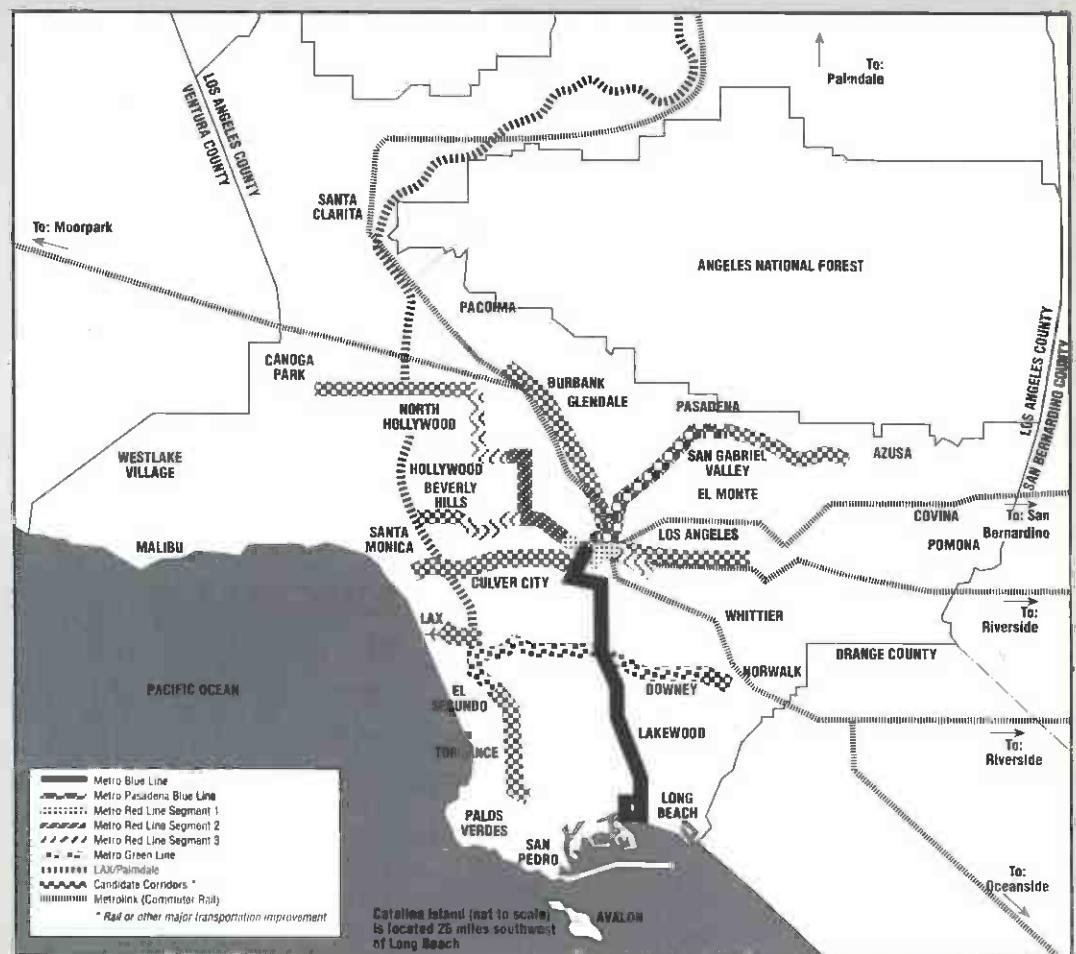


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1			
Cost Status	(\$000)		Project Progress
Original Budget	1,249,900	Design	Actual: 100%
Expended to Date	1,396,372	Construction	Actual: 99%
Current Budget	1,450,019		
Schedule Status	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	Actual: 99%
Expended to Date	578,361	Construction	Actual: 28%
Current Budget	1,511,682		
Schedule Status:	Revenue Operations Dates:		
	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	Actual: 59%
Expended to Date	49,041	Construction	Actual: 0%
Current Budget	1,310,822		
Schedule Status	Revenue Operations Date:		
Original	2000		
Forecast	2000		
Metro Red Line Segment 3 - Mid-City Extension			
Cost Status	(\$000)		Project Progress
Original Budget	490,663	Suspended for Reassessment	
Expended to Date	4,542	Design	Actual: 27%
Current Budget	490,663	Construction	Actual: 0%
Schedule Status	Revenue Operations Date:		
Original	1999		
Forecast	1999		
Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status	(\$000)		Project Progress
Original Budget	671,000	Design	Actual: 99%
Expended to Date	458,157 *	Construction	Actual: 80%
Current Budget	722,402		
Schedule Status	Revenue Operations Date:		
Original	October 1994		
Forecast	May 1995		

* Expenditure data through Dec. 1993

Metro Pasadena Blue Line			
Cost Status		Project Progress	
	(\$000)		
Original Budget	841,000	Final Design Actual:	48%
Expended to Date	34,210 *	Overall Design Actual:	64%
Current Budget	841,000		
Schedule Status:		Construction Actual:	0%
Revenue Operations Date:		* Expenditure data through Dec. 1993	
Original	November 1997		
Forecast	June 1998		

Vehicle Acquisition Project			
Cost Status		Project Progress	
	(\$000)		
Original Budget	254,000	Design	
Expended to Date	2,223 *	Actual:	0%
Current Budget	254,000	Construction	
Schedule Status:		Actual:	0%
Delivery of Final Cars:		* Expenditure data through Dec. 1993	
Original	November 1997		
Forecast	November 1997		

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

STATUS DATE: 01/31/94

(IN THOUSANDS)

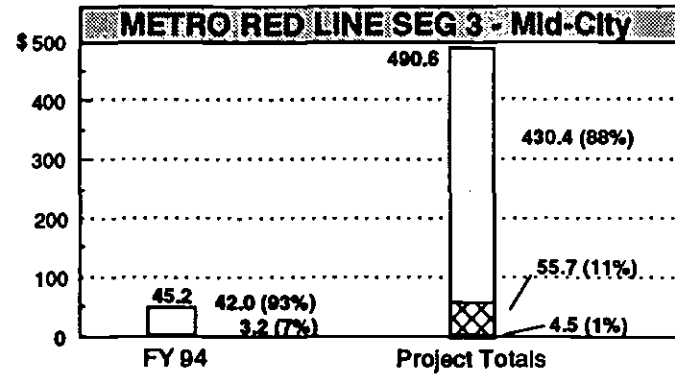
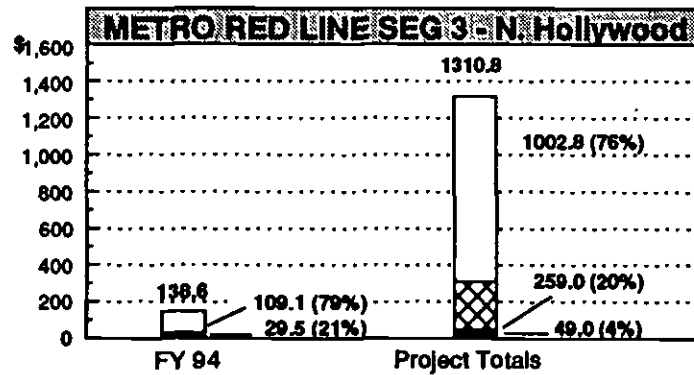
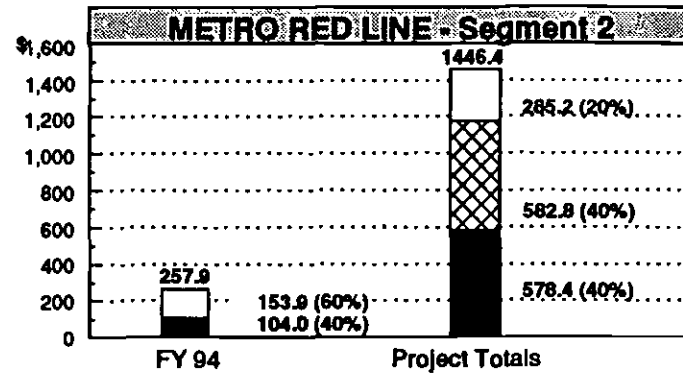
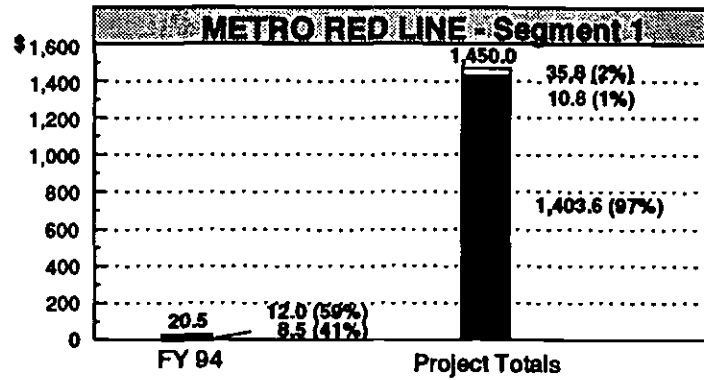
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	4,523,136	4,718,174	99,432	2,972,259	38,290	2,012,675	40,750	1,915,299	4,668,945	(49,229)
S PROFESSIONAL SERVICES	1,469,230	1,750,466	(26,143)	1,290,174	6,929	1,021,007	6,929	1,018,578	1,762,637	12,171
R REAL ESTATE	453,432	517,647	16,813	306,621	13,652	300,807	13,193	300,258	525,957	8,310
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	129,460	7,611	110,791	462	79,714	462	79,194	127,082	(2,379)
D SPECIAL PROGRAMS	11,044	20,870	(26)	6,698	115	2,187	115	2,187	26,489	5,619
C CONTINGENCY	464,255	292,386	0	0	0	0	0	0	342,194	49,808
A PROJECT REVENUE	(18,115)	(36,395)	0	(820)	0	(6,409)	(1,312)	(7,721)	(36,695)	(300)
PROJECT GRAND TOTAL	7,035,169	7,392,609	97,687	4,685,724	59,450	3,409,982	60,138	3,307,796	7,416,609	24,000

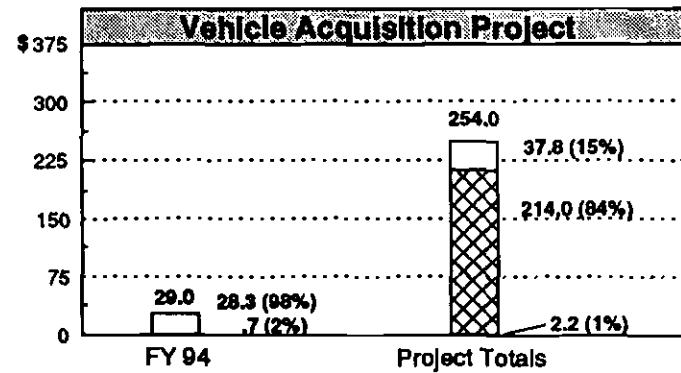
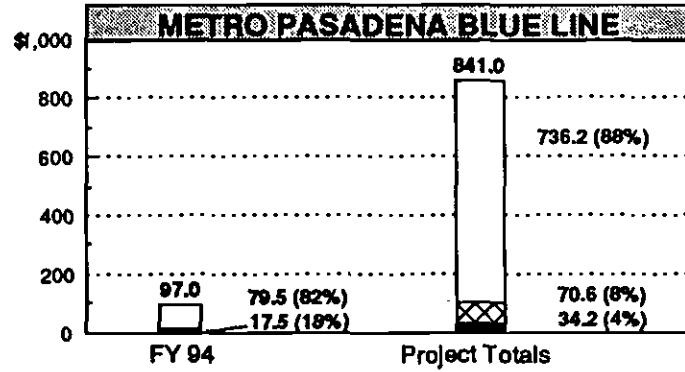
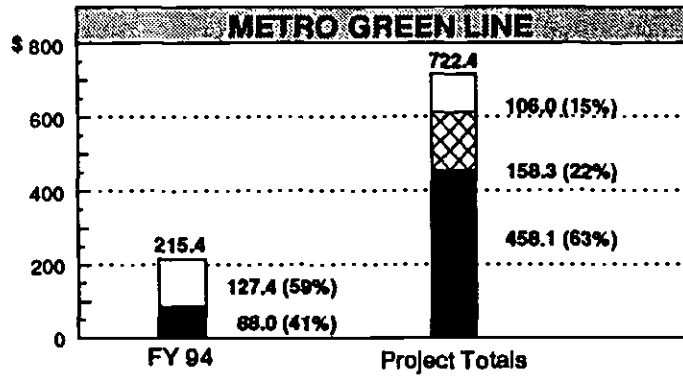
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	55,024	7	28,248	0	214	0	0	53,667	(1,357)
S PROFESSIONAL SERVICES	0	8,226	0	4,465	0	3,913	0	3,913	8,226	0
R REAL ESTATE	0	0	0	1	34	35	(2)	(3)	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	0	23	0	0	0	0	20	20
C CONTINGENCY	0	2,000	0	0	0	0	0	0	2,000	0
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,250	7	32,737	34	4,162	(2)	3,910	63,913	(1,337)
PROJECT GRAND TOTAL	7,035,169	7,457,859	97,694	4,718,461	59,484	3,414,144	60,136	3,311,706	7,480,522	22,663

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

BUDGET STATUS - January 28, 1994
(In \$ Millions)

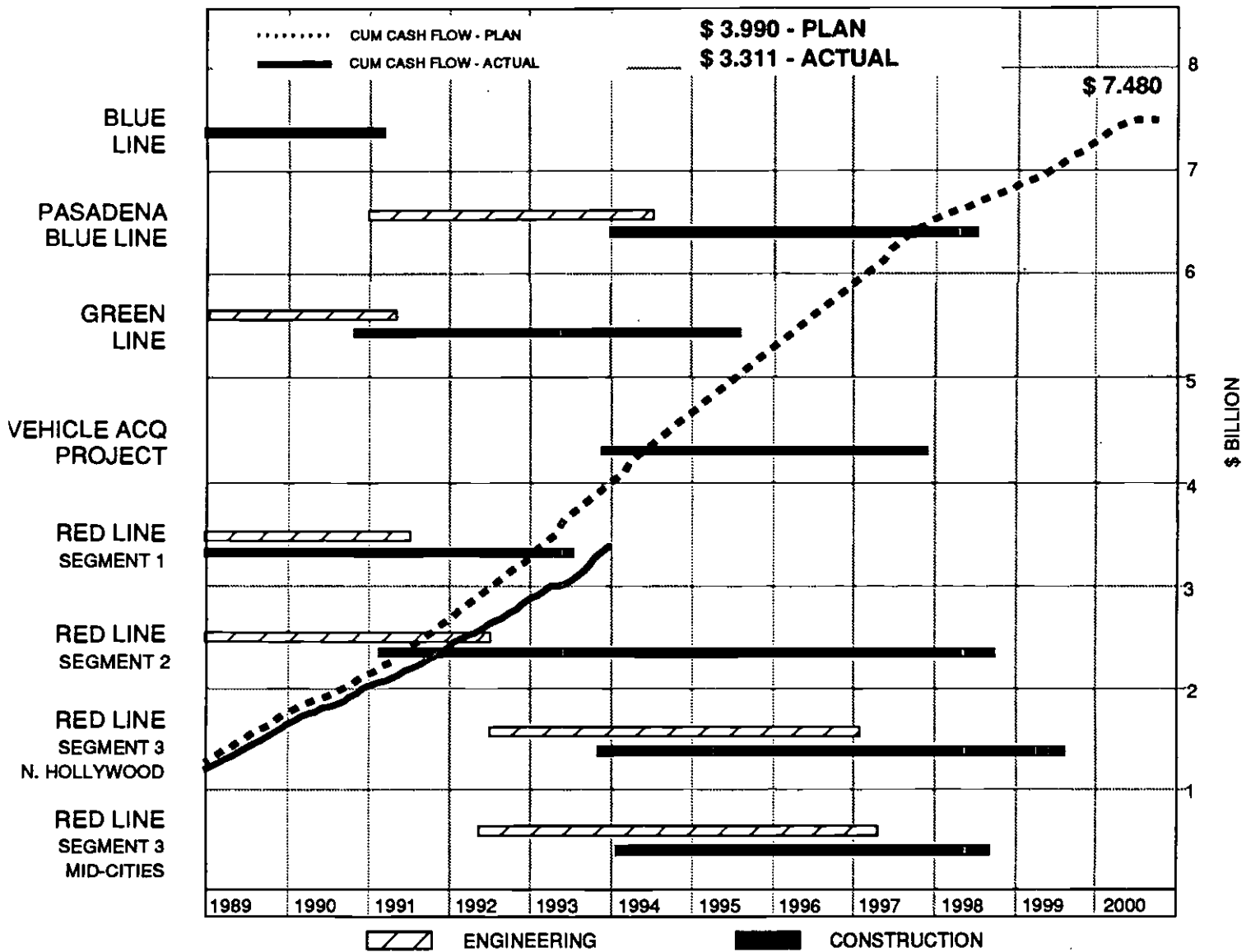


BUDGET STATUS - January 28, 1994
(In \$ Millions)



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	18.0	7	2213.9	30
ISTEA-FED SURFACE TRANSIT PROG					7.431	1					25.0	2	55.4	11	84.0	33	171.8	2
FLEXIBLE CONGESTION RELIEF													26.0	5			26.0	0
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	40	106.4	15	210.3	15	185.1	12	190.0	14	72.3	15	33.6	13	1135.5	15
SB 1995 TRUST FUND											53.0	4					53.0	1
PROPOSITION A	877.2	100			205.1	28	179.5	12	440.3	29							1702.1	23
TRANSIT ENHANCEMENT (PROP A/C)									59.3	4							59.3	1
PROPOSITION C			496.2	59	397.0	55					344.7	26	94.4	19	118.4	47	1450.7	19
AMERICAN DISABILITY ACT (PROP C)					6.4	1			6	0							12.4	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			7	1													7.0	
TOTAL	877.2	100	841.0	100	722.4	100	1450.1	100	1511.7	100	1310.8	100	490.7	100	254.0	100	7457.9	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

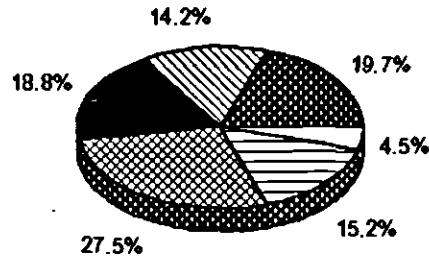
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 01/31/94

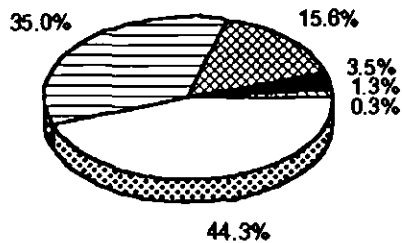
COST LEVEL

Total: \$61 Million

VOLUME



DOLLARS

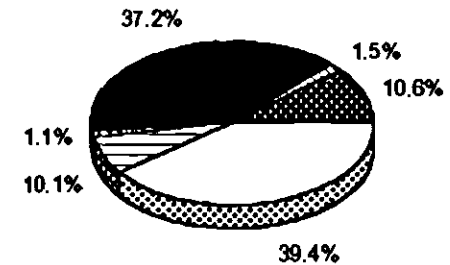
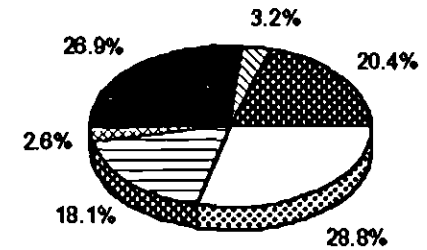


Legend

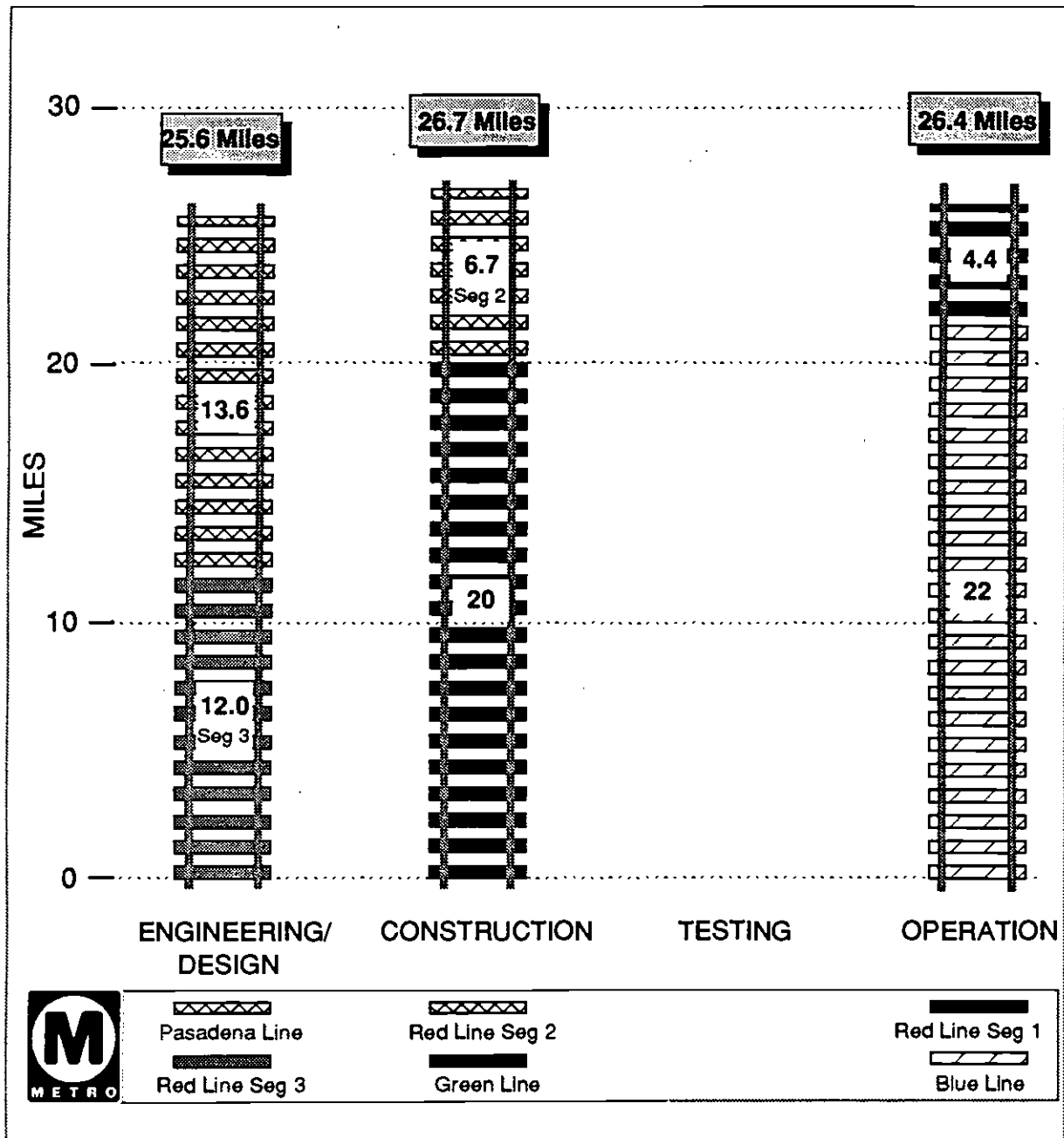
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 309



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	159	6	153	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	87	78	6	3	79
Red Line Seg 3 NH	178	12	164	15**	83
Red Line Seg 3 MC***	61	0	54	7**	120

* Due to project reschedule, need dates are under review.
 ** All parcels on the critical path.
 *** Suspended - No change from last month.

MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

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

The RCC corporate goal for project administration costs is 20%. The current cost forecast data for project administration costs totals 23.95% which exceeds the corporate goal by 3.95%. 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 4.19% of total program costs, which just exceeds the 4% corporate goal by 0.19%. 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 ACQUISITN 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%	509,154	58.86%	493,616	68.33%	812,270	58.11%	1,014,325	67.16%	804,151	61.35%	339,227	69.14%	226,553	89.19%	4,856,784	64.93%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,048	3.61%	140,000	9.66%	86,860	5.75%	94,607	7.22%	53,303	10.86%	0	0.00%	530,718	7.09%	
PROFESSIONAL SERVICES:																			4%
ENGINEERING/DES	69,587	7.93%	74,827	8.65%	78,683	10.89%	221,659	15.29%	143,423	9.50%	87,056	5.12%	33,000	6.73%	804	0.32%	689,039	9.21%	
CONSTR MGMT.	91,642	10.45%	72,185	8.35%	70,339	9.74%	116,429	8.03%	132,973	8.80%	102,800	7.84%	35,000	7.13%	7,827	3.08%	629,196	8.41%	
STAFF	17,655	2.01%	34,472	3.99%	27,607	3.82%	95,558	6.59%	58,577	3.88%	52,433	4.00%	19,627	4.00%	7,433	2.93%	313,362	4.19%	
OTHER	14,222	1.62%	27,390	3.17%	18,019	2.49%	32,671	2.25%	20,812	1.38%	36,127	2.76%	10,506	2.14%	118	0.05%	159,865	2.14%	
SUBTOTAL	193,106	22.01%	208,874	24.15%	194,648	28.94%	466,317	32.16%	355,788	23.56%	258,416	19.71%	98,133	20.00%	16,182	6.37%	1,791,462	23.95%	20%
CONTINGENCY	963	0.11%	72,664	8.40%	14,608	2.02%	31,432	2.17%	53,673	3.55%	153,647	11.72%	0	0.00%	11,265	4.44%	338,252	4.52%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(6,518)	-0.90%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(36,695)	-0.49%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	722,402	100.00%	1,450,019	100.09%	1,510,345	100.00%	1,310,822	100.00%	490,683	100.00%	254,000	100.00%	7,480,522	100.00%	

NOTE: Data reflects Current Forecast.

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

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

NEW - January 1994

No New Items

ONGOING

Concern: Contract close-out of Caltrans-constructed elements of the Metro Green Line (MGL) project should be accelerated.

Action: A detailed action plan which includes completion milestones should be prepared, implemented and monitored.

Status: The MGL CM has committed to focus on this effort.

Concern: The EMC should complete a Design Management Plan for the Pasadena Blue Line (PBL) Project.

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

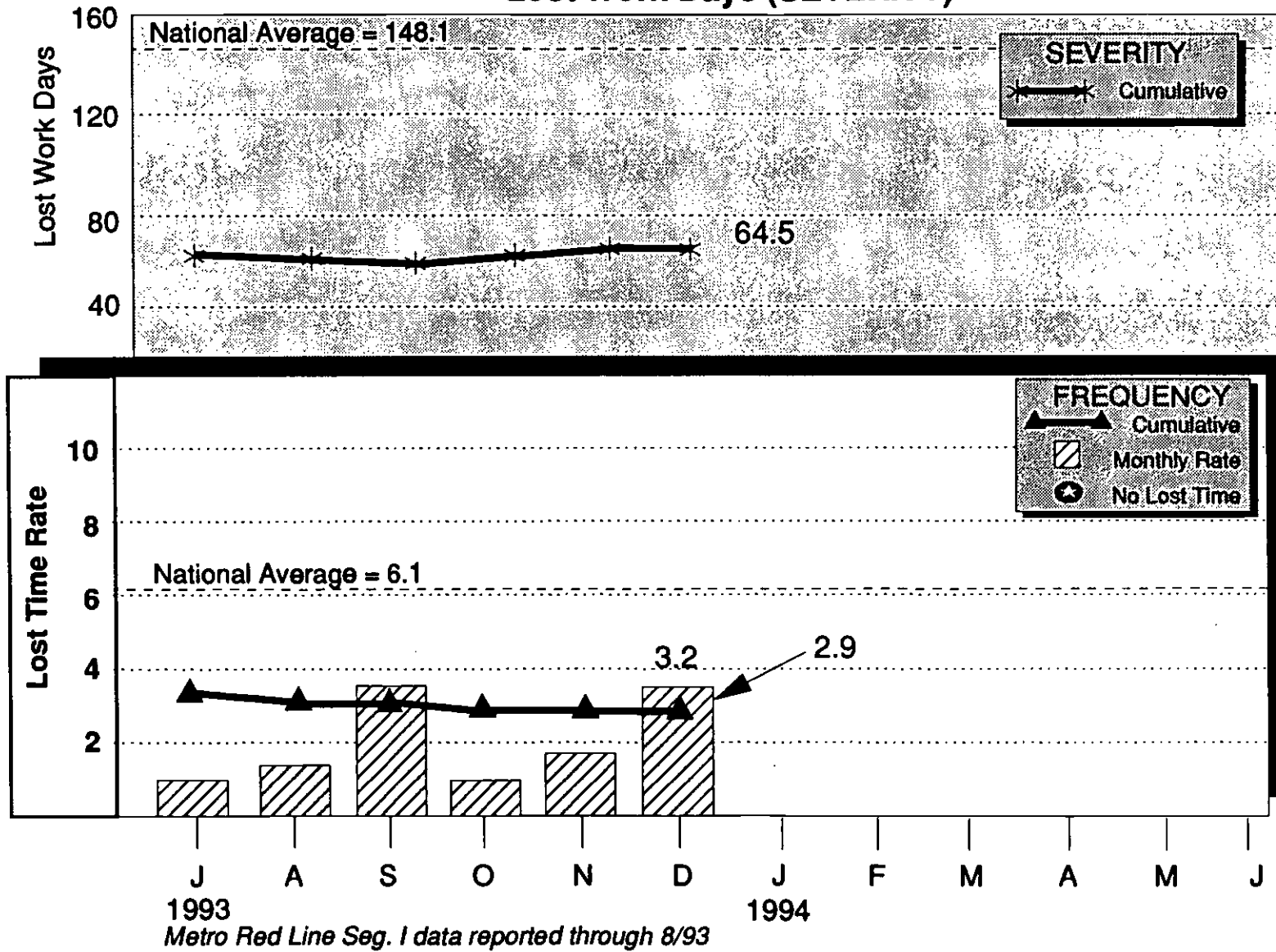
Status: Under RCC review.

RESOLVED

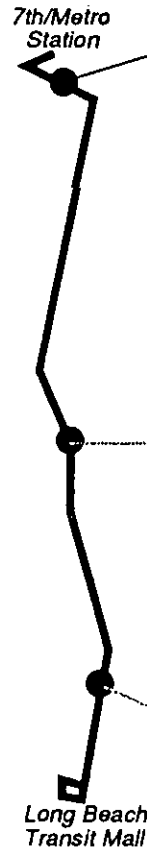
Concern: The PBL staff has not yet developed a Value Engineering Plan.

Status: The PBL staff has agreed to this recommendation and is preparing an action plan.

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



METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



Line Section	Cumulative Accident Rate Per Month	Total Accidents
Los Angeles Street Running - Slow Speeds.		83 Accidents Majority of accidents were caused by illegal left turns into the path of the train. <i>1 Accident this month.</i>
Cab Signal - Speeds Between 25 and 55 MPH.		45 Accidents Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here. <i>1 Accident this month.</i>
Long Beach Street Running - Slow Speeds.		89 Accidents Majority of accidents were caused by illegal left turns into the path of the train. <i>4 Accidents this month.</i>
Blue Line Summary		217 Total Accidents <i>6 Accidents this month.</i>

M J S D M J S D M J S
 1992 1993 1994

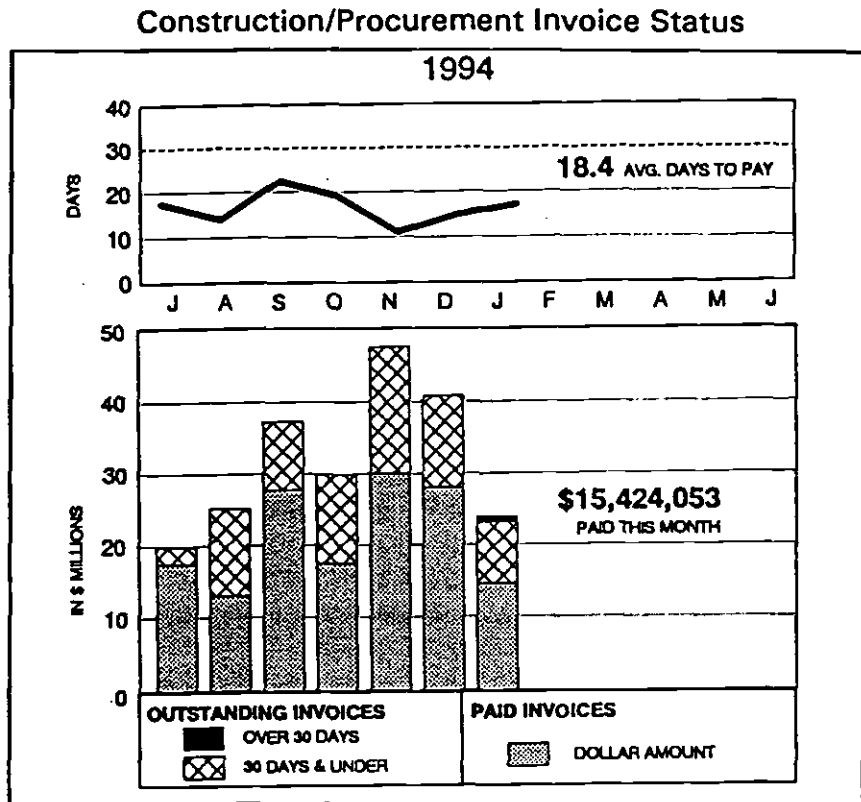
INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 18.4 days.

- 45 invoices were paid this month for a total value of \$15,424,053.

- There were 21 outstanding Construction or Procurement invoices under 30 days old for \$8,925,525.

- There were 4 outstanding Construction or Procurement invoices over 30 days for \$861,540.



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
OCT 1993	12	12,963,796	0	0	48	5,522,482	7	293,342
NOV 1993	25	18,401,342	0	0	63	7,868,083	13	444,752
DEC 1993	38	13,252,294	0	0	62	11,746,197	26	710,812
JAN 1994	21	8,925,525	4	861,540	67	3,503,824	38	1,558,885

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD
90 Days
R05 Metro Pasadena Project

Page: 1

UPDATE:01-Mar-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
C6420	LA River to Arroyo Seco Line Segment	FP			04/07/94				07/11/94	07/27/94	VRANESH \BALL \LEDUFF
C6440	Arroyo Seco to Del Mar Line Segment	FP			04/07/94				08/29/94	09/28/94	VRANESH \BALL \LEDUFF

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD
90 Days
R81 Metro Red Line Segment 2

Page: 2

UPDATE:01-Mar-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
B217	WILSHIRE/VERMONT SITE DEMOLITION unit				04/12/94	05/12/94	06/09/94	06/17/94	07/11/94	07/27/94	B. MAHAFFEY\ \
B642	PUBLIC ADDRESS SYSTEM (PROCUREMENT unit		02/19/93		03/07/94	03/17/94	03/31/94	04/04/94	04/18/94	04/27/94	MARROQUIN\Morales \Brown

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

Page: 3

UPDATE:01-Mar-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
C0301	Hollywood/Highland Station	Unit			03/28/94	04/21/94	06/15/94	07/05/94	07/11/94	07/27/94	Gatewood \Mori \Pierce
C0328	Universal City Demolition for C0311	Lump			03/21/94	04/04/94	04/27/94	05/19/94	06/13/94	06/22/94	Mendoza \Wilson \Pierce
C0411	Line Sec: Wilshire/Western to Pico/S.Vic	Unit			03/09/94						Gatewood \Fuks \Williams

EXECUTIVE SUMMARY

COST STATUS (in millions)

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

(A) Includes an estimated \$5 million in grant monies 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 48%

Overall Design Progress - Actual 64%

- Construction Progress - Actual 00% (B)

(B) Construction planned to begin February 17, 1994. Notice to Proceed was given to MTC as Construction Managers 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	159	6	153	TBD *	TBD *
LAST MONTH	161	6	155	TBD	TBD

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

EXECUTIVE SUMMARY (CONT'D)

Final Design is continuing with receipt of the following submittals:

- Camera Ready submittal for Contract C6430, Arroyo Seco Bridge Reconstruction.
- Final Design submittal for Contract C7300, East Wall [Union Station].
- Pre-Final Design submittal for Contract H0055, Supervisory Control and Data Acquisition (SCADA).

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

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

Concern: A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. Final Design is progressing towards the Pre-Final submittal scheduled for February 25, 1994.

Action: EMC and RCC are working to resolve engineering issues related to the provision for an Elysian Park fire line access road and operational issues.

Status: Final design is continuing on the Yard and Shops. RCC has incorporated MTA Operation and Maintenance comments within budget constraints. A third party agreement between MTA, SCRRA and Southern Pacific is being drafted by MTA. Negotiations are continuing with the Department of Parks and Recreation for use of park land for fire lane road.

Catellus/Ratkovich Interface at LAUPT

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

Action: Negotiation of easement required with Ratkovich. Final Design is proceeding on Union Station and Chinatown Aerial Structure contracts.

AREAS OF CONCERN (CON'T)

Status: Certifications completed for Union Station and Terminal Annex easement. Negotiations are completed with Catellus. Execution of the agreement is outstanding. Ratkovich is unwilling to negotiate without changes in the aerial structure design which requires redesign and additional right-of-way. MTA will develop a strategy to negotiate with Ratkovich.

Real Estate

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

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

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

Del Mar Station

Concern: The north ticket vending machine area and C&S building configuration are the two aspects of the Del Mar park-and-ride facility that are delaying Contract C6500 Final Design. Approval of an acceptable concept is still pending.

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

Status: The developer, Catellus, has cancelled its development plans and has offered to sell the Del Mar property. Certification is completed. Appraisal is in progress. Discussion is continuing on bus layover facilities and ingress/egress from site.

AREAS OF CONCERN (CONT'D)

Sierra Madre Villa Station

Concern: Evaluation of alternative Johnson and Johnson station site is required over the original Space Bank site due to potentially serious hazardous material on property.

Action: The Real Estate department is completing appraisals on both station site alternatives. RCC is reviewing technical and environmental issues at station sites.

Status: Environmental site assessments are in progress at three station sites. Discussion on traffic mitigation is continuing to support SEIR.

NEW

None.

RESOLVED

None.

KEY ACTIVITIES - JANUARY

- Completed certification process for additional full takes and identification of partial takes required along Avenue 50-Avenue 60.
- Completed Camera Ready submittal for Contract C6430, Arroyo Seco Bridge Reconstruction.
- Continued final design on Contract C6400, Yard and Shops; C6420, LA River to Arroyo Seco line segment; C6440, Arroyo Seco to Del Mar line segment; C6450, Del Mar to Memorial Park line Segment; the 210 Freeway line segment bridge modifications; Trackwork and Systems.
- Final design continued on all stations.
- Administrative draft submitted for SEIR.

KEY ACTIVITIES - PLANNED FOR FEBRUARY

- Execute Pasadena agreement with Catellus.
- Continue negotiations for Terminal Annex easement with Ratkovich.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Obtain board approval for award of Los Angeles River Bridge contract.
- Issue request for advertisement on C6430, Arroyo Seco Bridge Reconstruction.
- Prepare Camera Ready bid documents for Contract C6390, Chinatown Aerial Structure.
- Issue SEIR for public comment.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 03-Feb-94
Status Date: 26-Jan-94

(\$ x 0000's)

Description	----- Budget -----		--- Commitments ---		--- Incurred Cost ---		----- Expenditures -----		Current	
	Original (1)	Current (2)	Period (3)	To Date (4)	Period (5)	To Date (6)	Period (7)	To Date (8)	Forecast (9)	Variance (9-2)
T Construction	515,171	480,929	23,540	28,694	0	687	0	687	497,856	16,926
S Professional Services	183,206	197,415	(5,768)	68,050	100	32,535	100	32,535	199,711	2,296
R Real Estate	68,100	72,308	0	227	3	90	3	90	74,308	2,000
F Utility/Agency Force Accounts	8,442	11,321	5,081	7,545	2	835	2	835	11,298	(23)
D Special Programs	3,377	4,402	75	336	13	63	13	63	9,163	4,761
C Contingency	62,705	74,625	0	0	0	0	0	0	72,664	(1,961)
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	22,928	104,852	117	34,210	117	34,210	865,000	24,000

PASADENA BLUE LINE

JANUARY 1994

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

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

07-Feb-94

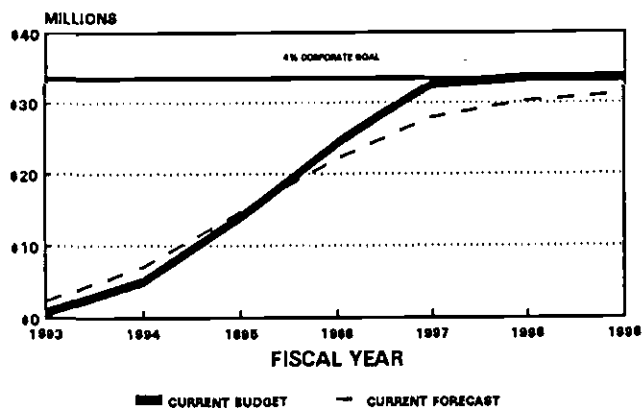
JANUARY 93

STATUS OF FUNDS BY SOURCE

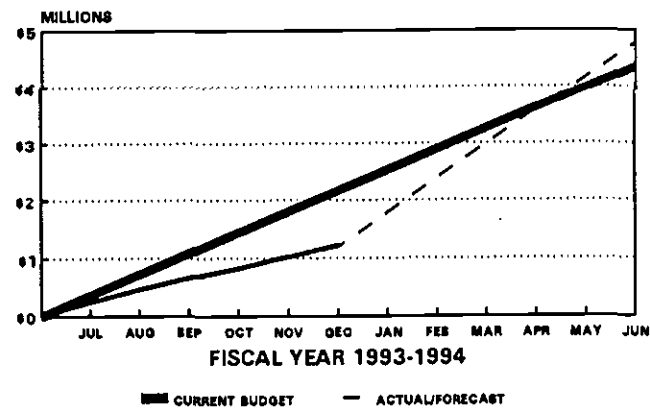
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$337,800	\$0	\$0	0%	\$0	0%	\$0	0%
CITY OF PASADENA	\$7,000	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C	\$496,200	\$86,841	\$104,852	21%	\$34,210	7%	\$34,210	7%
TOTAL	\$841,000	\$86,841	\$104,852	12%	\$34,210	4%	\$34,210	4%

NOTES: EXPENDITURES ARE THROUGH DECEMBER 1993.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



PROJECT AGENCY COSTS PASADENA LINE (\$000)

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

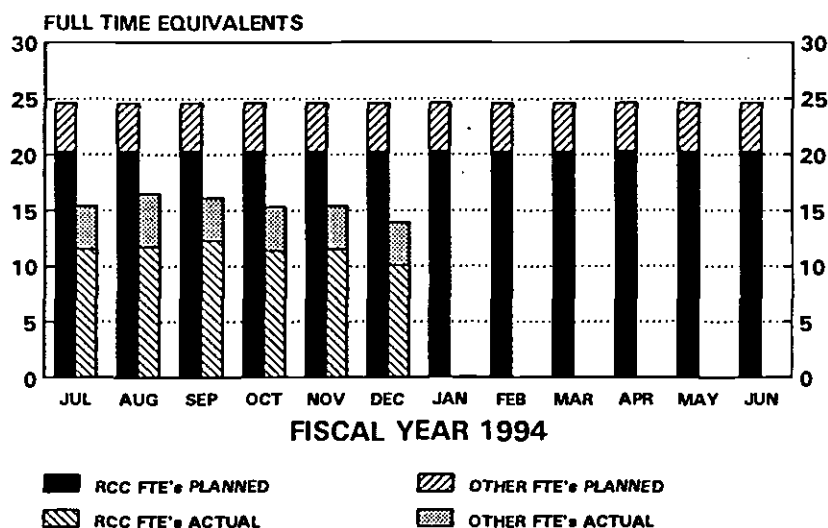
FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE (\$000)

CURRENT BUDGET	\$ 4,347
CURRENT FORECAST	\$ 4,772
BUDGET PLAN TO DATE	\$ 2,174
ACTUAL TO DATE	\$ 1,200

PASADENA BLUE LINE

JANUARY 1994

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'94 Budget

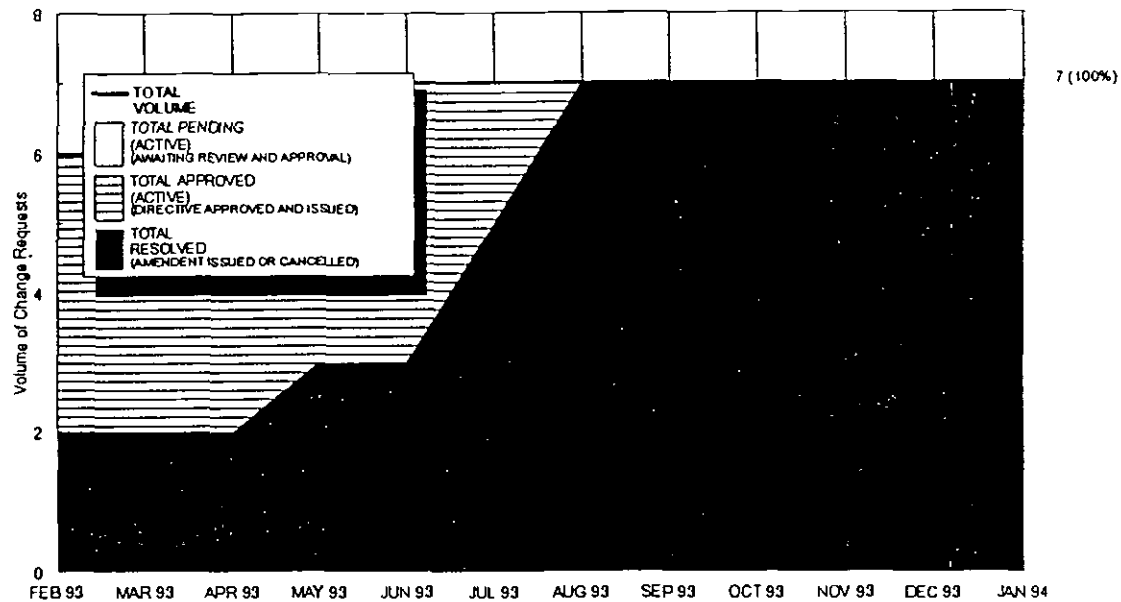
PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	21
RCC FTE's ACTUAL	10
OTHER FTE's PLANNED (*)	4
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	14

(*) Other FTE's :

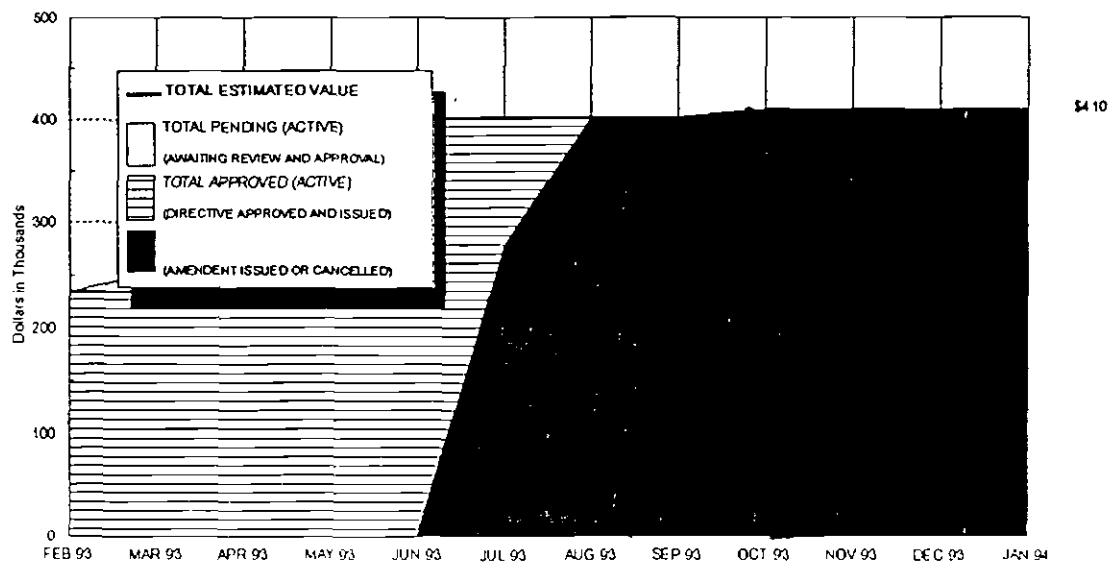
- Contract Compliance
- Minority Outreach
- Art Program
- Area Team
- Contract Accounting
- Risk Management
- Real Estate

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

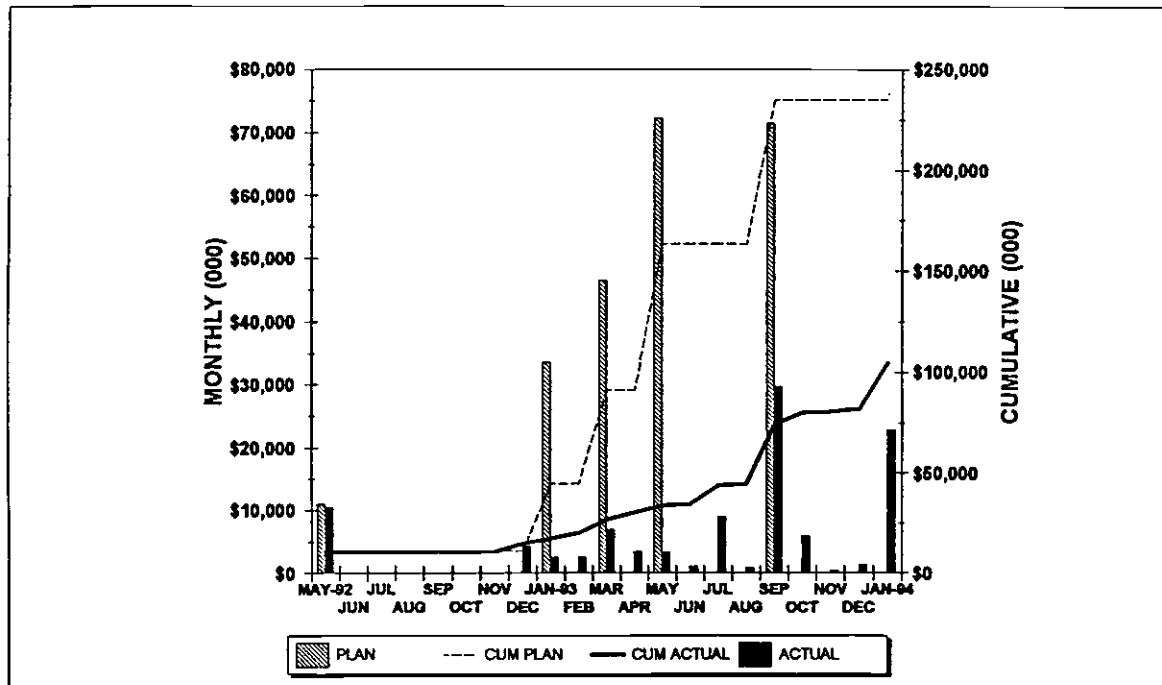


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

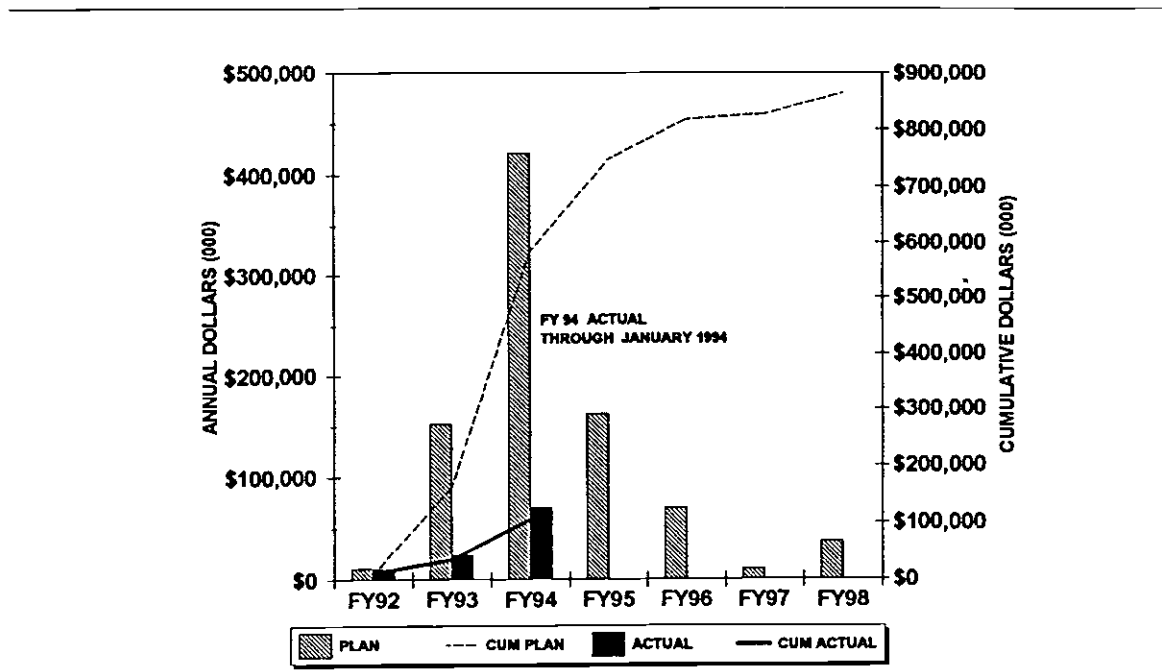
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



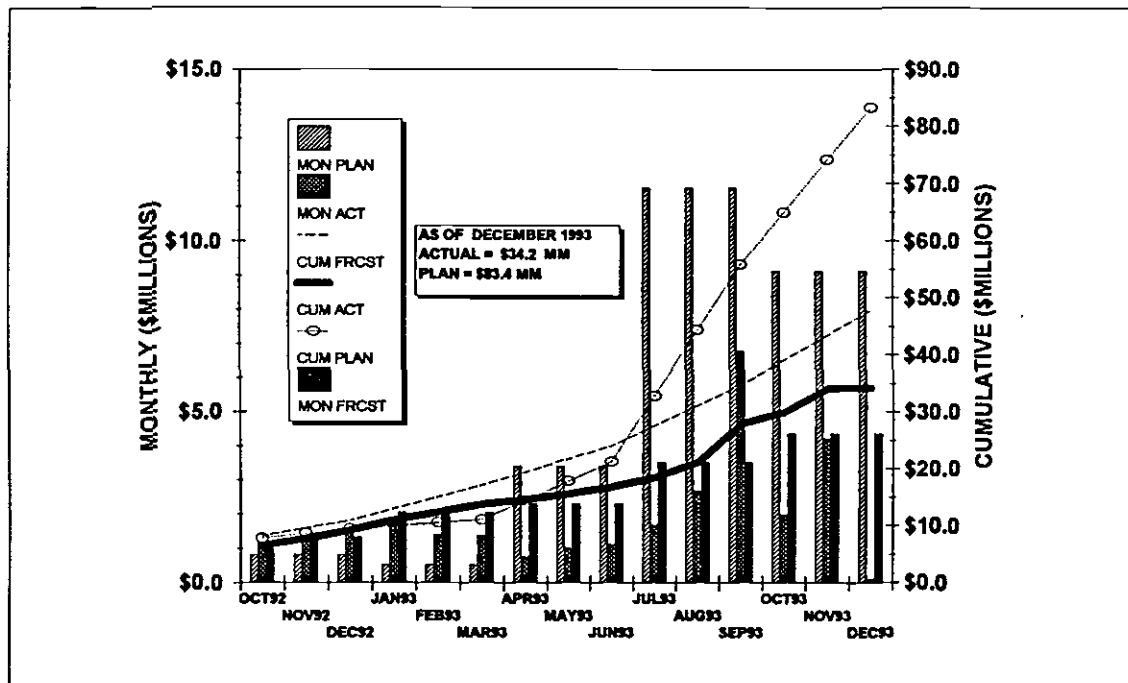
ANNUAL PROJECT COMMITMENTS



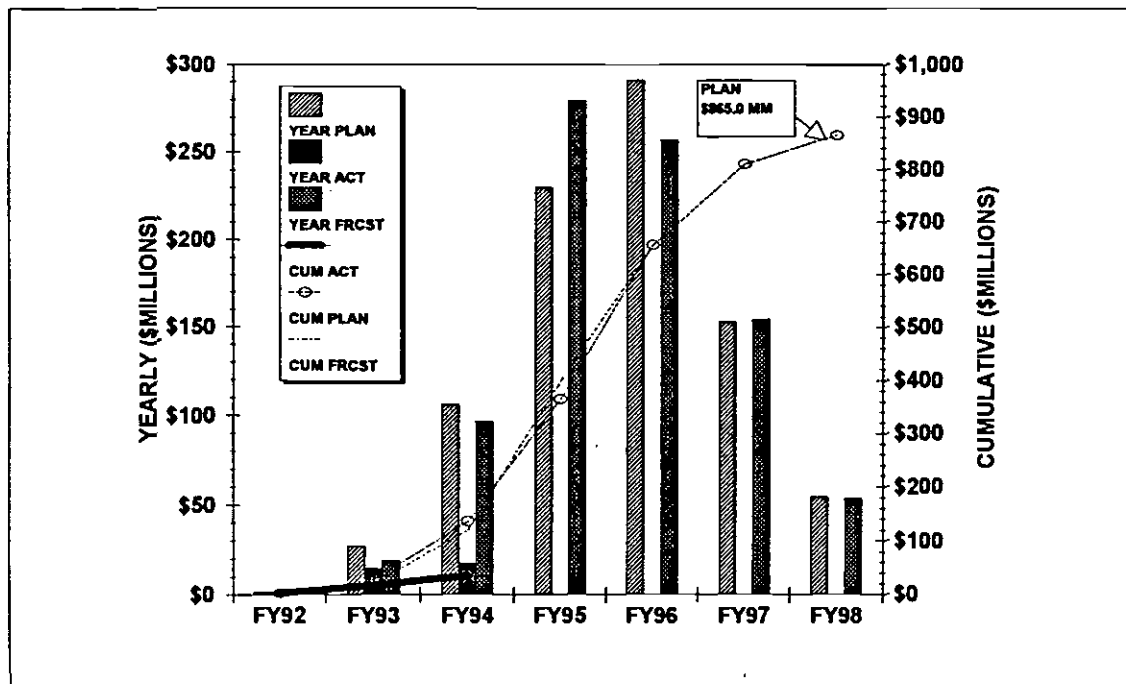
TOTAL PROJECT COMMITMENTS



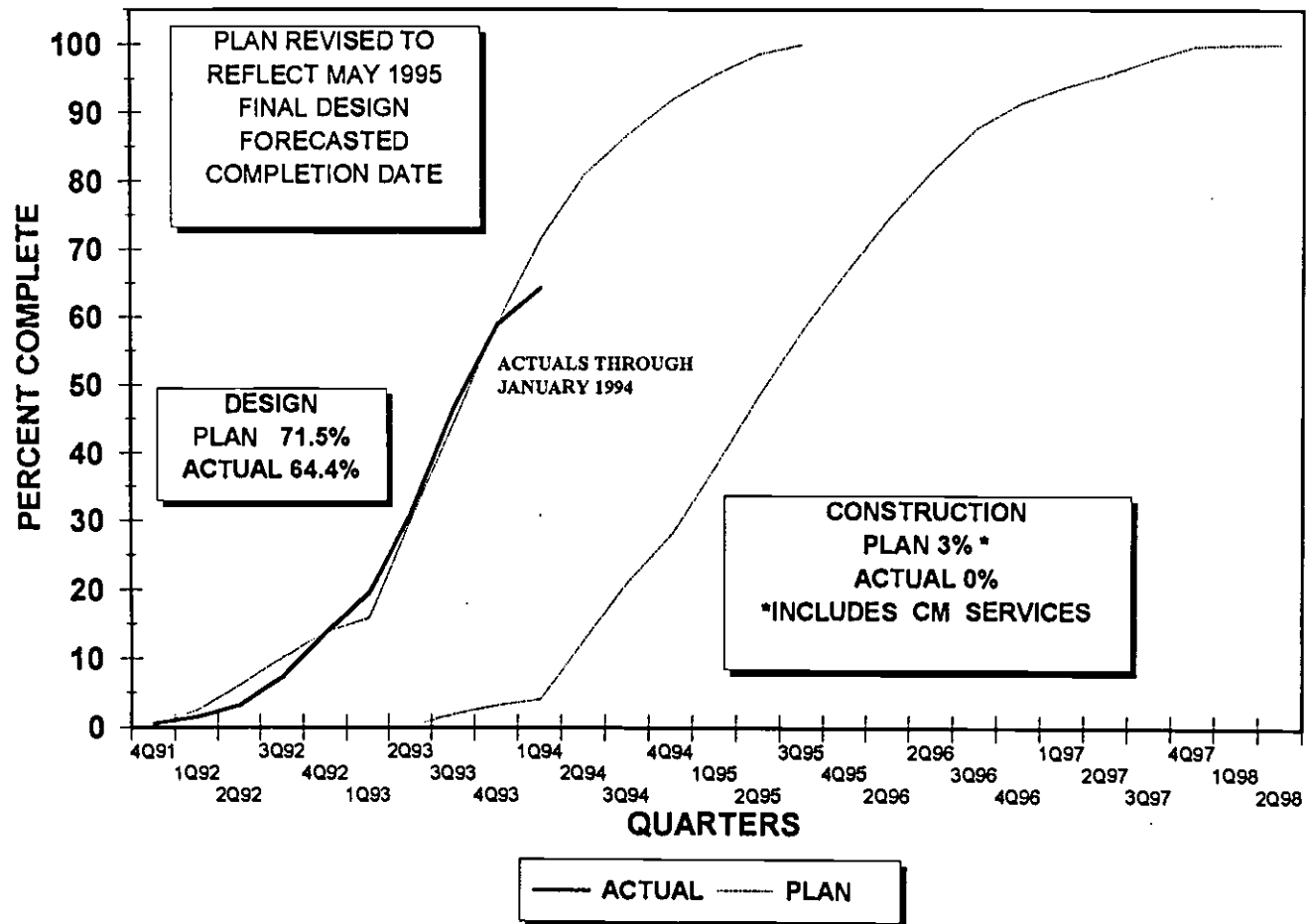
ANNUAL PROJECT CASHFLOW

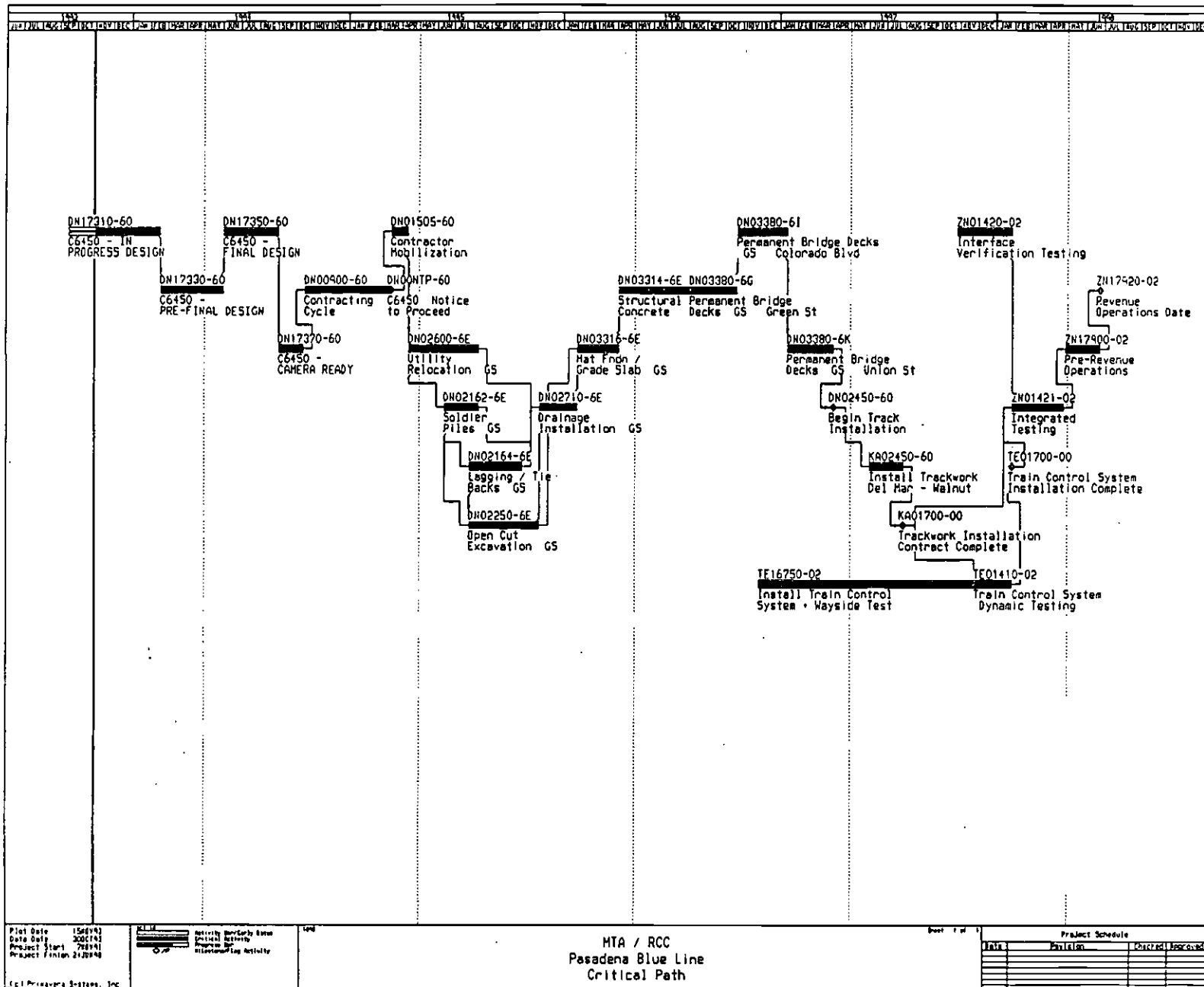


TOTAL PROJECT CASH FLOW



PASADENA BLUE LINE - PROGRESS SUMMARY

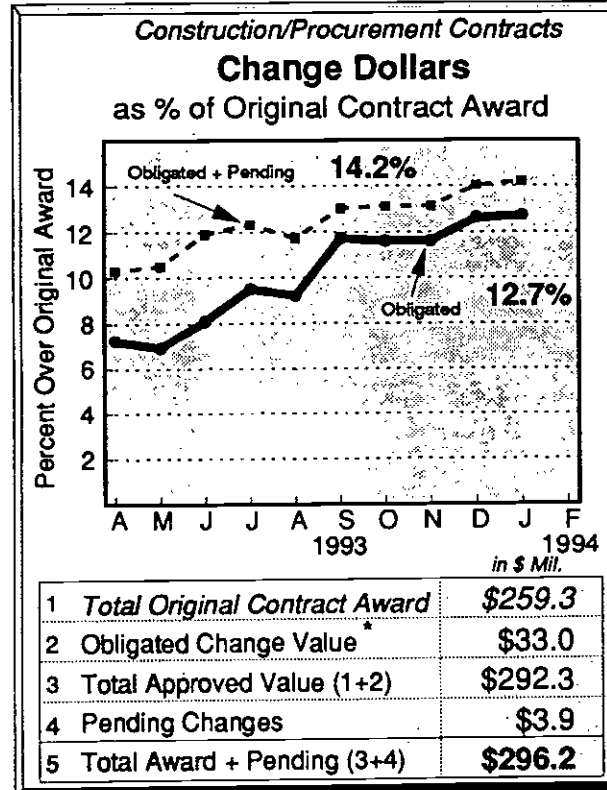
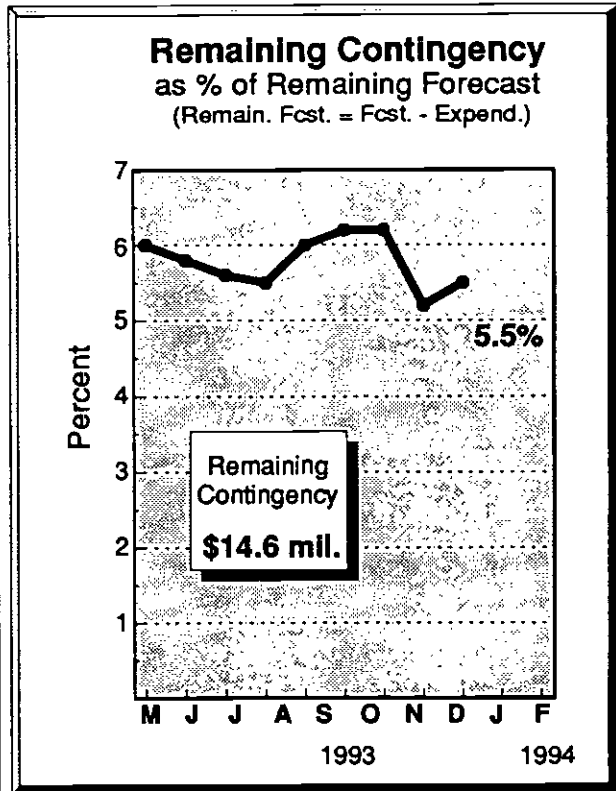
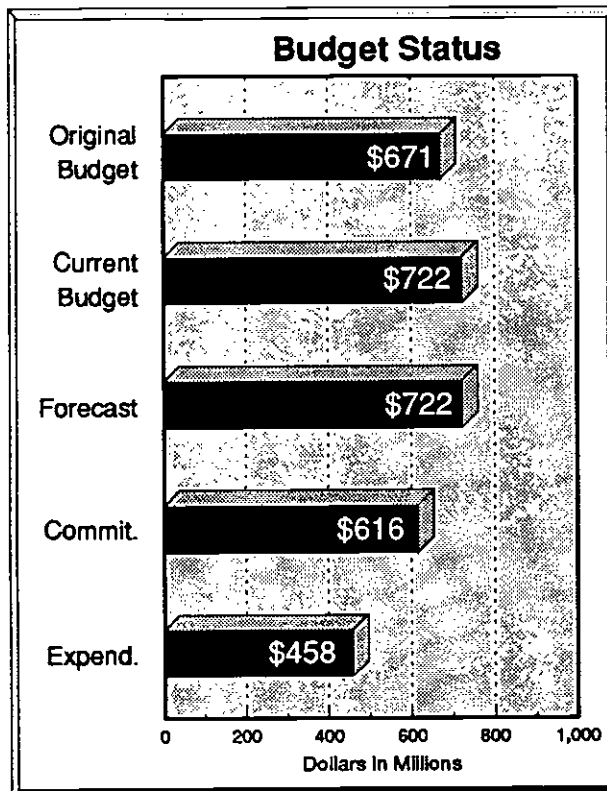




PASADENA BLUE LINE

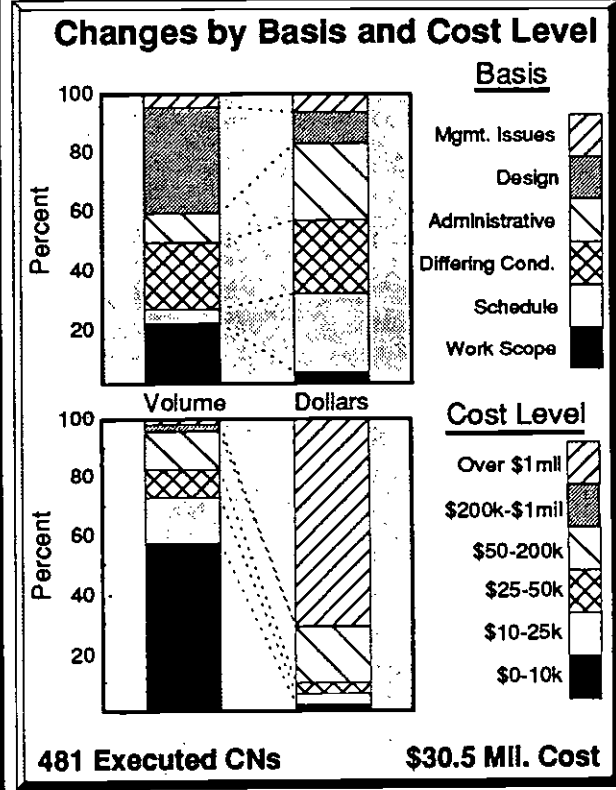
JANUARY 1994

FINANCIAL STATUS



R2301941.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

March 1994

- ✓ **AWARD APPROVAL**
No contract awards this month.

Employment Status

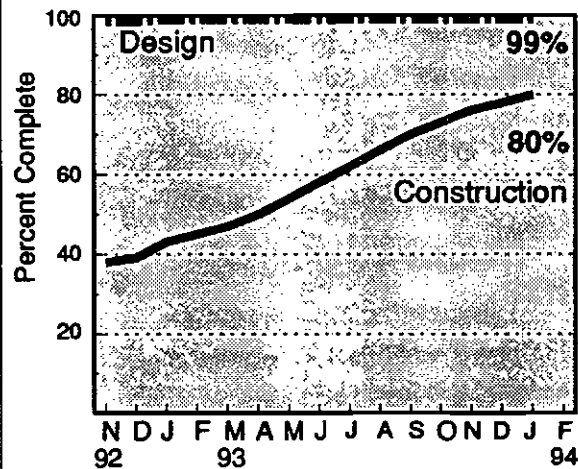
Months of Employment Provided

13,282

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

Schedule Status

PROGRESS

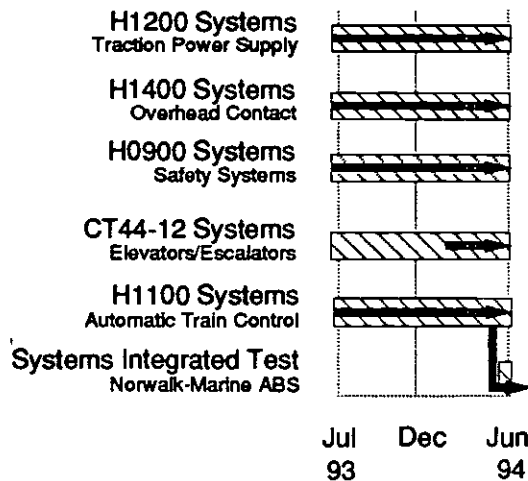


Revenue Operation Date: **May 1995**
 (Approved)

Schedule Status

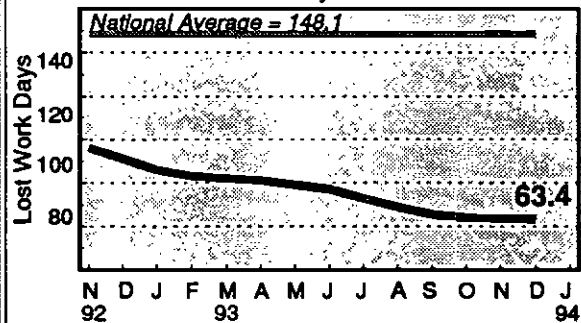
CRITICAL PATH - 1 Year Outlook

**19 Days Behind
 (negative float)**

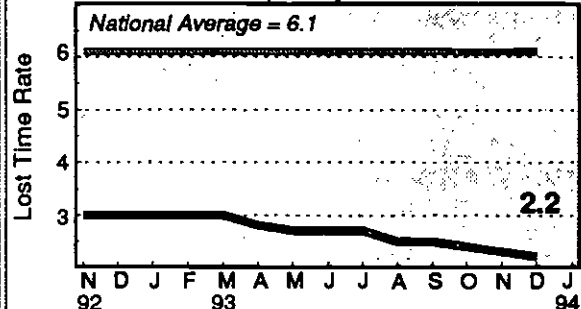


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS (in millions)

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 80%

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

ONGOING

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

Concern: Station stairs have not been constructed per applicable code. Any required rework of station stairs and/or escalator ramps could adversely impact follow-on contracts.

Action: The contractor has completed stair surveys at Compton and Douglas Stations with remaining surveys to be scheduled. Problems have been identified at Douglas Station.

Status: The Resident Engineer has responded to the contractor's initial resolution. Currently awaiting contractor's recommended disposition to all NCRs related to this issue. Escalator installation is scheduled for Aviation Station in early February, 1994.

Contract C0100 (El Segundo Guideway and Stations) Station Edge Pavers

Concern: Changes made to station edge pavers have affected work at the stations and may impact follow-on contracts.

Action: The submittal review process needs to be expedited. The contractor will review re-sequencing possibilities for follow-on station work.

Status: Edge paver submittal was received on January 20, 1994 and forwarded for review. The review process is being expedited and schedule analysis is continuing.

Caltrans Project CT044-12 (I-105 Freeway Elevator and Escalator Installation) Schedule Delays

Concern: Due to design issues and an overextended submittal process, the completion of this contract will extend beyond the target Revenue Operations Date of December, 1994.

Action: A combination of partial contract acceleration with multiple crews and rearrangement of contractual milestones is needed.

Status: The contractor and Resident Engineer have been working on other emergencies associated with the Northridge Earthquake on January 17, 1994. The revised contractor's schedule was not submitted as scheduled. OKA will review the contractor's latest schedule update and recommend mitigation measures if necessary, in February, 1994.

Contract H1100 (Automatic Train Control) Carborne Equipment and AF900 Track Circuit Availability

- Concern:** Delay of carborne equipment and AF900 track circuit availability may impact the Automatic Train Protection (ATP) System operating date of May, 1995.
- Action:** The contractor has added engineers to its carborne design staff; key AF900 verification activities have been identified.
- Status:** The schedule of the start-up car packages has been re-evaluated. A revised schedule will be submitted by the contractor next month. The yard wayside design work and the May, 1995 ATP Revenue Operations Date (ROD) are back on schedule. The AF900 design verification has some schedule slippages but still supports ROD.

Caltrans Station Phase II Contracts Schedule Impacts to Contract H0900 (Safety and Security Communication System) Access Dates

- Concern:** Nine Phase II Caltrans station contracts will impact Contract H0900 completion if turnover dates are not maintained.
- Action:** Workaround scenarios to expedite turnovers to the H0900 contractor are being developed. Progress is being closely monitored for all Caltrans Phase II station construction.
- Status:** Five stations have been turned over to the H0900 contractor. Three other stations may impact Contract H0900 and one will have no impact.

Contract C0501 (Systems Facilities Sites) Schedule Delays

- Concern:** The inability of the contractor to meet schedule dates and unavailability of Caltrans sites are impacting Contract H1100 (Automatic Train Control) interface dates.
- Action:** Punchlist work is ongoing at all sites. The contractor has retained a new landscape subcontractor and a new site superintendent in an effort to complete all outstanding work satisfactorily.
- Status:** The December, 1993 CPM schedule is under review. It is anticipated that work will be completed before March, 1994, subject to energization of approximately ten sites to permit completion of HVAC testing procedures.

KEY ACTIVITIES - JANUARY 1994

Bids were opened for Contract C0170 (Two Stop and Three Stop Elevators/Mezzanine Extension).

KEY ACTIVITIES - PLANNED FOR FEBRUARY 1994

Award Contract C0170 (Two Stop and Three Stop Elevators/Mezzanine Extension).

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

Project: R23 METRO GREEN LINE

Period: Dec 31, 1993 to Jan 28, 1994
Run Date: Feb 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	
T CONSTRUCTION	470,191	0	492,129	3,778	421,669	6,951	305,685	11,054	286,160	-100	483,091	-9,038
S PROFESSIONAL SERVICES	108,562	0	180,477	310	156,840	448	140,202	448	140,202	0	189,858	9,381
R REAL ESTATE	36,927	0	28,522	23	24,131	23	24,128	23	24,128	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	0	10,523	28	7,195	28	7,195	0	10,524	24
D UTILITY/AGENCY FORCE ACCOUNTS	4,675	0	4,790	-189	4,462	53	1,076	53	1,076	0	4,790	0
C PROJECT RESERVE	59,613	0	12,500	0	0	0	0	0	0	100	14,608	2,107
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-605	0	-605	0	-6,518	0
GRAND TOTAL	671,000	0	722,402	3,923	616,364	7,506	477,683	11,609	458,157	0	722,402	0

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

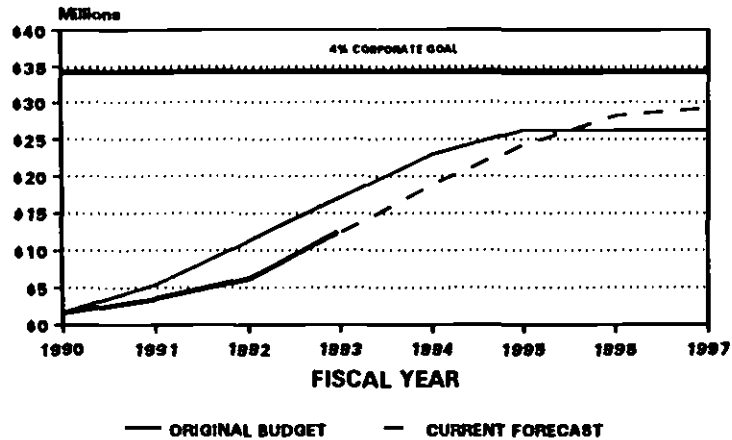
JANUARY

STATUS OF FUNDS BY SOURCE

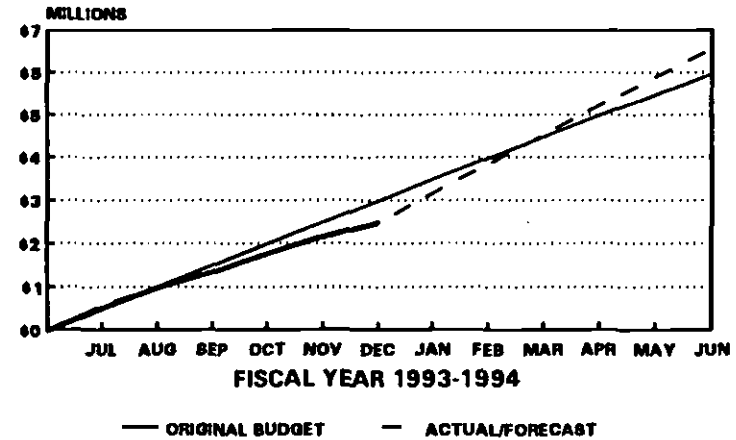
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$89,035	\$253,021	\$248,844	279%	\$252,560	284% (1)	\$253,021	284%
PROP C (25% ALLOCATION)	\$308,000	\$0	\$158,000	51%	\$0	0%	\$0	0%
STATE PROP 108	\$22,400	\$0	\$0	0%	\$0	0%	\$0	0%
STATE PROP 116	\$84,000	\$0	\$0	0%	\$0	0%	\$0	0%
ISTEA/PROP C (IMPERIAL HWY GRADE SEPARATION)	\$7,431	\$1	\$0	0%	\$0	0%	\$0	0%
PROP C (ADA)	\$6,400	\$0	\$4,384	69%	\$461	7%	\$0	0%
TOTAL	\$722,402	\$458,158	\$616,364	85%	\$458,157	63%	\$458,157	63%

NOTE : (1) PROP C HIGHWAY 25% WHEN AVAILABLE WILL REIMBURSE PROP C 40% ADVANCE ALLOCATIONS.
EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1993.

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



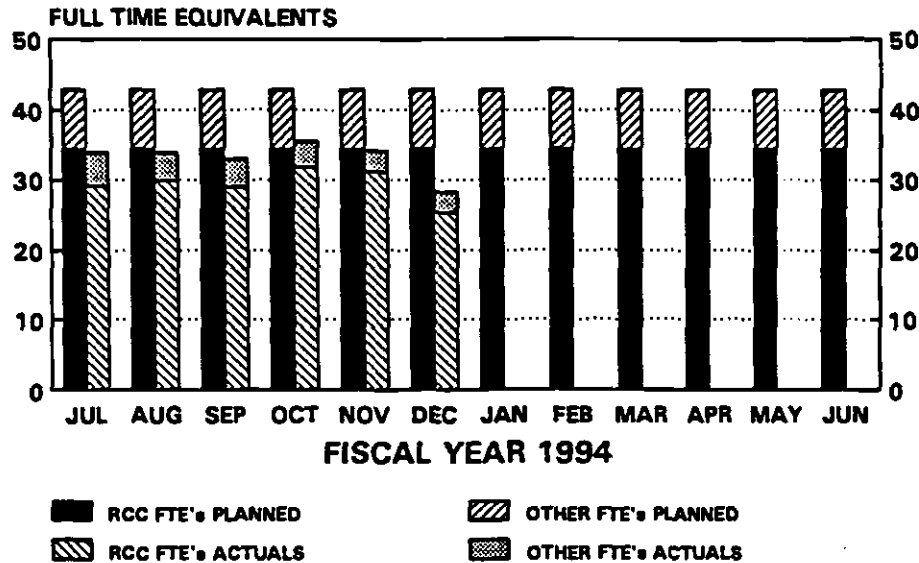
PROJECT AGENCY COSTS GREEN LINE (\$000)

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

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

ORIGINAL BUOGET	\$ 5,965
CURRENT FORECAST	\$ 6,577
BUOGET PLAN TO OATE	\$ 2,983
ACTUAL TO OATE	\$ 2,470

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'94 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	35
RCC FTE's ACTUAL	25
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	3
TOTAL FTE's PLANNED	43
TOTAL FTE's ACTUAL	28

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 01/28/94

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	\$0	\$3,739,910	0%	0%	\$472,991	\$0	\$472,991	0%	
C0095	\$9,573,083	12%	\$1,105,808	\$10,678,891	\$315,825	\$9,889,908	29%	77%	\$788,983	\$642,678	\$146,305	87%	
C0100	\$59,828,710	15%	\$8,971,290	\$68,800,000	\$4,842,435	\$64,771,145	55%	88%	\$4,026,855	\$958,351	\$3,072,504	66%	
C0101	\$11,279,980	83%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,887	86%	100%	\$1,015,113	\$0	\$1,015,113	86%	
C0110	\$7,321,537	28%	\$1,878,463	\$9,200,000	\$1,226,282	\$8,547,819	65%	100%	\$652,181	\$0	\$652,181	65%	
C0400	\$19,320,000	12%	\$2,222,000	\$21,542,000	\$2,006,019	\$21,326,019	90%	77%	\$215,981	\$48,631	\$264,512	88%	
C0501	\$5,006,841	14%	\$716,124	\$5,724,965	\$653,749	\$5,880,590	91%	89%	\$64,375	\$44,948	\$19,427	97%	
C0600	\$15,514,000	39%	\$6,026,000	\$21,542,000	\$4,711,918	\$20,225,816	78%	96%	\$1,316,084	\$795,556	\$520,518	91%	
C0610	\$10,246,912	18%	\$1,881,628	\$12,130,540	\$1,637,895	\$11,886,807	87%	96%	\$243,733	\$633,859	(\$390,126)	121%	
H0831	\$1,480,450	155%	\$2,287,474	\$3,777,924	\$1,851,027	\$3,431,477	85%	25%	\$346,447	\$152,455	\$193,992	92%	
H0832	\$3,884,088	220%	\$8,558,412	\$12,442,500	\$7,007,015	\$10,891,103	82%	45%	\$1,551,397	\$72,412	\$1,478,985	83%	
H0889	\$3,938,759	11%	\$438,876	\$4,377,635	\$15,000	\$3,953,759	3%	33%	\$423,876	\$44,904	\$378,972	14%	
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$252,448	\$10,200,628	25%	9%	\$742,372	\$104,100	\$638,272	35%	
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$60,000	\$3,358,329	18%	12%	\$269,833	\$3,500	\$266,333	19%	
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,635,630	\$58,420,630	35%	20%	\$2,987,170	\$390,629	\$3,377,799	27%	
H1200	\$18,798,123	15%	\$2,816,418	\$21,615,541	\$983,357	\$19,759,480	34%	80%	\$1,856,081	\$398,812	\$1,459,260	48%	
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$0	\$1,298,501	0%	6%	\$194,775	\$23,272	\$218,047	-12%	
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$225,175	\$11,883,175	20%	45%	\$918,625	\$420,526	\$498,099	55%	
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	(\$737,115)	\$4,841,093	-264%	99%	\$1,016,025	(\$10,000)	\$1,026,025	-268%	
TOTAL:	\$259,278,591	20%	\$52,077,462	\$311,356,052	\$32,972,584	\$292,251,174	63%	80%	\$18,104,878	\$3,795,679	\$15,309,199	71%	

I = AFE increase may be required to cover pending changes

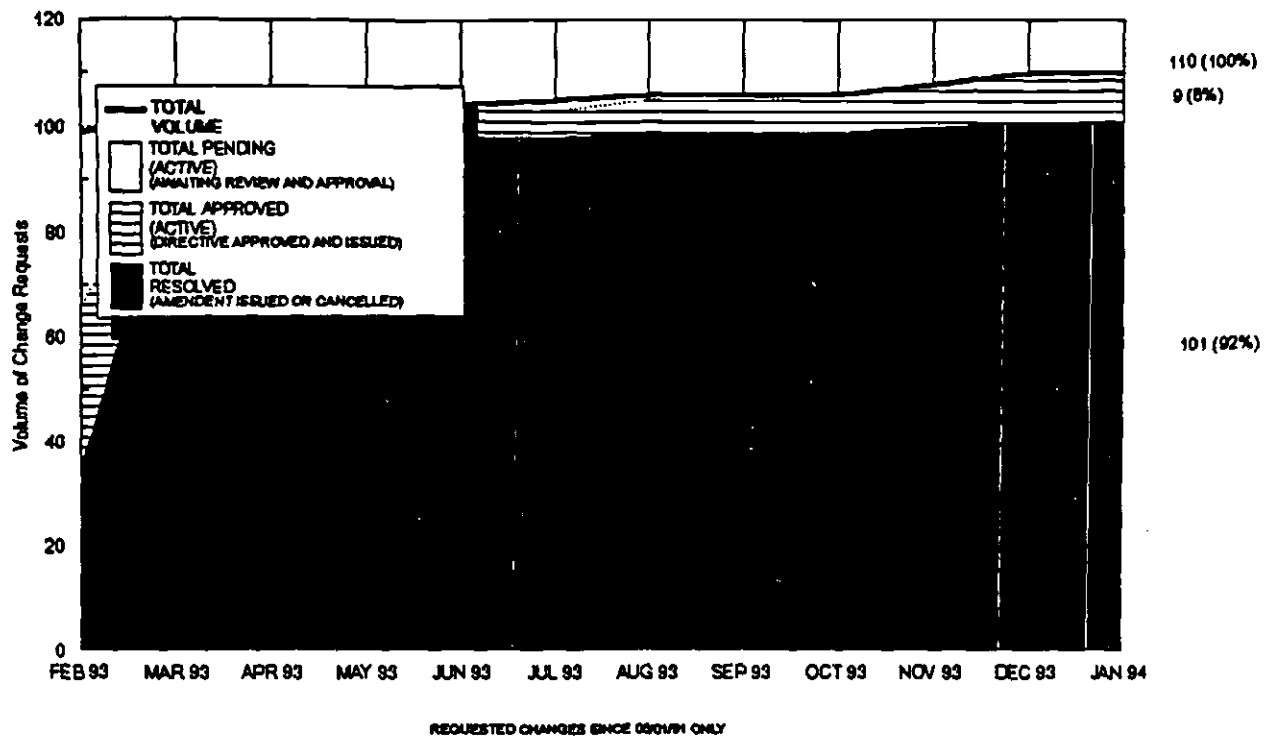
II = AFE increase required to cover obligated changes

* 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

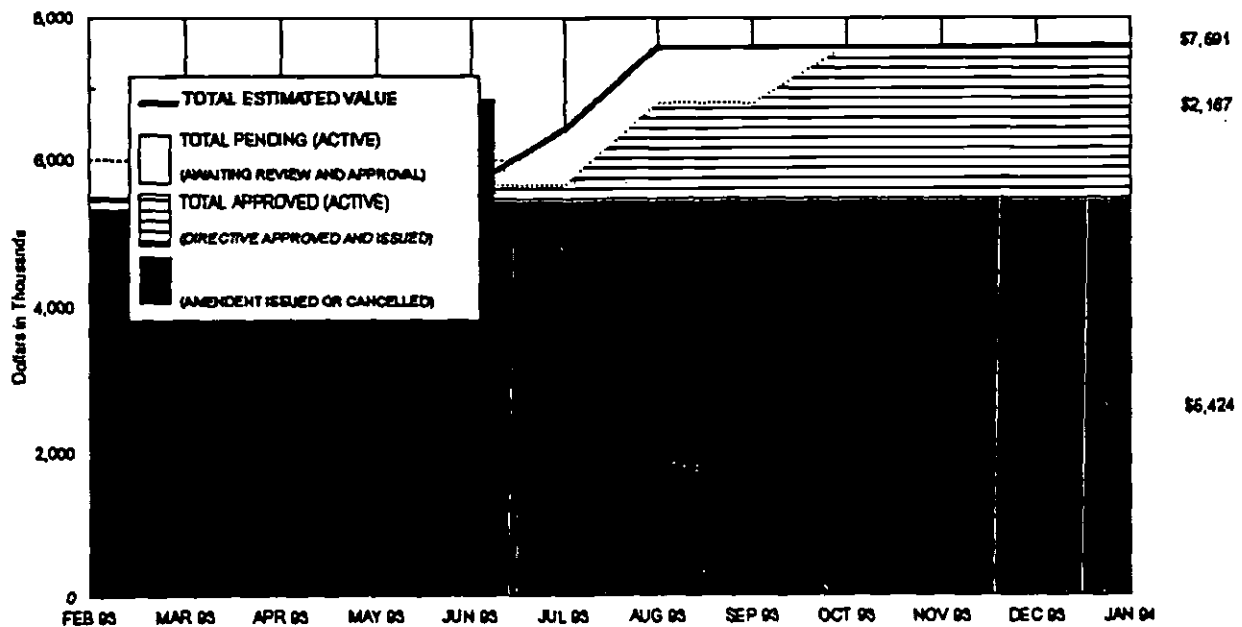
**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME**



AGE OF UNRESOLVED CONSULTANT CHANGES

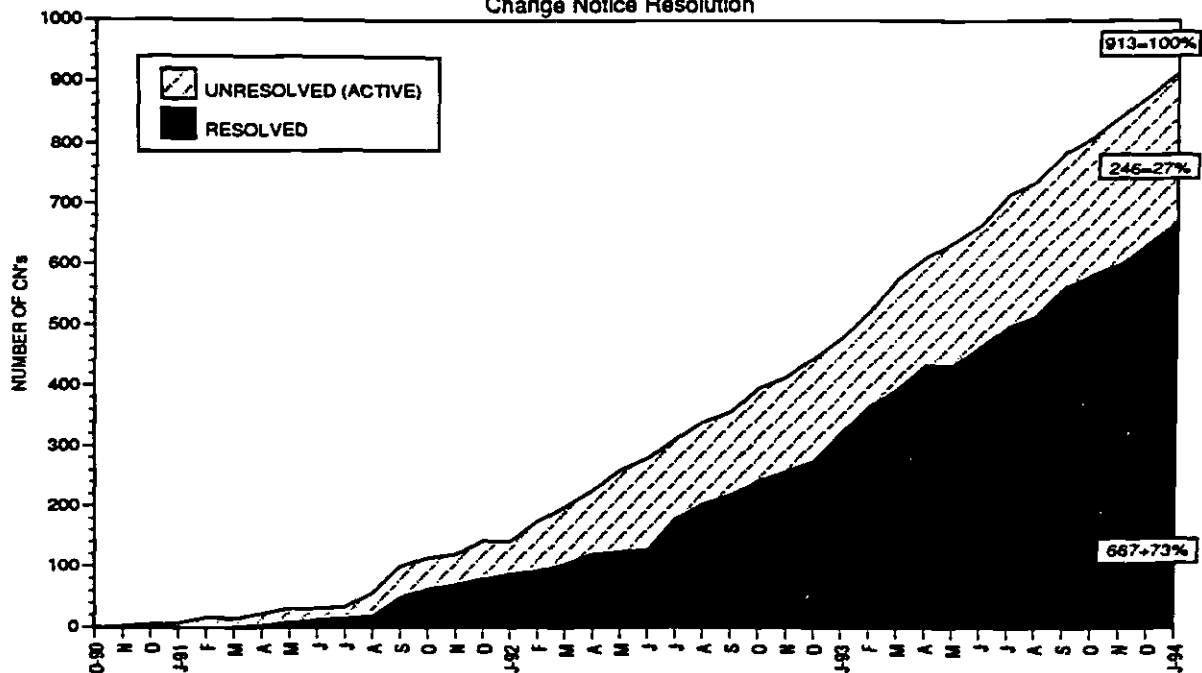
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	0	0	8	9
PERCENT	11%	0%	0%	89%	100%

**CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES**



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

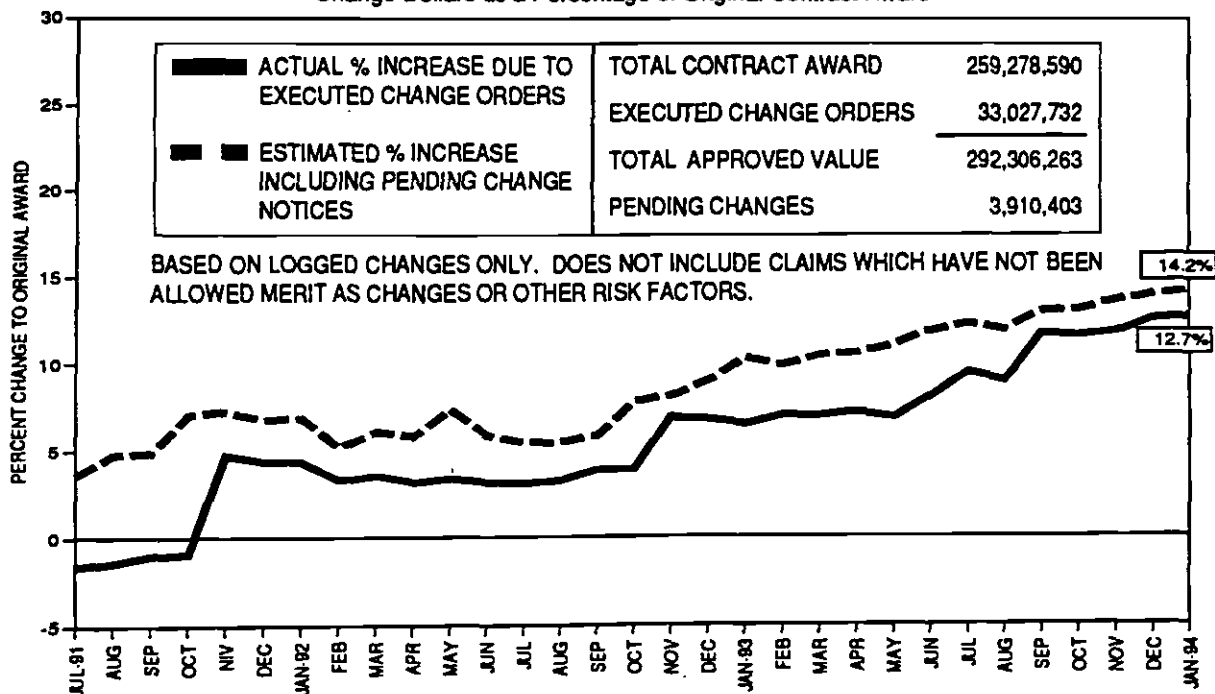
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	91	18	14	123	246
PERCENT	37%	7%	6%	50%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



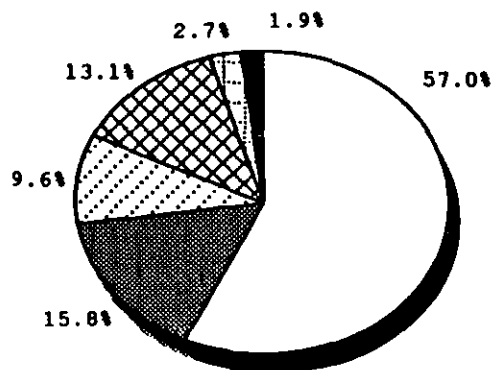
CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

Executed Changes as of 1/28/94

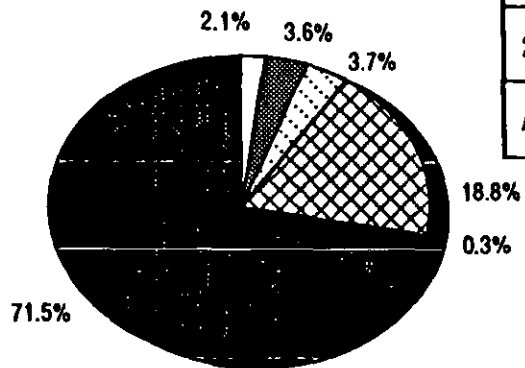
COST LEVEL

Total: \$30,532,723.88

VOLUME



DOLLARS

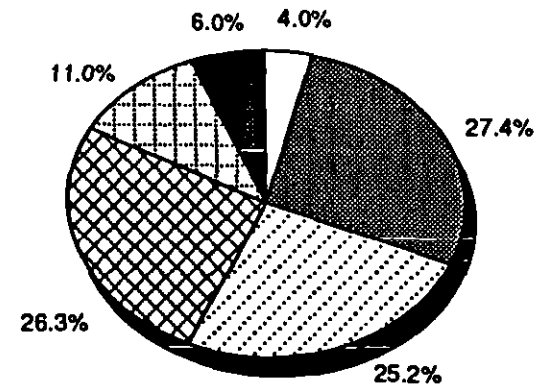
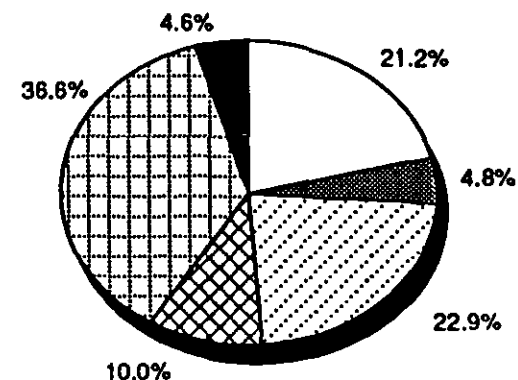


LEGEND

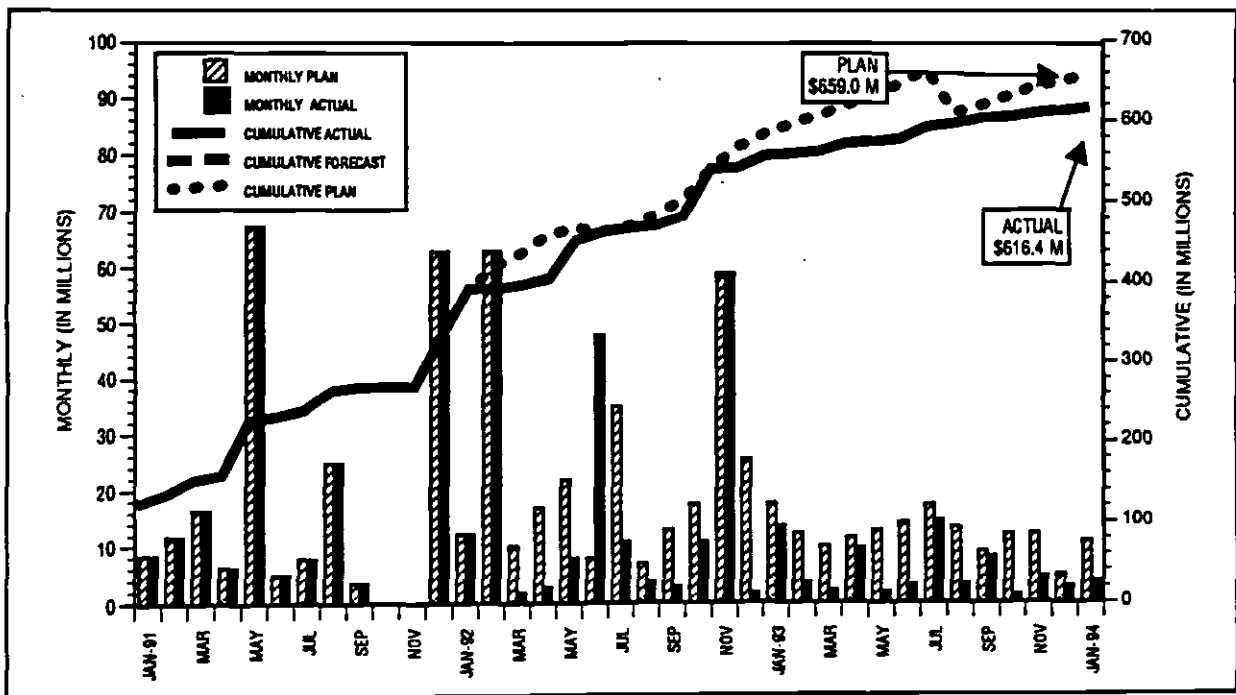
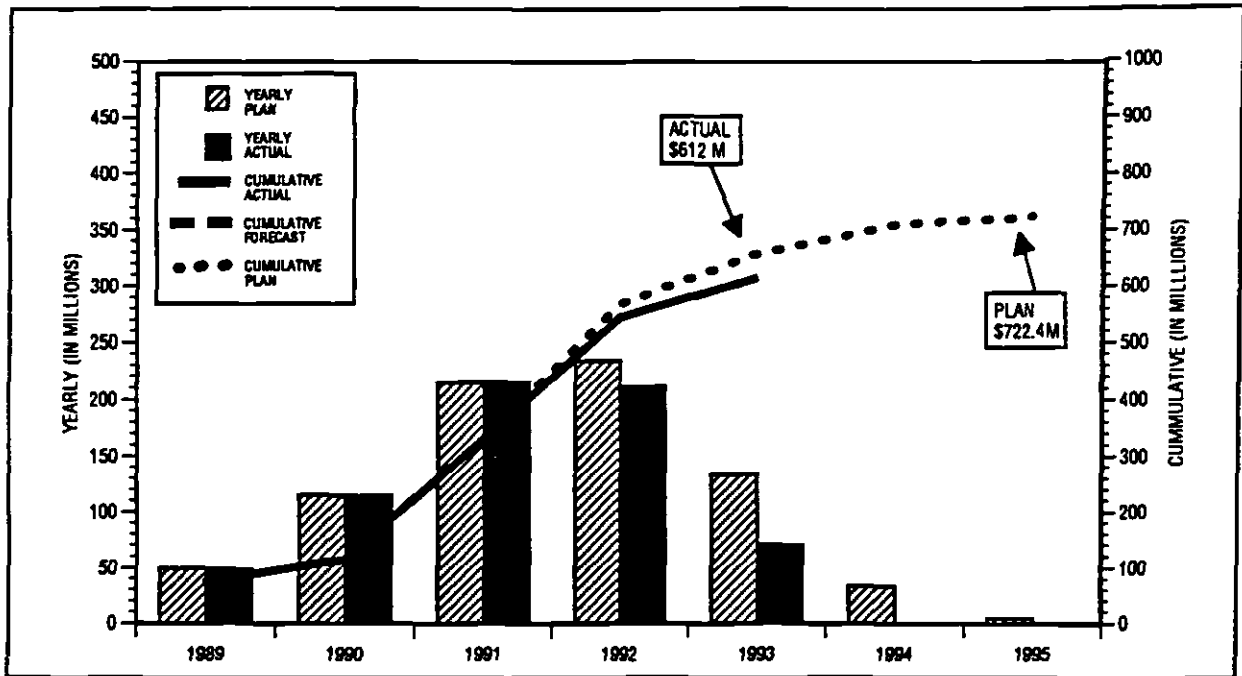
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMIN. CHANGES
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 481

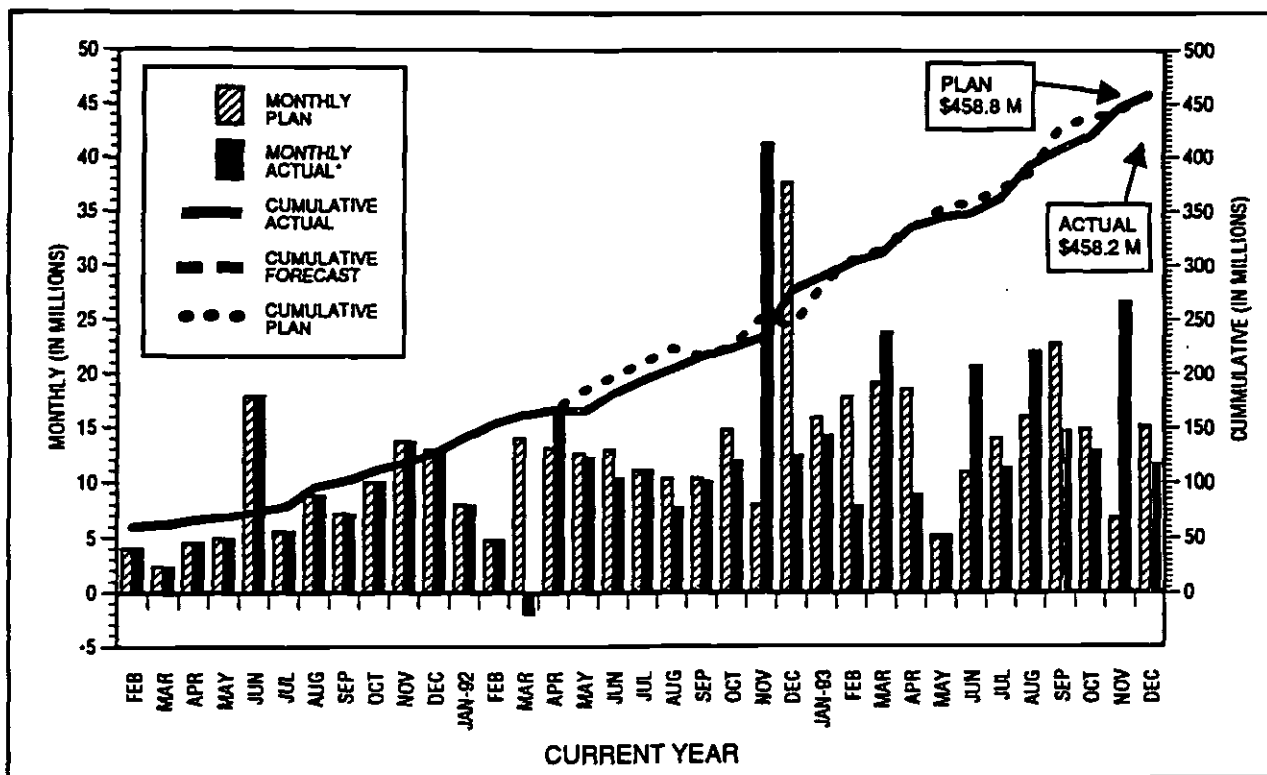
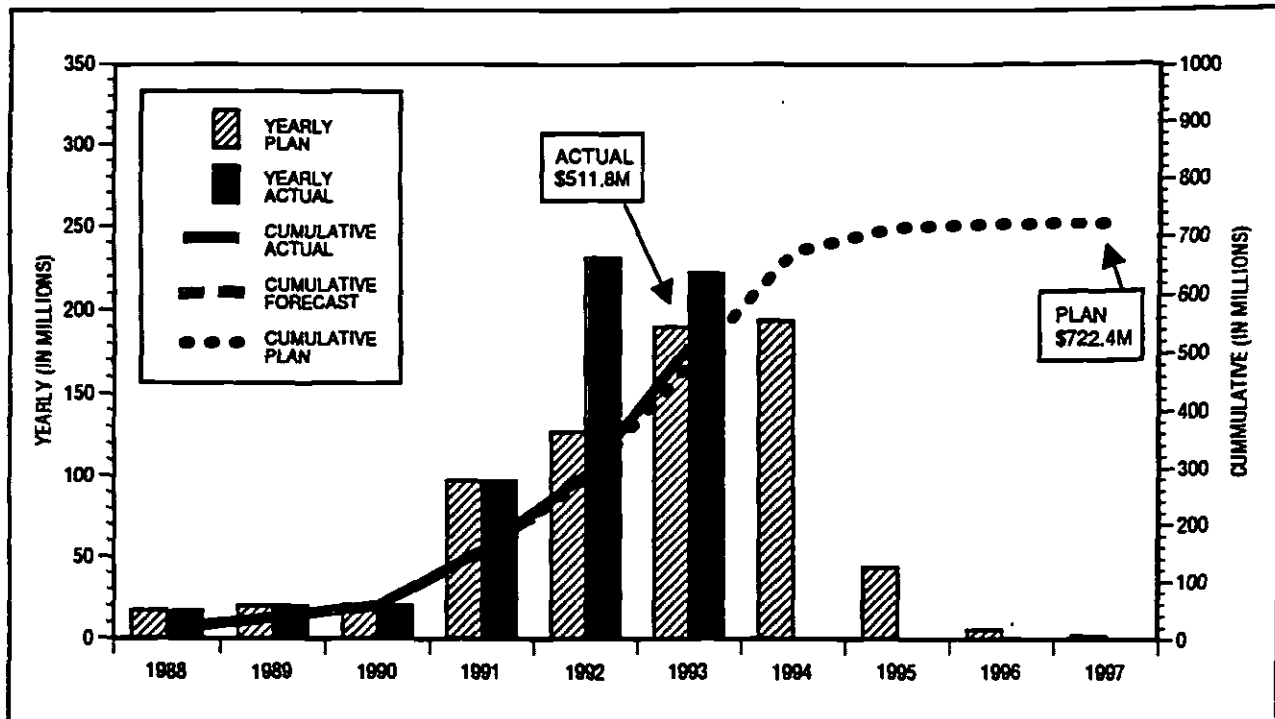


PROJECT COMMITMENTS



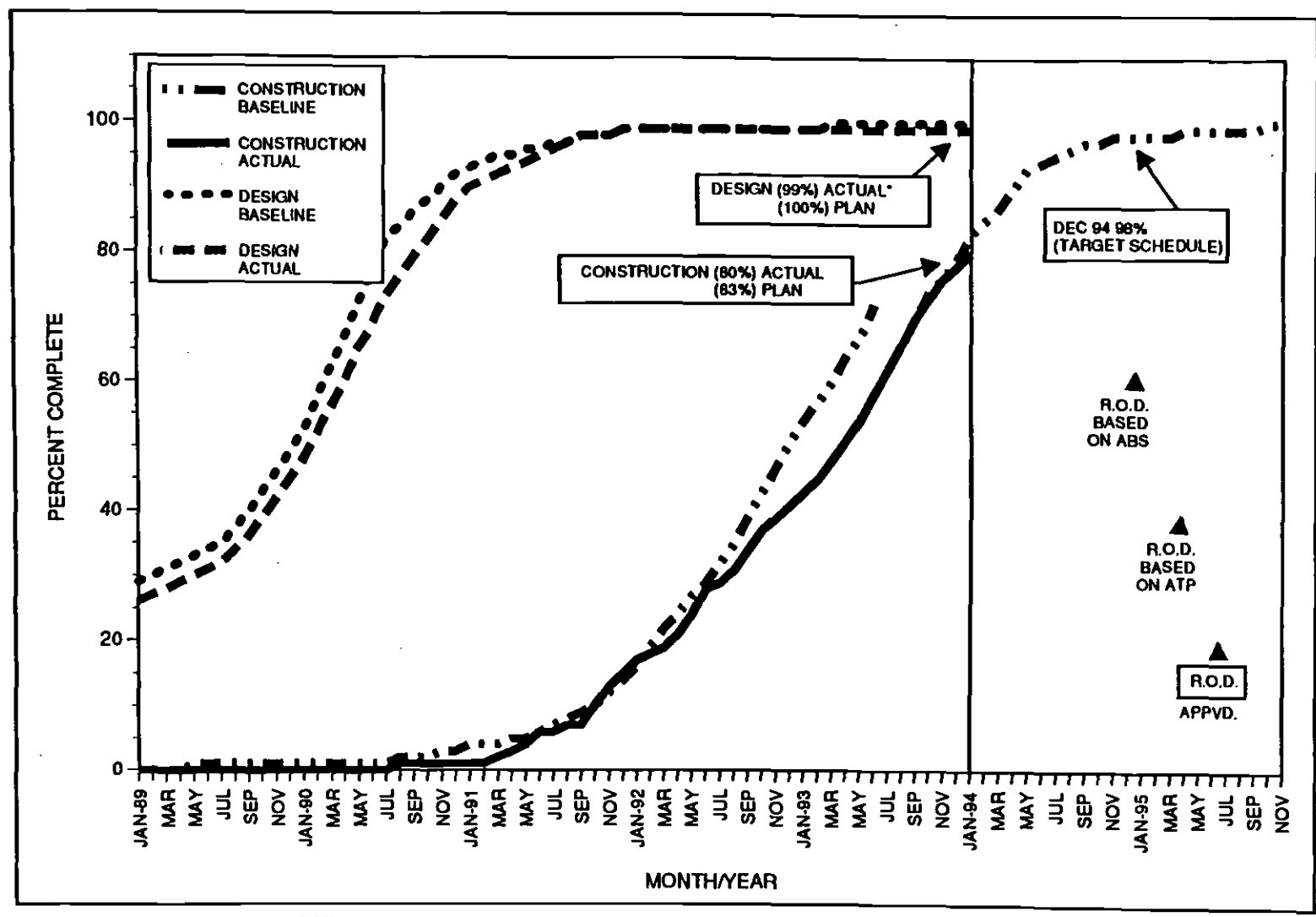
CURRENT YEAR

PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION



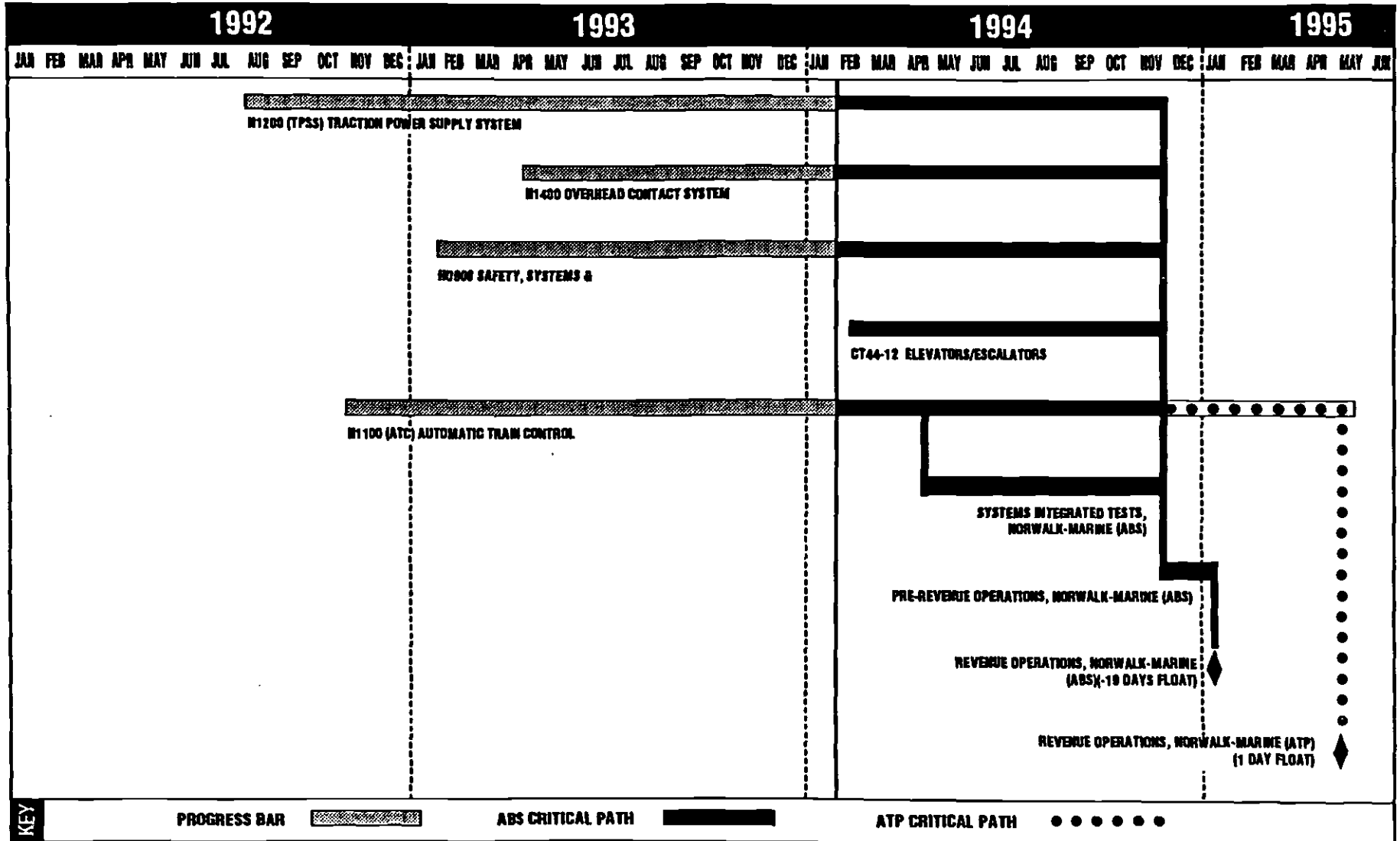
METRO GREEN LINE

Norwalk-El Segundo Rail Transit Project

Critical Path Summary
Data Date: January 29, 1994

METRO GREEN LINE

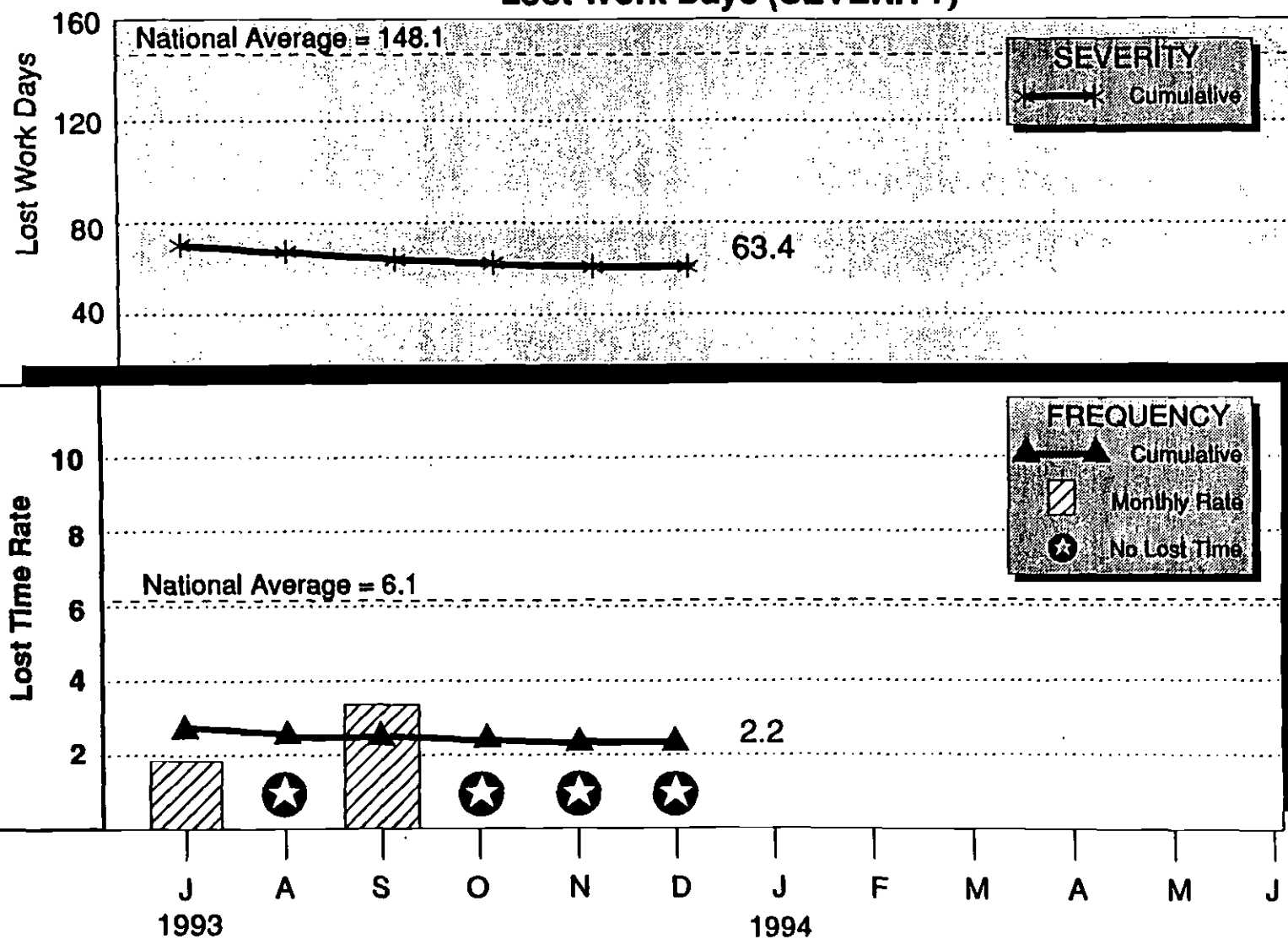
JANUARY 1994



MGL006 CRITICAL PATH MONTHLY 1/7/94

METRO GREEN LINE

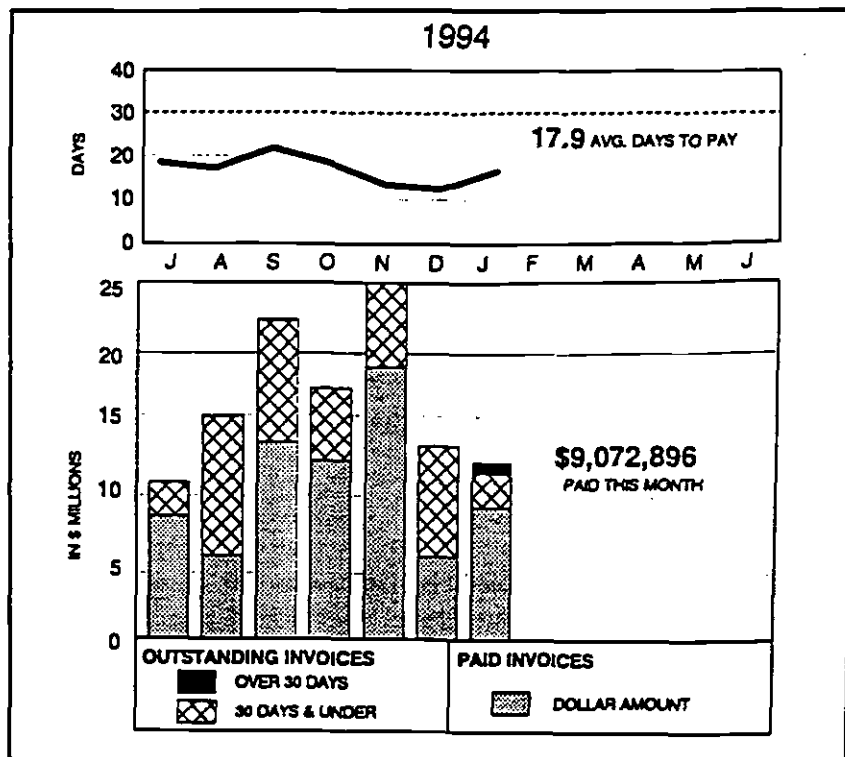
Summary of Lost Time Accidents (FREQUENCY) and Lost Work Days (SEVERITY)



INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 17.9 days.
- 26 invoices were paid for a total value of \$ 9,072,896.
- There were 12 outstanding Construction or Procurement invoices under 30 days old for \$ 2,365,951.
- There were 2 outstanding Construction or Procurement invoices over 30 days old for \$826,899.

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
OCT 1993	7	5,020,676	0	0	24	586,112	6	193,089
NOV 1993	14	5,860,591	0	0	28	2,375,611	8	244,068
DEC 1993	20	7,608,796	0	0	39	3,424,781	16	307,785
JAN 1994	12	2,365,951	2	826,899	33	1,579,561	29	1,156,866

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

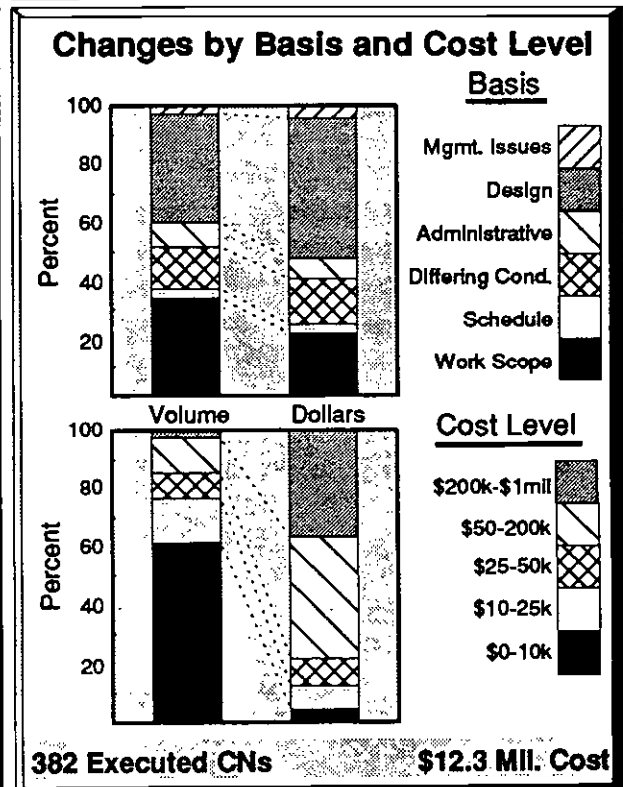
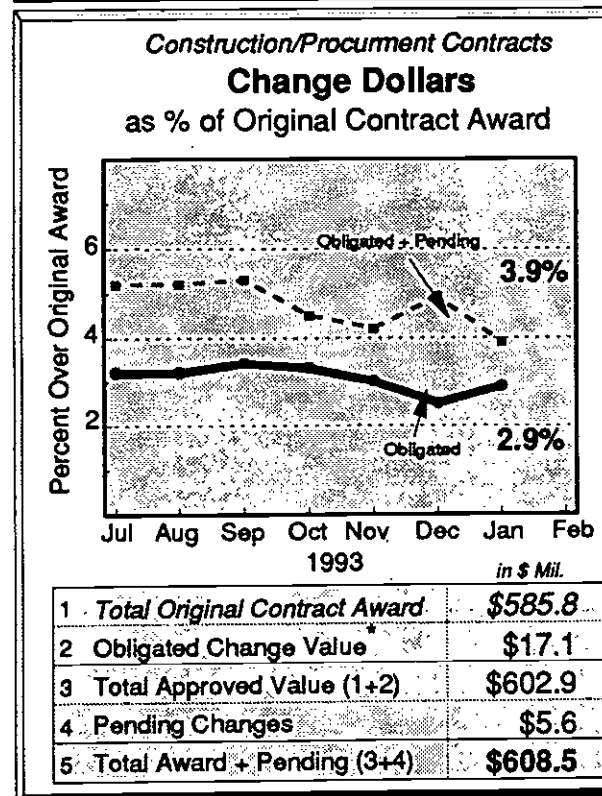
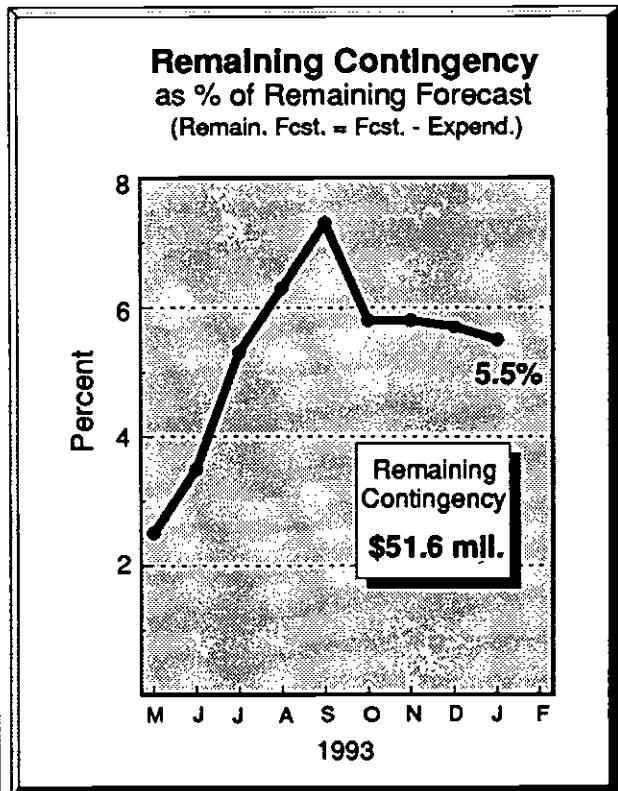
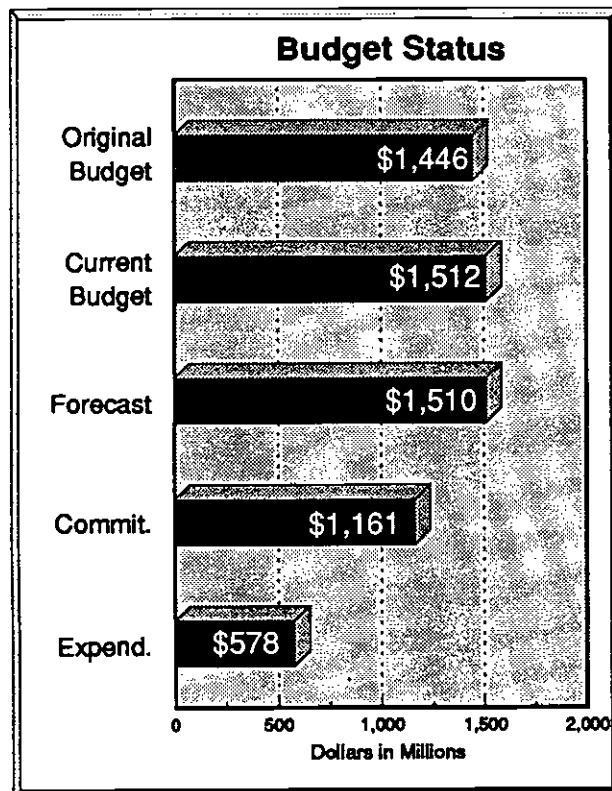
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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.		
A130	Yard Lead Transfer Zone						Contract closed.	Feb 94
A165	7th & Flower Station	0	0	0	0	0	In litigation.	Jun 94
A190	Misc. Const/Ancillary Serv.						Finalizing closeout package.	Feb 94
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Jun 94
A620	Automatic Train Control	0	0	0	0		Outstanding claims.	Feb 94
A640	Communications	0	0	0	0	0	Active contract.	Feb 94
A650	Passenger Vehicles	0	0	0	0	0	Active contract. Option pending.	Jun 94

REMAINING ACTIVITIES

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

FINANCIAL STATUS



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

March 1994

✓ AWARD APPROVAL

B261 Vermont/Sunset Station

B641 Radio

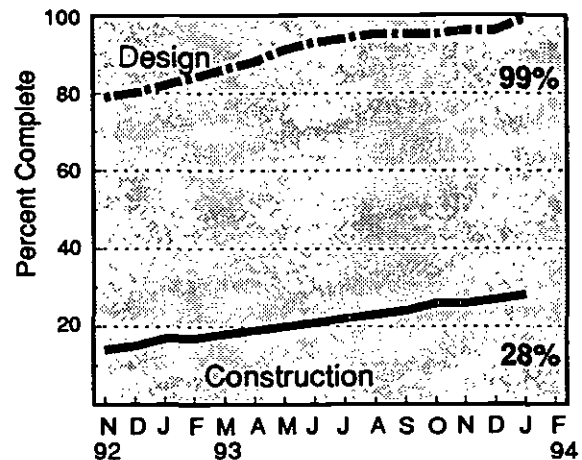
Employment Status

Months of Employment Provided

16,762Based on an average
29 job-months provided
per million expended

Schedule Status

PROGRESS



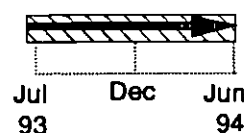
Revenue Operation Date:

Wilshire Corridor
Vermont/Hollywood CorridorJuly 1996
Sep 1998

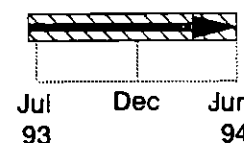
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

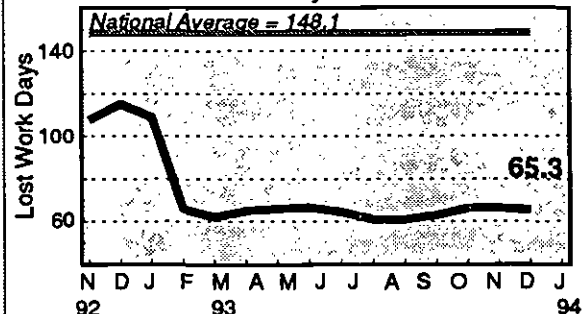
15 days ahead
(positive float)B610 Construction
Trackwork

Vermont/Hollywood

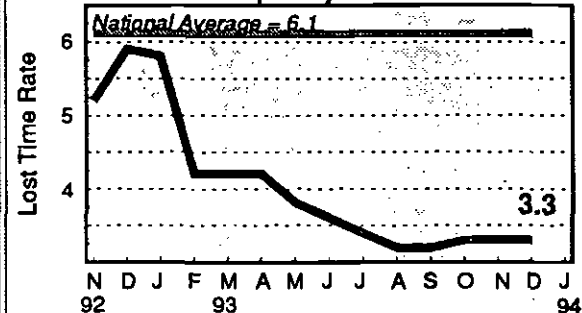
70 days behind
(negative float)B251 Construction
Vermont/Hollywood Tunnel

Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



R8101942.DRW

EXECUTIVE SUMMARY

COST STATUS

	in \$ million
• Current Budget	\$1,511.7
• Current Forecast (including new requirements)	\$1,510.3

SCHEDULE STATUS

• Current Revenue Operation Dates		
Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
• Design Progress		99%
• Construction Progress		28%

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	87	78	6	3	79
LAST MONTH	87	77	8	2	75

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

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

EXECUTIVE SUMMARY (CON'T)

To date, there have been 78 parcels acquired. Forty-one of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

- Major milestones for the month of January included the removal of the raised wooden decking at Contract B231, Wilshire/Western Station. At Contract B201, Wilshire Alvarado to Wilshire/Vermont Line, restoration activities are nearing completion and MacArthur Park is open to the public. A grand opening celebration for the park is planned for April of 1994.

On the Vermont Corridor Contract B241, Vermont/Beverly Station, construction activities have commenced. Public Affairs staff met with local merchants to address their street parking concerns. Community relations efforts also continued with East Hollywood merchants regarding Contract B252, Vermont/Santa Monica Station.

AREAS OF CONCERN

ONGOING

Contract A650, Segment 2 Passenger Vehicles

Concern: The option in the Segment 1 A650 Passenger Vehicle contract for 30 additional vehicles required for the Vermont/Hollywood Corridor was not exercised by the October 1993 target date. The current Segment 2 vehicle procurement and testing schedule indicates that zero days of float remain before impacting the Vermont/Hollywood Revenue Operation Date (ROD).

Action: A MTA task force was established to study the MTA Operations department concerns regarding excessive wheel wear experienced on Segment 1. This issue must be resolved prior to obtaining MTA

AREAS OF CONCERN (CON'T)

approval to exercise the option. As a precautionary measure in the event the MTA does not exercise its option, an option was included in the scope of work for RFP #-0090, Transit Vehicle Procurement Consultant. It will provide for preparation of a new vehicle procurement specification using A650 as-built specifications as a basis. Using a straight bid approach, this will allow vehicles to be obtained prior to the Vermont/Hollywood ROD.

Status: The option included in the Segment 1 A650 Passenger Vehicle contract will be reviewed at the MTA Board Meeting scheduled for February 23, 1994.

Contract B251, Vermont/Hollywood Tunnels - Water Influx between Station 416 and 435

Concern: Up to 143 gallons per minute (gpm) of ground water may be entering the Vermont Avenue tunnels between stations 430 and 434. Only five to ten gpm was observed draining from the VAL tunnel crown. In general, ground water flow was less in the VAR tunnel.

Action: Recent estimates indicate that less than 100 gpm of ground water is entering the AL tunnel at the Vermont/Santa Monica Station. The Contractor is developing plans for a La Mella water treatment unit. The unit will have a capacity of 1200 gpm and will be installed at the Barnsdall Park Staging Area.

Status: The contractor will revise existing plans for treatment of ground water flows on Vermont/Santa Monica Station. The La Mella water treatment unit will allow the Hollywood tunnels to be mined on a continual basis.

Contract B251, Vermont/Hollywood Tunnels - Dewatering Operations

Concern: The tunneling operations were halted in July 1993 due to excessive ground water.

Action: A total of 58 wells were installed and pumped to lower ground water to drainable depths.

AREAS OF CONCERN (CON'T)

Status: Since tunneling resumed on January 13, 1994, the Hollywood AL tunnel has been driven to station 478+05 between Normandie and Winona. During tunneling, ground water was primarily encountered within, and directly west of, the Kenmore Channel. This and recent water level data indicates the tunnel is draining ground water from the surrounding soil.

Delay in Real Estate Acquisitions

Concern: There are three parcels currently being projected in the worst case scenario as not being available by the scheduled "need dates."

Action: Maintaining schedule to avoid negative float.

Status: It remains probable that all parcels will be acquired by the date they are needed for construction.

Contract B251, Vermont/Hollywood Tunnels - Sixth and Vermont Channel

Concern: Initial drillings indicated the presence of a channel containing fill (trash, rubble, soil) and alluvium. The fill contains petroleum hydrocarbons and is located above the tunnels and the alluvium. The alluvium is not contaminated, but is wet at the upper tunnel level.

Action: Reports prepared by Engineering Science and other consulting engineers were issued to the Contractor. The Contractor has responded with a submittal for dewatering this area.

Status: The Contractor's submittal is being reviewed. This will enable dewatering pumps to be installed and operational prior to tunneling through this area.

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

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

NEW NONE

ONGOING

March 1993, Financial Management Information System

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

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

Status: RFP was released in late December and is scheduled to close in mid February. The evaluators are being prepared for the bid evaluations and the project is scheduled to go to the MTA board in May.

RESOLVED NONE

KEY ACTIVITIES - JANUARY**Design**

- Re-advertised and held pre-bid meeting for Contract B760, Signs and Graphics (design/supply)
- Held bid openings for Contract B610, Trackwork (design/supply/install), and Contract B642, Public Address (procurement).
- Completed bid reports for Contract B261, Vermont/Sunset Station, and Contract B610, Trackwork (design/supply/install).
- Received RCC Board approval for Contract B271, Hollywood/Western Station; and RCC Board/MTA approval for Contract B610 (design/supply/install), Contract B643, CCTV (procurement), and Contract B645, SCADA (design/furnish/install).
- Issued Notice to Proceed for Contract B281, Hollywood/Vine Station, and Contract B644, Cable Transmission Equipment (procurement).

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, completed installation of irrigation lines; landscaping and opened MacArthur Park to the public on January 26, 1994. The contractor proceeded with the installation of doors, frames and various electrical activities in the pocket track structure. Cleanup of the AR and AL tunnels and the pocket track continues.
- Contract B211, Wilshire/Vermont Station, Stage I, completed pour of the roof slab from column 8 to 13, the lower track level platform slab, and all interior walls level to the roof slab.
- Contract B215, Wilshire/Vermont Station, Stage II, grading of site is complete to the top of the soldier pile elevation (8 feet). The drill rig was delivered and welding of the soldier piles continues.
- Contract B221, Wilshire/Normandie Station and Line, completed east ancillary masonry; placed station entrance slab-on-grade, continued the excavation of side structures south of Ardmore, and installed lighting conduits in tunnels and backfilled in the crosspassages.

- Contract B231, Wilshire/Western Station and Crossover, completed building the east fire protection vault and piping; installation of a manhole, removal of deck beams on Wilshire Boulevard and Western Avenue, and concreting at the entrance and side structures.
- Contract B241, Vermont/Beverly Station, contractor submitted a partial design for the excavation support system, ordered soldier piles, and continued with initial meetings and field office preparations.
- Contract B251, Vermont/Hollywood Tunnels, completed excavation of crosspassages 21, 22, 24 and 26; proceeding with the installation of precast segments, underpinning at West Sixth Street, and tunnel excavation of the VAR and VAL tunnels. Dewatering procedures continues on both the Vermont and Hollywood Corridors.
- Contract B252, Vermont/Santa Monica Station, continued with clearing of construction site, installed pedestrian walkway and relocated adjacent chain link fence. Began ATSAC conduit installation at various locations, and proceeded with waterline relocation from Vermont.
- Review and approval of submittals are underway for Contract B620, Automatic Train Control; Contract B630, Traction Power Substation Equipment; and Contract B631, Traction Power Installation.
- Contract B710, Elevators and Escalators, elevator shop drawings are currently being reviewed by the EMC.
- Contract B740, Ventilation Equipment, installation of the booster fans at Contract B201 was completed and the installation of sound attenuators is 75% complete.
- Contract B745, Air Handling & TPSS Fans, the fans for Contracts B221 and B231 were delivered.

KEY ACTIVITIES - PLANNED FOR FEBRUARY**Design**

- Advertise Contract B648A, Communications Wilshire Corridor (install).
- Hold bid openings for Contract B641, Radio (design/furnish/install), and Contract B760, Signs and Graphics (design/supply).
- Receive RCC Board/MTA approval for award of Contract B261, Vermont/Sunset Station, and Contract B642, Public Address (procurement); and MTA Board approval for award of Contract B271, Hollywood/Western Station.
- Issue Notice to Proceed for Contract B610, Trackwork (design/supply/install), Contract B643, CCTV (procurement), and Contract B645, SCADA (design/furnish/install).

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, in the pocket track structure continue installation of doors and frames, installation of mechanical and electrical equipment and wire, and final clean-up.
- Contract B211, Wilshire/Vermont Station, Stage I, continue shoring, formwork, rebar, and embed placement for the roof slab at the east end of the station.
- Contract B215, Wilshire/Vermont Station, Stage II, continue welding of soldier piles.
- Contract B221, Wilshire/Normandie Station and Line, continue installation of CMU walls at the station, and excavation of side structures to grade and prepare the bottom for slab-on-grade. Spray acoustical material to equipment room walls and shafts.
- Contract B231, Wilshire/Western Station, continue installation of ceramic floor tile, ductwork and accessories, doors and hardware throughout the station. Continue backfill activities and placement of concrete paving, curbs and gutters.
- Contract B241, Vermont/Beverly Station, awaiting arrival of soldier piles.

- Contract B251, Vermont/Hollywood Tunnel, continue production of precast segments, floating slab section, underpinning work. Continue Hollywood and Vermont dewatering and excavation of the HAR and VAR tunnels.
- Contract B252, Vermont/Santa Monica Station, continue installation of ATSAC conduit and staging area exterior lighting. Continue concrete fill at Vermont/Hollywood.
- Continue review and approval of submittals for Contract B620, Automatic Train Control; Contract B630, Traction Power Substation Equipment; and Contract B631, Traction Power Installation, continue review and approval of submittals. Contract B710, Elevators and Escalators, EMC to continue review of elevator shop drawings. Contract B740, Ventilation Equipment, continue installation of the sound attenuators.
- Contract B745, Air Handling & TPSS Fans, continue manufacturing of the fans for Contract B215 and fabrication of the dampers.

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

Project : METRO RED LINE SEGMENT 2

Status Period: Dec 31, 1993 to Jan 28, 1994
Run Date: Feb 8, 1994
Units: Dollars in Thousands

ELEMENT / DESCRIPTION		ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES (1)		CURRENT FORECAST		FORECAST VARIANCE	
			PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE		
FFGA UNDERTAKING		893,000												
T	Construction		0	932,864	14,255	739,805	19,507	378,527	17,264	315,431	(4,050)	926,754	(6,110)	
S	Professional Services		289,150	0	354,803	(21,433)	293,140	3,889	184,763	3,889	184,763	4,084	347,559	(7,244)
R	Real Estate		79,827	0	83,568	6,091	75,176	456	67,795	(3)	67,336	2,898	86,860	3,292
F	Utility/Agency Force Accounts		36,668	0	29,796	(917)	19,302	29	6,713	29	6,713	0	28,545	(1,251)
D	Special Programs		2,044	0	4,402	88	1,033	13	389	13	389	0	5,341	939
C	Contingency		145,743	0	40,999	0	0	0	0	0	0	(2,932)	51,873	10,874
A	Project Revenue		0	0	0	0	0	0	(181)	0	(181)	0	(300)	(300)
UNDERTAKING TOTAL		1,446,432	0	1,446,432	(1,916)	1,128,456	23,894	638,006	21,192	574,451	0	1,446,432	0	

NEW REQUIREMENTS		0												
T	Construction		0	0	55,024	7	28,248	0	214	0	0	0	53,667	(1,357)
S	Professional Services		0	0	6,226	0	4,465	0	3,913	0	3,913	0	6,226	0
R	Real Estate		0	0	0	0	1	34	35	(2)	(3)	0	0	0
F	Utility/Agency Force Accounts		0	0	0	0	0	0	0	0	0	0	0	0
D	Special Programs		0	0	0	0	23	0	0	0	0	0	20	20
C	Contingency		0	0	2,000	0	0	0	0	0	0	0	2,000	0
A	Project Revenue		0	0	0	0	0	0	0	0	0	0	0	0
NEW REQUIREMENTS TOTAL		0	0	65,250	7	32,737	34	4,162	(2)	3,910	0	63,913	(1,337)	
TOTAL PROGRAM		1,446,432	0	1,511,682	(1,909)	1,161,193	23,928	642,168	21,190	578,361	0	1,510,345	(1,337)	

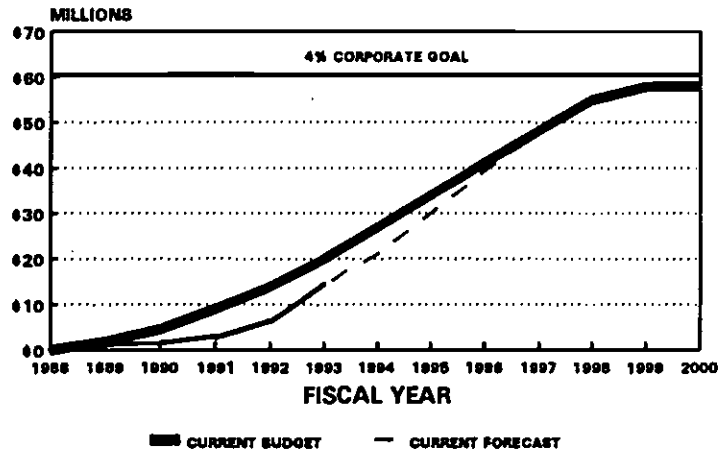
(1) EXPENDITURES ARE FOR THE PERIOD OF 27-NOVEMBER-93 TO 31-DECEMBER-93.
NOTE: REFER TO APPENDIX FOR REPORT DEFINITIONS.

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

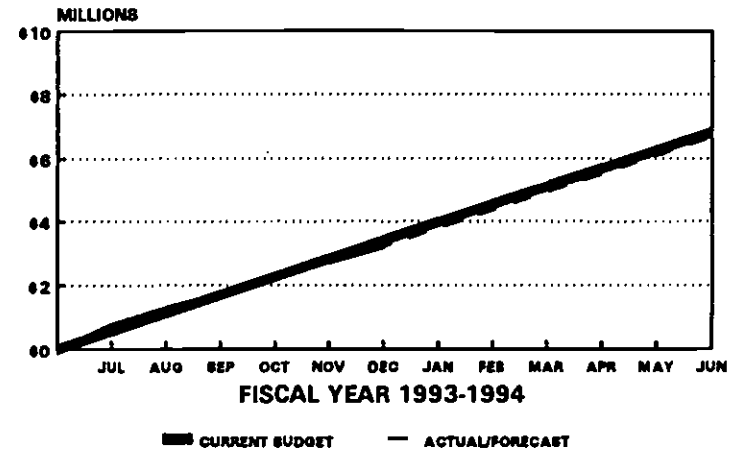
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$513,441	77%	\$238,139	36%	\$229,381	34%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$87,728		\$49,852		\$46,932	
STATE	\$185,129	\$133,000	\$147,587	80%	\$133,697	72%	\$133,000	72%
MTA	\$440,303	\$76,377	\$290,836	66%	\$86,301	20%	\$94,320	21%
CITY OF LA.	\$96,000	\$49,600	\$63,842	67%	\$41,434	43%	\$39,902	42%
BENEFIT ASSESS.	\$58,000	\$0	\$25,022	43%	\$25,022	43%	\$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%	\$25,022	
TOTAL	\$1,446,432	\$876,265	\$1,128,456	78%	\$574,445	40%	\$568,557	39%
PROP C: AMERICAN DISABILITY ACT	\$5,996	\$0	\$2,516	42%	\$363	6%	\$363	6%
PROP A: TRANSIT ENHANCEMENTS	\$59,254	\$0	\$30,221	51%	\$3,553	6%	\$3,553	6%
GRAND TOTAL	\$1,511,682	\$876,265	\$1,161,193	77%	\$578,361	38%	\$572,473	38%
(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 December 1993.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2



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

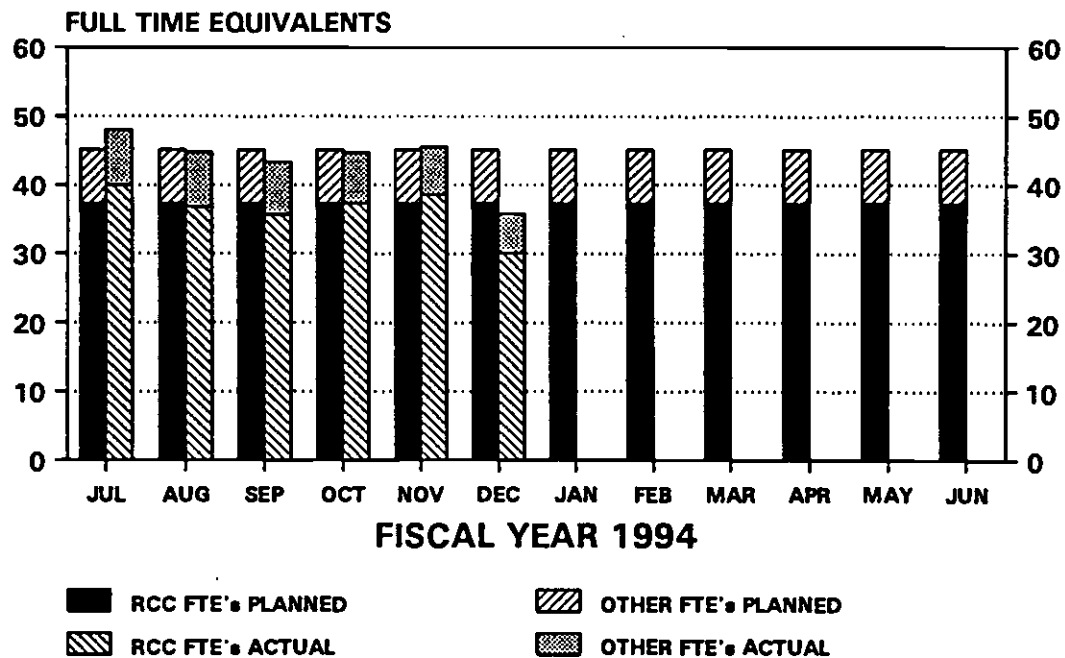
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$ 57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$ 58,396
FDRECAST % OF TOTAL PROJECT	3.9%
ACTUAL THROUGH FY 93	\$ 14,686

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

CURRENT BUDGET	\$6,834
CURRENT FDRECAST	\$6,666
BUDGET PLAN TO DATE	\$3,417
ACTUAL TO DATE	\$3,209

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'94 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	37
RCC FTE's ACTUAL	30
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	6
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	36

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 01/28/94

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	\$44,877,273	20%	\$8,922,727	\$53,500,000	\$4,904,685	\$49,541,838	11.1%	50%	88%	\$3,958,062	\$18,762	\$3,941,310	58%	11.2%
B211	\$38,487,177	13%	\$4,958,816	\$43,445,995	\$1,827,335	\$40,314,512	4.7%	37%	88%	\$3,131,463	\$150,778	\$2,980,705	40%	5.1%
B215	\$28,172,300	10%	\$2,817,230	\$28,789,530	\$8,000	\$28,180,300	0.0%	0%	0%	\$2,809,230	\$0	\$2,809,230	0%	0.0%
B218	\$54,000	135%	\$86,000	\$150,000	\$80,194	\$144,194	125.3%	83%	100%	\$6,406	\$0	\$6,406	83%	125.3%
B221	\$78,812,793	14%	\$10,864,531	\$89,677,324	\$3,737,713	\$83,550,508	4.7%	34%	89%	\$7,128,818	\$3,289,748	\$3,827,072	85%	8.8%
B229	\$957,428	10%	\$95,742	\$1,053,170	\$5,000	\$982,428	0.5%	5%	0%	\$90,742	\$5,000	\$85,742	10%	1.0%
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$2,978,497	\$56,024,688	5.6%	56%	87%	\$2,385,023	\$795,623	\$1,589,400	70%	7.0%
B241	\$40,957,557	10%	\$4,095,756	\$45,053,313	\$0	\$40,957,557	0.0%	0%	0%	\$4,095,756	\$0	\$4,095,756	0%	0.0%
B251	\$124,233,157	10%	\$12,423,315	\$136,656,472	\$3,114,095	\$127,347,252	2.5%	25%	29%	\$9,309,220	\$628,925	\$8,680,295	30%	3.0%
B252	\$50,878,631	11%	\$5,551,158	\$56,730,789	\$0	\$50,878,631	0.0%	0%	0%	\$5,551,158	\$0	\$5,551,158	0%	0.0%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,650	\$96,550	8.7%	97%	100%	\$250	\$0	\$250	97%	8.7%
B281	\$48,287,000	12%	\$5,814,440	\$55,201,440	\$0	\$48,287,000	0.0%	0%	0%	\$5,814,440	\$0	\$5,814,440	0%	0.0%
B288	\$78,478	14%	\$10,822	\$87,100	\$8,545	\$86,323	12.8%	83%	100%	\$777	\$0	\$777	83%	12.8%
B811	\$2,718,049	10%	\$271,905	\$2,990,954	\$0	\$2,718,049	0.0%	0%	0%	\$271,905	\$0	\$271,905	0%	0.0%
B812	\$3,894,355	10%	\$389,435	\$4,383,791	\$0	\$3,894,355	0.0%	0%	0%	\$389,435	\$0	\$389,435	0%	0.0%
B814	\$2,648,828	10%	\$264,683	\$2,911,512	\$0	\$2,648,828	0.0%	0%	0%	\$264,683	\$18,000	\$249,683	8%	0.8%
B818	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	0%	\$75,958	\$0	\$75,958	0%	0.0%
B820	\$18,031,285	13%	\$2,328,033	\$20,357,298	\$0	\$18,031,285	0.0%	0%	0%	\$2,328,033	(\$31,387)	\$2,357,400	-1%	-0.2%
B830	\$8,157,150	10%	\$815,715	\$8,772,865	\$77,584	\$8,234,734	1.3%	13%	0%	\$838,131	\$292,414	\$245,717	80%	8.0%
B831	\$4,487,185	10%	\$448,717	\$4,913,882	\$0	\$4,487,185	0.0%	0%	0%	\$448,717	\$0	\$448,717	0%	0.0%
B844	\$3,280,888	13%	\$435,017	\$3,996,005	\$0	\$3,280,888	0.0%	0%	0%	\$435,017	\$0	\$435,017	0%	0.0%
B848	\$2,547,766	10%	\$254,777	\$2,802,543	\$0	\$2,547,766	0.0%	0%	0%	\$254,777	\$0	\$254,777	0%	0.0%
B848B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
B710	\$14,442,982	19%	\$2,715,277	\$17,158,259	\$0	\$14,442,982	0.0%	0%	0%	\$2,715,277	\$0	\$2,715,277	0%	***%
B740	\$10,528,286	10%	\$1,052,827	\$11,578,895	\$113,759	\$10,840,027	1.1%	11%	22%	\$838,868	\$101,698	\$837,170	20%	2.0%
B745	\$1,808,381	48%	\$825,138	\$2,633,517	\$194,024	\$2,002,405	10.7%	24%	20%	\$831,112	\$287,507	\$343,805	58%	26.6%
B761	\$3,228,672	10%	\$322,667	\$3,548,339	\$0	\$3,228,672	0.0%	0%	0%	\$322,667	\$101,400	\$221,267	31%	3.1%
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%

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

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

PAGE 1

T RUBIO
PROJECT VALUE SUMMARY 01/28/94

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 01/28/94

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.
	\$585,831,111	12%	\$71,420,876	\$657,251,786	\$17,120,261	\$602,951,372	2.8%	24%	27%	\$54,300,414	\$5,663,476	\$48,636,937	32%	3.8%

II - AFE increase required

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

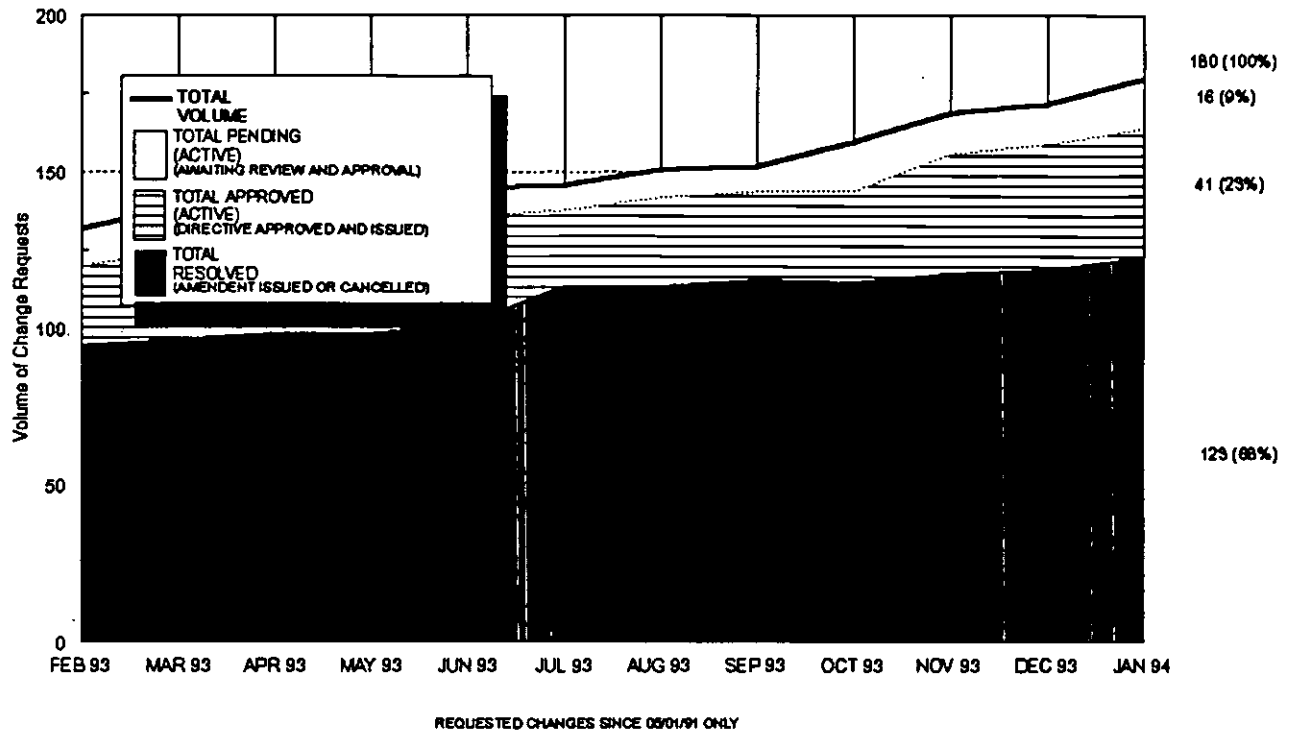
(*) Costs shared with other projects. Costs shown are for R81 ONLY. (1) Includes both executed CO's and authorized (WACN) changes (2) % increase over original award (3) Logged contract changes ONLY

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

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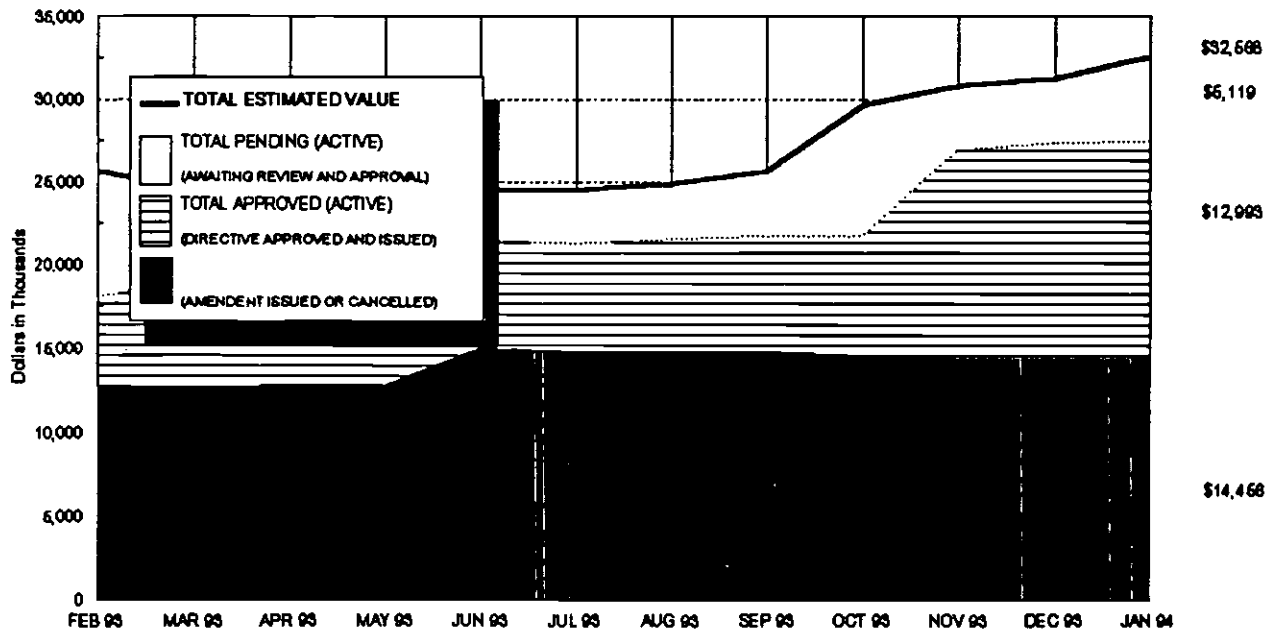
T RUBIO
PROJECT VALUE SUMMARY 01/28/94

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

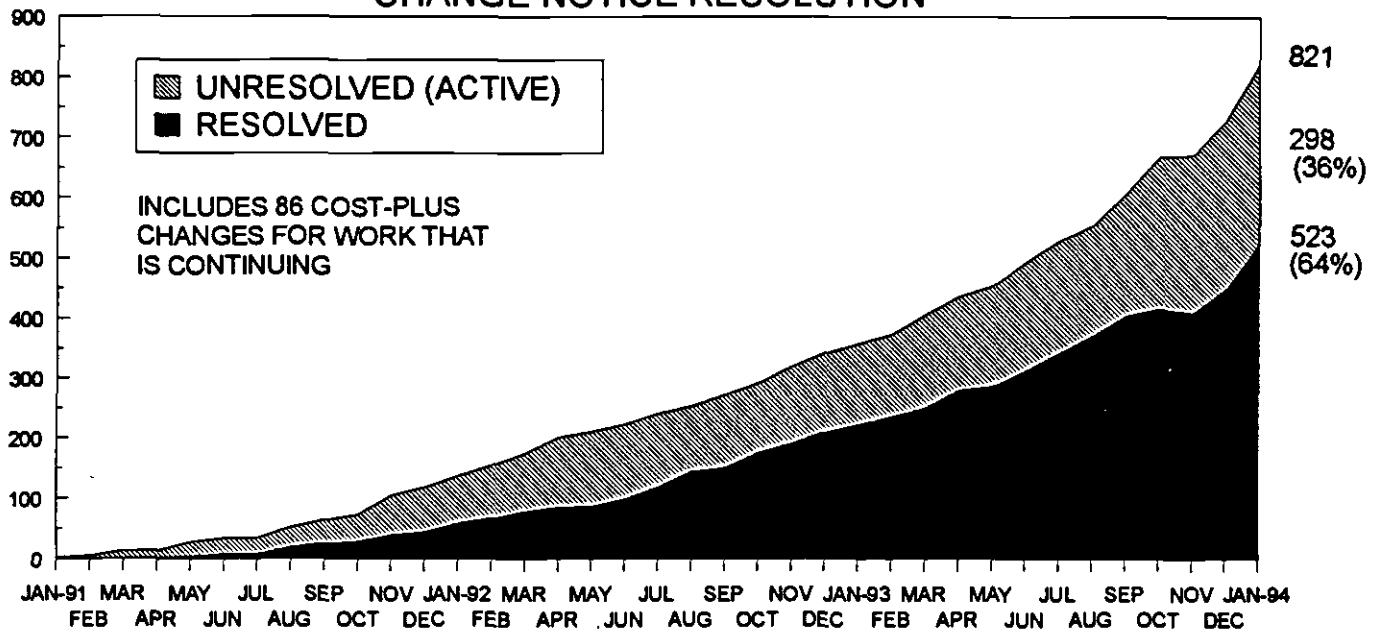


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	4	5	8	40	57
PERCENT	7%	8%	14%	71%	100%

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



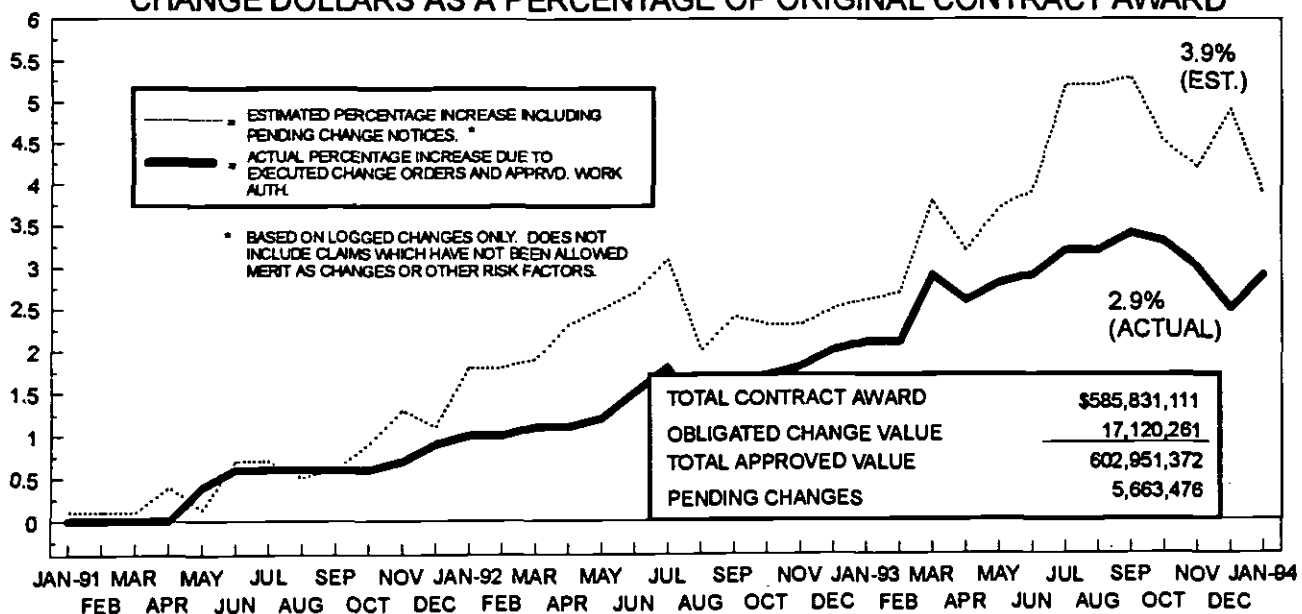
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

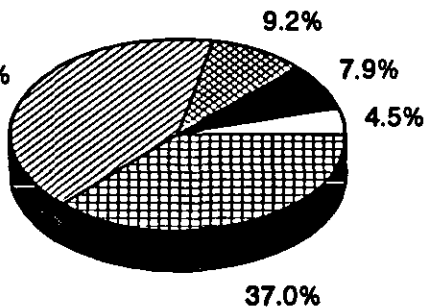
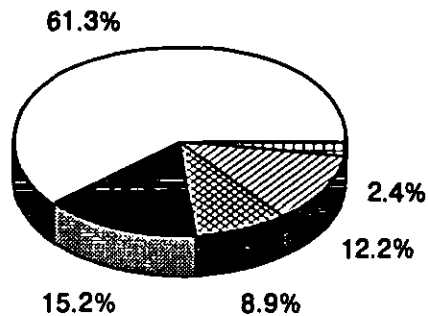
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	99	35	23	141	298
PERCENT	33%	12%	8%	47%	100%

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



CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 01/28/94

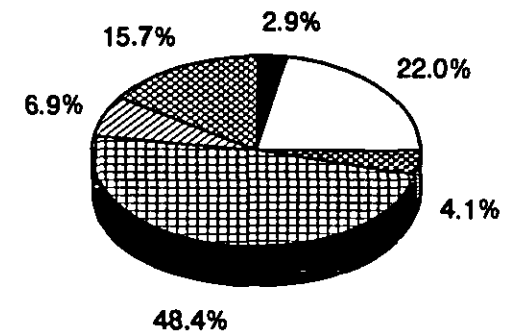
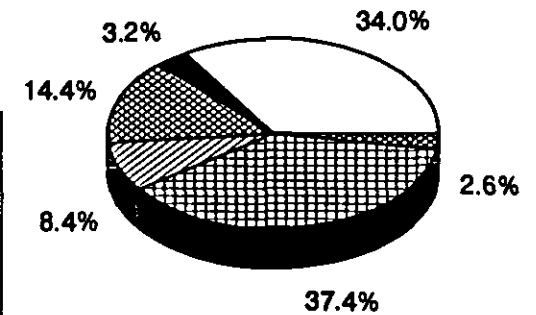
COST LEVEL
Total Cost: \$12,287,128*



Legend

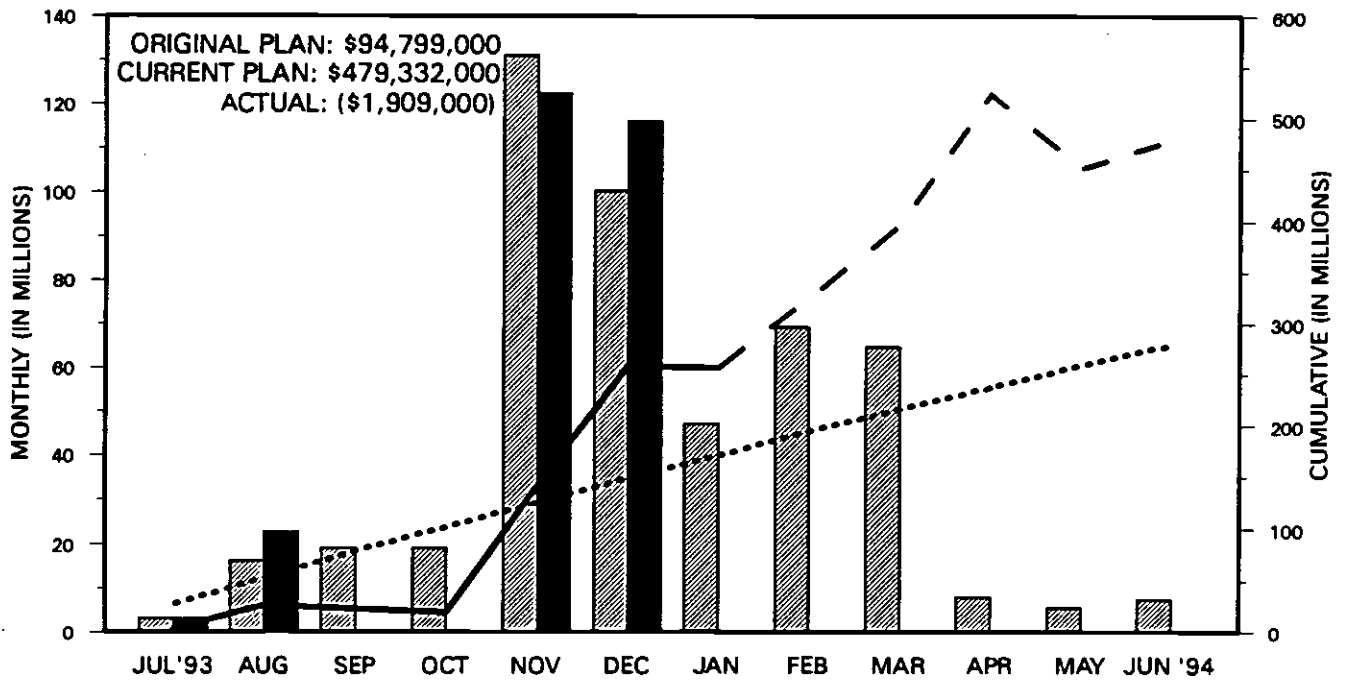
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS
Total Volume: 382 CN's

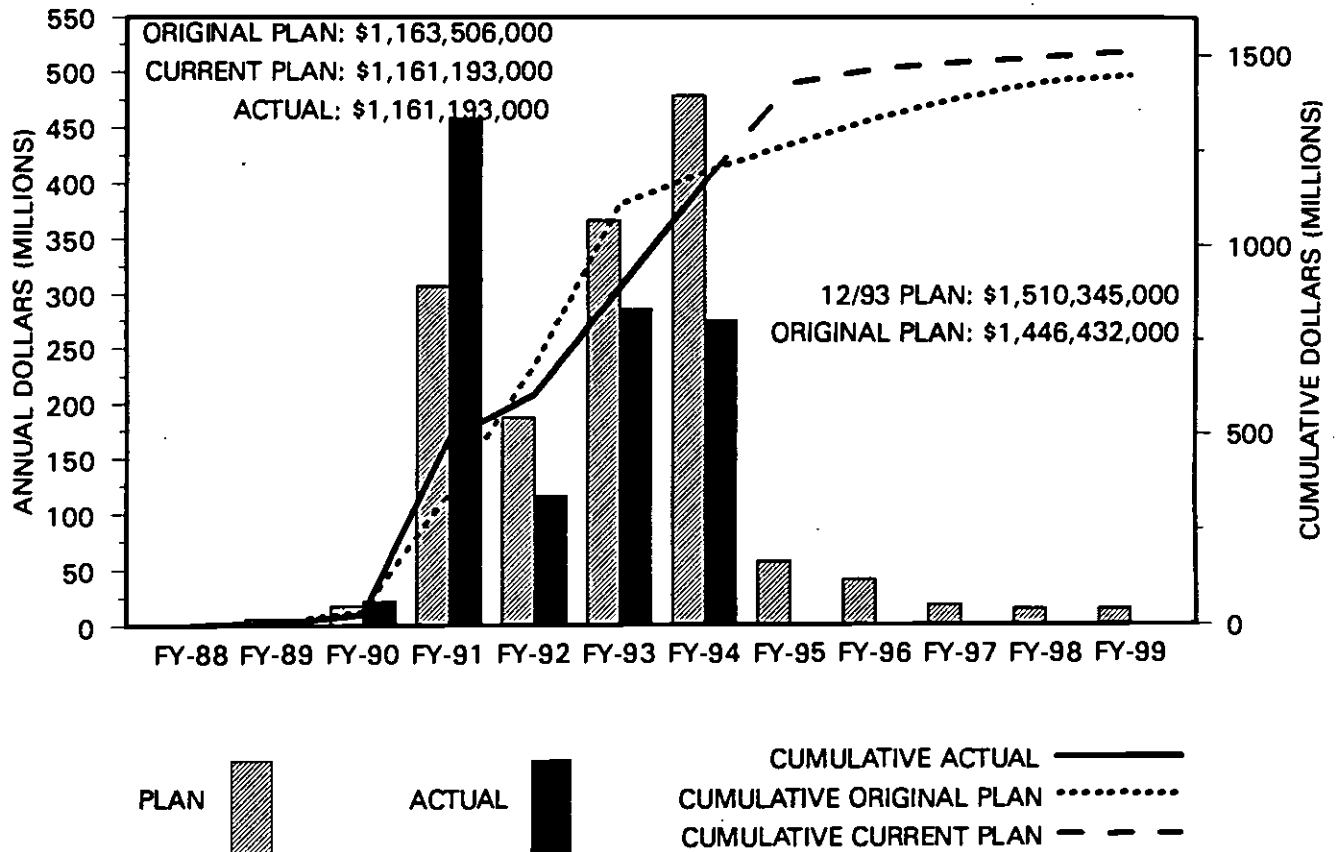


*INCORPORATES SOME SEGMENT 3 COSTS

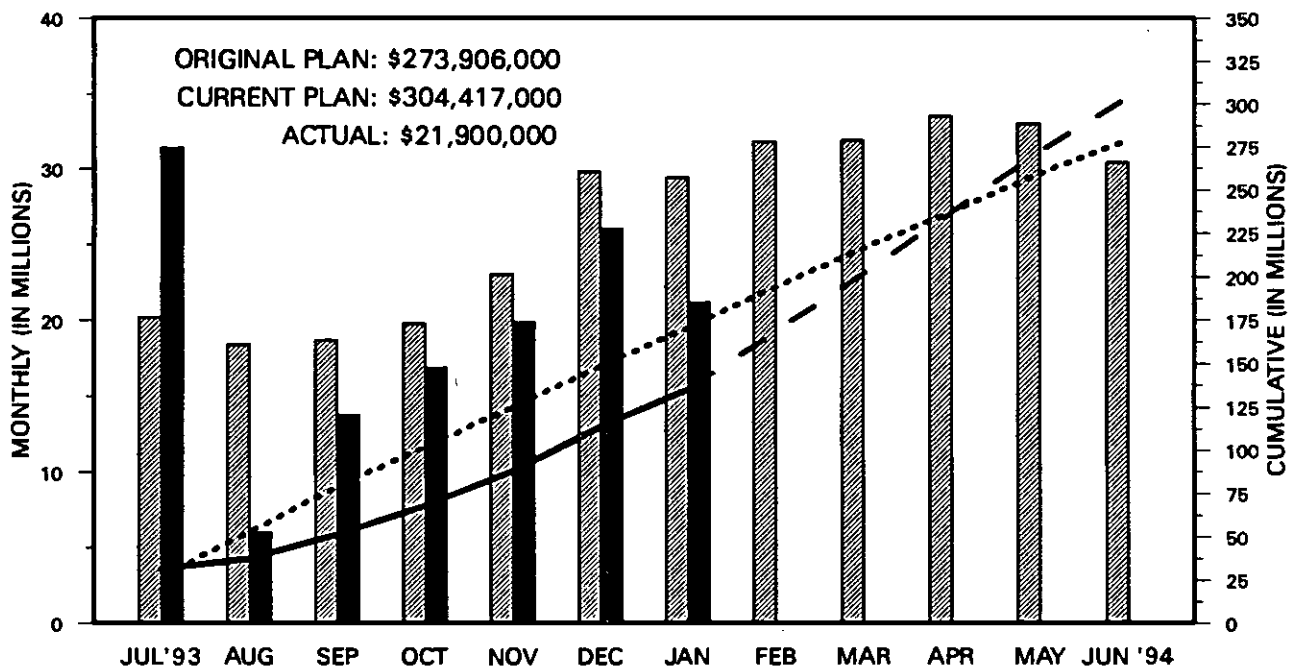
ANNUAL PROJECT COMMITMENTS (FY '94)



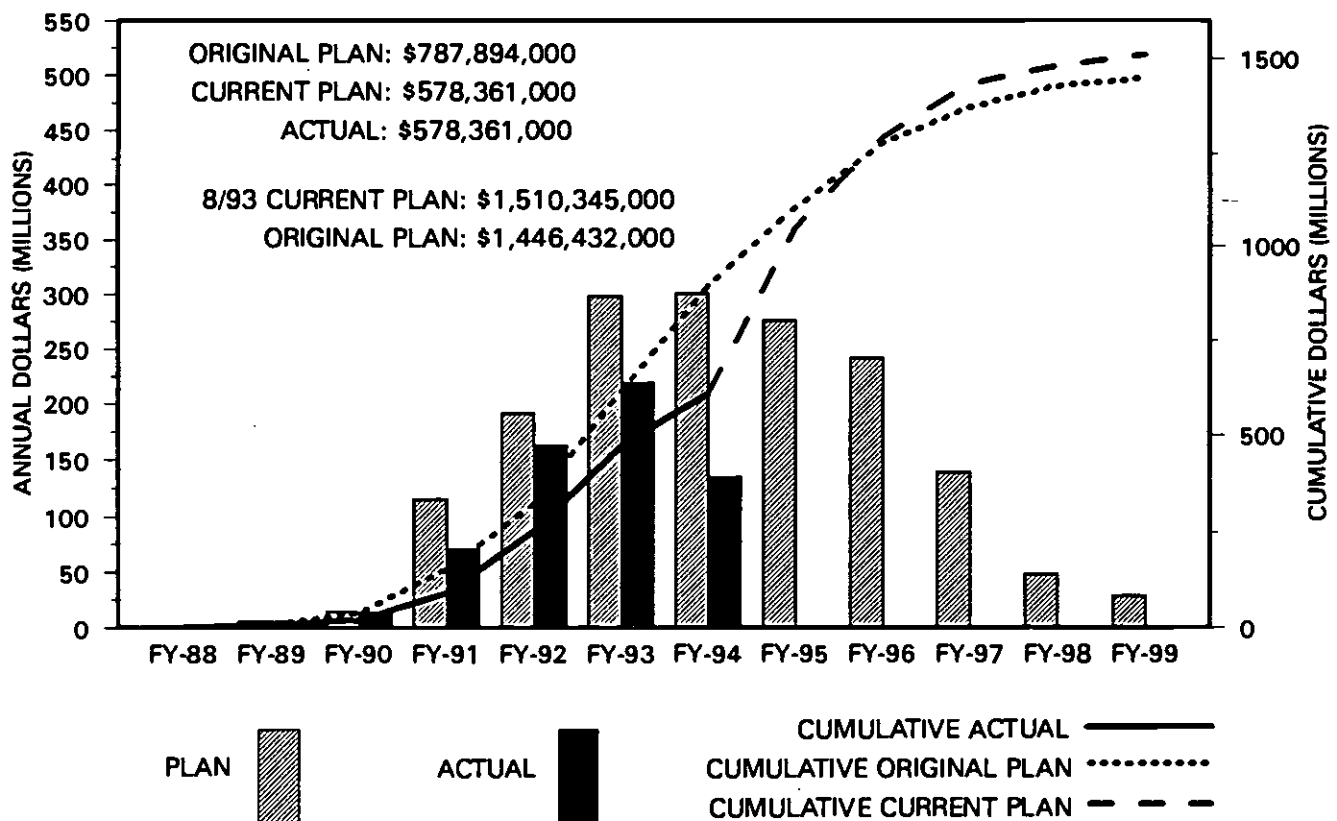
TOTAL PROJECT COMMITMENTS



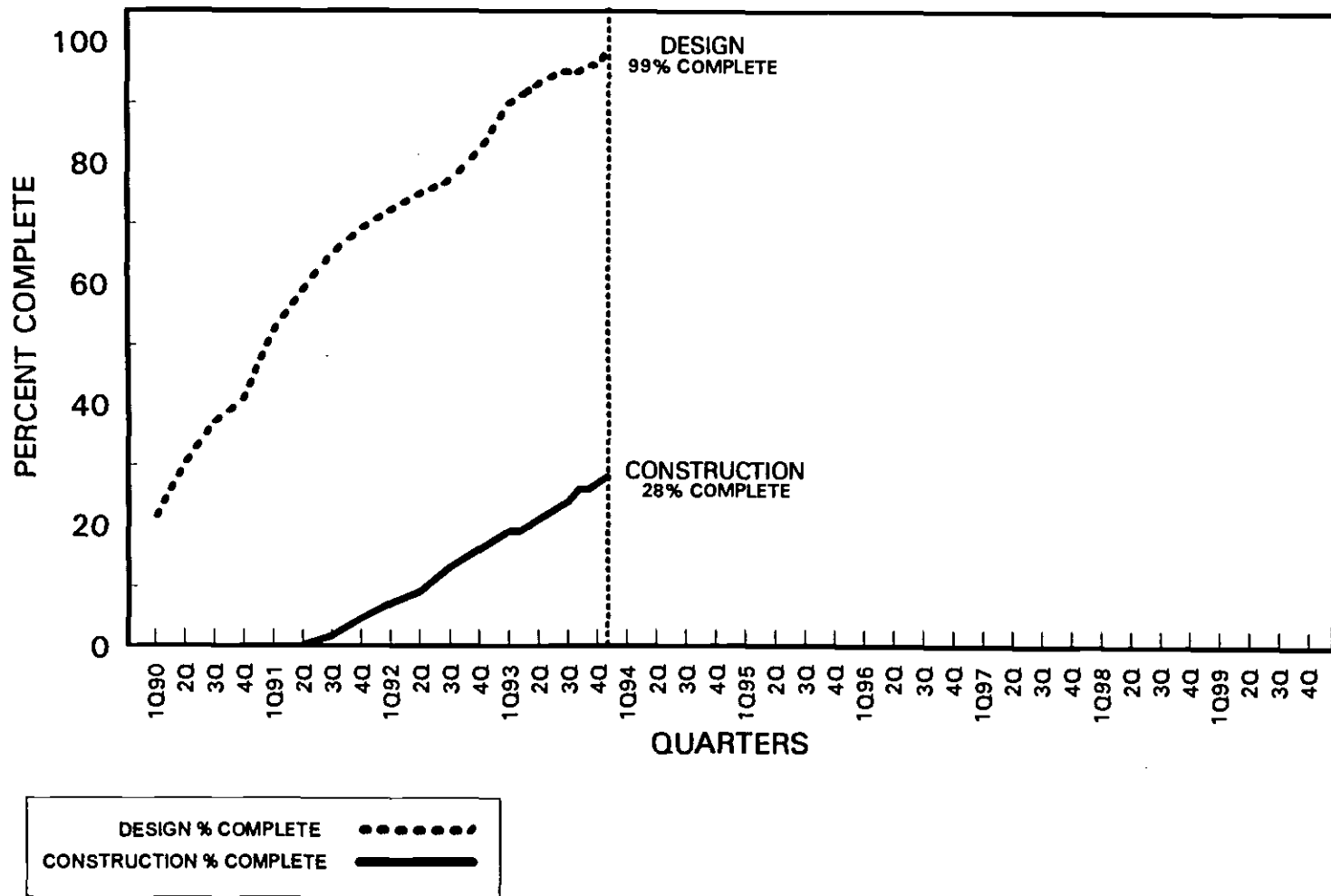
ANNUAL PROJECT CASHFLOW (FY '94)

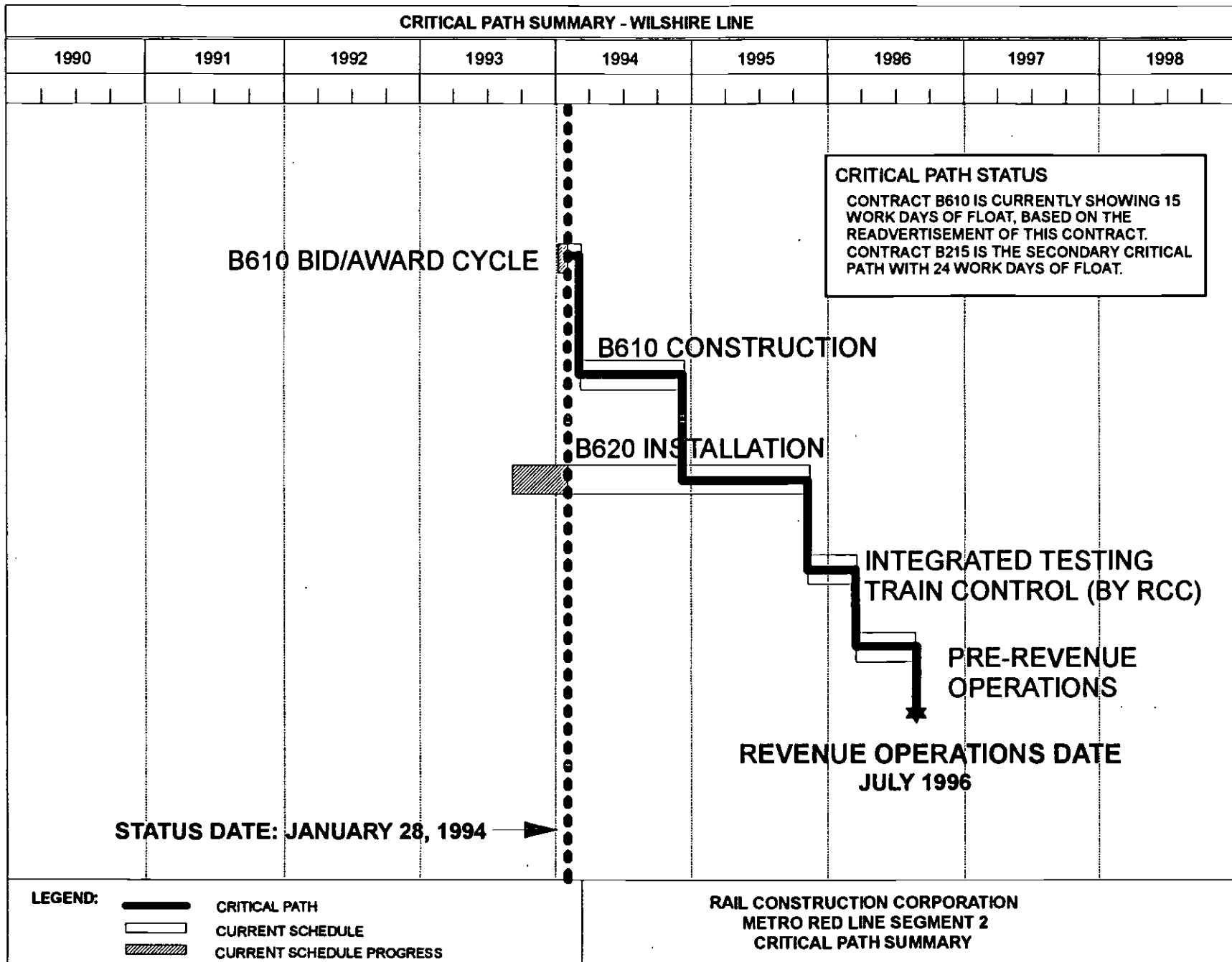


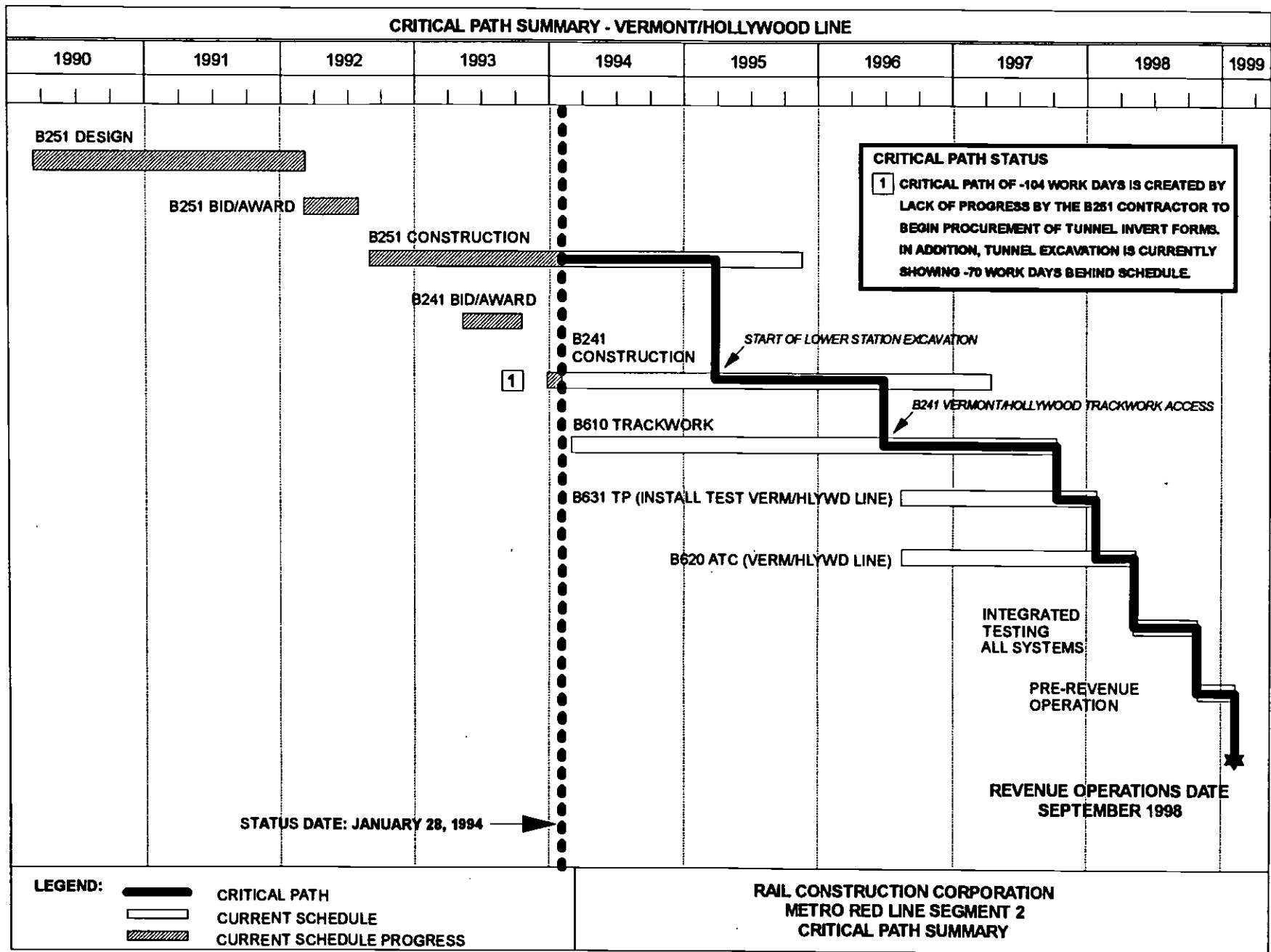
TOTAL PROJECT CASHFLOW



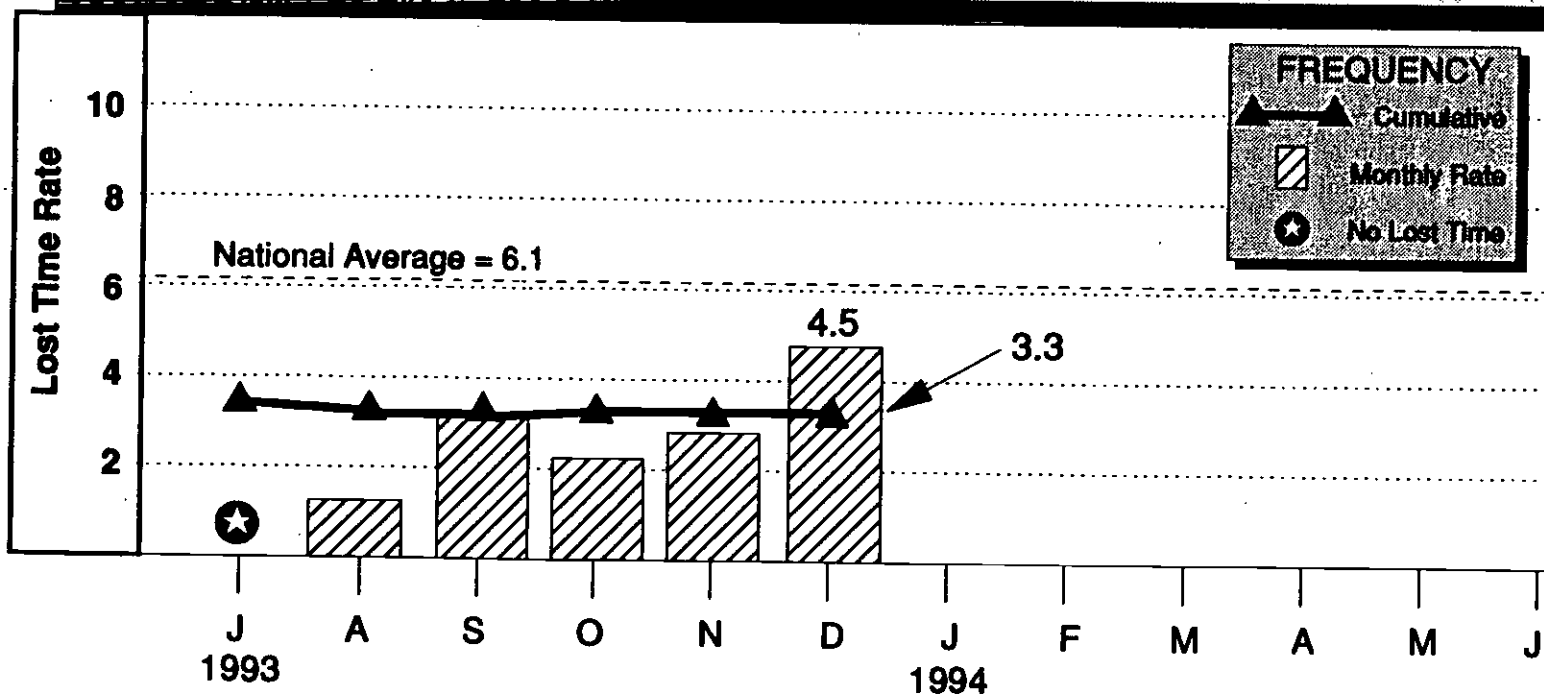
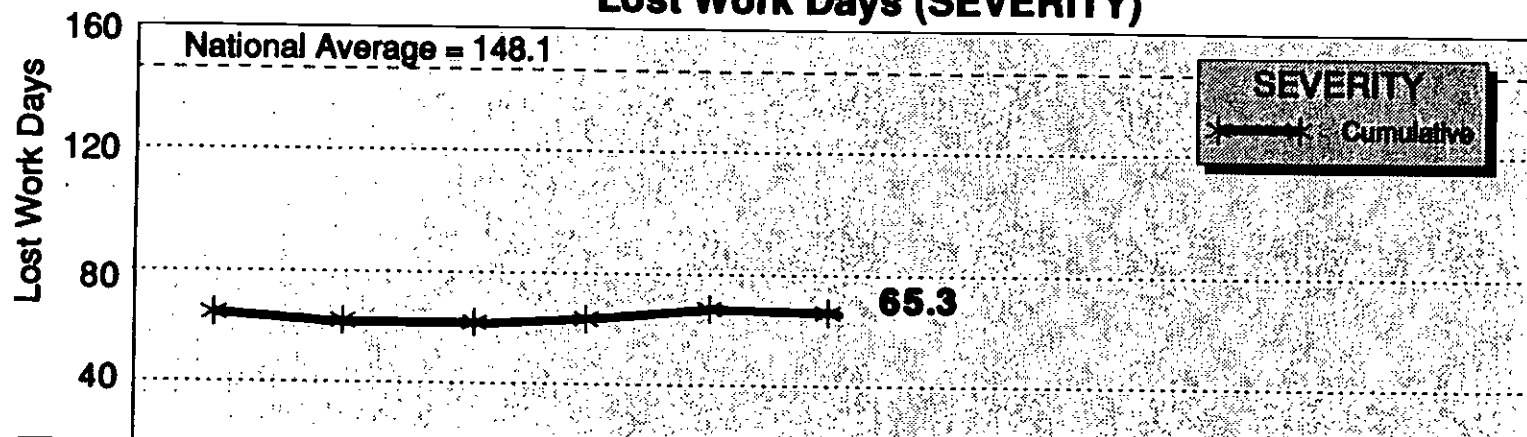
RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY







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



INVOICE PROCESSING

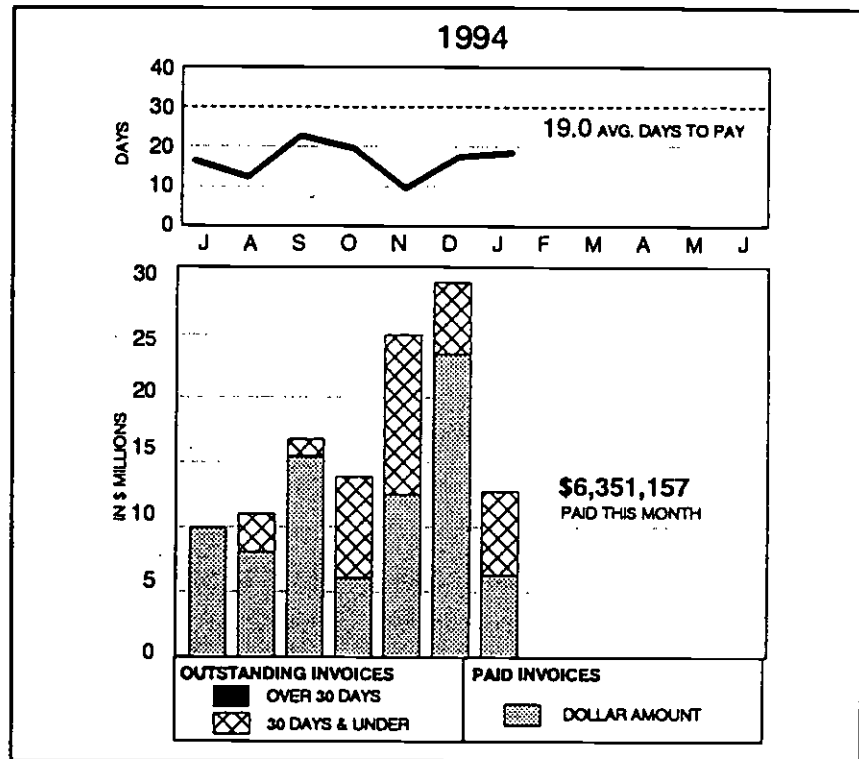
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 19.0 days.

- 19 invoices were paid for a total value of \$ 6,351,157.

- There were 9 outstanding Construction or Procurement invoices under 30 days old for \$ 6,559,574.

- There were 2 outstanding Construction or Procurement invoices over 30 days old for \$ 34,641.

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
OCT 1993	5	7,943,120	0	0	24	4,936,370	1	100,253
NOV 1993	11	12,540,751	0	0	35	5,492,472	5	200,684
DEC 1993	18	5,643,498	0	0	23	8,321,416	10	403,027
JAN 1994	9	6,559,574	2	34,641	34	1,924,263	9	402,019

EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION**

Contract B644, Cable Transmission, Notice to Proceed was issued on January 17, 1994. Contract C0304, Parking Structure Restoration was advertised for bid on January 11, 1994, with a bid opening planned for February 16, 1994. Hollywood/Highland Station Advanced Utility Relocation will be performed by the Department of Water and Power (DWP) and the Gas Company.

Facilities Design for the North Hollywood Extension was 59% complete versus 68.9% planned. The scope of Contract C0301, Hollywood/Highland Station, was amended to include construction of the La Brea shaft. The contract limits for Contract C0311, Tunnel Line from 630+00 to Universal City, has been extended to include tunnel lining and finish work to station 613+00. Modifications to the vent shaft and structure are also being incorporated to mitigate environmental concerns.

Key studies include: Contract C0311 Midline Ventilation; Construction Traffic Analysis; Contract C0311 DWP access road development; and an Hollywood Construction Impact Program (HCIP) for Hollywood/Highland Station.

Forecasted costs for North Hollywood remain at \$1.31 billion. An increase in the Project Contingency of \$1.6 million is indicated due in part to the splitting of Contracts C0303 and C0304 and miscellaneous issues associated with various systems contracts.

- **MID CITY EXTENSION**

Design of the Mid City Extension has been suspended and a reassessment study is being conducted on the proposed alignment. The reassessment is considered necessary as a result of geotechnical and environmental tests, required for final design, which have found significantly higher concentrations and flows of hydrogen sulfide gas than previously anticipated.

The study, which is anticipated to take nine months, will reassess the proposed alignment and explore safe and innovative solutions to the presence of the hydrogen sulfide (including different technologies and construction methods) and will recommend a course of action to mitigate the necessity of tunneling in the presence of the gas.

EXECUTIVE SUMMARY (CON'T)

- **EAST SIDE EXTENSION**

GENERAL

A meeting was held to provide status update to the Federal Transit Administration for the overall progress of the FEIS/FEIR/PE activity.

FEIS/FEIR/PLANNING

Efforts related to preparation and certification of FEIS/FEIR continues. These include: initiated 106 research to identify historic resources for the modified LPA, provided legal overview and advice regarding alignment refinements and overall environmental clearance strategy, commenced patronage analysis work including determination of model assumptions and methodology.

Work continues on Economic Development field work and research. Efforts related to Planning and Urban Design are in progress to develop base maps and data collection. Also continuing are efforts to provide ongoing support for all community outreach activities and requirements.

PRELIMINARY ENGINEERING

Preliminary Engineering continued on schedule through January. Major accomplishments included the submission of draft preliminary design drawings for review and comments. Progress has been measured at 78.2% actual versus 78.4% planned.

A scope of work to complete Preliminary efforts along with manhour budgets and task scheduled are being prepared for the February-June period. The scope will include tasks that are ongoing from the original Preliminary Engineering. Utility will be continuing the potholing effort, right-of-way will be establishing the survey Control Network for the full East Side Extension and Architect will study and modify the Brooklyn/Soto Station to move the station box out of Soto Street.

The scope will also provide budget for EMC to respond to the 30% Preliminary Engineering submission review comments from MTA/RCC and to analyze any further design refinements that may be requested.

EXECUTIVE SUMMARY (CON'T)

A preliminary construction estimate was prepared for the 6.7 mile, seven station alignment. These values are now under review. A complimentary soft-cost estimate is now being prepared to establish an overall project budget. This effort is expected to be completed by March 1, 1994.

SCHEDULE STATUS

A preliminary project schedule has been drafted depicting all phases of project execution. This schedule forms the basis for the project cost estimates. Review comments are expected to be incorporated into the schedule by early February.

COST STATUS

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

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

SCHEDULE STATUS

North Hollywood Extension

- The critical path for the North Hollywood Extension currently shows -51 working days of total float. The critical path is through Contract C0311, Line Section from Universal City Station to Station 630+00, Design, Bid

EXECUTIVE SUMMARY (CON'T)

and Award Cycle, and Construction of the Tunnels; Contract C0321, Universal City Station, Crossover Completion and Trackwork Access; Contract C0610, Trackwork; Contract B620, Automatic Train Control; Contract B645, TRACS; Contract H0648, Communication Installation; System Integration Testing; Pre-revenue Operations; and Revenue Operations Date (ROD), planned for May 17, 2000.

East Side Extension

- Preliminary Engineering progress through January was measured at 78.2% actual versus a planned 78.4%.

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	178	12	164	15*	83
LAST MONTH	177	9	164	13*	90

*TWO PARCELS ARE ON THE CRITICAL PATH

AREAS OF CONCERN**ONGOING****Universal City Roadways Design - North Hollywood Extension**

Concern: Evaluation of the EIS/EIR adopted roadway layout plan and the MCA proposal for an alternate location at the Universal City Station have delayed section designer procurement and impacted progress on the site demolition contract.

Action: Studies of several alternative locations have established the workability of the existing plan. Additional traffic issues are being evaluated at the Universal City site.

AREAS OF CONCERN (CON'T)

Status: Investigation of alternative roadway design is complete. Coordination with MCA is continuing to evaluate traffic impacts for the existing and proposed alternate sites.

C0311, Line Section: Delays and Impacts to Project Revenue Operations Date - North Hollywood Extension

Concern: There are several issues related to this contract that impact the Project ROD including design changes, access to construction midline vent shaft and structure, and the acquisition of real estate parcels.

Action: Expedite the real estate acquisition process and minimize design changes.

Status: Studies are being conducted to develop possible mitigation options.

SUSPENDED

Presence of Gas and Contaminated Water on Alignment - Mid City Extension

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

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

Status: Mid City final design efforts have been suspended pending the results of the study.

Appointment of Section Designers - Mid City Extension

Concern: Delay in the approval of section designer contracts, and subsequently delayed issuance of Notice to Proceed for design of the station packages have resulted in revision of the Camera Ready submittal dates.

Action: Finalization of contracts by the Engineering Management Consultant (EMC) upon receipt of instructions.

AREAS OF CONCERN (CON'T)

Status: Notices to Proceed are on hold pending the conclusions of the alignment reassessment study.

Added Parking Structure - Mid City Extension

Concern: The C0421 site work scope is expanding to include a parking structure with related revisions to the bus facility. The section design consultant scope, Contract Unit C0411, and the design and construction schedules will be affected.

Action: EMC is to provide input on an as-requested basis to RCC for use by LADOT and the bus companies. The EMC will also prepare an amended Section Design consultant work scope and accompanying conceptual design drawing(s).

Status: Finalization of Section Design consultant work scope documents awaits outcome of actions related to environmental concerns. The Section Design consultant Notice To Proceed is on hold.

Delay in Real Estate Acquisition - Mid City Extension

Concern: Parcels required for Contracts C0401 and C0421 are behind the target acquisition schedule necessary to support the Notice To Proceed dates.

Action: The EMC certified the properties at station sites and has accelerated the subsurface easement parcel certification schedule. An additional parcel needs to be certified for Contract C0401 to accommodate the water treatment plant.

Status: The EMC will support RCC in real estate analysis related to the ongoing alignment reassessment study. Acquisition efforts of the MTA are being adjusted accordingly.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW NONE

ONGOING NONE

RESOLVED NONE

North Hollywood Extension

KEY ACTIVITIES - JANUARY

Design/Construction

Contract C0303, Hollywood/Highland Utility Rearrangement, advanced utility rearrangement will be performed by the Department of Water and Power and the Gas Company.

Contract C0304, Hollywood/Highland Station Parking Structure Restoration was readvertised for bid January 11, 1994, and the prebid conference held on January 25, 1994.

Contract C0331, Line Section: North Hollywood Station to Universal City Station, proceeded with site mobilization activities and began the submittal process.

The architectural presentation for Contract C0351, North Hollywood Station, was made on January 6, 1994.

The Northridge Earthquake on January 17, 1994 had a major impact on members of Contract C0351, North Hollywood Station with Crossover and Tailtrack, Section Designer team, and the Section Designer requested schedule relief. The in progress and prefinal submittals were adjusted from February 25, 1994, to March 11, 1994 and from May 24, 1994, to May 31, 1994, respectively. In addition, the in progress submittal for Contract C0352, North Hollywood Site Restoration, was changed from February 25, 1994, to April 15, 1994.

Design submittals for Contracts C0328 and C0329, Demolition Packages to support the C0311 tunnel and C0321 station contracts, are on hold pending a decision on the Universal City Station location.

The prefinal and final design submittals for Contract C0359, Building Demolition and Site Clearing at North Hollywood Station, Phase II were made on January 3, 1994 and January 24, 1994 respectively. The Camera Ready submittal was placed on hold.

KEY ACTIVITIES - PLANNED FOR FEBRUARYDesign/Construction

Contract C0301, Hollywood/Highland Station, final design submittal is scheduled for February 14, 1994.

Contract C0304, Hollywood/Highland Station Parking Structure Restoration, bid opening is scheduled for February 16, 1994.

Contract C0311, Line Section, Station 630+00 to Universal City, prefinal design submittal is scheduled for February 14, 1994.

The Camera Ready submittal for Contract C0358, Building Demolition and Site Clearing at North Hollywood Station, Phase I is scheduled for February 14, 1994.

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

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

Period: Dec 31, 1993 to Jan 28, 1994
Run Date: Feb 17, 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	890,729	0	890,729	54,254	197,747	1,307	8,980	516	8,188	-2,950	790,914	-99,814
S PROFESSIONAL SERVICES	254,747	0	254,747	0	89,275	1	22,526	1	22,526	0	258,416	3,669
R REAL ESTATE	84,534	0	84,534	137	18,278	136	18,278	136	18,278	0	94,607	10,073
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	3,189	3,295	2	48	2	48	0	13,237	0
C PROJECT RESERVE	67,575	0	67,575	0	0	0	0	0	0	2,950	153,647	86,072
GRAND TOTAL	1,310,822	0	1,310,822	57,581	308,597	1,448	49,833	656	49,041	0	1,310,822	0

Page No. 1

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

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

Period: Dec 31, 1993 to Jan 28, 1994
Run Date: Feb 23, 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	528	20,940	0	159	0	159	0	331,139	-2,999
S PROFESSIONAL SERVICES	98,133	0	98,133	0	38,362	0	4,296	0	4,296	0	99,590	1,457
R REAL ESTATE	53,303	0	53,303	20	77	20	77	20	77	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	255	853	2	8	2	8	0	5,088	0
C PROJECT RESERVE	0	0	0	0	0	0	0	0	0	0	6,302	6,302
GRAND TOTAL	490,663	0	490,663	804	60,234	22	4,542	22	4,542	0	490,663	0

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 3, EAST SIDE EXTENSION

PRELIMINARY ENGINEERING

Period: 01-Jan-94 to 28-Jan-94
Run Date: 10-Feb-94
Units: \$ in Thousands

DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES (1)		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	PERIOD	TO DATE	
PROFESSIONAL SERVICES	4,216	0	4,216	0	3,709	299	1,694	268	892	0	3,709	(506)
SPEC SUBS	1,290	0	1,290	0	1,290	80	380	133	218	0	1,290	0
POER @ 12%	0	0	0	0	506	30	155	32	88	0	506	506
ODC	678	0	678	0	678	30	200	30	108	0	678	0
FEE	583	0	583	0	583	30	140	38	87	0	583	0
GRAND TOTAL	6,766	0	6,766	0	6,766	469	2,569	501	1,393	0	6,766	0

Note (1): Expenditure (Invoice) data is through period ending November 30, 1993.

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

JANUARY 1994

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$19,850	\$266,199	39%	\$6,643	1%	\$6,397	1%
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	\$21,247	40%	\$21,247	40%	\$21,247	40%
STATE ARTICLE XIX	\$20,000			0%		0%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$344,685	\$20,740	\$1,243	0%	\$1,243	0%	\$1,243	0%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$113,498	\$308,597	24%	\$49,041	4%	\$48,795	4%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1993.

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

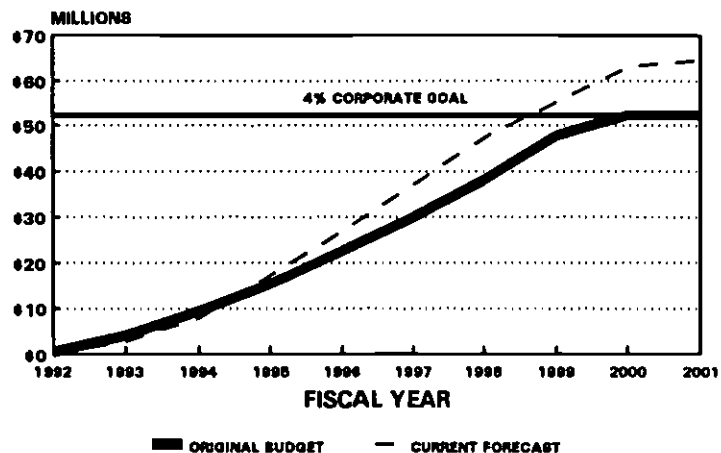
JANUARY 94

STATUS OF FUNDS BY SOURCE

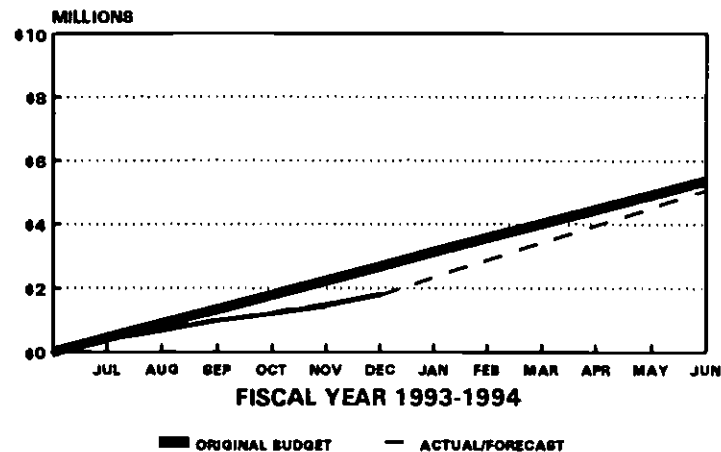
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$19,850	\$58,816	24%	\$3,124	1%	\$3,101	1%
FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400			0%		0%		0%
TOTAL	\$490,663	\$21,268	\$60,234	12%	\$4,542	1%	\$4,519	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH DECEMBER 1993.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



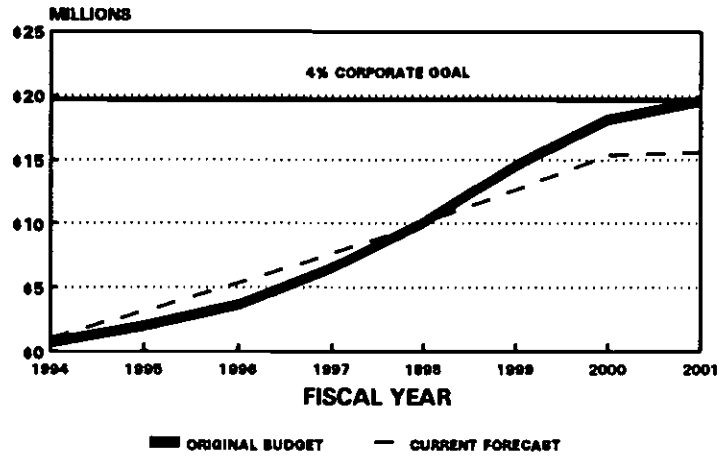
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

TOTAL PROJECT BUDGET	\$ 1,310,825
ORIGINAL BUDGET	\$ 52,472
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 64,504
FORECAST % OF TOTAL PROJECT	4.9%
ACTUAL THROUGH FY 93	\$ 2,723

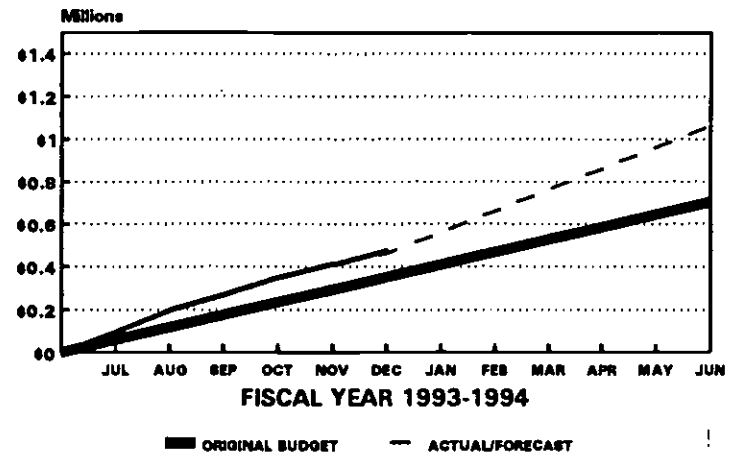
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$ 5,077
PLAN BUDGET TO DATE	\$ 2,690
ACTUAL TO DATE	\$ 1,785

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



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

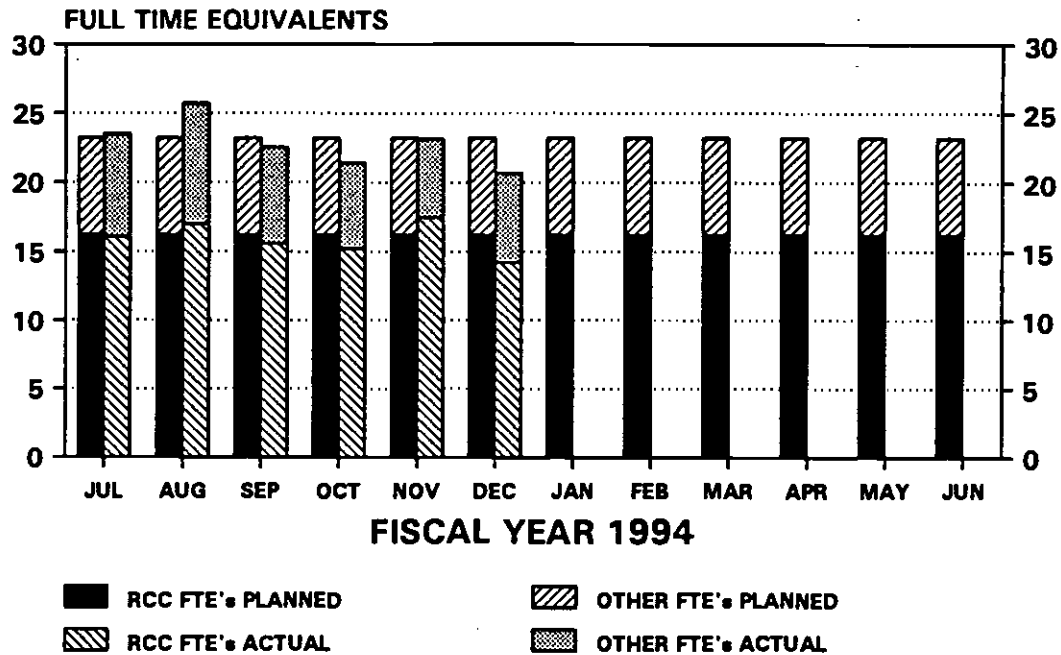
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 15,629
FORECAST % OF TOTAL PROJECT	3.2%
ACTUAL THROUGH FY 93	\$ 0

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

ORIGINAL BUDGET	\$ 706
CURRENT FORECAST	\$ 1,065
BUDGET PLAN TO DATE	\$ 353
ACTUAL TO DATE	\$ 463

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'94 Budget

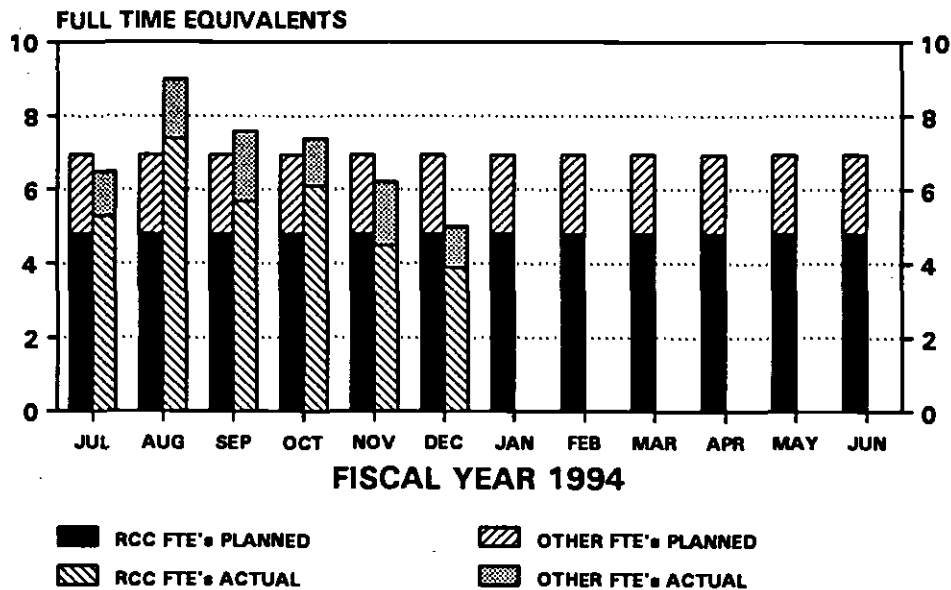
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	16
RCC FTE's ACTUAL	14
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	23
TOTAL FTE's ACTUAL	21

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



FY'94 Budget

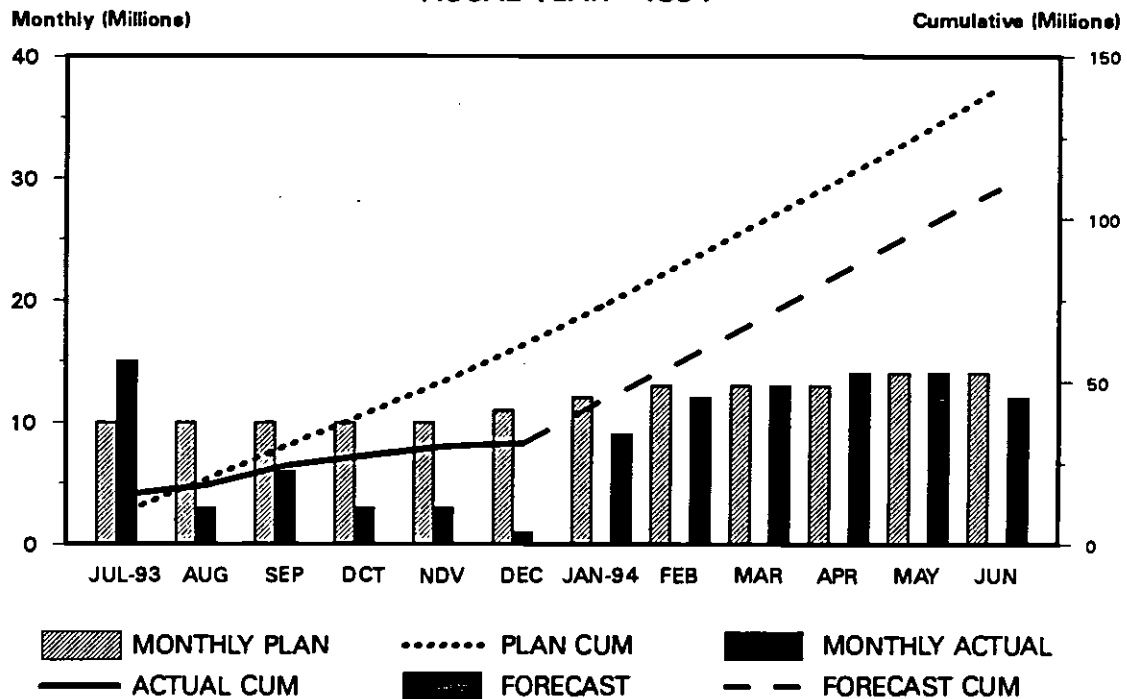
RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1994

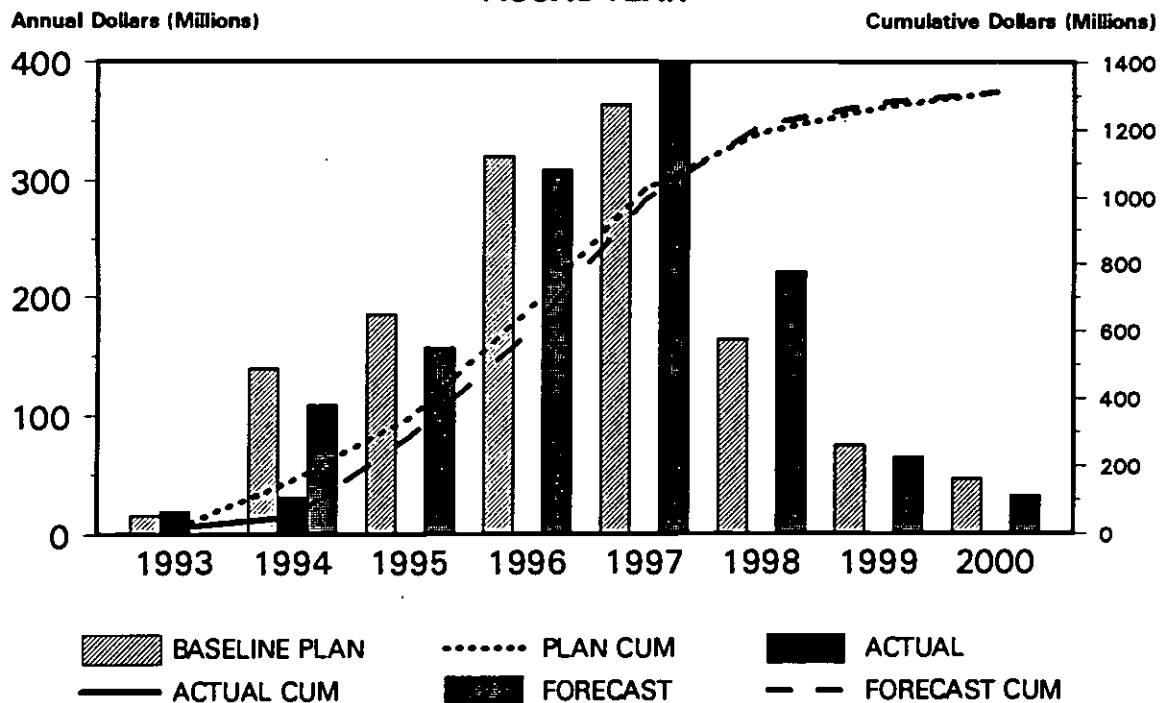
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	4
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	1
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	5

NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL FISCAL YEAR - 1994



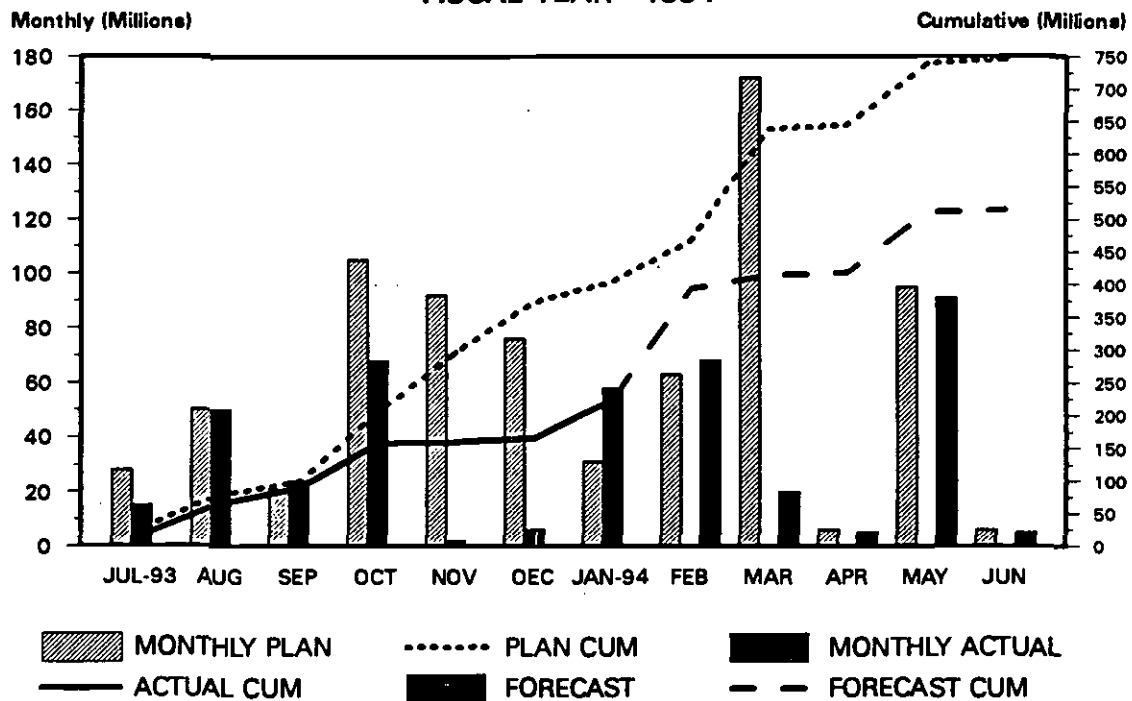
PROJECT CASH FLOW - PROJECT FISCAL YEAR



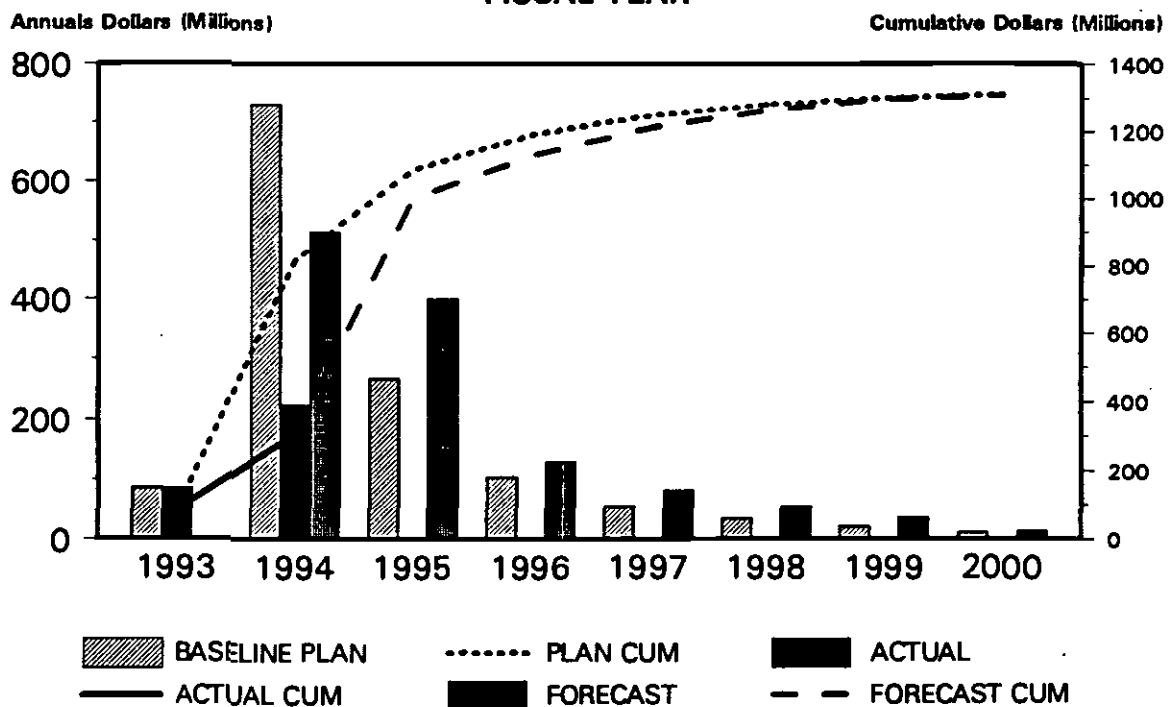
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH DECEMBER 1993

NORTH HOLLYWOOD

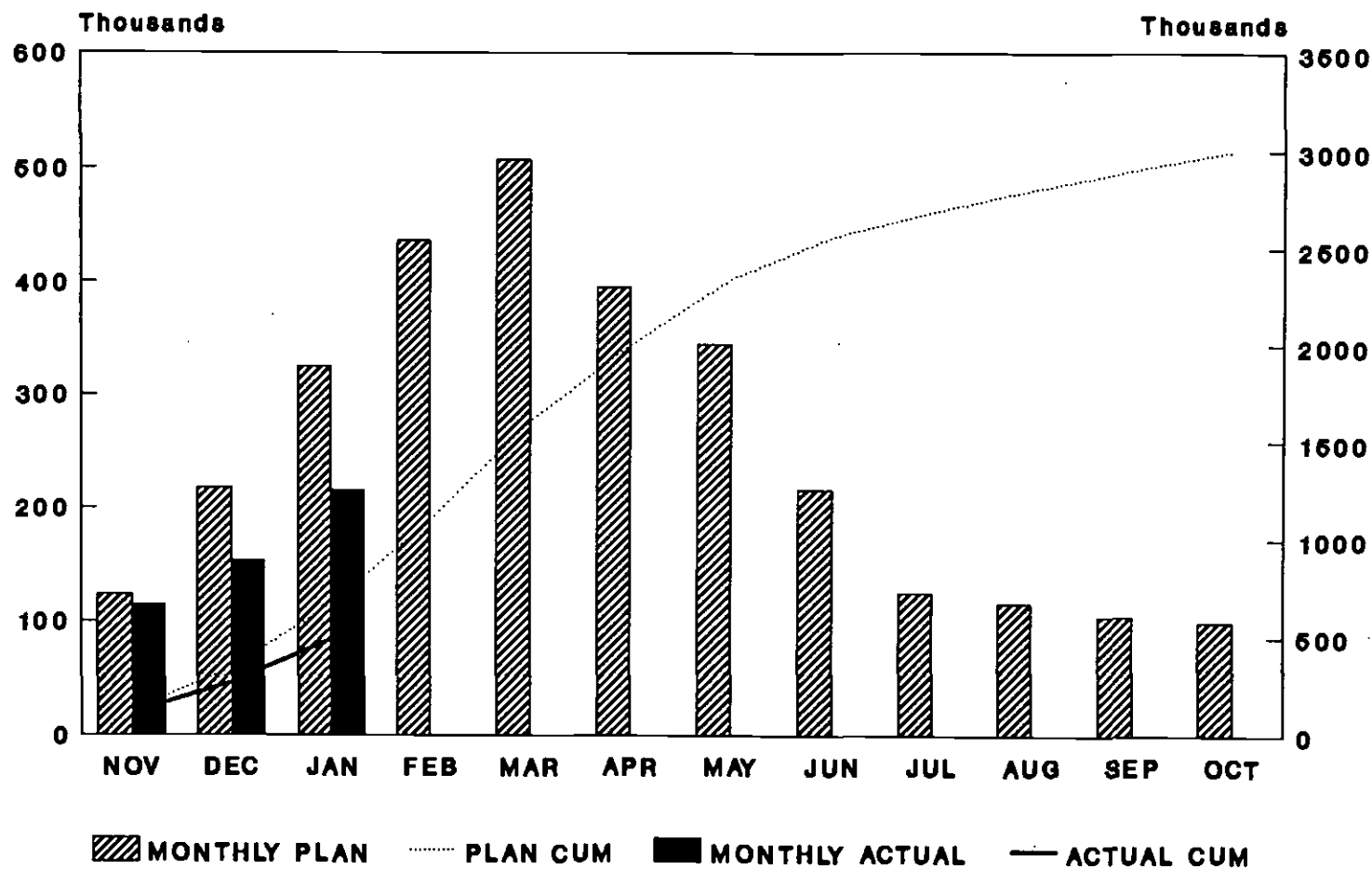
PROJECT COMMITMENTS - ANNUAL FISCAL YEAR - 1994



PROJECT COMMITMENTS - PROJECT FISCAL YEAR

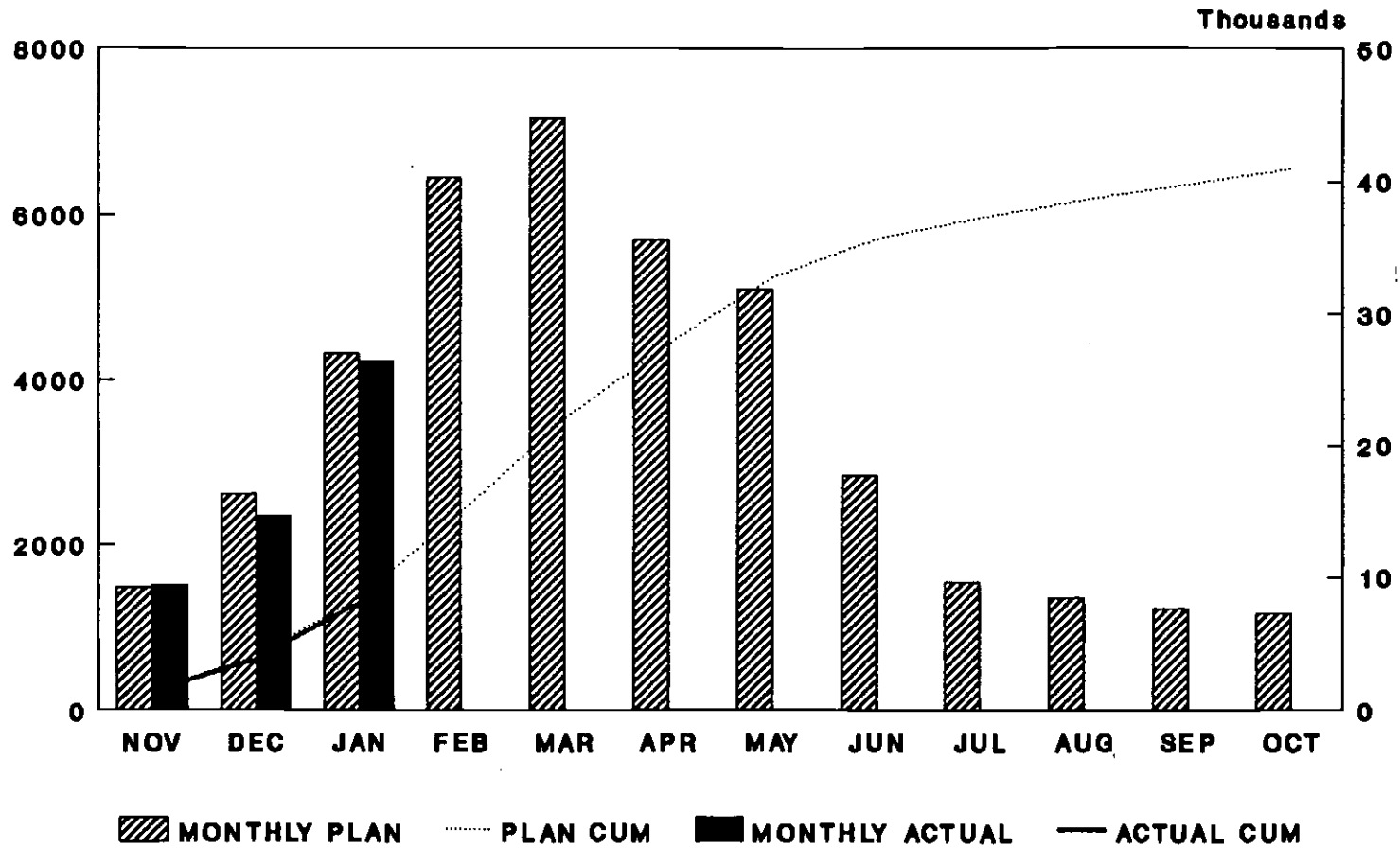


METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT CASH FLOW FISCAL YEARS 1994 & 1995



Through 31JAN94

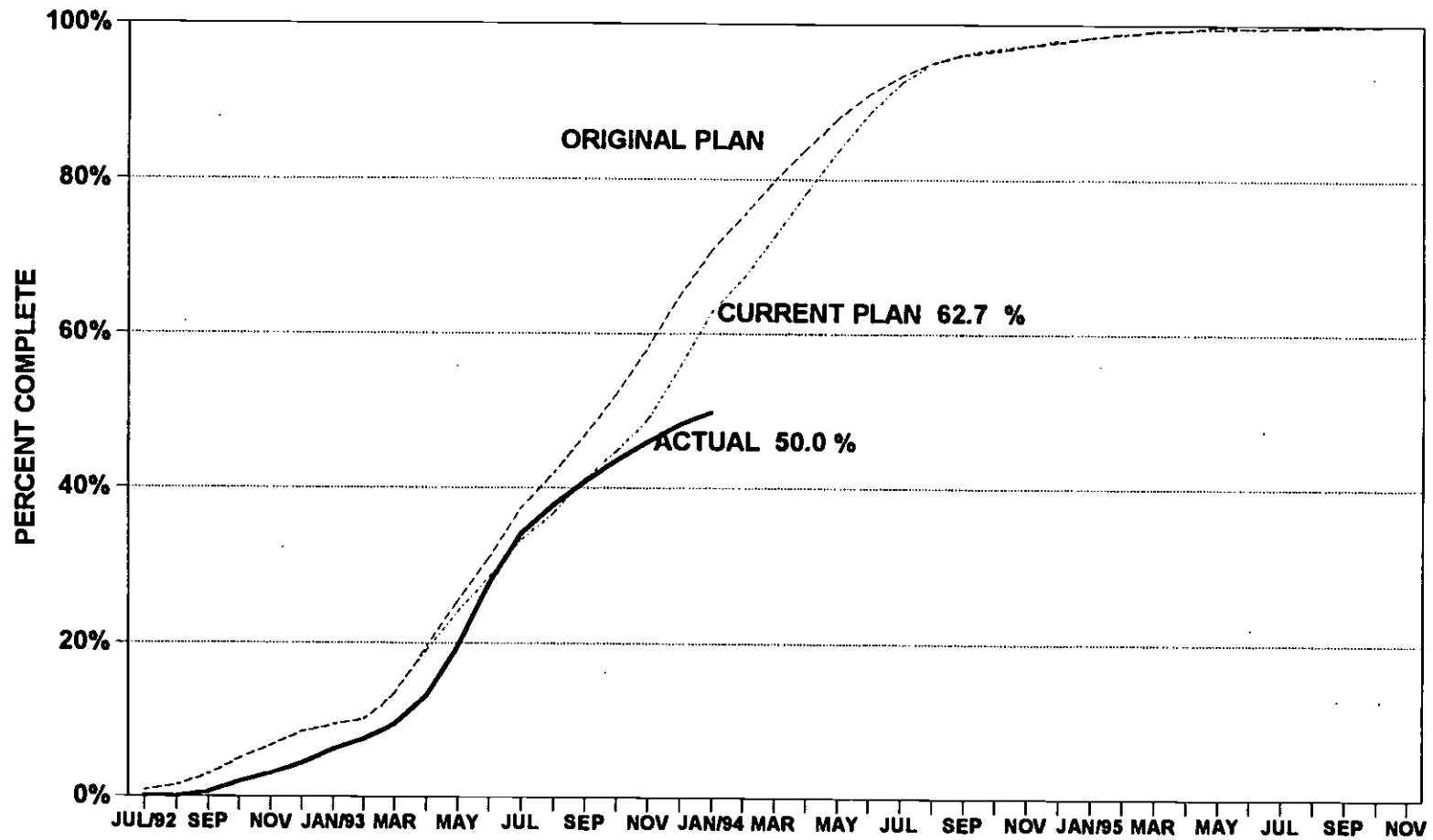
METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT TOTAL WORKHOURS*



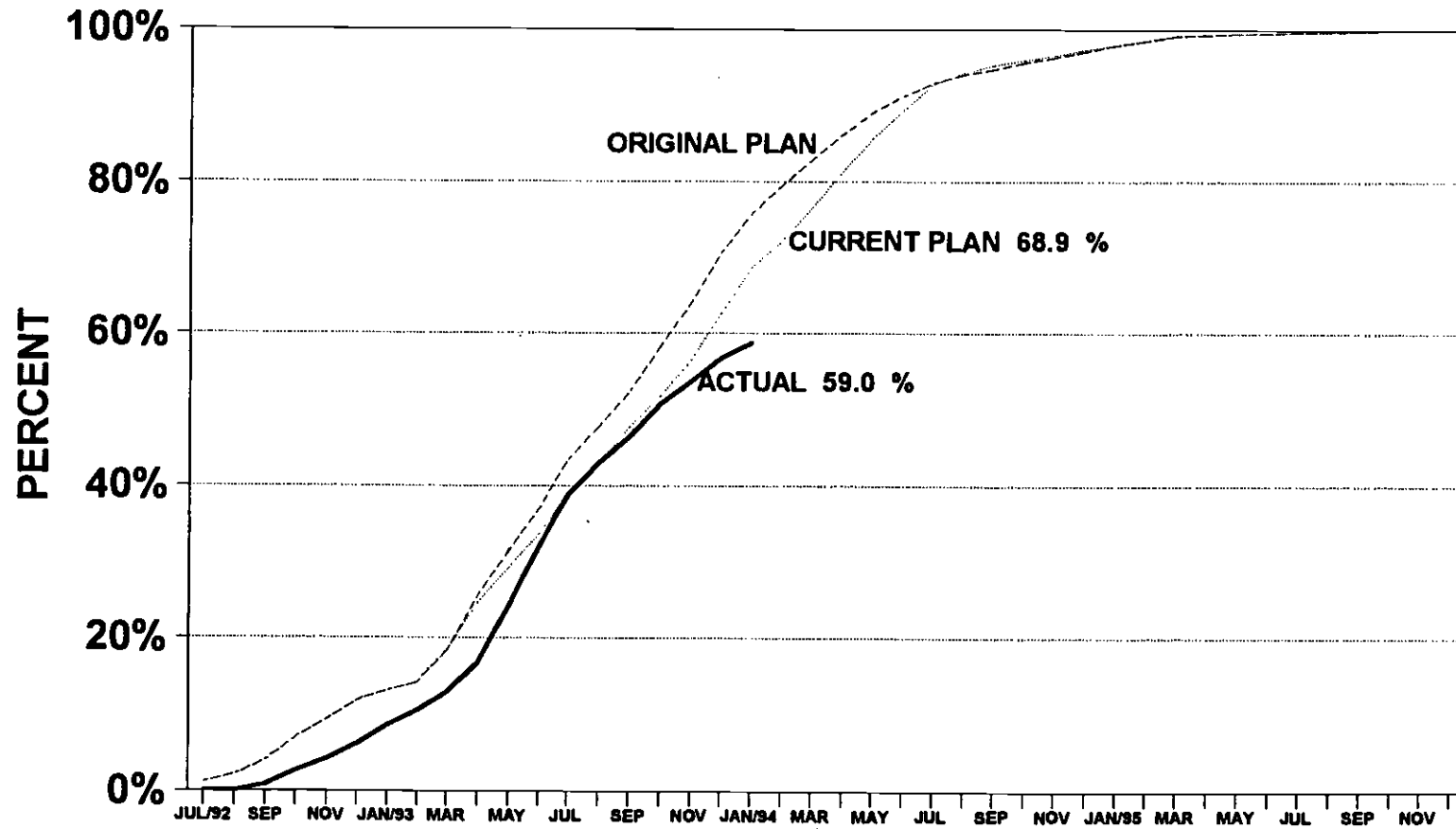
Through 31JAN93

* Includes estimates 1-15 to 1-31

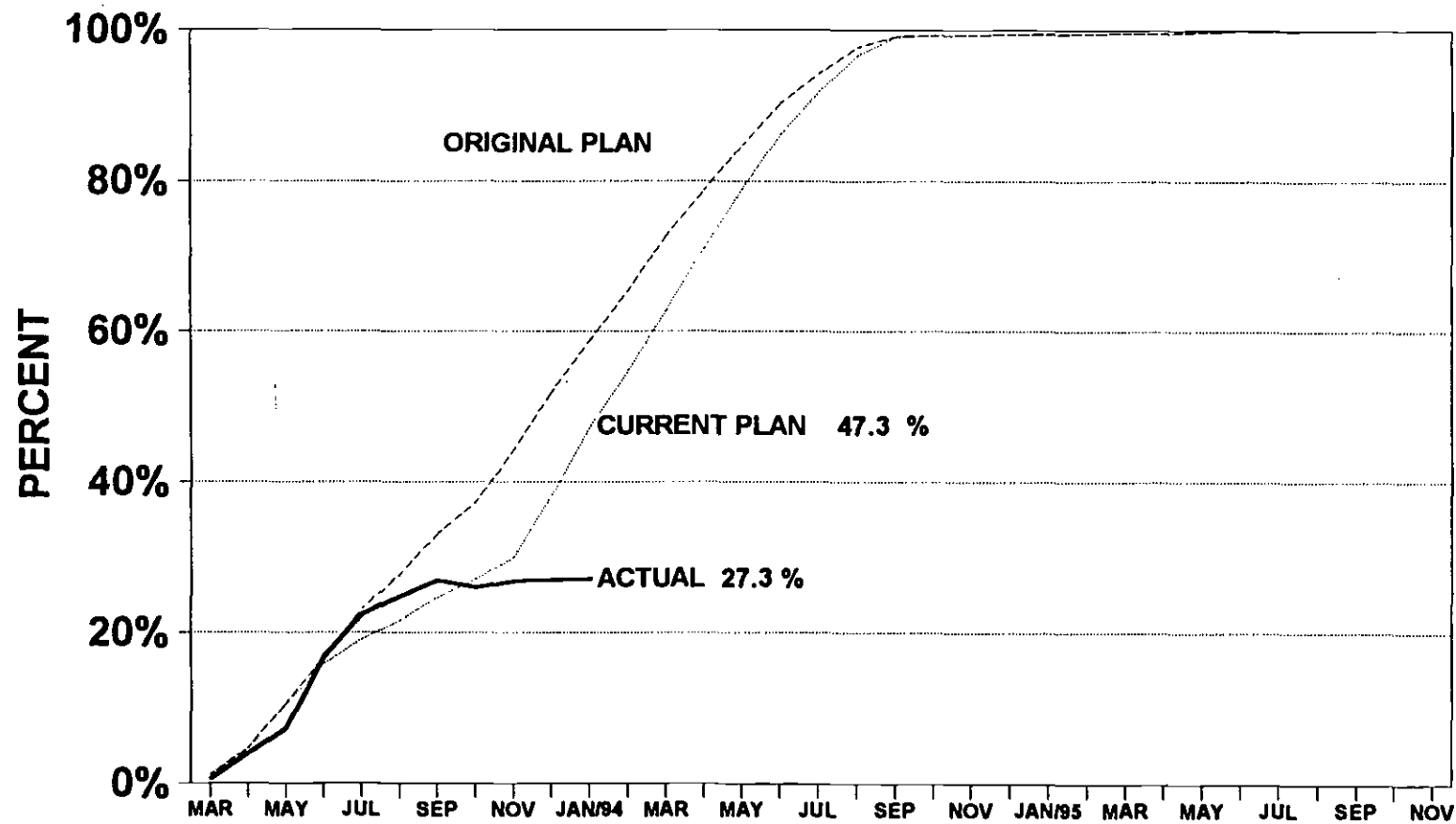
METRO RED LINE SEGMENT 3 FACILITIES DESIGN



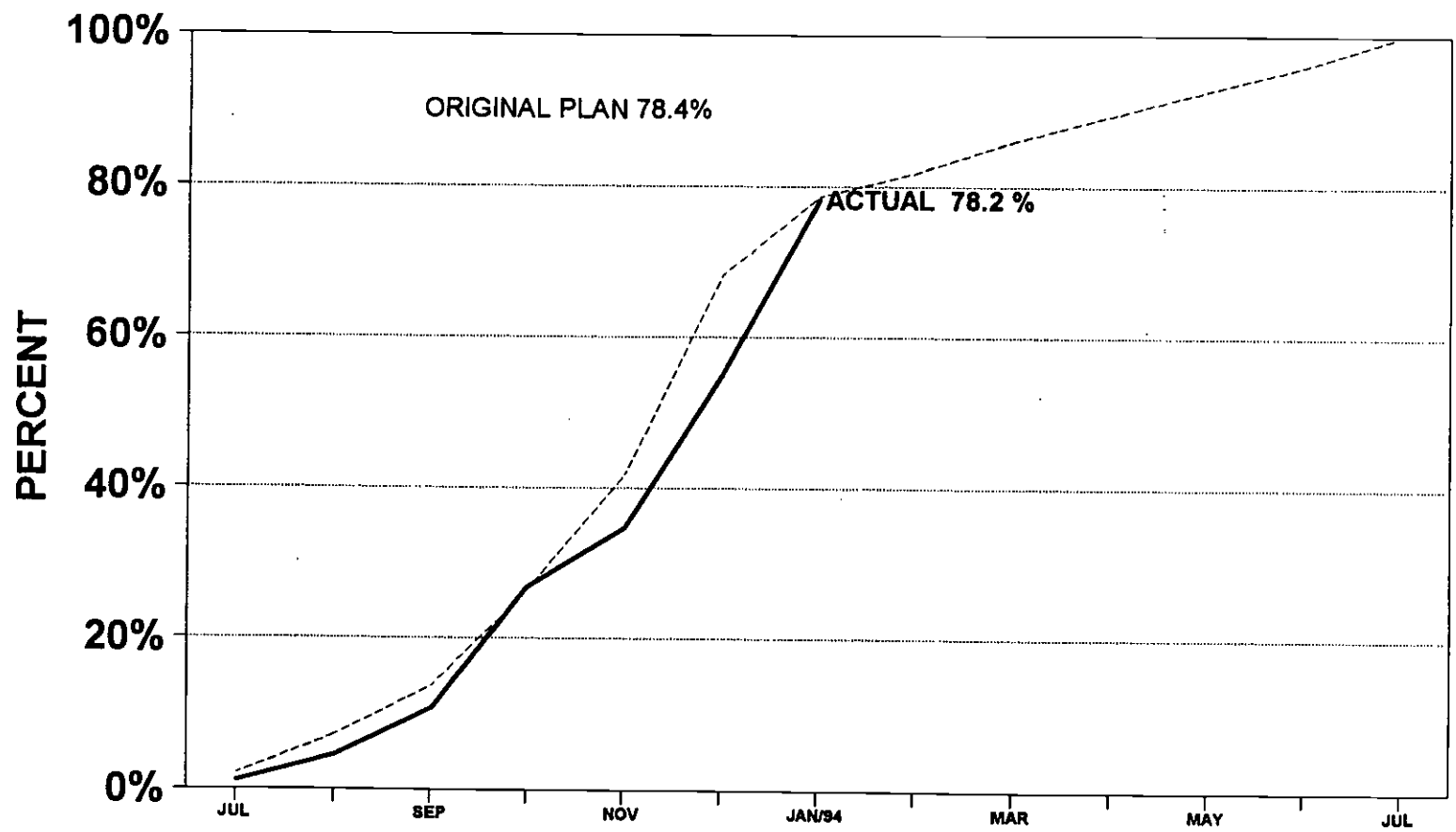
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXT - FACILITIES DESIGN



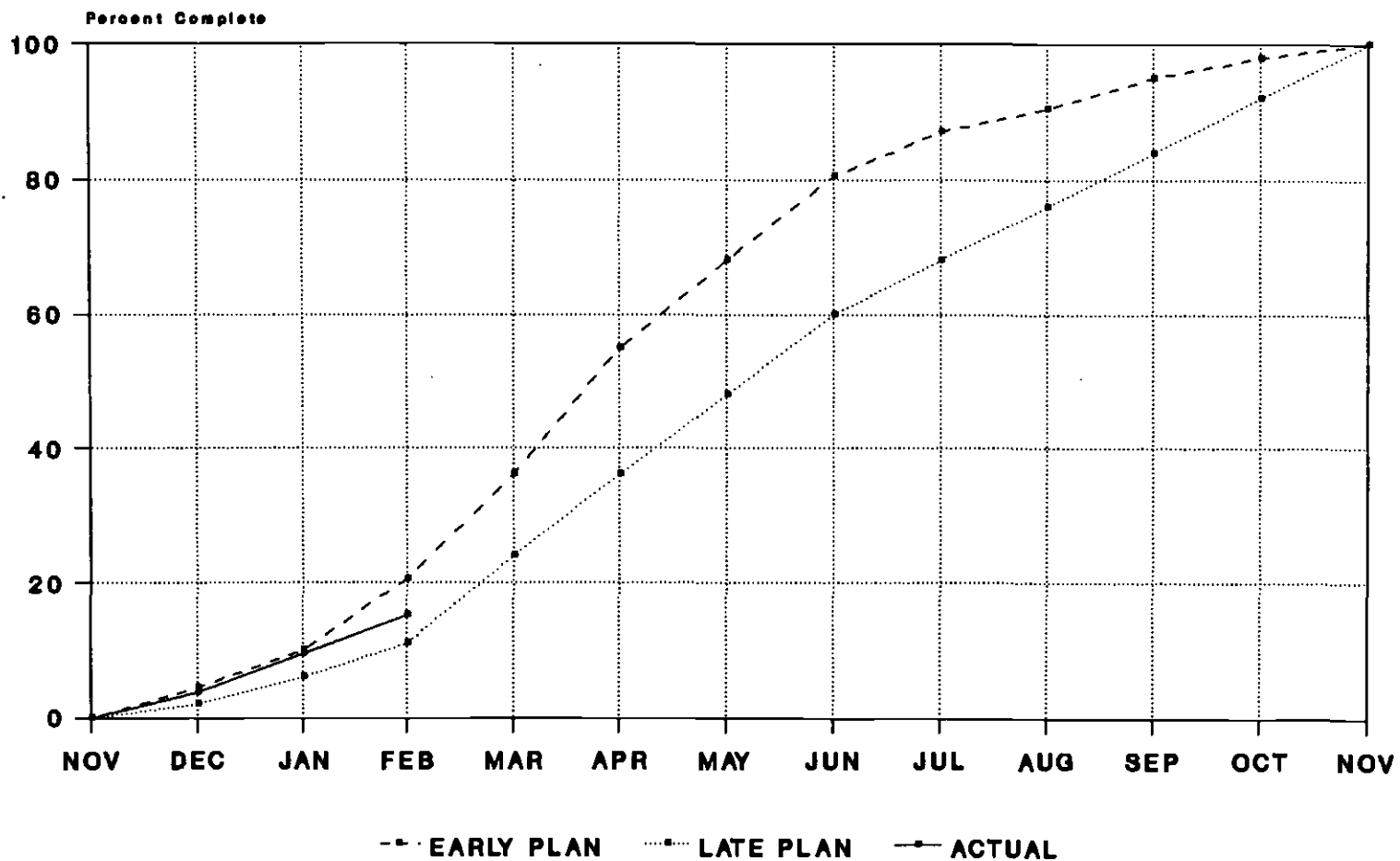
METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN



METRO RED LINE SEGMENT 3
EAST SIDE EXTENSION



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



Through 31JAN93

