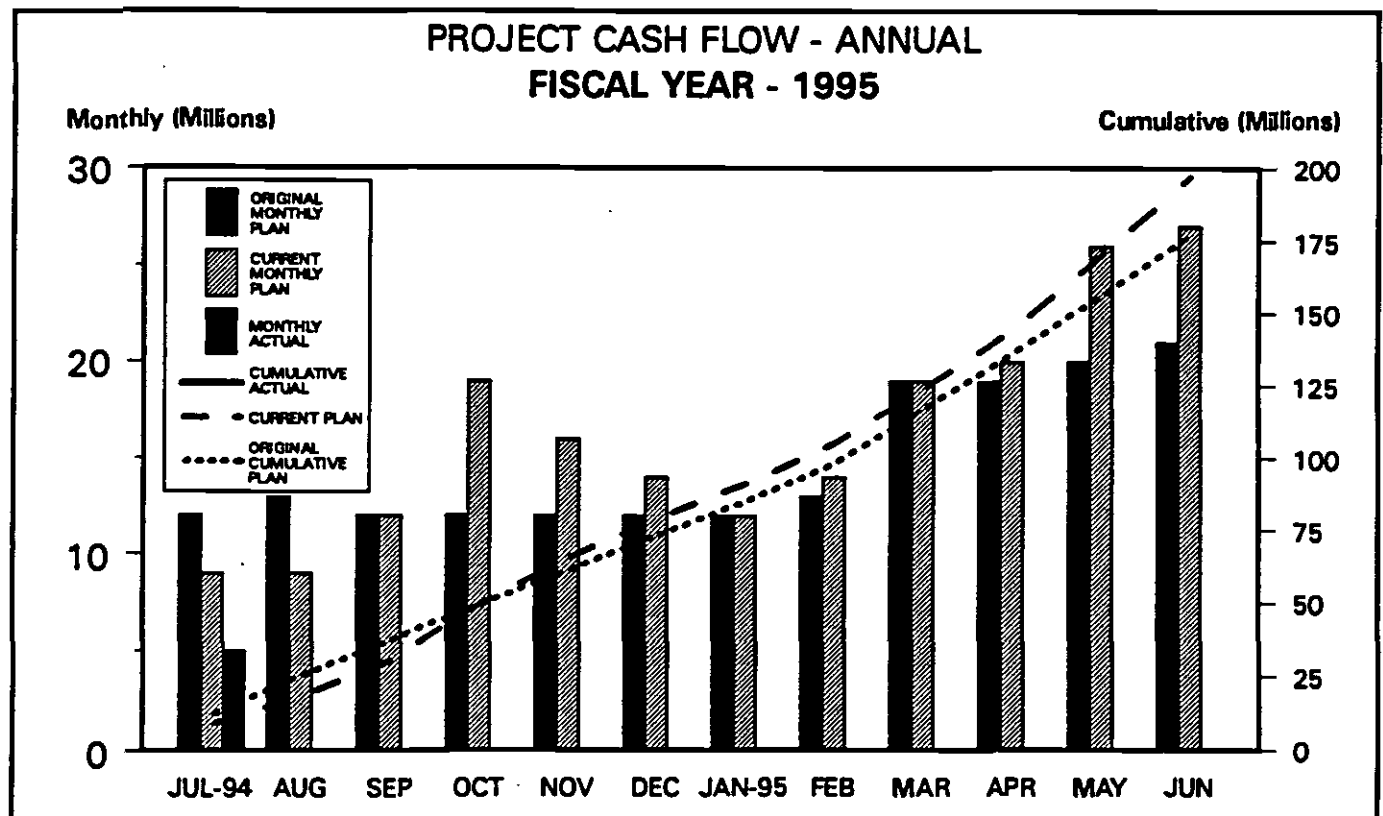
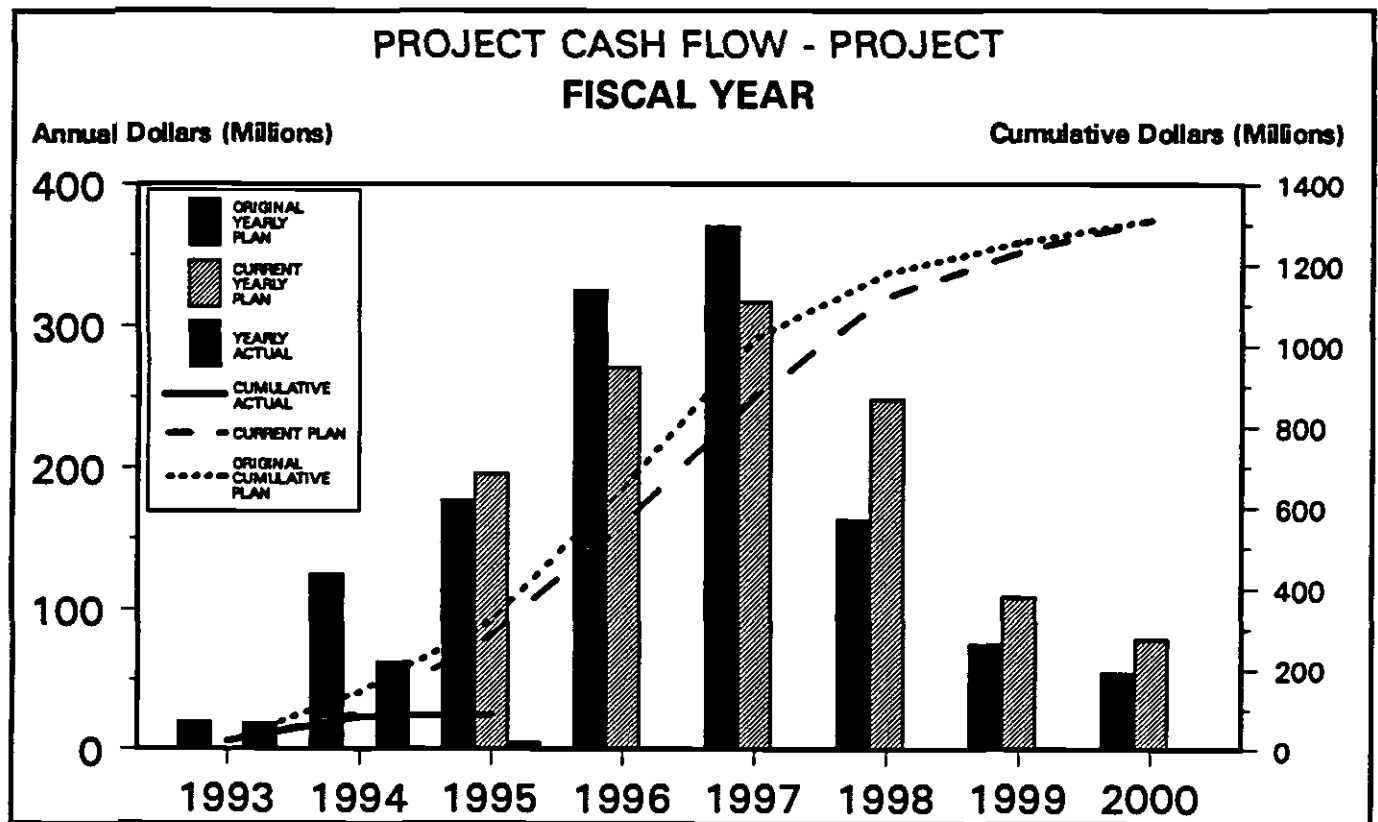


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

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

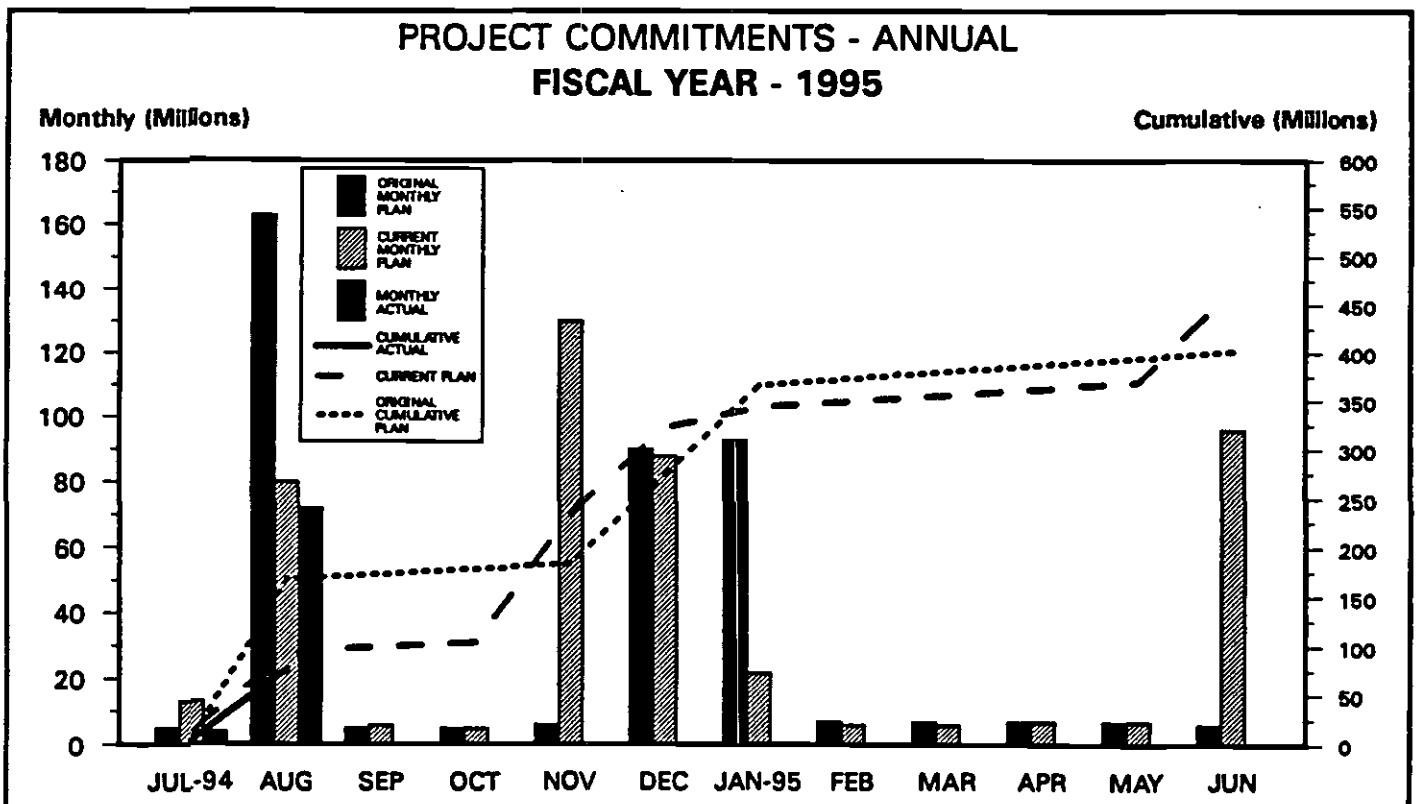
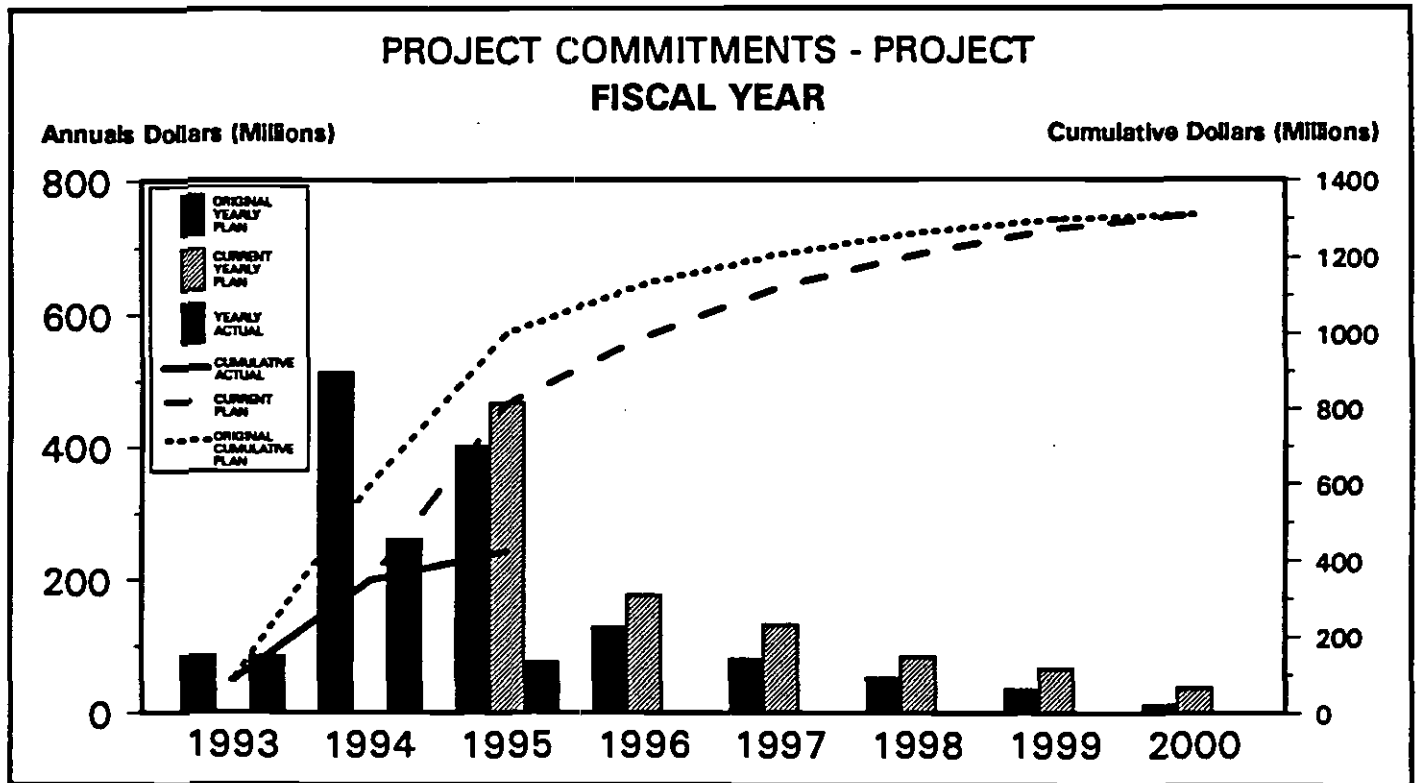


NORTH HOLLYWOOD



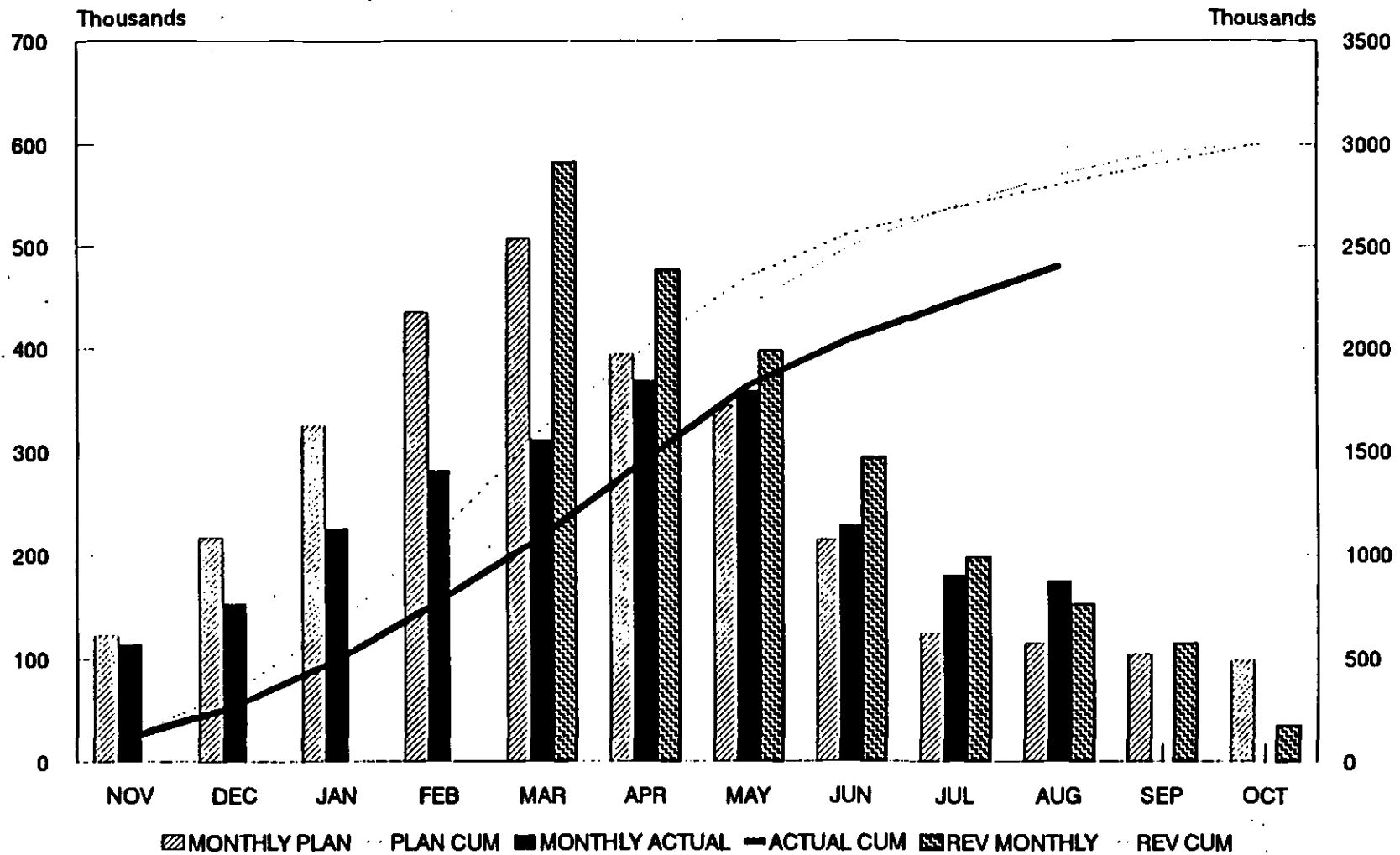
NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH JULY 1994.
THE PLAN WAS REVISED IN JUNE 1994.

NORTH HOLLYWOOD



NOTE: THE PLAN WAS REVISED IN JUNE 1994.

METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT CASH FLOW FISCAL YEARS 1994 & 1995



METRO RED LINE SEGMENT 3

AUGUST 1994

METRO RED LINE EAST SIDE EXTENSION

FEIS/FEIR/PLANNING PROJECT

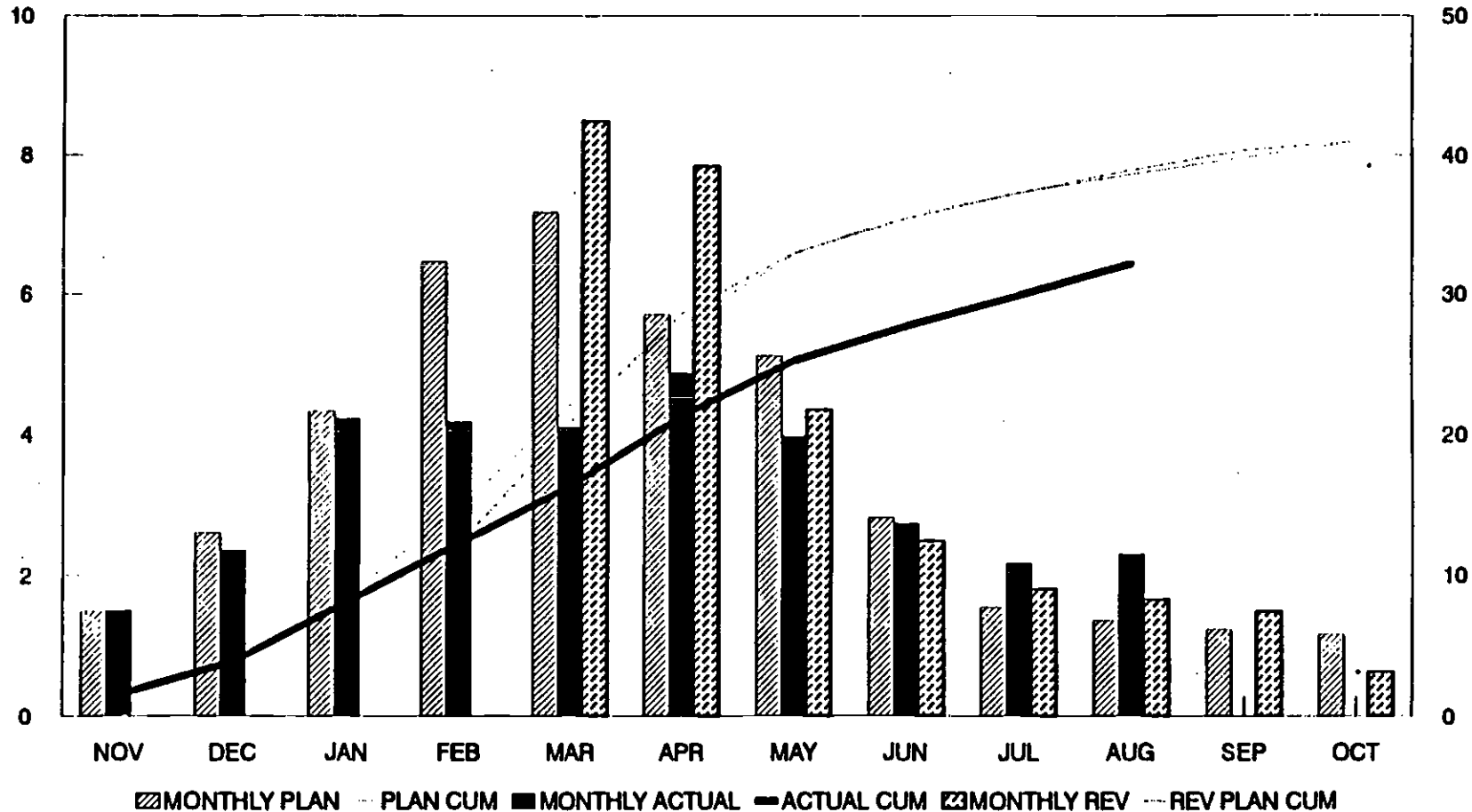
TOTAL WORKHOURS

METRO RED LINE SEGMENT 3

AUGUST 1994

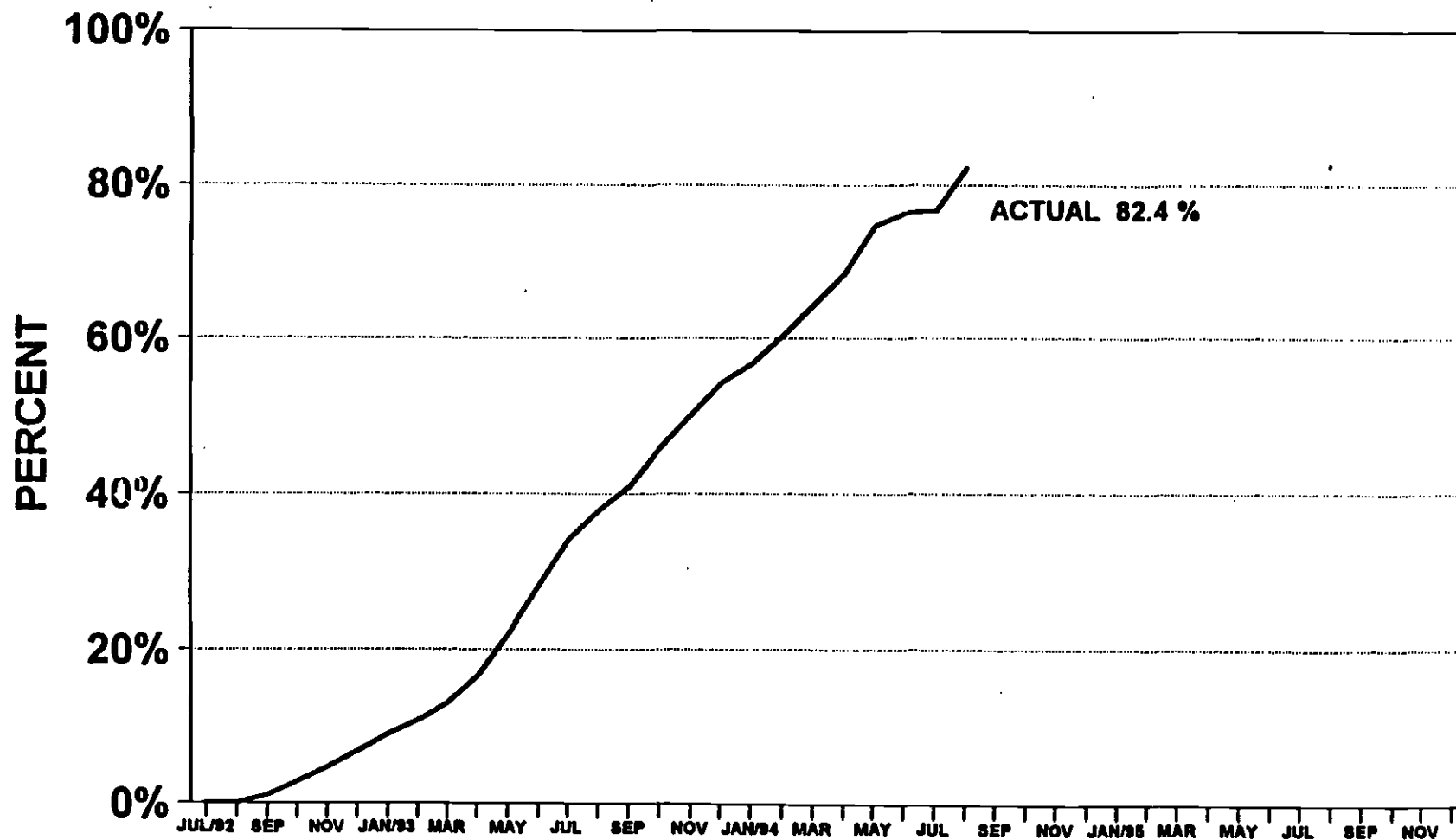
Thousands

Thousands



THROUGH AUGUST 31, 1994

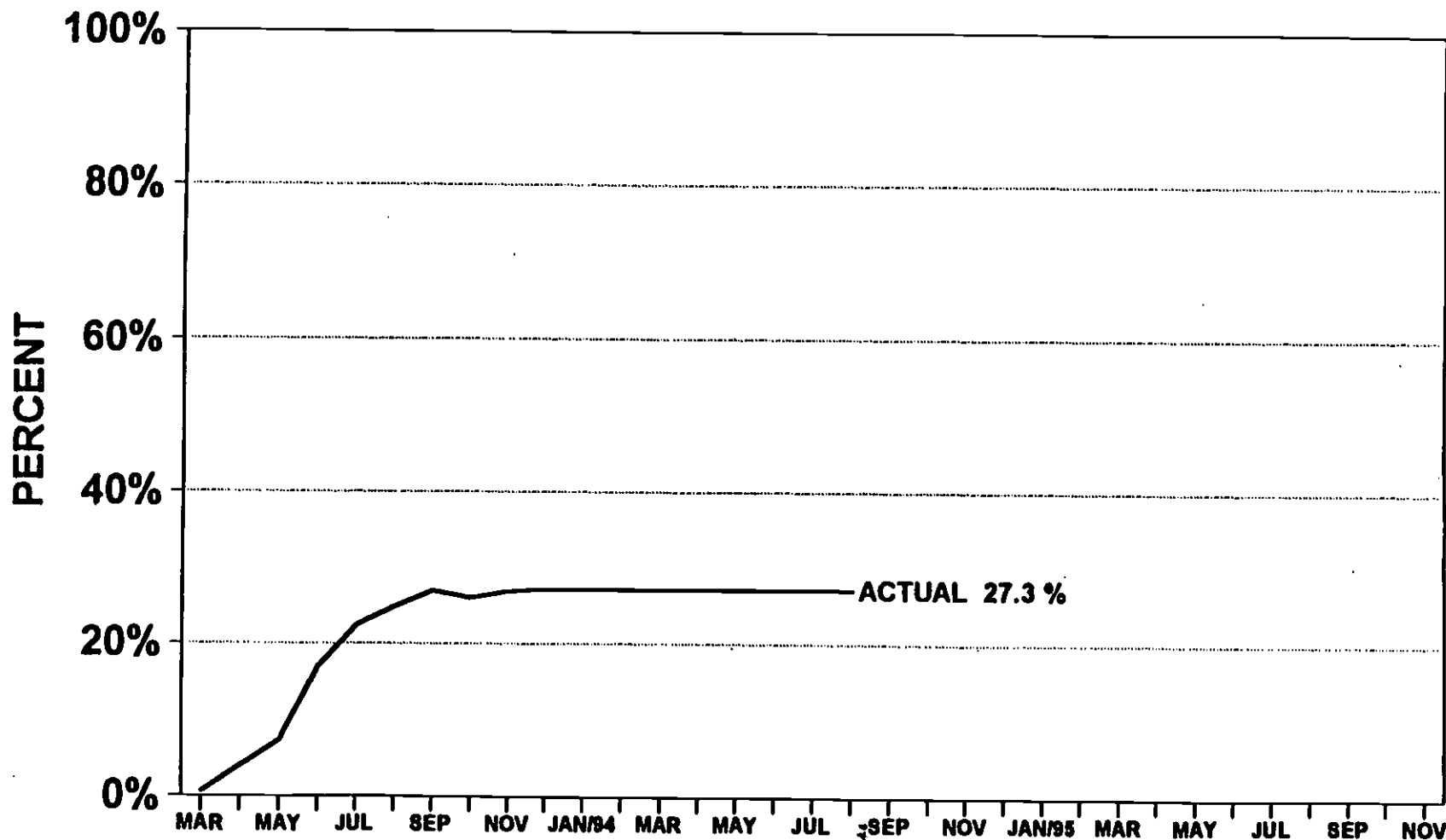
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXT-FACILITIES DESIGN



METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN

METRO RED LINE SEGMENT 3

AUGUST 1994



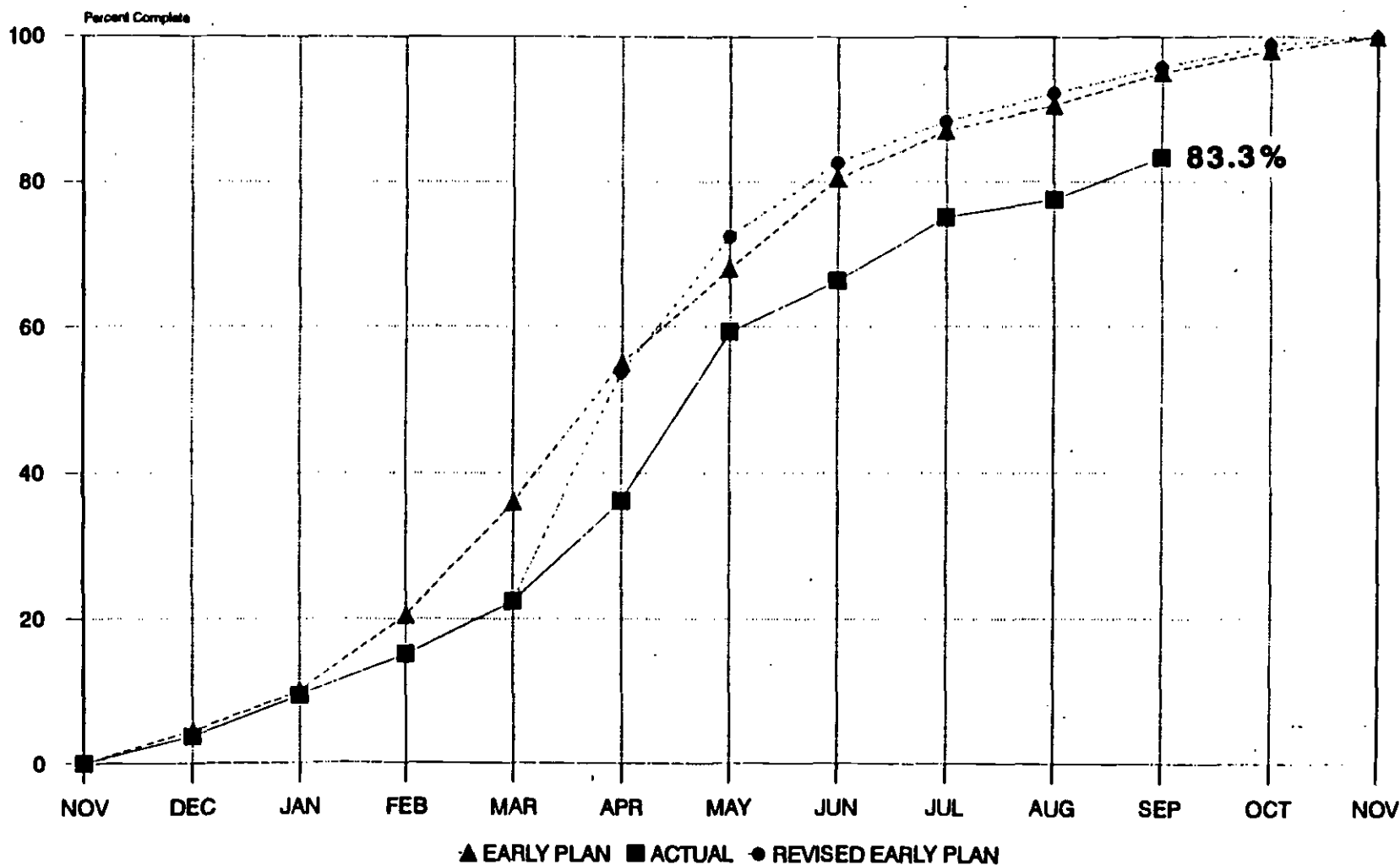
METRO RED LINE EAST SIDE EXTENSION

FEIS/FEIR/PLANNING PROJECT

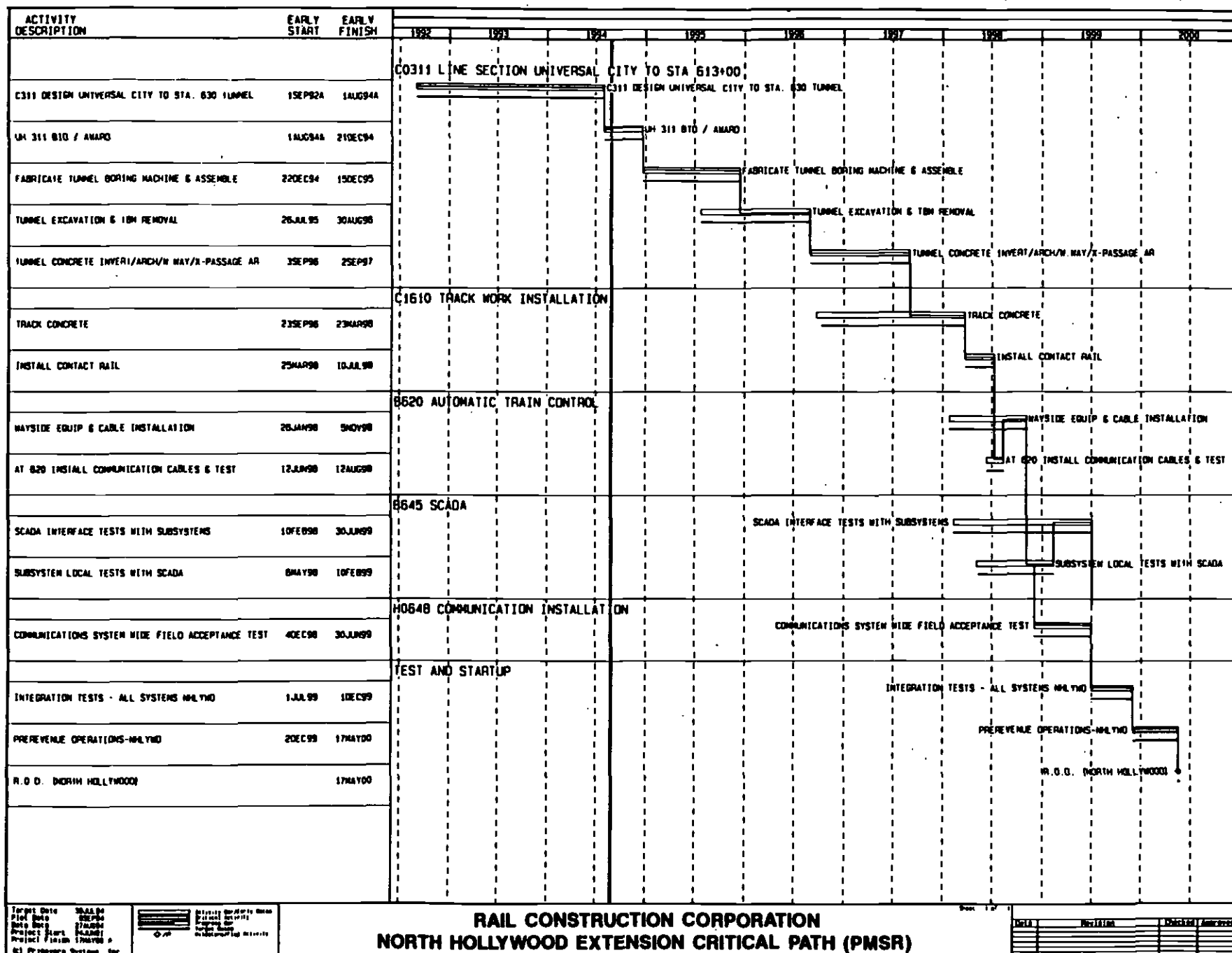
RESCHEDULED PROGRESS

METRO RED LINE SEGMENT 3

AUGUST 1994



Through 31 AUGUST 94



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