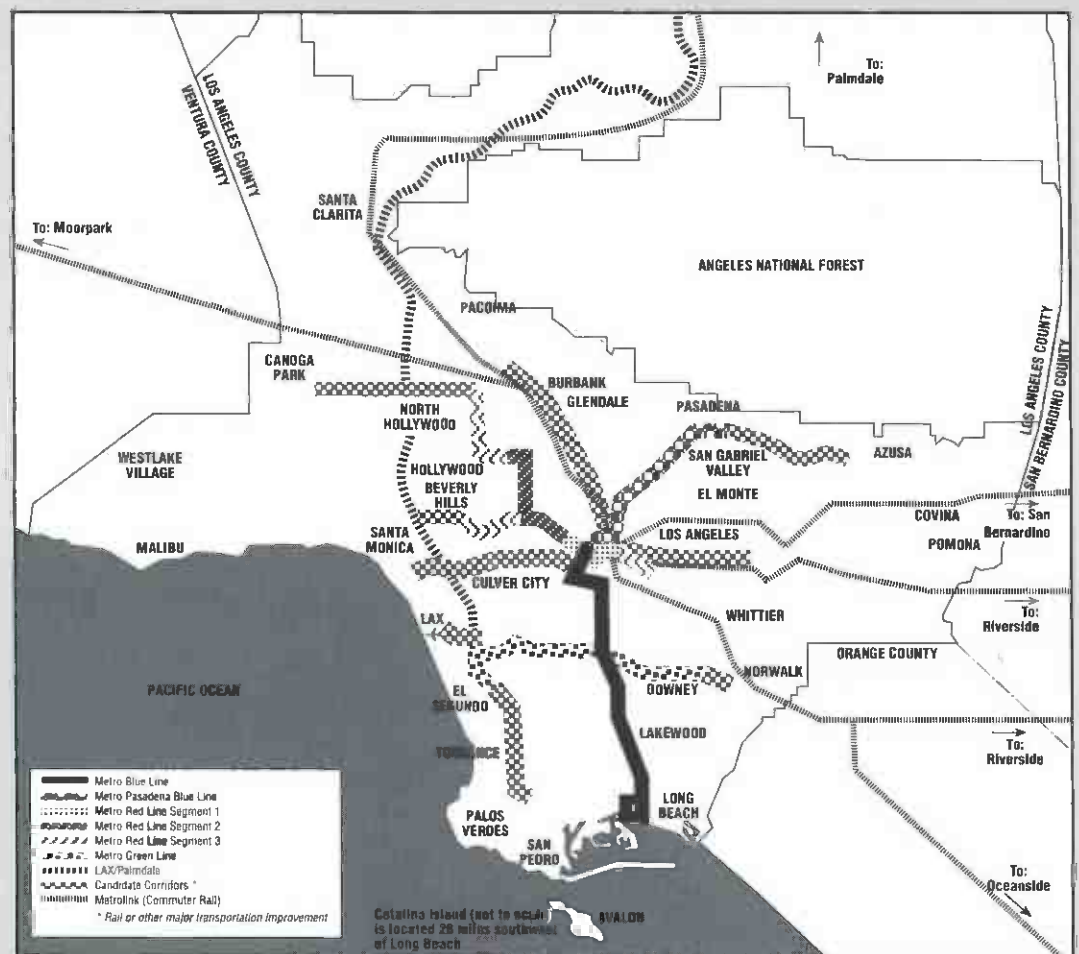


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Pasadena Blue Line			
Cost Status	(\$000)	Project Progress	
Original Budget	841,000	Design	
Expended to Date	58,442 *	Actual:	76%
Current Budget	841,000	Construction	
Schedule Status:		Actual:	0%
Revenue Operations Date:			
Original	November 1997		
Forecast	June 1998		
Metro Green Line (Budget and Forecast excludes North Coast Segment)			
Cost Status	(\$000)	Project Progress	
Original Budget	671,000	Design	
Expended to Date	517,282 *	Actual:	99%
Current Budget	717,802	Construction	
Schedule Status:		Actual:	87%
Revenue Operations Date:			
Original	October 1994		
Forecast	May 1995		
Metro Red Line Segment 1			
Cost Status	(\$000)	Project Progress	
Original Budget	1,249,900	Design	
Expended to Date	1,396,372*	Actual:	100%
Current Budget	1,450,019	Construction	
Schedule Status:		Actual:	99%
Revenue Operations Date:			
Original	April 1992		
Actual	January 1993		
Metro Red Line Segment 2			
Cost Status	(\$000)	Project Progress	
Original Budget	1,446,432	Design	
Expended to Date	686,914*	Actual:	99%
Current Budget	1,511,681	Construction	
Schedule Status:		Actual:	36%
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	
Expended to Date	76,611*	Actual:	75%
Current Budget	1,310,822	Construction	
Schedule Status:		Actual:	2%
Revenue Operations Date:			
Original	2000		
Forecast	May 2000		

*Expenditure data through May 1994

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 3 - Mid-City Extension			
Cost Status	(\$000)	Project Progress	
Original Budget	490,663	Suspended for Reassessment	
Expended to Date	7,500*	Design	
Current Budget	490,663	Actual:	27%
Schedule Status		Construction	
Revenue Operations Date:		Actual:	0%
Original	1999		
Forecast	1999		

Vehicle Acquisition Project			
Cost Status	(\$000)	Project Progress	
Original Budget	254,000		
Expended to Date	2,978 *	Design	
Current Budget	254,000	Actual:	0%
Schedule Status:		Manufactured	
Delivery of Final Cars:			
Original	November 1997	Actual	0%
Forecast	November 1999		

* Expenditure data through May 1994

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

STATUS DATE: 07/01/94

(IN THOUSANDS)

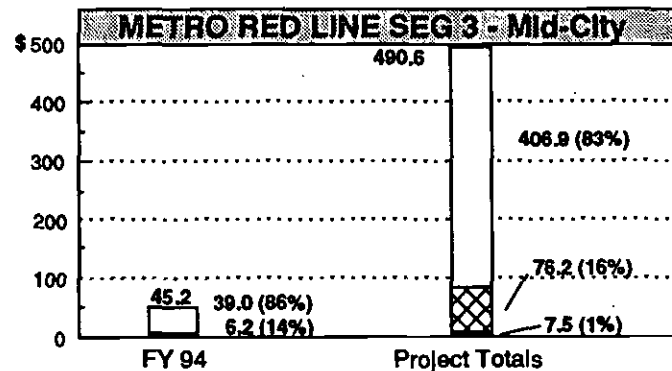
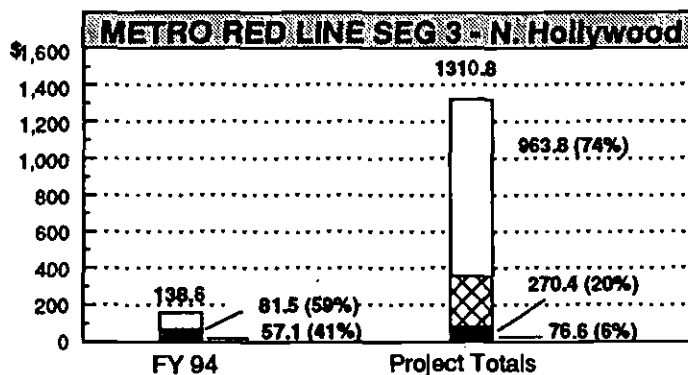
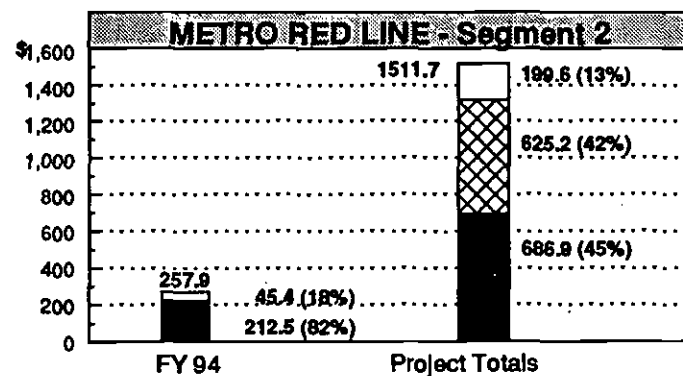
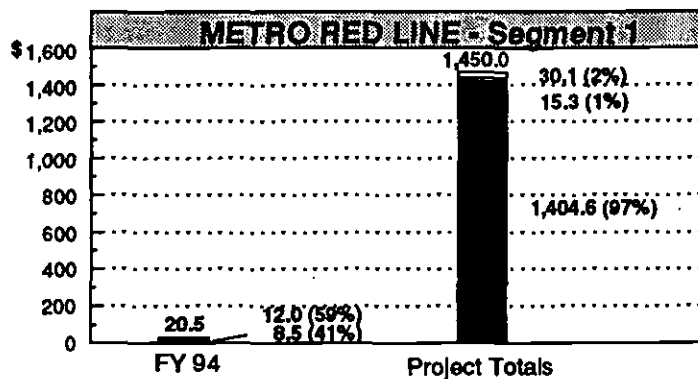
PROJECT: TOTAL RAIL PROGRAM

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	4,703,337	9,602	3,153,307	40,031	2,095,944	36,132	2,033,161	4,670,914	(32,423)
S PROFESSIONAL SERVICES	1,469,230	1,750,465	12,220	1,349,732	14,328	1,102,686	14,328	1,100,262	1,782,055	31,589
R REAL ESTATE	453,432	517,647	10,837	310,362	20,304	314,088	20,303	313,998	516,906	(741)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	140,136	1,304	110,882	2,836	88,590	2,836	88,070	149,173	9,037
D SPECIAL PROGRAMS	11,044	20,870	9	6,295	188	2,788	188	2,788	21,709	839
C CONTINGENCY	464,255	291,947	0	0	0	0	0	0	310,595	18,648
A PROJECT REVENUE	(18,115)	(36,395)	0	(820)	(51)	(6,451)	(1,399)	(7,799)	(35,746)	649
PROJECT GRAND TOTAL	7,035,169	7,388,008	33,972	4,929,760	77,637	3,597,646	72,389	3,530,482	7,415,607	27,598

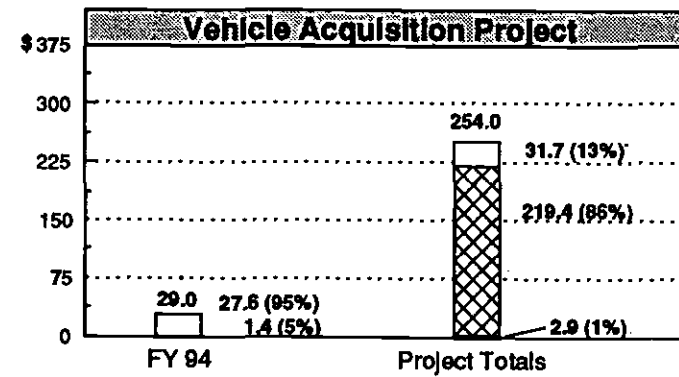
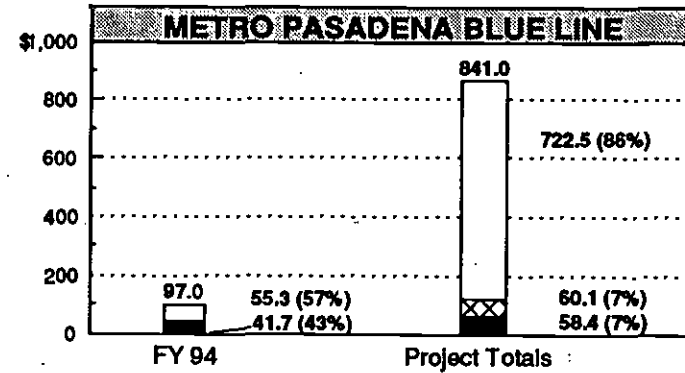
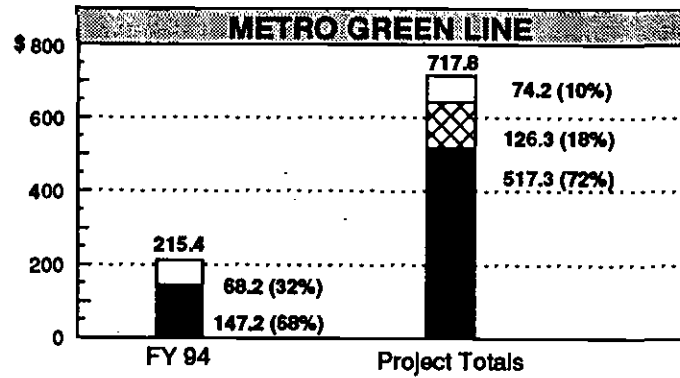
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	55,024	27	43,096	0	18	0	0	48,543	(6,481)
S PROFESSIONAL SERVICES	0	8,225	3	4,536	324	4,397	324	4,397	15,519	7,294
R REAL ESTATE	0	0	0	1	0	0	0	0	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	0	43	0	14	0	14	20	20
C CONTINGENCY	0	2,000	0	0	0	0	0	0	3,732	1,732
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,249	30	47,676	324	4,429	324	4,411	67,814	2,565
PROJECT GRAND TOTAL	7,035,169	7,453,257	34,002	4,977,436	77,961	3,602,076	72,713	3,534,893	7,483,421	30,164

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

BUDGET STATUS - July 1, 1994
(in \$ Millions)

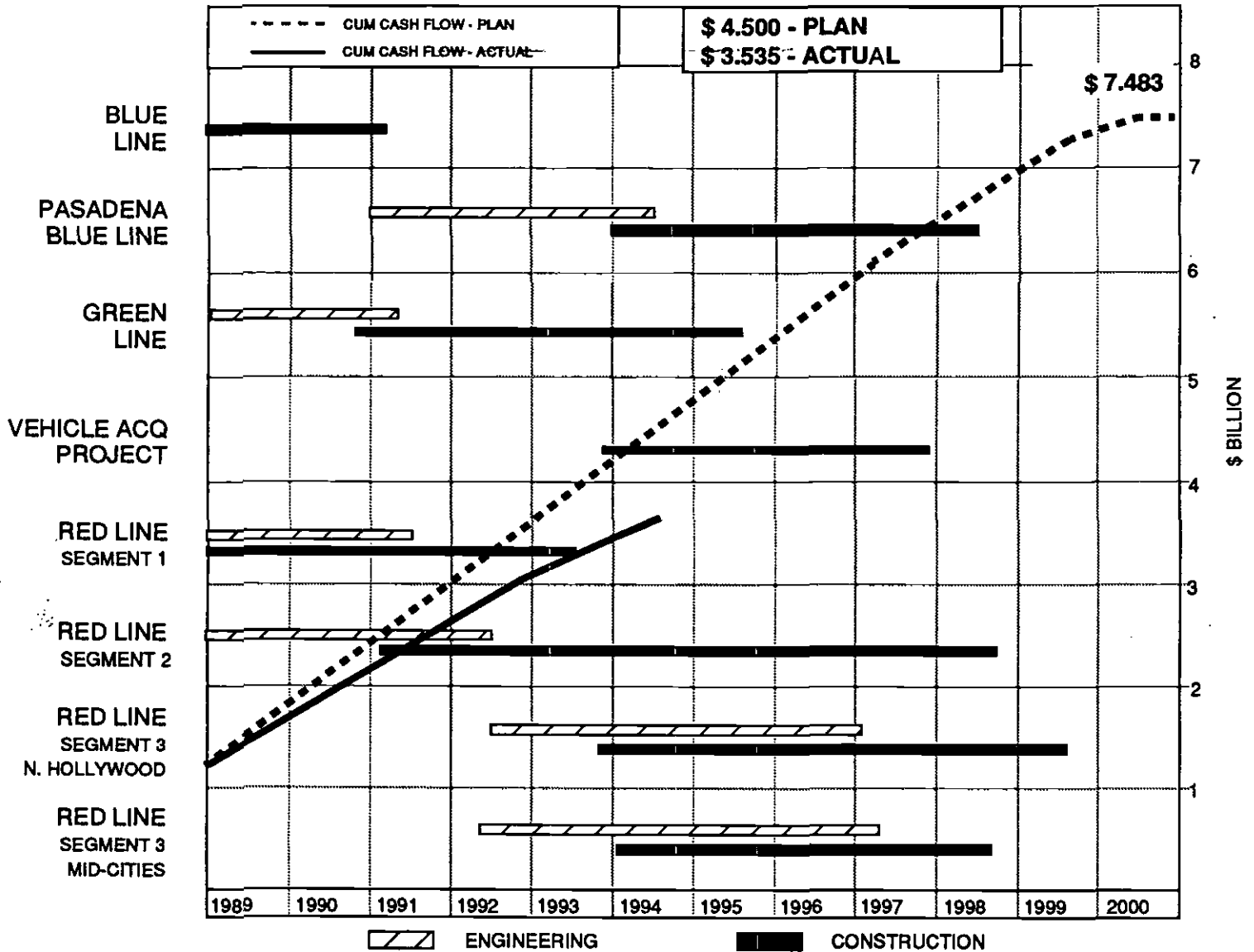


BUDGET STATUS - July 1, 1994
(in \$ Millions)



Actual Spent
 Encumbered
 Remaining Budget

Figure 1 - Rail Construction Plan



RAIL CONSTRUCTION FUNDING SOURCES

(IN MILLIONS)

	METRO BLUE LINE*		PASADENA BLUE LINE		METRO GREEN LINE		METRO RED SEG 1**		METRO RED SEG 2		METRO RED LINE SEG 3 - NH		METRO RED LINE SEG 3 - MC		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
FTA-SECTION 3							605.3	42	667.0	44	681.0	52	242.6	49			2195.9	29
FTA - OTHER															18.0	7	18.0	0
ISTEA-FED SURFACE TRANSIT PROG											25.0	2	55.4	11	84.0	33	164.4	2
FLEXIBLE CONGESTION RELIEF													26.0	5			26.0	0
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	40	106.4	15	210.3	15	185.1	12	190.9	15	72.3	15	33.6	13	1136.4	15
SB 1995 TRUST FUND											53.0	4					53.0	1
PROPOSITION A	877.2	100			205.1	29	179.5	12	440.3	29							1702.1	23
PROP A/C (TRANSIT ENHANCEMENT)									59.3	4							59.3	1
PROPOSITION C			503.2	60	399.9	56					343.8	26	94.4	19	118.4	47	1459.7	20
PROP C (AMERICAN DISABILITY ACT)					6.4	1			5.9	0							12.3	0
CITY OF LOS ANGELES							34.0	2	96.0	6							130.0	2
BENEFIT ASSESSMENT							130.3	9	58.0	4	17.1	1					205.4	3
COST OVERRUN ACCOUNT							200.1	14									200.1	3
CITY OF PASADENA																		
TOTAL	877.2	100	841.0	100	717.8	100	1450.1	100	1511.6	100	1310.8	100	490.7	100	254.0	100	7453.3	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

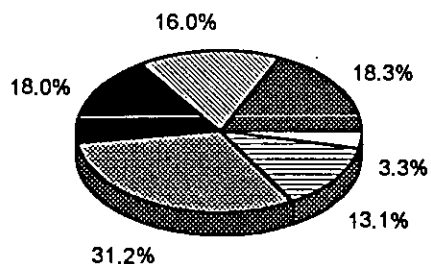
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 06/30/94

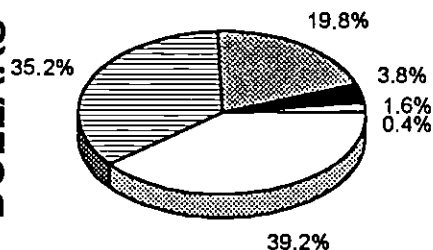
COST LEVEL

Total: \$78 Million

VOLUME



DOLLARS

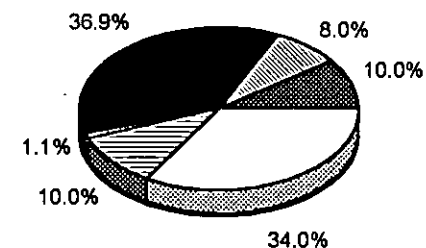
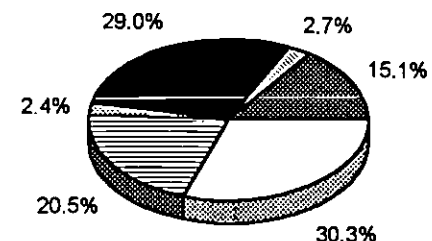


Legend

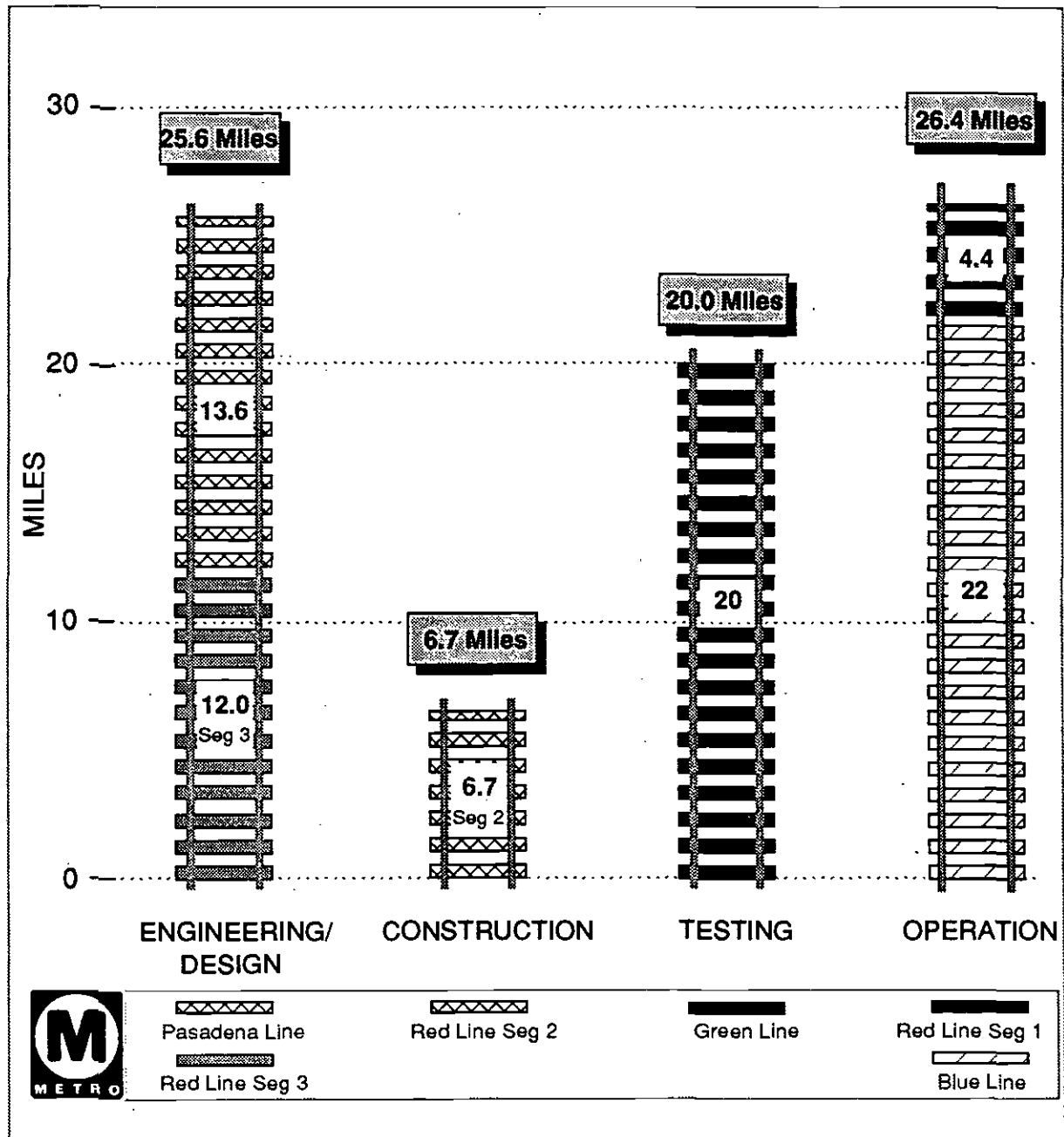
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 449



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	150	8	142	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	88	83	5	0	0
Red Line Seg 3 NH	185	29	***	17**	***
Red Line Seg 3 MC***	61	0	54	7**	120

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

MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

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

The RCC corporate goal for project administration costs is 20%. The current forecast data for project administration costs totals 24.32% which exceeds the corporate goal by 4.3%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

Staff costs are projected at 4.22% of total program costs, which just exceeds the 4% corporate goal by 0.2%. Figure 6 illustrates the forecast figures for each project and for total program.

Figure 6 - Cost Performance Relative to Corporate Goals

IN THOUSANDS

	METRO BLUE LINE		METRO PASADENA BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		METRO RED LINE SEGMENT 3 NH		METRO RED LINE SEGMENT 3 MC		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM		CORP GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	857,487	74.95%	509,397	58.89%	488,173	88.01%	812,270	56.11%	1,036,808	88.59%	797,137	60.69%	329,211	67.10%	232,370	90.21%	4,862,851	64.98%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	28,047	3.63%	140,000	9.66%	86,860	5.75%	85,556	6.51%	48,543	9.89%	0	0.00%	516,906	6.91%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	77,881	9.00%	61,794	11.40%	221,659	15.29%	148,254	9.81%	70,755	5.39%	38,071	7.76%	7,625	2.96%	715,626	9.56%	
CONSTR MGMT.	91,642	10.45%	72,185	8.35%	72,337	10.08%	116,429	8.03%	132,973	8.80%	103,274	7.86%	35,000	7.13%	0	0.00%	623,840	8.34%	4%
STAFF	17,655	2.01%	34,472	3.99%	27,607	3.85%	95,558	6.59%	57,898	3.83%	57,676	4.39%	19,827	4.00%	5,336	2.07%	315,829	4.22%	
OTHER	14,222	1.62%	27,185	3.14%	18,020	2.51%	32,871	2.25%	24,067	1.59%	36,462	2.78%	11,731	2.39%	0	0.00%	164,338	2.20%	
SUBTOTAL	193,106	22.01%	211,702	24.47%	196,758	27.83%	486,317	32.16%	363,193	24.03%	268,167	20.42%	104,429	21.28%	12,961	5.03%	1,819,633	24.32%	20%
UTILITY/FORCE ACC													5,088	1.04%			5,088	0.07%	
CONTINGENCY	963	0.11%	69,594	8.05%	9,393	1.31%	31,432	2.17%	25,121	1.66%	162,526	12.37%	3,391	0.69%	12,267	4.76%	314,867	4.21%	
PROJECT REVENUE	(29,677)	-3.41%		0.00%	(5,569)	-0.78%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(35,746)	-0.46%	
GRAND TOTAL	877,271	100.00%	865,000	100.00%	717,802	100.00%	1,450,019	100.09%	1,511,680	100.00%	1,313,386	100.00%	490,662	100.00%	257,598	100.00%	7,483,418	100.00%	

NOTE: Data reflects Current Forecast.

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

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

NEW - June 1994

Concern: The budget fluctuations and design changes may impact the designers' ability to complete work elements within the current estimates.

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

Status: Under RCC review.

ONGOING

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

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

Status: Under RCC review.

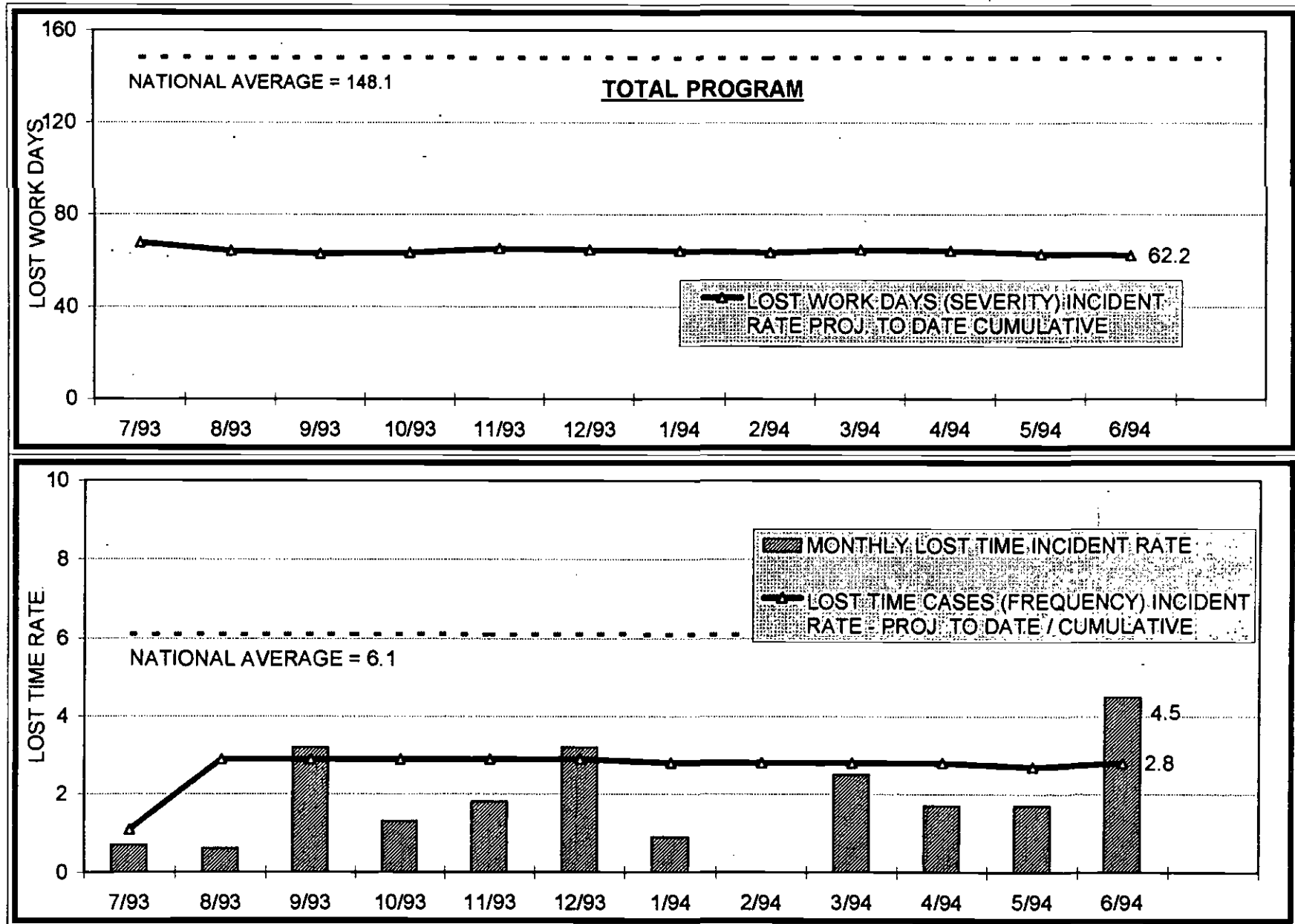
RESOLVED

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

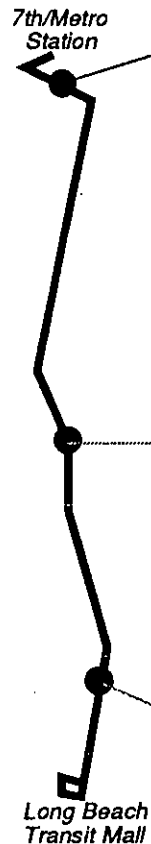
Action: Review and verify configuration management roles and responsibilities.

Status: RCC has established a WPI team to address this issue.

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



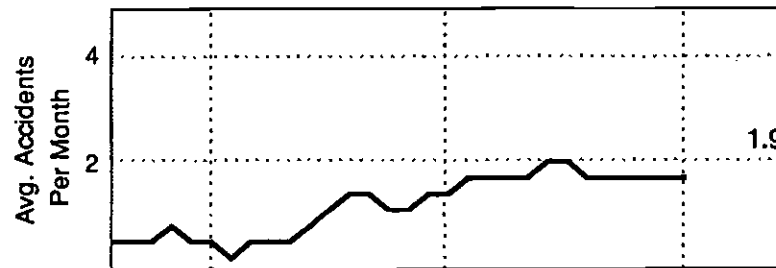
METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



Line Section
Los Angeles Street Running - Slow Speeds.
Cab Signal - Speeds Between 25 and 55 MPH.
Long Beach Street Running - Slow Speeds.

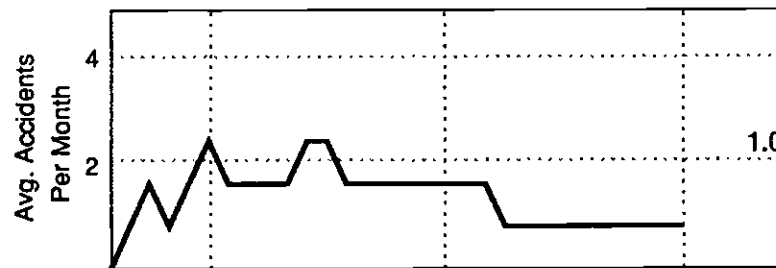
Blue Line Summary

Cumulative Accident Rate Per Month

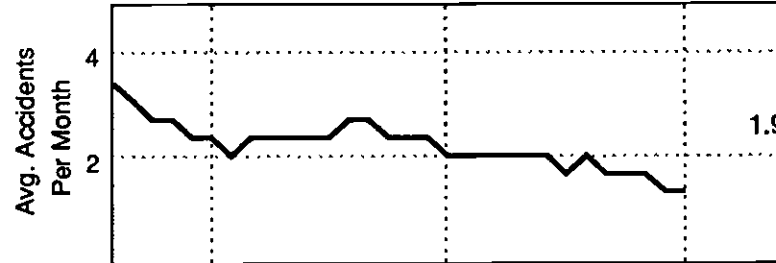


Total Accidents

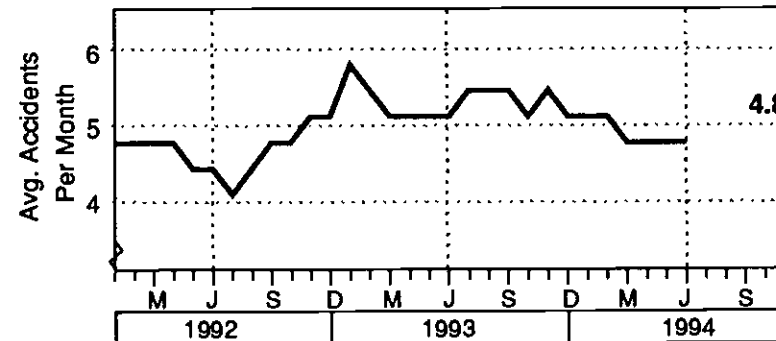
91 Accidents
 Majority of accidents were caused by illegal left turns into the path of the train.
 2 Accidents this month.



48 Accidents
 Majority of accidents were caused by barrier arm violations. Major injuries and most fatalities occurred here.
 2 Accidents this month.



93 Accidents
 Majority of accidents were caused by illegal left turns into the path of the train.
 1 Accident this month.



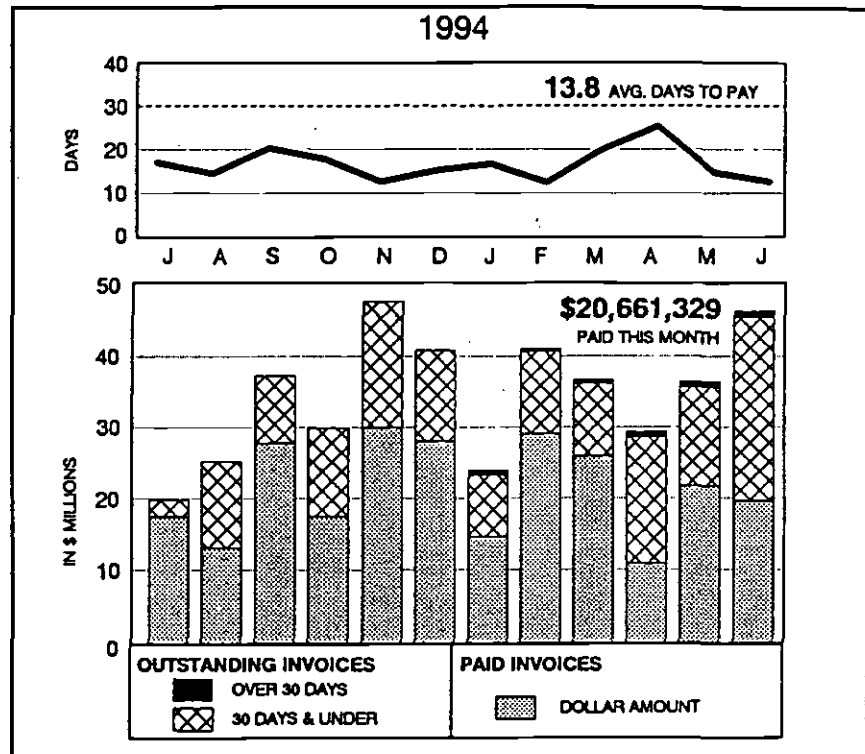
232 Total Accidents

5 Accidents this month.

INVOICE PROCESSING

- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 13.8 days.
- 42 invoices were paid this month for a total value of \$20,661,329.
- There were 47 outstanding Construction or Procurement invoices under 30 days old for \$26,885,398.
- There were 5 outstanding Construction or Procurement invoices over 30 days for \$952,774.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1994	21	8,925,525	4	861,540	67	3,503,824	38	1,558,885
FEB 1994	22	12,093,197	4	366,214	60	7,803,708	43	809,244
MAR 1994	17	10,557,714	5	740,388	59	8,016,735	47	556,334
APR 1994	26	18,485,465	3	876,144	69	9,138,002	30	472,307
MAY 1994	29	14,543,159	3	876,144	68	8,439,847	39	454,972
JUN 1994	47	26,885,398	5	952,774	86	14,064,176	62	299,844

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R81 Metro Red Line Segment 2

Page: 2

UPDATE:07-Jul-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
B290	ANCILLARY CONSTRUCTION AND MAIN				09/05/94	09/22/94	11/02/94	11/18/94	12/05/94	12/28/94	MAHAFFEY \ \

RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD

90 Days

R82 Metro Red Line Segment 3

Page: 3

UPDATE:07-Jul-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
C0311	Line Section: Univ. City to Station 638.	Unit			08/01/94	08/24/94	10/04/94	10/25/94	11/14/94	11/23/94	Gatewood \Wilson \Williams
C0329	Universal City Demolition for C0311/0321	Unit			09/07/94	09/28/94	10/26/94	11/07/94	11/14/94	11/23/94	Mendoza \Wilson \Williams
C0351	North Hollywood Station	Unit			08/29/94	09/21/94	11/02/94	11/17/94	12/05/94	12/28/94	Gatewood \Wilson \Williams
C0358	North Hollywood Demolition	Lump			08/08/94	08/17/94	09/13/94	09/21/94	10/17/94	10/26/94	Mendoza \Wilson \Williams

EXECUTIVE SUMMARY

The Final Design progress for the month of June is 65% vs 82% planned. The Pasadena Blue Line design is continuing with the Pre-Final submittal of Contract C6480, Ave. 26 & French Stations, and C6490, Union Station. The In-Progress submittal of Contract C6520, Memorial Park Station, was also submitted.

Value Engineering for Contract C6540, Del Mar to Memorial Park Line Segment, was initiated. The potential cost reduction items have been identified and are currently being studied.

Progress for Contract C6510, Stations at Lake, Allen and Sierra Madre Villa, is continuing. The Final Supplemental Environmental Impact Report (FSEIR) was approved by the MTA Board on May 25, 1994. Negotiations are in progress on design changes at the alternative SMV station site.

The demolition portion of Contract C6410, Los Angeles River Bridge, is complete. Temporary shoring for excavation support at foundations of the new bridge is currently being installed. Installation of steel soldier piles as part of the new bridge foundation is complete. Excavation for footings is underway. Concrete for two CIDH piles has been placed.

The pre-bid conference for Contract P2100, Precast Concrete Ties, was held on May 25, 1994. The bid opening is scheduled on July 20, 1994.

RCC staff is evaluating the bids for Contract C6430, Arroyo Seco Bridge Reconstruction.

The MTA Art-for-Rail Program staff continue to work closely with the station artists. Presentations on station and artist concepts to MTA, the involved cities and community groups also continue.

EXECUTIVE SUMMARY (con't)

COST STATUS (in millions)

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

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date November 1997
- Forecast Revenue Operations Date June 1998
- Design Progress
 - Final Design Progress - Actual 65%
 - Overall Design Progress - Actual 76%
- Construction Progress (B)
 - Los Angeles River Bridge Progress - Actual 7%
 - Overall Construction Progress - Actual < 1%

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

REAL ESTATE STATUS

MONTH	NUMBER OF PARCELS	PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG DAYS BEHIND
THIS MONTH	150	8	142	TBD *	TBD *
LAST MONTH	149	7	142	TBD	TBD

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

EXECUTIVE SUMMARY (con't)

AREAS OF CONCERN

ONGOING

Yard Site Location

Concern: A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. Limited Notice to Proceed has been issued for the redesign to incorporate cost reduction measures for the yard.

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

Status: Negotiation of redesign costs is continuing with the Section Designer. The alternative Elysian Park fire lane access road has been accepted by Councilman Hernandez's office and Supervisor Molina's office.

Ratkovich Interface at LAUPT

Concern: Location of the LRT terminus at Union Station and aerial guideway alignment on Vignes Street involves interface the Ratkovich Villanueva Partnership. The alignment crosses Ratkovich's interests at two locations along the Terminal Annex property.

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

Status: MTA/Catellus agreement has been executed. Ratkovich continues to be unwilling to negotiate without changes in the aerial structure design, which would require redesign and additional right-of-way. MTA is considering alternative alignments and is evaluating adoption of updated seismic design criteria which require changes in the aerial structure design. A decision is expected in mid-July 1994.

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

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

Del Mar Station

- Concern:** The north ticket vending machine area and confirmation of TPS site location and configurations within the transportation center proposed by the City of Pasadena are the two aspects of the Del Mar park-and-ride facility that are delaying Contract C6500's Final Design. Value Engineering of C6450, Del Mar to Memorial Park Line Segment, may affect Del Mar Station. Discussion on the City's proposed transportation center is continuing.
- Action:** RCC is continuing discussions with the City on site development to provide direction to EMC for final station design.
- Status:** MTA has opened escrow for purchase of the Catellus property at the Del Mar site. Preparation of a Memorandum of Understanding outlining terms and conditions for the transportation center is in progress. Design is continuing on limited scope of work.

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

- Concern: Selection of an alternative station site is required over the original Space Bank site due to potentially serious hazardous material on the property.
- Action: RCC is reviewing technical and environmental issues at the station sites. MTA Board approval of alternative site is required.
- Status: The Real Estate Department has completed appraisals of two station site alternatives (Johnson & Johnson and Builders Emporium). Environmental site assessments have been completed at the Johnson & Johnson and Builders Emporium station sites. FSEIR was approved by the MTA Board on May 25, 1994. Negotiations are in progress on design changes at alternative SMV station site.

Marmion Way Corridor

- Concern: Evaluation of betterments on Marmion Way between Avenue 50 and Avenue 60 has increased project design and construction costs.
- Action: Agreement is required from City of Los Angeles for betterment issues.
- Status: Notification has been issued to affected City agencies. The City has responded that the improvements identified by RCC as betterments are not, in the City's opinion, betterments. Decision is required for direction to EMC to remove the betterments defined from the construction documents.

NEW

None.

RESOLVED

Cornfield Yard: Purchase of permanent easement is complete.

KEY ACTIVITIES - JUNE

- Pre-Final Submittal of C6480, Stations at Avenue 26 and French Avenue, and C6490, Union Station.
- In-Progress Submittal of C6520, Memorial Park Station.
- Initiation of Value Engineering for C6450, Del Mar to Memorial Park Line Segment. The design review meeting for the C6450 In-Progress submittal was held.
- Completed purchase of permanent LRT easement through Cornfield.
- Construction on Contract C7300, Union Station East Wall, initiated by SCRRA. EMC and MTC are performing contract oversight.

KEY ACTIVITIES - PLANNED FOR JULY

- Complete appraisals for Terminal Annex easement and submit offer to Ratkovich.
- Negotiate key contract change request on design changes with EMC.
- Complete Value Engineering for C6450, Del Mar to Memorial Park Line Segment.
- Obtain MTA Board Approval for Sierra Madre Villa Station site.
- Close escrow with Catellus for Del Mar Station site in Pasadena.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Submit the Pre-Final Design Submittal of C6510, Allen and Lake Stations.
- Complete the Fluor Daniel's evaluation of proposed seismic design criteria.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 12-Jul-94
Status Date: 01-Jul-94

(\$ x 000'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	473,523	39	41,490	914	4,919	1,749	3,475	487,422	13,898
S Professional Services	183,206	197,415	286	72,911	4,014	53,084	4,014	53,084	202,539	5,124
R Real Estate	68,100	72,308	26	559	40	280	40	280	74,308	2,000
F Utility/Agency Force Accounts	8,442	21,997	43	3,121	107	1,406	107	1,406	21,975	(23)
D Special Programs	3,377	4,402	0	386	36	197	36	197	9,163	4,761
C Contingency	62,705	71,355	0	0	0	0	0	0	69,594	(1,761)
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	393	118,467	5,112	59,885	5,947	58,442	865,000	24,000

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

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

12-Jul-94

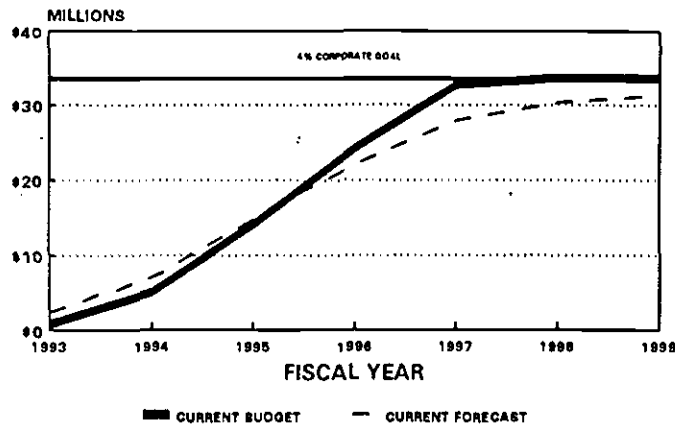
JUNE 94

STATUS OF FUNDS BY SOURCE

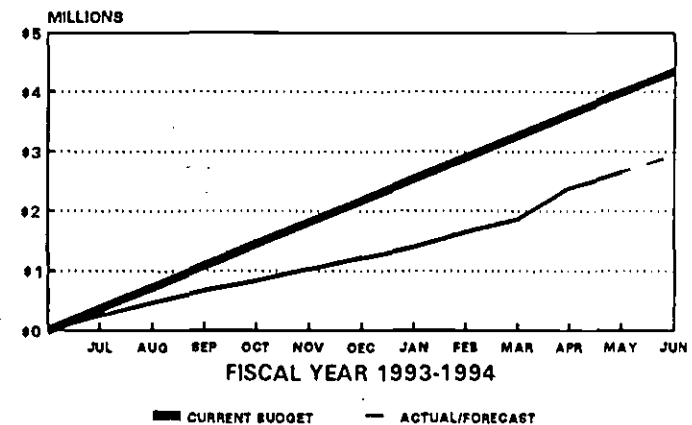
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$0	\$0	0%	\$0	0%	\$0	0%
STATE RAIL BOND	\$316,600	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (40% DISC.)	\$340,502	\$86,841	\$118,467	35%	\$58,442	17%	\$58,442	17%
TOTAL	\$841,000	\$86,841	\$118,467	14%	\$58,442	7%	\$58,442	7%

NOTES: EXPENDITURES ARE THROUGH MAY 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



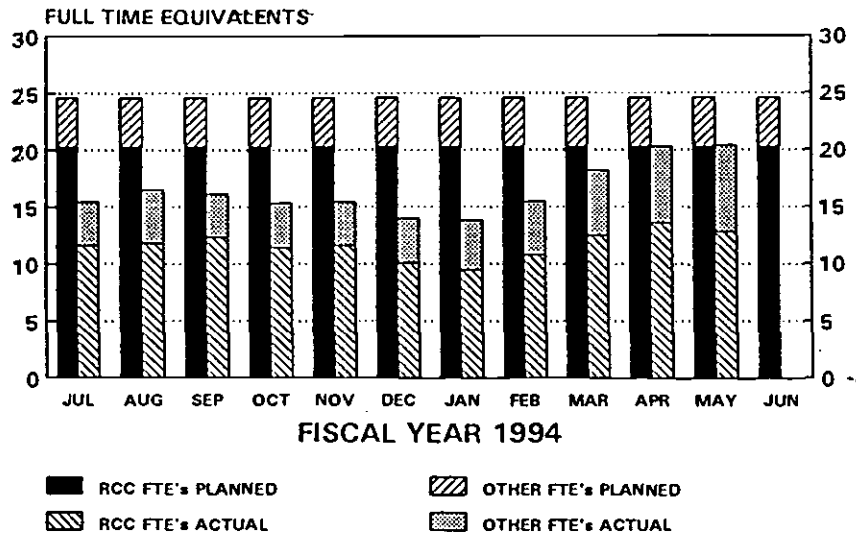
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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

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

CURRENT BUDGET	\$ 4,347
CURRENT FORECAST	\$ 2,934
BUDGET PLAN TO DATE	\$ 3,985
ACTUAL TO DATE	\$ 2,658

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'94 Budget

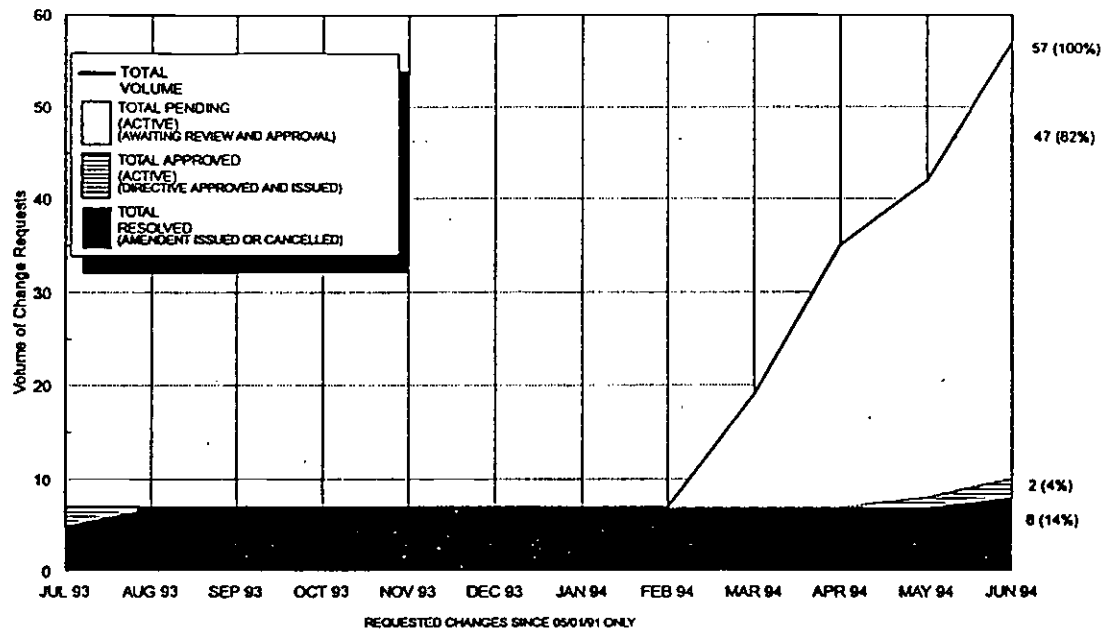
PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	21
RCC FTE's ACTUAL	13
OTHER FTE's PLANNED (*)	4
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	20

(*) Other FTE's :

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

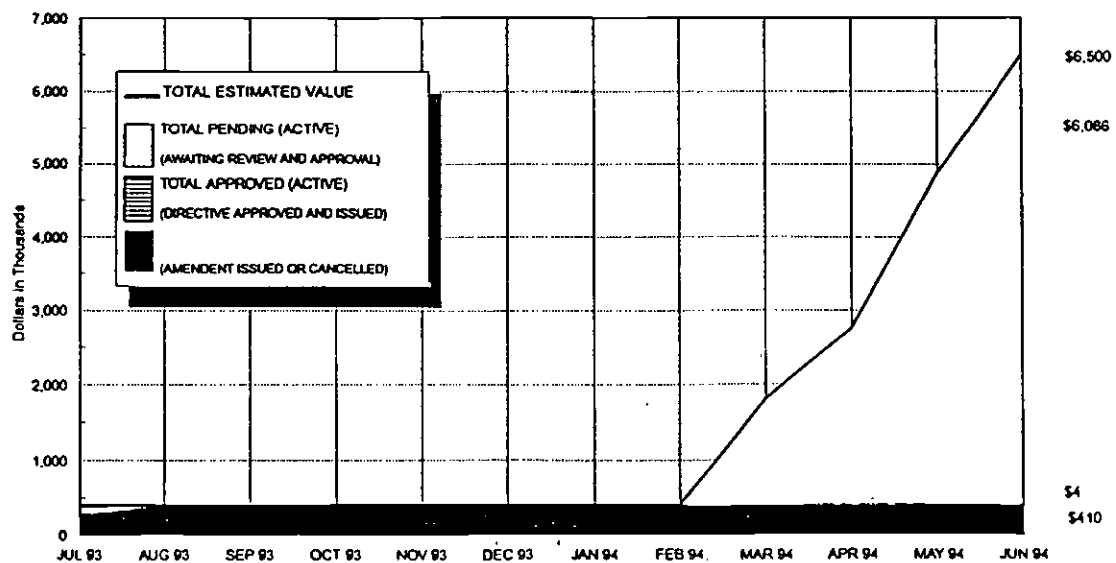
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME



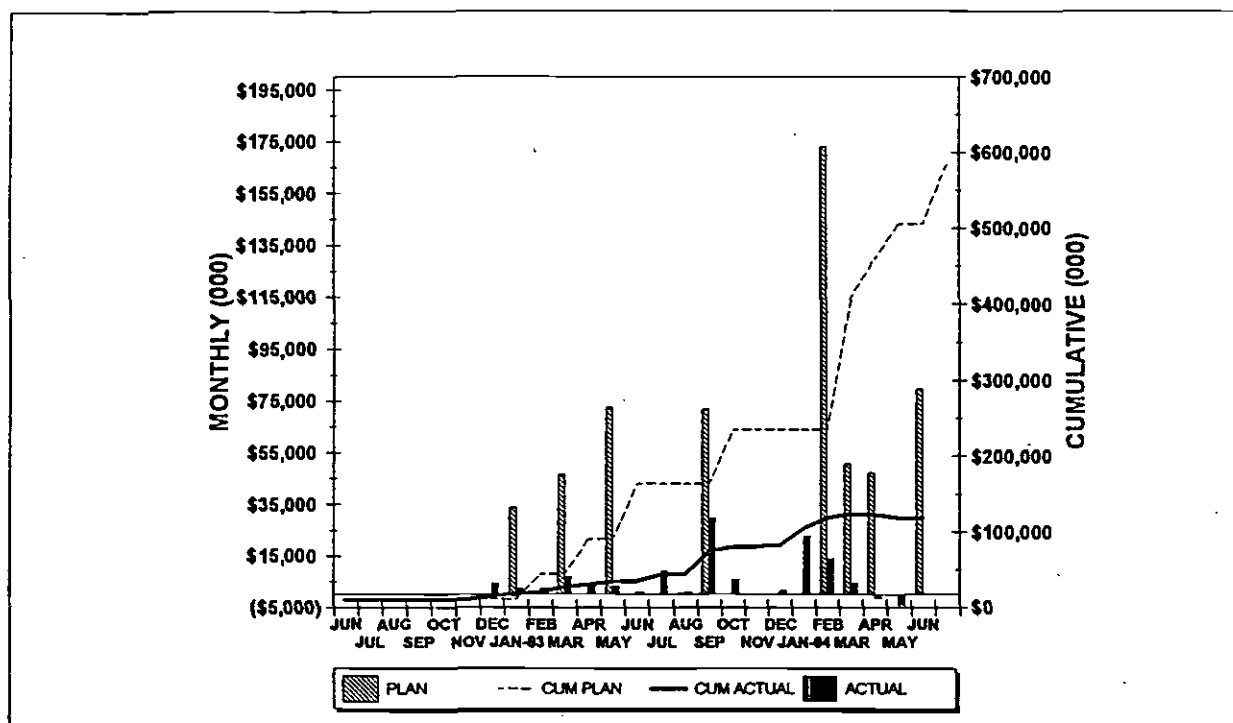
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	26	14	9	0	49
PERCENT	53%	29%	18%	0%	100%

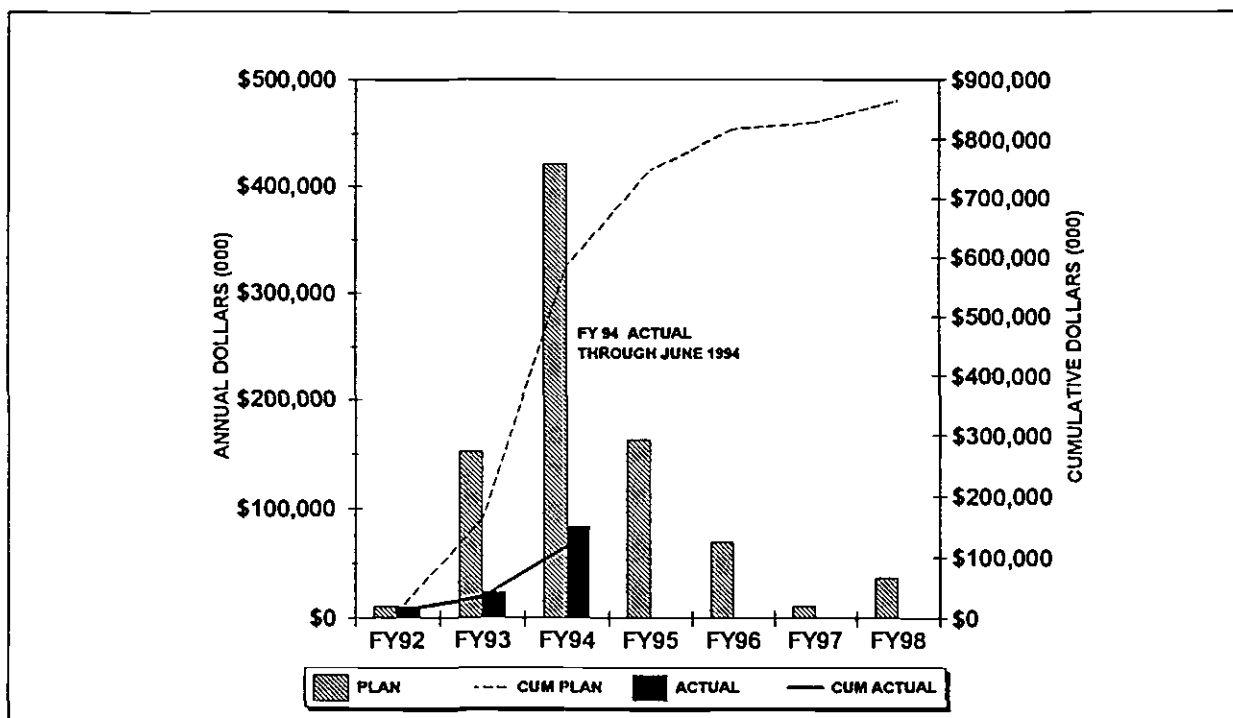
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



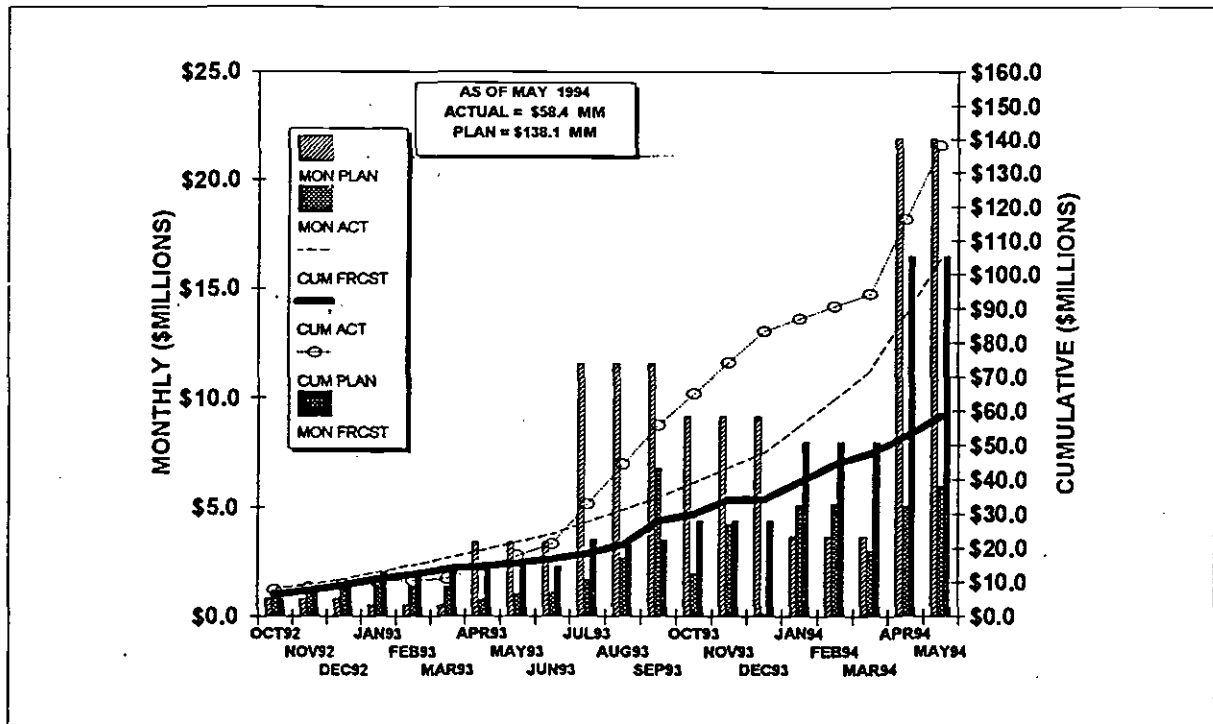
ANNUAL PROJECT COMMITMENTS



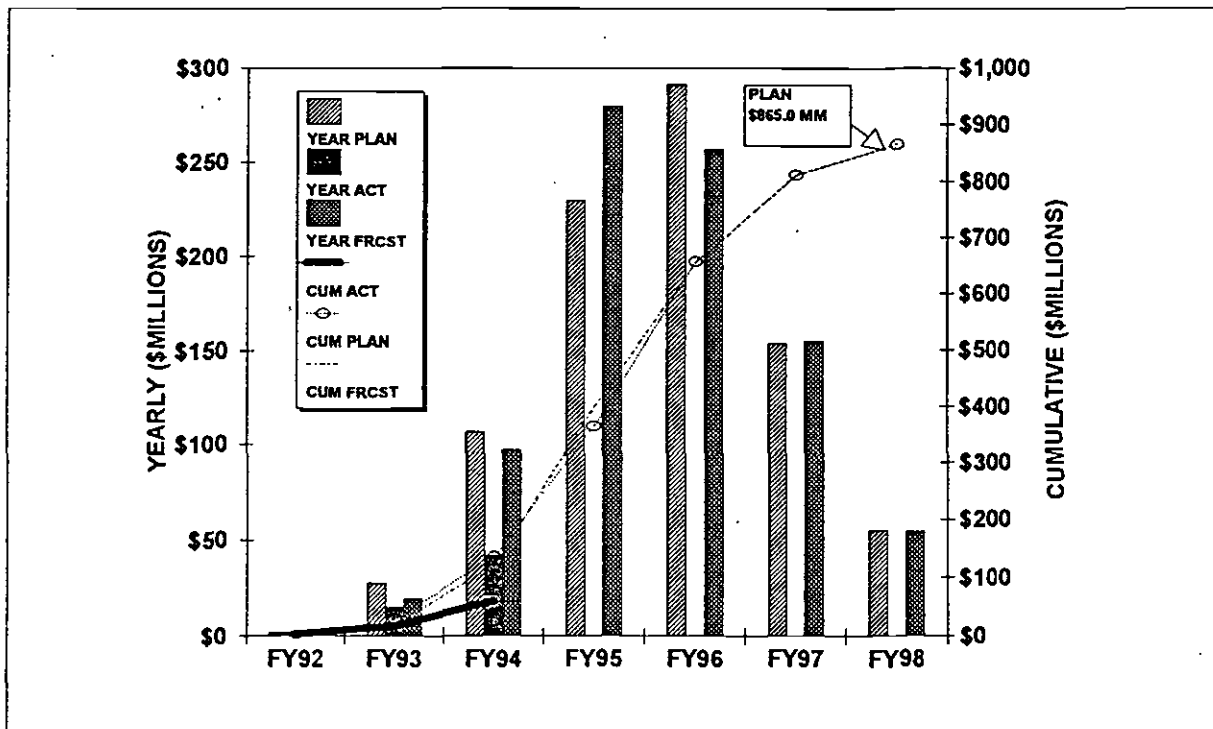
TOTAL PROJECT COMMITMENTS



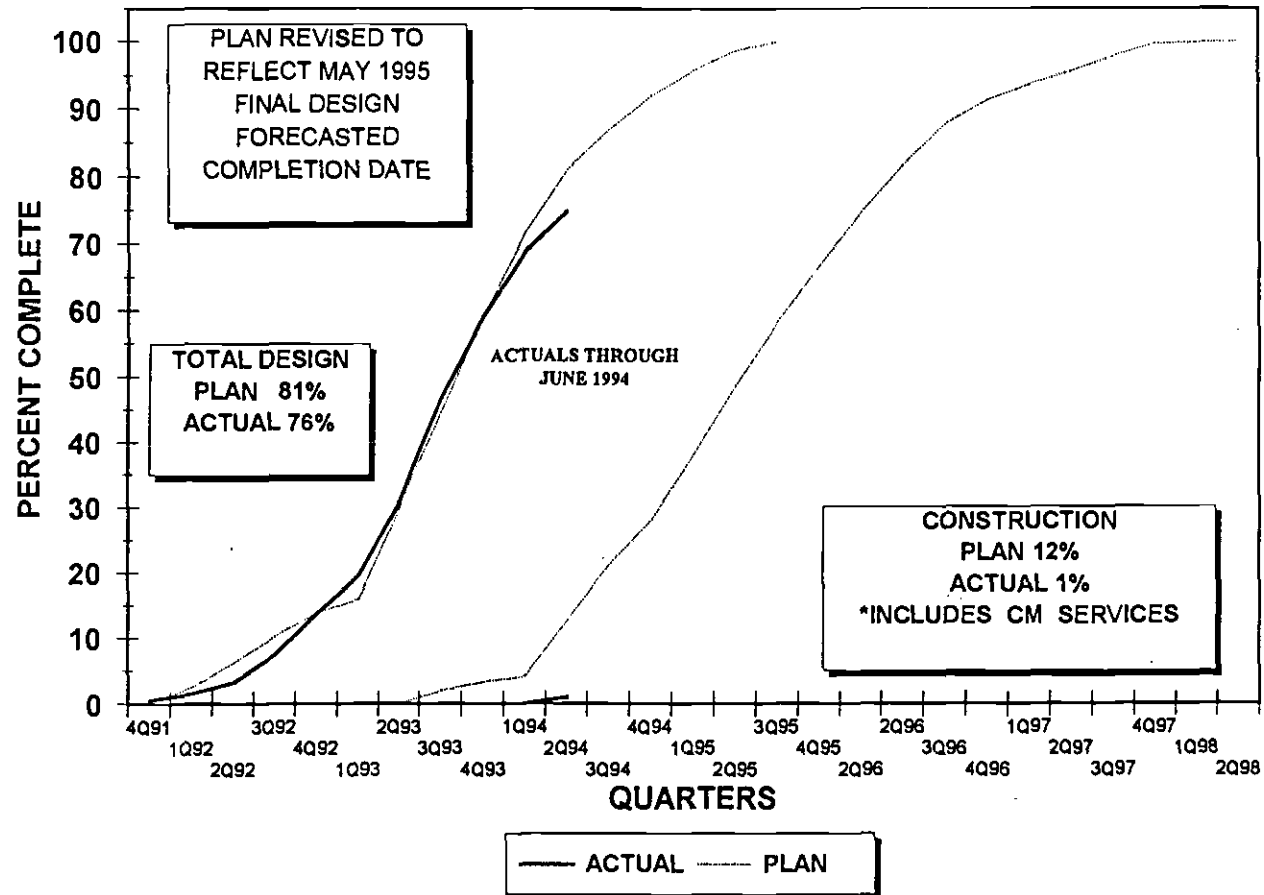
ANNUAL PROJECT CASHFLOW

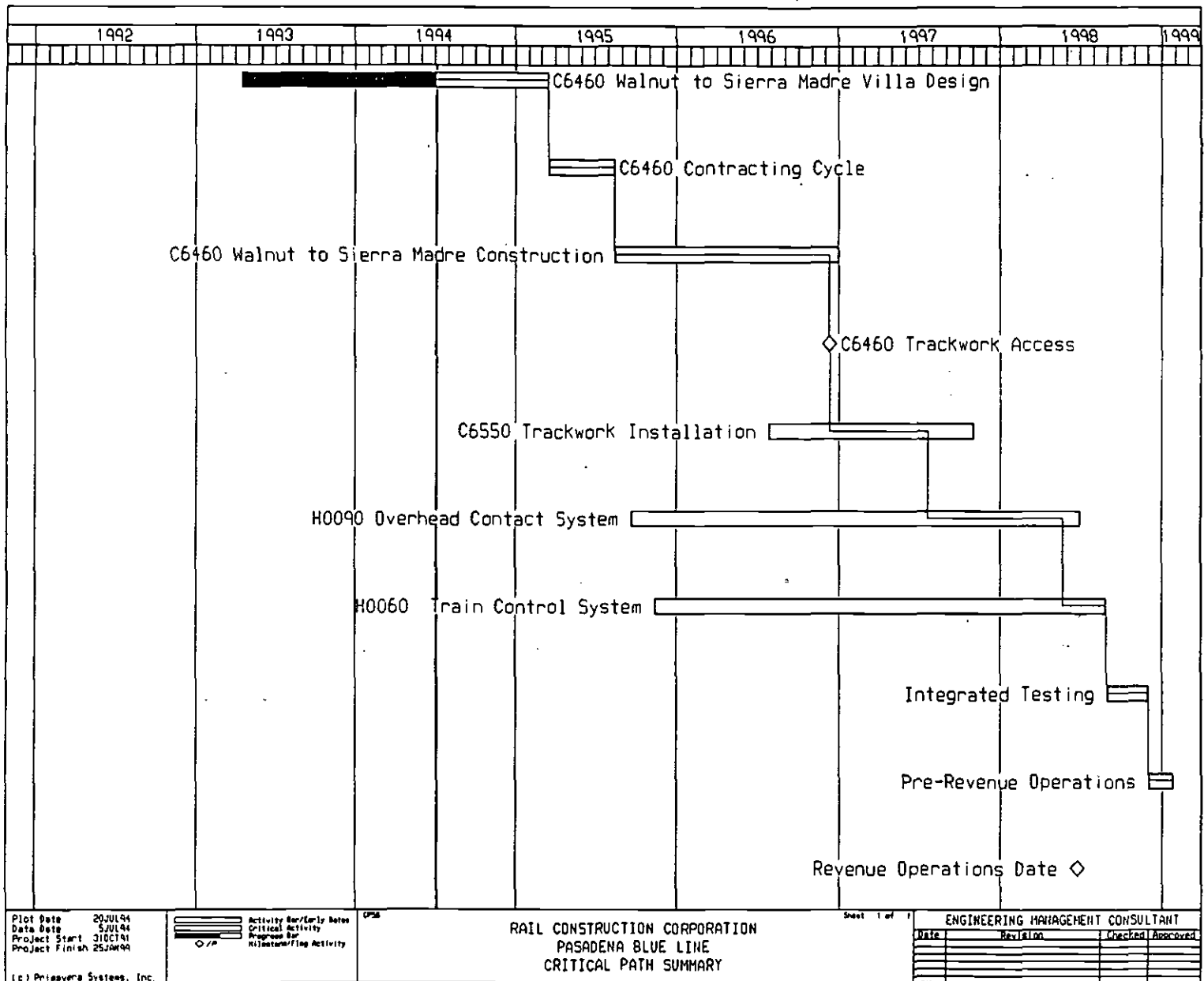


TOTAL PROJECT CASH FLOW



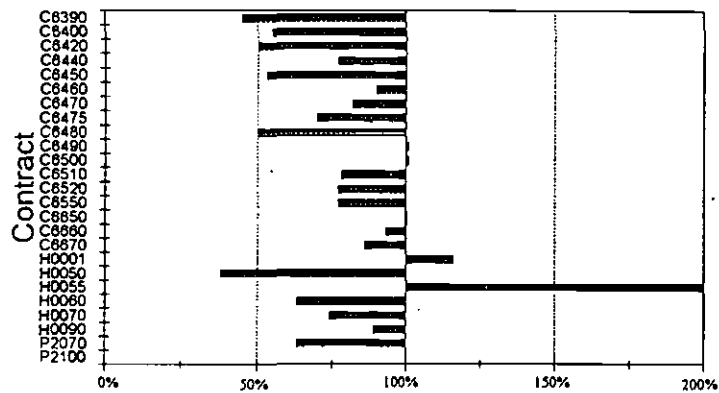
PASADENA BLUE LINE - PROGRESS SUMMARY





Cost Performance Index

Pasadena Blue Line

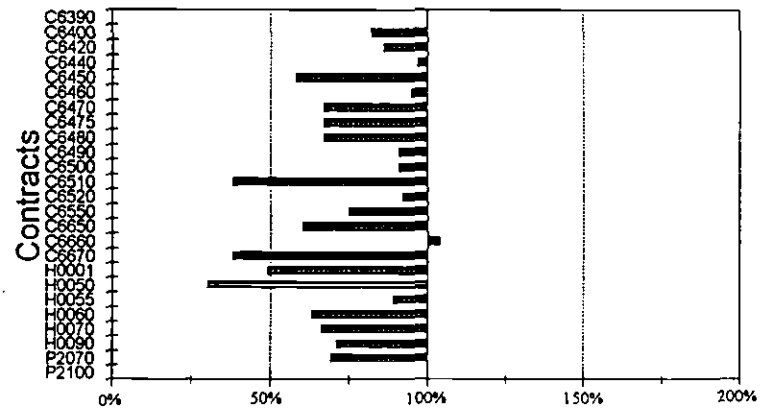


CPI Legend

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

Schedule Performance Index

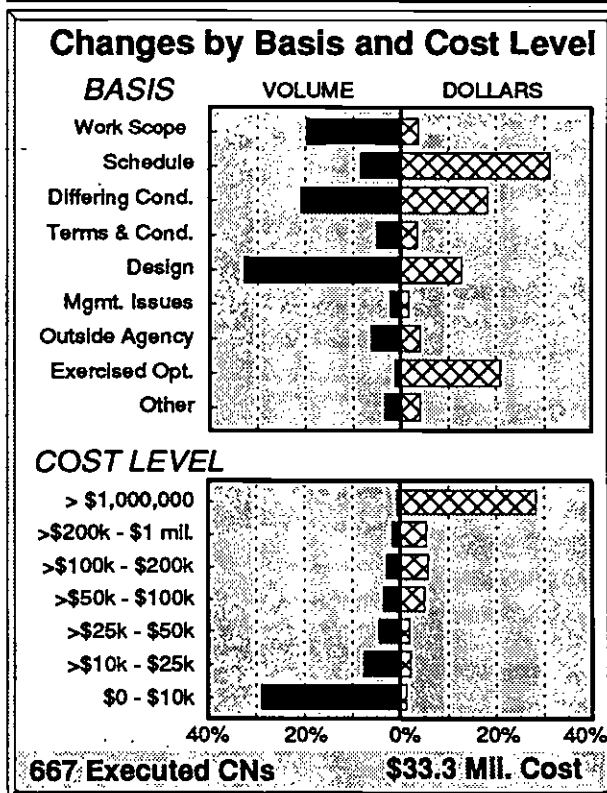
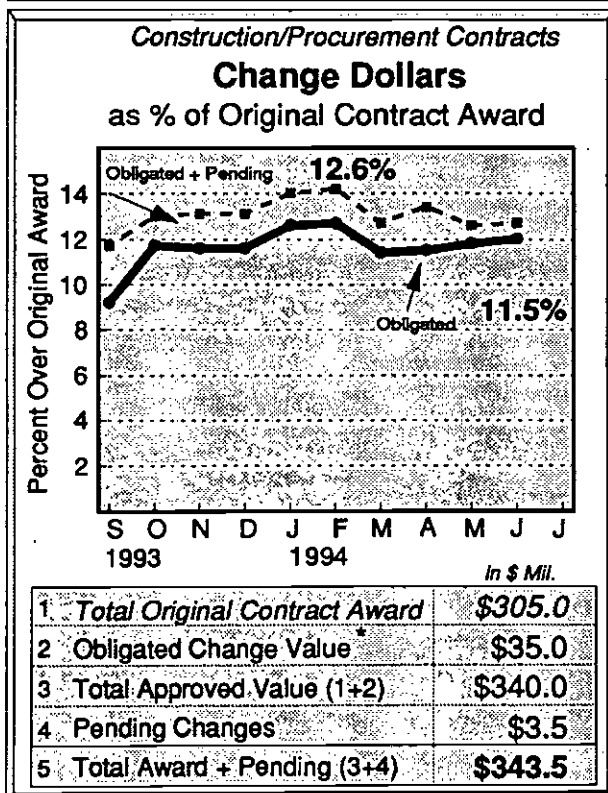
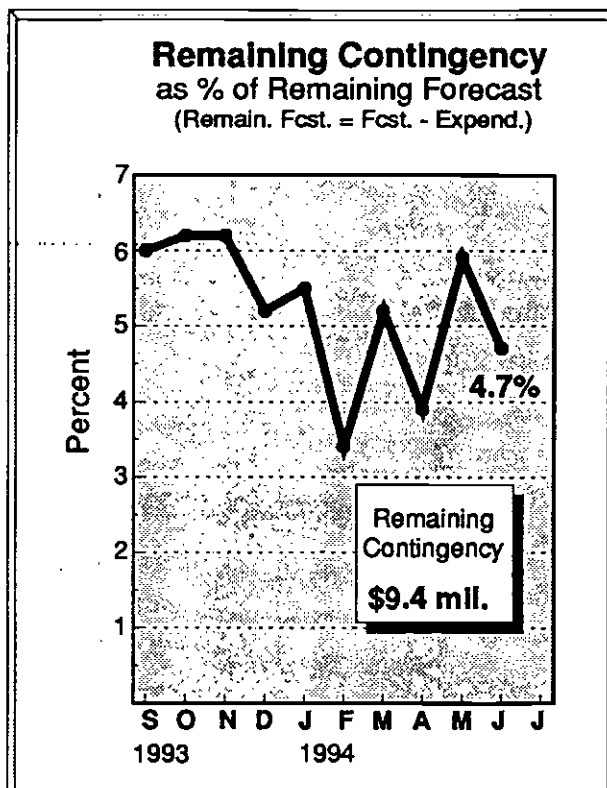
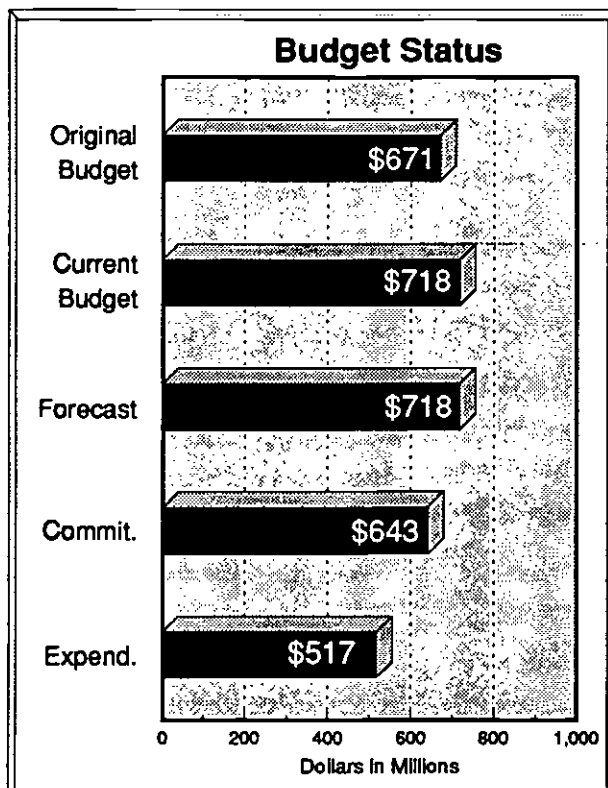
Pasadena Blue Line



SPI Legend

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

FINANCIAL STATUS



R2308041.DRW

* Includes Approved and NTE Authorizations

SCHEDULE AND SAFETY STATUS

MTA Critical Activities

August 1994

- ✓ AWARD APPROVAL
No contract awards this month.

Employment Status

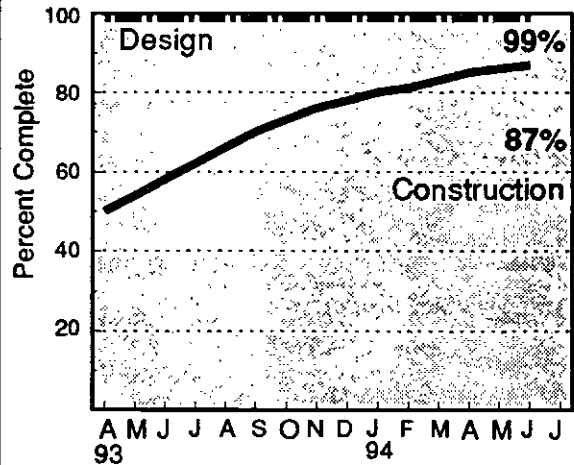
Months of Employment Provided

14,993

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

27 Days Behind
(negative float)

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

CT44-12 Systems
Elevators/Escalators

H0900 Systems
Safety Systems

CT08 Systems
105/110 Station

H1100 Systems
Automatic Train Control

C100 Systems
105-Compton

H1200 Systems
Traction Power Supply

H0831 Systems
SCADA

H1400 Systems
Overhead Contact

H0832 Systems
Cable Transmission

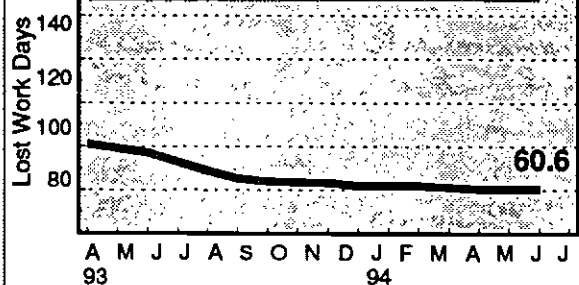
P2020 Integrated Test
Start-up Vehicles

Systems Integrated Test
Norwalk-Marine ABS

Safety

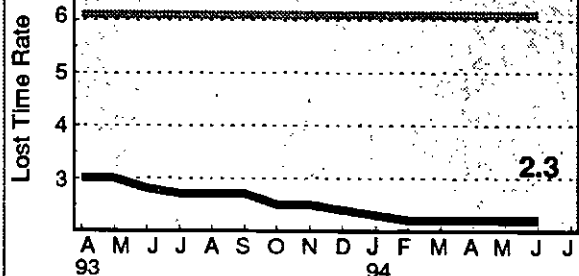
Accident Severity Rate - Cumulative

National Average = 148.1



Accident Frequency Rate - Cumulative

National Average = 6.1



EXECUTIVE SUMMARY

COST STATUS (in millions)

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date May 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 87%

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 Map Case (Kiosk) Design and Fabrication Delays**

Concern: Map case design has only recently been finalized. Before Contract H0900 can begin, (Safety and Security Communications Systems) installation of map case cable is required.

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

Status: The contractor has committed to expedient installation of cableways and associated conduits to facilitate Contract H0900 access. Installation of the cableway wyes is complete at El Segundo and Douglas Stations.

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

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

Action: The contractor has completed stair surveys at Marine and Douglas Stations where problems were identified.

Status: The Resident Engineer has approved the contractor's repair procedures. Portions of stairs at Marine south and Douglas south will have to be rebuilt. The contractor is currently proceeding with corrective work for out-of-tolerance stairs at Aviation, Marine and El Segundo Stations. Marine south and Douglas south repair work is scheduled to begin the first week of July 1994.

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

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

Action: Meetings have been held with the contractor, the edge paver fabricator and the installer to address this concern.

Status: Edge paver installation is complete at Aviation Station and underway at Mariposa Station. This work drives the critical path of Contract C0100.

KEY ACTIVITIES - JUNE 1994

Assembly of the first five pairs of vehicles from Contract P2020 (Start-up Light Rail Vehicles) began at the Hawthorne Yard and Shop. Permanent power is now available at all Metro Green Line Stations.

KEY ACTIVITIES - PLANNED FOR JULY 1994

Following the beneficial occupancy of Traction Power Substations 10 through 16, integrated testing at these substations will begin by the end of the July.

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

Page No. 1

Project: R23 METRO GREEN LINE

Period: May 27, 1994 to Jun 24, 1994
Run Date: Jul 26, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	0	484,698	1,215	426,665	11,743	342,995	10,249	327,744	0	476,976	-7,722
S PROFESSIONAL SERVICES	108,562	0	180,477	1,988	177,859	2,266	154,624	2,266	154,624	0	194,967	14,490
R REAL ESTATE	36,927	0	28,522	106	24,595	105	24,509	105	24,509	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,656	0	10,500	399	11,200	15	9,500	15	9,500	556	11,196	696
D SPECIAL PROGRAMS	4,675	0	4,790	9	4,505	110	1,499	110	1,499	0	4,790	0
C PROJECT RESERVE	59,613	0	15,331	0	0	0	0	0	0	-556	9,393	-5,938
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-595	0	-595	0	-5,569	949
GRAND TOTAL	671,000	0	717,802	3,718	643,562	14,262	532,533	12,747	517,282	0	717,802	0

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

13-Jul-94

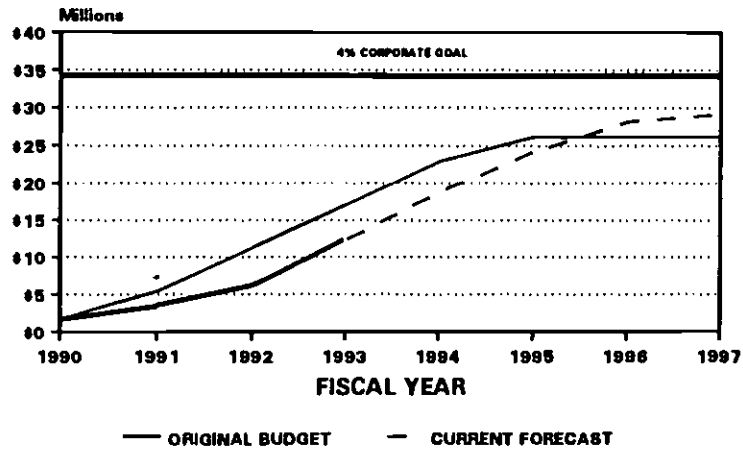
JUNE 94

STATUS OF FUNDS BY SOURCE

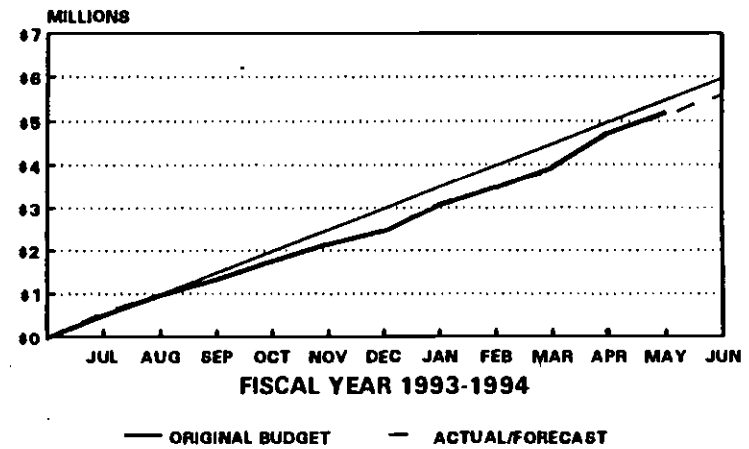
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$91,866	\$311,240	\$305,285	332%	\$311,240	339% (1)	\$312,146	340%
PROP C (25% ALLOCATION)	\$308,000	\$0	\$128,000	42%	\$0	0%	\$0	0%
STATE PROP 108	\$22,400	\$22,400	\$0	0%	\$0	0%	\$0	0%
STATE PROP 116	\$84,000	\$84,000	\$0	0%	\$0	0%	\$0	0%
PROP C (AMERICAN DISABILITY ACT)	\$6,400	\$906	\$5,141	80%	\$906	14%	\$0	0%
TOTAL	\$717,802	\$623,682	\$643,562	90%	\$517,282	72%	\$517,282	72%

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

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



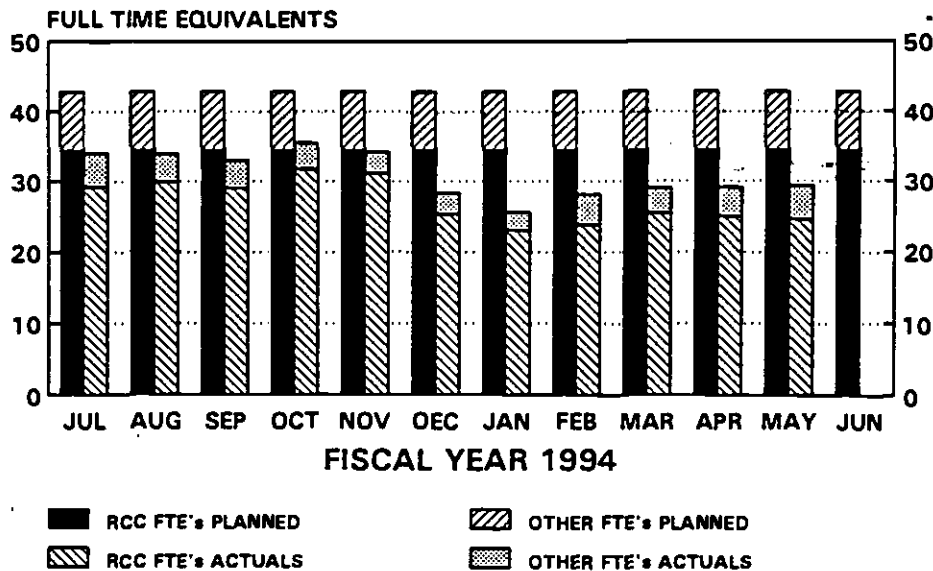
PROJECT AGENCY COSTS GREEN LINE (\$000)

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

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

ORIGINAL BUDGET	\$ 5,965
CURRENT FORECAST	\$ 5,585
BUDGET PLAN TO DATE	\$ 5,468
ACTUAL TO DATE	\$ 5,135

STAFFING PLAN VS. ACTUAL GREEN LINE



FY'94 BUDGET

GREEN LINE STAFFING PLAN FISCAL YEAR 1994

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

COSTS SHOWN ARE FOR
PROJECT R23 ONLY.

**R23 - Metro Green Line
PROJECT CHANGE VALUES ONLY**

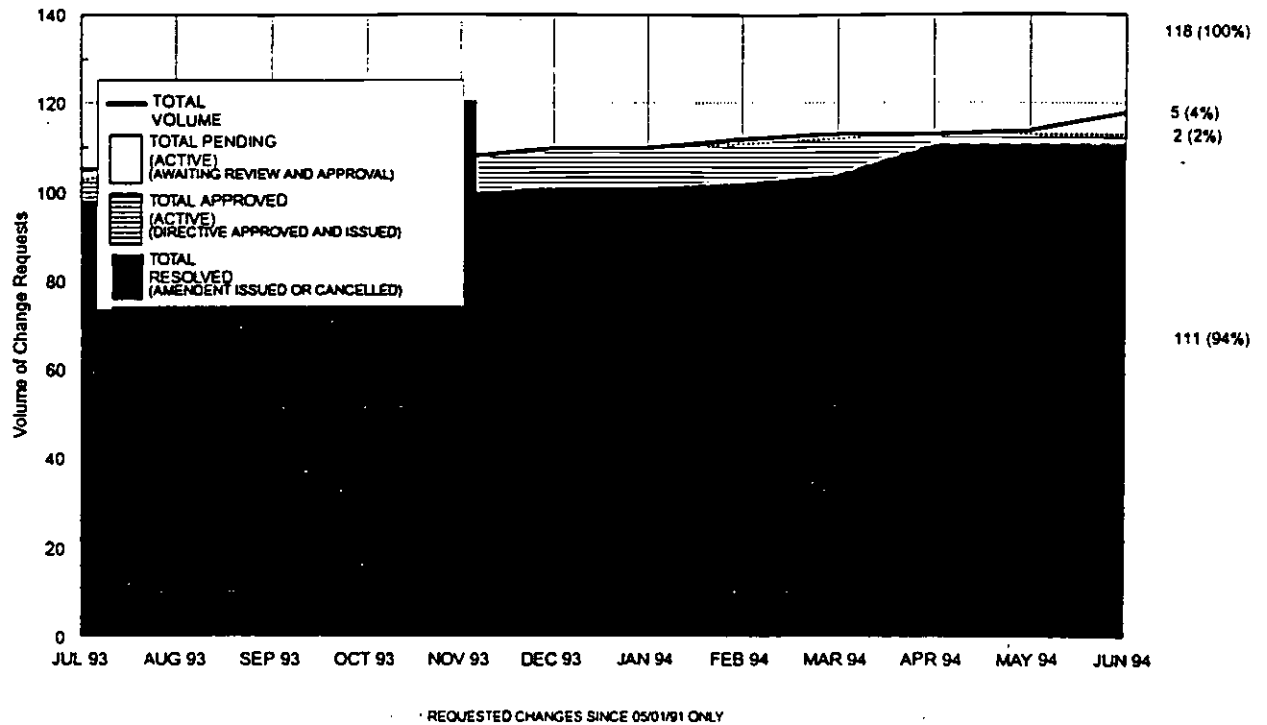
**PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY**
AS OF 07/25/94

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 (R23)	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.
CO090	\$3,739,910	13%	\$472,891	\$4,212,801	\$0	\$3,739,910	0.0%	0%	0%	\$472,891	\$100,000	\$372,891	21%	2.7%
HC0095	\$8,573,083	-100%	(\$8,573,083)		\$823,617	\$10,396,700	8.6%	-9%	77%	(\$10,396,700)	\$553,841	(\$10,950,342)	-14%	14.4%
HC0100	\$59,828,710	-100%	(\$59,828,710)	\$0	\$4,710,870	\$64,539,380	7.9%	-8%	88%	(\$64,539,380)	\$1,508,287	(\$66,046,667)	-10%	10.4%
CO170	\$0	***	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	(\$65,600)	\$65,600	***%	0.0%
CO400	\$19,320,000	14%	\$2,735,538	\$22,055,538	(\$533,785)	\$18,786,215	-2.8%	-20%	99%	\$3,269,323	\$77,465	\$3,191,858	-17%	***%
CO501	\$5,008,841	14%	\$718,124	\$5,724,965	\$444,069	\$5,450,910	8.9%	52%	99%	\$274,055	\$257,423	\$16,632	88%	14.0%
HC0600	\$15,514,000	-100%	(\$15,514,000)	\$0	\$4,427,197	\$19,941,197	28.5%	-29%	98%	(\$19,941,197)	(\$1,048,179)	(\$18,893,018)	-22%	21.8%
HC0610	\$10,248,812	22%	\$2,283,885	\$12,532,597	\$2,457,113	\$12,706,025	24.0%	108%	98%	\$173,428	(\$427,403)	\$253,975	69%	13.8%
H0831	\$1,480,450	155%	\$2,297,474	\$3,777,924	\$171,781	\$1,652,211	11.6%	7%	87%	\$2,126,713	\$374,688	\$1,751,027	24%	36.9%
HH0832	\$3,884,088	-100%	(\$3,884,088)	\$0	\$258,788	\$4,143,874	6.7%	-7%	71%	(\$4,143,874)	\$328,435	(\$4,470,309)	-15%	16.1%
HO889	\$3,938,759	11%	\$438,878	\$4,377,635	\$70,455	\$4,008,215	1.8%	18%	46%	\$368,420	\$1147,500	\$220,920	50%	5.6%
HH0900	\$9,948,180	-100%	(\$9,948,180)	\$0	\$253,250	\$10,201,430	2.6%	-3%	16%	(\$10,201,430)	\$1,815,000	(\$12,016,430)	-21%	20.8%
HH0901	\$3,298,328	-100%	(\$3,298,328)	\$0	\$128,818	\$3,428,147	3.9%	-4%	39%	(\$3,428,147)	\$0	(\$3,428,147)	-4%	3.9%
HH1100	\$57,785,000	-100%	(\$57,785,000)	\$0	\$1,164,530	\$58,949,530	2.0%	-2%	41%	(\$58,949,530)	\$397,573	(\$58,347,103)	-3%	2.7%
HH1200	\$18,786,123	-100%	(\$18,786,123)	\$0	\$1,128,088	\$19,922,211	6.0%	-6%	84%	(\$19,922,211)	\$125,448	(\$20,047,660)	-7%	6.7%
HH1310	\$1,298,500	-100%	(\$1,298,501)	\$0	(\$14,915)	\$1,283,585	-1.1%	1%	8%	(\$1,283,585)	\$17,420	(\$1,301,005)	0%	0.2%
HH1400	\$11,438,000	-100%	(\$11,438,000)	\$0	\$482,803	\$11,930,803	4.3%	-4%	78%	(\$11,930,803)	\$83,528	(\$12,014,329)	-5%	5.0%
HP1800	\$5,578,208	-100%	(\$5,578,208)	\$0	\$1,868	\$5,580,174	0.0%	0%	100%	(\$5,580,174)	\$8,000	\$5,574,174	0%	-0.1%
P2020	\$44,625,000	12%	\$5,375,000	\$50,000,000	\$806,528	\$45,531,528	2.0%	17%	74%	\$4,468,474	\$82,000	\$4,386,474	18%	2.2%
	\$285,302,094	-64%	(\$182,620,634)	\$102,681,560	\$16,880,852	\$302,193,045	5.9%	-9%	87%	(\$***,***,***)	\$4,317,223	(\$203,829,708)	-12%	7.4%

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

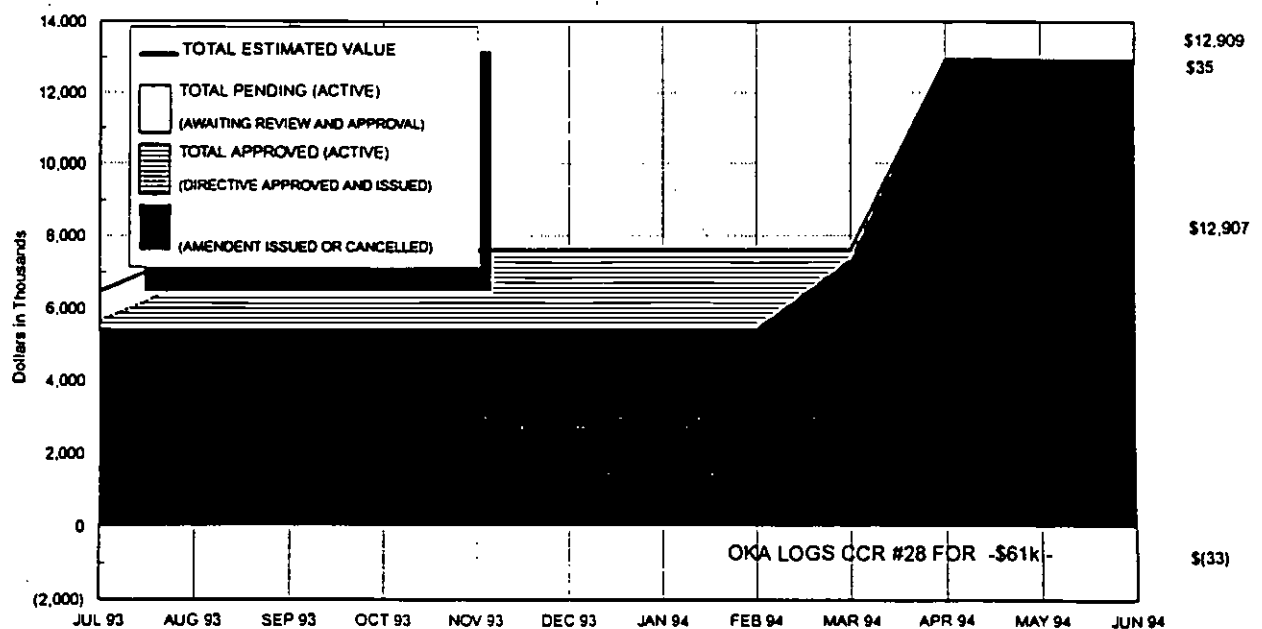
*) Costs shared with other projects. Costs shown are for R23 ONLY. (1) Includes both executed CO's and authorized (WACN) changes (2) % increase over original award (3) Logged contract changes ONLY

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VOLUME



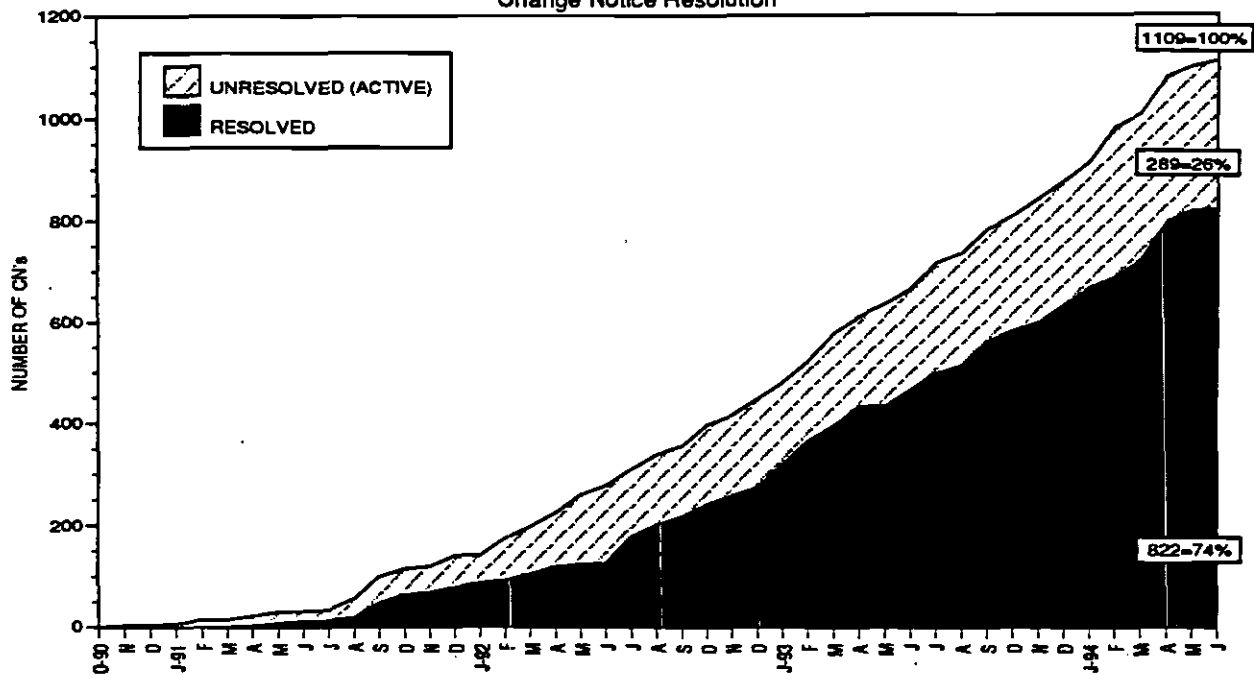
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	2	0	3	7
PERCENT	33%	33%	0%	34%	100%

CONSULTANT CONTRACT CHANGE SUMMARY
GREEN LINE CONSULTANT CHANGE REQUEST VALUES



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

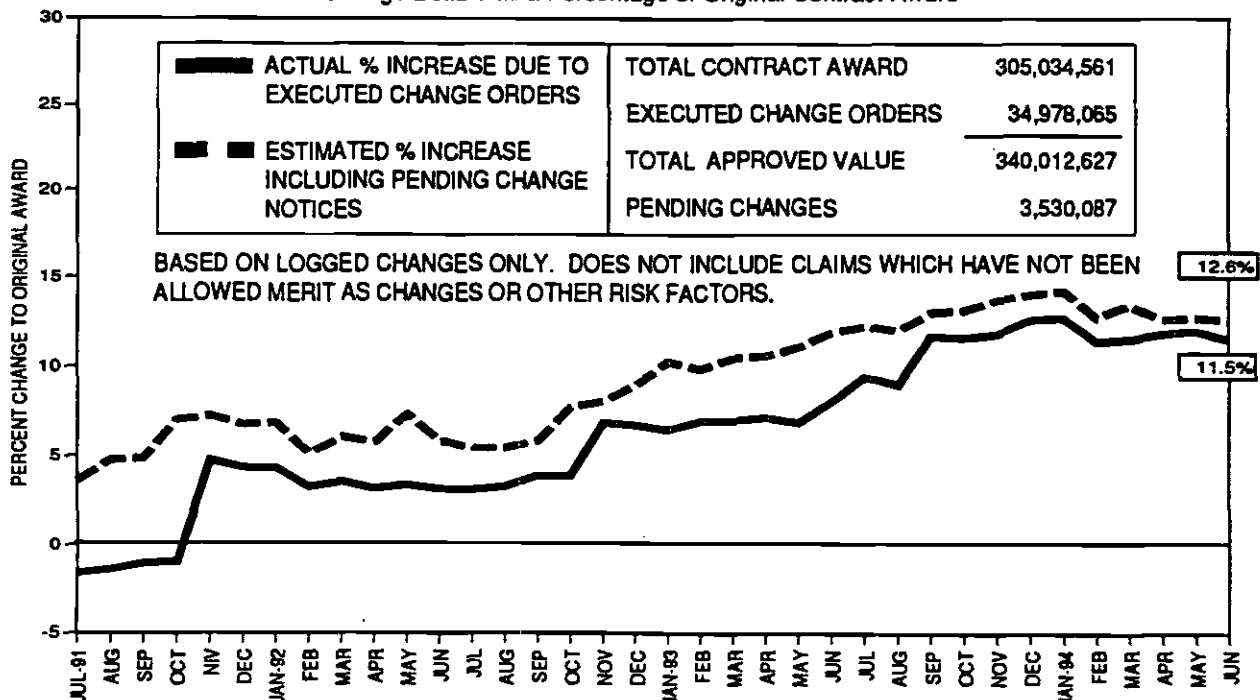
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	104	21	24	140	289
PERCENT	39%	6%	7%	48%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

Change Dollars as a Percentage of Original Contract Award



R23 - Metro Green Line
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES
CHANGE COST LEVEL BREAKDOWN
EXECUTED CHANGES AS OF 07/05/94

COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 1 MILLION	10	1.50%	\$18,813,458.46	56.51%
> 200 - 1 MILLION	22	3.30%	\$3,604,227.59	10.83%
> 100-200	38	5.70%	\$3,900,961.38	11.72%
> 50-100K	47	7.05%	\$3,340,276.29	10.03%
> 25-50K	60	9.00%	\$1,300,019.07	3.90%
10-25K	103	15.44%	\$1,470,892.18	4.42%
0-10K	387	58.02%	\$863,139.23	2.59%
PROJECT TOTALS:	667	100.00%	\$33,292,973.20	100.00%

R23 - Metro Green Line
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

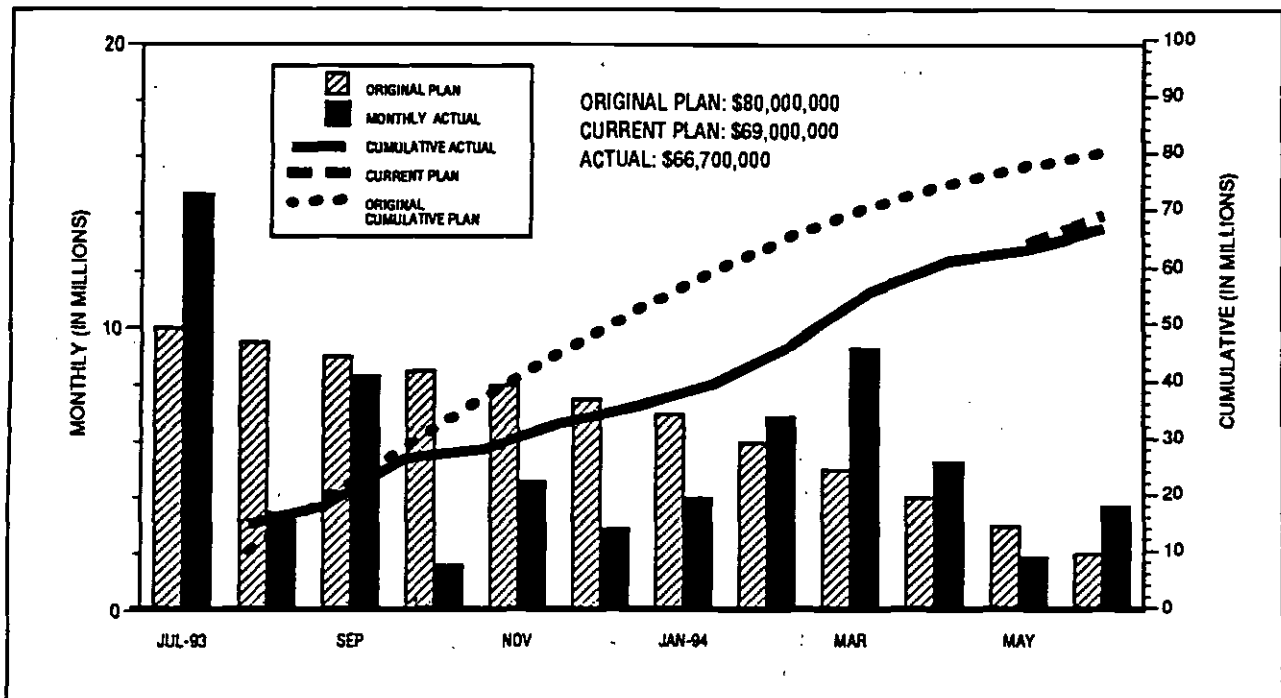
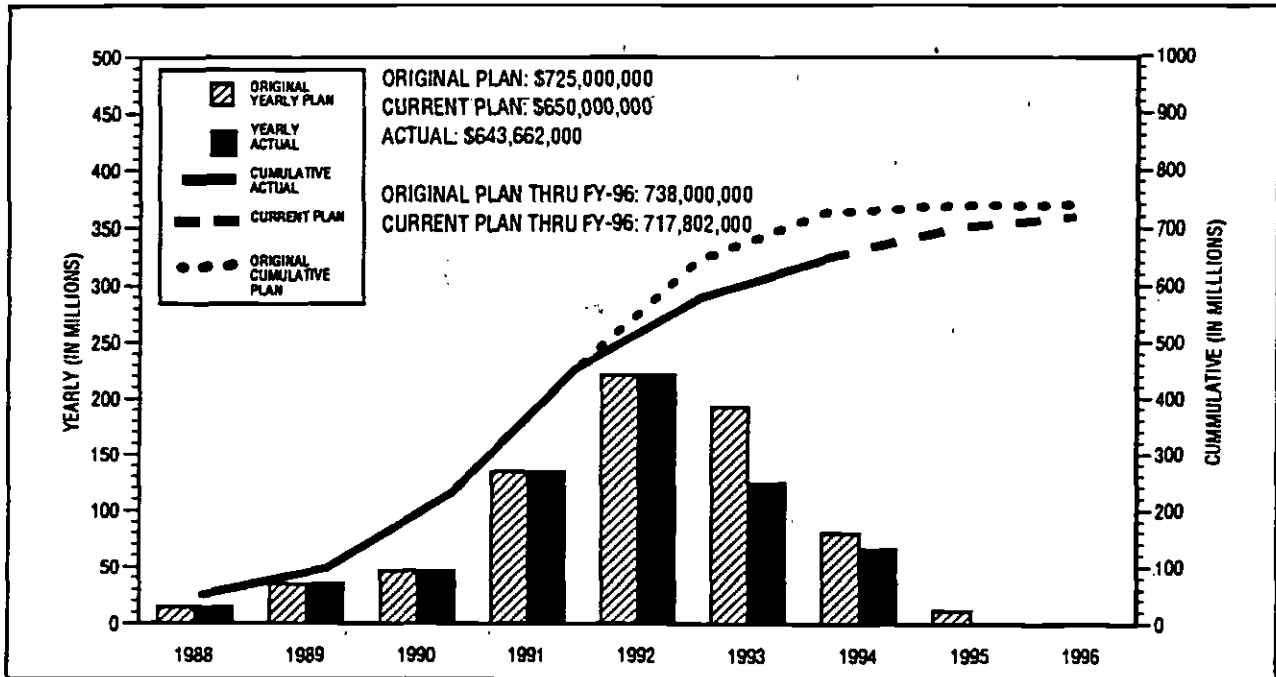
CHANGE NOTICE BASIS BREAKDOWN

R23C0090 - R23P2020

EXECUTED CHANGES AS OF 07/05/94

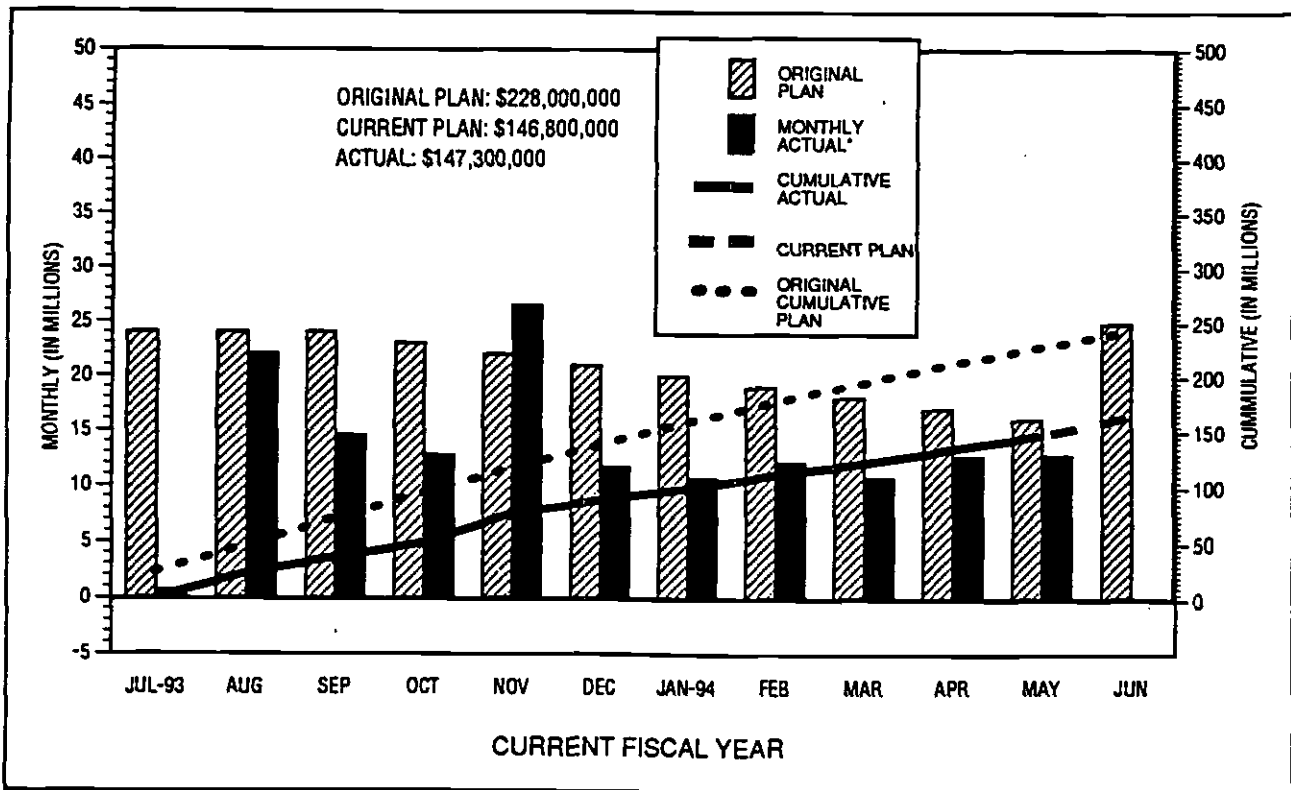
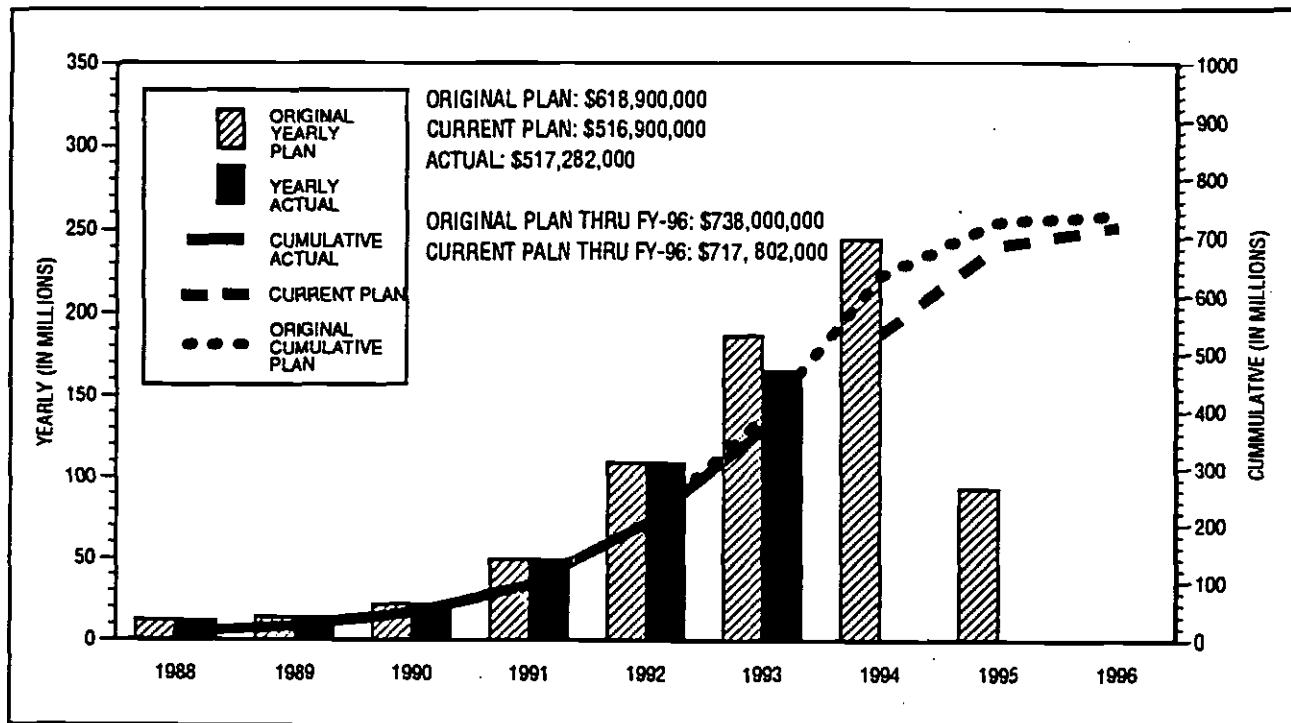
		# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE					
110	EXTRA WORK	103	15.63%	\$1,820,627.39	5.48%
115	ADDITIONAL/NEW WRK	4	0.61%	\$7,155.73	0.02%
120	DELETION OF WORK	22	3.34%	(\$599,994.60)	-1.81%
130		1	0.15%	\$0.00	0.00%
		130	19.73%	\$1,227,788.52	3.70%
SCHEDULE CHANGES					
210	DELAY OF WORK (COMPENSABLE)	19	2.88%	\$8,728,711.00	26.27%
220	ACCELERATION OF WORK	13	1.97%	\$1,297,715.00	3.91%
230	MILESTONE REVISIONS (NON-COMPENSABLE)	23	3.49%	\$345,300.00	1.04%
		55	8.35%	\$10,371,726.00	31.22%
DIFFERING CONDITIONS					
310	DIFFERING SITE CONDITIONS	137	20.79%	\$8,383,506.85	25.23%
320	HAZARDOUS MATERIALS	1	0.15%	(\$2,313,704.64)	-6.96%
		138	20.94%	\$6,069,801.21	18.27%
TERMS AND CONDITIONS					
410	TERMS AND CONDITIONS (OWNER ORIGINATED)	26	3.95%	\$1,149,519.67	3.46%
430	EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	8	1.21%	\$0.00	0.00%
		34	5.16%	\$1,149,519.67	3.46%
DESIGN CHANGES					
510	DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	92	13.96%	\$3,546,548.32	10.68%
515	DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	3	0.46%	\$50,544.00	0.15%
520	DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS O	3	0.46%	\$0.00	0.00%
530	CORRECTIONS TO PLANS AND SPECIFICATIONS	108	16.39%	\$1,495,283.05	4.50%
540	VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINA	11	1.67%	(\$843,084.76)	-2.54%
		217	32.93%	\$4,249,290.61	12.79%
MANAGEMENT ISSUES					
610	DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	1	0.15%	\$1,062.00	0.00%
620	COMPREHENSIVE CLAIMS	13	1.97%	\$572,374.00	1.72%
		14	2.12%	\$573,436.00	1.73%
OUTSIDE AGENCY REQUESTS					
720	DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	32	4.86%	\$1,298,862.56	3.91%
730	TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINAT	9	1.37%	\$44,119.62	0.13%
		41	6.22%	\$1,342,982.20	4.04%
EXERCISE OF CONTRACT OPTIONS					
800	EXERCISE OF CONTRACT OPTIONS	8	1.21%	\$6,898,932.00	20.77%
		8	1.21%	\$6,898,932.00	20.77%
OTHER					
900	OTHER	22	3.34%	\$1,339,040.99	4.03%
		22	3.34%	\$1,339,040.99	4.03%
PROJECT TOTALS:					
		659	100.00%	\$33,222,517.20	100.00%

PROJECT COMMITMENTS



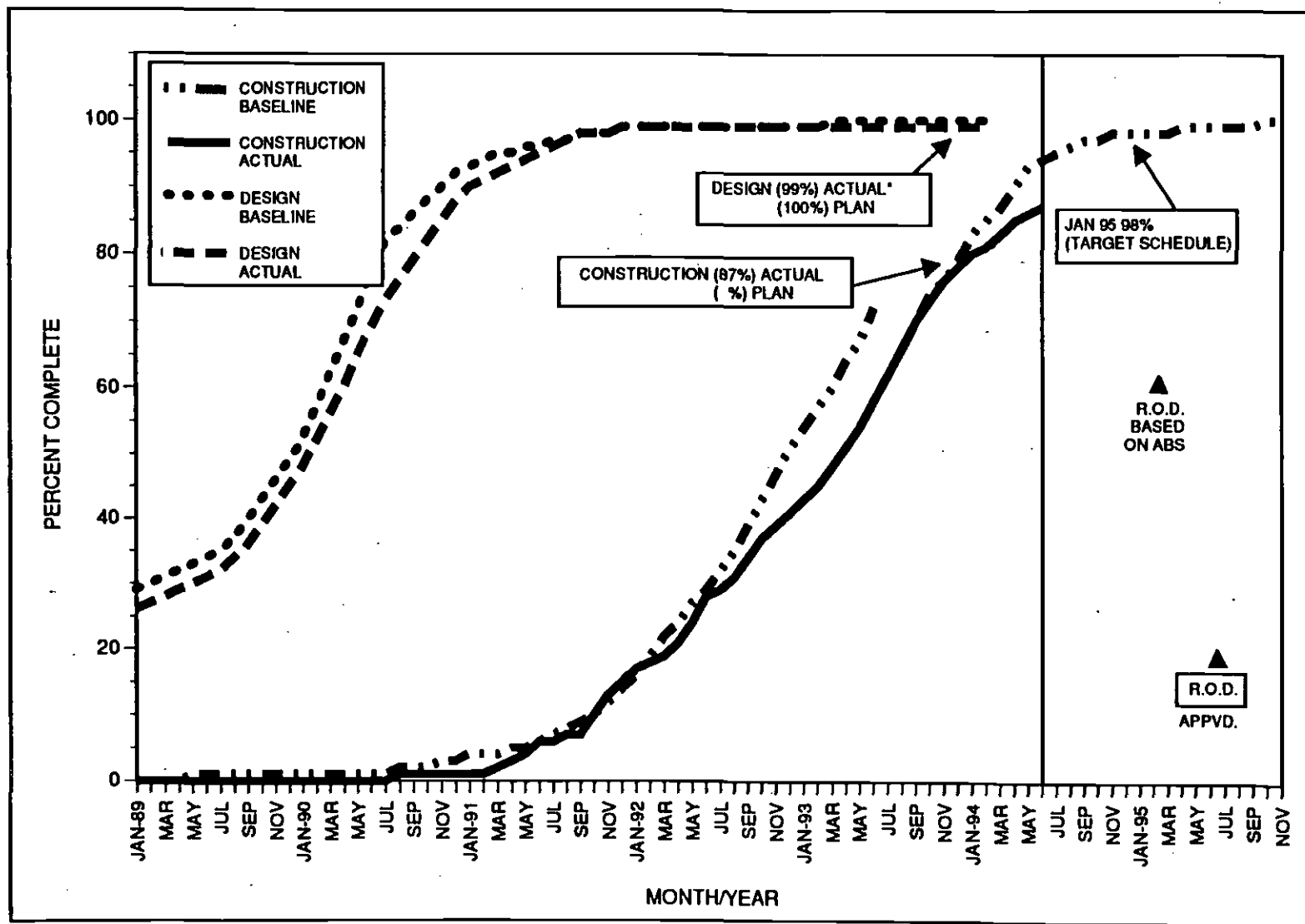
CURRENT FISCAL YEAR

PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION



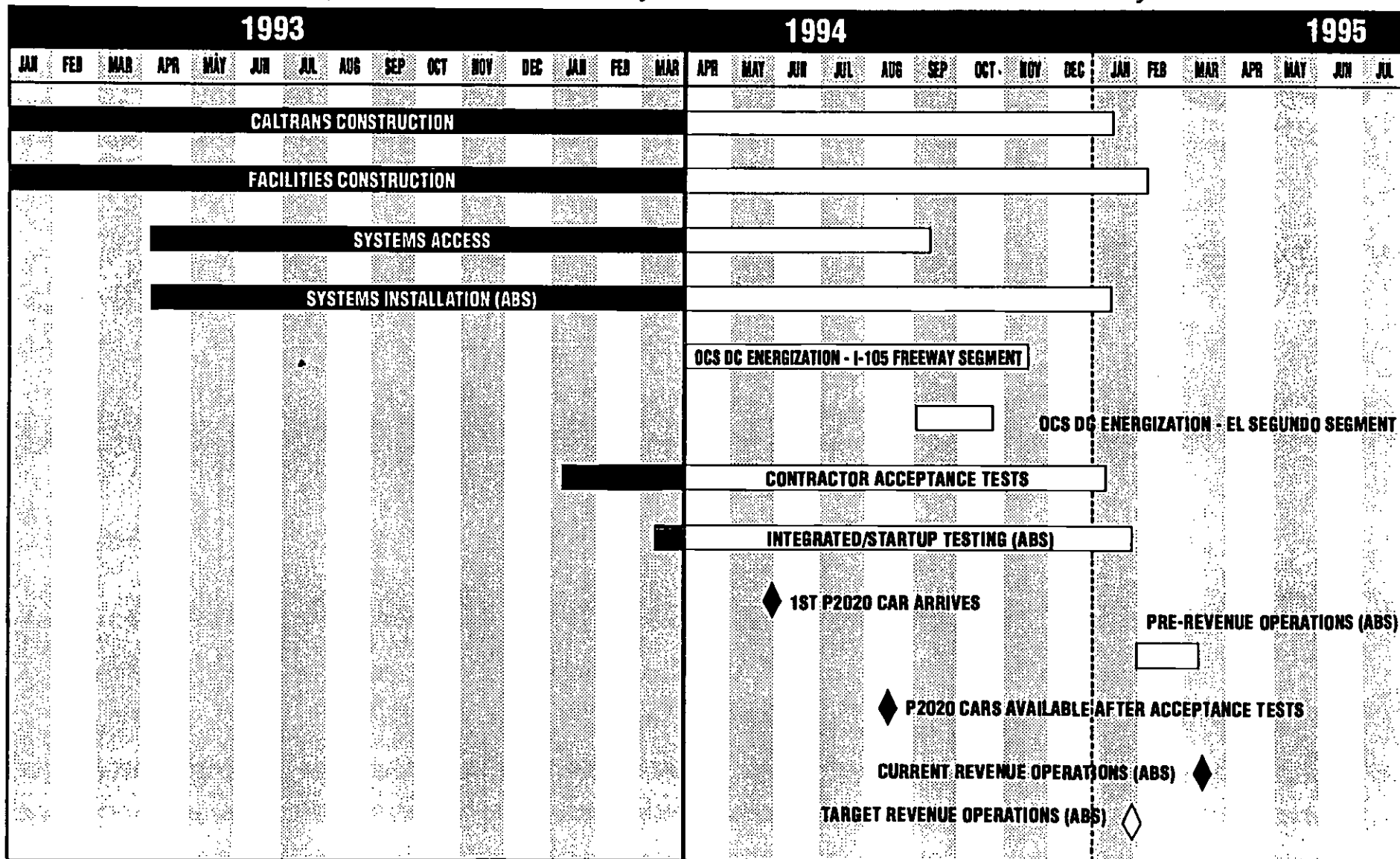
METRO GREEN LINE

Norwalk-El Segundo Rail Transit Project

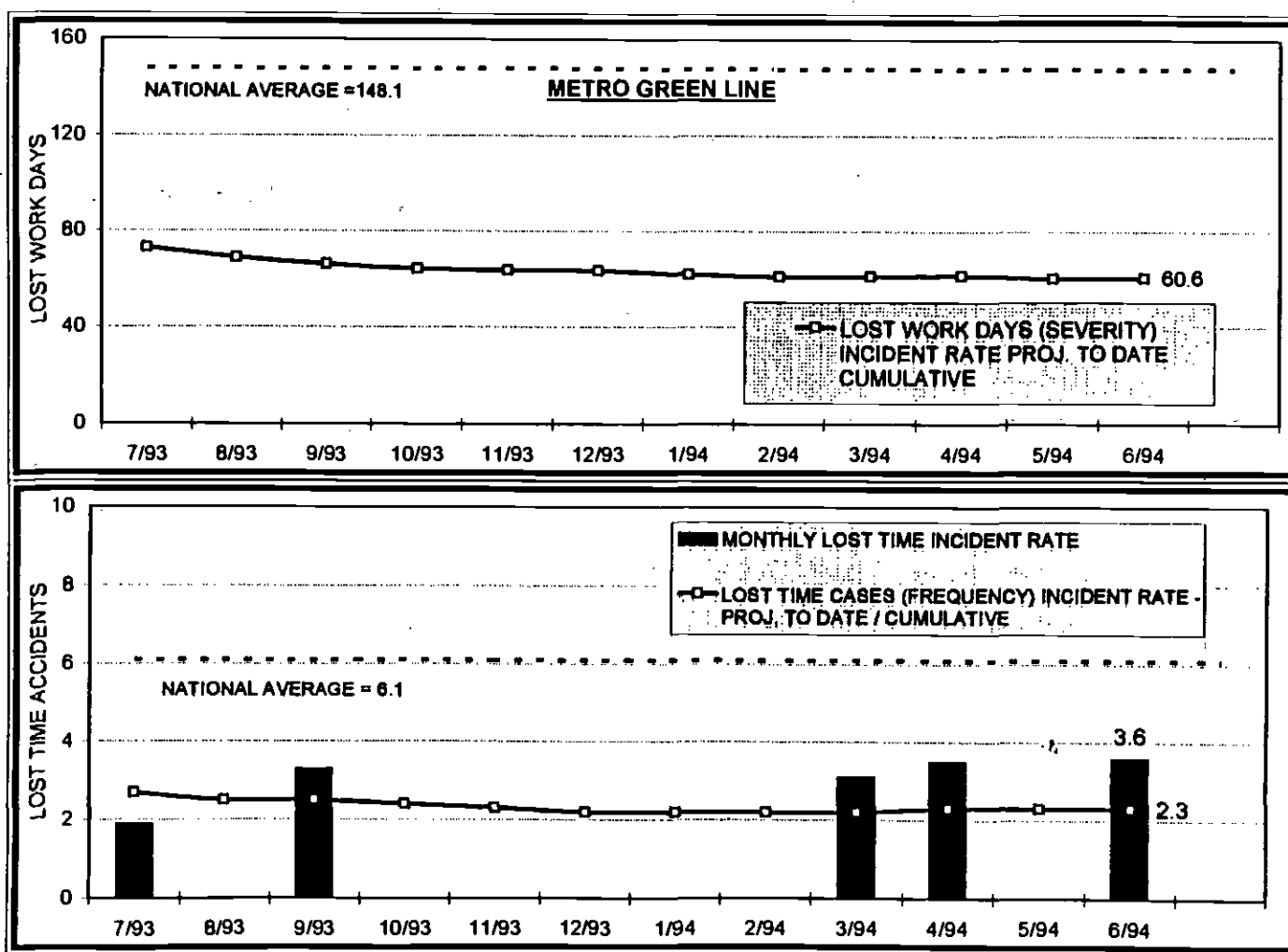
Summary Schedule 1994

METRO GREEN LINE

JUNE 1994



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



LEGEND

0	Open. Action still required.
	Completed or Not Applicable

CONTRACT CLOSE OUT STATUS
METRO GREEN LINE

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

INVOICE PROCESSING

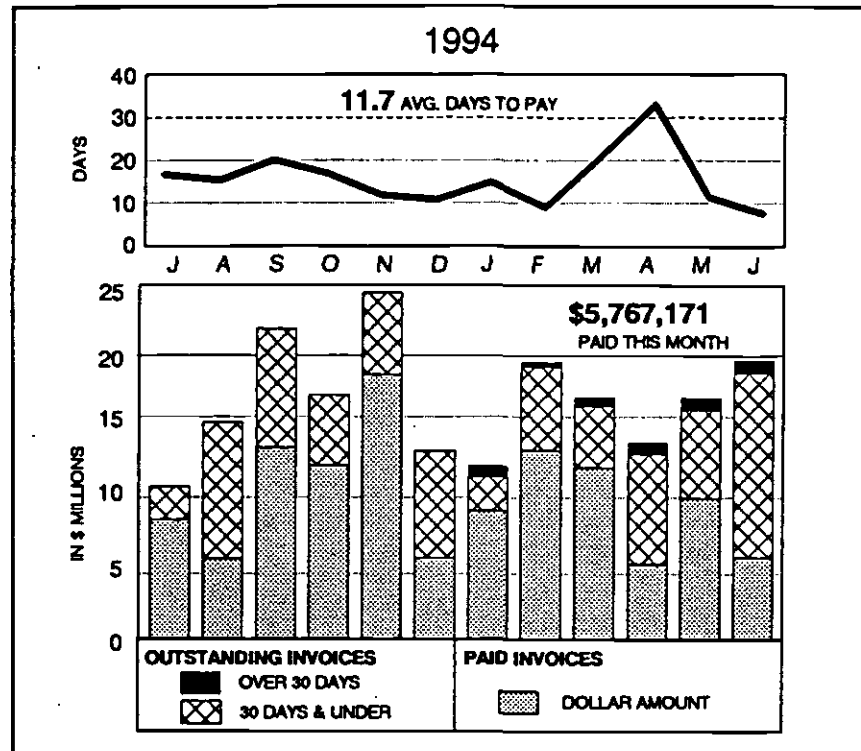
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 11.7 days.

- 13 invoices were paid for a total value of \$5,767,171.

- There were 23 outstanding Construction or Procurement invoices under 30 days old for \$13,078,143.

- There were 4 outstanding Construction or Procurement invoices over 30 days old for \$953,877.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1994	12	2,365,951	2	826,899	33	1,579,561	29	1,156,866
FEB 1994	13	5,951,401	3	351,631	28	4,108,211	32	347,652
MAR 1994	9	4,379,123	4	674,096	27	2,219,302	32	207,390
APR 1994	12	7,774,338	3	876,144	25	2,070,064	15	182,638
MAY 1994	12	6,242,625	3	876,144	26	1,808,759	21	223,538
JUN 1994	23	13,078,143	4	953,877	30	6,006,160	32	5,619

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

O	Open. Action still required.
	Completed or Not Applicable

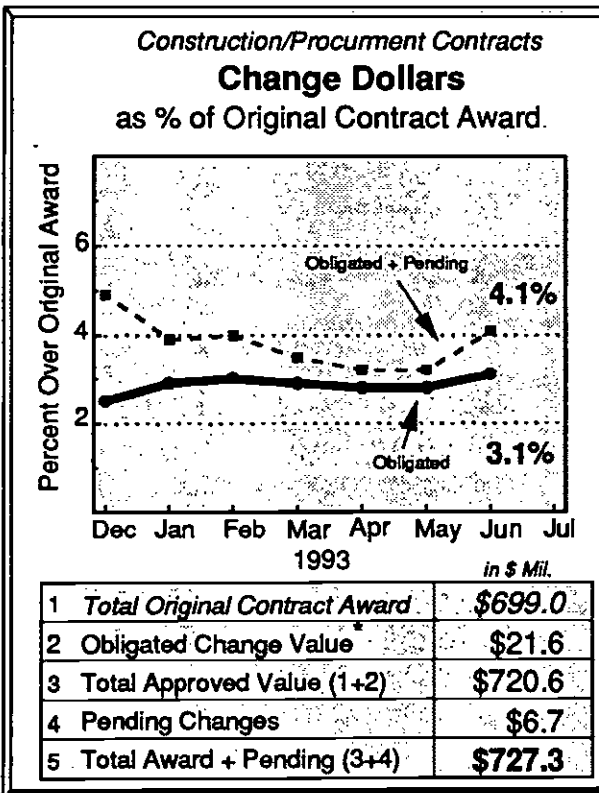
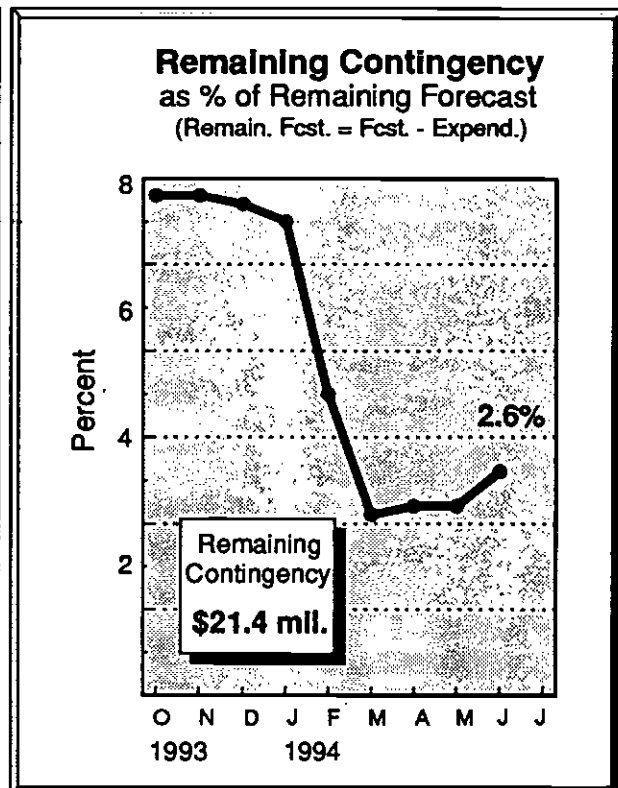
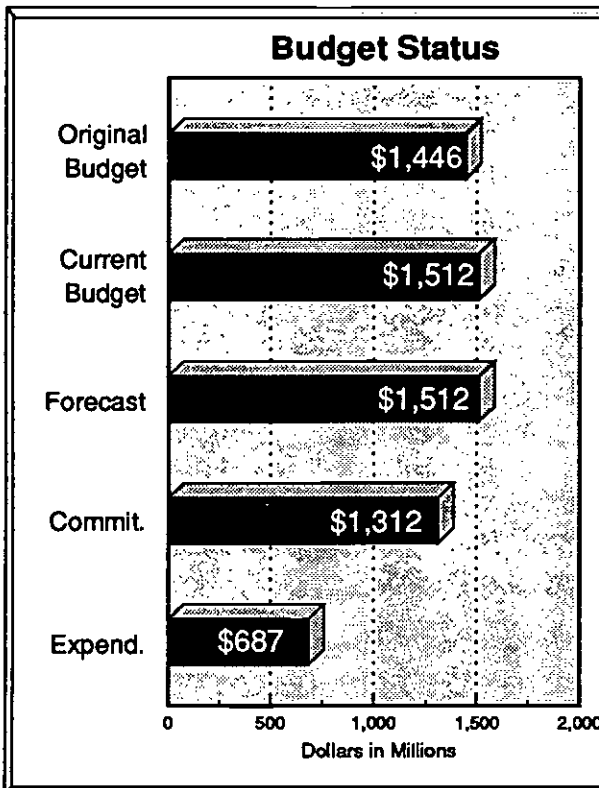
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

CONTRACT NUMBER	DESCRIPTION	CLOSE OUT STATUS					COMMENTS	PROJECTED CLOSE-OUT DATE
		CLAIMS/ CHANGE ORDERS	FINAL PROG. PAYMENT	FINAL RELEASE	FINAL ACCEPT. CERTIF.	EQUIP. FINAL DELIV.		
A165	7th & Flower Station	0	0	0	0	0	In litigation.	Sept 94
A610/115	Track Installation	0	0	0	0	0	Final closeout pending claims litigation.	Sept 94
A620	Automatic Train Control	0	0	0	0	0	Closeout phase.	Jul 94
A640	Communications	0	0	0	0	0	Closeout phase.	Jul 94

REMAINING ACTIVITIES

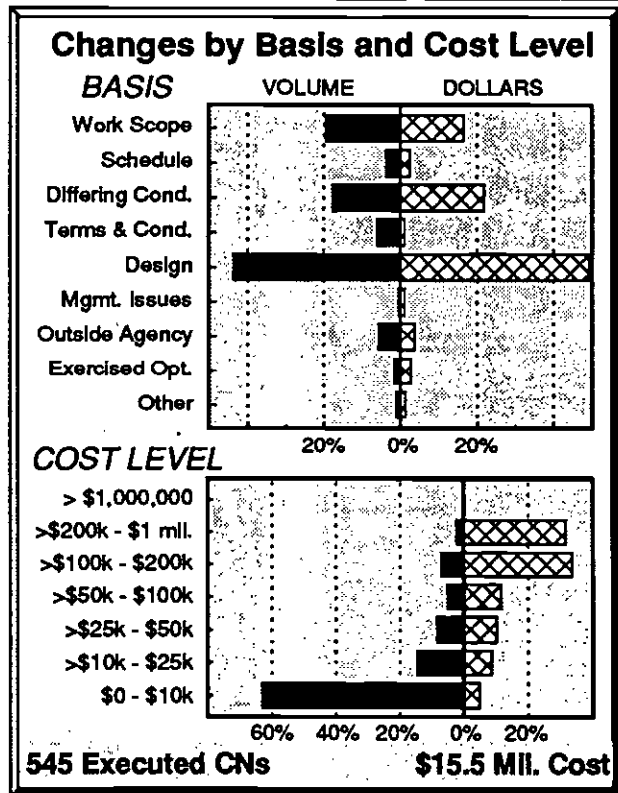
- Continue support and test of Breda vehicles.
- Continue supporting Grant closeout activities.
- Negotiate closeout of professional services contracts.
- Continue closeout of third party work orders.

FINANCIAL STATUS



R8100041.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

August 1994

✓ AWARD APPROVAL

No contract awards this month.

Employment Status

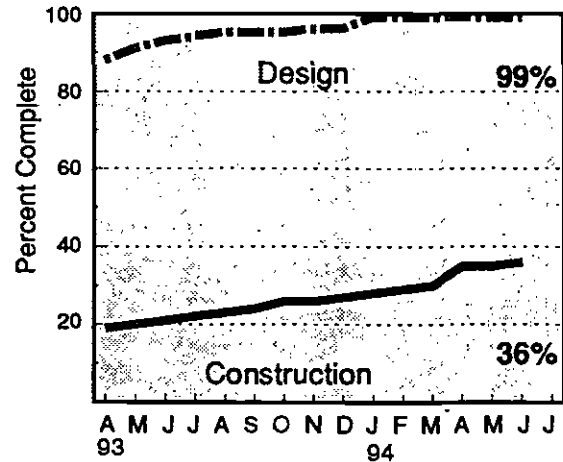
Months of Employment Provided

19,923

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

Schedule Status

PROGRESS



Revenue Operation Date:

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

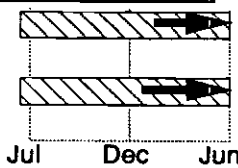
Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

30 days ahead
B215 (posit float)
5 days ahead
B610 (posit float)

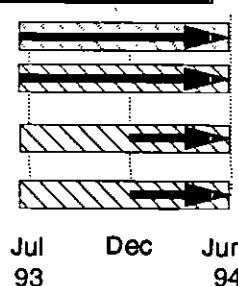
B215 Construction
Wilshire/Vermont Station
B610 Construction
Trackwork



Vermont/Hollywood

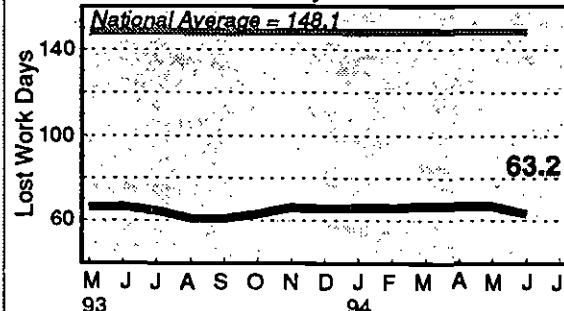
32 days behind
(negative float)

B251 Construction
Vermont/Hollywood Tunnel
B241 Construction
Vermont/Beverly Station
B271 Construction
Hollywood/Western Station
B610 Trackwork

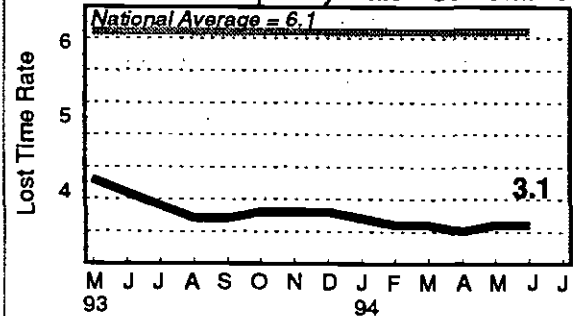


Safety

Accident Severity Rate - Cumulative



Accident Frequency Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS

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

SCHEDULE STATUS

• Current Revenue Operation Dates		
Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
• Design Progress		99%
• Construction Progress		36%

REAL ESTATE

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	88	83	5	0	0
LAST MONTH	87	82	5	0	0

- An additional parcel for second entrance at Vermont/Sunset Station, brings the total to 88 parcels of land required for the Segment 2 Project. The acquisition breakdown for these parcels are as follows: 31 full takes, 44 subsurface easements, three temporary construction easements and three part-takes. Six additional parcels were added for temporary rights-of-entry and one temporary easement.

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

EXECUTIVE SUMMARY (CON'T)

To date, there have been 83 parcels acquired. Forty-one of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

Wilshire Corridor

- Public Affairs staff continue working on mitigation issues for Wilshire Corridor businesses. For the Wilshire Chamber of Commerce lunch concert series, Public Affairs staffed an information and display booth. For Contract B211, Wilshire/Vermont Station, and Contract B221, Wilshire/Normandie Station, ads were produced and placed in local newspapers promoting area businesses. For Contract B231, Wilshire/Western Station, three full page ads were purchased in the special edition of the Wilshire Independent for the "Commitment to Wilshire" campaign to promote businesses in the Wilshire Corridor. Staff submitted the second draft of the Wilshire Mitigation Plan to Councilman Nate Holden and handled 50 visitors at the Wilshire Metro Information office.

Vermont Corridor

- Contract B251, Vermont/Hollywood Tunnel, the tunnel breakthrough occurred on June 23, 1994. Public Affairs coordinated a public event to celebrate the breakthrough to the Wilshire/Vermont Station where more than 200 residents, business people, staff and media personnel attended. For Contract B252, Vermont/Santa Monica Station, staff met with merchants to address their construction mitigation concerns when pile installation will occur on the sidewalks for two weeks. For Contract B261, Vermont/Sunset Station, Public Affairs staff met with the Ramada Inn management, Travelodge management, Kaiser Permanente, Children's Hospital, and Queen of Angels/Hollywood Presbyterian staff to discuss construction mitigation issues. Construction notices were distributed to notify business owners and residents that trees would be removed, that Phase 1 of the Worksite Traffic Control Plan would be implemented and that geotechnical radar surveying would be done to locate and identify utilities.

EXECUTIVE SUMMARY (CON'T)

Hollywood Corridor

- Contract B271, Hollywood/Western Station, soldier pile installation has commenced. For Contract B281, Hollywood/Vine Station, star removal was completed, the gas and sewer lines have been relocated and soldier pile installation started in the staging area. Public Affairs met with B281 business owners and the West Coast Ensemble staff to provide them construction progress updates.

AREAS OF CONCERN

NEW

Contract B610, Delays Trackwork Installation

Concern: The B610 Contractor's late issuance of trackwork submittals and EMC directed changes to Wilshire Corridor track alignment are the start of delaying second pour of track concrete. The contractor is approximately six weeks behind schedule, and this has the potential to impact follow on systems work. This delay decreased the Wilshire Corridor critical path float from last month's three weeks days to the current less than one week of float.

Action: Contractor is formulating a mitigation plan to get back on schedule. In addition, Parsons-Dillingham is evaluating facility/trackwork interfaces in order to identify time saving alternatives.

Status: Contractor's proposed mitigation plan submitted at the end of June, is under evaluation.

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

Concern: The projected delay to the Vermont/Hollywood Corridor Revenue Operation Date (ROD) decreased from one and one-half months to one month due to an improvement in mining rates along the Hollywood Tunnel construction. A parallel critical path runs through the construction of Contract B241, Vermont/Beverly Station, Contract B241 is now as critical due to a previous delay in issuing full Notice to Proceed as well as slower than anticipated progress for initial work by the Contractor.

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

Status: A Mitigation Plan is formulated and is currently being discussed with the Contractor.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

ONGOING

NONE

NEW

NONE

RESOLVED

May 1993, Financial Management Information System

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

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

Status: The IBM/Oracle was selected by the MTA Board on May 25, 1994. Integration work is underway and is forecasted for completion in September 1995.

KEY ACTIVITIES - JUNE

Design

- Contract B642, Public Address (procurement), received approval for award on July 22, 1994.
- Contract B648A, Communications (Installation Wilshire Corridor), issued Notice to Proceed on June 13, 1994.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, substantial completion was recognized March 4, 1994. Continued efforts to correct punchlist items, final cleanup procedures in the pocket track structure, AR and AL tunnels.
- Contract B211, Wilshire/Vermont Station, Stage I, completed placement of concrete to the surface of the East Blast Relief Shaft (BRS), exterior wall concrete at the West BRS and excavation of all side structures.
- Contract B215, Wilshire/Vermont Station, Stage II, completed installation and pre-loading of the excavation support system at the ancillary level B of the entrance structure. Continued with tieback installation, excavation, and fabrication of struts, wales and plates for level C of the excavation support system. Proceeded with masonry wall construction and electrical preparation at the ancillary level inside the station.
- Contract B221, Wilshire/Normandie Station and Line, completed station entrance roof deck and installation of ceiling supports and sprinkler heads in the station public area. Completed side structure walls at South Ardmere to the street level. Concluded removal of the Vermont AL tunnel bulkhead prior to the Contract B251 hole through.
- Contract B231, Wilshire/Western Station and Crossover, completed street restoration along Wilshire Boulevard, Serrano Avenue and Oxnard Avenue. Concluded installation of HVAC equipment; testing of the fire sprinkler and deluge system; and the installation of the edgelight system.
- Contract B241, Vermont/Beverly Station, soldier pile installation is ongoing. Telephone ductbank relocation work and utility relocation were concluded; water line installation continued at the north end of the station.

KEY ACTIVITIES (CON'T)

- Contract B251, Vermont/Hollywood Tunnels, Vermont AL tunnel holed through at the end of June. Continued placement of stairway concrete at shaft #18, invert and arch concrete for the AL crosspassage #19, and production of floating slabs.
- Contract B252, Vermont/Santa Monica Station, began pile drilling and installation along the east side of Vermont Avenue; temporary storm drain and sanitary sewer relocation within the Phase 1 traffic control plan.
- Contract B261, Vermont/Sunset Station, continued with site mobilization activities.
- Contract B271, Hollywood/Western Station, concluded Metro Garden site clearance efforts.
- Contract B281, Hollywood Vine Station, completed pressure tested of the relocated gas line and service laterals on Hollywood Boulevard. Removal of the Hollywood Walk of Fame stars on Hollywood Boulevard was concluded, excluding the ten stars located in front of the Hastings Hotel.
- Contract B610, Trackwork Installation, Rail Welding Plant in operation, 50% of rail completed.
- Contract B620, Automatic Train Control, completed fabrication of racks for Wilshire/Western Station.
- Contract B642, Public Address, MTA Board awarded contract to SESCO on June 22, 1994.
- Contract B643, Closed Circuit Television, Final Design Review previously scheduled for June 22, 1994, was rescheduled to July 18, 1994.
- Contract B646, Fire and Emergency Management, Completed Preliminary Design Review on selected subsystems.
- Contract B710, Escalators and Elevators, continued review of shop drawing for Contract B251's escalators and elevators. Fabrication of equipment for Contracts B221 and B231 continued in June.

KEY ACTIVITIES (CON'T)

- Contract B740, Ventilation Equipment, ventilation equipment installation continued at Contract B231; transfer of the major equipment to the B221 station is complete.
- Contract B745, Air Handling & TPSS Fans, the Air Handling Units (AHU), fabrication of Contract B215's equipment commenced in June.
- Contract B761, Illuminated Signs and Edgelights Procurement, installation of edgelights and pylon were completed for Contract B231. The Contract B221 station set was delivered to an approved storage facility on June 7, 1994.

KEY ACTIVITIES - PLANNED FOR JULY

Design

- Contract B642, Public Address (procurement), is scheduled to receive Notice-to-Proceed on July 11, 1994.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue final cleanup in the pocket track structure, and the AR and AL tunnels.
- Contract B211, Wilshire/Vermont Station, Stage I, continue with repair work at the lower and upper track levels and ancillary levels, backfill the top of the station box at the east and west end; and install HDPE and protective slab on roof and plenum structures.
- Contract B215, Wilshire/Vermont Station, Stage II, continue fabrication of struts, wales and plates for level C of the excavation support system. Continue masonry walls construction and electrical preparation at the ancillary level inside the station.
- Contract B221, Wilshire/Normandie Station and Line, continue construction of side structures, complete station main entrance exterior walls, and installation of floating slab at the BL tunnel east.
- Contract B229, Temporary Ventilation During Construction, continue fans, bulkhead construction of BL/BR track bulkheads at Contract B221.
- Contract B231, Wilshire/Western Station, continue installation of ductwork insulation wrapping; and installation of controls for mechanical equipment.
- Contract B241, Vermont/Beverly Station, gas relocation will continue on the north side of Beverly Boulevard.
- Contract B251, Vermont/Hollywood Tunnel, continue Hollywood Corridor tunnel excavation, preparation for invert concrete (Vermont Line), and maintenance of the dewatering system.
- Contract B252, Vermont/Santa Monica Station, continue soldier pile drilling and installation along Vermont Avenue.

KEY ACTIVITIES (CON'T)

- Contract B261, Vermont/Sunset Station, continue site mobilization activities.
- Contract B271, Hollywood/Western Station, continue site mobilization efforts.
- Contract B281, Hollywood/Vine Station, continue pile installation within the construction staging area for the station entrance and appendages.
- Contract B610, Trackwork Installation, Contractor to begin tunnel concrete in early July.
- Contract B643, Closed Circuit Television, Complete Final Design Review on July 18, 1994.
- Contract B710, Escalators and Elevators, accept delivery of Contract B231 equipment on July 10, 1994.
- Contract B740, Ventilation Equipment, continue to work jointly with B231 to prepare for field testing work scheduled for July 18 or July 25, 1994. Continue to provide field engineering services for ventilation equipment installation for Contract B221 as required.
- Contract B745, Air Handler & TPSS Fans, continue fabrication of air handling units for Contract B215.

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

Project: R81 METRO RED LINE - SEGMENT 2

Period: May 27, 1994 to Jul 1, 1994
Run Date: Jul 16, 1994
Units: \$ in Thousands (Truncated)

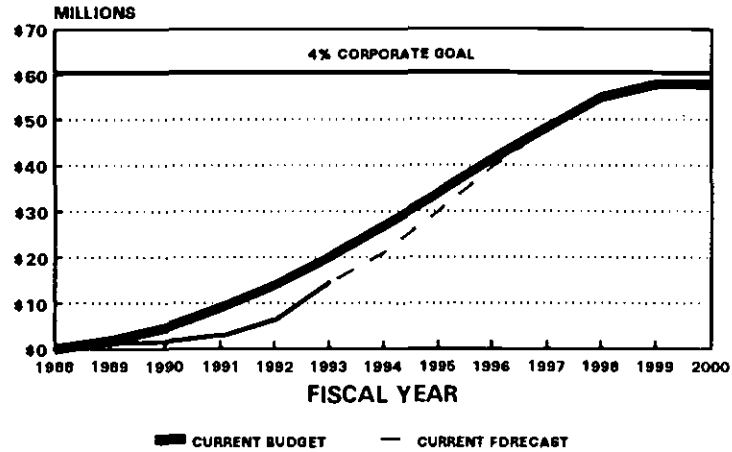
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	932,864	4,623	852,109	15,255	410,362	11,885	382,052	-1,168	955,693	22,829
S PROFESSIONAL SERVICES	289,150	0	354,803	3,038	315,261	2,963	210,939	2,963	210,939	-6,387	348,415	-6,387
R REAL ESTATE	79,827	0	83,568	0	75,176	6,981	77,561	6,981	77,561	0	86,860	3,292
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	29,796	860	21,408	2,188	12,073	2,188	12,073	4,171	33,813	4,017
D SPECIAL PROGRAMS	2,044	0	4,402	0	537	6	433	6	433	0	560	-3,841
C PROJECT CONTINGENCY	145,743	0	40,999	0	0	0	0	0	0	3,384	21,389	-19,609
A PROJECT REVENUE	0	0	0	0	0	-51	-233	-51	-233	0	-300	-300
TOTAL PROJECT	1,446,432	0	1,446,432	8,522	1,264,493	27,343	711,137	23,972	686,827	0	1,446,432	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	55,024	0	43,068	0	0	0	0	2,827	46,720	-8,303
S PROFESSIONAL SERVICES	0	0	8,225	3	4,536	0	4,073	0	4,073	6,579	14,777	6,551
R REAL ESTATE	0	0	0	0	1	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	0	0	43	0	14	0	14	0	20	20
C PROJECT CONTINGENCY	0	0	2,000	0	0	0	0	0	0	-9,406	3,732	1,732
TOTAL NEW REQUIREMENTS	0	0	65,249	3	47,649	0	4,087	0	4,087	0	65,249	0
GRAND TOTAL	1,446,432	0	1,511,681	8,525	1,312,143	27,343	715,224	23,972	686,914	0	1,511,681	0

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

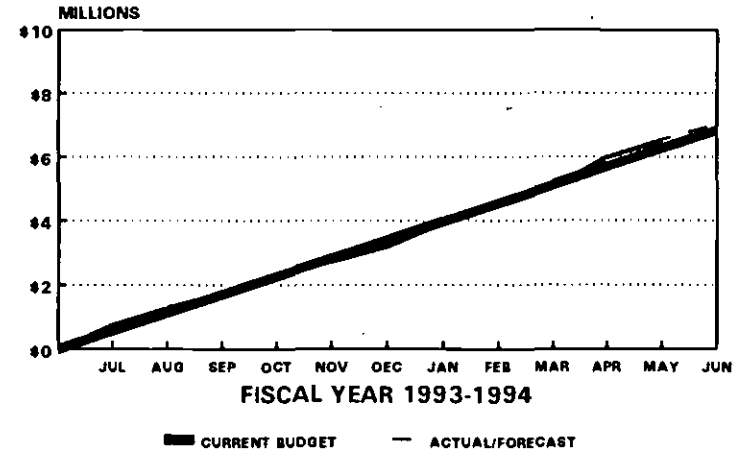
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$540,270	81%	\$293,148	44%	\$277,599	42%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$126,730		\$68,188		\$63,005	
STATE	\$185,129	\$133,000	\$167,239	90%	\$133,000	72%	\$133,000	72%
PROPOSITION A	\$440,303	\$148,954	\$329,036	75%	\$111,492	25%	\$116,675	26%
CITY OF L.A.	\$96,000	\$49,600	\$72,228	75%	\$48,008	50%	\$44,412	46%
BENEFIT ASSESS.	\$58,000	\$0	\$28,992	50%	\$28,992	50%	\$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%	\$28,992	
TOTAL	\$1,446,432	\$948,842	\$1,264,495	87%	\$682,828	47%	\$663,683	46%
PROP C (AMERICAN DISABILITY ACT)	\$5,996	\$404	\$3,720	62%	\$408	7%	\$408	7%
PROP A (TRANSIT ENHANCEMENTS)	\$59,254	\$3,665	\$43,928	74%	\$3,678	6%	\$3,678	6%
GRAND TOTAL	\$1,511,681	\$952,911	\$1,312,143	87%	\$686,914	45%	\$667,769	44%
(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 May 1994.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2



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

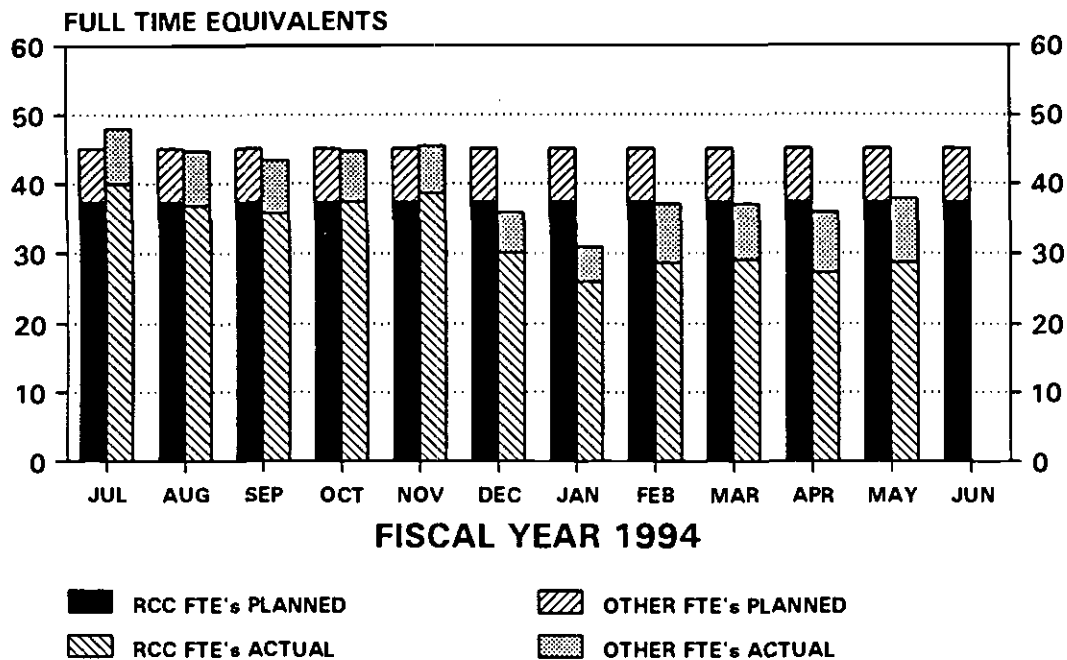
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$ 57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$ 58,396
FORECAST % OF TOTAL PROJECT	3.9%
ACTUAL THROUGH FY 93	\$ 14,686

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

CURRENT BUDGET	\$6,834
CURRENT FORECAST	\$7,033
BUDGET PLAN TO DATE	\$5,852
ACTUAL TO DATE	\$6,532

STAFFING PLAN VS. ACTUAL

RED LINE SEGMENT 2



FY'94 Budget

RED LINE (SEGMENT 2) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	37
RCC FTE's ACTUAL	29
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	9
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	38

COSTS SHOWN ARE FOR
PROJECT RB1 ONLY.

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

**PROJECT CHANGE ACTIVITY SUMMARY:
CHANGES V. BOARD APPROVED CHANGE CONTINGENCY**

AS OF 06/17/94

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	% PICR
A.	B.	C.	D.	E. (B + D)	F. (1)	G. (B + F)	H. (2)	I.	J.	K. (D - F)	L. (3)	M. (K - L)	N.	O.
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$5,268,119	\$49,845,392	11.8%	59%	89%	\$3,654,608	\$257,284	\$3,387,344	62%	12.4%
B211	\$38,487,177	13%	\$4,968,818	\$43,445,995	\$1,906,993	\$40,394,170	5.0%	38%	80%	\$3,051,825	\$151,717	\$2,900,108	42%	5.3%
B215	\$28,177,700	10%	\$2,811,830	\$28,789,530	\$13,000	\$28,190,700	0.0%	0%	0%	\$2,598,830	(\$8,100)	\$2,606,930	0%	0.0%
B218	\$84,000	135%	\$88,800	\$150,800	\$80,184	\$144,184	125.3%	83%	100%	\$6,408	\$0	\$6,408	83%	125.3%
B221	\$79,812,793	14%	\$10,884,531	\$90,877,324	\$8,282,479	\$88,075,272	7.8%	56%	76%	\$4,602,052	\$1,739,180	\$2,862,873	74%	10.0%
B228	\$957,426	10%	\$95,742	\$1,053,170	\$5,000	\$982,428	0.5%	5%	0%	\$98,742	\$23,087	\$87,875	28%	2.9%
B231	\$53,845,201	10%	\$5,384,520	\$59,009,721	\$3,979,694	\$57,824,895	7.4%	74%	90%	\$1,384,826	\$837,315	\$547,511	90%	9.0%
B241	\$40,957,557	10%	\$4,095,756	\$45,053,313	\$77,000	\$41,034,557	0.2%	2%	0%	\$4,018,756	\$50,000	\$3,968,756	3%	0.3%
B251	\$129,658,578	10%	\$12,965,558	\$142,621,136	\$3,213,500	\$132,889,078	2.5%	25%	44%	\$9,752,058	\$3,899,470	\$5,852,588	55%	5.5%
B252	\$80,878,831	11%	\$8,851,158	\$89,730,789	\$13,718	\$80,893,361	0.0%	0%	0%	\$5,837,438	\$708,176	\$5,131,263	12%	1.4%
B261	\$44,888,998	10%	\$4,488,700	\$49,463,898	\$0	\$44,888,998	0.0%	0%	0%	\$4,488,700	(\$47,330)	\$4,544,030	-1%	-0.1%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$98,550	9.7%	97%	100%	\$250	\$0	\$250	97%	9.7%
B271	\$38,848,000	10%	\$3,884,800	\$42,842,800	\$0	\$38,848,000	0.0%	0%	0%	\$3,884,800	\$0	\$3,884,800	0%	0.0%
B281	\$49,297,000	12%	\$5,914,440	\$55,201,440	\$124,870	\$49,411,870	0.3%	2%	0%	\$5,789,570	\$104,000	\$5,885,570	4%	0.5%
B288	\$78,478	14%	\$10,822	\$87,100	\$9,845	\$86,323	12.9%	83%	100%	\$777	\$0	\$777	83%	12.9%
B290	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
B810	\$18,889,852	10%	\$1,888,985	\$18,358,817	\$39,145	\$18,728,797	0.2%	2%	0%	\$1,829,820	(\$1,405,182)	\$3,034,982	-82%	***%
B811	\$2,718,049	10%	\$271,805	\$2,990,854	\$0	\$2,718,049	0.0%	0%	0%	\$271,805	\$0	\$271,805	0%	0.0%
B812	\$3,994,355	10%	\$399,436	\$4,383,791	\$0	\$3,994,355	0.0%	0%	0%	\$399,436	\$0	\$399,436	0%	0.0%
B814	\$2,848,829	10%	\$284,883	\$2,911,512	\$800	\$2,847,829	0.0%	0%	0%	\$283,883	\$0	\$283,883	0%	0.0%
B816	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	0%	\$75,958	\$18,218	\$67,742	24%	2.4%
B820	\$18,031,285	13%	\$2,328,033	\$20,357,288	(\$31,387)	\$17,999,898	-0.2%	-1%	0%	\$2,357,400	(\$87,948)	\$2,465,348	-8%	-0.7%
B830	\$8,157,150	10%	\$815,715	\$8,772,865	\$100,071	\$8,257,221	1.5%	18%	0%	\$515,644	\$4,135	\$511,509	17%	1.7%
B831	\$4,487,185	10%	\$448,717	\$4,913,882	\$0	\$4,487,185	0.0%	0%	0%	\$448,717	\$195,000	\$251,717	44%	4.4%
B842	\$1,102,287	10%	\$110,227	\$1,212,484	\$0	\$1,102,287	0.0%	0%	0%	\$110,227	\$0	\$110,227	0%	0.0%
B843	\$780,127	10%	\$78,013	\$858,140	\$0	\$780,127	0.0%	0%	0%	\$78,013	\$0	\$78,013	0%	0.0%
B844	\$3,280,988	13%	\$435,017	\$3,896,005	\$0	\$3,280,988	0.0%	0%	0%	\$435,017	(\$800)	\$435,817	0%	0.0%
B845	\$2,568,871	5%	\$117,258	\$2,684,129	\$40	\$2,568,871	0.0%	0%	0%	\$117,258	\$0	\$117,258	0%	0.0%

(*) Costs shared with other projects. Costs shown are for RB1 ONLY. (1) Includes both executed CO's and authorized (WACH) changes (2) % increase over original award (3) Logged contract changes ONLY

RB1 - Metro Red Line Seg-2
REV 1.0 01/26/94 lss

PAGE 1

T RUBIO
PROJECT VALUE SUMMARY 06/17/94

NOTE: CONTRACT B841 WAS AWARDED ON 3/23/94 FOR \$10,230,159.

CONTRACT B848A WAS AWARDED ON 8/13/94 FOR \$2,208,354.

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 06/17/94

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.(I)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
*B648	\$2,547,768	10%	\$254,777	\$2,802,543	\$0	\$2,547,768	0.0%	0%	0%	\$254,777	(\$5,000)	\$259,777	-2%	-0.2%
B648A	\$2,206,354	10%	\$220,638	\$2,426,990	\$0	\$2,206,354	0.0%	0%	0%	\$220,638	\$0	\$220,638	0%	0.0%
B648B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
*B710	\$14,442,882	18%	\$2,716,277	\$17,159,239	\$10,000	\$14,452,862	0.1%	0%	0%	\$2,706,277	\$185,000	\$2,520,277	7%	***%
*B740	\$10,526,268	10%	\$1,052,627	\$11,578,895	\$191,878	\$10,717,948	1.8%	18%	23%	\$890,948	\$15,500	\$906,448	20%	2.0%
*B745	\$1,808,381	48%	\$826,138	\$2,633,517	\$281,488	\$2,099,877	16.1%	35%	20%	\$533,840	\$123,823	\$410,117	50%	22.8%
*B760	\$484,848	10%	\$48,485	\$533,334	\$0	\$484,848	0.0%	0%	0%	\$48,485	\$0	\$48,485	0%	0.0%
*B781	\$3,226,872	10%	\$322,687	\$3,549,338	\$32,921	\$3,259,593	1.0%	10%	0%	\$289,748	\$3,426	\$286,321	11%	1.1%
*B795	\$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%
	\$699,004,050	82%	\$82,592,802	\$781,596,852	\$21,597,708	\$720,901,758	3.1%	28%	27%	\$80,984,898	\$6,749,847	\$54,246,249	34%	4.1%

I - AFE increase required

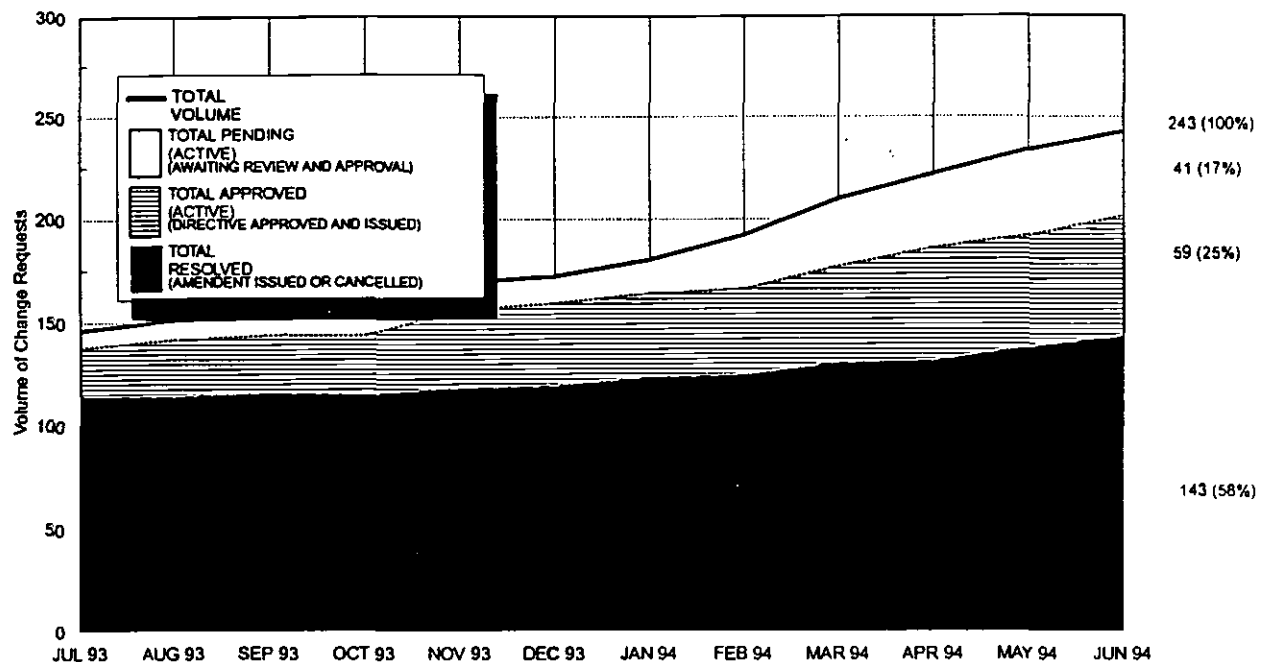
I - AFE increase MAY be required to cover pending changes.

Note: Contract B641 was awarded on 3/23/94 for \$10,230,159.

Contract B648A was awarded on 6/13/94 for \$2,206,354.

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

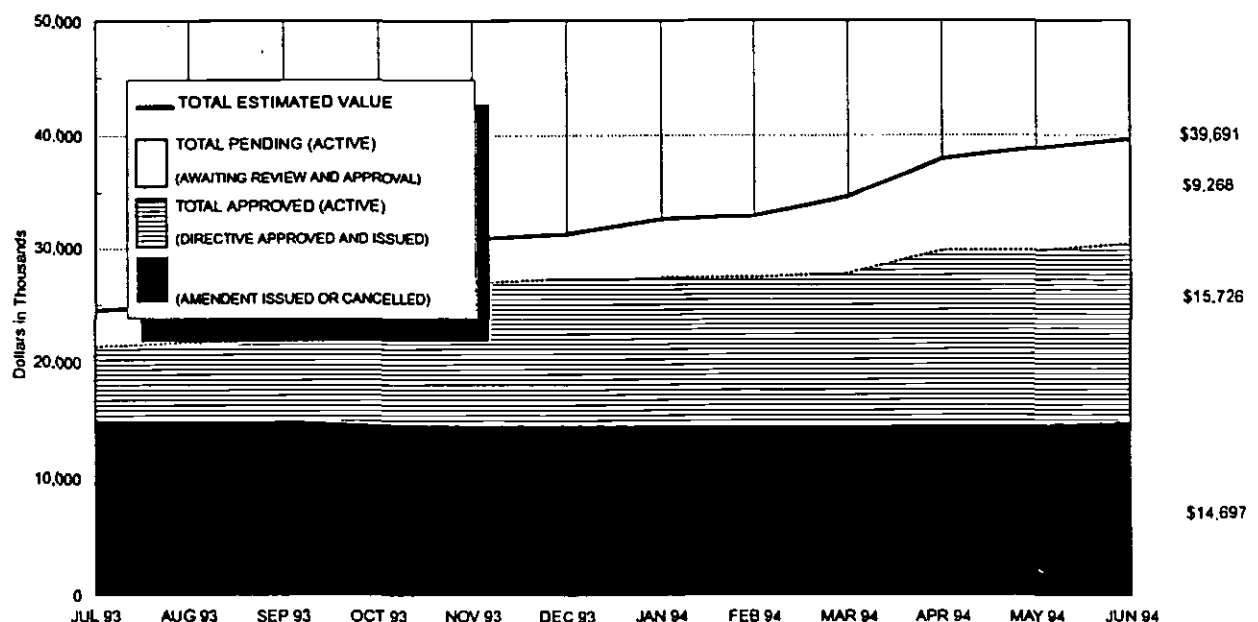
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-2 CONSULTANT CHANGE REQUEST VOLUME



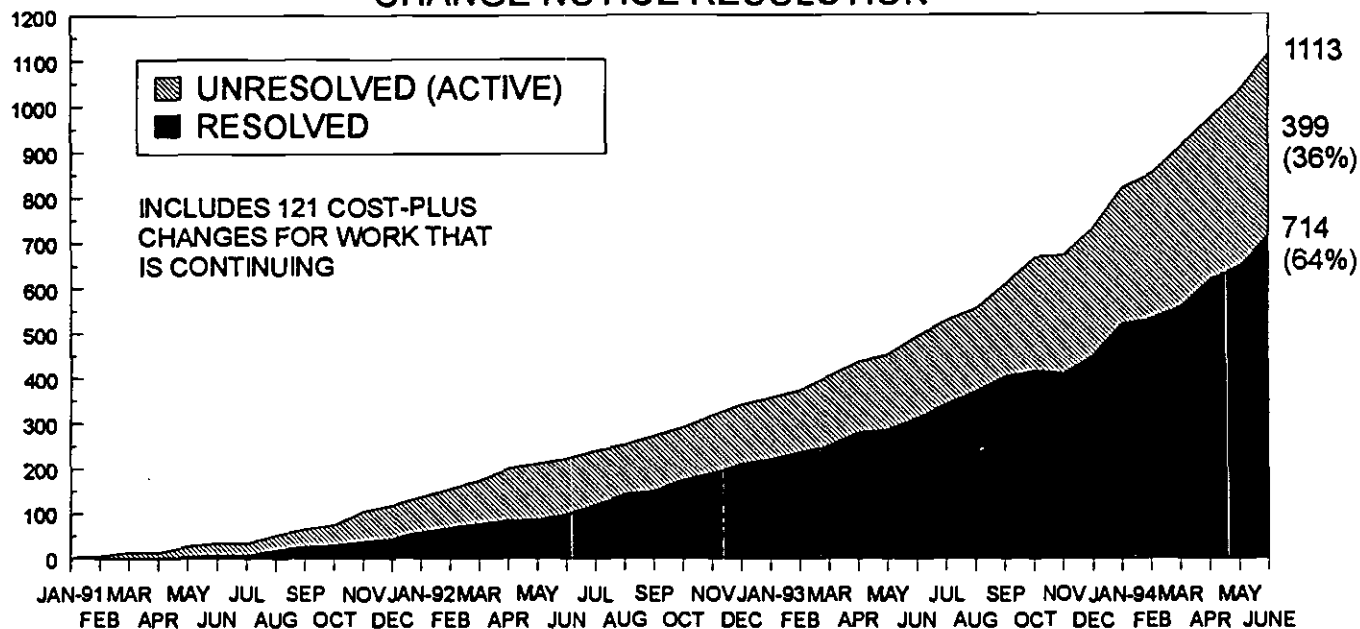
REQUESTED CHANGES SINCE 05/01/91 ONLY

AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	24	14	12	50	100
PERCENT	24%	14%	12%	50%	100%

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

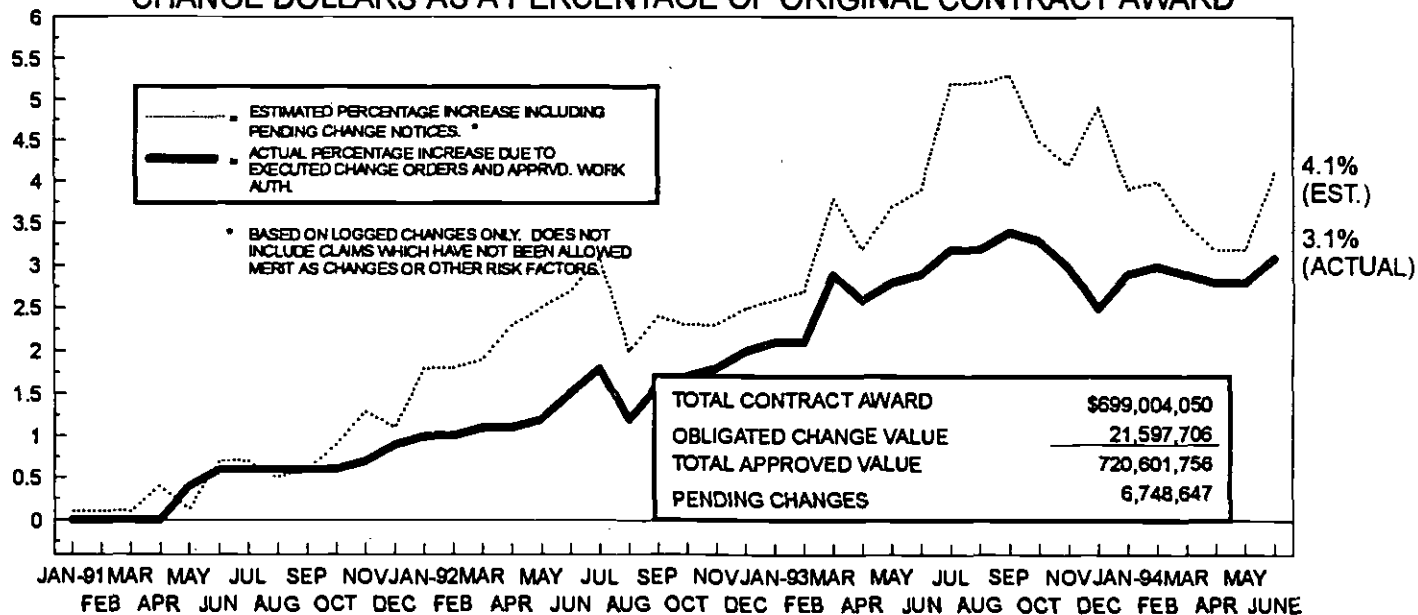


CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES					
TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	143	58	35	163	399
PERCENT	36%	15%	8%	41% ^s	100%

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



R81 - Metro Red Line Seg-2

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE NOTICE BASIS BREAKDOWN

R81B - R81B

EXECUTED CHANGES AS OF 06/17/94

	# CN'S	% Total Volume	Change Cost	% Total Change Cost
WORK SCOPE				
110 EXTRA WORK	79	14.50%	\$1,985,075.85	12.77%
115 ADDITIONAL/NEW WORK	20	3.67%	\$535,053.22	3.44%
120 DELETION OF WORK	8	1.47%	\$29,453.99	0.19%
	107	19.63%	\$2,549,583.06	16.40%
SCHEDULE CHANGES				
210 DELAY OF WORK (COMPENSABLE)	11	2.02%	\$307,232.00	1.98%
220 ACCELERATION OF WORK	3	0.55%	\$77,101.41	0.50%
230 MILESTONE REVISIONS (NON-COMPENSABLE)	7	1.28%	\$0.00	0.00%
	21	3.85%	\$384,333.41	2.47%
DIFFERING CONDITIONS				
310 DIFFERING SITE CONDITIONS	84	15.41%	\$2,946,203.58	18.96%
320 HAZARDOUS MATERIALS	6	1.10%	\$437,650.41	2.82%
330 SAFETY CONDITIONS	7	1.28%	\$7,847.80	0.05%
	97	17.80%	\$3,391,801.79	21.82%
TERMS AND CONDITIONS				
400 TERMS AND CONDITIONS	1	0.18%	(\$2,000.00)	-0.01%
410 TERMS AND CONDITIONS (OWNER ORIGINATED)	23	4.22%	\$10,370.00	0.07%
430 EDITORIAL CLARIFICATIONS/DOCUMENT MAINTENANCE	9	1.65%	\$174,692.50	1.12%
	33	6.06%	\$183,062.50	1.18%
DESIGN CHANGES				
510 DESIGN CHANGES/ENHANCEMENTS (OWNER ORIGINATED)	48	8.81%	\$1,459,346.72	9.39%
515 DESIGN CHANGES/ENHANCEMENTS (EMC ORIGINATED)	97	17.80%	\$4,374,001.41	28.14%
520 DESIGN CHANGES/ENHANCEMENTS (MTA OPERATIONS O	27	4.95%	\$1,854,566.43	11.93%
530 CORRECTIONS TO PLANS AND SPECIFICATIONS	60	11.01%	\$636,000.94	3.45%
540 VALUE ENGINEERING CHANGES (CONTRACTOR ORIGINA	6	1.10%	(\$680,703.10)	-3.74%
	238	43.67%	\$7,643,212.40	49.17%
MANAGEMENT ISSUES				
610 DISRUPTION/INEFFICIENCY (CLAIMS ONLY)	3	0.55%	\$179,584.76	1.16%
	3	0.55%	\$179,584.76	1.16%
OUTSIDE AGENCY REQUESTS				
710 WORK SCOPE CHANGES (OUTSIDE AGENCY ORIGINATED	28	5.14%	\$464,887.05	2.99%
720 DESIGN CHANGES (OUTSIDE AGENCY ORIGINATED)	1	0.18%	\$2,700.00	0.02%
730 TERMS AND CONDITIONS (OUTSIDE AGENCY ORIGINAT	2	0.37%	\$123,787.40	0.80%
	31	5.69%	\$591,174.45	3.80%
EXERCISE OF CONTRACT OPTIONS				
800 EXERCISE OF CONTRACT OPTIONS	9	1.65%	\$426,505.36	2.74%
	9	1.65%	\$426,505.36	2.74%
OTHER				
900 OTHER	6	1.10%	\$193,896.38	1.25%
	6	1.10%	\$193,896.38	1.25%
PROJECT TOTALS:	545	100.00%	\$15,542,954.11	100.00%

R81 - Metro Red Line Seg-2

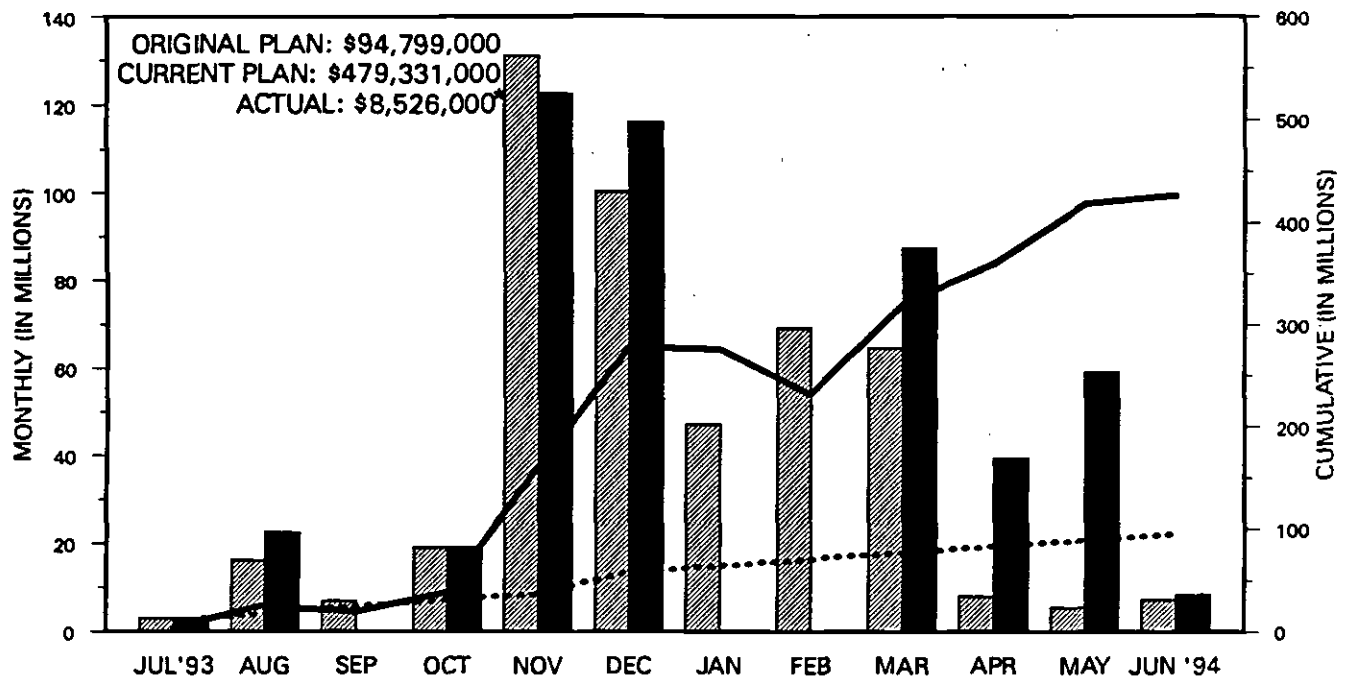
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

CHANGE COST LEVEL BREAKDOWN

EXECUTED CHANGES AS OF 06/17/94

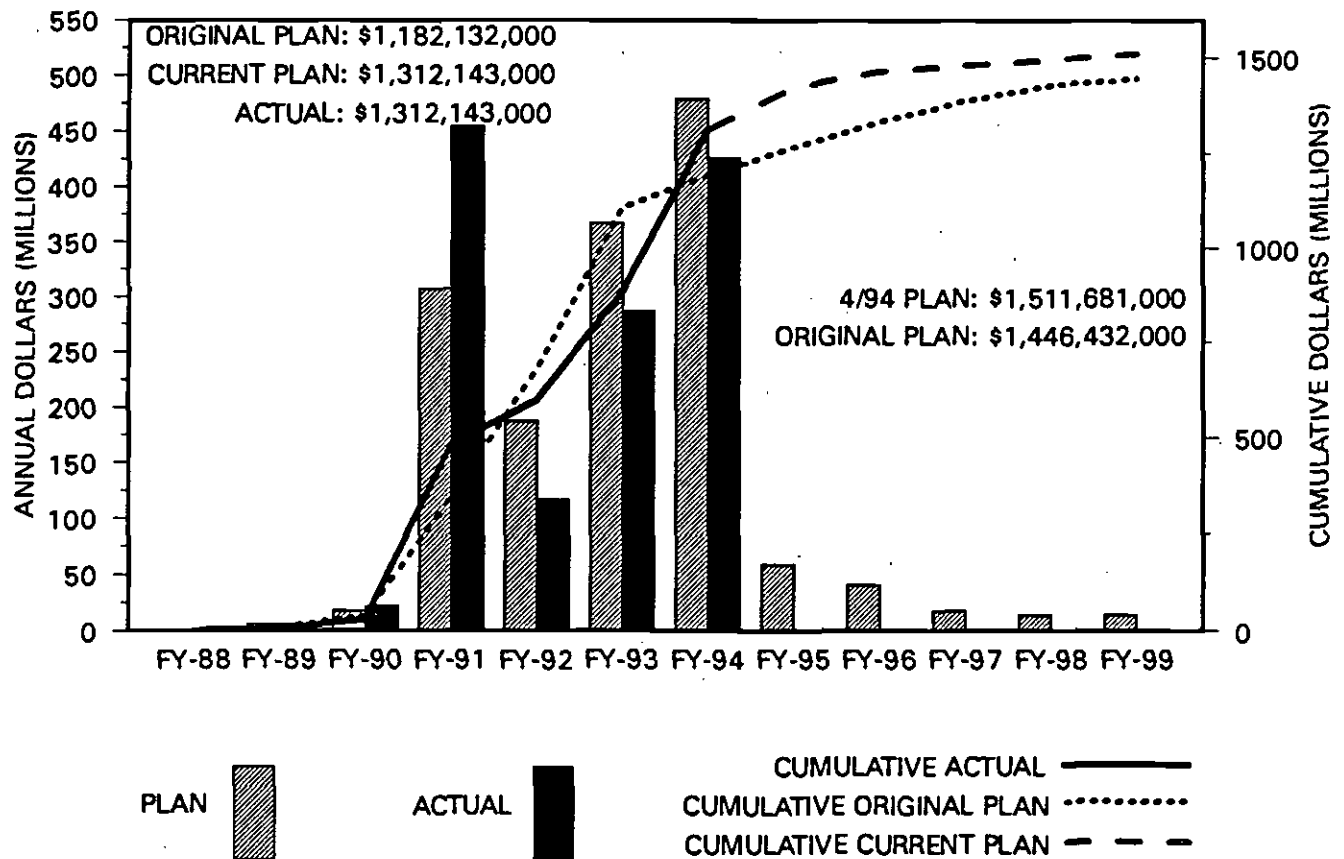
COST RANGE (ABSOLUTE VALUE)	# CN'S	% Total Volume	Change Cost	% Total Change Cost
> 200 - 1 MILLION	12	2.20%	\$4,896,948.62	31.51%
> 100-200	38	6.97%	\$5,202,855.03	33.47%
> 50-100K	27	4.95%	\$1,789,534.06	11.51%
> 25-50K	46	8.44%	\$1,580,692.15	10.17%
10-25K	79	14.50%	\$1,331,730.15	8.57%
0-10K	343	62.94%	\$741,194.10	4.77%
PROJECT TOTALS:	545	100.00%	\$15,542,954.11	100.00%

ANNUAL PROJECT COMMITMENTS (FY '94)

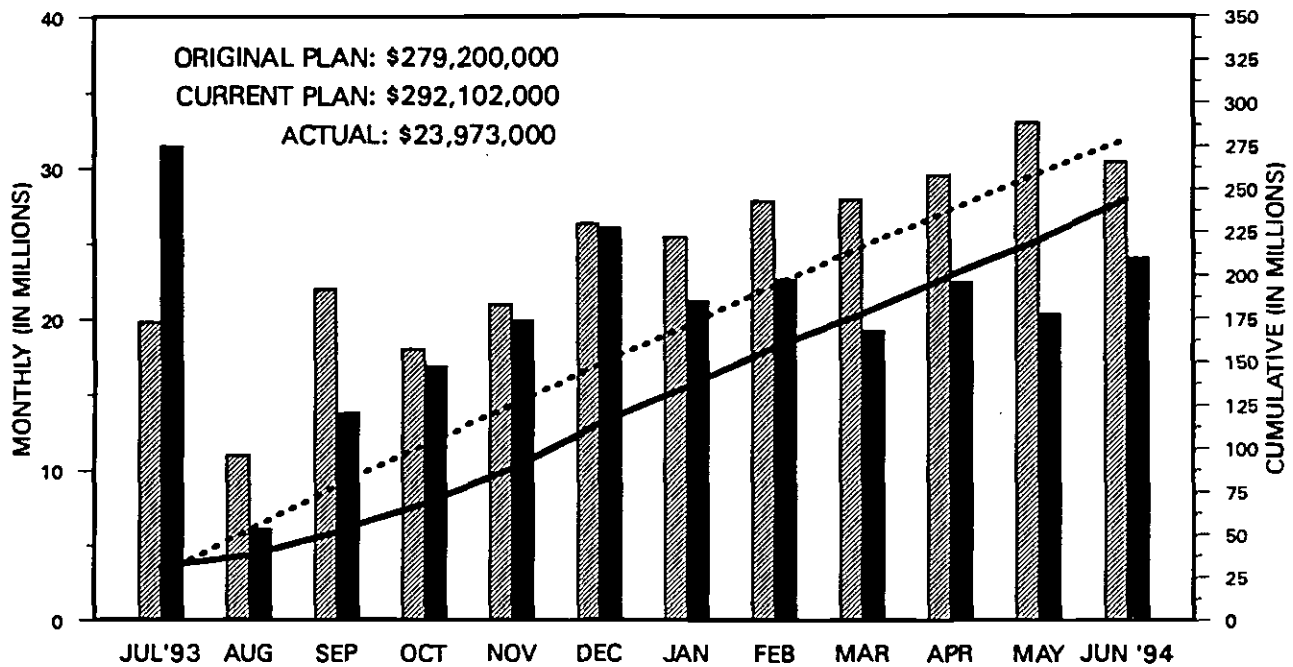


* Figure different by \$1,000 from Cost by Element Page due to rounding.

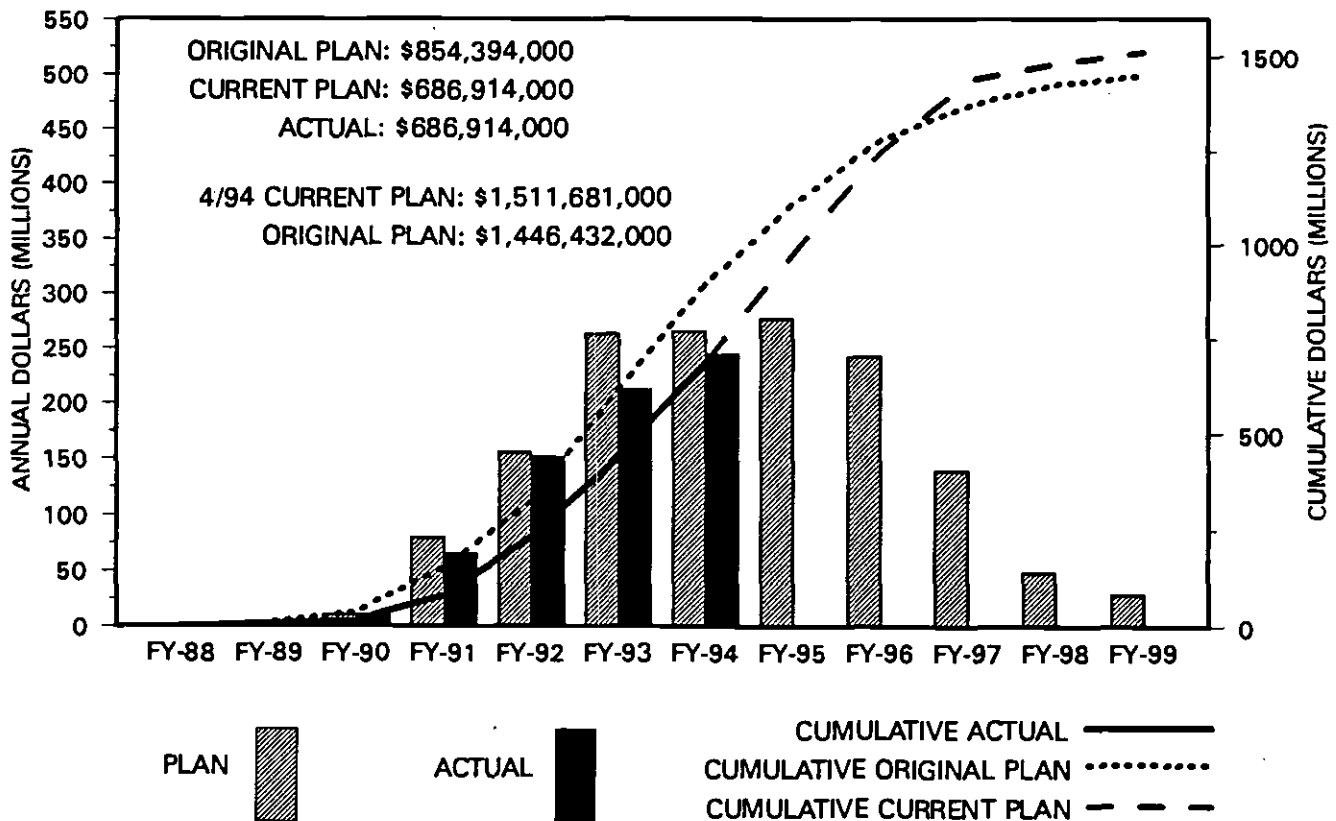
TOTAL PROJECT COMMITMENTS



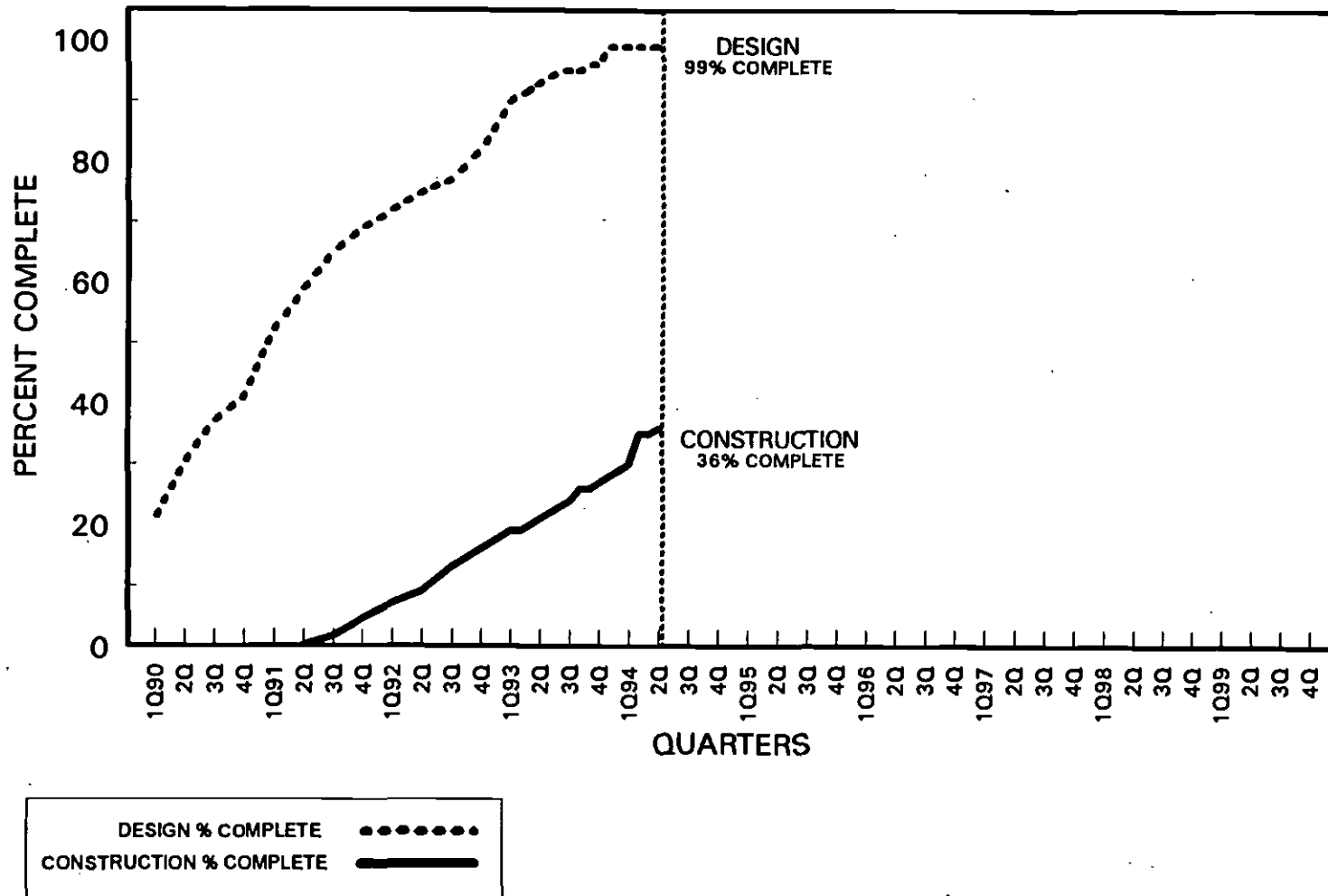
ANNUAL PROJECT CASHFLOW (FY '94)

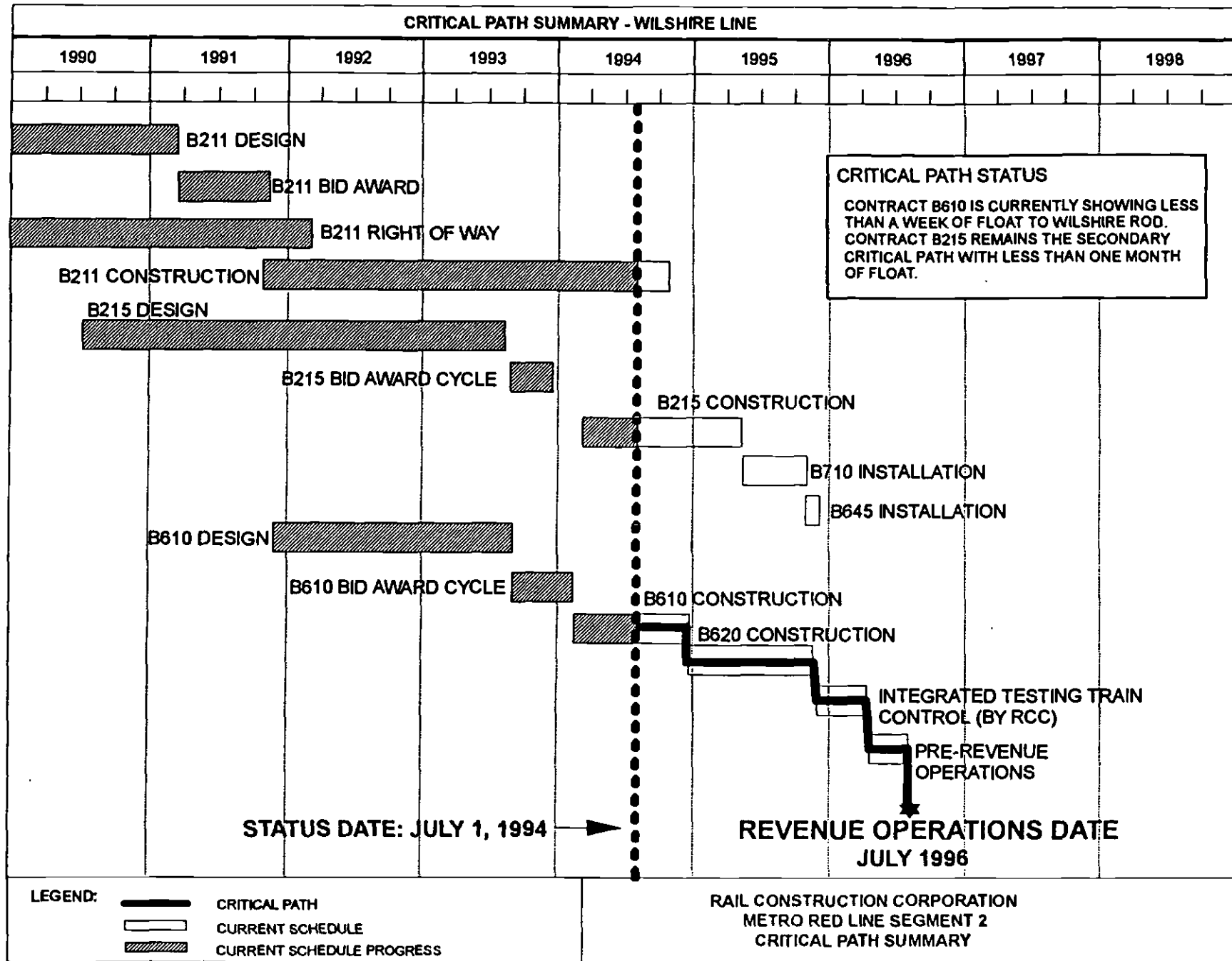


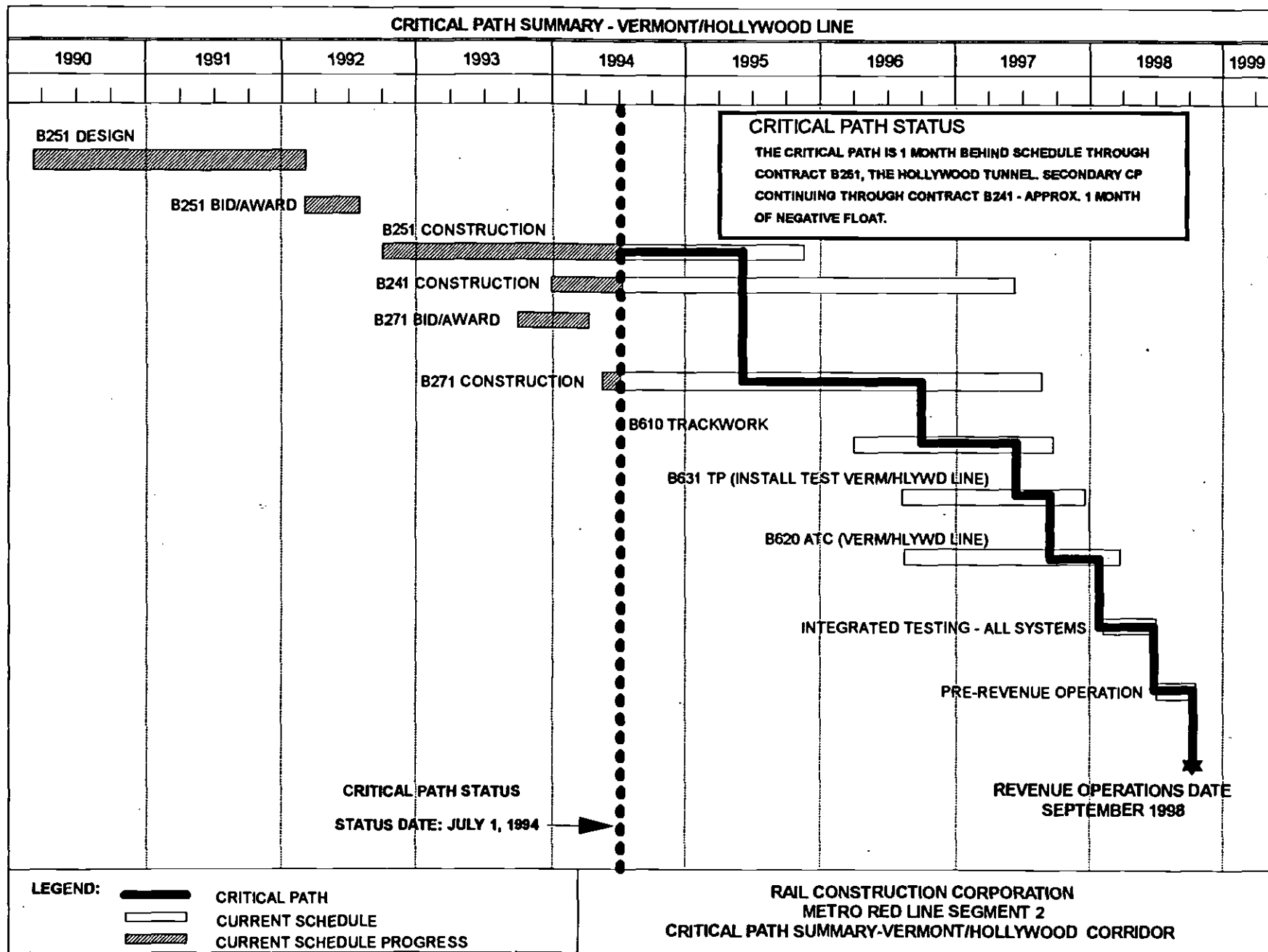
TOTAL PROJECT CASHFLOW



RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY

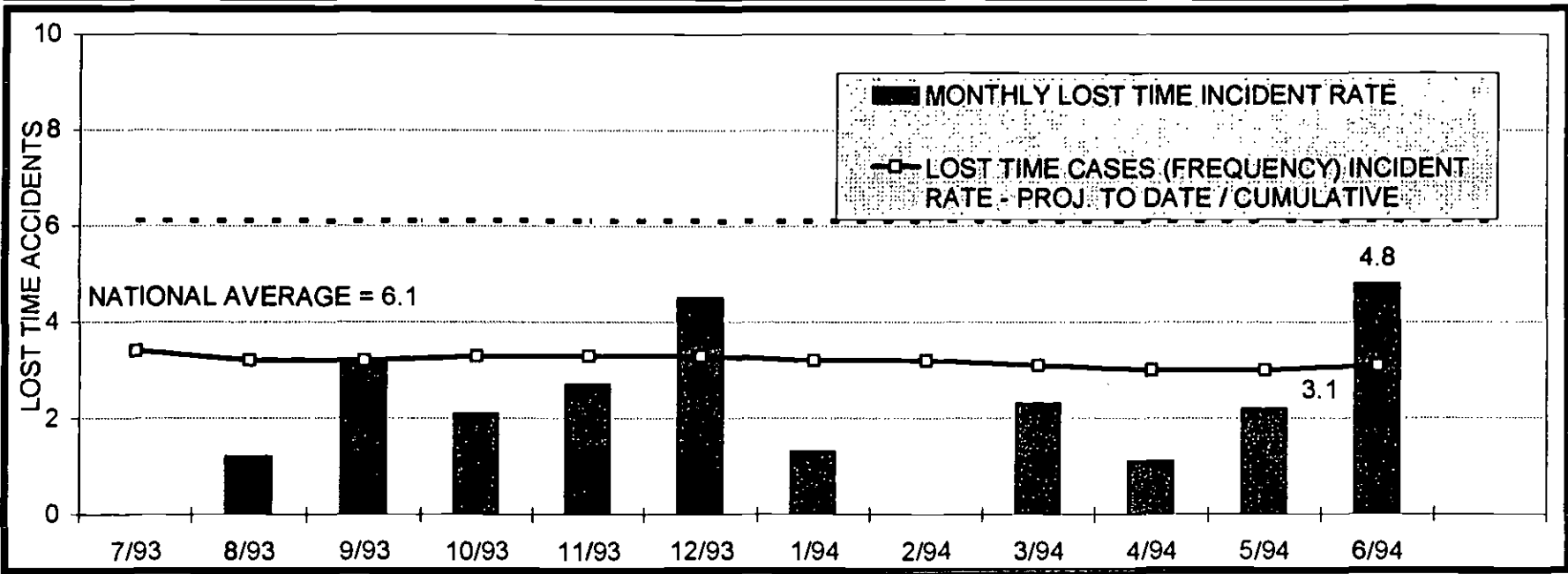
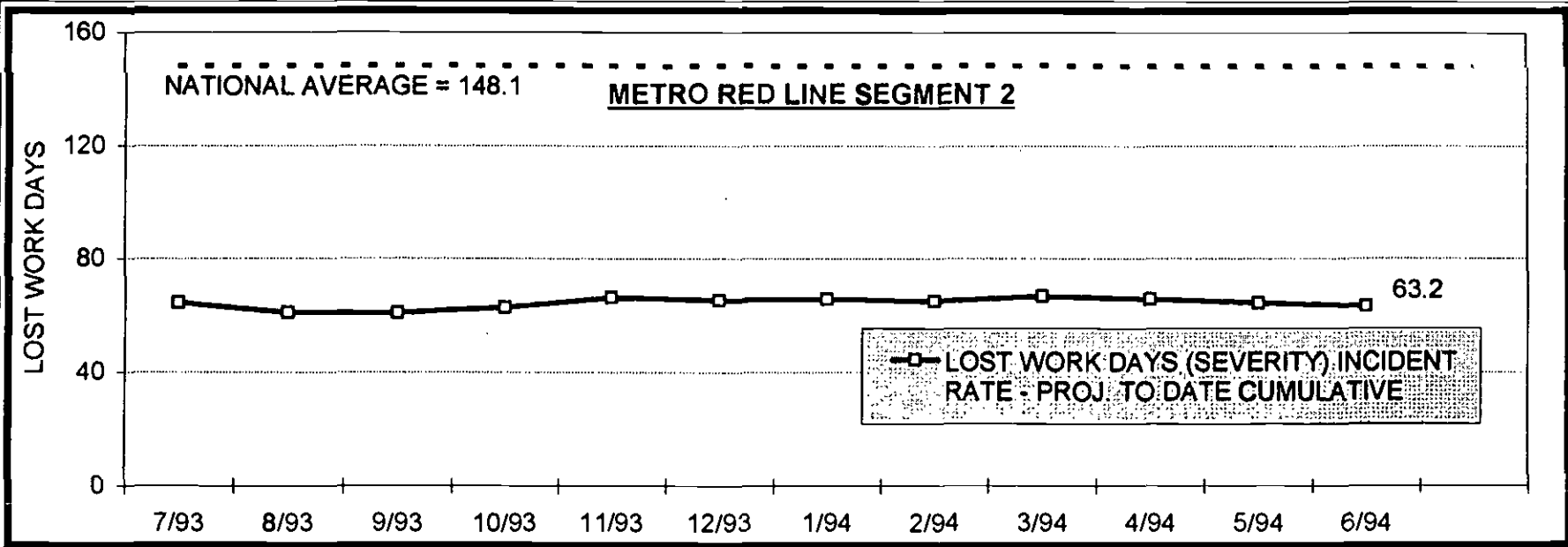






**Summary of Lost Time Accidents (FREQUENCY)
and Lost Work Days (SEVERITY)**

METRO RED LINE SEGMENT 2



Prepared by:
MASS TRANSIT GROUP

JUNE 1994

INVOICE PROCESSING

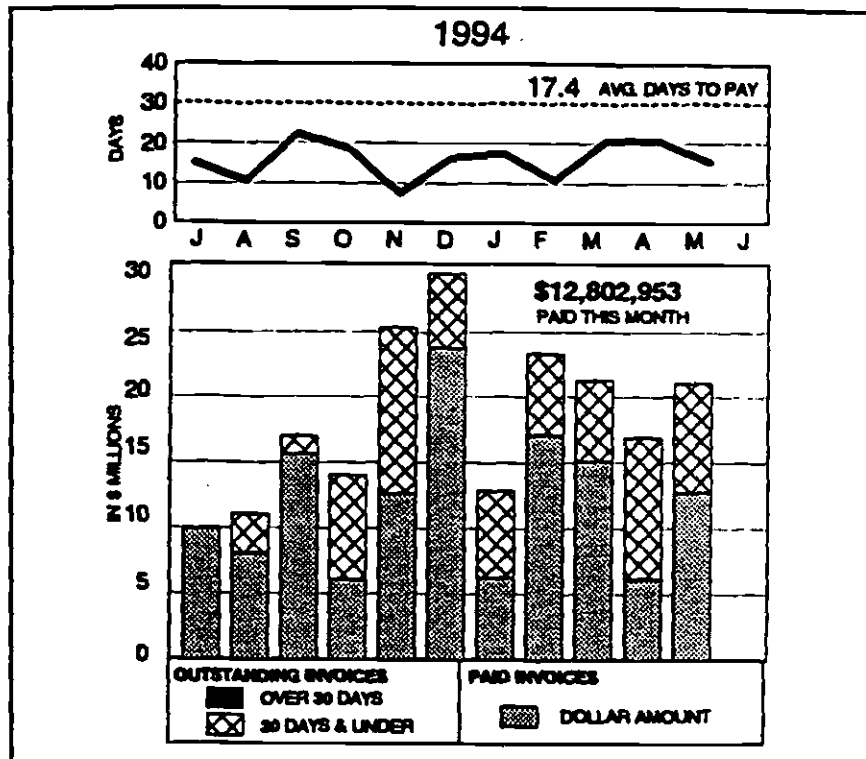
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 17.4 days.

- 24 invoices were paid for a total value of \$12,802,953.

- There were 17 outstanding Construction or Procurement invoices under 30 days old for \$8,300,534.

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

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
JAN 1994	9	6,559,574	2	34,641	34	1,924,263	9	402,019
FEB 1994	9	6,141,796	1	14,583	32	3,695,497	11	461,592
MAR 1994	8	6,178,591	1	66,292	32	5,797,433	15	348,944
APR 1994	14	10,711,127	0	0	44	7,067,938	15	289,669
MAY 1994	17	8,300,534	0	0	42	6,631,088	18	231,434

NOTE: BASED ON MAY, 1994 FIGURES.

EXECUTIVE SUMMARY

COST STATUS

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

SCHEDULE STATUS

North Hollywood Extension

- Design Status: 75.4%
- Construction Status: 2.3%

Mid City Extension

- Design Status: 27.3%

East Side Extension

- FEIS/FEIR Planning Project: 75.1%
- Preliminary Engineering 96.5%

EXECUTIVE SUMMARY (CON'T)

PUBLIC AFFAIRS

North Hollywood Extension

- For Contract C0301, Hollywood/Highland Station, utility relocation continues. DWP and Gas Company crews increased work efforts on Hollywood Boulevard west of Highland so that utility work could be stopped in the area to provide unobstructed street access during the showing of the Lion King at the El Capitan theater. Public Affairs staff met with Steve Ullman of Grant Parking to resolve his complaint regarding blockage of his driveways by utility work crews. Public Affairs staff provided Mr. Ullman with additional signs to direct traffic around construction work and agreed to have work removed from his driveway before the premier of the movie. Public Affairs staff met with business and resident groups including the Hollywood Chamber of Commerce, Hollywood Heights Residents Association, and Council members Goldberg and Ferraro's offices. A presentation was also made at Councilwoman Jackie Goldberg's Hollywood Community meeting.

REAL ESTATE

North Hollywood Extension

VV CCU	NUMBER OF PARCELS	NUMBER CERTIFIED		JUST COMP APPROVED		OFFERS MADE		AGREEMENT SIGNED		CONDEMNATION		PARCELS AVAILABLE		NUMBER OF PARCELS PROJECTED NOT TO BE AVAILABLE BY NEED DATE*
		PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	PLAN	ACT	
B251	15	15	15	15	15	15	15	15	4	12	11	15	15	0
C0301	3	3	3	3	3	3	3	2	0	2	2	1	1	2
C0311	119	119	109	11	11	11	11	4	1	8	3	0	0	6
C0321	25	25	25	9	9	9	9	4	4	1	1	8	7	3
C0331	11	11	11	11	10	11	10	8	3	0	0	4	4	0
C0351	12	12	12	8	8	8	8	8	2	0	0	2	2	8
TOTAL	185	185	175	57	56	57	56	41	14	21	17	30	29	17

- To date, 29 parcels have been acquired. Twelve of these parcels were acquired through negotiated acquisition and the remaining parcels were acquired through condemnation.

AREAS OF CONCERN

ONGOING

Real Estate - North Hollywood Extension

Concern: There are 17 parcels currently being projected in the worst case scenario not to be available by the scheduled "need dates." All parcels showing negative float are expected to be available prior to the Contractor's need date.

Action: Maintaining schedule for meeting Contractor's need dates.

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

Contract C0322 Universal City Station - MCA Entrance

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

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

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

Completion of FTA and Agency Review Period - East Side Extension

Concern: Additional review time has been required for the FTA and involved public agencies to complete their review of the FEIS. This affects the original schedule for obtaining the Record of Decision and executing an amendment to the Full Funding Grant Agreement. MTA staff and consultants have maintained ongoing communication and coordination with FTA to finalize the review process.

AREAS OF CONCERN (CON'T)

Action: MTA has separated the FEIR/FEIS into two separate documents to facilitate the certification process. This will allow the MTA to obtain Board certification for the FEIR in June as originally scheduled and allow time for FTA and public agency comment on and review of the FEIS.

Status: The MTA Board certified the FEIR on June 22, 1994 as originally scheduled. However, the MTA must continue to work with the FTA to obtain comments and agency signatures necessary for the federal FEIS. Once this is completed the ROD can be issued and the amendment to the FFGA can be executed.

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

Concern: Evaluation of a proposal to defer the mid-line vent shaft, and construct it under a separate contract at the existing location, and to explore an alternative location for a ventilation tunnel has delayed the Camera Ready submittal. Outstanding issues resulting from recent additional requirements may further impact the design schedule. Completion of this work under a separate contract is also likely to result in a cost increase.

Action: Select future location of the alternative ventilation tunnel and expedite deletion of the tunnel ventilation shaft from the C0311 documents. Proceed with design activities to determine the detail scope, real estate and systemwide requirements. Develop a design and construction schedule allowing for the completion of the tunnel ventilation prior to ROD. A revised cost forecast is currently being prepared.

Status: Staff prepared a report on the impacts of temporary deferral of the mid-tunnel vent shaft. Modifications are being incorporated into the C0311 documents for Camera Ready submittal. A Caltrans shaft at interstate 101 and Lankershim Boulevard is being added to Contract C0311 to mitigate float on the Project schedule.

AREAS OF CONCERN (CON'T)**Contract C0326, Universal City Roadways Design - North Hollywood Extension**

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

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

Status: Proceeding with the PSR process and coordinating roadway layouts with City agencies per the MTA/MCA agreement. Staff are continuing the development of roadways and a freeway over-crossing, meeting with Caltrans, and the LADOT/BOE to assure coordination of efforts. With RCC concurrence, activities will begin in anticipation of Preliminary Engineering work.

RESOLVED**Contract C0321, Universal City Station - Universal City Station Location and Added Scope of Work**

Concern: The addition of a pedestrian tunnel under Lankershim Boulevard and two additional portals on the east side of the Boulevard (on MCA property) may impact the completion of the Universal City Station design.

Action: Exclude this work from the Section Designer Scope and repackage under a separate contract, Contract C0322. Section Designer work will include only the station entrances and appendages.

Status: The Section Designer is proceeding with work on the station site and the EMC is coordinating the layout of the new Station Access Road with the entrances.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW

NONE

ONGOING

February 1994, Consultant Operating Procedures

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

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

Status: To date PB/DMJM has produced 80% of the procedures that it has identified as needed. RCC to review prior to final approval.

RESOLVED

NONE

KEY ACTIVITIES - JUNE

North Hollywood Extension

Design

- Addendum No. 4 and No. 5 for Contract C0301, Hollywood/Highland Station and tunnel finishes, were completed.
- The Prefinal Design Submittal for Contract C0351, North Hollywood Station with Crossover and Tailtrack complete, was completed on June 13, 1994.
- Preliminary Engineering for Contract C1610, Track Installation, was completed on June 29, 1994.

Construction

- Contract C0331, North Hollywood Tunnel, completed crossover shoring piles and started street decking installation.

KEY ACTIVITIES - PLANNED FOR JULYDesign/Construction

- The bid opening for Contract C0301, Hollywood/Highland Station and tunnel finishes is scheduled for July 13, 1994.
- The Camera Ready submittal for Contract C0311, Tunnel from Station 613 +00 to Universal City, has been rescheduled for July 25, 1994. This will allow deletion of the mid-line ventilation shaft and structure from the documents; along with the resultant modification of the track level rooms.
- Preliminary Engineering for Contract C0326, Universal City Roadways, Site Restoration and Landscaping, has been scheduled to commence on July 18, 1994 with completion by September 30, 1994.
- The Bid Opening for Contract C0328, Building Demolition and Site Clearing at Universal City Phase 1, is scheduled for July 14, 1994.

Construction

- Contract C0331, North Hollywood Tunnel, complete crossover street decking.
- Utility companies to continue with the utility relocation for the C0301 station.

KEY ACTIVITIES - JUNE

East Side Extension

- Final revisions were made to the CEQA FEIR document and certification was obtained by the MTA Board.
- Completed final transportation, parking and construction impact sections of FEIS.
- The master schedule showing the necessary steps to complete the Community Linkages Program (Tasks 3 and 4) was revised.
- Prepared funding options paper showing sources of FTA State local funding for East Side.
- Ongoing review of completed FEIS/FEIR and continuing to review CEQA statutes and case law pertaining to FEIS/FEIR.
- Revised Economic Draft Report. The report is divided into two main sections. There is an overview section for the total alignment, and a section that contains economic analysis for each proposed station.
- Completed the preparation of six station area base maps to depict preliminary concept master plans.
- Reviewed and coordinated with Little Tokyo East consultant team on status of Community Linkages component of the East Side Extension.
- Completed approximately fifty percent of task 4.1 Urban Design Analysis report.

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

- The consultant team will continue to respond to any comments received from the FTA and incorporate all changes into the FEIS to be sent to the FTA for signature.
- The first set of Station Area Advisory Committee (SAAC's) meetings will be held during the month of July. Three separate SAAC meetings will be held to focus the communities efforts on the Little Tokyo, Boyle Heights and East Los Angeles Station areas. These meetings will focus on the transit enhancement and conceptual planning efforts surrounding each of the seven stations.
- Information related to the Metro East Side Extension which is relevant to the Federal requirements under Title VI will be compiled for MTA submittal to the appropriate Federal Agency.

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

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

Period: May 27, 1994 to Jul 1, 1994
Run Date: Jul 13, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	890,729	0	890,729	258	226,219	1,593	18,386	332	14,773	20,519	776,604	-114,124
S PROFESSIONAL SERVICES	254,747	0	254,747	1,037	94,599	2,473	39,810	2,473	39,810	2,114	267,424	12,677
R REAL ESTATE	84,534	0	84,534	162	21,172	162	21,172	162	21,172	-88	85,556	1,022
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	0	5,026	93	567	93	567	2,500	18,710	5,473
C PROJECT CONTINGENCY	67,575	0	67,575	0	0	0	0	0	0	-25,046	162,526	94,951
A PROJECT REVENUE	0	0	0	0	0	0	0	-36	-36	0	0	0
TOTAL PROJECT	1,310,822	0	1,310,822	1,458	347,017	4,323	79,936	3,026	76,287	0	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	27	27	0	18	0	0	17	1,823	1,823
S PROFESSIONAL SERVICES	0	0	0	0	0	324	324	324	324	386	742	742
TOTAL NEW REQUIREMENTS	0	0	0	27	27	324	342	324	324	403	2,565	2,565
GRAND TOTAL	1,310,822	0	1,310,822	1,486	347,045	4,647	80,279	3,350	76,611	403	1,313,387	2,565

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

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

Period: May 27, 1994 to Jul 1, 1994
Run Date: Jul 14, 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	203	43,279	0	388	0	186	0	329,211	-4,927
S PROFESSIONAL SERVICES	98,133	0	98,133	0	39,427	73	7,052	73	7,056	0	104,429	6,296
R REAL ESTATE	53,303	0	53,303	1	128	1	128	1	128	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	853	33	129	33	129	0	5,088	0
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	0	3,391	3,391
GRAND TOTAL	490,663	0	490,663	205	83,688	108	7,698	108	7,500	0	490,663	0

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

PROJECT : METRO RED LINE SEG 3 - EAST SIDE EXTENSION

STATUS PERIOD : 27-May-94 TO 01-Jul-94
 STATUS DATE : 01-Jul-94
 UNITS : DOLLARS IN THOUSANDS

ELEMENT	DESCRIPTION	ORIGINAL BUDGET (1)	CURRENT BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST		VARIANCE (11-3) (12)
			PERIOD (2)	TO DATE (3)	PERIOD (4)	TO DATE (5)	PERIOD (6)	TO DATE (7)	PERIOD (8)	TO DATE (9)	PERIOD (10)	TO DATE (11)	
T	CONSTRUCTION	0	0	0	0	0	3	3	3	3	0	0	0
S	PROFESIONAL SERVICES	11,998	0	11,998	154	10,888	825	6,394	825	6,394	0	10,537	(1,461)
R	REAL ESTATE	0	0	0	0	0	0	0	0	0	0	0	0
F	3RD PARTY	2	0	2	0	2	0	2	0	2	0	2	1
C	CONTINGENCY	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL		12,000	0	12,000	154	10,888	828	6,399	828	6,399	0	10,539	(1,461)

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

JUNE 1994

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$26,730	\$297,164	44%	\$26,730	4%	\$16,090	2%
ISTEA FED SURFACE TRANSIT PROG	\$25,000	\$19,908	\$19,908	80%	\$19,908	80%	\$19,908	80%
SB 1995 TRUST FUND	\$53,000	\$53,000	\$26,927	51%	\$26,927	51%	\$26,927	51%
STATE ARTICLE XIX	\$20,855			0%		0%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$343,830	\$20,740	\$3,046	1%	\$3,046	1%	\$3,046	1%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$120,378	\$347,045	26%	\$76,611	6%	\$65,971	5%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 1994.

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

JUNE 94

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$12,970	\$81,784	34%	\$5,596	2%	\$5,350	2%
ISTEA - FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400	\$486	\$486	1%	\$486	1%	\$486	1%
TOTAL	\$490,663	\$14,874	\$83,688	17%	\$7,500	2%	\$7,254	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 1994.

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

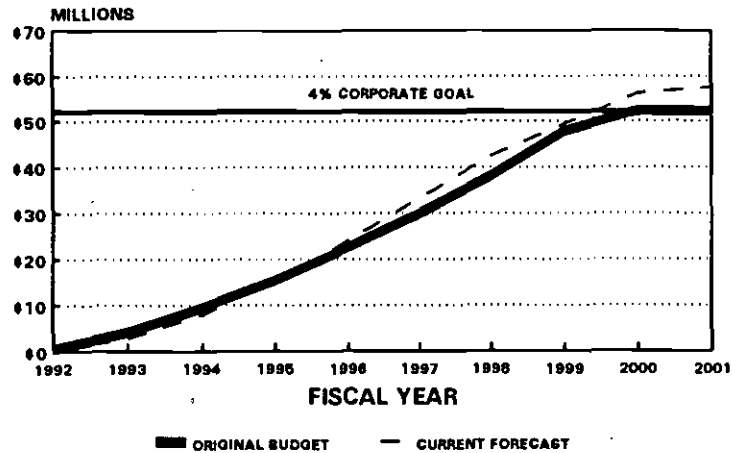
JUNE 94

STATUS OF FUNDS BY SOURCE

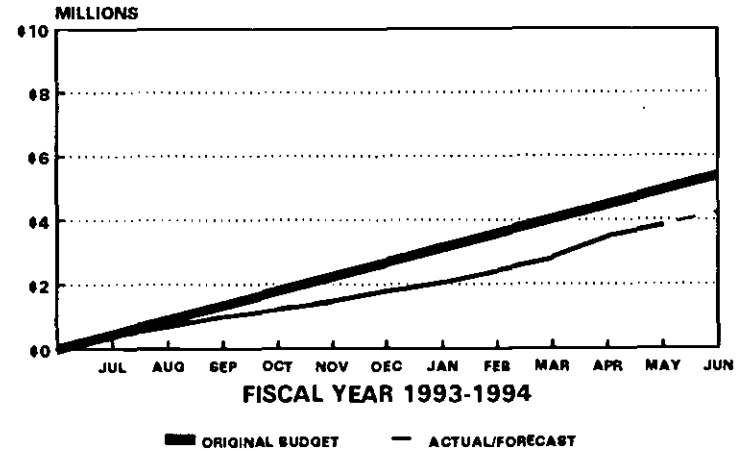
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$19,850	\$19,850	\$14,252	72%	\$6,135	31%	\$4,514	23%
PROP A	\$18,150	\$18,150	\$613	3%	\$264	1%	\$264	1%
TOTAL	\$38,000	\$38,000	\$14,865	39%	\$6,399	17%	\$4,778	13%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH MAY 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



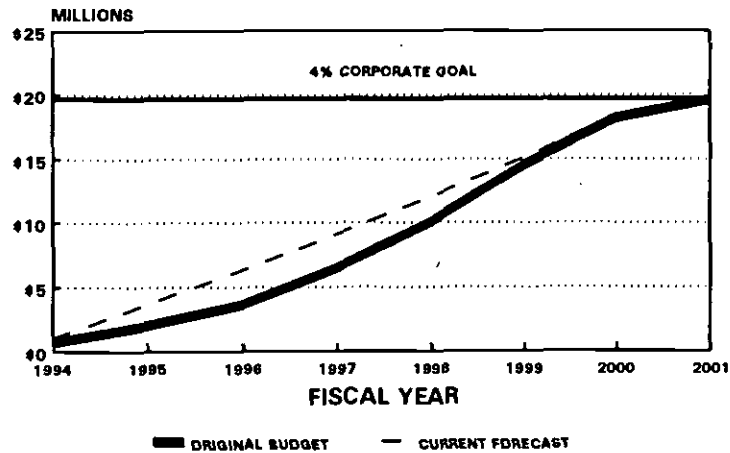
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

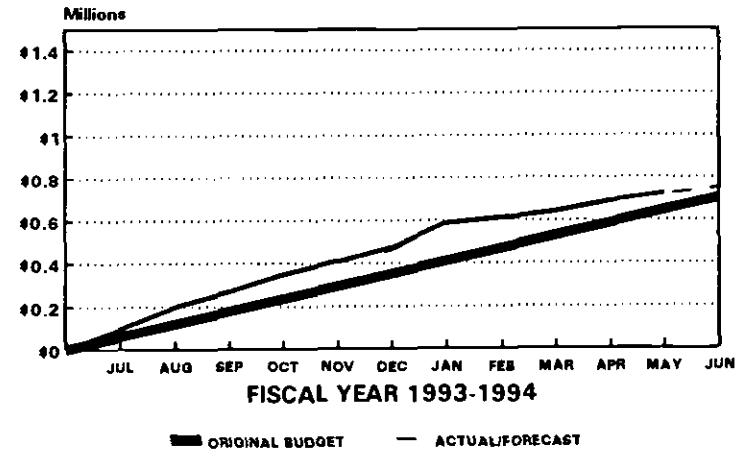
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$ 4,245
PLAN BUDGET TO DATE	\$ 4,932
ACTUAL TO DATE	\$ 3,845

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



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

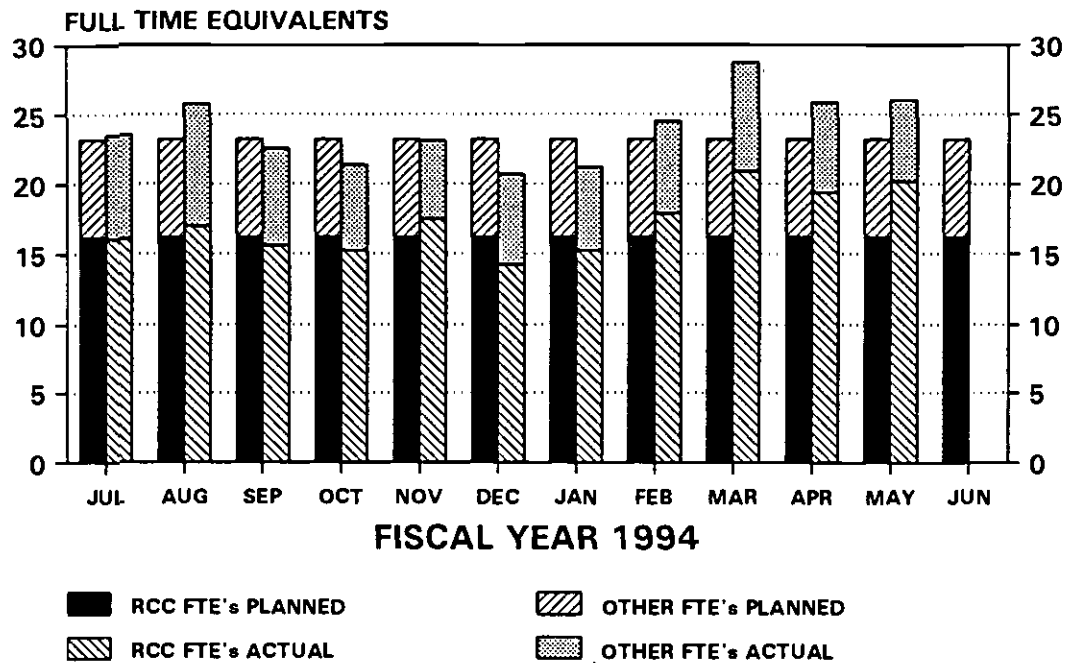
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 93	\$ 0

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

ORIGINAL BUDGET	\$ 706
CURRENT FORECAST	\$ 753
BUDGET PLAN TO DATE	\$ 647
ACTUAL TO DATE	\$ 722

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'94 Budget

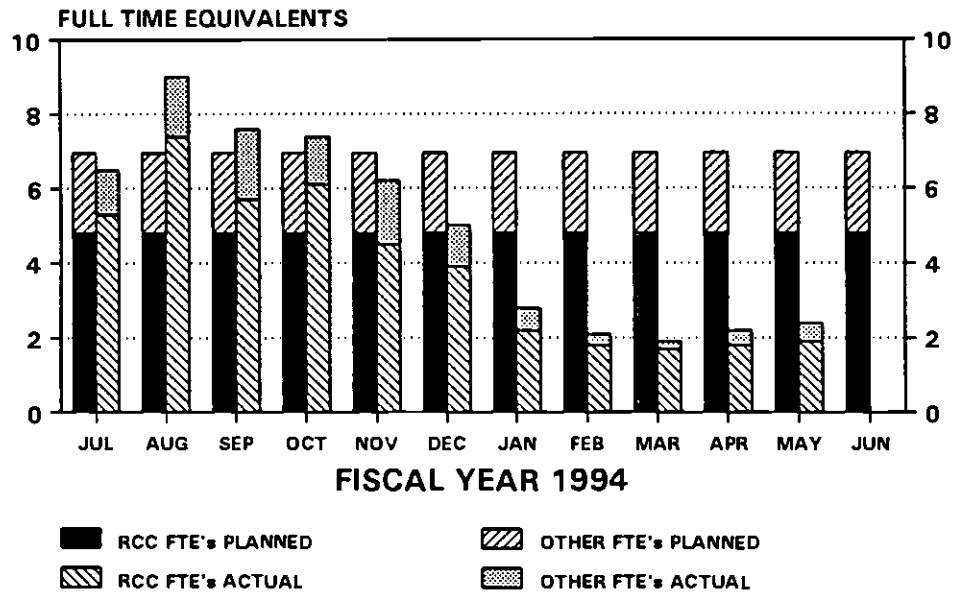
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	16
RCC FTE's ACTUAL	20
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	6
TOTAL FTE's PLANNED	23
TOTAL FTE's ACTUAL	26

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



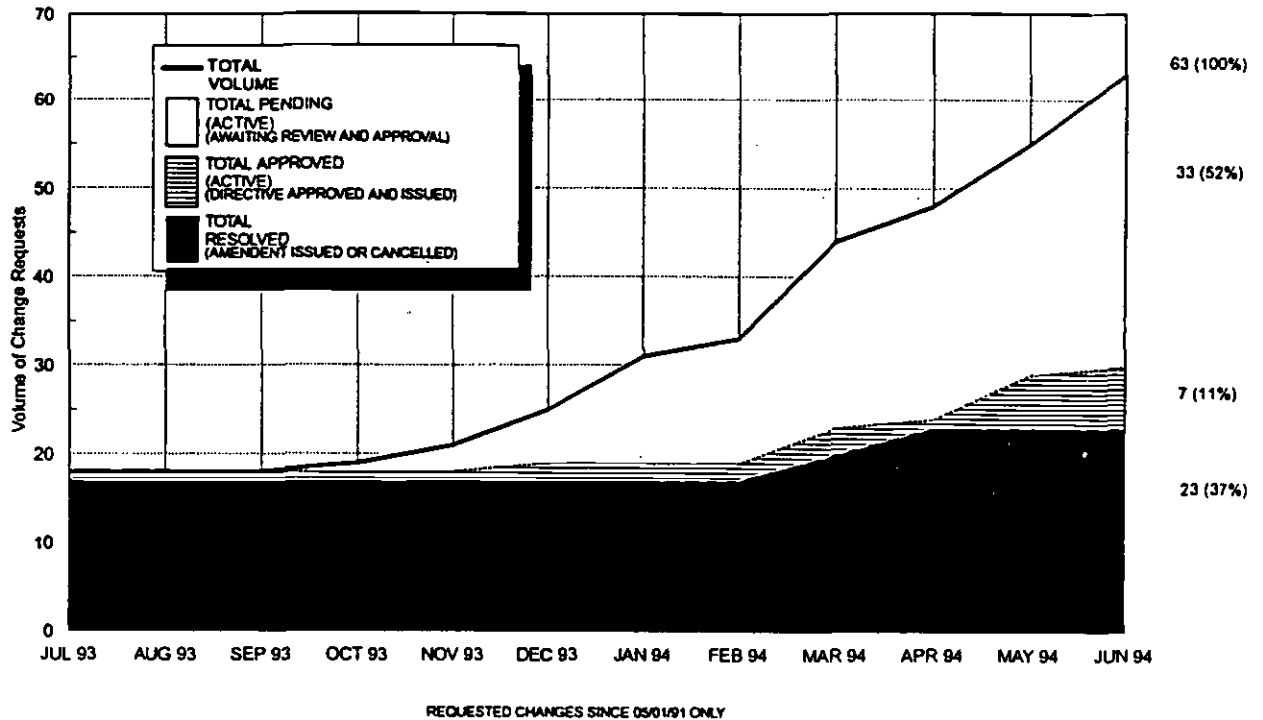
FY'94 Budget

RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1994

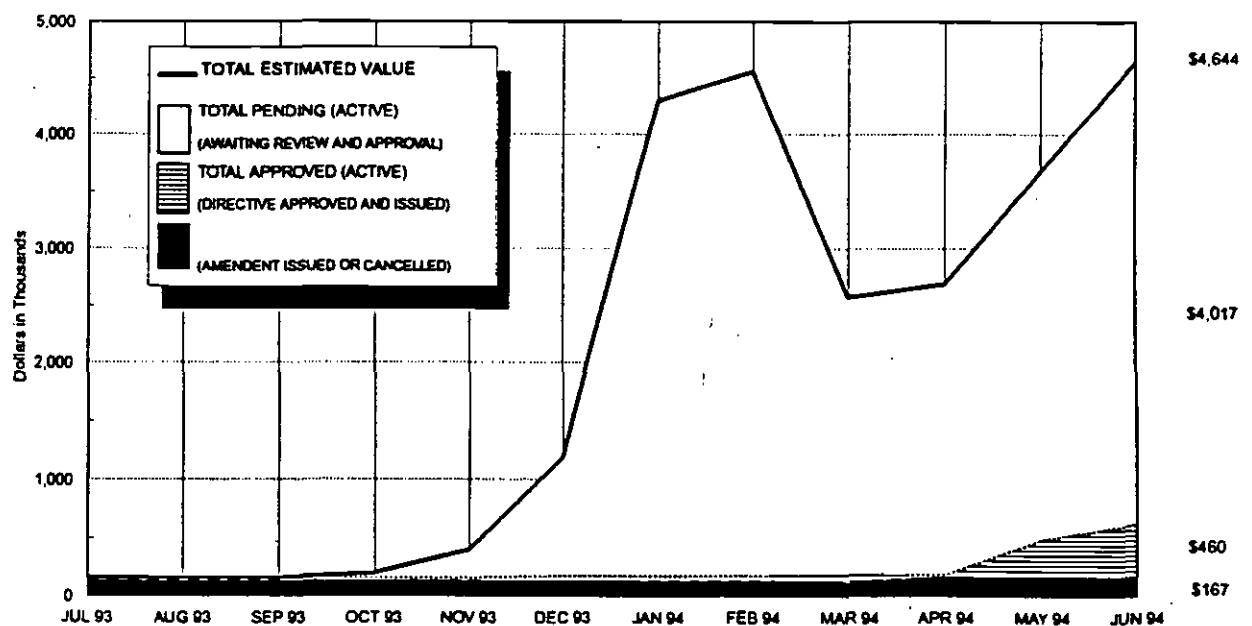
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	2
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	0
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	2

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

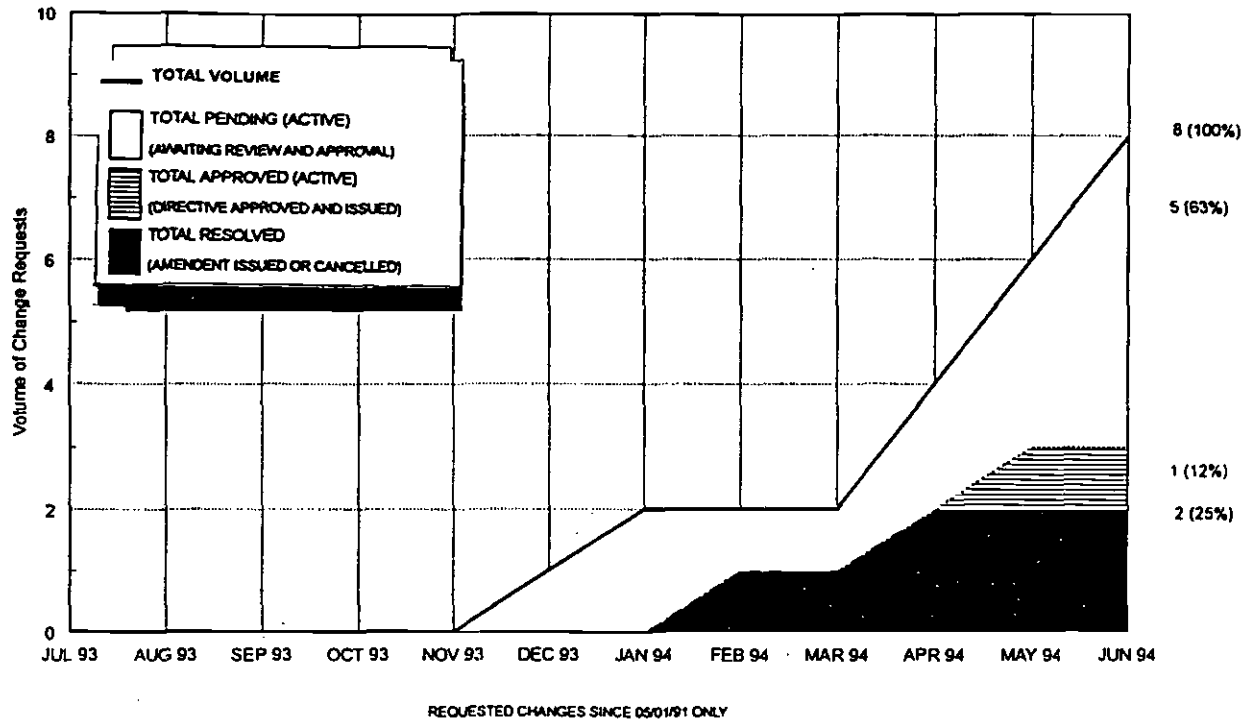


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	13	5	11	11	40
PERCENT	32%	12%	28%	28%	100%

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



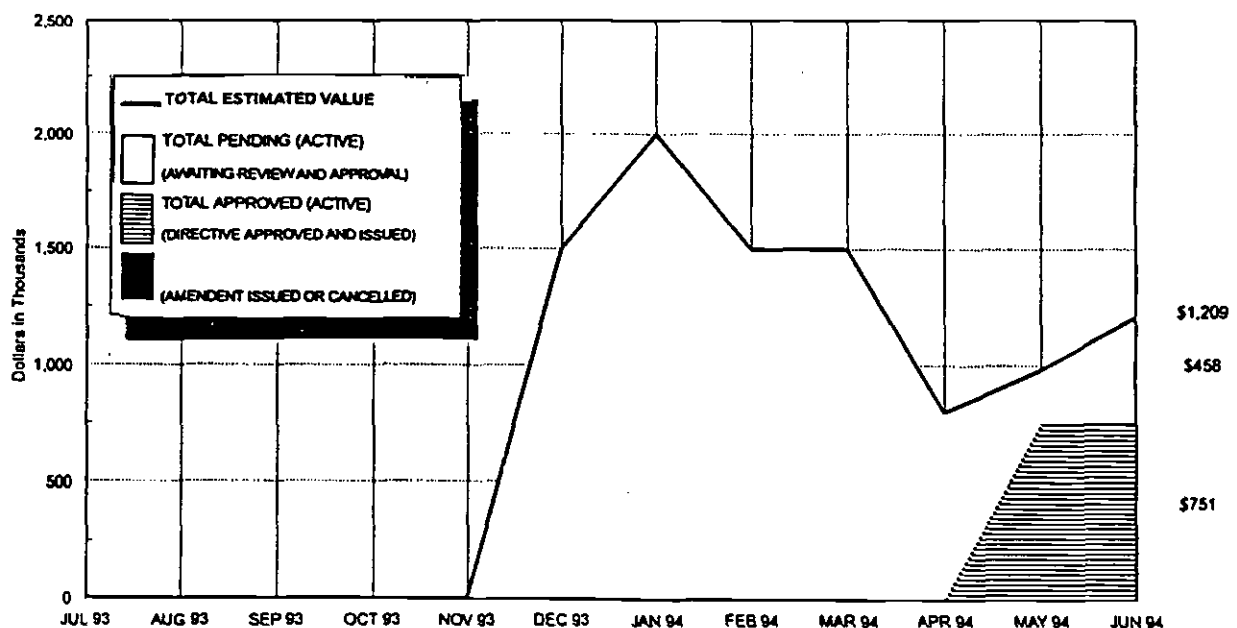
CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VOLUME



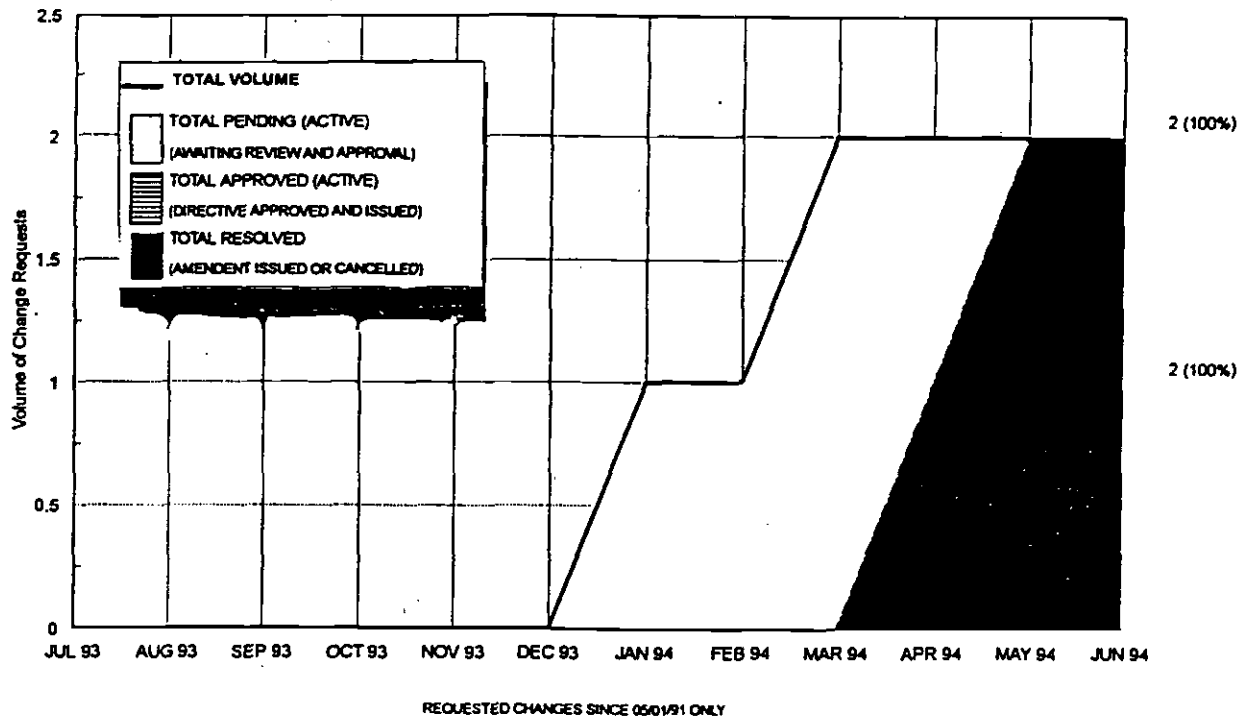
AGE OF UNRESOLVED CONSULTANT CHANGES

TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	2	2	0	2	6
PERCENT	33%	33%	0%	34%	100%

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

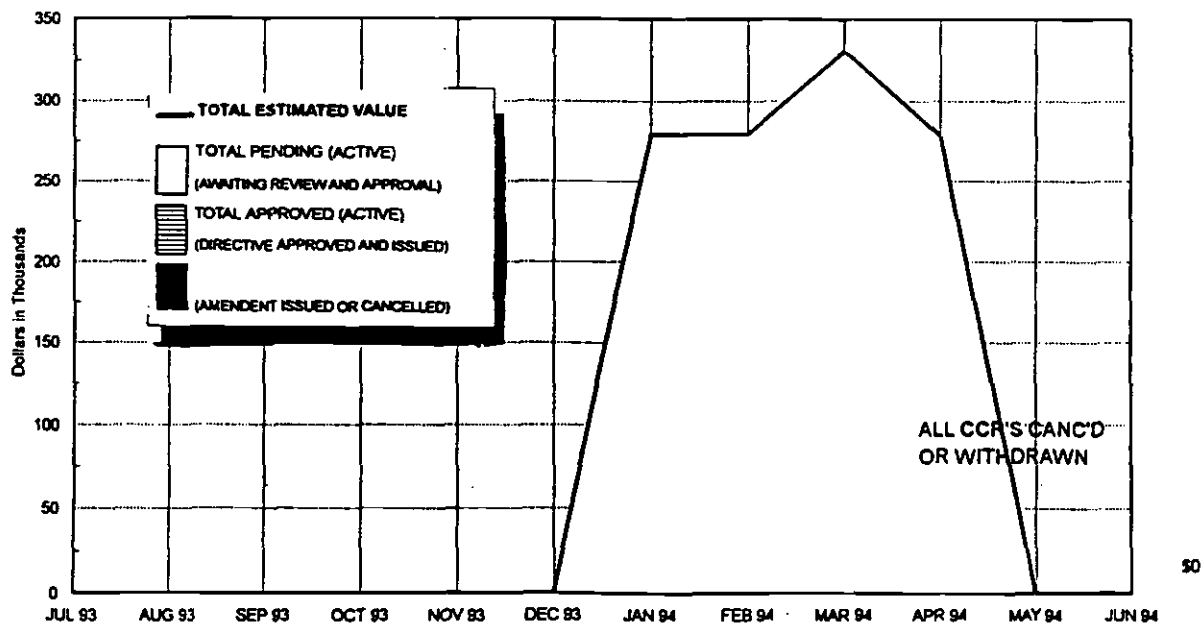


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 EAST SIDE EXTENSION CONSULTANT CHANGE REQUEST VOLUME



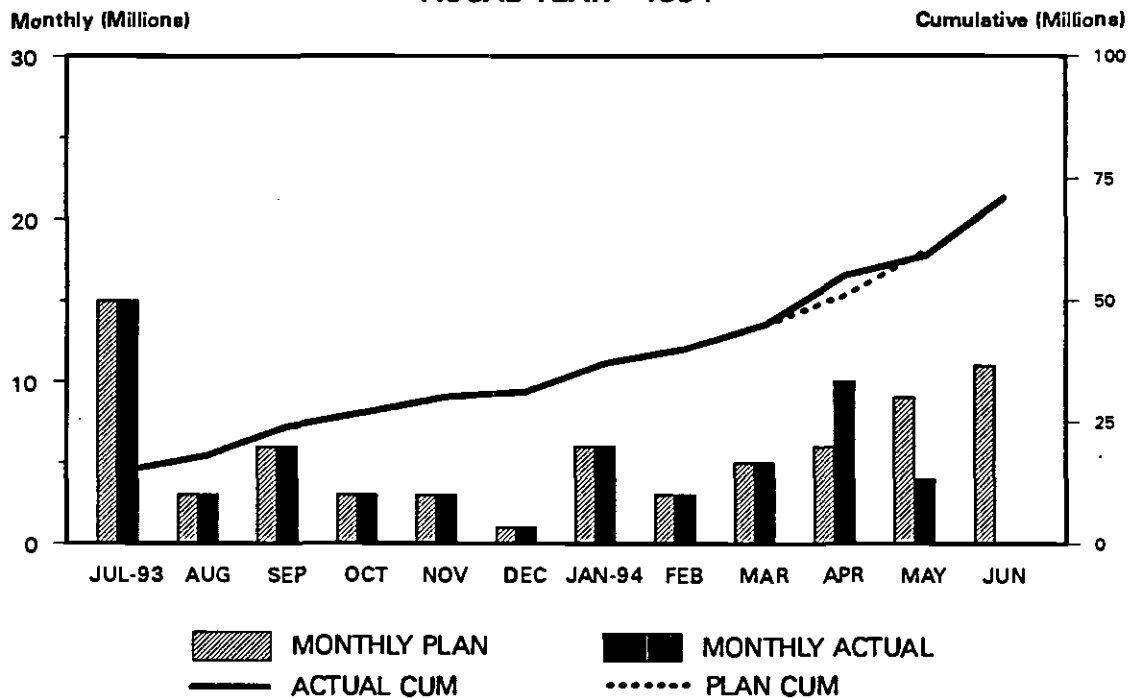
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	0	0
PERCENT	0%	0%	0%	0%	0%

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

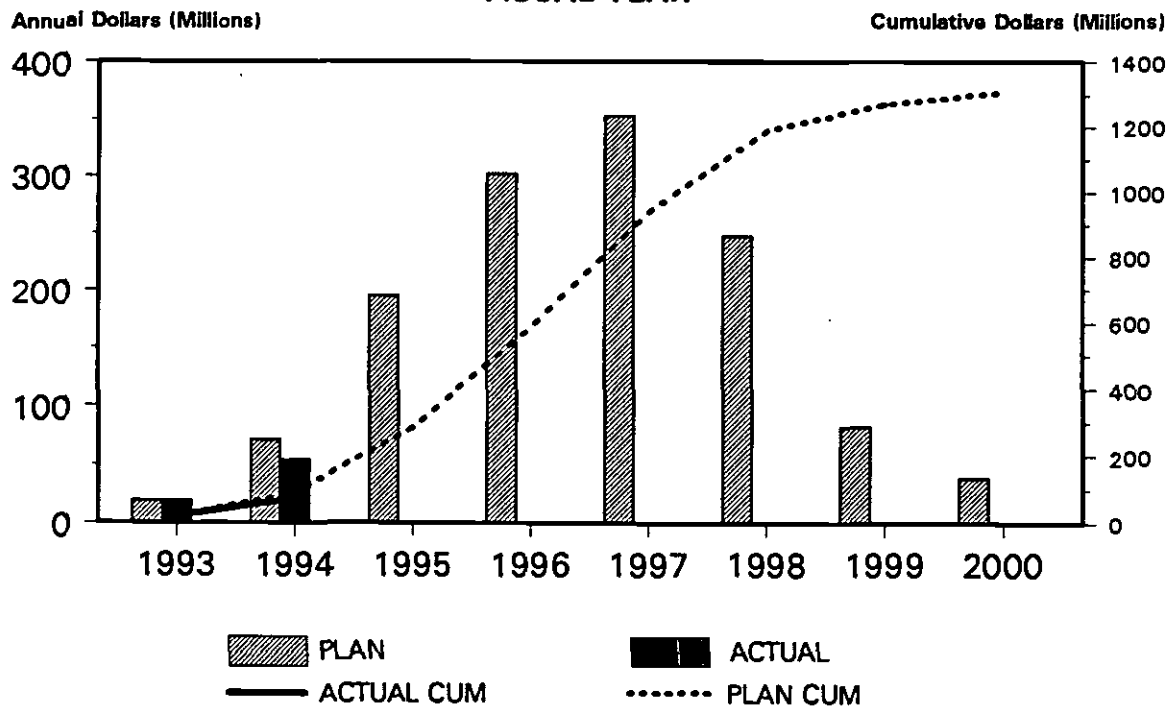


NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL FISCAL YEAR - 1994



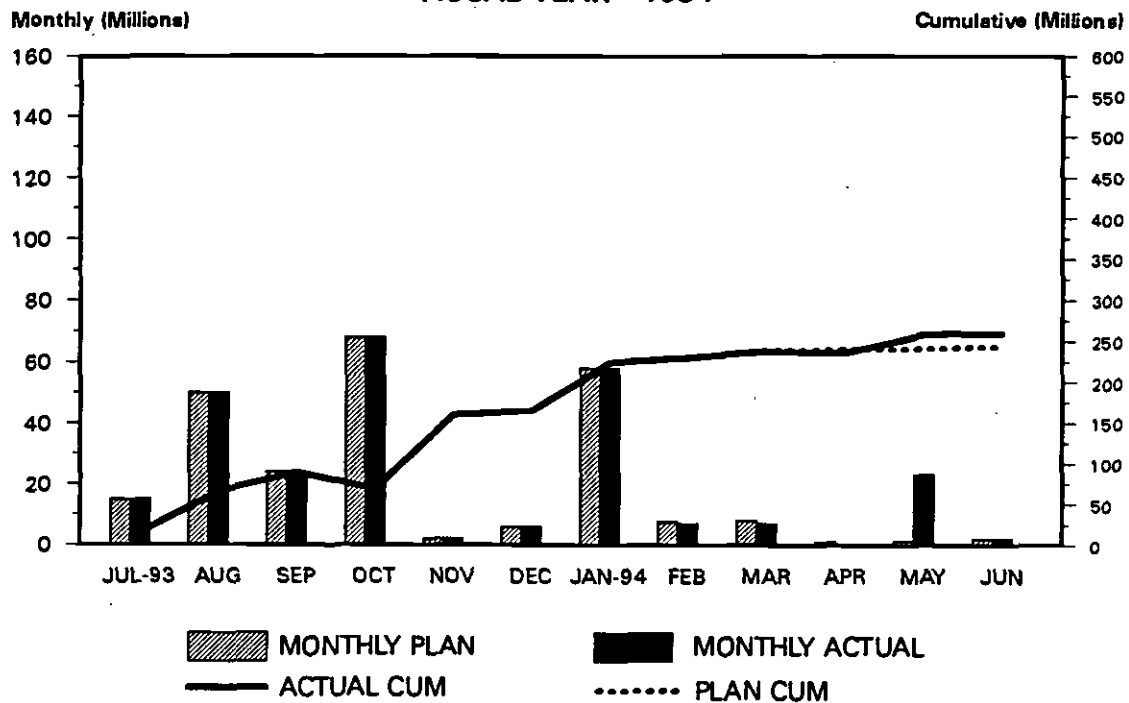
PROJECT CASH FLOW - PROJECT FISCAL YEAR



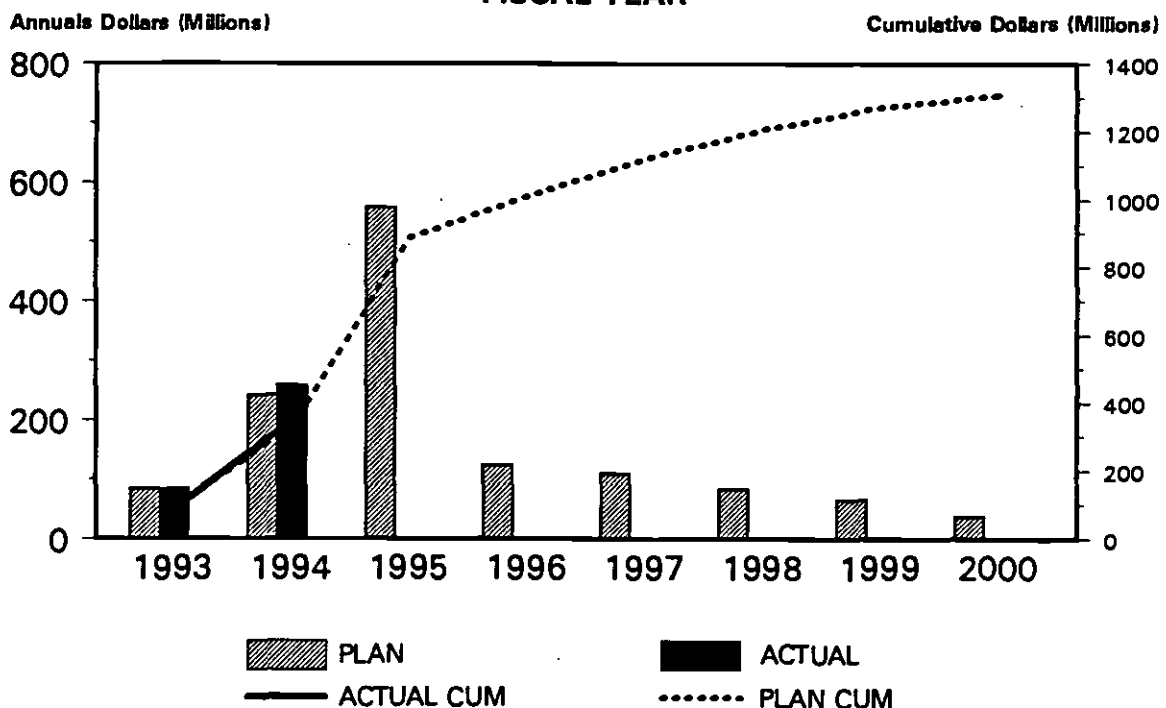
NOTES: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH MAY 1994.
THE PLAN WAS REVISED IN MARCH 1994.

NORTH HOLLYWOOD

PROJECT COMMITMENTS - ANNUAL FISCAL YEAR - 1994

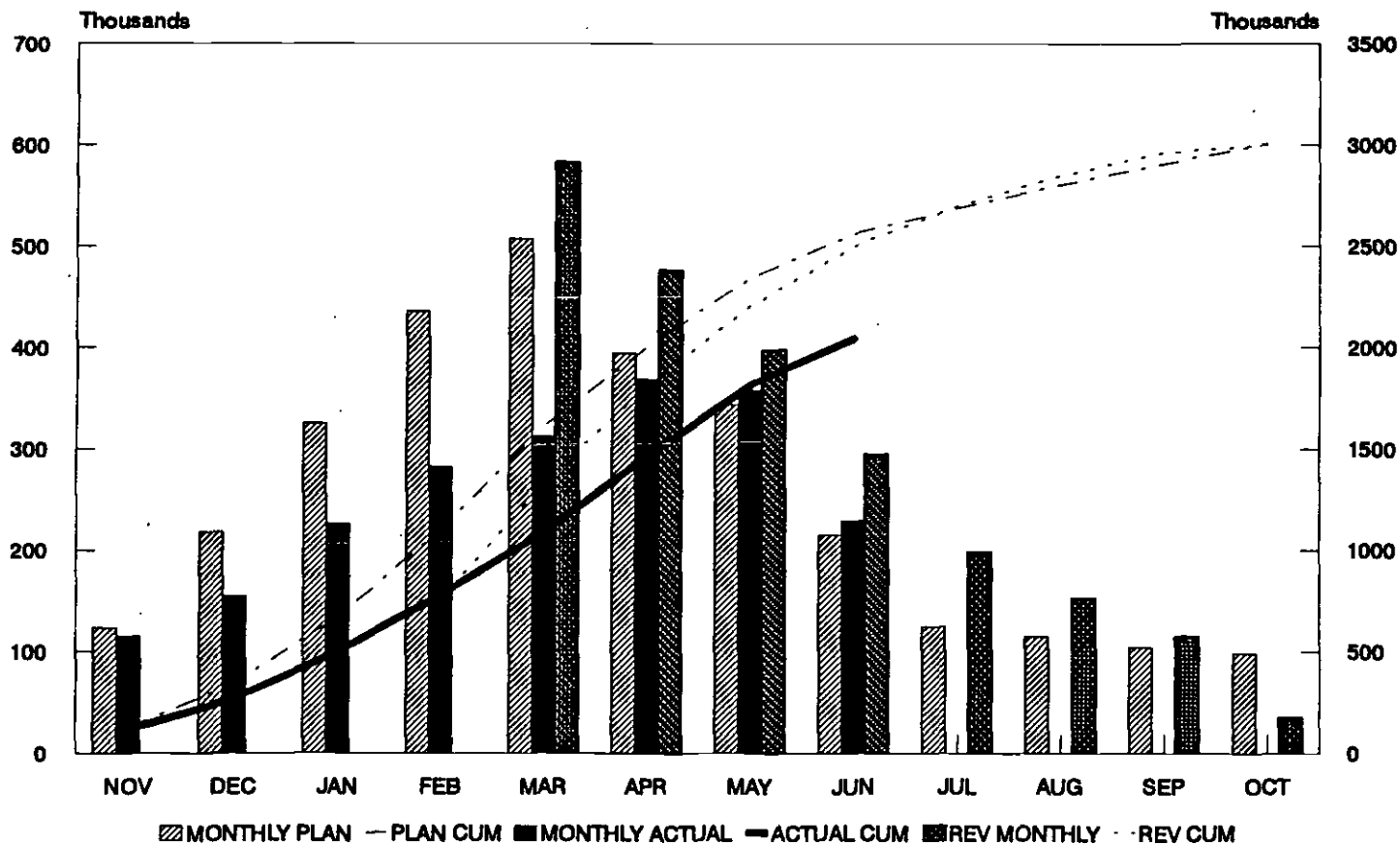


PROJECT COMMITMENTS - PROJECT FISCAL YEAR



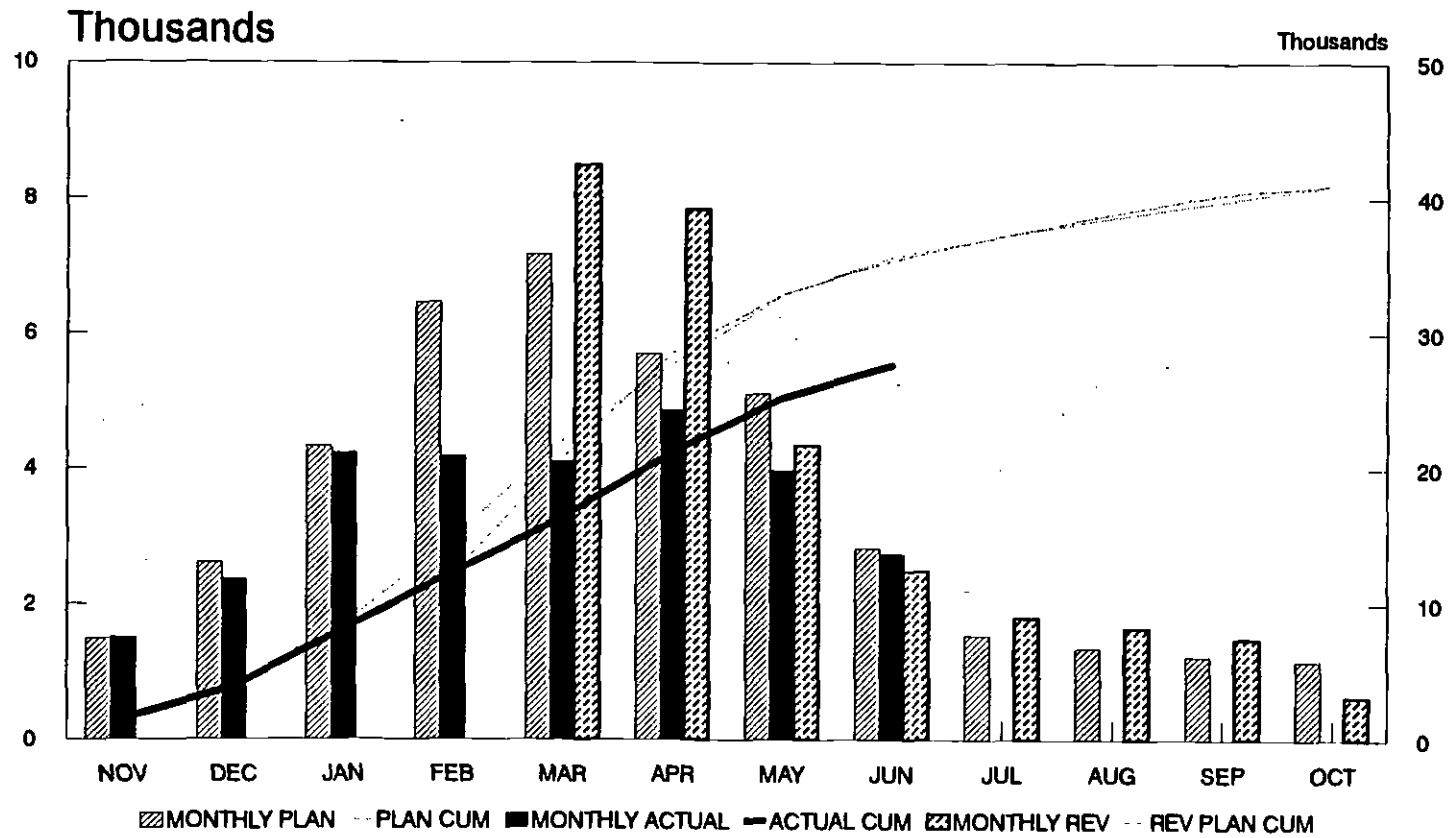
NOTE: THE PLAN WAS REVISED IN MARCH 1994.

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



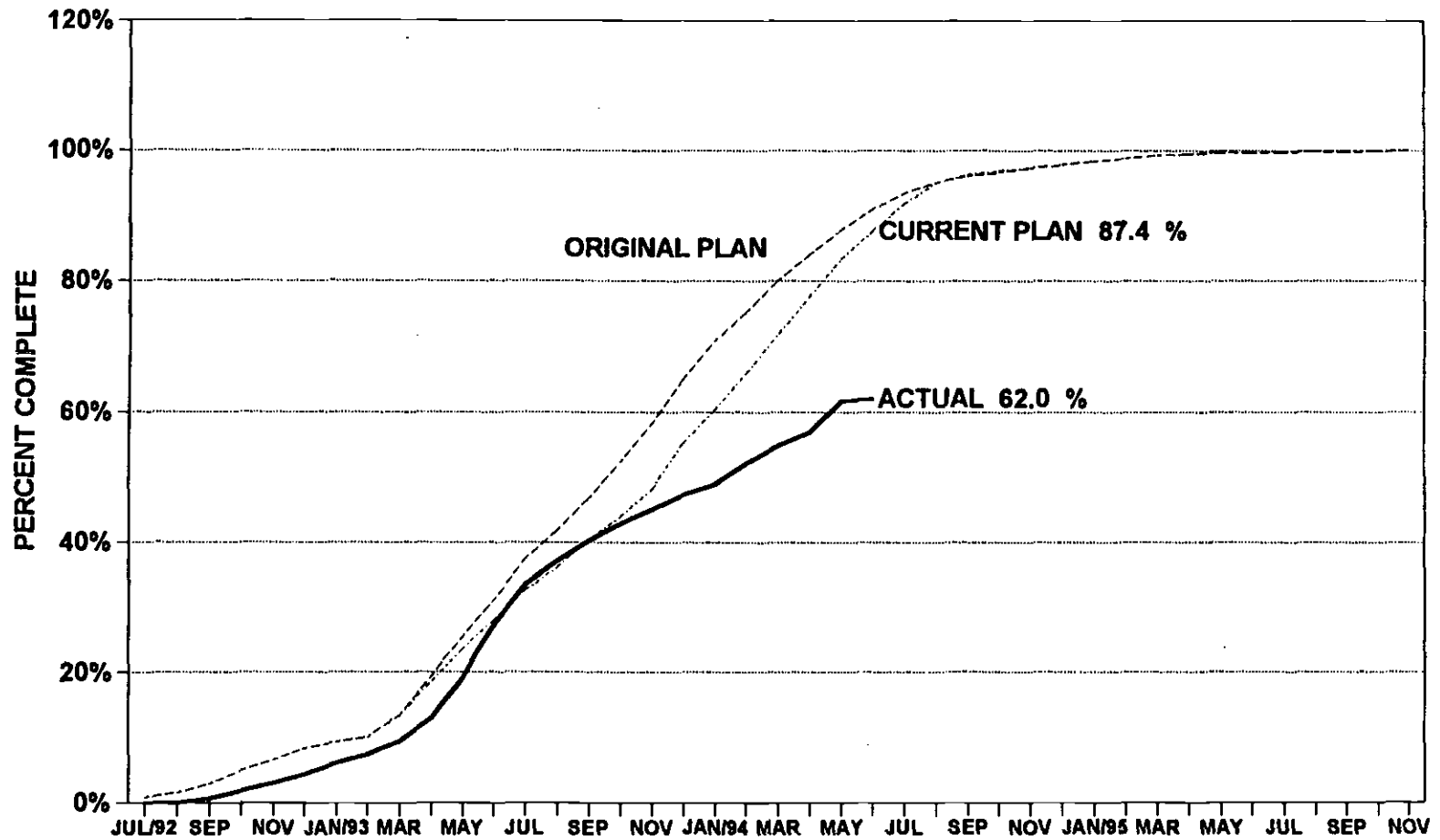
Through 30 JUNE 94

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

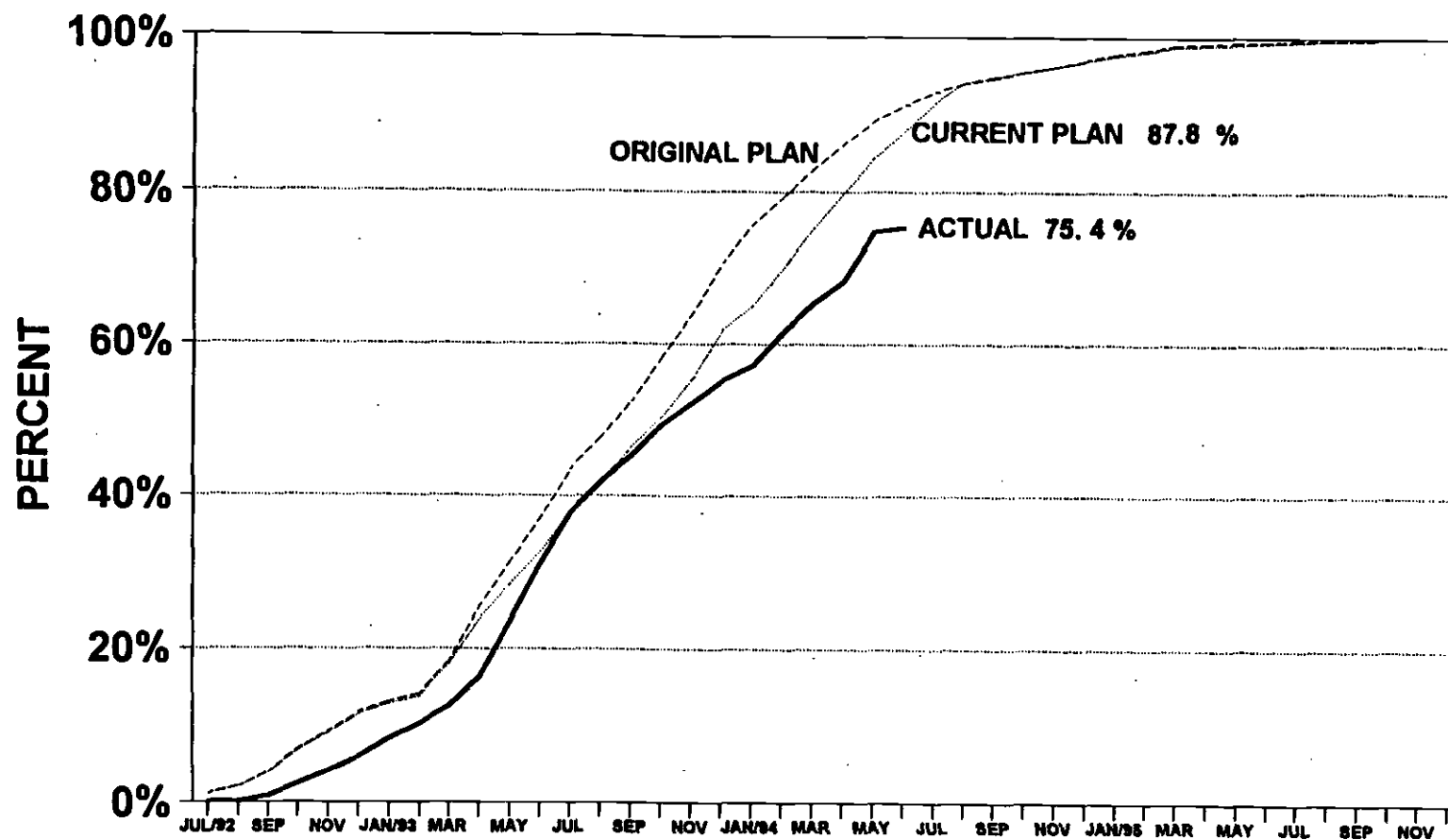


THROUGH JUNE 30, 1994

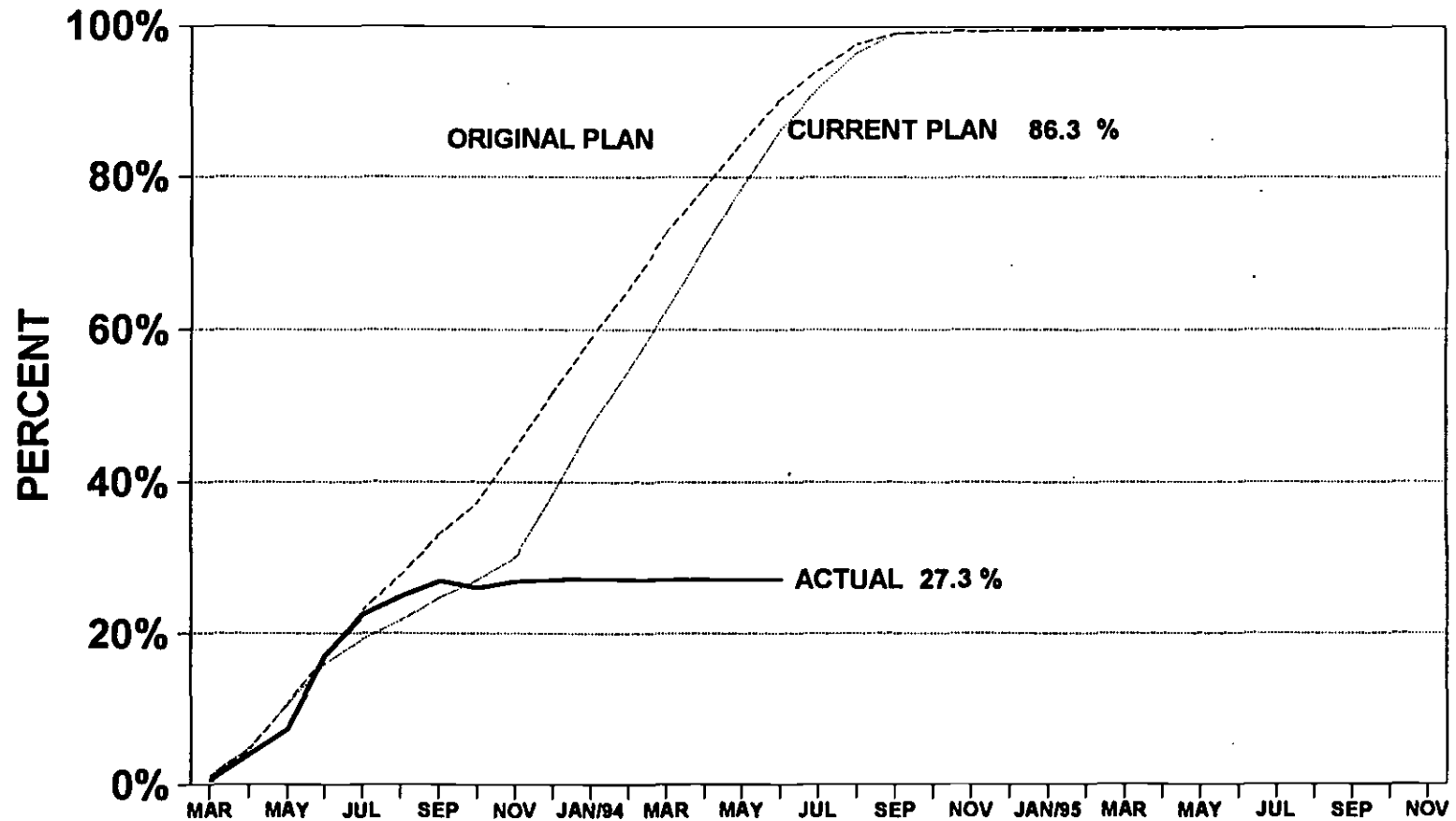
METRO RED LINE SEGMENT 3 FACILITIES DESIGN



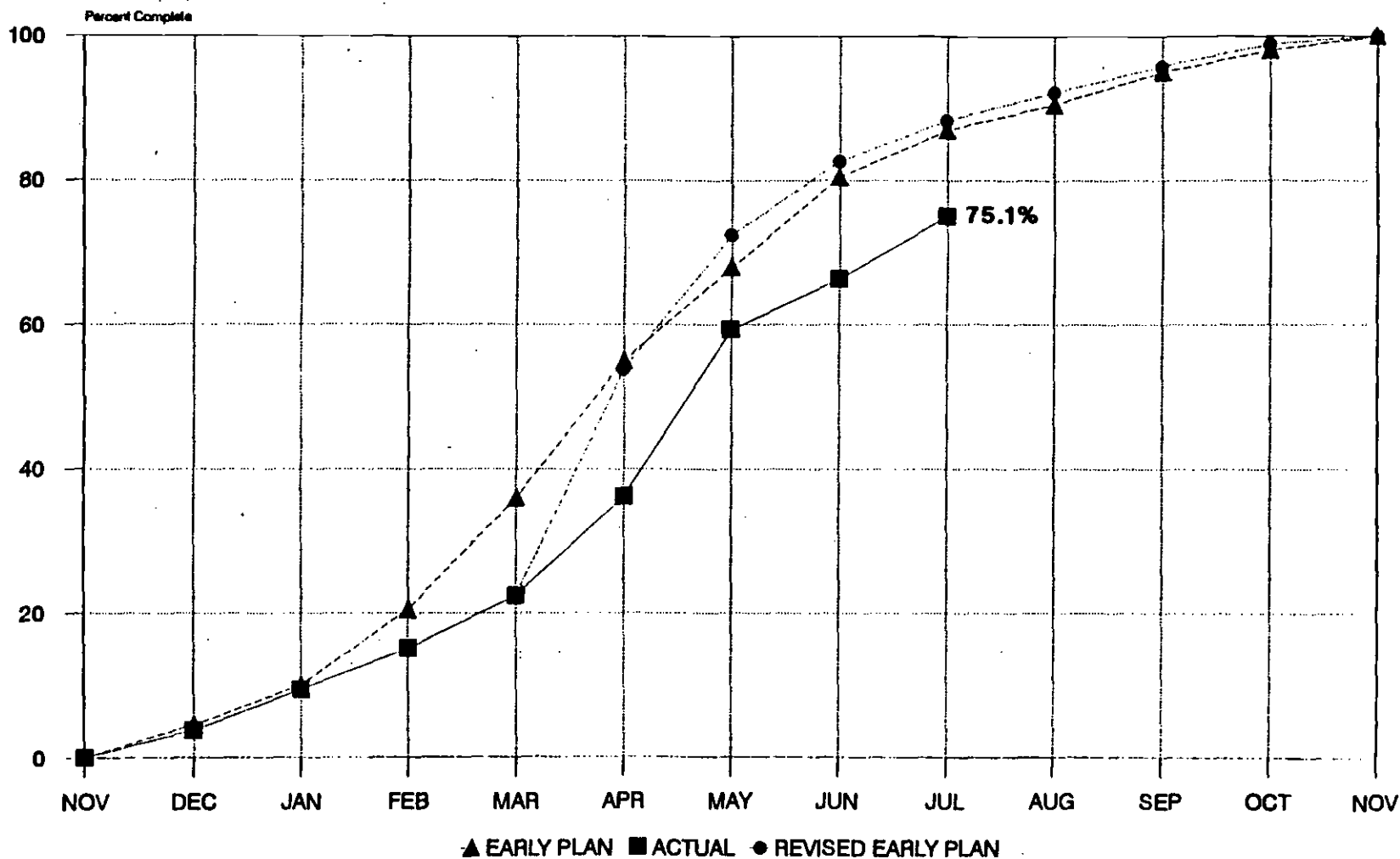
METRO RED LINE SEGMENT 3 NORTH HOLLYWOOD EXT - FACILITIES DESIGN



METRO RED LINE SEGMENT 3 MID CITY EXT - FACILITIES DESIGN

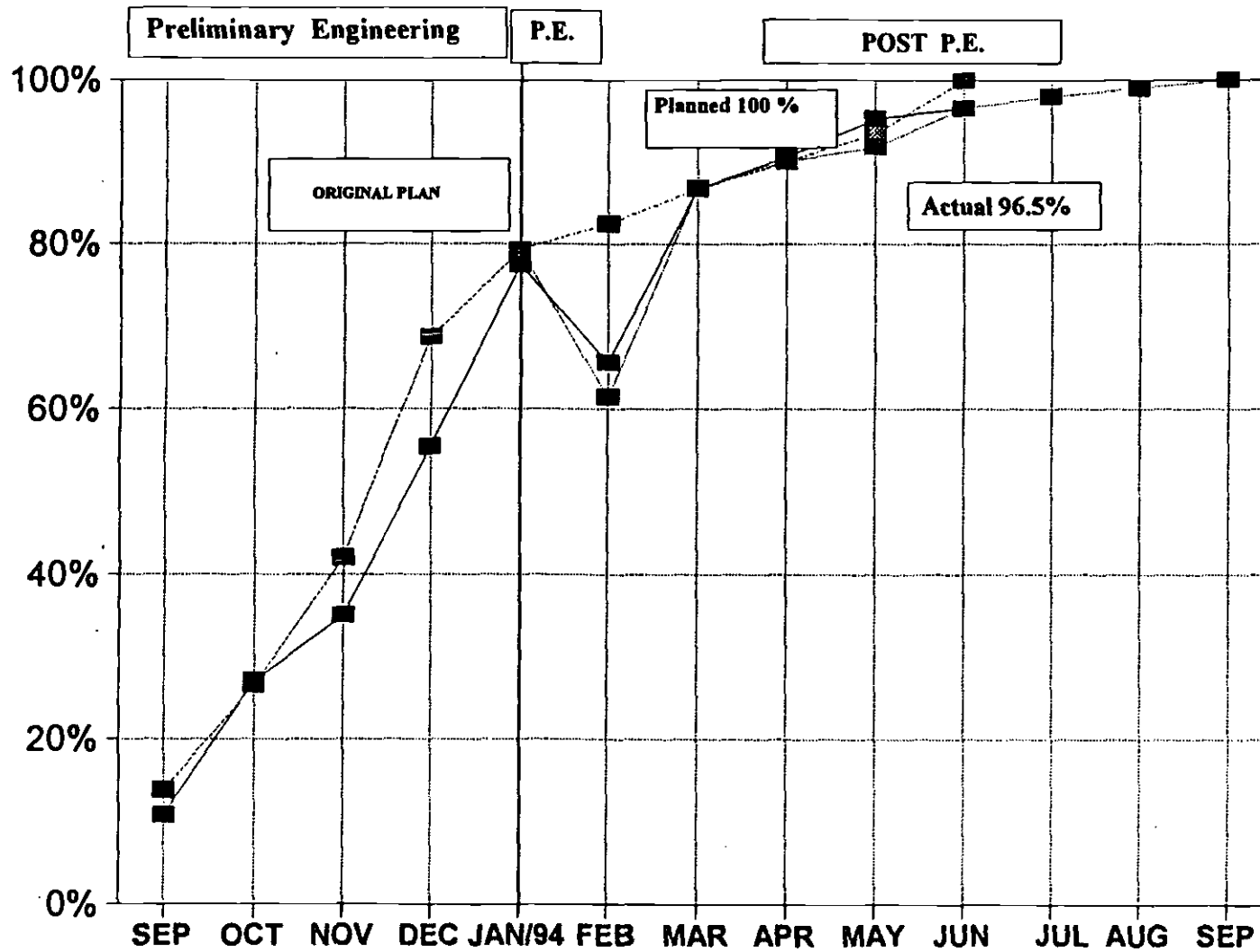


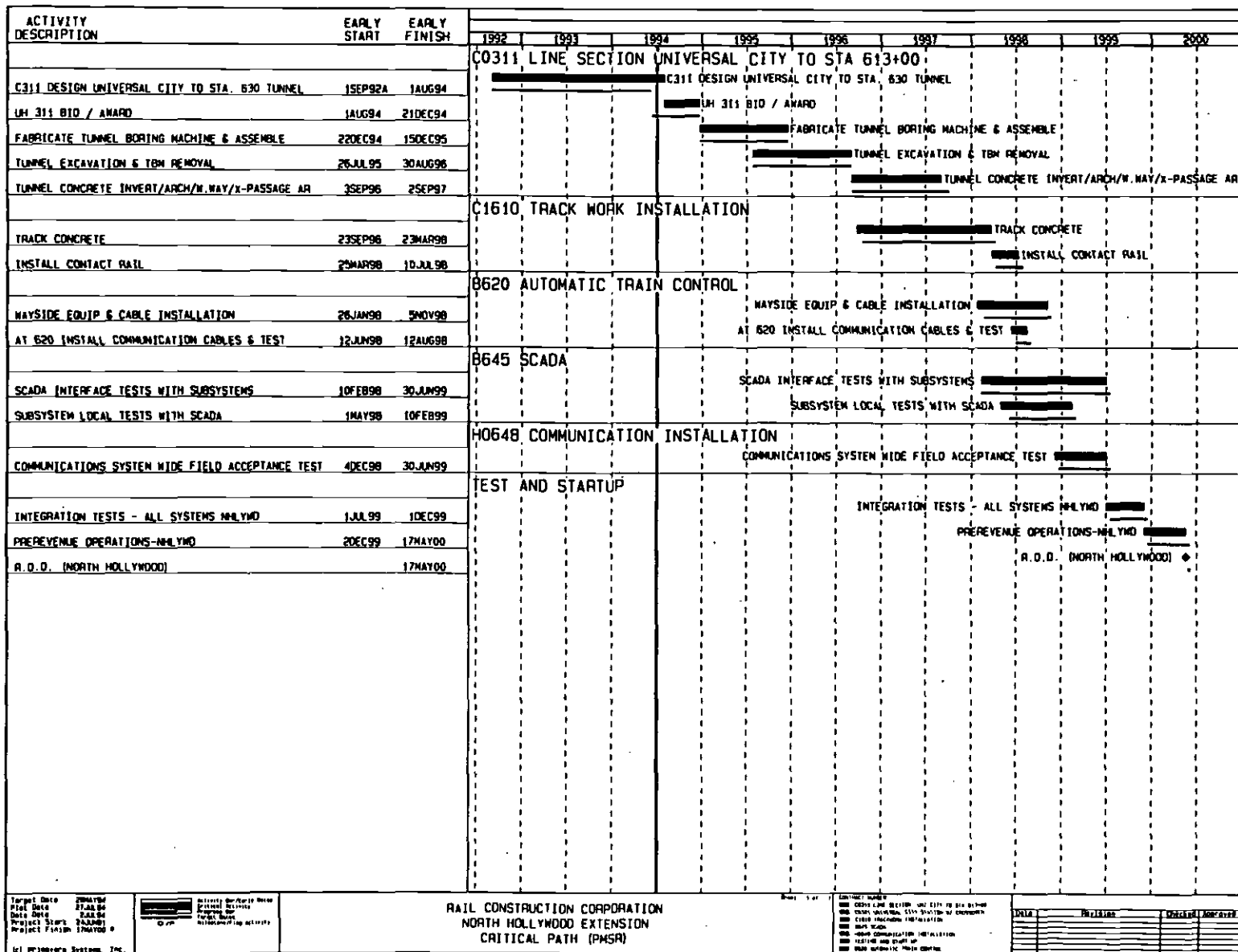
METRO RED LINE EAST SIDE EXTENSION FEIS/FEIR/PLANNING PROJECT RESCHEDULED PROGRESS



METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION





[illegible]

