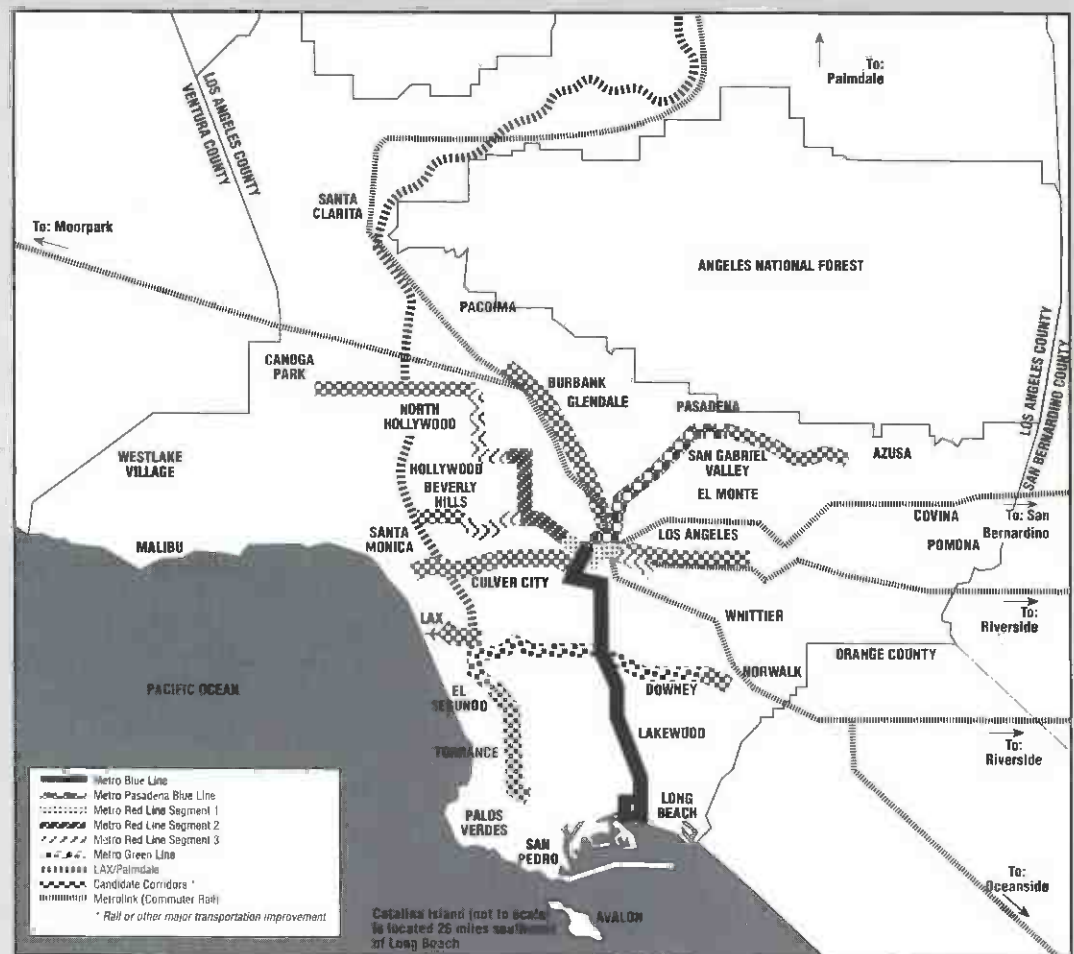


RAIL CONSTRUCTION CORPORATION



Executive Report Rail Program Status



Rail
Construction
Corporation

RAIL PROGRAM STATUS SUMMARY

RAIL PROGRAM STATUS SUMMARY

Metro Red Line Segment 1

Cost Status (\$000)
 Original Budget 1,249,900
 Expended to Date 1,396,372*
 Current Budget 1,450,019

Schedule Status

Revenue Operations Date:
 Original April 1992
 Actual January 1993

Project Progress

Design
 Actual: 100%
 Construction
 Actual: 99%

Metro Red Line Segment 2

Cost Status (\$000)
 Original Budget 1,446,432
 Expended to Date 620,198*
 Current Budget 1,511,681

Schedule Status: Revenue Operations Dates:

Wilshire Vermont/Hlywd
 Original Jul '96 Sep '98
 Forecast Jul '96 Sep '98

Project Progress

Design
 Actual: 99%
 Construction
 Actual: 30%

Metro Red Line Segment 3 - North Hollywood Extension

Cost Status (\$000)
 Original Budget 1,310,822
 Expended to Date 58,221*
 Current Budget 1,310,822

Schedule Status

Revenue Operations Date:
 Original 2000
 Forecast May 2000

Project Progress

Design
 Actual: 67%
 Construction
 Actual: 0%

Metro Red Line Segment 3 - Mid-City Extension

Cost Status (\$000)
 Original Budget 490,663
 Expended to Date 6,826*
 Current Budget 490,663

Schedule Status

Revenue Operations Date:
 Original 1999
 Forecast 1999

Project Progress

Suspended for Reassessment
 Design
 Actual: 27%
 Construction
 Actual: 0%

Metro Green Line (Budget and Forecast excludes North Coast Segment)

Cost Status (\$000)
 Original Budget 671,000
 Expended to Date 481,034 *
 Current Budget 722,402

Schedule Status

Revenue Operations Date:
 Original October 1994
 Forecast May 1995

Project Progress

Design
 Actual: 99%
 Construction
 Actual: 83%

* Expenditure data through Feb 1994

RAIL PROGRAM STATUS SUMMARY**Metro Pasadena Blue Line**

Cost Status	(\$000)
Original Budget	841,000
Expended to Date	44,431 *
Current Budget	841,000

Schedule Status:
Revenue Operations Date:
Original November 1997
Forecast June 1998

Project Progress

Final Design Actual:	58%
Overall Design Actual:	69%
Construction Actual:	0%

Vehicle Acquisition Project

Cost Status	(\$000)
Original Budget	254,000
Expended to Date	2,648 *
Current Budget	254,000

Schedule Status:
Delivery of Final Cars:
Original November 1997
Forecast November 1997

Project Progress

Design	Actual:	0%
Construction	Actual:	0%

* Expenditure data through Feb 1994

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

STATUS DATE: 03/31/94

(IN THOUSANDS)

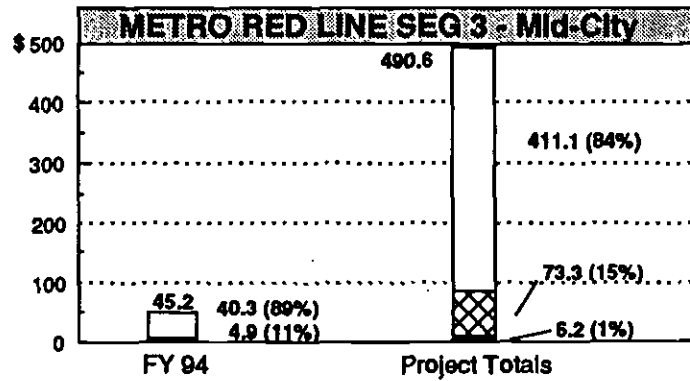
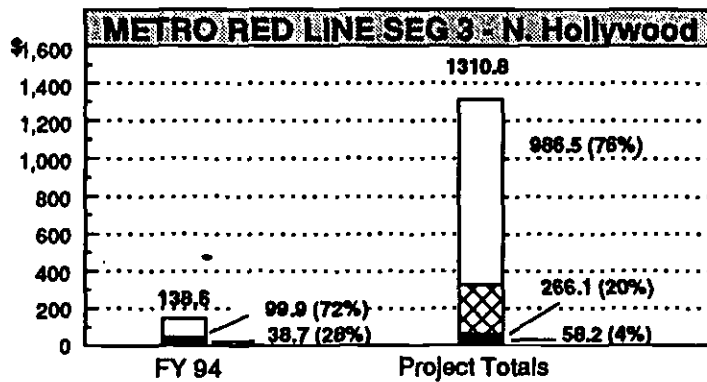
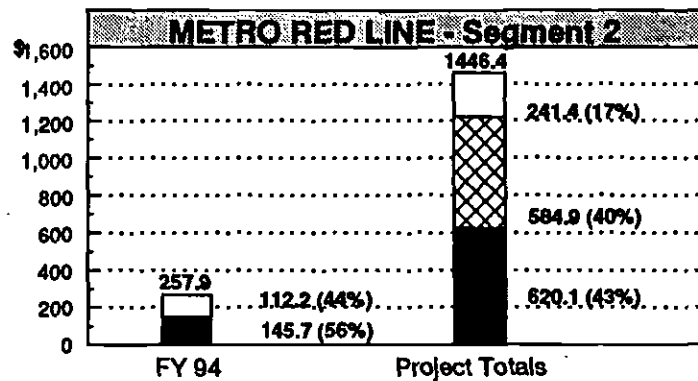
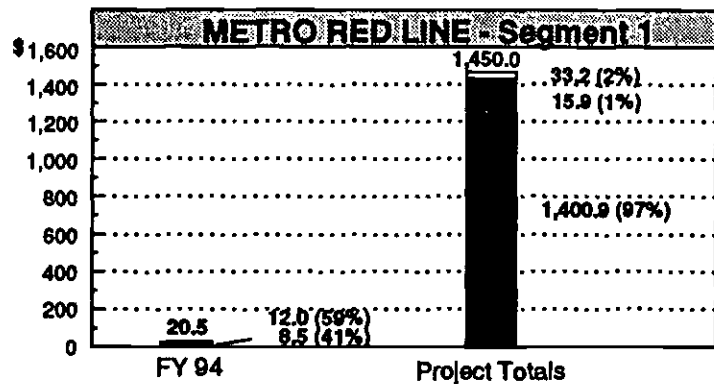
PROJECT: TOTAL RAIL PROGRAM

ELEMENT DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	4,523,136	4,710,768	80,695	3,028,883	30,630	2,018,502	34,178	1,955,296	4,650,712	(60,056)
S PROFESSIONAL SERVICES	1,469,230	1,750,465	27,257	1,337,985	18,218	1,063,420	18,218	1,060,992	1,780,303	29,838
R REAL ESTATE	453,432	517,647	10,709	307,348	13,670	302,118	13,670	302,028	515,317	(2,331)
F UTILITY/AGENCY FORCE ACCOUNTS	132,187	140,136	1,646	116,441	2,025	82,014	2,026	81,493	138,329	(1,808)
D SPECIAL PROGRAMS	11,044	20,870	30	6,227	140	2,414	140	2,414	21,709	839
C CONTINGENCY	464,255	289,116	0	0	0	0	0	0	349,583	60,467
A PROJECT REVENUE	(18,115)	(36,395)	0	(820)	0	(6,399)	(1,312)	(7,711)	(35,746)	649
PROJECT GRAND TOTAL	7,035,169	7,392,609	120,337	4,796,065	64,684	3,462,069	66,921	3,394,513	7,420,207	27,598

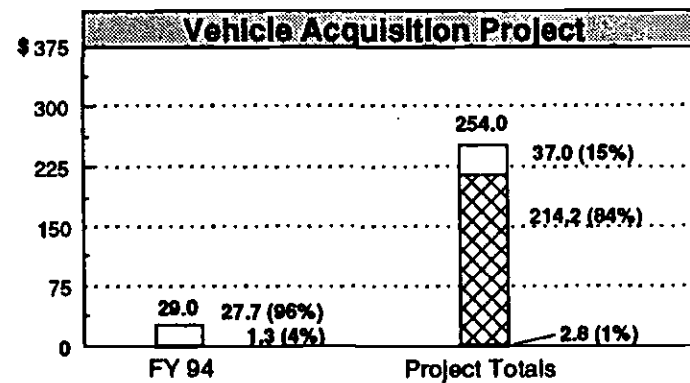
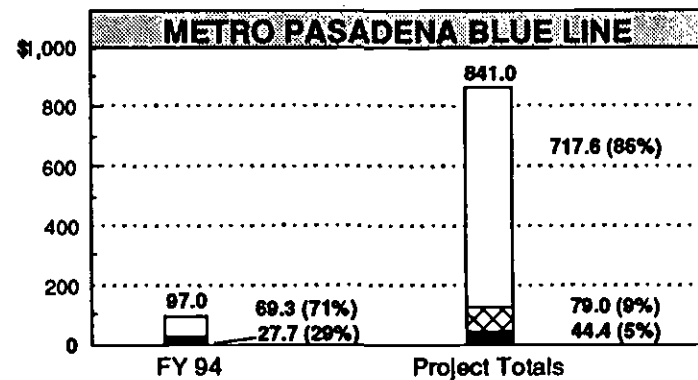
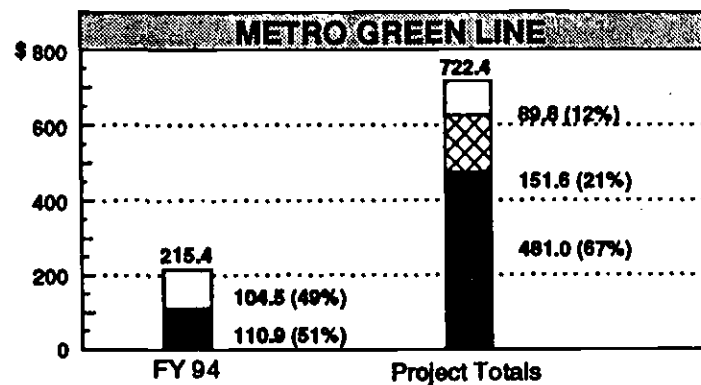
NEW REQUIREMENTS DESCRIPTION	BUDGET		COMMITMENTS		INCURRED COST		EXPENDITURES		CURRENT FORECAST (9)	VARIANCE (9-2) (10)
	ORIGINAL (1)	CURRENT (2)	PERIOD (3)	TO DATE (4)	PERIOD (5)	TO DATE (6)	PERIOD (7)	TO DATE (8)		
T CONSTRUCTION	0	55,024	7,341	35,521	0	18	0	0	51,122	(3,901)
S PROFESSIONAL SERVICES	0	8,225	27	4,519	38	4,008	38	4,008	8,233	8
R REAL ESTATE	0	0	0	1	0	(4)	0	(4)	0	0
F UTILITY/AGENCY FORCE ACCOUNTS	0	0	0	0	0	0	0	0	0	0
D SPECIAL PROGRAMS	0	0	20	43	2	14	2	14	20	20
C CONTINGENCY	0	2,000	0	0	0	0	0	0	5,000	3,000
A PROJECT REVENUE	0	0	0	0	0	0	0	0	0	0
NEW REQ. SUBTOTAL	0	65,249	7,388	40,084	40	4,036	40	4,018	64,375	(873)
PROJECT GRAND TOTAL	7,035,169	7,457,857	127,725	4,836,149	64,724	3,466,105	66,961	3,398,531	7,484,583	26,725

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

BUDGET STATUS - April 1, 1994
(In \$ Millions)

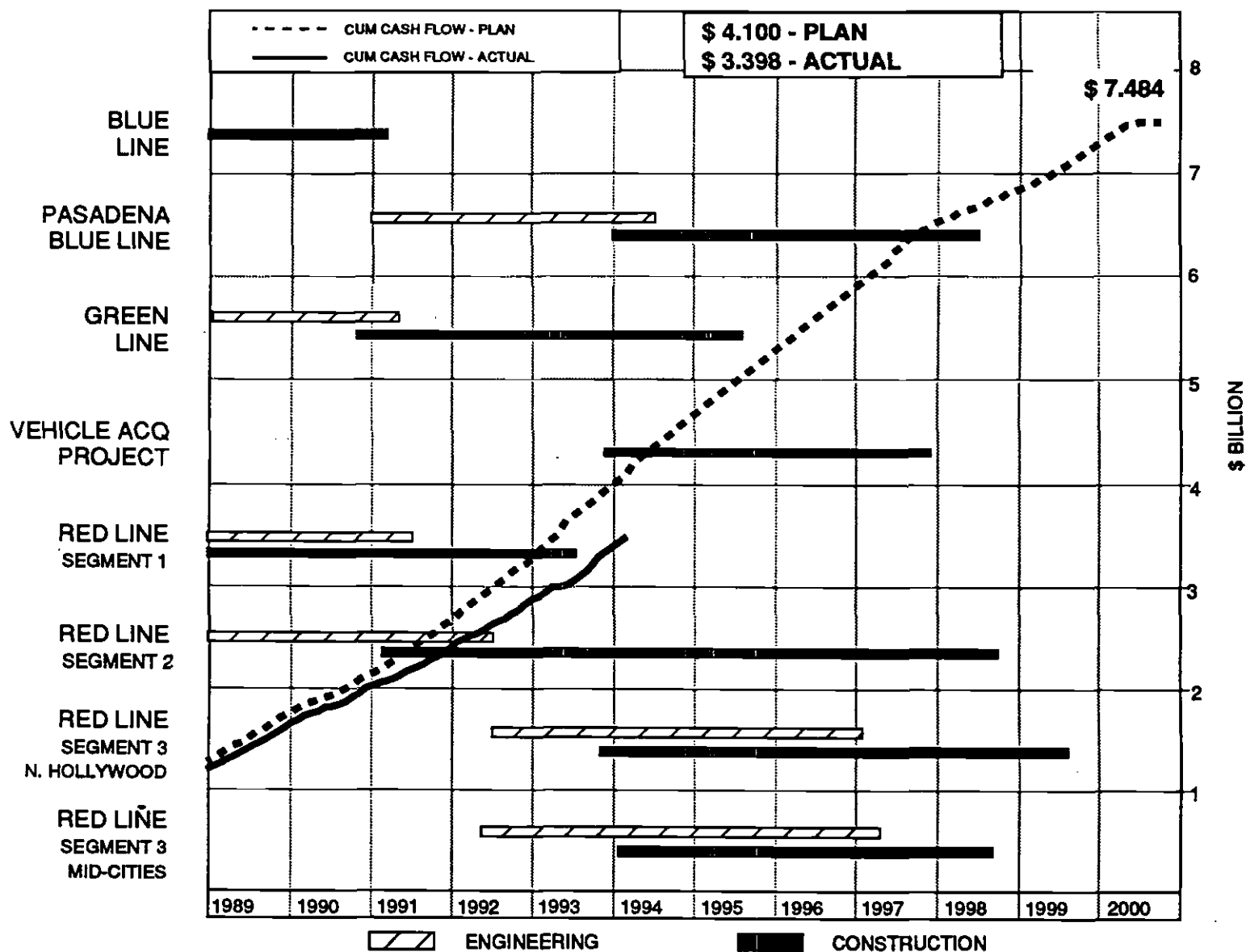


BUDGET STATUS - April 1, 1994
(In \$ Millions)



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	18.0	7	2213.9	30
ISTEA-FED SURFACE TRANSIT PROG					7.431	1					25.0	2	55.4	11	84.0	33	171.8	2
FLEXIBLE CONGESTION RELIEF													26.0	5			26.0	0
FTA-SECTION 9							90.6	6									90.6	1
STATE			337.8	40	106.4	15	210.3	15	185.1	12	190.0	14	72.3	15	33.6	13	1135.5	15
SB 1995 TRUST FUND											53.0	4					53.0	1
PROPOSITION A	877.2	100			205.1	28	179.5	12	440.3	29							1702.1	23
TRANSIT ENHANCEMENT (PROP A/C)									59.3	4							59.3	1
PROPOSITION C			503.2	60	397.0	55					344.7	26	94.4	19	118.4	47	1457.7	20
AMERICAN DISABILITY ACT (PROP C)					8.4	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	722.4	100	1450.1	100	1511.6	100	1310.8	100	490.7	100	254.0	100	7457.8	100

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

** LRT PORTION INCLUDED IN BLUE LINE FORECAST.

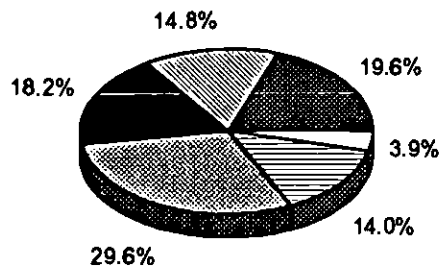
Note: Data reflects current budget.

CONSULTANT CHANGE REQUEST (CCR) CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 03/31/94

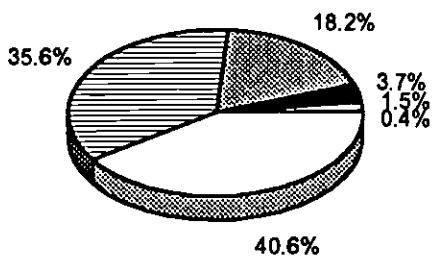
COST LEVEL

Total: \$64 Million

VOLUME



DOLLARS

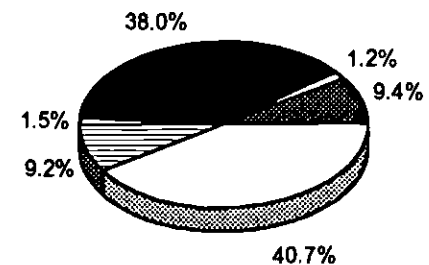
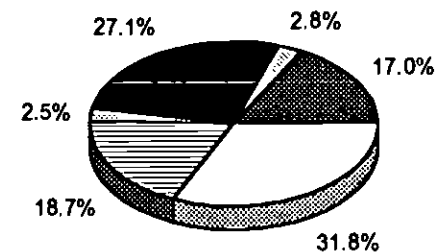


Legend

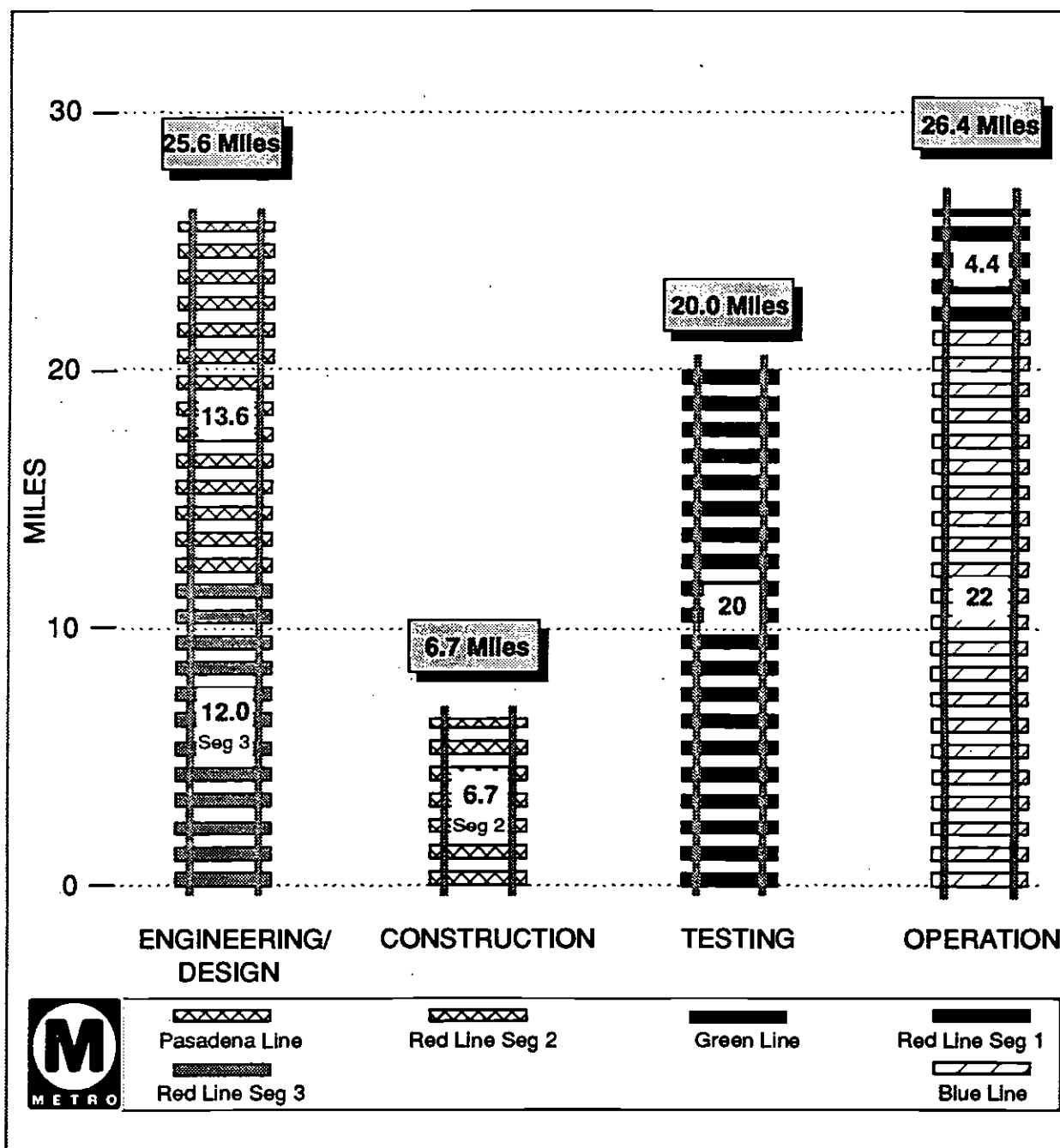
Cost Range		Basis
\$ 0-10K		WORK SCOPE CHANGES
10-25K		SCHEDULE CHANGES
25-50K		DIFFERING CONDITIONS
50-200K		ADMINISTRATIVE
200K-1 MIL		DESIGN CHANGES
ABOVE 1 MIL		MANAGEMENT ISSUES

BASIS

Total: 358



METRO RAIL SYSTEMS PROGRESS REPORT



MARCH 1994

TOTM_7.DRW

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	162	6	156	TBD*	TBD*
Green Line	39	39	0	0	0
Red Line Seg 2	87	79	7	1	103
Red Line Seg 3 NH	180	27	123	18**	97
Red Line Seg 3 MC***	61	0	54	7**	120

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

MANAGEMENT ENGINEERING AND ADMINISTRATION COSTS

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

The RCC corporate goal for project administration costs is 20%. The current cost forecast data for project administration costs totals 24.16% which exceeds the corporate goal by 4.16%. The percentage includes all costs previously expended by the SCRTD when the Metro Red Line Segment 1 project was under SCRTD management.

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

Figure 6 - Cost Performance Relative to Corporate Goals

IN THOUSANDS

	METRO BLUE LINE		METRO PASADENA BLUE LINE		METRO GREEN LINE		METRO RED LINE SEGMENT 1		METRO RED LINE SEGMENT 2		METRO RED LINE SEGMENT 3 NH		METRO RED LINE SEGMENT 3 MC		VEHICLE ACQUISITION PROJECT		TOTAL PROGRAM		CORP GOAL
	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	DOLLARS	PERCENT	
CONSTRUCTION	657,487	74.95%	508,029	58.73%	489,458	67.75%	812,270	58.11%	1,035,161	68.60%	770,399	58.69%	339,227	69.14%	232,370	90.21%	4,844,401	64.73%	
REAL ESTATE	55,592	6.34%	74,308	8.59%	26,047	3.61%	140,000	9.66%	86,860	5.76%	83,966	6.40%	53,303	10.86%	0	0.00%	520,076	6.95%	
PROFESSIONAL SERVICES:																			
ENGINEERING/DES	69,587	7.93%	76,374	8.83%	61,794	11.32%	221,659	15.29%	148,254	9.82%	88,259	5.20%	33,000	6.73%	7,625	2.96%	706,552	9.44%	
CONSTR MGMT.	91,642	10.45%	72,165	8.35%	72,337	10.01%	116,429	8.03%	132,973	8.81%	102,883	7.84%	35,000	7.13%	0	0.00%	623,449	8.33%	
STAFF	17,655	2.01%	34,472	3.99%	27,607	3.82%	95,558	6.59%	57,840	3.83%	57,676	4.39%	19,627	4.00%	5,338	2.07%	315,771	4.22%	4%
OTHER	14,222	1.62%	27,165	3.14%	18,020	2.49%	32,671	2.25%	23,749	1.57%	36,127	2.75%	10,506	2.14%	0	0.00%	162,460	2.17%	
SUBTOTAL	193,108	22.01%	210,195	24.30%	199,758	27.65%	468,317	32.16%	362,818	24.04%	264,945	20.18%	98,133	20.00%	12,961	5.03%	1,808,233	24.16%	20%
CONTINGENCY	983	0.11%	72,489	8.38%	12,708	1.76%	31,432	2.17%	24,487	1.62%	193,292	14.73%	0	0.00%	12,287	4.76%	347,616	4.64%	
PROJECT REVENUE	(29,877)	-3.41%		0.00%	(5,569)	-0.77%		0.00%	(300)	-0.02%	0	0.00%	0	0.00%	0	0.00%	(35,746)	-0.46%	
GRAND TOTAL	877,271	100.00%	885,000	100.00%	722,402	100.00%	1,450,019	100.09%	1,509,027	100.00%	1,312,603	100.00%	490,683	100.00%	257,598	100.00%	7,484,583	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 March Project Report submitted to RCC by the Project Management Oversight Consultant, Fluor Daniel, Inc.

NEW - March 1994

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

Action: Review and verify configuration management roles and responsibilities.

Status: Recommended for RCC action.

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.

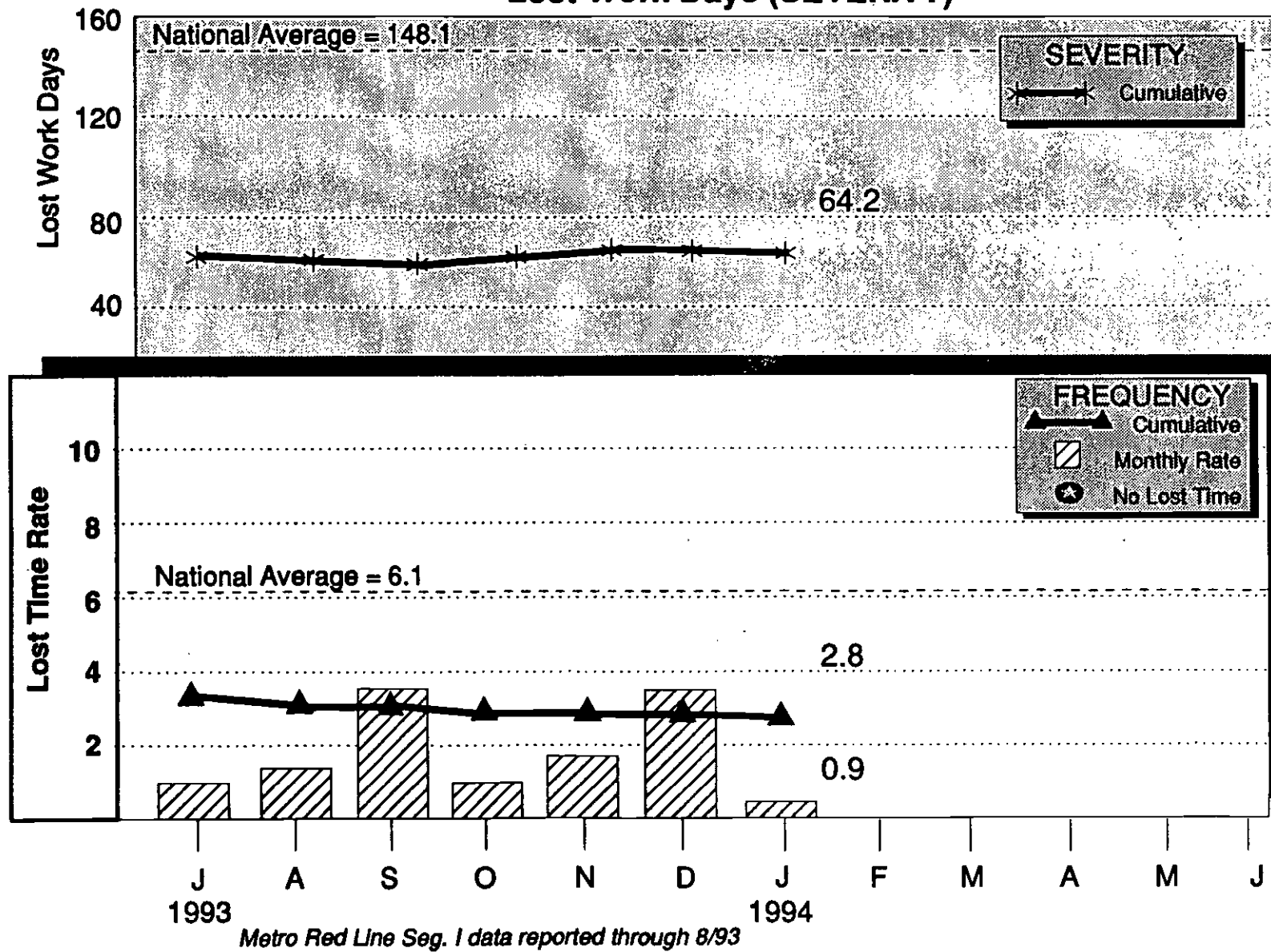
Status: Under RCC review.

RESOLVED

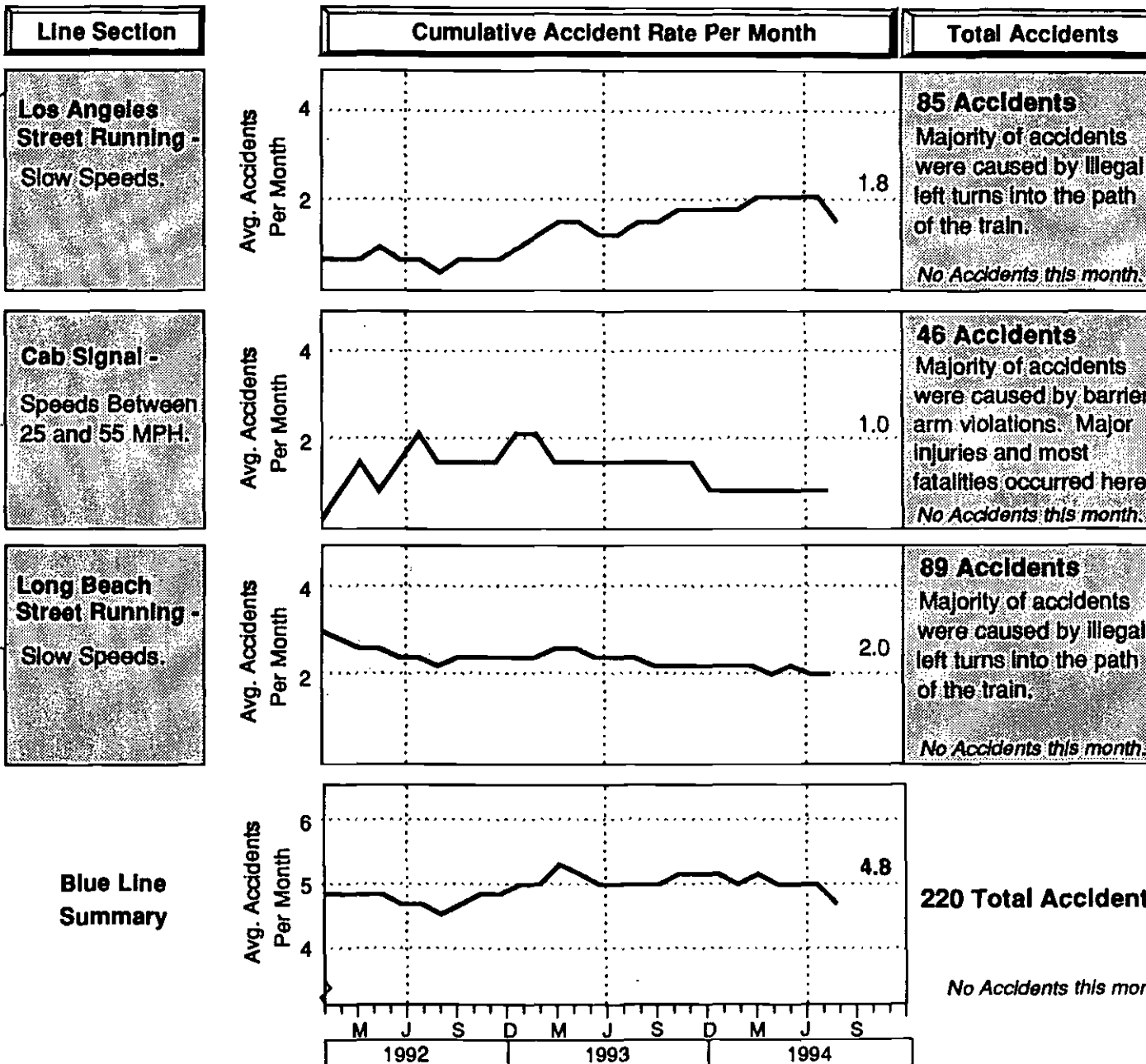
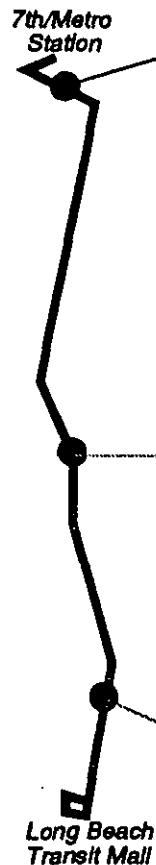
No New Items

TOTAL PROGRAM

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



METRO BLUE LINE GRADE CROSSING INCIDENT STATUS



INVOICE PROCESSING

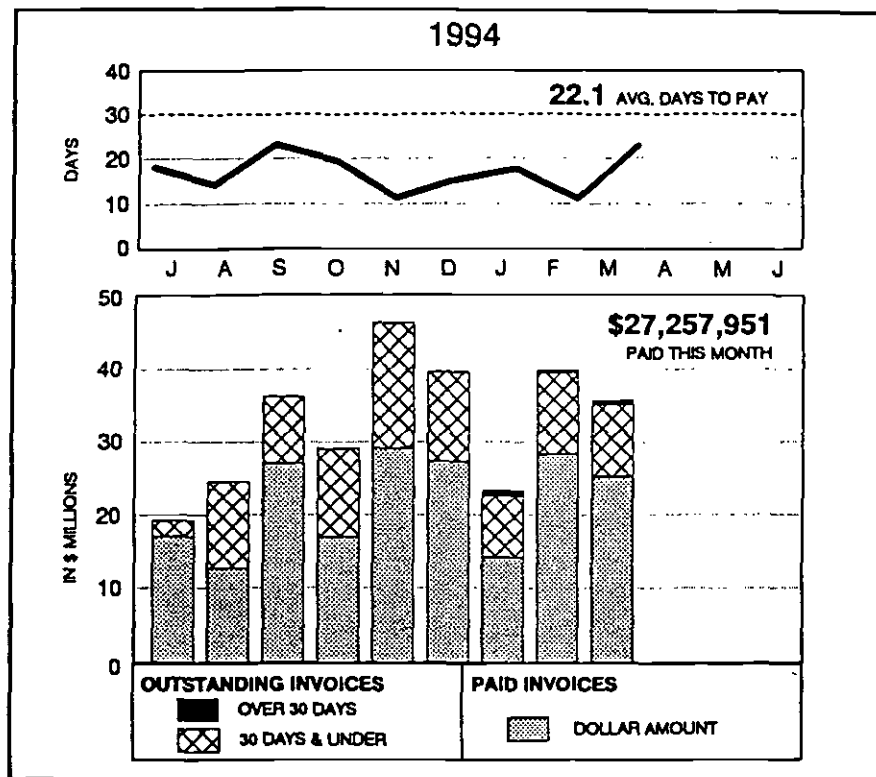
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 22.1 days.

- 52 invoices were paid this month for a total value of \$27,257,951.

- There were 17 outstanding Construction or Procurement invoices under 30 days old for \$10,557,714.

- There were 5 outstanding Construction or Procurement invoices over 30 days for \$740,388.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
OCT 1993	12	12,963,796	0	0	48	5,522,482	7	293,342
NOV 1993	25	18,401,342	0	0	63	7,868,083	13	444,752
DEC 1993	38	13,252,294	0	0	62	11,746,197	26	710,812
JAN 1994	21	8,925,525	4	861,540	67	3,503,824	38	1,558,885
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

**RAIL CONSTRUCTION CORPORATION
PRE CONTRACT STATUS SCHEDULE
SUMMARY LOOK AHEAD**

90 Days

R82 Metro Red Line Segment 3

Page: 1

UPDATE:04-May-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			06/13/94	07/06/94	10/04/94	10/25/94	11/14/94	11/23/94	Gatewood \Wilson \Williams
C0328	Universal City Demolition for C0311.	Lump			05/09/94	05/26/94	06/16/94	06/27/94	07/11/94	07/27/94	Mendoza \Wilson \Williams
C0358	North Hollywood Demolition	Lump			07/11/94	07/27/94	08/11/94	08/22/94	09/12/94	09/28/94	Mendoza \Wilson \Williams

EXECUTIVE SUMMARY

COST STATUS (in millions)

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

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date November, 1997
- Forecast Revenue Operations Date July, 1998
- Design Progress

Final Design Progress - Actual 58%

Overall Design Progress - Actual 69%

- Construction Progress - Actual 00% (B)

(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	162	6	156	TBD *	TBD *
LAST MONTH	160	6	154	TBD	TBD

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

EXECUTIVE SUMMARY (CONT'D)

Final Design is continuing with receipt of the following submittals:

- In-Progress submittal for Contract C6500, Del Mar Station.
- In-Progress submittal for Contract C6650, landscaping for LAUPT to Los Angeles River.
- In-Progress submittal for Contract C6480, Chinatown, Avenue 26, and French Street Stations.
- Final Submittal for Contract C6440, Arroyo Seco to Del Mar.

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

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

- Concern:** A temporary maintenance facility at the Midway Yard has been formally adopted as part of the baseline scope of work. Final design is on hold pending a decision on cost reduction measures for the yard.
- Action:** EMC and RCC are working to resolve engineering and budget issues related to the provision for an Elysian Park fire line access road, yard and shop design, and other operational issues.
- Status:** EMC is examining value engineering design changes to reduce project costs. RCC is continuing discussions with Council office to consider provision of a future bikeway into Elysian Park.

Catellus/Ratkovich Interface at LAUPT

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

AREAS OF CONCERN (CON'T)

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

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

Real Estate

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

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

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

Del Mar Station

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

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

Status: MTA Board approved purchase of Catellus' property at the Del Mar site. Agreement reached on bus and vehicle ingress and egress from site. Preparation for an April station presentation to the City is underway. Sites have both proposed for C&S and TPS buildings.

AREAS OF CONCERN (CONT'D)

Sierra Madre Villa Station

- Concern:** Evaluation of alternative Johnson and Johnson and Builders Emporium station sites is required over the original Space Bank site due to potentially serious hazardous material on property.
- Action:** The Real Estate department is completing appraisals on both station site alternatives. RCC is reviewing technical and environmental issues at station sites.
- Status:** Environmental site assessments are continuing at the Johnson & Johnson and Builder's Emporium station sites. MTA has identified traffic mitigation issues at the preferred Johnson and Johnson station site as part of the upcoming SEIR.

Cornfield Yard

- Concern:** The permanent LRT easement through Cornfield has been modified. Negotiations with local Southern Pacific representatives have been unsuccessful.
- Action:** Appraisals need to be expedited and condemnation proceedings initiated.
- Status:** Permanent and temporary easements for use of the Cornfield Yard have been defined. Discussions have been initiated with senior Southern Pacific officials who have agreed to grant right of entry effective September 30, 1994. Real Estate offer to be made to Southern Pacific in mid April 1994. The Railroad has agreed not to appose condemnation proceedings.

NEW

None.

RESOLVED

None.

KEY ACTIVITIES - MARCH

- MTA/Catellus agreement executed for Pasadena Blue Line.
- Continued final design on C6420, LA River to Arroyo Seco line segment; C6440, Arroyo Seco to Del Mar line segment; C6450, Del Mar to Memorial Park line Segment; C6460, the 210 Freeway line segment bridge modifications; Trackwork and Systems.
- Final design continued on all stations and landscape contracts. Station presentations to RCC and community groups continuing.
- Completed Camera-Ready Submittal for C6390, Chinatown Aerial Structure.
- Proceeding with seismic upgrade change order on C6410, LA River Bridge.
- Continued value engineering studies on C6400, Yard and Shop.

KEY ACTIVITIES - PLANNED FOR APRIL

- Complete appraisal for Terminal Annex easement and submit offer to Ratkovich.
- Continue Public Affairs and Art Program meetings with Community Advisory Committees representing the cities of Los Angeles, South Pasadena and Pasadena.
- Complete seismic upgrade by change order on Los Angeles River Bridge contract.
- Hold Pre-Bid meeting on April 20 for C6430, Arroyo Seco Bridge Reconstruction.
- Hold public meetings on SEIR in Highland Park and City of Pasadena.
- Submit offer to Catellus for Del Mar Station site in Pasadena and open escrow.

RCC
Project: R05

RAIL CONSTRUCTION CORPORATION
PASADENA BLUE LINE
Project Cost by Element

Page: 1
Report Date: 11-Apr-94
Status Date: 01-Apr-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	0	41,452	0	695	0	695	486,054	12,530
S Professional Services	183,208	197,415	4,167	73,377	4,828	42,374	4,828	42,374	201,032	3,617
R Real Estate	68,100	72,308	71	452	22	146	22	146	74,308	2,000
F Utility/Agency Force Accounts	8,442	21,997	247	7,792	263	1,111	263	1,111	21,975	(23)
D Special Programs	3,377	4,402	50	361	19	105	19	105	9,163	4,761
C Contingency	62,705	71,355	0	0	0	0	0	0	72,469	1,114
A Project Revenue	0	0	0	0	0	0	0	0	0	0
Project Grand Total :	841,000	841,000	4,535	123,434	5,132	44,431	5,132	44,431	865,000	24,000

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

PASADENA BLUE LINE

MARCH 1994

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

15-Apr-94

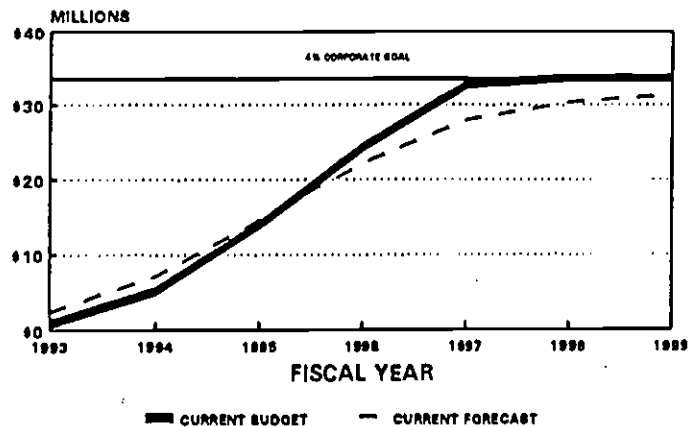
MARCH 94

STATUS OF FUNDS BY SOURCE

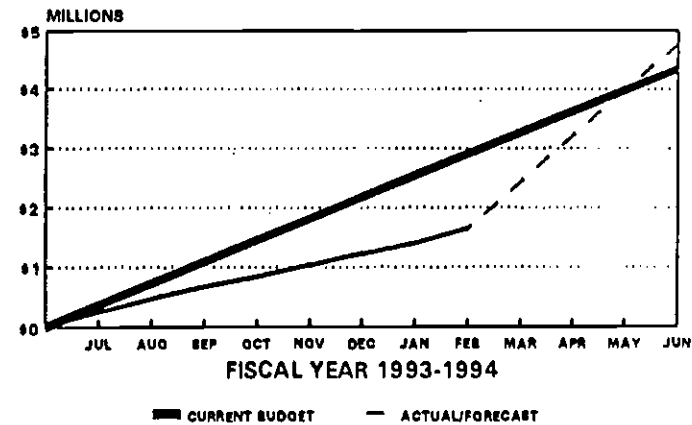
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
STATE PROP 108	\$21,200	\$0	\$0	0%	\$0	0%	\$0	0%
STATE RAIL BOND	\$316,600	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (HIGHWAY 25%)	\$162,698	\$0	\$0	0%	\$0	0%	\$0	0%
PROP C (40% DISC.)	\$340,502	\$86,841	\$123,434	36%	\$44,431	13%	\$44,431	13%
TOTAL	\$841,000	\$86,841	\$123,434	15%	\$44,431	5%	\$44,431	5%

NOTES: EXPENDITURES ARE THROUGH FEBRUARY 1994.

AGENCY COSTS PASADENA LINE



FISCAL YEAR 1994 AGENCY COSTS PASADENA LINE



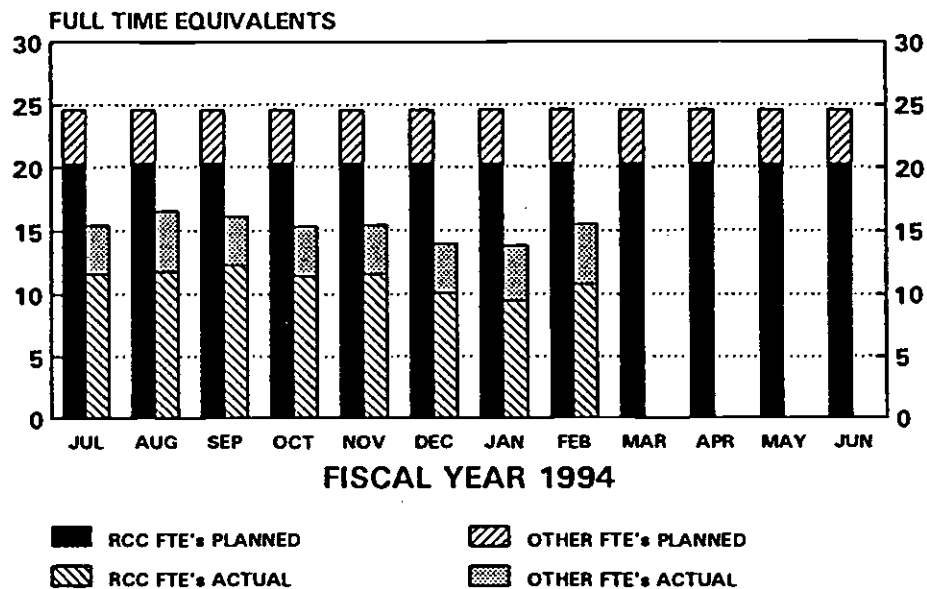
PROJECT AGENCY COSTS PASADENA LINE (\$000)

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

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

CURRENT BUDGET	\$ 4,347
CURRENT FORECAST	\$ 4,772
BUDGET PLAN TO DATE	\$ 3,181
ACTUAL TO DATE	\$ 1,647

RCC STAFFING PLAN VS. ACTUAL PASADENA LINE



FY'94 Budget

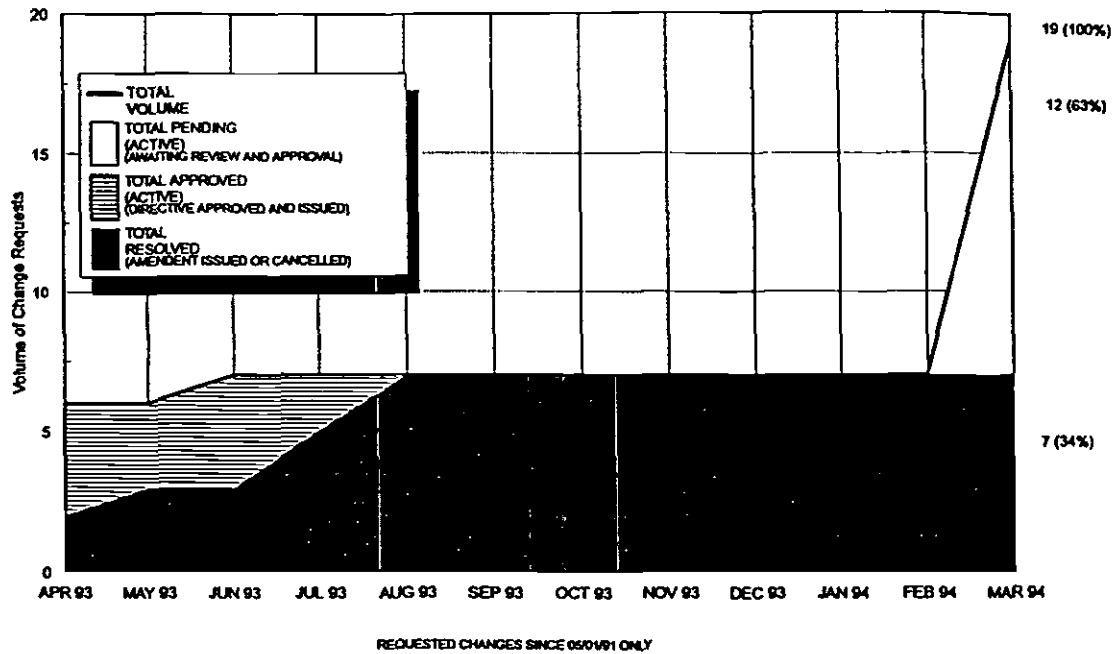
PASADENA LINE STAFFING PLAN FISCAL YEAR 1994

RCC FTE's PLANNED	21
RCC FTE's ACTUAL	11
OTHER FTE's PLANNED (*)	4
OTHER FTE's ACTUAL	5
TOTAL FTE's PLANNED	25
TOTAL FTE's ACTUAL	16

(*) Other FTE's :

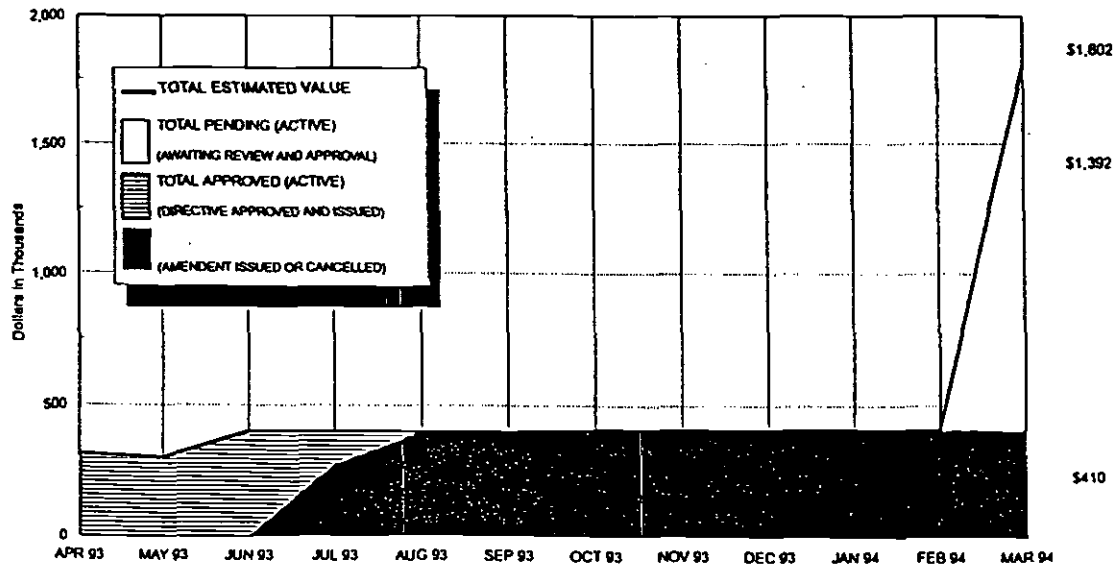
- Contract Compliance
- Minority Outreach
- Art Program
- Area Team
- Contract Accounting
- Risk Management
- Real Estate

CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VOLUME

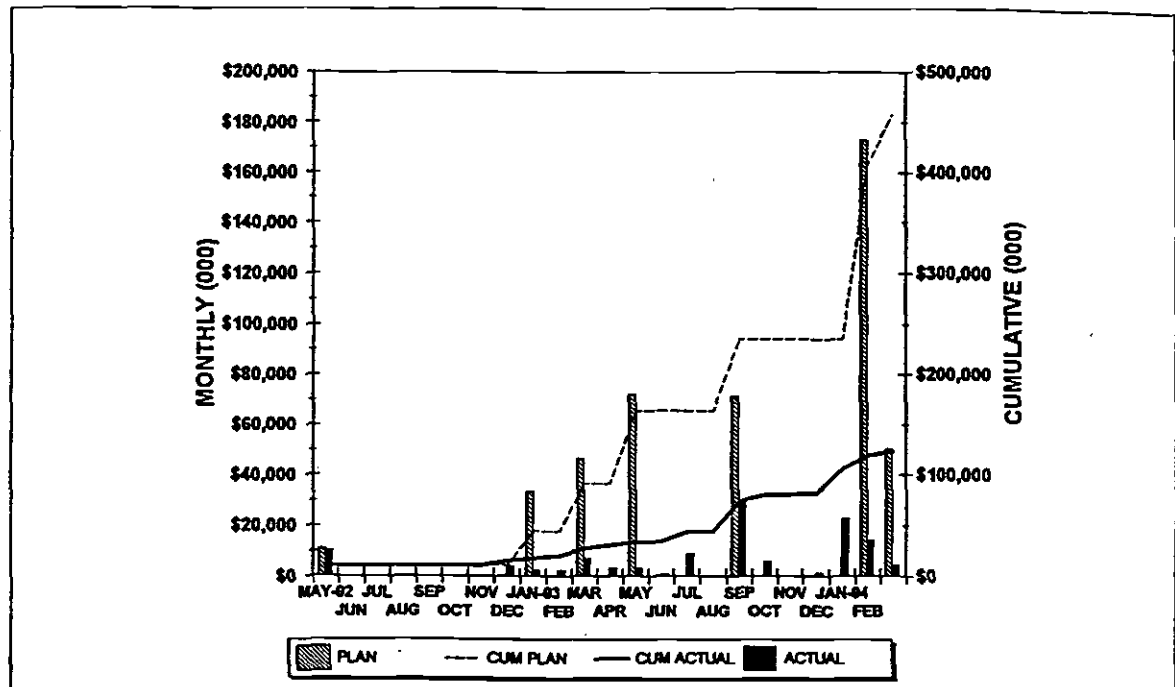


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	12	0	0	0	12
PERCENT	100%	0%	0%	0%	100%

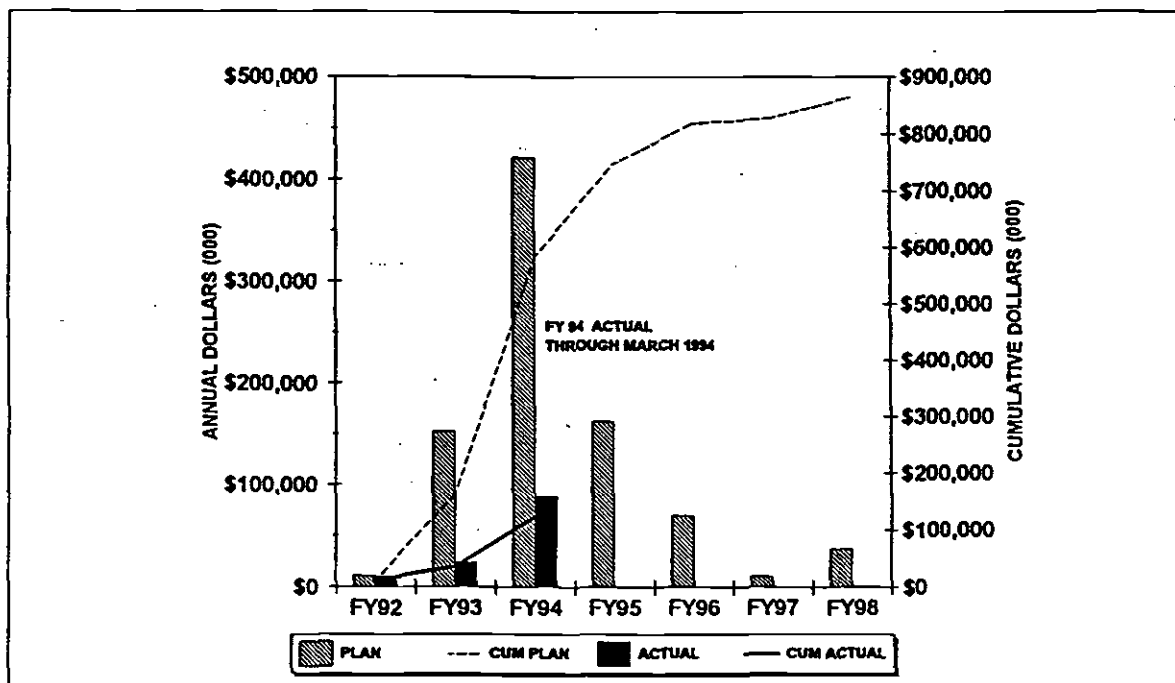
CONSULTANT CONTRACT CHANGE SUMMARY
PASADENA BLUE LINE CONSULTANT CHANGE REQUEST VALUES



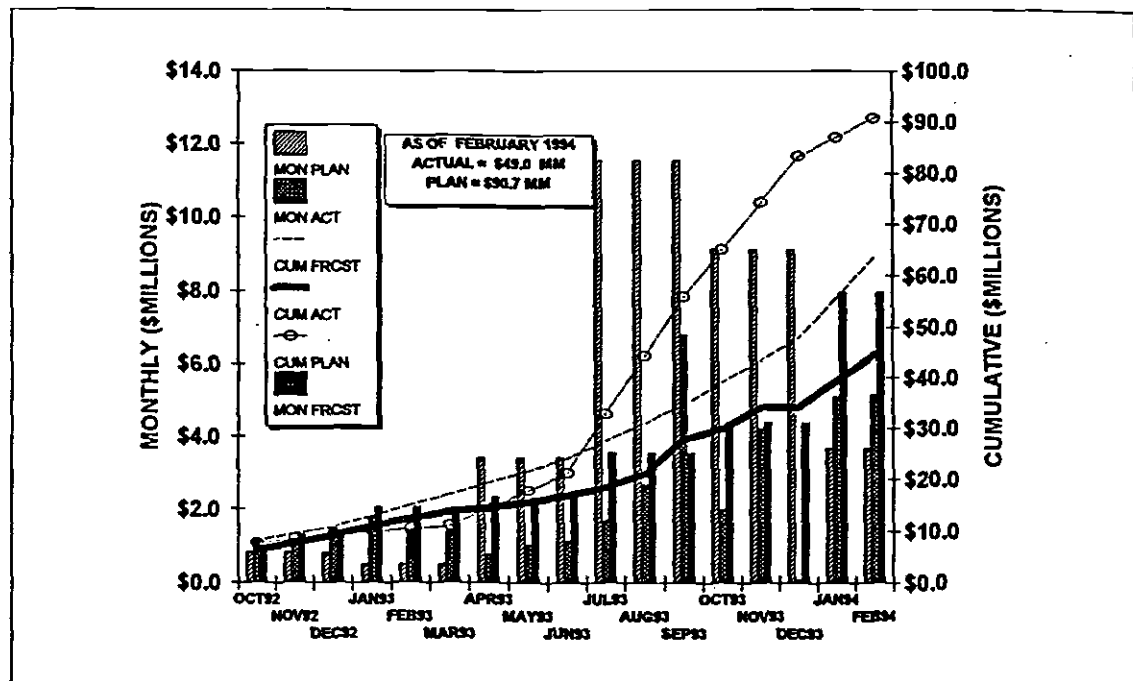
ANNUAL PROJECT COMMITMENTS



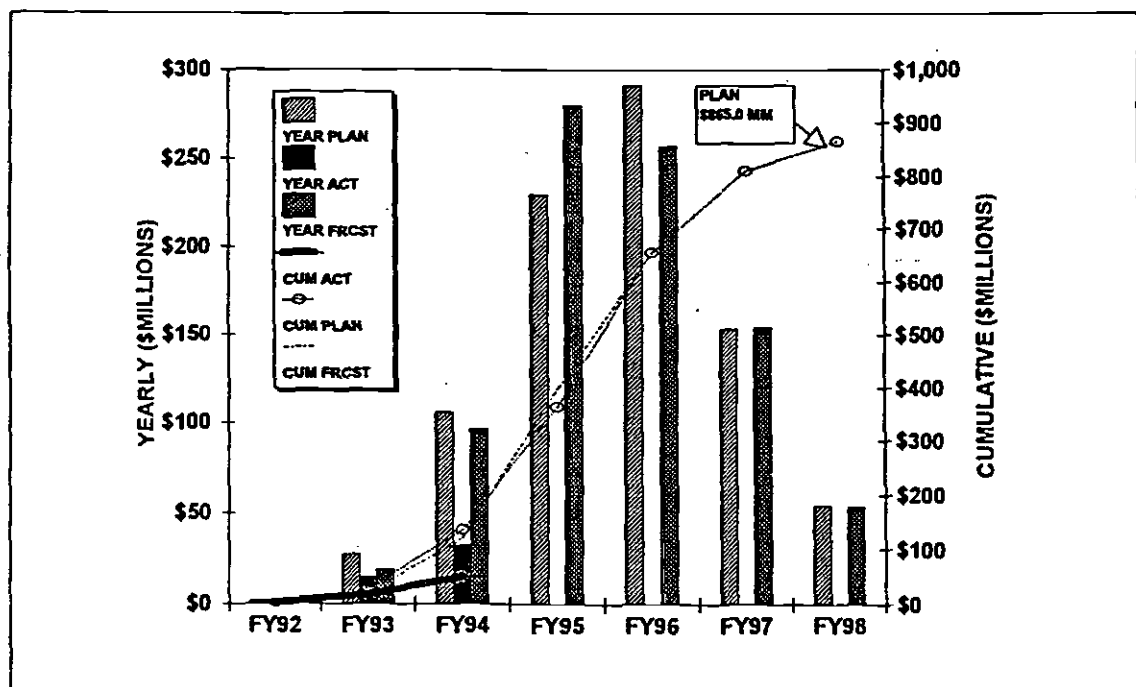
TOTAL PROJECT COMMITMENTS



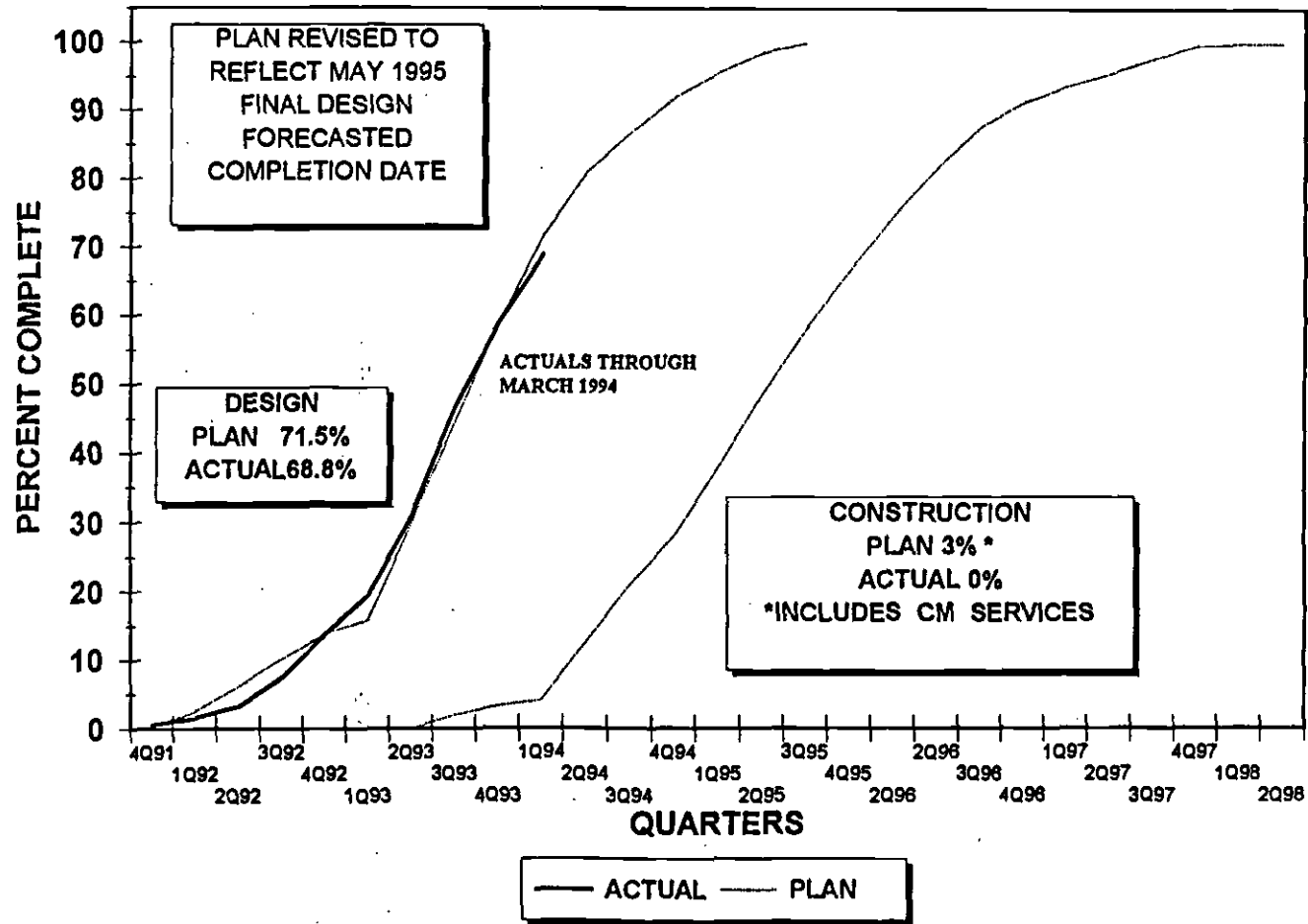
ANNUAL PROJECT CASHFLOW

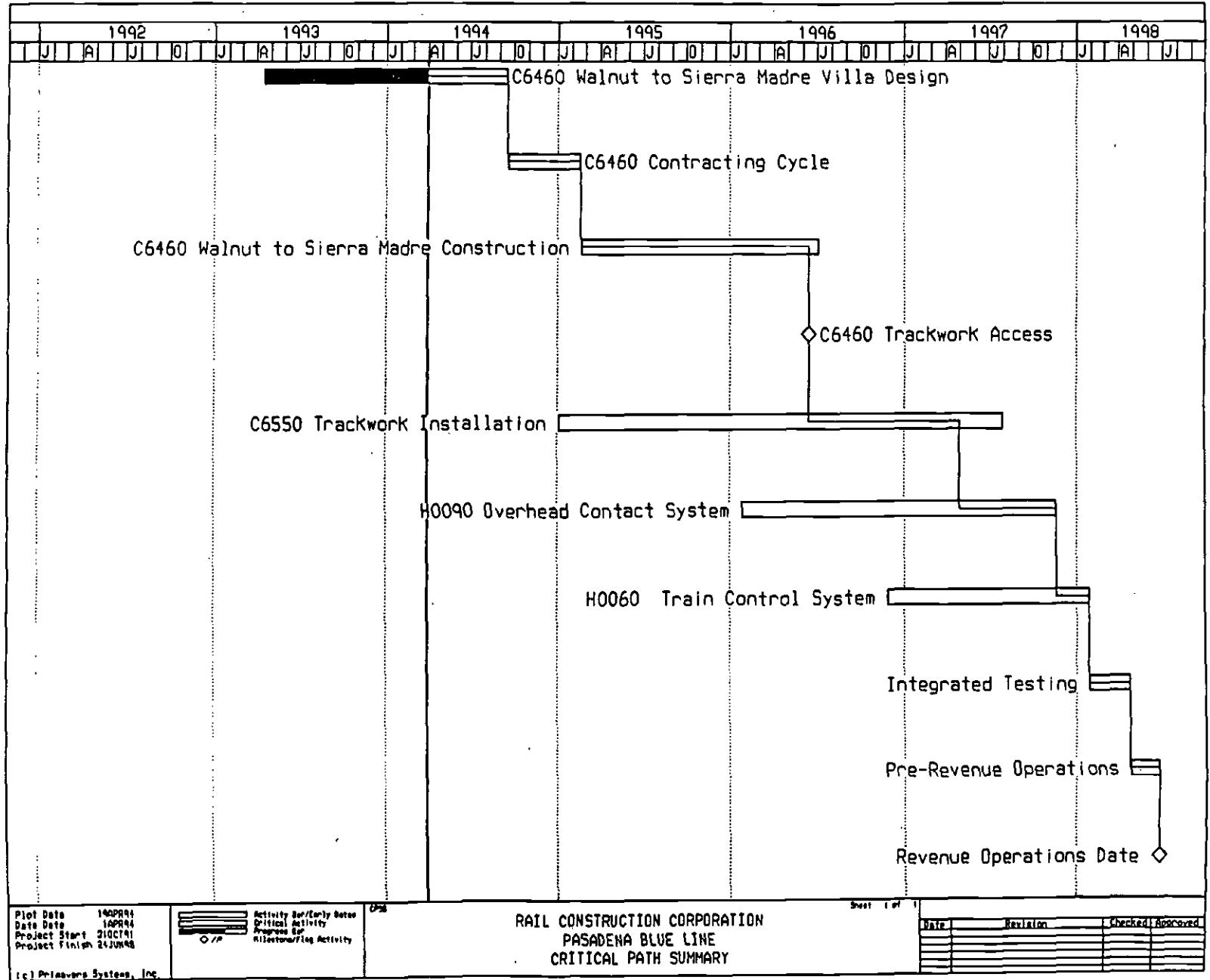


TOTAL PROJECT CASH FLOW

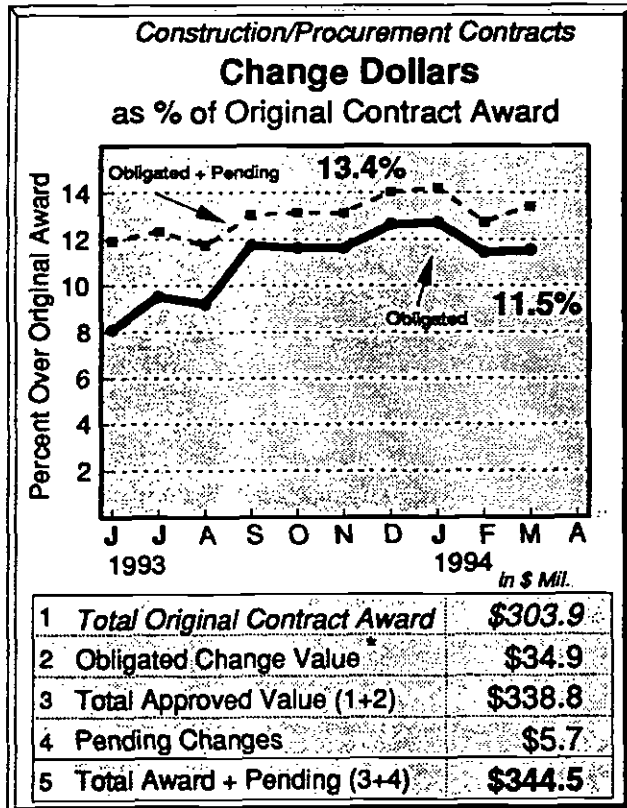
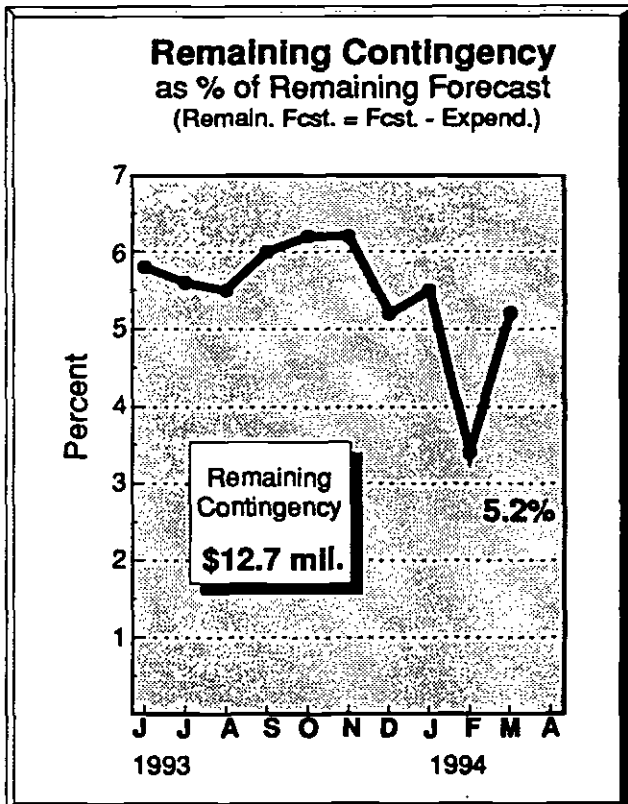
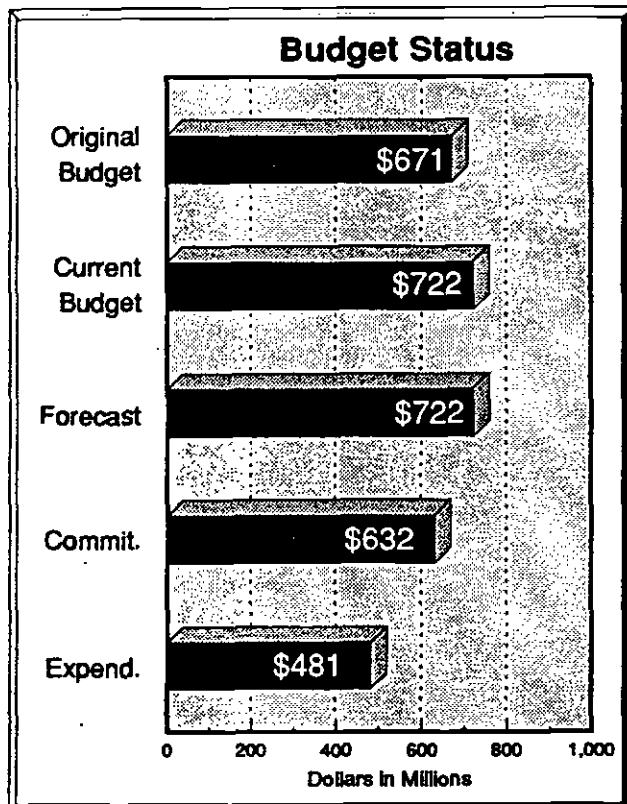


PASADENA BLUE LINE - PROGRESS SUMMARY



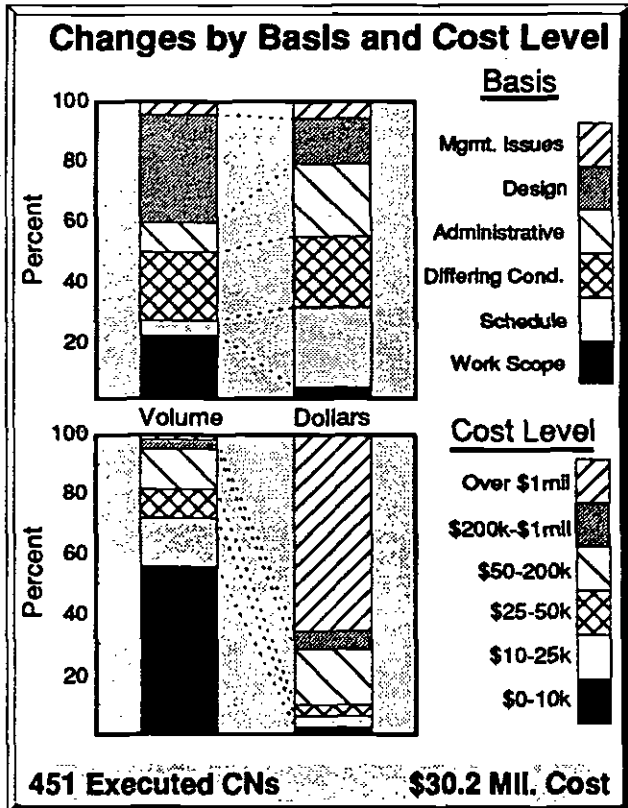


FINANCIAL STATUS



R200041.DRW

* Includes Approved and NTE Authorizations



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

May 1994

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

Employment Status

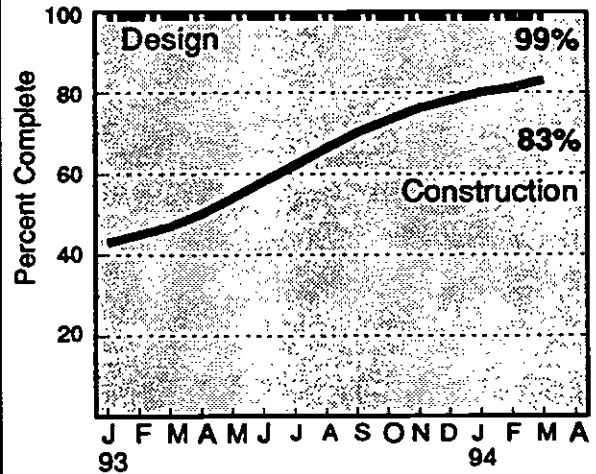
Months of Employment Provided

13,949

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

Schedule Status

PROGRESS

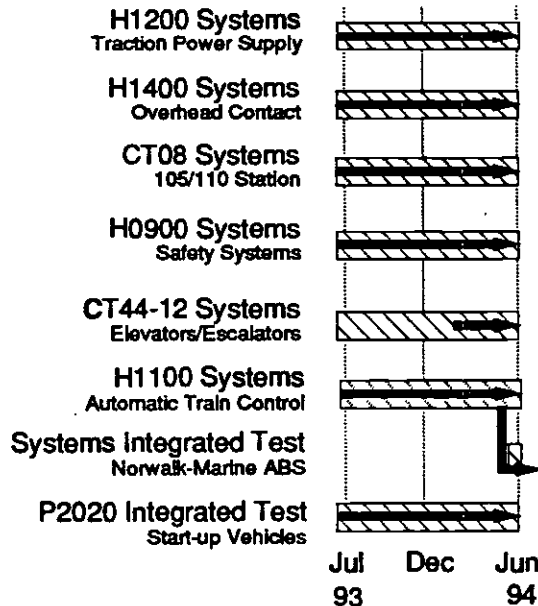


Revenue Operation Date: **May 1995**
(Approved)

Schedule Status

CRITICAL PATH - 1 Year Outlook

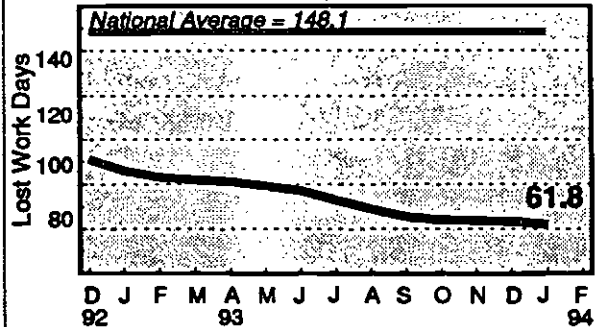
31 Days Behind
(negative float)



R2203042.DRW

Safety

Accident Severity Rate - Cumulative



EXECUTIVE SUMMARY

COST STATUS (in millions)

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

SCHEDULE STATUS

- Current Approved Revenue Operations Date May, 1995
- Design Progress - Actual 99%
- Construction Progress - Actual 83%

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 Kiosk Design and Fabrication Delays**

Concern: Kiosk design has only recently been finalized. Contract H0900 (Safety and Security Communications Systems) work requires kiosks be installed in order to do their work.

Action: A change notice has been sent to the Contract C0100 contractor to implement kiosk fabrication. Further re-design may eliminate the need for the kiosk map case installation prior to Contract H0900 access.

Status: The Contract C0100 contractor is currently reviewing latest design and preparing shop drawings for the design review.

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

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

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

Status: The Resident Engineer has responded to the contractor's initial resolution. Stairs at Marine south and Douglas south may have to be rebuilt. Currently awaiting contractor's recommended disposition of all NCRs related to this issue. The subcontractor has accepted the out-of-tolerance slab at the Marine Station.

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: Authorization will be sent to the contractor instructing them to proceed with fabrication. The contractor is reviewing re-sequencing possibilities for follow-on station work. A revised schedule was received, reviewed and returned for further revisions. Latest schedule revision is currently under review.

Status: Edge paver submittal has been returned to the contractor and fabrication may begin at any time. Meetings with the manufacturer and installation subcontractor to expedite the initial process are ongoing.

KEY ACTIVITIES - MARCH 1994

Issued Notice To Proceed for Contract C0170 (ADA Elevators at Wilmington/Imperial Station).

KEY ACTIVITIES - PLANNED FOR APRIL 1994

There are no key activities currently planned.

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

Project: R23 METRO GREEN LINE

Period: Feb 25, 1994 to Mar 31, 1994
Run Date: Apr 6, 1994
Units: \$ in Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	470,191	0	492,129	640	425,710	10,217	321,416	8,303	299,860	-5,046	478,817	-13,312
S PROFESSIONAL SERVICES	108,562	0	180,477	8,897	168,823	2,707	147,849	2,707	147,849	0	194,987	14,490
R REAL ESTATE	36,927	0	28,522	1	24,322	-81	24,236	-81	24,236	0	26,047	-2,475
F UTILITY/AGENCY FORCE ACCOUNTS	7,856	0	10,500	38	10,583	1,133	8,423	1,133	8,423	118	10,640	140
D SPECIAL PROGRAMS	4,675	0	4,790	0	4,462	84	1,259	84	1,259	0	4,790	0
C PROJECT RESERVE	59,813	0	12,500	0	0	0	0	0	0	5,981	12,708	207
A PROJECT REVENUE	-16,626	0	-6,518	0	-1,264	0	-595	0	-595	949	-5,569	949
GRAND TOTAL	671,000	0	722,402	9,377	632,637	14,061	502,590	12,148	481,034	0	722,402	0

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

13-Apr-94

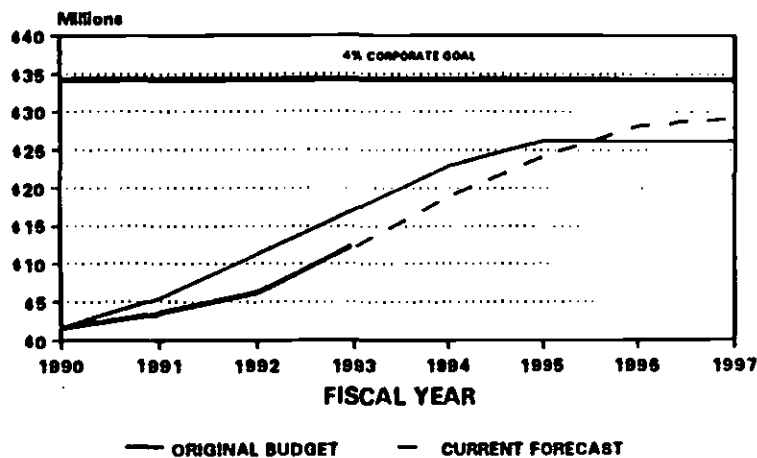
MARCH 94

STATUS OF FUNDS BY SOURCE

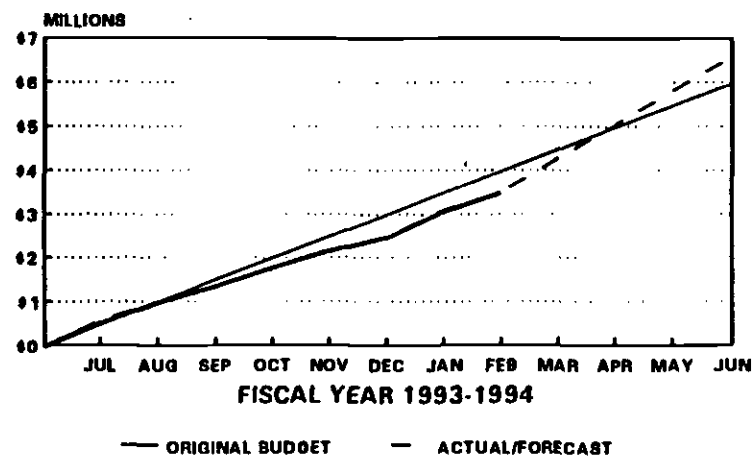
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
PROP A	\$205,136	\$205,136	\$205,136	100%	\$205,136	100%	\$205,136	100%
PROP C (40% ALLOCATION)	\$89,035	\$275,373	\$294,805	331%	\$275,373	309% (1)	\$275,898	310%
PROP C (25% ALLOCATION)	\$308,000	\$0	\$128,000	42%	\$0	0%	\$0	0%
STATE PROP 108	\$22,400	\$0	\$0	0%	\$0	0%	\$0	0%
STATE PROP 116	\$84,000	\$0	\$0	0%	\$0	0%	\$0	0%
ISTEA/PROP C (IMPERIAL HWY GRADE SEPARATION)	\$7,431	\$1	\$0	0%	\$0	0%	\$0	0%
PROP C (ADA)	\$6,400	\$525	\$4,759	74%	\$525	8%	\$0	0%
TOTAL	\$722,402	\$481,035	\$632,700	88%	\$481,034	67%	\$481,034	67%

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

AGENCY COST GREEN LINE



FISCAL 1994 AGENCY COSTS GREEN LINE



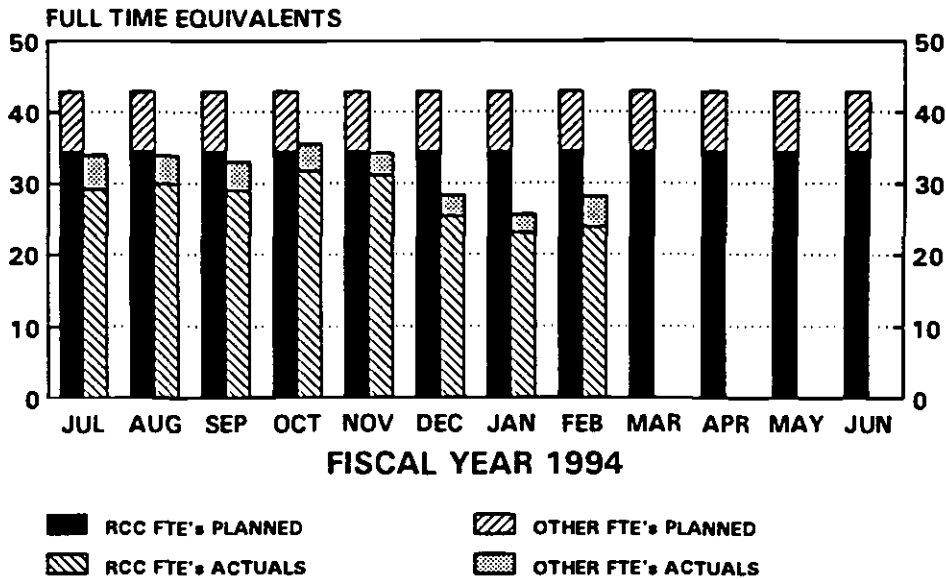
PROJECT AGENCY COSTS GREEN LINE (\$000)

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

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

ORIGINAL BUDGET	\$ 5,965
CURRENT FORECAST	\$ 6,577
BUDGET PLAN TO DATE	\$ 3,977
ACTUAL TO DATE	\$ 3,496

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	24
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	4
TOTAL FTE's PLANNED	43
TOTAL FTE's ACTUAL	28

Metro Green Line
CONTRACT CHANGE ACTIVITY SUMMARY: CHANGES V. BOARD APPROVED CHANGE CONTINGENCY
 AS OF 03/25/94

MTA APPROVED CONTRACT AWARD*		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE				REMAINING CONTINGENCY		PROJECTED		
CONTRACT	AWARD VALUE	% ALLOW- ANCE	CURRENT APPROVED CONTINGENCY	TOTAL APPROVED AFE	APPROVED CHANGES*	CURRENT CONTRACT VALUE	% CTG USED	% COMP- LETE	CURRENT UNUSED CONTINGENCY	OTHER LOGGED PENDING CHANGES	FORECAST REMAINING CONTINGENCY	% CTG USED	
A.	B.	C.	D. = (BxC)	E. (B+D)	F.	G = (B+F)	H.	I.	J. (D-F)	K.**	L (J-K)	M.	
C0090	\$3,739,810	13%	\$472,991	\$4,212,801	\$0	\$3,739,810	0%	0%	\$472,991	\$0	\$472,991	0%	
C0098	\$9,573,063	12%	\$1,105,808	\$10,678,881	\$223,975	\$9,797,068	20%	77%	\$881,833	\$748,528	\$135,305	88%	
C0100	\$59,826,710	15%	\$8,971,290	\$68,800,000	\$4,952,435	\$64,781,145	55%	88%	\$4,018,555	\$1,748,701	\$2,270,154	75%	
C0101	\$11,279,980	83%	\$7,120,040	\$18,400,000	\$6,104,927	\$17,384,887	88%	100%	\$1,015,113	\$0	\$1,015,113	88%	
C0110	\$7,321,537	26%	\$1,878,463	\$9,200,000	\$1,228,282	\$8,547,819	85%	100%	\$852,181	\$0	\$852,181	85%	
C0400	\$19,320,000	14%	\$2,735,538	\$22,055,538	\$2,043,019	\$21,383,019	75%	77%	\$892,519	\$843,858	\$151,338	106%	
C0501	\$5,008,641	14%	\$718,124	\$5,724,865	\$680,749	\$5,887,590	92%	89%	\$87,375	\$12,052	\$59,427	92%	
C0600	\$15,514,000	39%	\$6,026,000	\$21,542,000	\$4,825,611	\$20,438,611	62%	96%	\$1,102,389	\$451,427	\$650,962	69%	
C0610	\$10,248,912	22%	\$2,263,885	\$12,532,887	\$2,265,506	\$12,514,418	99%	98%	\$18,179	\$268,118	\$249,938	111%	
H0831	\$1,480,450	155%	\$2,297,474	\$3,777,924	\$1,951,027	\$3,431,477	85%	25%	\$348,447	\$187,879	\$178,568	92%	
H0832	\$3,884,068	220%	\$8,558,412	\$12,442,500	\$7,008,951	\$10,891,039	62%	45%	\$1,551,461	\$489,728	\$1,061,735	68%	
H0889	\$3,938,759	11%	\$438,878	\$4,377,635	\$70,458	\$4,008,215	18%	33%	\$368,420	\$0	\$368,420	18%	
H0900	\$9,948,180	10%	\$994,820	\$10,943,000	\$265,448	\$10,213,628	27%	8%	\$729,372	\$181,000	\$548,372	45%	
H0901	\$3,298,329	10%	\$329,833	\$3,628,162	\$80,000	\$3,368,329	18%	12%	\$288,833	\$82,500	\$187,333	43%	
H1100	\$57,785,000	8%	\$4,622,800	\$62,407,800	\$1,327,268	\$59,112,258	29%	20%	\$3,295,542	\$81,287	\$3,214,278	30%	
H1200	\$18,798,123	15%	\$2,819,418	\$21,615,541	\$974,457	\$19,770,580	35%	80%	\$1,844,961	\$636,813	\$1,208,149	57%	
H1310	\$1,298,500	15%	\$194,775	\$1,493,275	\$127,500	\$1,271,001	-14%	5%	\$222,275	\$13,528	\$208,747	-7%	
H1400	\$11,438,000	10%	\$1,143,800	\$12,581,800	\$641,175	\$12,079,175	56%	45%	\$502,825	\$79,528	\$423,099	63%	
P1800	\$5,578,208	5%	\$278,910	\$5,857,118	\$737,115	\$4,841,093	-264%	99%	\$1,016,025	\$123,217	\$1,039,242	-273%	
P2020	\$44,825,000	12%	\$5,378,000	\$50,000,000	\$733,391	\$48,368,391	14%	0%	\$4,541,609	\$144,398	\$4,497,211	18%	
TOTAL:	\$303,903,691	18%	\$58,368,057	\$362,271,647	\$34,668,051	\$338,871,642	59%	83%	\$23,700,005	\$5,909,998	\$17,790,008	70%	

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

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

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

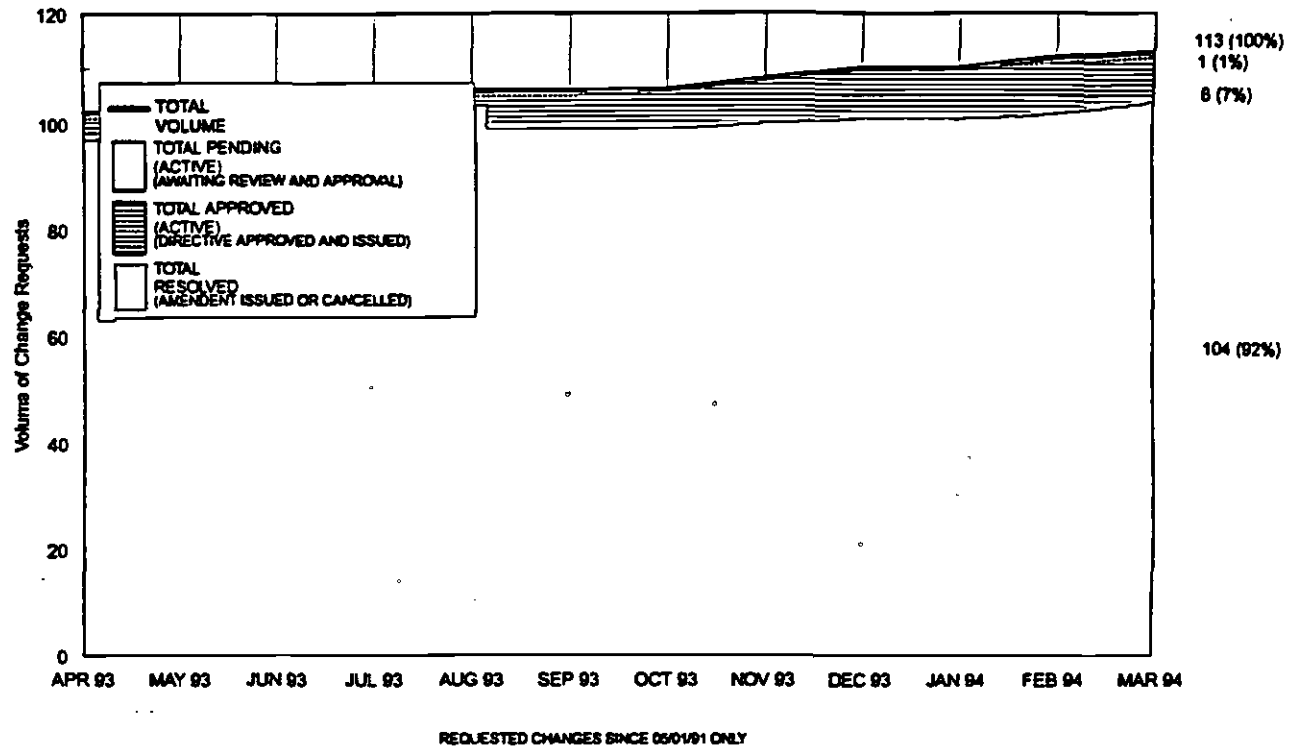
rev 2.1 11/09/93 lss

NRKA CHANEY
 04/12/94 13:19:33

METRO GREEN LINE

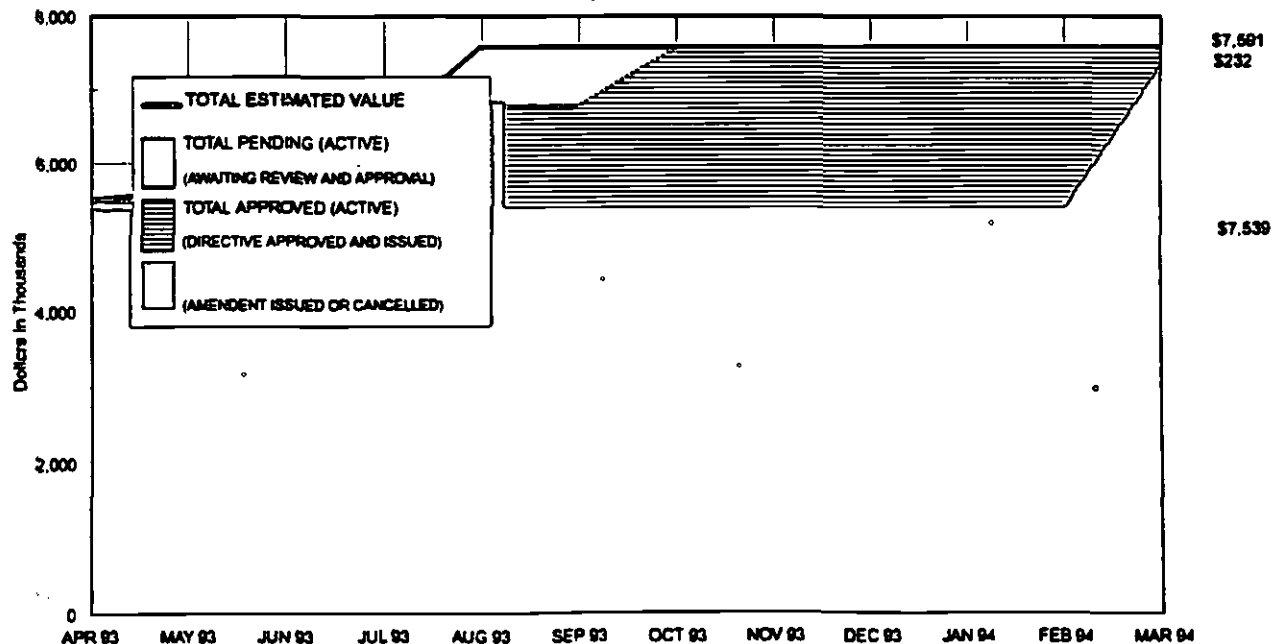
MARCH 1994

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



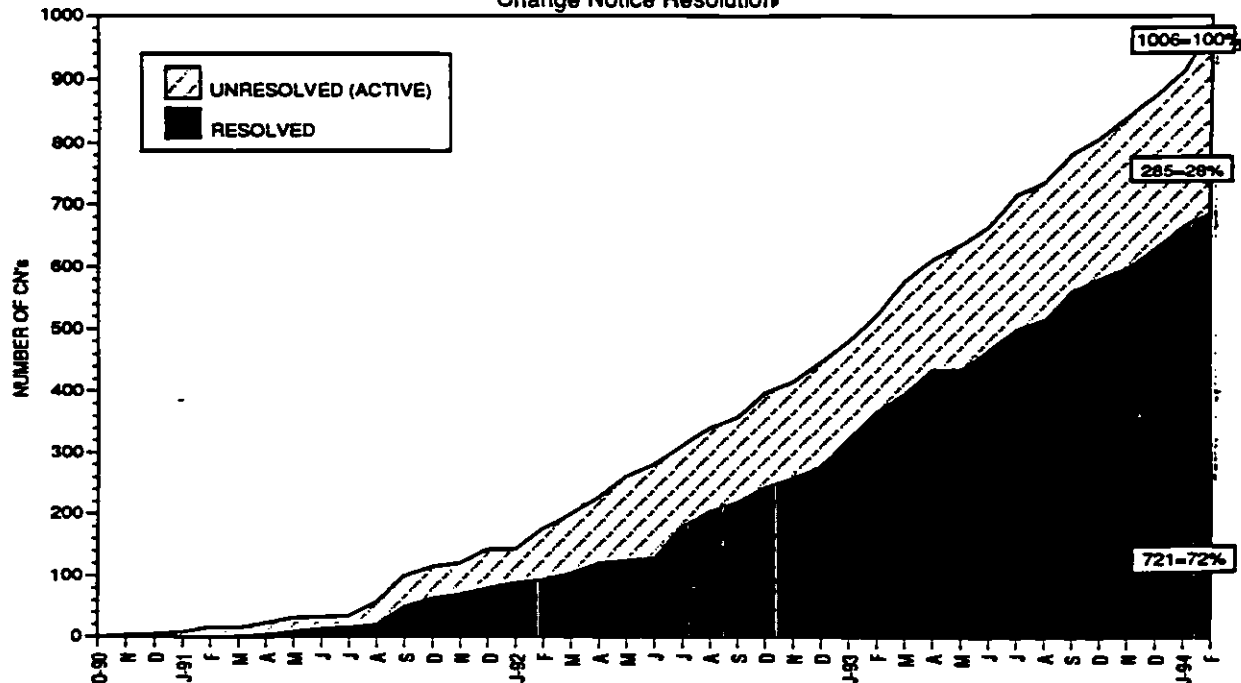
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	1	1	0	7	9
PERCENT	11%	11%	0%	78%	100%

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



CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

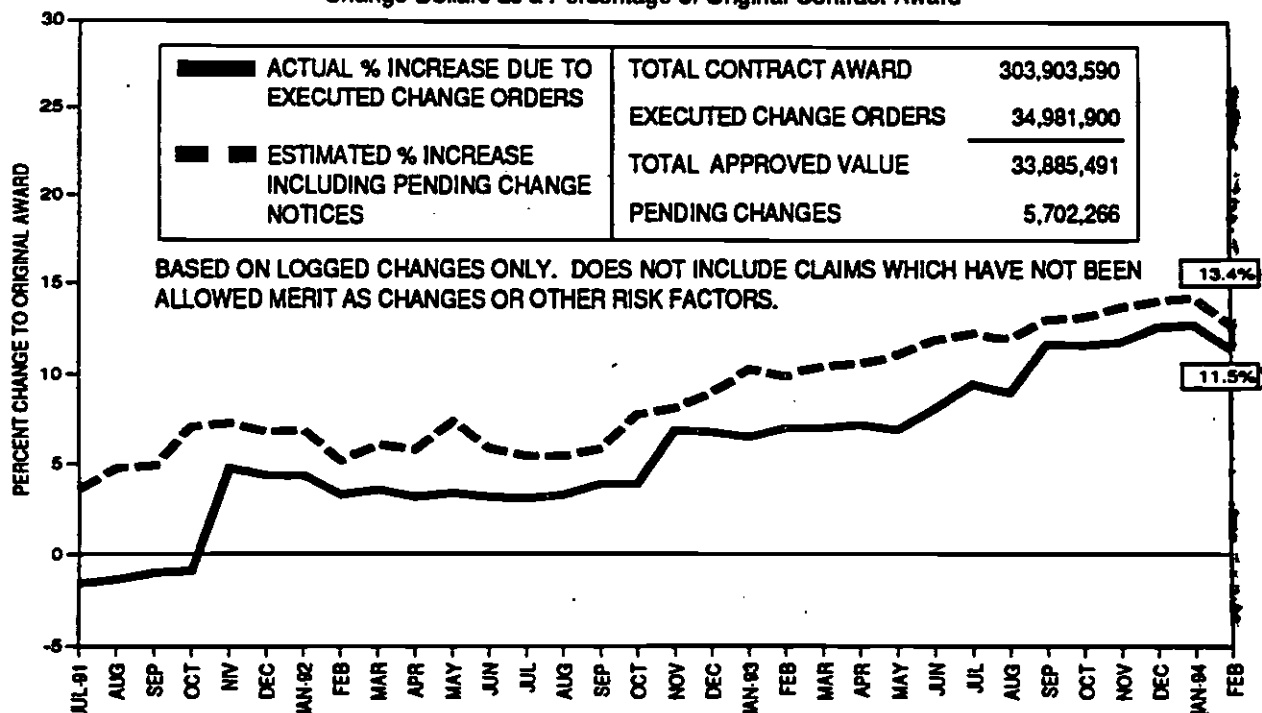
Change Notice Resolution



AGE OF UNRESOLVED CHANGES					
TIME	0-30 days	31-60	61-90	90+	TOTAL ACTIVE
VOLUME	99	31	15	140	285
PERCENT	35%	11%	5%	49%	100%

CONSTRUCTION/PROCUREMENT CONTRACT CHANGES

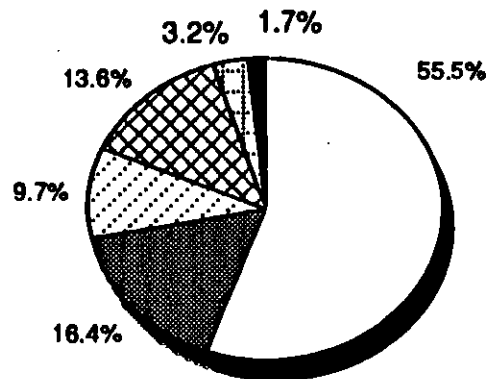
Change Dollars as a Percentage of Original Contract Award



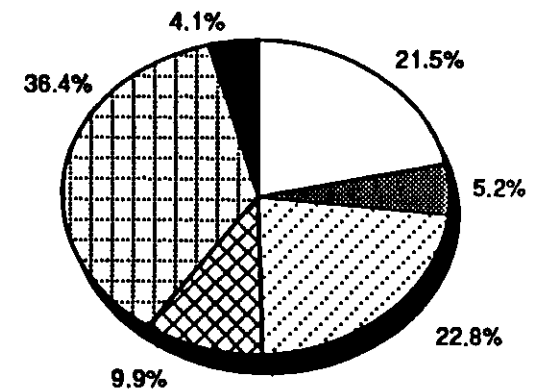
CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS

Executed Changes as of 3/25/94

COST LEVEL
Total: \$30,259,880.16

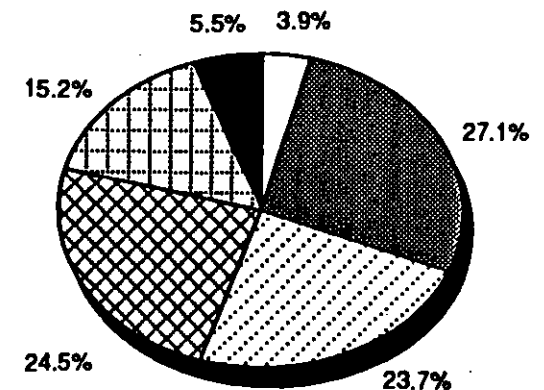
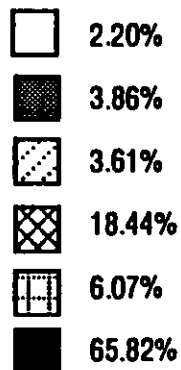


BASIS
Total: 451

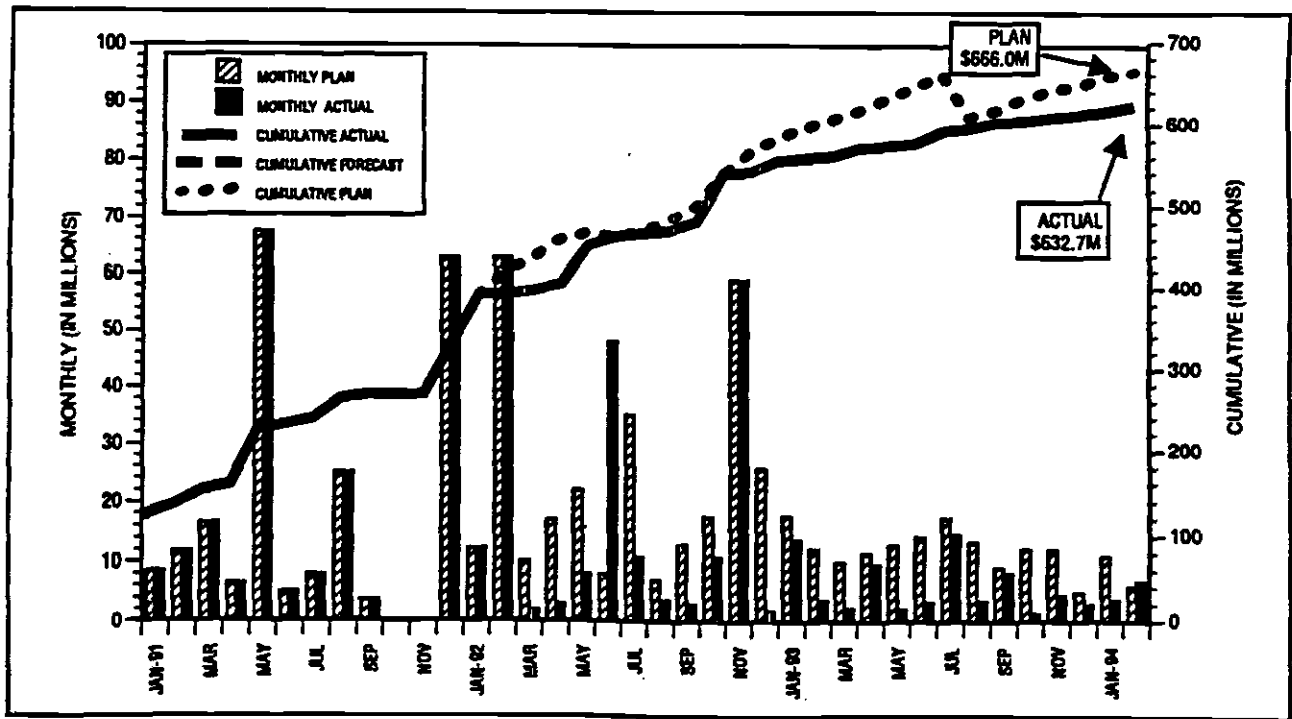
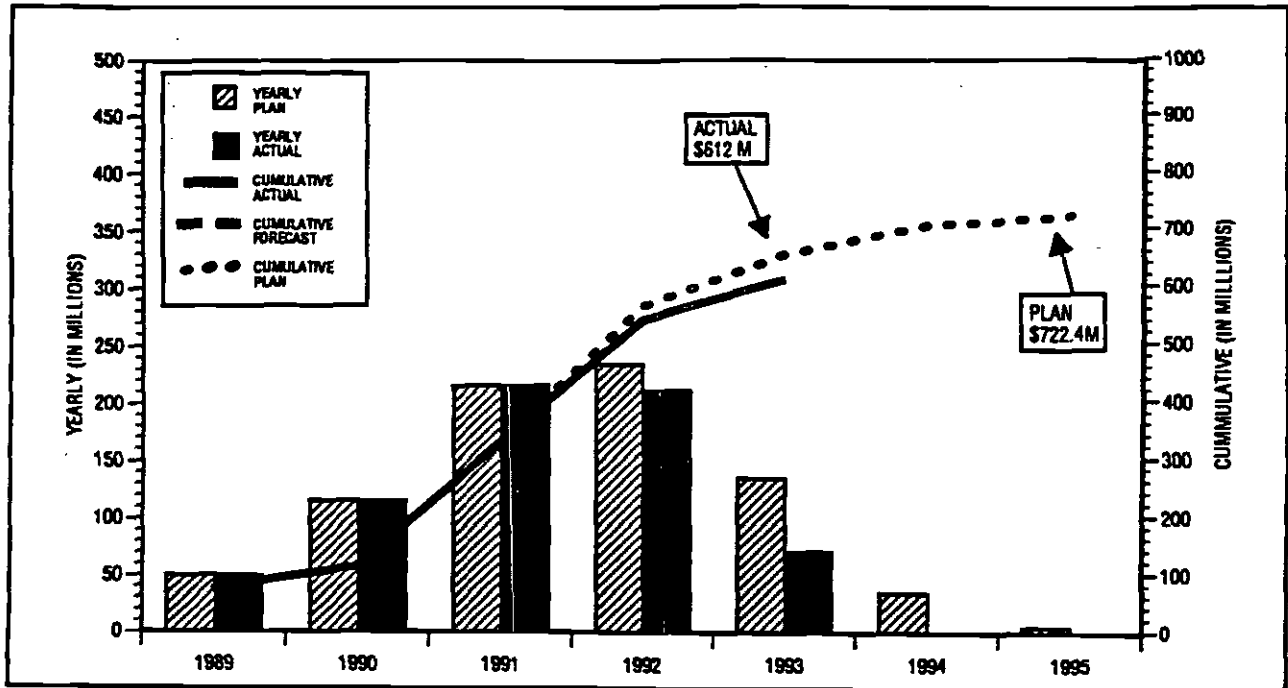


LEGEND

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

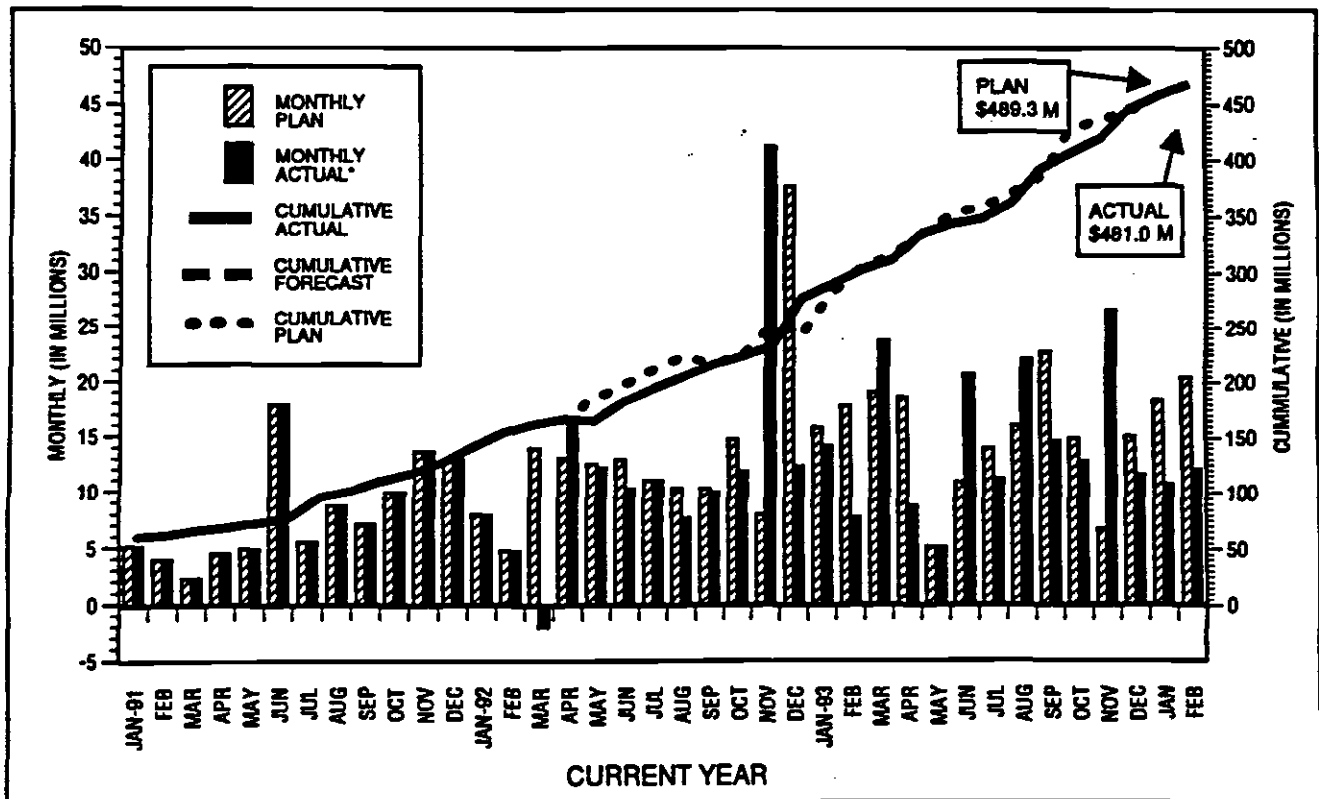
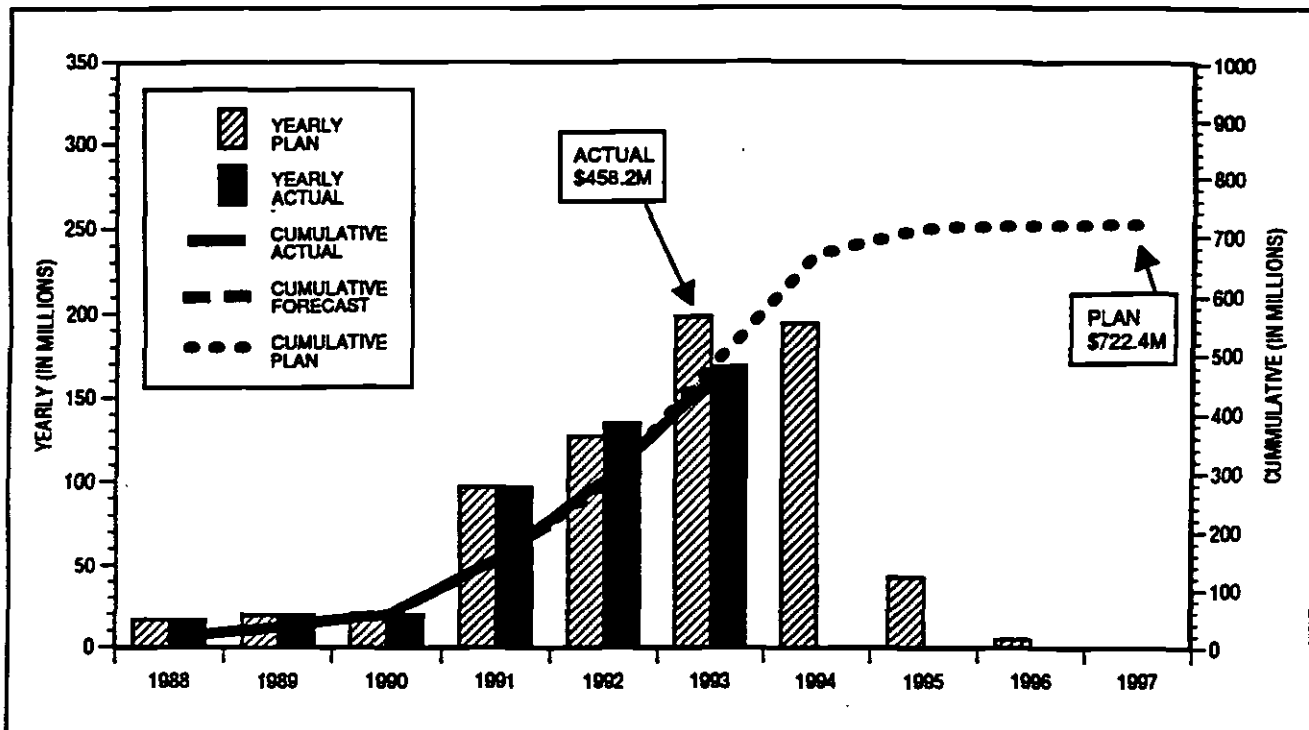


PROJECT COMMITMENTS



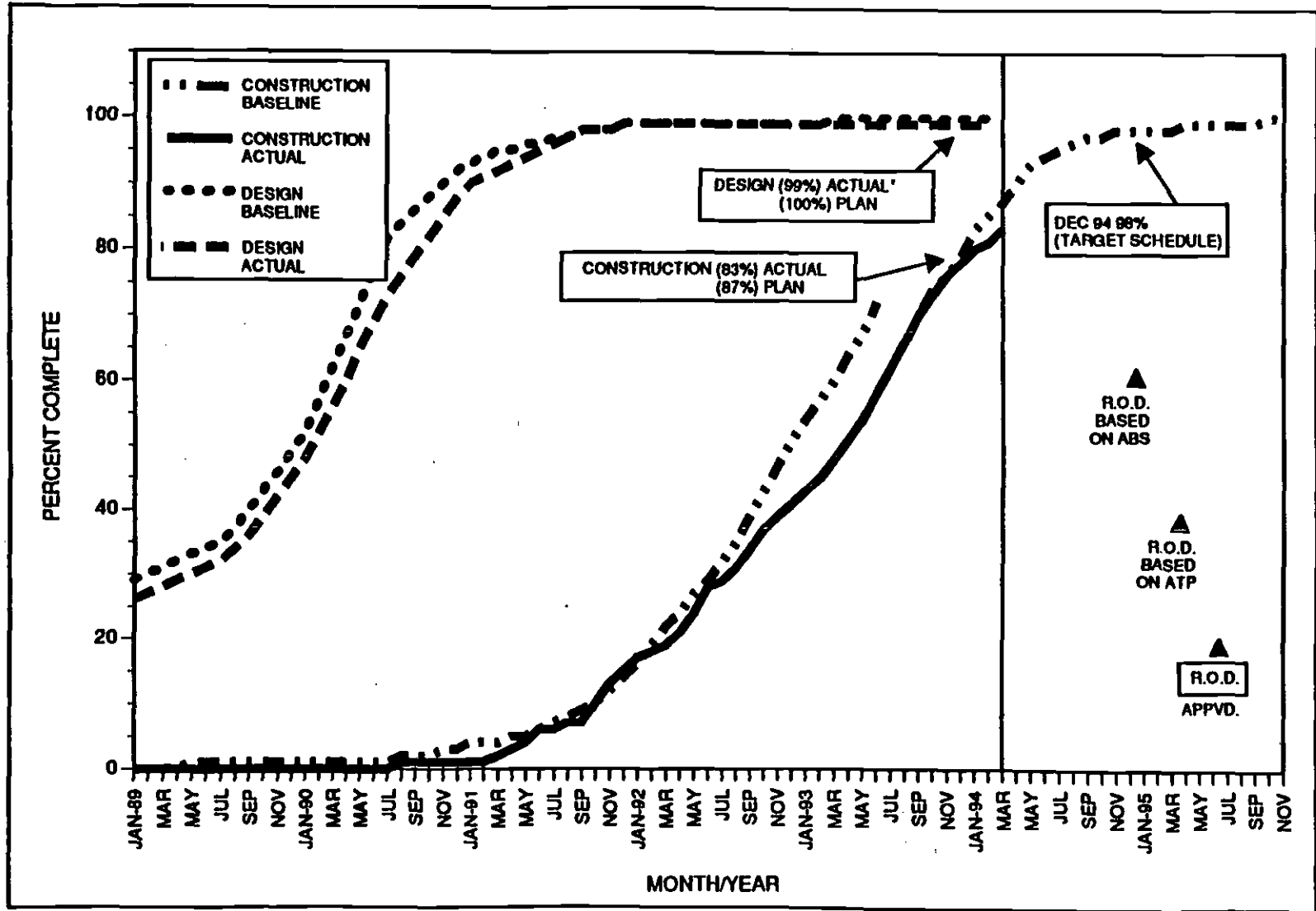
CURRENT YEAR

PROJECT CASH FLOW



* ACTUAL EXPENDITURES ARE THROUGH PREVIOUS MONTH END.

PROGRESS SUMMARY



* EXCLUDES NORTH COAST EXTENSION



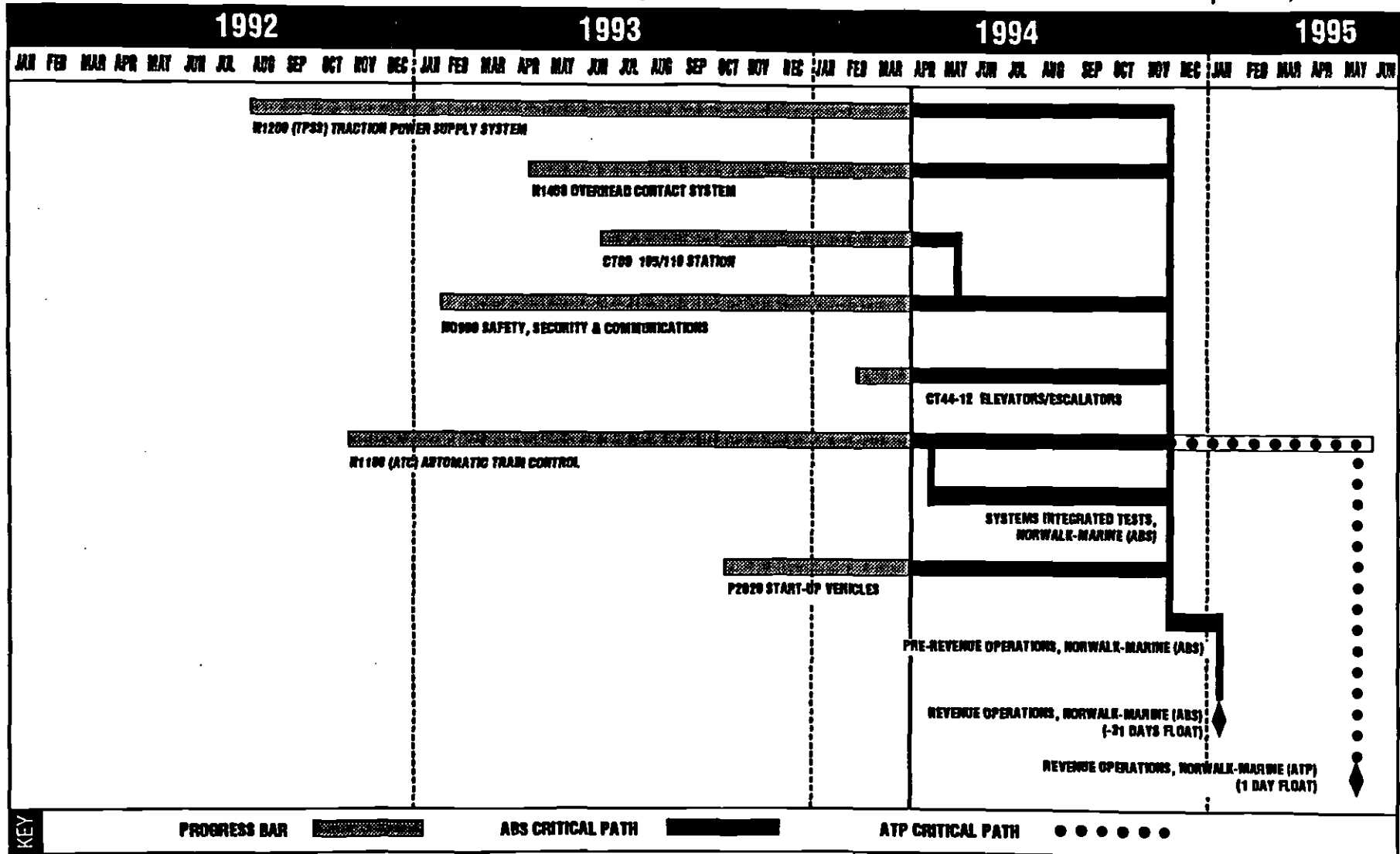
METRO GREEN LINE

Norwalk-El Segundo Rail Transit Project

Critical Path Summary
Data Date: April 2, 1994

METRO GREEN LINE

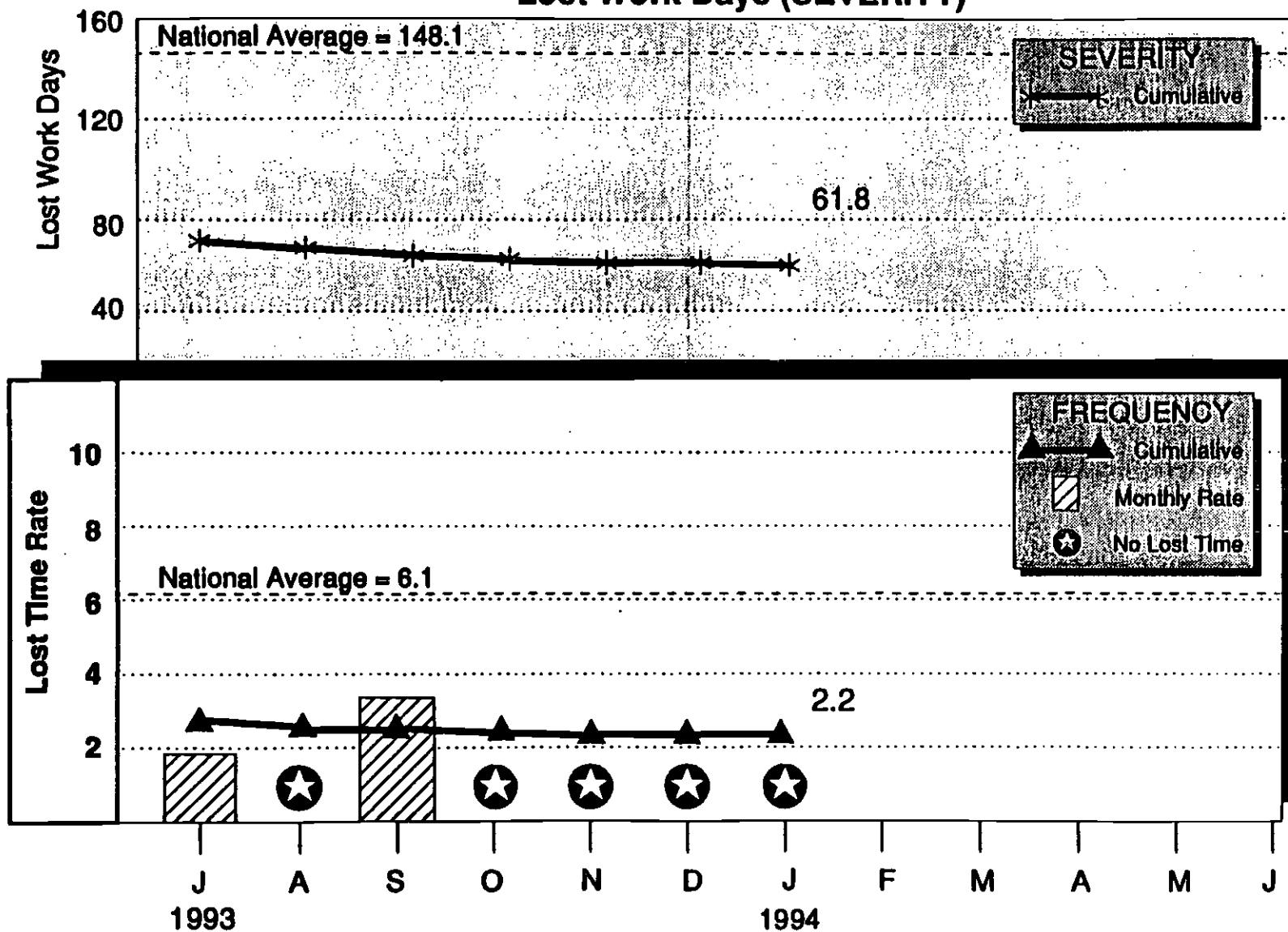
MARCH 1994



MOLEPS CRITICAL PATH MONTHLY 4/5/94

METRO GREEN LINE

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.		
H1400	OCS	0	0	0	0	0		Jan 94
C0501	Systems Facilities Sitework	0	0	0	0			Apr 94
C0610	Trackwork - El Segundo	0	0	0	0			Apr 94
P1800	Special Trackwork	0	0	0	0			Apr 94
C0600	Trackwork I-105	0	0	0	0			May 94
C0400	Main Yard & Shop	0	0	0	0			Jun 94
H1310	Signs & Graphics	0	0	0	0	0		Oct 94
H0901	PIDS	0	0	0	0	0		Nov 94
H0831	SCADA	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		Dec 94
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		Jan 95
H1200	TPSS	0	0	0	0	0		Jan 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

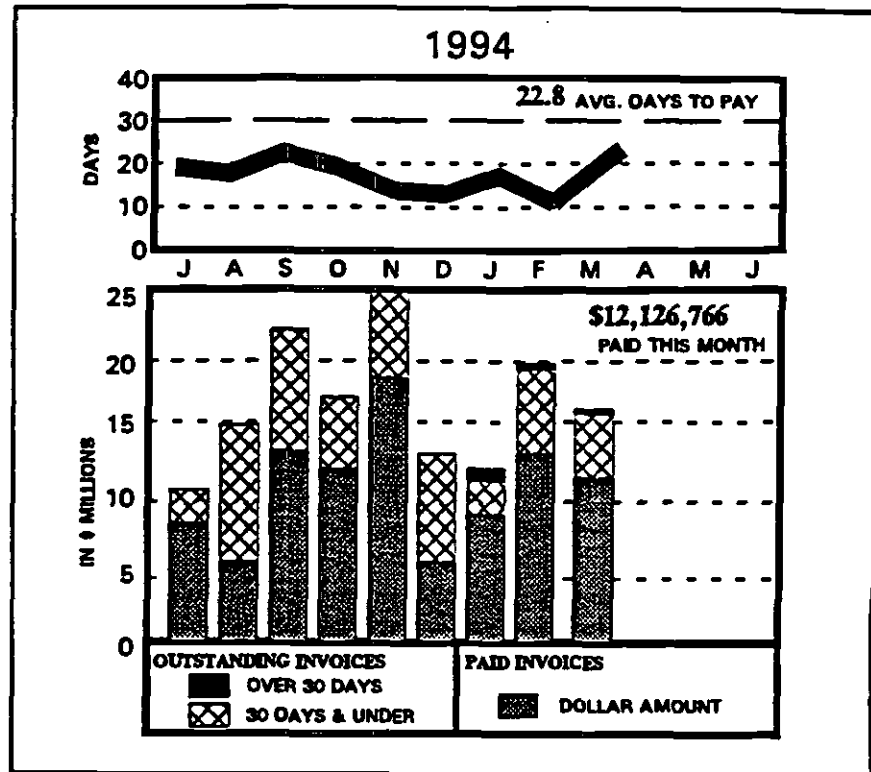
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 22.8 days.

- 26 invoices were paid for a total value of \$12,126,766.

- There were 9 outstanding Construction or Procurement invoices under 30 days old for \$4,379,123.

- There were 4 outstanding Construction or Procurement invoices over 30 days old for \$674,096.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
OCT 1993	7	5,020,676	0	0	24	586,112	6	193,089
NOV 1993	14	5,860,591	0	0	28	2,375,611	8	244,068
DEC 1993	20	7,608,796	0	0	39	3,424,781	16	307,785
JAN 1994	12	2,365,951	2	826,899	33	1,579,561	29	1,156,866
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

EXECUTIVE SUMMARY

COST STATUS

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

CONTRACT CLOSEOUT

- Continue closeout of the following construction contracts:

LEGEND

0	Open. Action still required.
1	Completed or Not Applicable

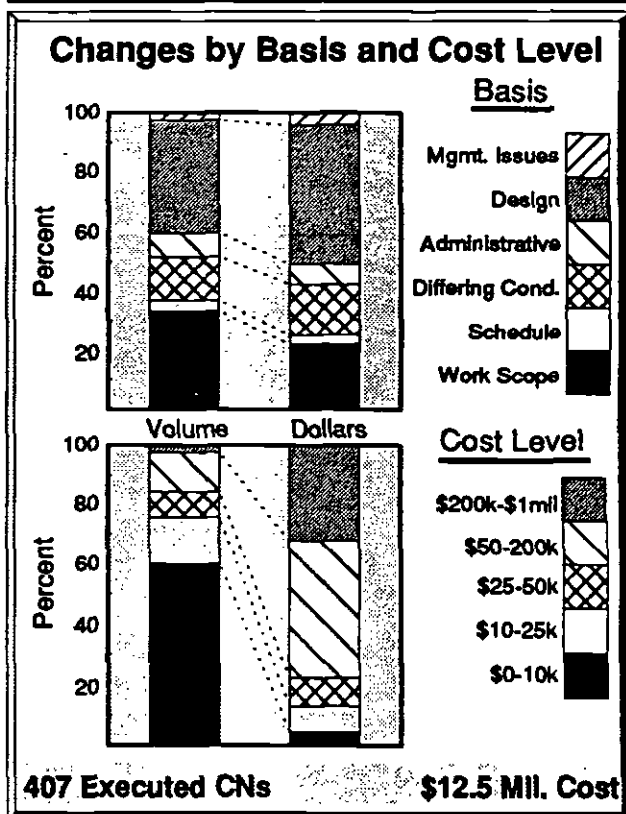
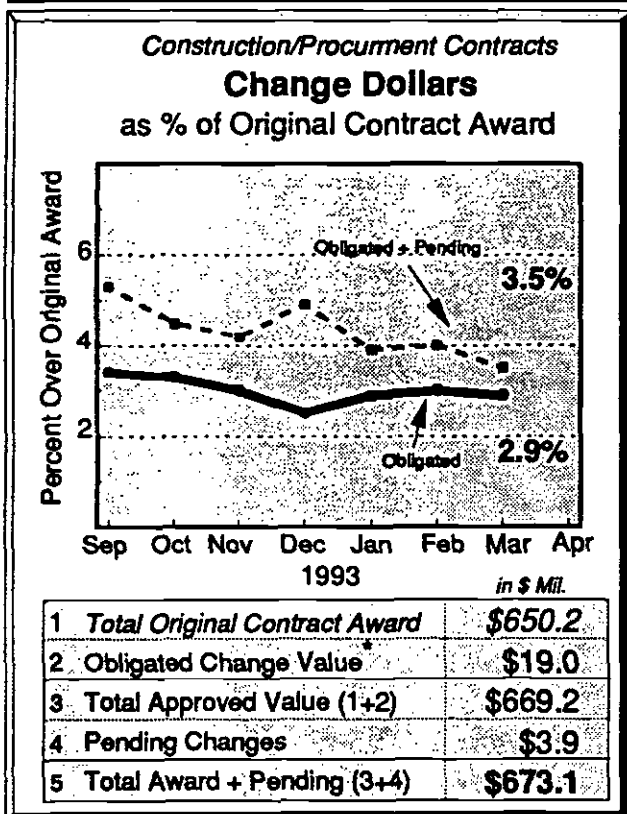
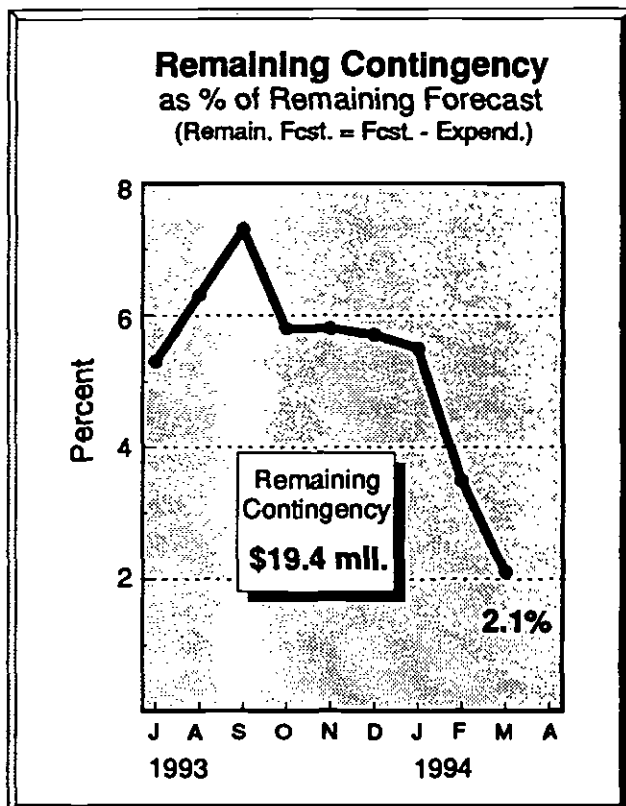
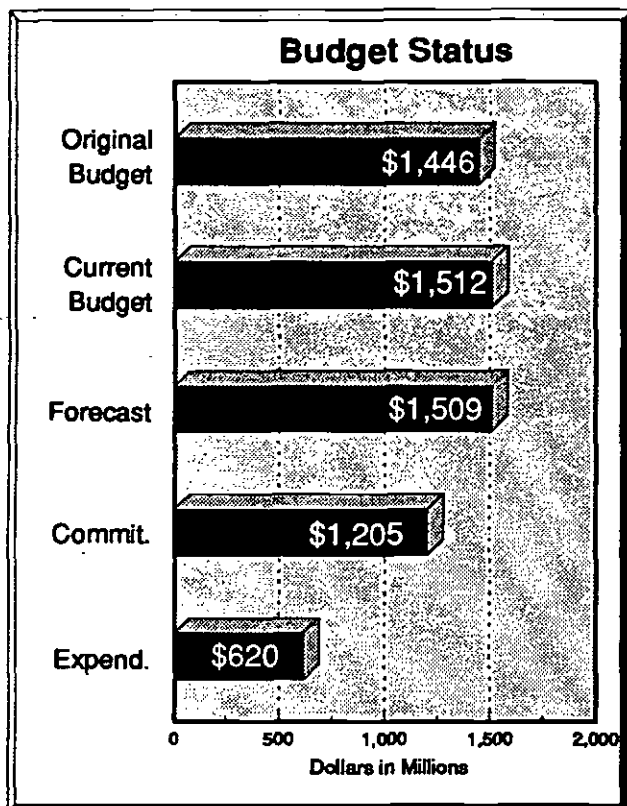
CONTRACT CLOSE OUT STATUS
METRO RED LINE SEGMENT 1

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

REMAINING ACTIVITIES

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

FINANCIAL STATUS



SCHEDULE AND SAFETY STATUS

MTA Critical Activities

May 1994

✓ **AWARD APPROVAL**

B642 Public Address

B648 Communications Installation

Employment Status

Months of Employment Provided

17,980

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

Schedule Status

PROGRESS

Month	Design (%)	Construction (%)
Jan 93	85	15
Feb 93	88	18
Mar 93	90	20
Apr 93	92	22
May 93	93	24
Jun 93	94	26
Jul 93	95	28
Aug 93	96	30
Sep 93	97	32
Oct 93	98	34
Nov 93	99	36
Dec 93	99	38
Jan 94	99	40
Feb 94	99	42
Mar 94	99	44
Apr 94	99	46

Revenue Operation Date:

Wilshire Corridor **July 1996**

Vermont/Hollywood Corridor **Sep 1998**

Schedule Status

CRITICAL PATH - 1 Year Outlook

Wilshire

*22 days ahead
B215 (posit float)*

*18 days ahead
B610 (posit float)*

B215 Construction
Wilshire/Vermont Station

B610 Construction
Trackwork

Vermont/Hollywood

*124 days behind
(negative float)*

B251 Construction
Vermont/Hollywood Tunnel

B241 Construction
Vermont/Beverly Station

Safety

Accident Severity Rate - Cumulative

National Average = 148.1

Month	Rate
Jan 93	65
Feb 93	64
Mar 93	65
Apr 93	66
May 93	67
Jun 93	68
Jul 93	69
Aug 93	70
Sep 93	71
Oct 93	72
Nov 93	73
Dec 93	74
Jan 94	75
Feb 94	76
Mar 94	77
Apr 94	78

Accident Frequency Rate - Cumulative

National Average = 6.1

Month	Rate
Jan 93	4.5
Feb 93	4.5
Mar 93	4.5
Apr 93	4.5
May 93	4.5
Jun 93	4.5
Jul 93	4.5
Aug 93	4.5
Sep 93	4.5
Oct 93	4.5
Nov 93	4.5
Dec 93	4.5
Jan 94	4.5
Feb 94	4.5
Mar 94	4.5
Apr 94	4.5

RS10042.DRW

EXECUTIVE SUMMARY

COST STATUS

	in \$ million
• Current Budget	\$1,511.7
• Current Forecast (including new requirements)	\$1,509.0

SCHEDULE STATUS

• Current Revenue Operation Dates		
Wilshire Corridor	July	1996
Vermont/Hollywood Corridor	September	1998
• Design Progress		99%
• Construction Progress		30%

REAL ESTATE

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	87	79	7	1	103
LAST MONTH	87	79	6	2	94

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

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

EXECUTIVE SUMMARY (CON'T)

To date, there have been 79 parcels acquired. Forty-one of these parcels were acquired through condemnation and the remaining were negotiated acquisitions.

PUBLIC AFFAIRS

- Presentations were made at the Wilshire Chamber of Commerce monthly meeting and the monthly Wilshire Community meeting at the Radisson Hotel. Business mitigation activities included co-sponsoring a fashion show for the Wilshire Bridal Salon; providing advertisements in the Larchmont Chronicle, La Opinion, Korea Times and Wilshire Independent newspapers for local businesses; providing funds to offset design costs for the Wilshire Streetscape; implementing a parking program for the Ardmore Neighborhood Association and providing additional security to patrol the area during the lunch hour and early evening. Public Affairs also conducted a day-long workshop for community businesses to educate them about the Business Outreach Program.

The Vermont Corridor field office was officially opened. Contract B252, Vermont/Santa Monica Station, had its community celebration with more than 300 residents and business owners participating in the festivities. Presentations were made to the Los Angeles City College administrators, Lockwood Avenue Elementary School, Rena B Alcohol Recovery Home, California Federal Bank, Midway Ford, Allen's Unocal Station and the Center for Human Rights and Constitutional Law.

Public Affairs staff made presentations to Hollywood We Care and the Hollywood/Wilcox Division of the Los Angeles Police Department. A workshop was conducted to address star preservation during construction for the Hollywood walk of Fame. Staff also provided an information table for the Hollywood Chamber's Business Showcase event. Upcoming events include a press conference with the Hollywood Chamber of Commerce when the first star is removed during construction.

AREAS OF CONCERN

NEW

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

Concern: Currently, the projected delay to ROD is six months. The additional construction access for the B251 tunnel contractor will mitigate several months of this delay.

Action: Continue schedule review of critical path activities for the following contracts: Contract B251, Vermont/Hollywood Tunnel; Contract B241, Vermont/Beverly Station, lower station excavation and concrete placement; Contract B610, Trackwork Installation; Contract B631, TPS Installation and Testing; Contract B620, Operational and Dynamic Testing; integration testing of all systems; and pre-revenue operations to ROD, to determine how best to mitigate the remaining delay.

Status: The RCC staff is preparing a list of potential mitigation measures as candidates for detail schedule analysis.

ONGOING

Contract A650, Segment 2 Passenger Vehicles

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

Action: A MTA task force was established to study the MTA Operations department concerns regarding excessive wheel wear experienced on Segment 1. This issue has been resolved and presented to the RCC and the MTA Boards for information. The RCC staff will present its recommendation to exercise the option in the near future. As a precautionary measure in the event the MTA Board does not exercise the A650 option, Engineering Services Contract E0090 provides for preparation of specifications to be used for re-bidding if necessary. Using an Information for Bid approach (IFB) will facilitate the obtaining of vehicles prior to the Vermont/Hollywood ROD.

AREAS OF CONCERN (CON'T)

Status: The option included in the Segment 1 A650 Passenger Vehicle contract will be reviewed and acted on at the MTA Board Meeting scheduled in April 1994. The current Segment 2 vehicle procurement and testing schedule indicates some risk to the Vermont/Hollywood Revenue Operation Date (ROD) if the option is not exercised.

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

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

Action: Parsons-Dillingham recommended installing four additional dewatering wells to dewater the upper tunnel segment. This will facilitate mining and caisson removal operations.

Status: Four dewatering wells have been installed in the area and are now pumping. It is expected that excavation through the alluvia and simultaneous caisson removal will be slow which should add only two to three days to the tunnel excavation duration. This item is essentially resolved and is no longer an area of concern.

B251, Vermont/Hollywood Tunnel - Additional Access

Concern: Projected delays to the commencement of lower station box excavation for station Contracts B241, B252, B261, and B271; and a corresponding delay to the Vermont/Hollywood ROD may result if the Contract B251 tunnel excavation delays are not mitigated.

Action: A Change Order is being processed and will provide for additional access to the B251 contractor at the Contract B221 turnout structure.

AREAS OF CONCERN (CON'T)

Status: A Change Notice granting additional access to the B251 contractor was approved at the MTA Board meeting on March 23, 1994. Since the Change Notice for additional access was approved, this area of concern is no longer required.

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW NONE

ONGOING

March 1993, Financial Management Information System

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

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

Status: The bids have been received, reviewed, and rated. The bidders have been interviewed and the product demonstrations are in process. Negotiations should be completed by the end of April and the proposal should go to the Board in May.

RESOLVED NONE

KEY ACTIVITIES - MARCH

Design

- Contract B261, Vermont/Sunset Station, received approval for award from the MTA on March 23, 1994.
- Contract B641, Radio (design/furnish/install), received approval for award from the RCC Board on March 14, 1994, and from the MTA on March 23, 1994.
- Contract B642, Public Address (procurement), was readvertised on March 10, 1994.
- A prebid meeting was held on March 10, 1994 for Contract B648A, Communications Installation Wilshire Corridor.
- The bid opening for Contract B760, Signs & Graphics (design/supply), was held on March 30, 1994.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, installed irrigation lines in the southwest corner of MacArthur Park. Proceeded with final painting and touch-up of doors and door frames; and installation of mechanical and electrical equipment and wire in the pocket track structure.
- Contract B211, Wilshire/Vermont Station, Stage I, completed placement of platform concrete, placed concrete for the east Blast Relief Shaft exterior walls, Emergency Exit 31, and a series of stairs to roof level.
- Contract B215, Wilshire/Vermont Station, Stage II, continued excavation and installation of soldier piles. Received all wales and 23 of the 42 struts for the excavation support system.
- Contract B221, Wilshire/Normandie Station and Line, completed excavation of side structures at South Ardmere and the installation of acoustical spray at the high bay area of the station. Placed concrete for station entrance exterior walls and continued installation of CMU walls at the west mezzanine and ancillary levels.

KEY ACTIVITIES (CON'T)

- Contract B231, Wilshire/Western Station and Crossover, completed building the west fire protection vault and piping, installation of bus pads, curbs, and gutters along Wilshire Boulevard between Serrano Avenue and Manhattan Pl. Completed backfill at Blast Relief Shafts #3 and #4, Chiller/Exhaust Shaft, and Emergency Exit #3. Continued installation of ceramic floor tile, doors and hardware, ductwork and accessories throughout the station.
- Contract B241, Vermont/Beverly Station, DWP has completed the conduit lateral work on Vermont Avenue; Traffic Control Plan, Phase 1, was implemented; temporary traffic signal relocation was concluded.
- Contract B251, Vermont/Hollywood Tunnels, completed concrete of sump room in shaft #18 shaft and excavation to first level walers in shaft #19. Undertook final clean up and demobilization of underpinning; and completed general site/equipment maintenance and installation of Lamella Gravity Settler (LGS) at the Barnsdall site.
- Contract B252, Vermont/Santa Monica Station, Automatic Traffic Surveillance and Control System (ATSAC) installation continued.
- Contract B281, Hollywood Vine Station, completed survey of the existing condition of the terrazzo Star Panels (Walk of Fame) prior to the planned removal. Partially completed renovation of the Resident Engineer's Field Office.
- Contract B610, Trackwork Installation, contractor continuing start up submittals process and initial survey in the yard.
- Review and approval of contractor submittals are underway for Contract B611, Running Rail, Contract B612, Contact Rail and Coverboard, Contract B614, Special Trackwork, Contract B616, Special Direct Fixation Fasteners, Contract B620, Automatic Train Control; Contract B630, Traction Power Substation Equipment; Contract B631, Traction Power Installation; Contract B710, Elevators and Escalators; and Contract B795, Uninterruptable Power Supply.

KEY ACTIVITIES (CON'T)

- Contract B740, Ventilation Equipment, delivery of the equipment to the Contract B231 station is finished and transfer of the equipment to the Contract B221 station east end is complete except for the dampers. The installation of the booster fans and sound attenuators at the Contract B201 structure was accomplished. Submittals for the B215 station are being reviewed.
- Contract B745, Air Handling & TPSS Fans, a procedure for the painting of TPSS fans in the field was approved. The remedial work on the fans has commenced. Fabrication of the dampers is complete and the delivery has been scheduled.
- Contract B761, Illuminated Signs and Edge Lights Procurement, edgelights for Contract B231 are scheduled for delivery to that station on March 31, 1994.

KEY ACTIVITIES - PLANNED FOR APRIL

Design

- Contract B261, Vermont/Sunset Station, is scheduled to receive Notice to Proceed on April 5, 1994.
- Contract B271, Hollywood/Western Station, will receive Notice to Proceed on April 4, 1994.
- Contract B641, Radio, is expected to receive Notice to Proceed on April 11, 1994.
- The bid opening for Contract B648A is planned for April 14, 1994, with a bid report completion scheduled for April 29, 1994.
- The RCC staff will present its recommendation for award to the RCC Board on April 18, 1994, and to the MTA Board on April 27, 1994.

Construction

- Contract B201, Wilshire/Alvarado to Wilshire/Vermont Line, continue rework to correct punchlist items and final cleanup.
- Contract B211, Wilshire/Vermont Station, Stage I, continue placement of HDPE and protective slab on roof and adjacent structures. Continue support and excavation for east Blast Relief Shaft and cosmetic concrete repair work at lower, upper, and ancillary levels.
- Contract B215, Wilshire/Vermont Station, Stage II, continue excavation and installation of soldier piles. Proceed with fabrication for the first level of support structures (wales and struts).
- Contract B221, Wilshire/Normandie Station and Line, continue installation of smoke exhaust cover (plenum) at the station high bay area and excavation of the side structures on the north side of Wilshire Blvd. Continue construction of station entrance and installation of CMU walls at the west mezzanine and ancillary levels.

KEY ACTIVITIES (CON'T)

- Contact B229, Temporary Ventilation During Construction, installation of FSD/Bulkhead and Booster Fans prior to B610 contractor starting work in tunnel is anticipated to be complete the first week of May 1994.
- Contract B231, Wilshire/Western Station, continue installation of ceramic floor tile, doors and hardware, ductwork and accessories and painting throughout the station. Continue placing stainless steel siding and guard rails at Stairs #3 and #4.
- Contract B241, Vermont/Beverly Station, awaiting arrival of soldier piles and pile auger machine. The contractor continues ATSAC installation.
- Contract B251, Vermont/Hollywood Tunnel, continue production of precast segments, tunnel excavation, and maintenance of the dewatering system.
- Contract B252, Vermont/Santa Monica Station, continue installation of ATSAC conduit, waterline relocation activities, and drilling of observation wells.
- Contract B281, Hollywood/Vine Station, continue renovation of Resident Engineer's Field Office.
- Contract B643, Closed Circuit Television, preliminary design review expected April 25, 1994.
- Contract B745, Air Handling & TPSS Fans, accept delivery of the sound dampers.
- Contract B761, Illuminated Signs and Edge Lights Procurement, accept first delivery of edgelights, conduct the B231 Readiness Review meeting on March 16, 1994; and complete the review of alternate design options for the station pylon.

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

Project: R81 METRO RED LINE - SEGMENT 2

Period: Feb 25, 1994 to Apr 1, 1994
Run Date: Apr 12, 1994
Units: \$ in Thousands (Truncated)

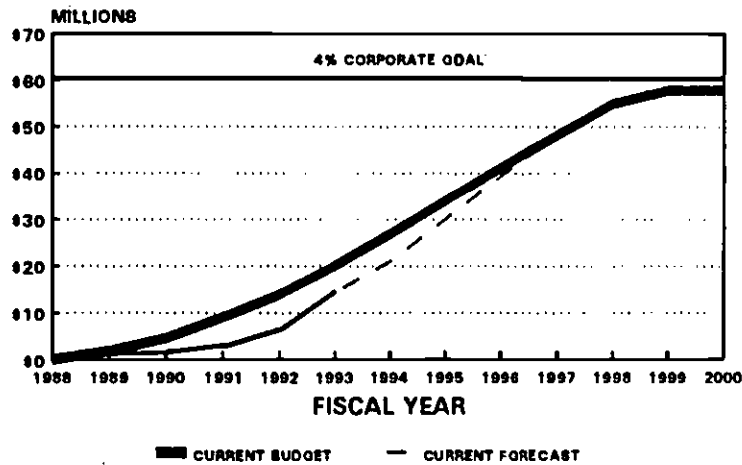
ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
TOTAL PROJECT												
T CONSTRUCTION	893,000	0	932,864	68,889	750,646	10,280	363,525	14,521	342,211	16,415	956,429	23,565
S PROFESSIONAL SERVICES	289,150	0	354,803	10,079	318,255	3,985	197,929	3,985	197,929	1,077	354,617	-185
R REAL ESTATE	79,827	0	83,568	0	75,176	620	68,631	620	68,631	0	86,860	3,292
F UTILITY/AGENCY FORCE ACCOUNTS	36,668	0	29,796	1,139	20,442	40	7,199	40	7,199	230	28,776	-1,019
D SPECIAL PROGRAMS	2,044	0	4,402	-20	537	1	391	1	391	-4,779	560	-3,841
C PROJECT CONTINGENCY	145,743	0	40,999	0	0	0	0	0	0	-12,944	19,487	-21,511
A PROJECT REVENUE	0	0	0	0	0	0	-181	0	-181	0	-300	-300
TOTAL PROJECT	1,446,432	0	1,446,432	80,088	1,165,056	14,927	617,454	19,168	616,181	-1,285	1,509,426	-2,654
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	55,024	7,281	35,460	0	0	0	0	-1,257	49,376	-5,647
S PROFESSIONAL SERVICES	0	0	8,225	27	4,519	38	4,008	38	4,008	-27	8,198	-27
R REAL ESTATE	0	0	0	0	1	0	-4	0	-4	0	0	0
D SPECIAL PROGRAMS	0	0	0	20	43	2	14	2	14	0	20	20
C PROJECT CONTINGENCY	0	0	2,000	0	0	0	0	0	0	0	5,000	3,000
TOTAL NEW REQUIREMENTS	0	0	65,249	7,328	40,024	40	4,017	40	4,017	-1,285	62,594	-2,654
GRAND TOTAL	1,446,432	0	1,511,681	87,417	1,205,081	14,968	641,512	19,209	620,198	-1,285	1,509,026	-2,654

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

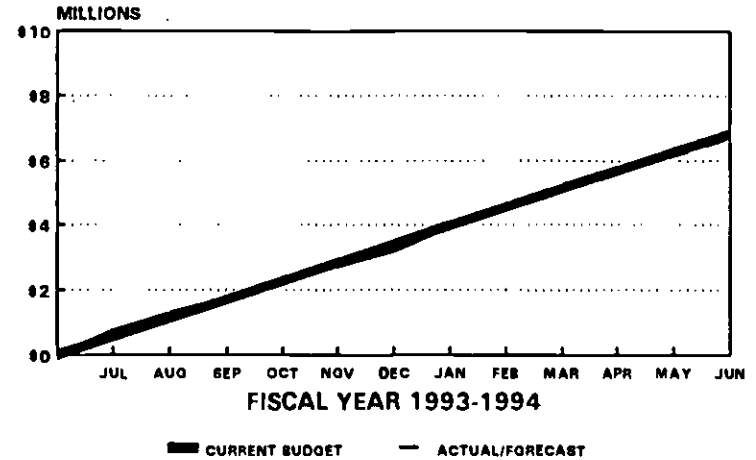
STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	* COMMITMENTS		EXPENDITURES (4)		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$667,000	\$597,653	\$564,737	85%	\$255,692	38%	\$238,139	36%
FTA-SECTION 3 DEFERRED LOCAL SHARE (1)			\$104,826		\$55,702		\$49,852	
STATE	\$185,129	\$133,000	\$138,688	75%	\$133,000	72%	\$133,000	72%
MTA	\$440,303	\$148,954	\$270,588	61%	\$100,554	23%	\$106,416	24%
CITY OF L.A.	\$96,000	\$49,600	\$59,397	62%	\$44,412	46%	\$41,434	43%
BENEFIT ASSESS.	\$58,000	\$0	\$26,820	46%	\$26,820	46%	\$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%	\$26,820	
TOTAL	\$1,446,432	\$948,842	\$1,165,056	81%	\$616,180	43%	\$595,661	41%
PROP C: AMERICAN DISABILITY ACT	\$5,996	\$0	\$3,095	52%	\$390	7%	\$390	7%
PROP A: TRANSIT ENHANCEMENTS	\$59,254	\$0	\$36,930	62%	\$3,628	6%	\$3,628	6%
GRAND TOTAL	\$1,511,682	\$948,842	\$1,205,081	80%	\$620,198	41%	\$599,679	40%
(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 February 1994.								

AGENCY COSTS RED LINE SEGMENT 2



FISCAL YEAR 1994 AGENCY COSTS RED LINE SEGMENT 2



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

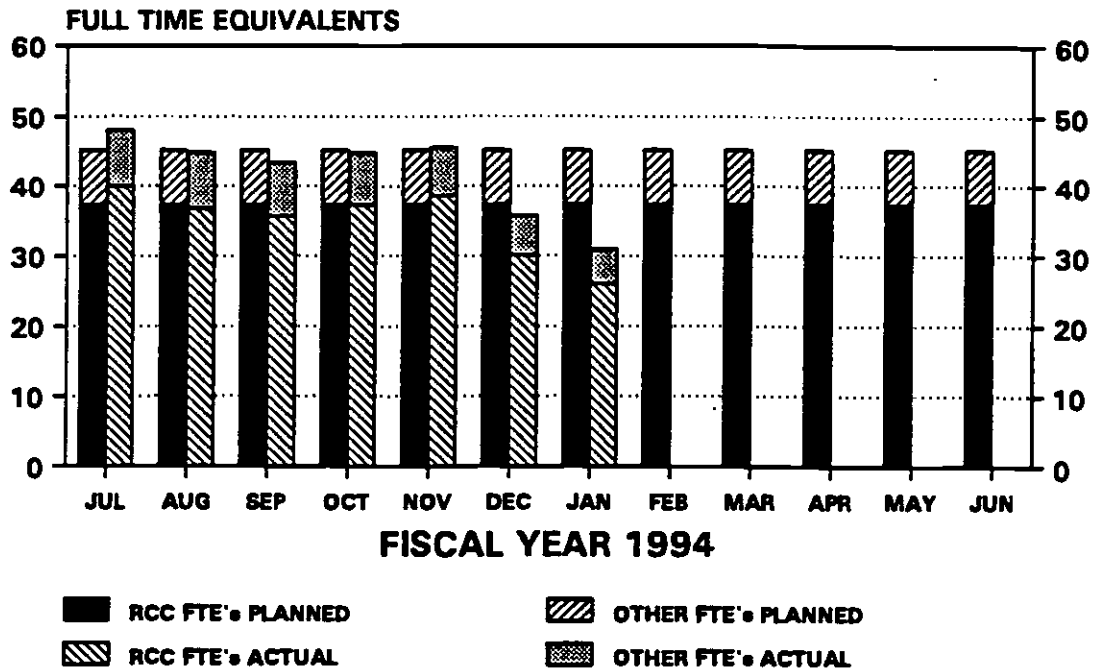
TOTAL PROJECT BUDGET	\$1,511,682
CURRENT BUDGET	\$ 57,840
BUDGET % OF TOTAL PROJECT	3.8%
CURRENT FORECAST	\$ 58,396
FORECAST % OF TOTAL PROJECT	3.9%
ACTUAL THROUGH FY 93	\$ 14,686

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

CURRENT BUDGET	\$6,834
CURRENT FORECAST	\$6,666
BUDGET PLAN TO DATE	\$4,556
ACTUAL TO DATE	\$4,498

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	26
OTHER FTE's PLANNED	8
OTHER FTE's ACTUAL	5
TOTAL FTE's PLANNED	45
TOTAL FTE's ACTUAL	31

Note: Based upon February 1994 data.

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 03/18/94

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	% COM- PLETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% INCR
A.	B.	C.	D.	E.(B + D)	F.(1)	G.(B + F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
B201	\$44,577,273	20%	\$8,922,727	\$53,500,000	\$5,382,960	\$49,960,223	12.1%	80%	88%	\$3,539,777	(\$288,551)	\$3,828,328	57%	11.4%
B211	\$38,487,177	13%	\$4,958,918	\$43,445,995	\$1,831,132	\$40,318,309	4.8%	37%	80%	\$3,127,688	\$234,783	\$2,892,924	42%	5.4%
B215	\$26,172,300	10%	\$2,617,230	\$28,789,530	\$13,000	\$28,185,300	0.0%	0%	0%	\$2,604,230	\$0	\$2,604,230	0%	0.0%
B218	\$84,000	135%	\$88,800	\$150,800	\$80,194	\$144,184	128.3%	83%	100%	\$8,408	\$0	\$8,408	93%	125.3%
B221	\$79,812,793	14%	\$10,884,531	\$90,677,324	\$5,345,713	\$85,158,508	6.7%	48%	75%	\$5,518,818	\$1,728,377	\$3,792,441	65%	8.9%
B229	\$957,428	10%	\$95,742	\$1,053,170	\$5,000	\$982,428	0.5%	5%	0%	\$90,742	\$8,000	\$82,742	14%	1.4%
B231	\$53,645,201	10%	\$5,364,520	\$59,009,721	\$3,201,397	\$56,848,588	6.0%	80%	90%	\$2,163,123	\$1,199,908	\$963,215	82%	8.2%
B241	\$40,957,557	10%	\$4,095,756	\$45,053,313	\$0	\$40,957,557	0.0%	0%	0%	\$4,095,756	\$50,000	\$4,045,756	1%	0.1%
B251	\$129,855,578	5%	\$7,000,894	\$136,856,472	\$2,775,573	\$132,431,151	2.1%	40%	44%	\$4,226,321	\$1,083,616	\$3,141,705	55%	3.0%
B252	\$50,879,831	11%	\$5,651,158	\$56,730,789	\$0	\$50,879,831	0.0%	0%	0%	\$5,651,158	\$0	\$5,651,158	0%	0.0%
B268	\$88,000	10%	\$8,800	\$96,800	\$8,550	\$98,550	9.7%	87%	100%	\$250	\$0	\$250	97%	9.7%
B271	\$38,948,000	10%	\$3,894,800	\$42,842,800	\$0	\$38,948,000	0.0%	0%	0%	\$3,894,800	\$0	\$3,894,800	0%	0.0%
B281	\$48,287,000	12%	\$5,814,440	\$55,201,440	\$0	\$48,287,000	0.0%	0%	0%	\$5,814,440	\$0	\$5,814,440	0%	0.0%
B288	\$78,478	14%	\$10,822	\$87,100	\$9,845	\$88,323	12.9%	83%	100%	\$777	\$0	\$777	83%	12.9%
B290	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%
B610	\$18,889,652	10%	\$1,888,965	\$18,358,617	\$0	\$18,889,652	0.0%	0%	0%	\$1,888,965	\$0	\$1,888,965	0%	***%
B611	\$2,719,049	10%	\$271,905	\$2,990,954	\$0	\$2,719,049	0.0%	0%	0%	\$271,905	\$0	\$271,905	0%	0.0%
B612	\$3,984,355	10%	\$398,435	\$4,383,791	\$0	\$3,984,355	0.0%	0%	0%	\$398,435	\$0	\$398,435	0%	0.0%
B614	\$2,648,829	10%	\$264,683	\$2,911,512	\$0	\$2,648,829	0.0%	0%	0%	\$264,683	\$15,000	\$249,683	6%	0.6%
B616	\$759,583	10%	\$75,958	\$835,541	\$0	\$759,583	0.0%	0%	0%	\$75,958	\$0	\$75,958	0%	0.0%
B620	\$18,031,285	13%	\$2,326,033	\$20,357,298	(\$158,100)	\$17,875,165	-0.9%	-7%	0%	\$2,482,133	\$124,733	\$2,357,400	-1%	-0.2%
B630	\$6,157,150	10%	\$615,715	\$6,772,865	\$77,584	\$6,234,734	1.3%	13%	0%	\$538,131	\$282,414	\$245,717	60%	6.0%
B631	\$4,487,185	10%	\$448,717	\$4,913,882	\$0	\$4,487,185	0.0%	0%	0%	\$448,717	\$0	\$448,717	0%	0.0%
B643	\$780,127	10%	\$78,013	\$858,140	\$0	\$780,127	0.0%	0%	0%	\$78,013	\$0	\$78,013	0%	0.0%
B644	\$3,260,988	13%	\$435,017	\$3,696,005	\$0	\$3,260,988	0.0%	0%	0%	\$435,017	(\$900,247)	\$1,335,284	-207%	-27.6%
B645	\$2,568,871	5%	\$117,258	\$2,684,129	\$0	\$2,568,871	0.0%	0%	0%	\$117,258	\$0	\$117,258	0%	0.0%
B648	\$2,547,788	10%	\$254,777	\$2,802,543	\$0	\$2,547,788	0.0%	0%	0%	\$254,777	\$0	\$254,777	0%	0.0%
B648B	\$0	***%	\$0	\$0	\$0	\$0	***%	***%	0%	\$0	\$0	\$0	***%	0.0%

[1] 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

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

PAGE 1

T RUBIO
PROJECT VALUE SUMMARY 03/18/94

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

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 03/18/94

MTA APPROVED CONTRACT AWARD		MTA APPROVED CHANGE CONTINGENCY (CTG)			APPROVED CHANGES TO DATE					REMAINING CONTINGENCY	PROJECTED			
CONTRACT	AWARD VALUE	% ALLOWED	CURRENT ALLOWED	TOTAL APPROVED AFE (R81)	APPROVED CHANGES	CURRENT CONTRACT VALUE	% INCR	% CTG USED	% COMP- LETE	CURRENT UNUSED ALLOWANCE	PENDING CHANGES	REMAINING FORECAST CONTINGENCY	% CTG USED	% INCR
A.	B.	C.	D.	E.(B+D)	F.(1)	G.(B+F)	H.(2)	I.	J.	K.(D-F)	L.(3)	M.(K-L)	N.	O.
*B710	\$14,442,982	19%	\$2,716,277	\$17,159,239	\$0	\$14,442,982	0.0%	0%	0%	\$2,716,277	\$170,000	\$2,546,277	8%	***.1%
*B740	\$10,526,268	10%	\$1,052,627	\$11,578,895	\$190,178	\$10,716,448	1.8%	18%	23%	\$882,449	\$15,000	\$847,449	18%	1.9%
*B745	\$1,808,381	48%	\$826,136	\$2,633,517	\$286,736	\$2,096,116	15.9%	35%	20%	\$638,401	\$128,284	\$410,117	50%	22.9%
*B781	\$3,226,672	10%	\$322,667	\$3,549,339	\$0	\$3,226,672	0.0%	0%	0%	\$322,667	\$101,400	\$221,267	31%	3.1%
*B785	\$2,004,683	10%	\$200,468	\$2,205,151	\$0	\$2,004,683	0.0%	0%	0%	\$200,468	\$0	\$200,468	0%	0.0%
	\$650,238,182	11%	\$71,757,290	\$721,995,472	\$19,051,749	\$669,289,931	2.9%	27%	27%	\$52,706,541	\$3,962,697	\$48,742,843	32%	3.5%
II - AFE increase required		I - AFE increase MAY be required to cover pending changes.												

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

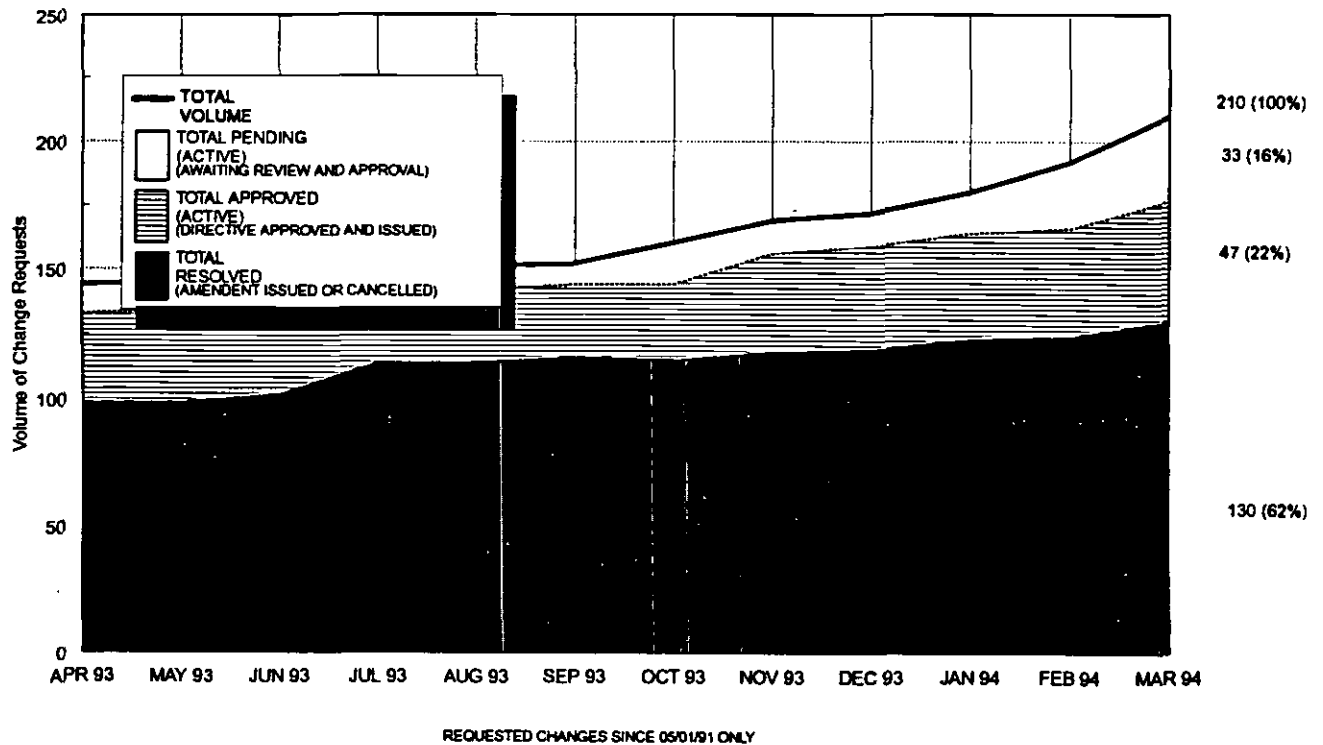
R81 - Metro Red Line Seg-2
REV 1.0 01/28/94 lsa

PAGE 2

T RUBIO
PROJECT VALUE SUMMARY 03/18/94

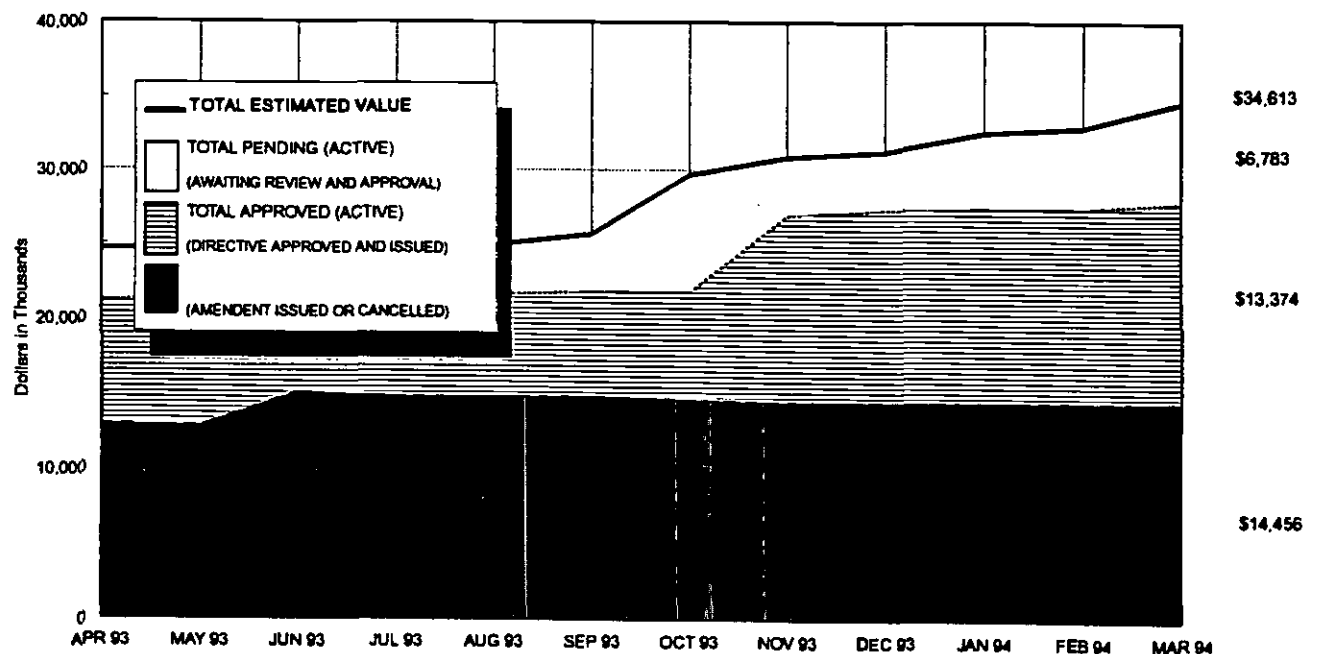
* Note: Contract B641 was awarded on 3/23/94 for \$10,230,159.

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

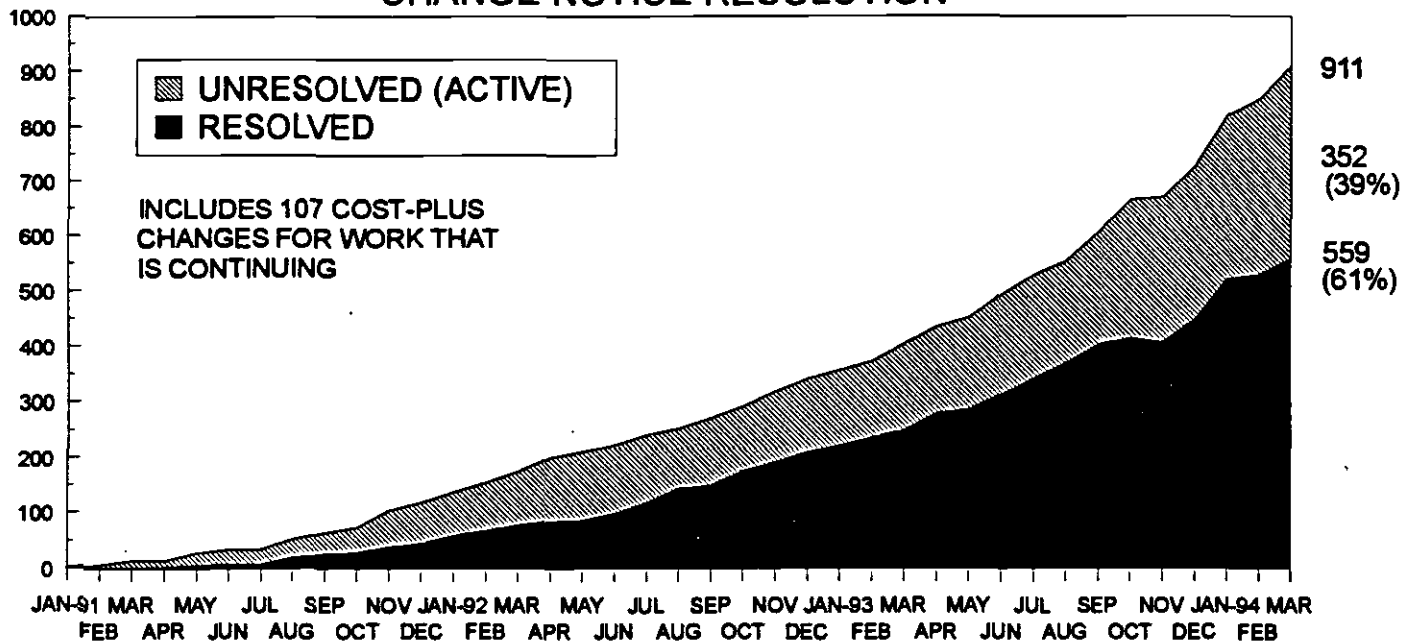


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	18	11	3	48	80
PERCENT	22%	14%	4%	60%	100%

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



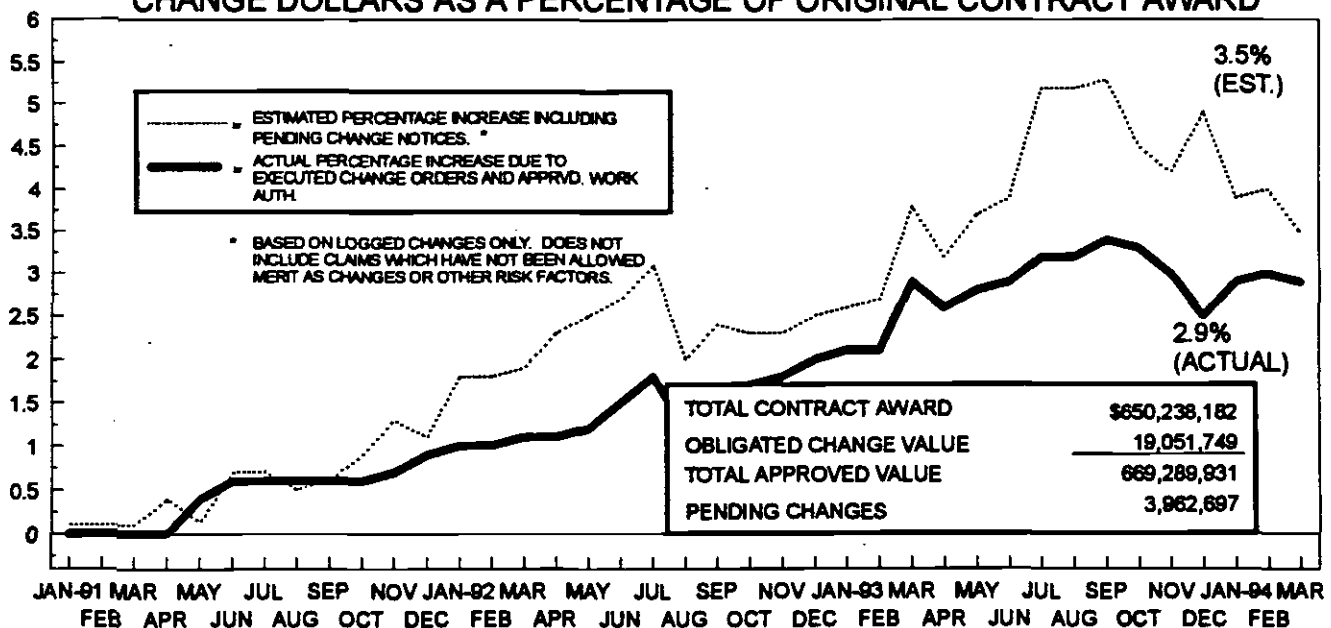
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE NOTICE RESOLUTION



AGE OF UNRESOLVED CHANGES

TIME	0-30 DAYS	31-60	61-90	OVER 90	TOTAL ACTIVE
VOLUME	110	43	34	165	352
PERCENT	31%	12%	10%	47%	100%

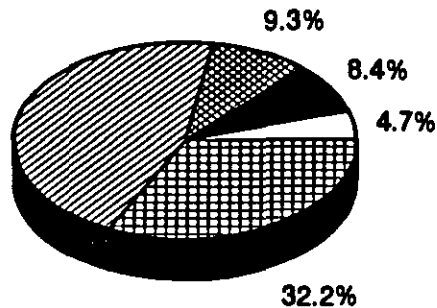
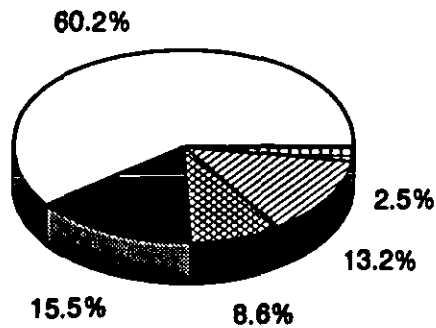
CONSTRUCTION/PROCUREMENT CONTRACT CHANGES CHANGE DOLLARS AS A PERCENTAGE OF ORIGINAL CONTRACT AWARD



CONSTRUCTION/PROCUREMENT CHANGE VOLUME BY COST LEVEL AND BASIS BASED ON EXECUTED CHANGES AS OF 03/18/94

COST LEVEL

Total Cost: \$12,550,279*

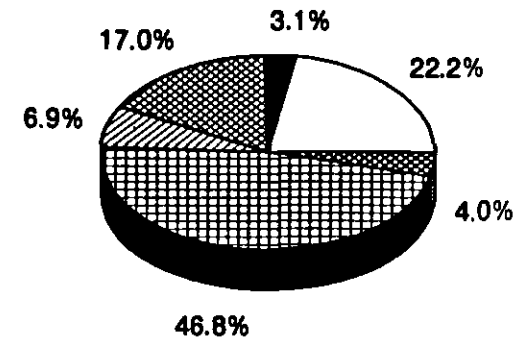
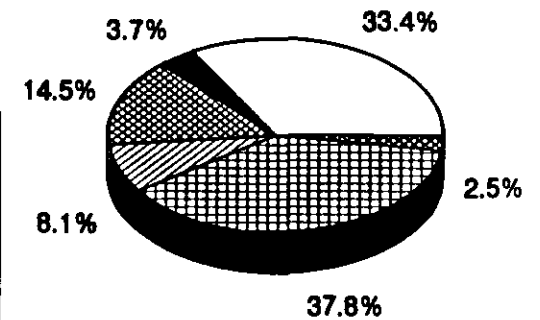


Legend

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

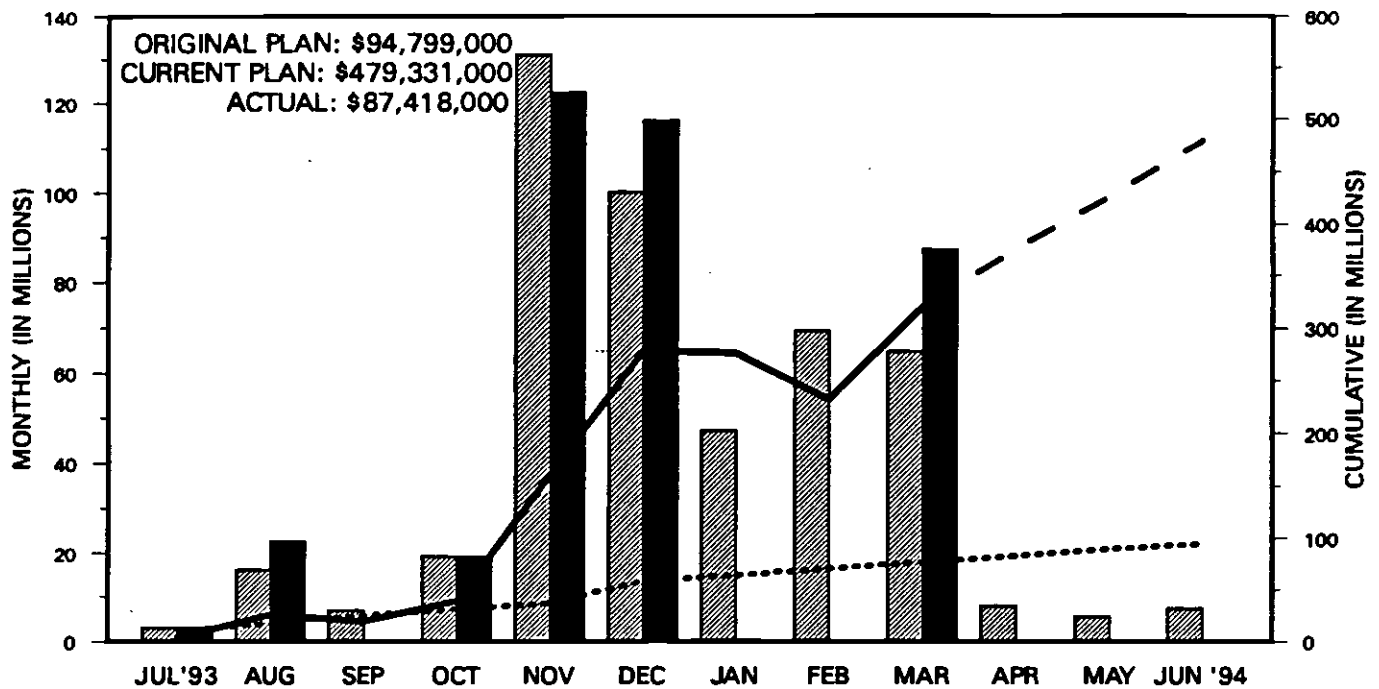
BASIS

Total Volume: 407 CN's

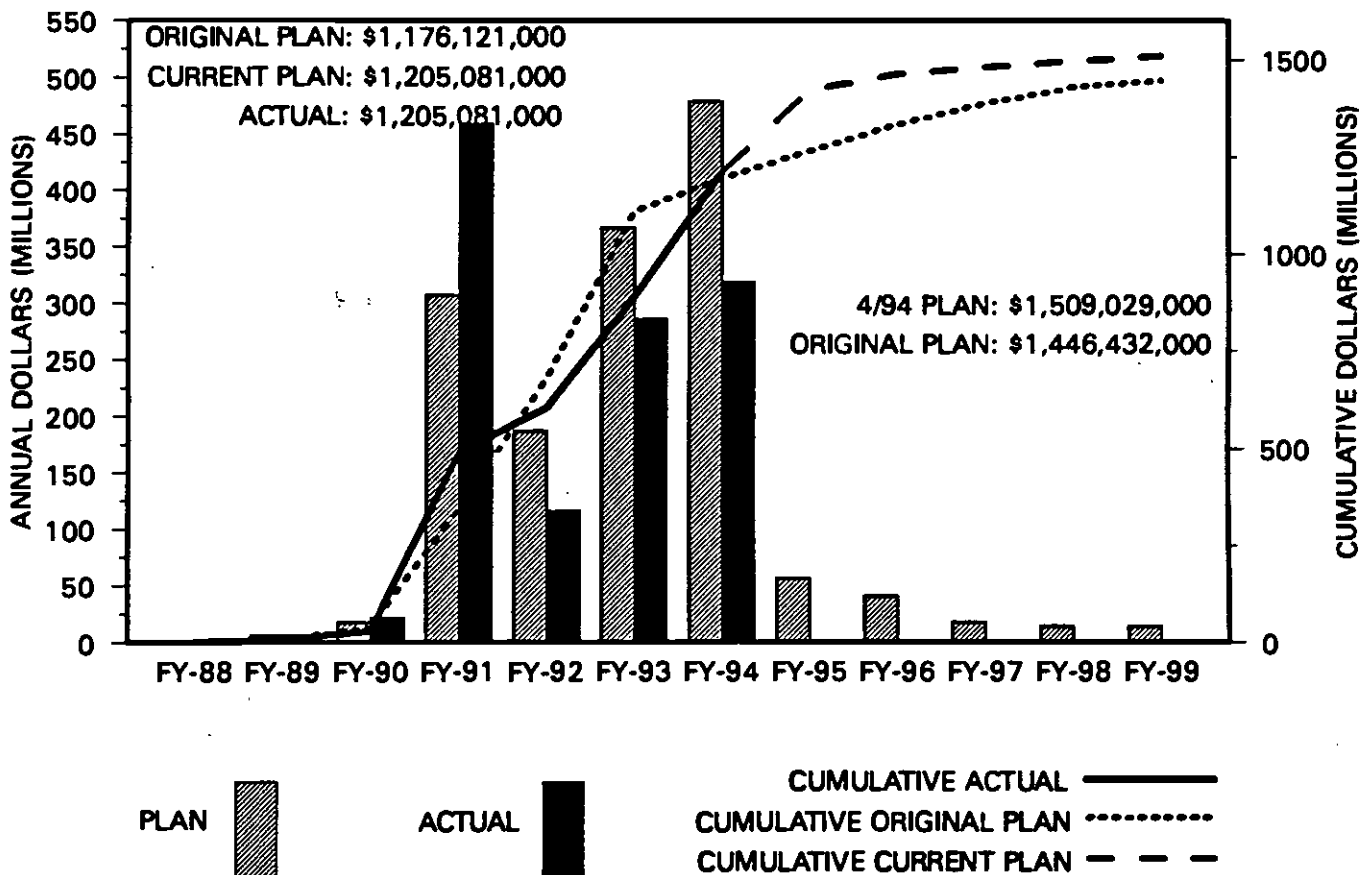


*INCORPORATES SOME SEGMENT 3 COSTS

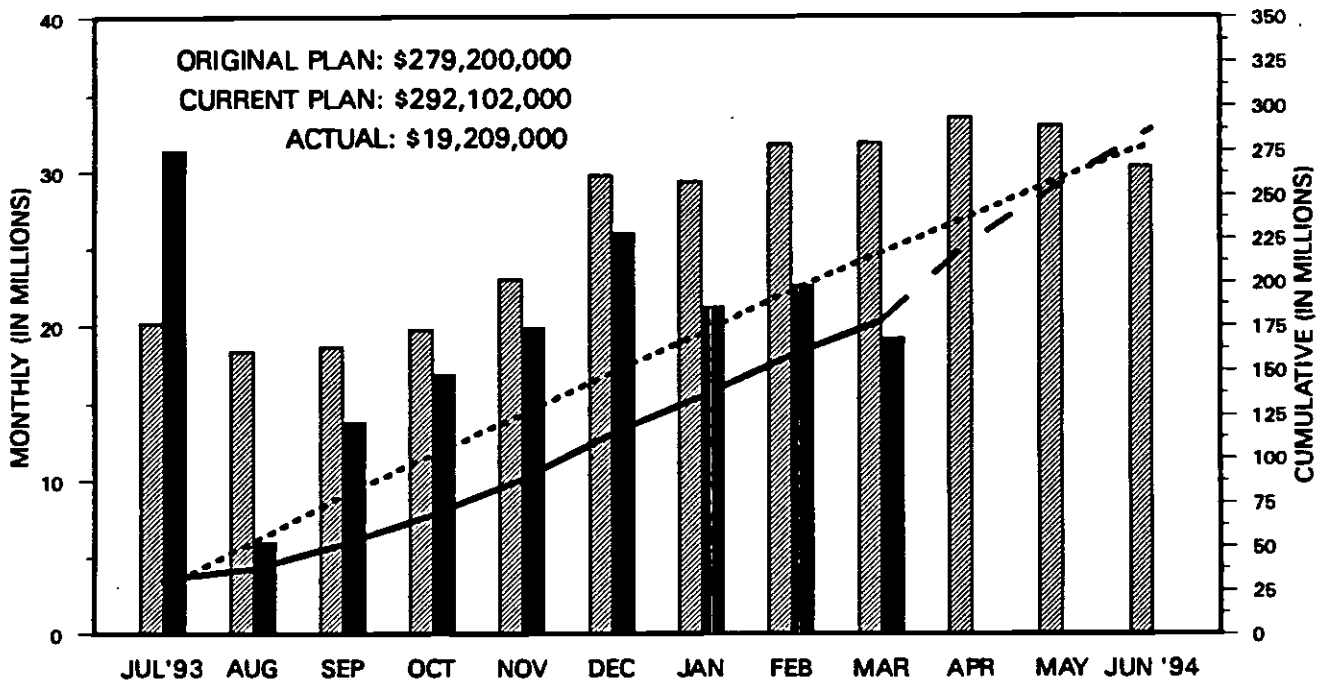
ANNUAL PROJECT COMMITMENTS (FY '94)



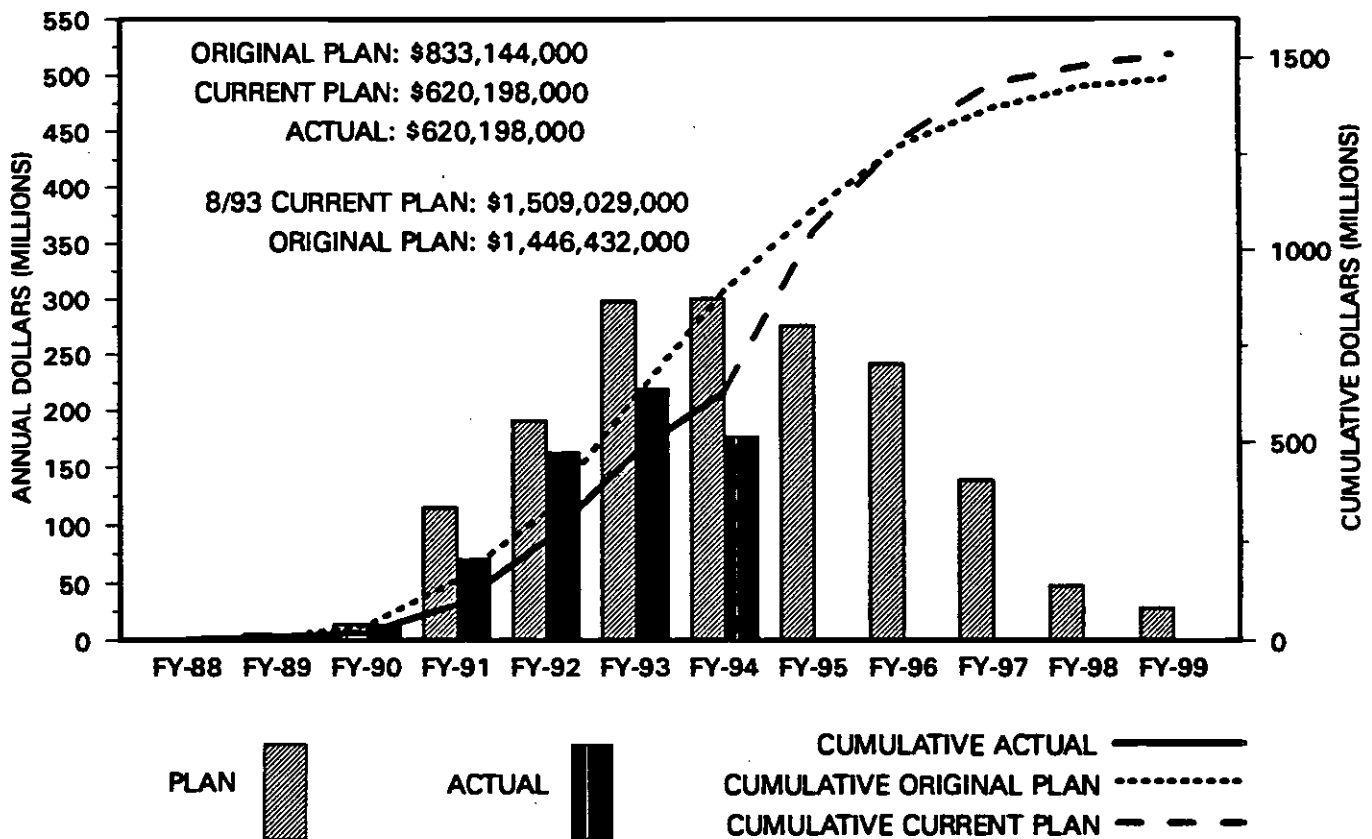
TOTAL PROJECT COMMITMENTS



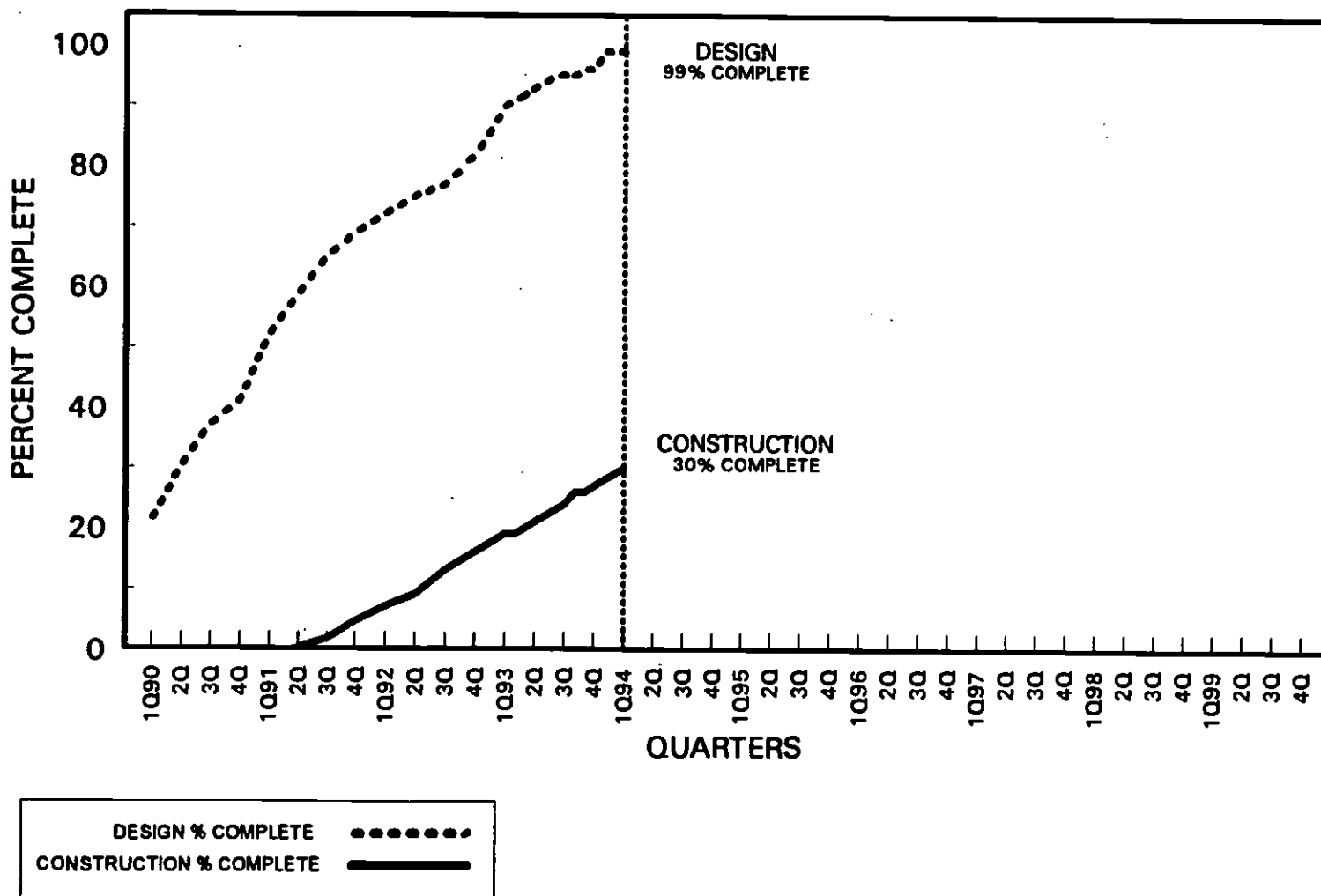
ANNUAL PROJECT CASHFLOW (FY '94)



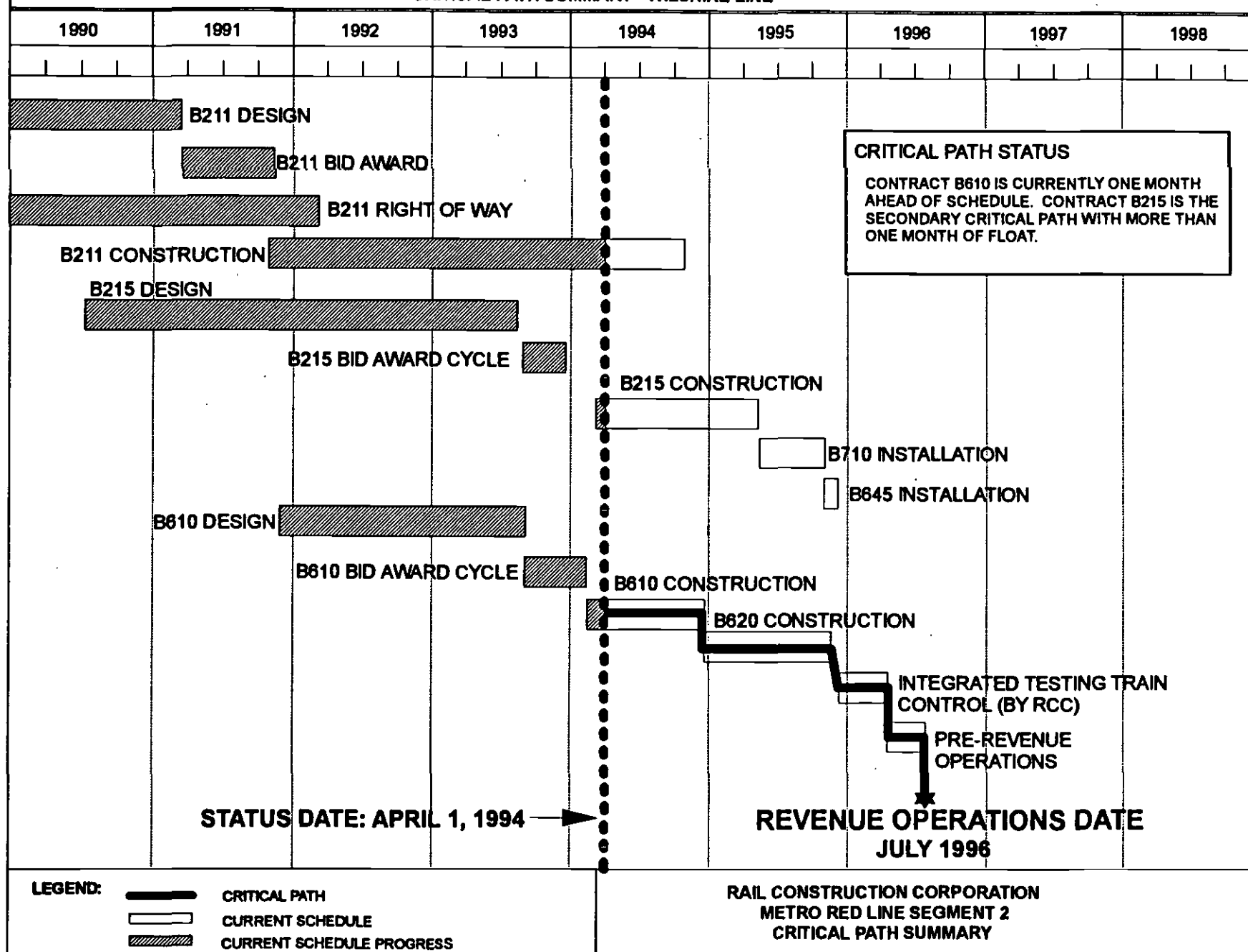
TOTAL PROJECT CASHFLOW



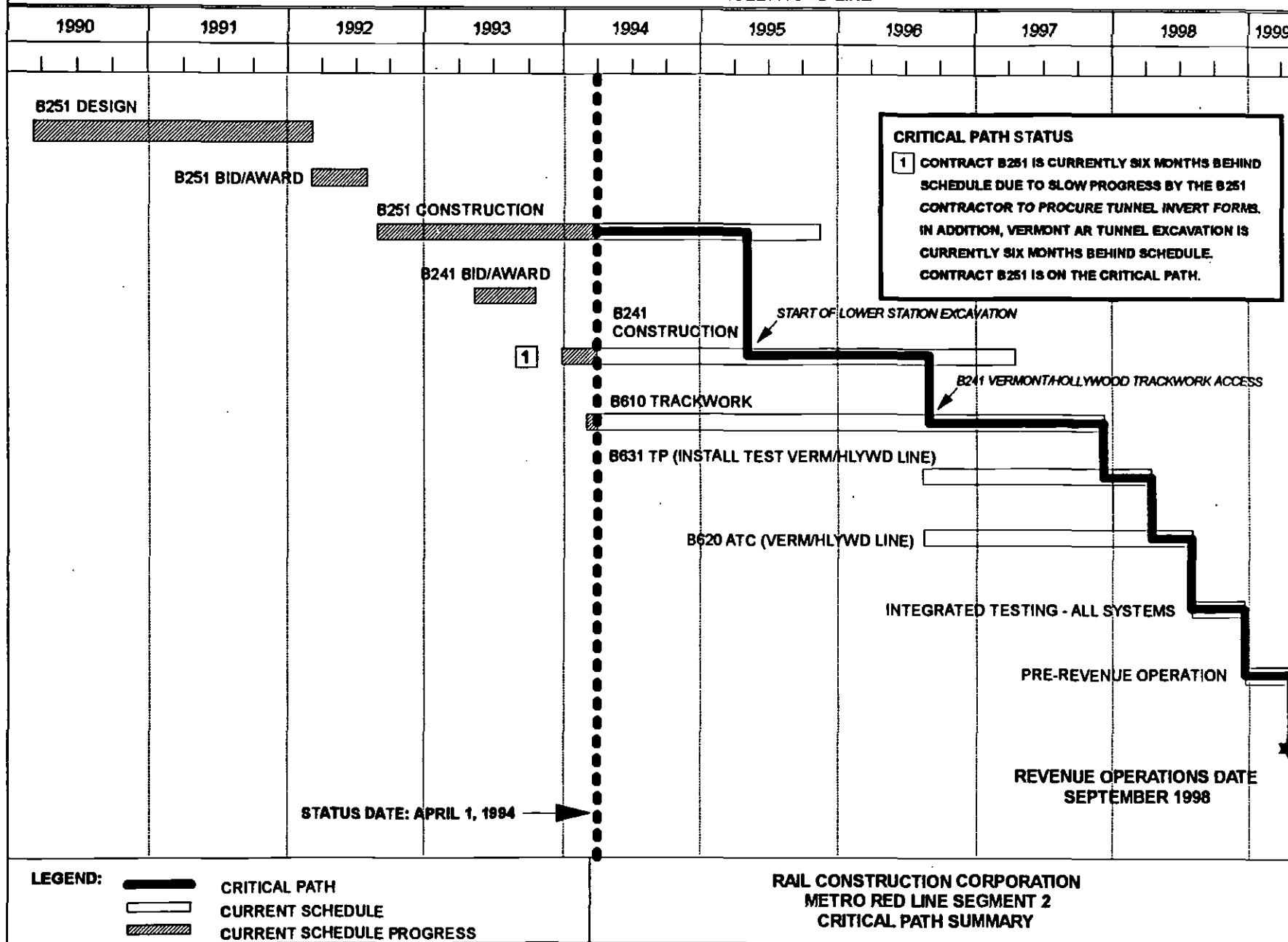
RAIL CONSTRUCTION CORPORATION METRO RED LINE SEGMENT 2 PROGRESS SUMMARY



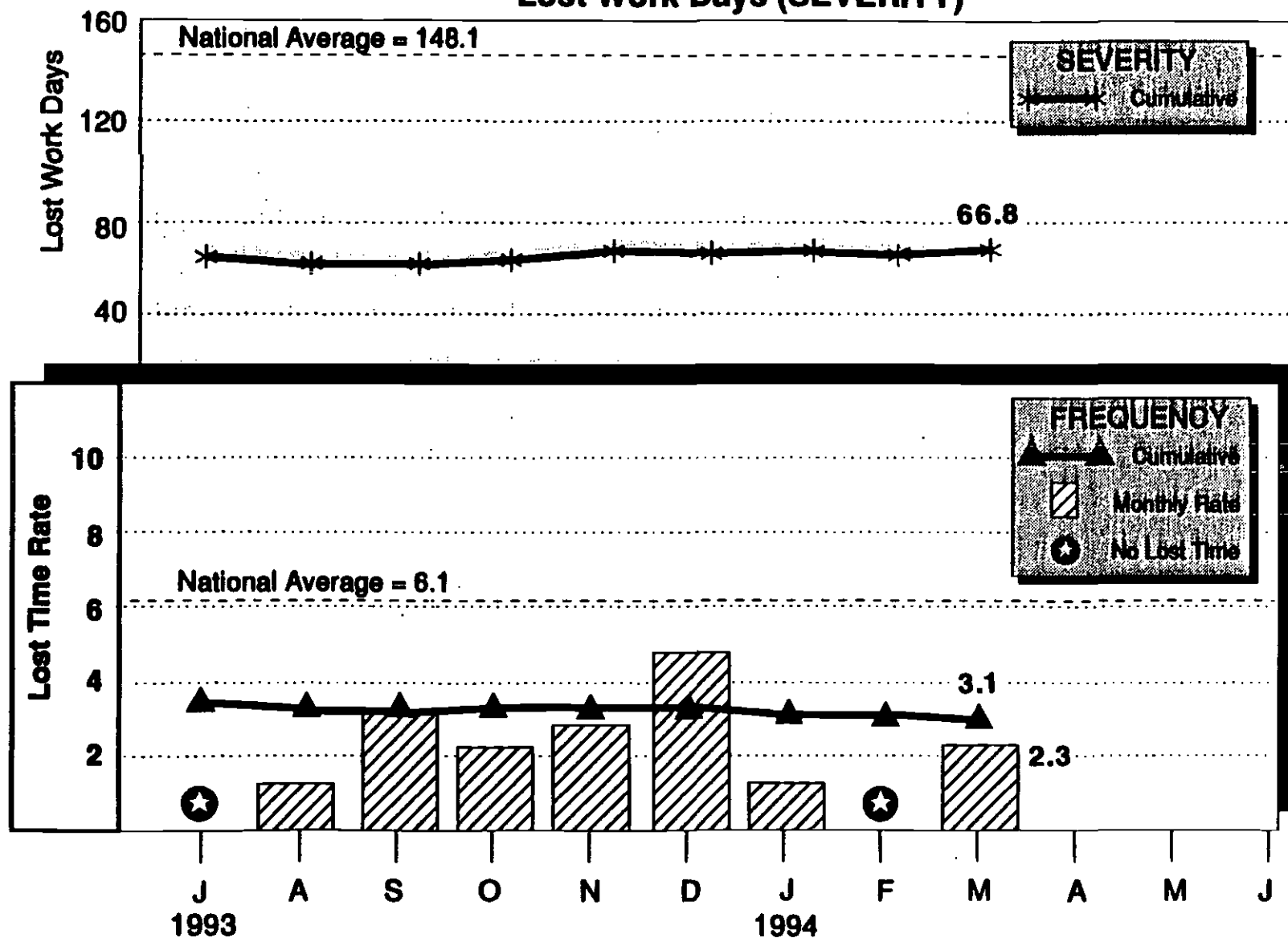
CRITICAL PATH SUMMARY - WILSHIRE LINE



CRITICAL PATH SUMMARY - VERMONT/HOLLYWOOD LINE



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



INVOICE PROCESSING

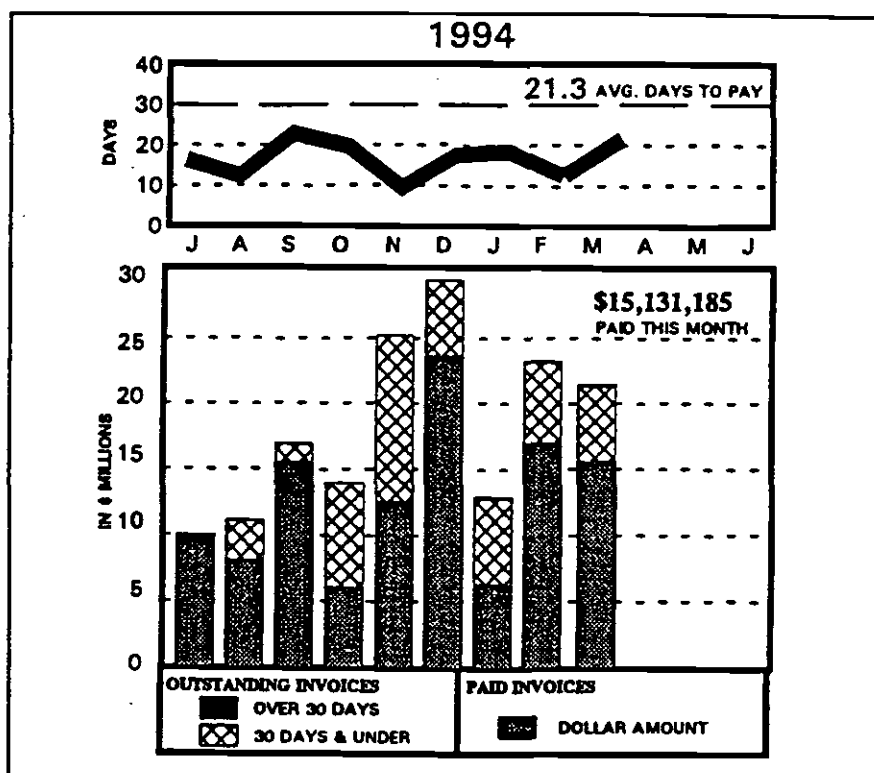
- The average time taken to pay invoices for Construction and Procurement contracts (including Insurance) was 21.3 days.

- 26 invoices were paid for a total value of \$15,131,185.

- There were 8 outstanding Construction or Procurement invoices under 30 days old for \$6,178,591.

- There was 1 outstanding Construction or Procurement invoice over 30 days old for \$66,292.

Construction/Procurement Invoice Status



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

OUTSTANDING INVOICES

Month	Construction/Procurement Invoices				Other Invoices			
	30 Days and Under		Over 30 Days		30 Days and Under		Over 30 Days	
	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value	Number of Invoices	Dollar Value
OCT 1993	5	7,943,120	0	0	24	4,936,370	1	100,253
NOV 1993	11	12,540,751	0	0	35	5,492,472	5	200,684
DEC 1993	18	5,643,498	0	0	23	8,321,416	10	403,027
JAN 1994	9	6,559,574	2	34,641	34	1,924,263	9	402,019
FEB 1994	9	6,141,796	1	14,583	32	3,695,497	11	481,592
MAR 1994	8	6,178,591	1	66,292	32	5,797,433	15	348,944

EXECUTIVE SUMMARY

- **NORTH HOLLYWOOD EXTENSION**

OVERVIEW

MCA, Inc., the owner of Universal Studios, and the Los Angeles County Metropolitan Transportation Authority (LACMTA) have agreed to leave the MCA/Universal Station site at Lankershim Boulevard and the Hollywood Freeway. Design progress on Contract C0321, Universal City Station, and Contract C0328, Universal City Station Demolition, has been delayed somewhat due to Universal City Station entrances design modifications. The Section Designer's original scope of work has been expanded to include roadway improvements for traffic mitigation. Contract C0326, Universal City Roadways, Site Restoration and Landscaping, has been redefined, including the modifications agreed to by the MCA. EMC is also proceeding with Preliminary Engineering, based upon a limited scope of work issued to the Section Designer on February 21, 1994, for the addition of a pedestrian tunnel under Lankershim Boulevard and two additional portals to be added on the east side of the Boulevard on MCA property. Full Notice to Proceed to the Section Designer for the Universal City Station is scheduled for April 15, 1994.

A new plan is being implemented to improve coordination of real estate certification efforts, construction need dates, and environmental requirements.

The Camera Ready submittal for Contract C0301, Hollywood/Highland Station and tunnel finishes through Station 630+00, was made on March 14, 1994, and the contract was advertised on March 28, 1994. Contract C0304, Hollywood/Highland Station, Parking Structure Restoration, scope of work is being incorporated into the C0301 contract package by addendum.

DESIGN

Facilities Design for the North Hollywood Extension was 67.1% complete versus 76.7% planned. Approval has been requested to incorporate schedule modifications resulting from the scope changes to Contract C0301, Hollywood/Highland Station and to Contract C0311, Tunnel from Station 630+00 to Universal City, as well as delays to Contract C0321, Universal City Station, pending the outcome of discussions with MCA, Inc.

EXECUTIVE SUMMARY (CON'T)

CONSTRUCTION

A groundbreaking ceremony took place for Contract C0331, North Hollywood Station to Universal City Station, on March 11, 1994. Mobilization activities, work on contract submittals and site clean up continue.

Constructibility reviews continued for Contracts C0301, Hollywood/Highland Station and Tunnels; Contract C0311, Line Section from Universal City Station to Station 613+00; and Contract C0351, North Hollywood Station.

Key studies underway are: Contract C0311, Ventilation Shaft, alternative design criteria analysis; Universal City contracts repackaging and scope changes; Contract C0301 Addendum No. 1 development, the environmental (EIR) addendum development for the C0301 scope of work on MacCadden Place; and Hollywood/Highland Advanced Utility rearrangement schedule alternatives.

COST

The Project Contingency forecast increased a net of \$37.4 million primarily due to: 1) a decrease in the final estimate for Contract C0301, Hollywood/Highland Station, resulting from cost and material quantity adjustments; and 2) a decrease in the preparation of the pre-final estimate for Contract C0311, Line Section: Universal City to Station 630+00, attributed to a detailed assessment of the vent shaft and structure, and other adjustments in site work and concrete categories. The Project Contingency currently stands at \$155.9 million.

Reporting of new requirements costs began this period. The majority of costs are due to the inclusion of a non-revenue turnout structure in the C0311 tunnel contract. The remainder of the costs are due to change orders that are not eligible for federal funding.

EXECUTIVE SUMMARY (CON'T)

- **MID CITY EXTENSION**

OVERVIEW

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

The study will reassess the proposed alignment and explore safe and innovative solutions to the presence of the hydrogen sulfide (including different technologies and construction methods) and will recommend a course of action to mitigate the necessity of tunneling in the presence of the gas. A preliminary report will be made to the RCC and MTA Boards in May 1994, and the final report is anticipated in October 1994.

Active procurement and system contracts which include Mid City work are being evaluated for the best possible course of action by MTA, Parsons-Dillingham (P-D), and EMC.

A preliminary report will be made to the RCC and MTA Boards in May 1994, and the final report is anticipated in October 1994.

COST

The Project Contingency for the Segment 3 Mid City Extension decreased this period due to corresponding increases in the EMC, Enviro-rail, and Radio contract forecasts. The most significant increase was the B641 Radio contract which rose due to lessened competition resulting from a change from a procurement contract to a construction contract. In addition, both Contracts E0070 and EN027 increased to reflect Phase 1 reassessment. Project Contingency currently stands at \$7.3 million.

EXECUTIVE SUMMARY (CON'T)

- **EAST SIDE EXTENSION**

OVERVIEW

A Preliminary Engineering (P.E.) design package was issued for comment on January 31, 1994. A detailed schedule for the Task 2.0 - Preparation and Certification of Final EIS/EIR was completed and submitted to the MTA staff for review. The final environmental document's anticipated availability for FTA review is April 25, 1994. No Value Engineering studies have been performed specifically for this extension to this date.

FEIS/FEIR/PLANNING

The scope of Contract LCA-021-94, East Side Extension, was amended to include additional patronage work necessitated by additional Initial Operable Segments (IOS) included in the FEIS/FEIR.

An RFP for Contract LCA-023-94, Little Tokyo/Yards Transportation Community Linkages Program, was released March 2, 1994. This contract will be performed simultaneously with Contract LCA-021-94, East Side Extension, and will focus on the planning and design work surrounding the Little Tokyo station. Four proposals were received and the MTA will interview all respondents.

Ongoing support continued in the completion of FEIS/FEIR for all task activities. Environmental analysis efforts included meeting with team members to discuss construction scenarios, construction methods and a property acquisition plan. Staff Identified and mapped the Area of Potential Effect (APE) for historic resources for the LPA. Legal overview and advice regarding alignment changes and overall environmental clearance strategy are provided on an ongoing basis.

PRELIMINARY ENGINEERING

The January 31, 1994, Preliminary Engineering design package was revised in response to review comments made by MTA/RCC, EMC and the Area Team. The revised P.E. drawings were re-packaged by CUD's (Contract Unit Description) along with the revised Design Report that was re-issued to RCC on March 31, 1994.

EXECUTIVE SUMMARY (CON'T)

There are several ongoing tasks, such as geotechnical investigations to determine if the Coyote Pass Flat is in fact a fault or only a fold. Test probes have been made to monitor and determine if there are any hazardous gases that could be a problem. Potholing is also ongoing to verify selected existing utility locations. The potholing work will be concluded when the First/Lorena Station area has been investigated.

Two previous proposals to the RCC (February 14 and March 7, 1994) for ongoing work were rejected. The EMC developed a new proposal designed to support the Area Team in their efforts to complete the final EIS/EIR.

COST STATUS

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

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

SCHEDULE STATUS

North Hollywood Extension

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

EXECUTIVE SUMMARY (CON'T)

630+00, Design, Bid and Award Cycle, Construction of the Tunnels; Contract C0321, Universal City Station, Crossover Completion and Trackwork Access; Contract C0610, Trackwork; Contract B620, Automatic Train Control; Contract B645, TRACS; Contract H0648, Communication Installation; System Integration Testing; Pre-revenue Operations; and Revenue Operations Date (ROD), planned for May 17, 2000.

The near critical path follows the acquisition of the La Brea shaft site that slipped to January 16, 1995. This will impact tunnel work by the C0301 contractor and the turnover of the shafts to the C0311 contractor. The turnover of the shafts to the C0311 contractor remains near critical with the Project Schedule showing 50 days of negative float.

Various construction alternatives are being analyzed in order to mitigate the Revenue Operations Date (ROD) delays.

Mid City Extension

- A study, expected to be completed in September 1994, is being conducted to reassess the proposed Mid City Extension alignment and analyze alternatives, including different technologies and construction methods, and will recommend a course of action to mitigate the necessity of tunneling through hydrogen sulfide gas.

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

East Side Extension

A detailed schedule for Task 2.0 -- Preparation and Certification of Final EIS/EIR was completed and submitted to MTA staff for review. This schedule incorporated revisions to Task 2.0 which allowed for portions of the environmental document to be finished and reviewed by the MTA and FTA prior to the completion of the entire document. This and other time saving measures were added to the schedule in order for the environmental document to be completed by April 25 and sent to the FTA for review. Meeting this deadline would then allow for a two week review process with the FTA and would enable the Record of Decision and the Full Funding Grant Agreement to be signed by the end of June as originally planned.

EXECUTIVE SUMMARY (CON'T)

- The percentage of Preliminary Engineering complete was 86.8% actual versus 87.3% planned for the month of February. Efforts to complete the P.E. were finalized and the package was issued on March 31, 1994. The current P.E. schedule reflects remaining work to be completed by June 30, 1994.

PUBLIC AFFAIRS

- On the North Hollywood Extension, Public Affairs staff co-sponsored a meeting with the Hollywood Chamber of Commerce to address utility relocation issues for local area merchants. Staff attended and/or staffed the following meetings: Hollywood Chamber of Commerce, Citizens Committee on Metro Construction (CCMC), CRA Hollywood Advisory Committee, Hollywood Mobility Action Committee, the Hollywood Arts Council, the Hollywood Heights Homeowners and individual meetings with business owners/managers.

On the East Side Extension, a meeting was held with the Public Affairs Council to explain construction impacts and mitigation techniques.

REAL ESTATE

North Hollywood Extension

	NUMBER OF PARCELS	NUMBER OF PARCELS AVAILABLE	PARCELS NOT AVAILABLE (ON SCHEDULE)	PARCELS NOT AVAILABLE (BEHIND SCHEDULE)	
				NUMBER	AVG. DAYS BEHIND
THIS MONTH	180	27	123	18	97
LAST MONTH	178	12	164	15*	83

AREAS OF CONCERN

ONGOING

Contract C0326, Universal City Roadways Design - North Hollywood Extension

Concern: The proposals from MCA and the City of Los Angeles for the Universal City Station location, and the resulting MTA/MCA agreement, have expanded the scope of design and construction to include additional roadway improvements for traffic mitigation. These improvements will impact progress somewhat on all Universal City contracts and on Section Designer procurement.

Action: Incorporate the elements into the CalTrans Project Status Report (PSR) process, and revise scope and schedule for related Universal City projects. The EMC is exploring options for schedule compression to mitigate some of these delays.

Status: Completed contract packaging of projects at Universal City Station to minimize impact on the schedule; initiated the PSR process; prepared a revised scope of work and design schedule to include additional elements.

Contract C0321, Universal City Station- Underground Pedestrian Tunnel

Concern: The potential 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 by two to three months.

Action: Perform Preliminary Engineering to incorporate requirements from all entities and issue a full Notice to Proceed to the Section Designer that will include only the entrances and appendages on the station site.

Status: The EMC is proceeding with Preliminary Engineering for the station walkway and portals. These elements are being added to the contract package scope for finalization of the Section Designer contract negotiations and full Notice to Proceed.

AREAS OF CONCERN (CON'T)

Lack of Parking Designs for Terminus Stations - East Side Extension

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

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

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

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

Concern: Several outstanding issues related to this project could potentially affect the completion schedule for the FEIS/FEIR, including: completion of the preliminary engineering activities and associated project detail; establishing the Initial Operable Segments (IOS) to be evaluated in the environmental document; receipt of the geotechnical report; operation plan; and capital cost estimates.

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

Status: The environmental work is proceeding in a timely manner and the Administrative draft is scheduled for submittal to the MTA on April 22, 1994. Final P.E. comments were incorporated in the P.E. documents on March 31, 1994. Preliminary Engineering and capital cost estimates are complete.

AREAS OF CONCERN (CON'T)**RESOLVED****C0311, Line Section: Delays and Impacts to Project Revenue Operations Date - North Hollywood Extension**

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

Action: The Construction Manager and the EMC design team are in the process of evaluating the possible options proposed for the Mid Vent shaft design and construction.

Status: Potential changes to the Mid Vent shaft scope of work will be identified by the evaluation team and incorporated into the design documents in April 1994.

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

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

Action: An alignment reassessment study is being conducted to determine the feasibility of tunneling, construction and operations under these conditions. A preliminary report will be made to the RCC and MTA Boards in May 1994, and the final report is anticipated in October 1994.

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

FTA PROJECT MANAGEMENT OVERSIGHT CONSULTANT ITEMS FOR RCC ACTION

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

NEW

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 missing from the total list.

Status: To date PB/DMJM has only produced 30% of the reports that have been identified as needed.

RESOLVED

January 1994, Project Management Plan

Concern: The MTA had not finalized its PMP by including budget information and organizational information.

Action: The MTA recognized the omission and has taken action to update the PMP.

Status: The PMOC has received the updated PMP.

KEY ACTIVITIES - MARCH

North Hollywood Extension

Design/Construction

The Camera Ready submittal for Contract C0301, Hollywood/Highland Station and tunnel finishes through Station 613+00, was made on March 14, 1994, and the project was advertised on March 28, 1994.

Contract C0304, Hollywood/Highland Station Parking Structure Restoration, bids were rejected. This scope of work is being incorporated into the C0301 contract package by addendum.

Design submittals for Contract C0329, Demolition and Site Clearing to support the C0321 station contract are on hold.

Contract C0331, Line Section from North Hollywood Station to Universal City Station, began traffic control and utility relocation work.

Contract C0351, North Hollywood Station, In Progress submittal was completed on March 23, 1994.

KEY ACTIVITIES - PLANNED FOR APRIL

Design/Construction

Full scope Notice to Proceed to the Section Designer for Contract C0321, Universal City Station is scheduled for April 15, 1994.

Design of Contract C0328, Demolition and Site Clearing to support the C0311 tunnel contract, has resumed. The final submittal is scheduled for April 11, 1994.

The In Progress design submittal for Contract C0352, North Hollywood Site work, is scheduled for April 15, 1994.

North Hollywood Extension, Contract Unit Description (CUD) is scheduled for revision; including the latest scope of work changes on the Universal City Contracts.

KEY ACTIVITIES - MARCH

East Side Extension

Environmental and General Planning

Ongoing support in completion of FEIS/FEIR for all task activities.

Met with team members to discuss final list of property acquisitions, parking structure concepts, system operating plans, intersections for air quality analyses, initial operating segments definitions, and construction methods.

Identified and mapped the Area of Potential Effect (APE) for historic resources for the LPA. Continued to research and document information regarding these properties for submission to various agencies.

Began the drafting of the FEIS/FEIR sections, Chapter 2 -- alternatives considered, land acquisitions/displacement, including housing impacts, fiscal impacts, communities/neighborhoods, community facilities/parklands/cemeteries, and construction methods.

Reviewed preliminary PE drawings and geotechnical reports.

Provided legal review of statutes and case law pertaining to FEIS/FEIR.

Provided interpretation reports, charts, and data for use by traffic engineering and air quality consultant members.

FEIS/FEIR Technical Analysis: Conducted and summarized AM and PM traffic model runs for all alternatives; worked with MTA staff regarding parking structure size and demand; and conducted screenline analysis for air quality analysis using MTA model data.

Began analysis of transit service area and modifications to existing transit lines.

Analyzed various types of economic development opportunities (ongoing).

Urban Design Analysis: completion of parcel by parcel field work for Detail Land Use, Building Conditions, Building Character, Power Poles and Street Trees; completion of preliminary mapping for Detail Land Use Maps and Building Character Maps (Station Area Context.)

Urban Design Analysis, Cultural and Arts Program (planning and research for overall Community Profile); Conducted Review Advisory Meeting #4 held on March 10, 1994, and Meeting #5 on March 30, 1994.

Preliminary Engineering

Revised Preliminary Engineering package was submitted in March 1994 to incorporate all MTA/RCC, EMC and Area Team review comments into architectural drawings.

For Little Tokyo Station, prepared conceptual design for two alternative entrances to be located on MTA and Catellus properties.

For Brooklyn/Soto Station, relocated station eastward in response to Area Team's desire to avoid blocking of Soto Street during construction. Reversed station ends and redesign entrance and shaft structures completely.

For First/Lorena Station, relocated blast relief shafts to minimize construction impact on cemetery entrance.

For Whittier/Arizona Station, relocated station westward in response to Area Team's desire to avoid disruption of traffic on Arizona Ave., and to avoid a number of major utility lines. Redesigned the entrance and all shaft structures completely.

For Whittier/Atlantic Station, completed drawings for vent shaft structure east of station.

Received final draft of the Stage 2 Environmental Assessment Report. The final copies will be distributed by April 8, 1994.

Geotechnical presented preliminary and seismic data. A contract was negotiated for the installation of methane gas probes.

Right-of-Way coordinated with the subcontractor for survey control work.

Utility lines designation and pothole location markings are completed for all stations.

Systems Design responded to comments for the Preliminary Engineering Report. The ancillary rooms for the two off-street stations were rearranged and expanded slightly to allow for proper clearances around high voltage equipment.

KEY ACTIVITIES - PLANNED FOR APRIL

Environmental and General Planning

The consultant team will complete the Final EIS/EIR and sent the report to the MTA and the FTA for their review.

Preliminary Engineering

Architectural will continue to support the Area Team in finalizing EIS/EIR.

Geotechnical will continue fault investigation and gas probe investigation along the alignment.

Right-of-Way will continue coordination with PSOMAS on control survey network; computer files to be completed by April 1994.

Utilities will continue with pothole excavations on Brooklyn/Soto and First/Lorena stations.

Systems Design will continue providing support to the Area Team.

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

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

Period: Feb 25, 1994 to Apr 1, 1994
Run Date: Apr 29, 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	5,331	204,727	-191	13,817	-563	7,646	-32,913	755,193	-135,535
S PROFESSIONAL SERVICES	254,747	0	254,747	2,500	93,550	3,667	31,707	3,667	31,707	1,234	264,910	10,163
R REAL ESTATE	84,534	0	84,534	79	18,555	79	18,555	79	18,555	-5,991	83,966	-568
F UTILITY/AGENCY FORCE ACCOUNTS	13,237	0	13,237	220	7,497	146	311	146	311	303	13,460	223
C PROJECT CONTINGENCY	67,575	0	67,575	0	0	0	0	0	0	37,367	193,292	125,717
TOTAL PROJECT	1,310,822	0	1,310,822	8,131	324,331	3,701	64,392	3,329	58,221	1,781	1,310,822	0
NEW REQUIREMENTS												
T CONSTRUCTION	0	0	0	60	60	0	18	0	0	1,746	1,746	1,746
S PROFESSIONAL SERVICES	0	0	0	0	0	0	0	0	0	35	35	35
TOTAL NEW REQUIREMENTS	0	0	0	60	60	0	18	0	0	1,781	1,781	1,781
GRAND TOTAL	1,310,822	0	1,310,822	8,192	324,392	3,701	64,410	3,329	58,221	1,781	1,312,603	1,781

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

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

Period: Feb 25, 1994 to Apr 1, 1994
Run Date: May 2, 1994
Units: \$ In Thousands (Truncated)

ELEMENT / DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED		EXPENDITURES		CURRENT FORECAST		FORECAST VARIANCE
		Period	To Date	Period	To Date	Period	To Date	Period	To Date	Period	To Date	
T CONSTRUCTION	334,139	0	334,139	2,757	42,990	-202	376	0	174	1,259	329,211	-4,927
S PROFESSIONAL SERVICES	98,133	0	98,133	1,064	39,427	526	6,486	526	6,486	906	100,496	2,363
R REAL ESTATE	53,303	0	53,303	16	111	16	111	16	111	0	48,543	-4,760
F UTILITY/AGENCY FORCE ACCOUNTS	5,088	0	5,088	0	853	44	54	44	54	0	5,088	0
C PROJECT CONTINGENCY	0	0	0	0	0	0	0	0	0	-2,165	7,324	7,324
GRAND TOTAL	490,663	0	490,663	3,838	83,383	385	7,028	587	6,826	0	490,663	0

RAIL CONSTRUCTION CORPORATION
PROJECT COST REPORT
COST BY ELEMENT

Project: METRO RED LINE SEGMENT 3, EAST SIDE EXTENSION

PRELIMINARY ENGINEERING

Period: 26-Feb-94 to 25-Mar-94

Run Date: 07-Apr-94

Units: \$ in Thousands

DESCRIPTION	ORIGINAL BUDGET	CURRENT BUDGET		COMMITMENTS		INCURRED COSTS		EXPENDITURES (1)		CURRENT FORECAST		FORECAST VARIANCE
		PERIOD TO DATE		PERIOD TO DATE		PERIOD TO DATE		PERIOD TO DATE		PERIOD TO DATE		
PROFESSIONAL SERVICES DOLLARS	4,215	0	4,215	0	3,709	263	1,957	333	1,622	0	3,709	(506)
SPEC SUBS DOLLARS	1,290	0	1,290	0	1,290	156	886	236	830	0	1,290	0
POER @ 12% DOLLARS	0	0	0	0	506	40	235	46	175	0	506	506
ODC DOLLARS	678	0	678	0	678	29	264	40	184	0	678	0
FEE DOLLARS	583	0	583	0	583	18	196	23	152	0	583	0
TOTAL DOLLARS (000's)	6,766	0	6,766	0	6,766	506	3,540	680	2,963	0	6,766	0

Note (1): Expenditure (Invoice) data is through period ending January 31, 1994.

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

Page No. 1

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

Period: Feb 25, 1994 to Apr 1, 1994

Run Date: Apr 20, 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	
Professional Services FEIS/FEIR Planning	3,420,033	0	3,420,033	0	3,420,033	311,847	1,086,837	287,515	736,240	0	3,420,033	0
GRAND TOTAL	3,420,033	0	3,420,033	0	3,420,033	311,847	1,086,837	287,515	736,240	0	3,420,033	0

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

MARCH 1994

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$681,037	\$19,850	\$279,604	41%	\$13,433	2%	\$6,643	1%
FED SURFACE TRANSIT PROG	\$25,000	\$19,908	\$19,908	80%	\$19,908	80%	\$19,908	80%
SB 1995 TRUST FUND	\$53,000	\$53,000	\$22,670	43%	\$22,670	43%	\$22,670	43%
STATE ARTICLE XIX	\$20,000			0%		0%		0%
STATE PROP 108	\$95,000			0%		0%		0%
STATE TCI	\$75,000			0%		0%		0%
PROP C	\$344,685	\$20,740	\$2,210	1%	\$2,210	1%	\$2,210	1%
BENEFIT ASSESS. DISTRICT	\$17,100			0%		0%		0%
TOTAL	\$1,310,822	\$113,498	\$324,392	25%	\$58,221	4%	\$51,431	4%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1994.

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

MARCH 94

STATUS OF FUNDS BY SOURCE

SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$242,563	\$19,850	\$81,690	34%	\$5,133	2%	\$3,125	1%
FED SURFACE TRANSIT PROG	\$55,400	\$1,418	\$1,418	3%	\$1,418	3%	\$1,418	3%
STATE ARTICLE 116	\$72,300			0%		0%		0%
FLEXIBLE CONGESTION RELIEF	\$26,000			0%		0%		0%
PROP C	\$94,400	\$275	\$275	0%	\$275	0%	\$275	0%
TOTAL	\$490,663	\$21,543	\$83,383	17%	\$6,826	1%	\$4,818	1%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH FEBRUARY 1994.

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

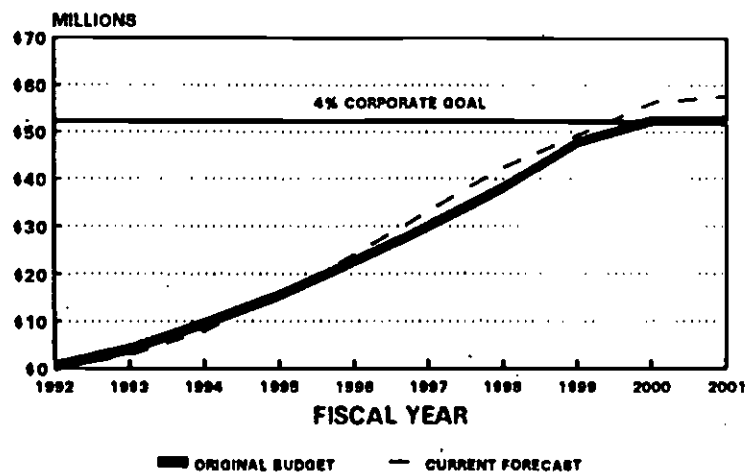
MARCH 94

STATUS OF FUNDS BY SOURCE

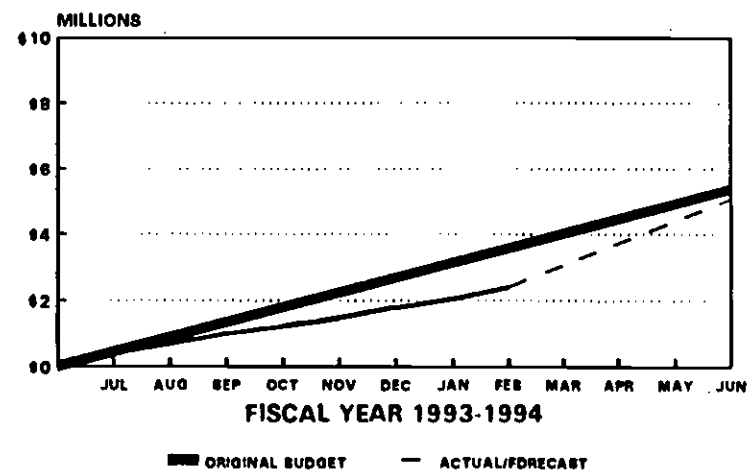
SOURCE	TOTAL FUNDS ANTICIPATED	TOTAL FUNDS AVAILABLE	COMMITMENTS		EXPENDITURES		BILLED TO SOURCE	
			\$	%	\$	%	\$	%
FTA-SECTION 3	\$19,850	\$19,850	\$8,149	41%	\$2,959	15%	\$0	0%
PROP A	\$18,150	\$18,150	\$2,037	11%	\$740	4%	\$740	4%
TOTAL	\$38,000	\$38,000	\$10,186	27%	\$3,699	10%	\$740	2%

NOTE: EXPENDITURES ARE CUMULATIVE THROUGH JANUARY 1994.

AGENCY COSTS RED LINE NORTH HOLLYWOOD



FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD



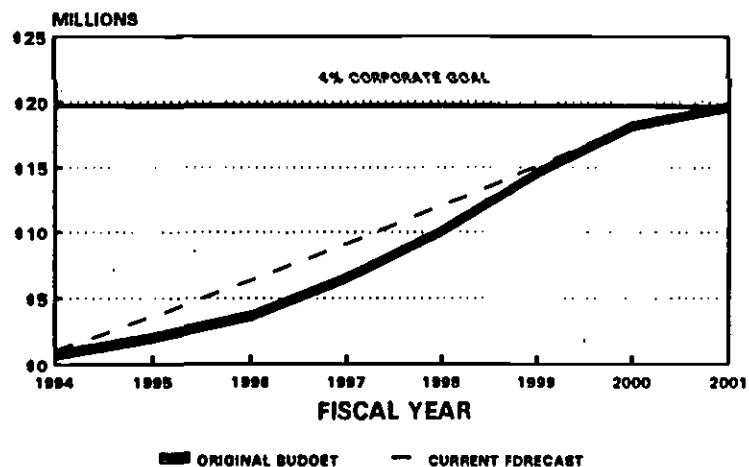
PROJECT AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

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

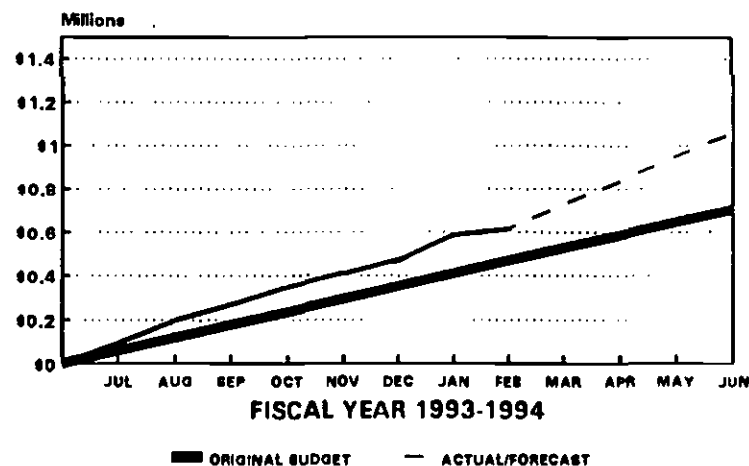
FISCAL YEAR 1994 AGENCY COSTS RED LINE NORTH HOLLYWOOD (\$000)

ORIGINAL BUDGET	\$5,380
CURRENT FORECAST	\$ 5,077
PLAN BUDGET TO DATE	\$ 3,587
ACTUAL TO DATE	\$ 2,419

AGENCY COSTS RED LINE MID CITY



FISCAL YEAR 1994 AGENCY COSTS RED LINE MID CITY



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

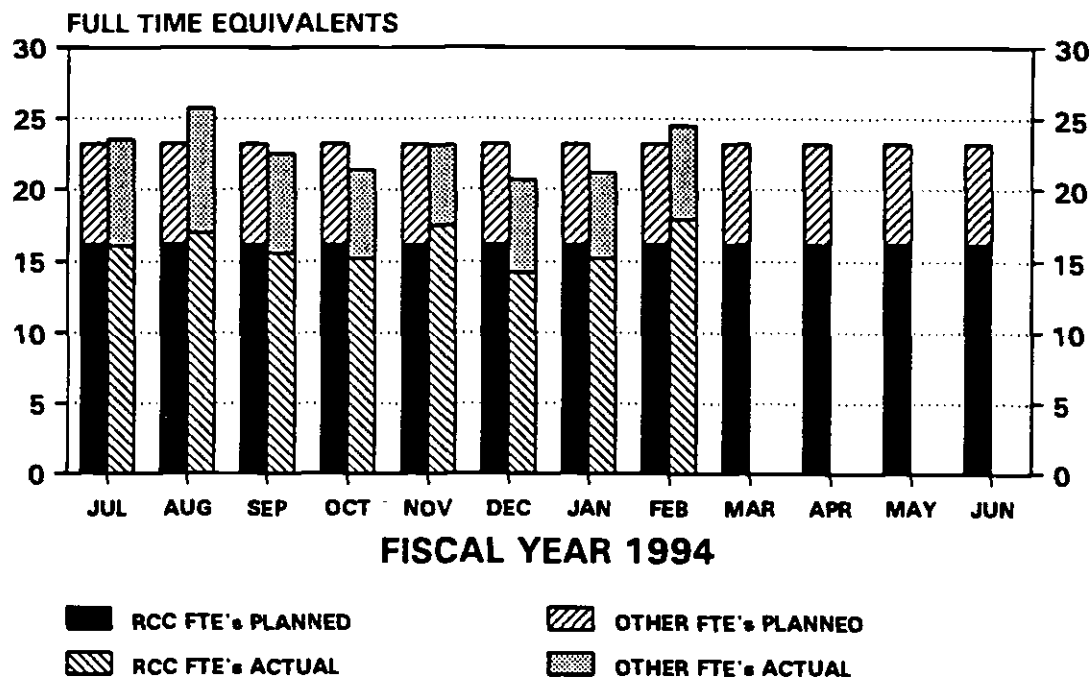
TOTAL PROJECT BUDGET	\$ 490,663
ORIGINAL BUDGET	\$ 19,627
BUDGET % OF TOTAL PROJECT	4.0%
CURRENT FORECAST	\$ 19,627
FORECAST % OF TOTAL PROJECT	4.0%
ACTUAL THROUGH FY 93	\$ 0

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

ORIGINAL BUDGET	\$ 706
CURRENT FORECAST	\$ 1,065
BUDGET PLAN TO DATE	\$ 471
ACTUAL TO DATE	\$ 619

STAFFING PLAN VS. ACTUAL

RED LINE NORTH HOLLYWOOD



FY'94 Budget

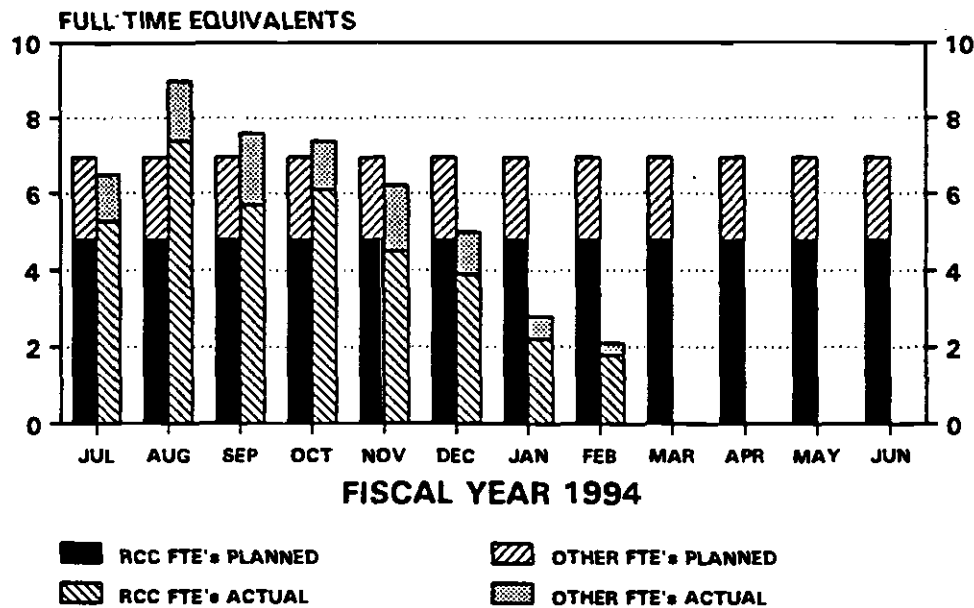
RED LINE (NTH HOLLY.) STAFFING PLAN

FISCAL YEAR 1994

RCC FTE's PLANNED	16
RCC FTE's ACTUAL	18
OTHER FTE's PLANNED	7
OTHER FTE's ACTUAL	7
TOTAL FTE's PLANNED	23
TOTAL FTE's ACTUAL	25

STAFFING PLAN VS. ACTUAL

RED LINE MID CITY



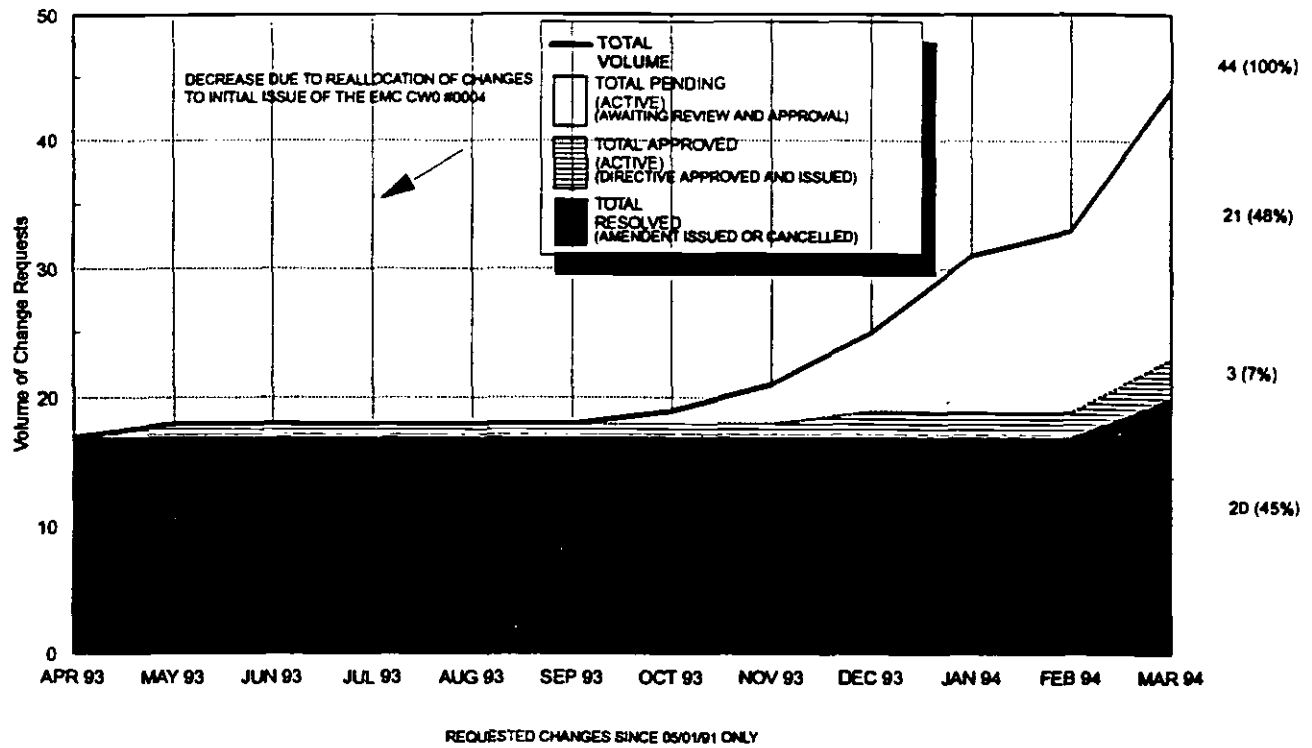
FY'94 Budget

RED LINE (MID CITY) STAFFING PLAN

FISCAL YEAR 1994

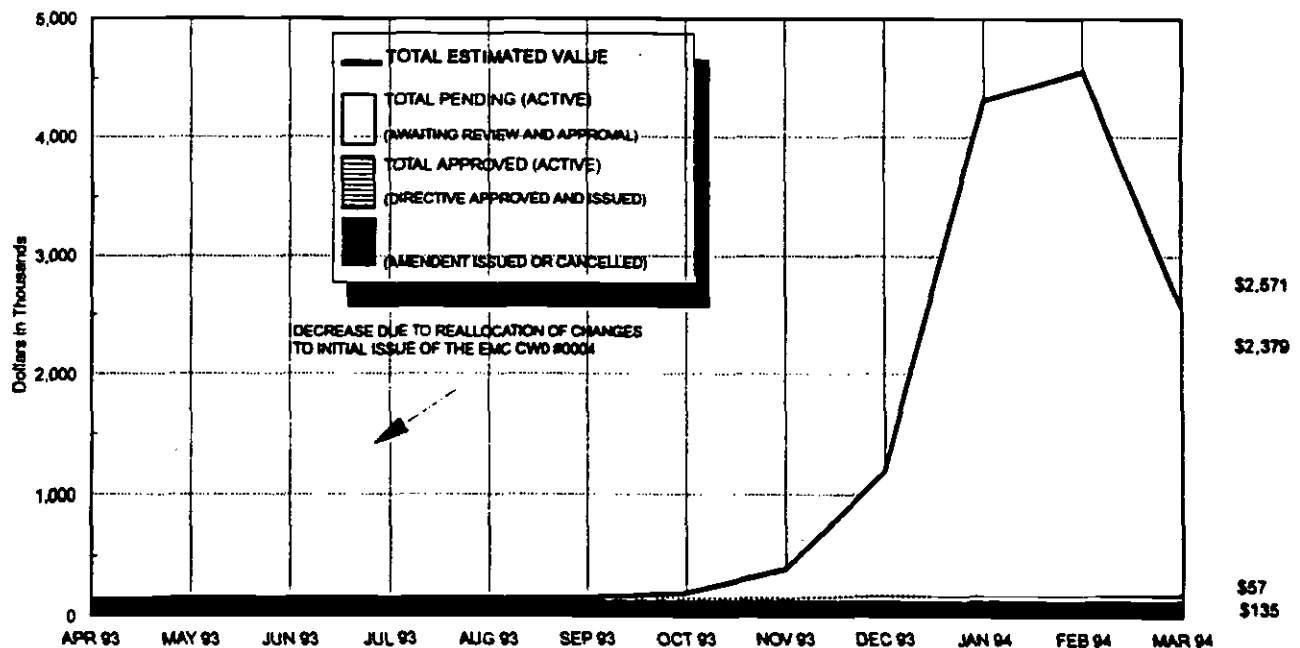
RCC FTE's PLANNED	5
RCC FTE's ACTUAL	2
OTHER FTE's PLANNED	2
OTHER FTE's ACTUAL	0
TOTAL FTE's PLANNED	7
TOTAL FTE's ACTUAL	2

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

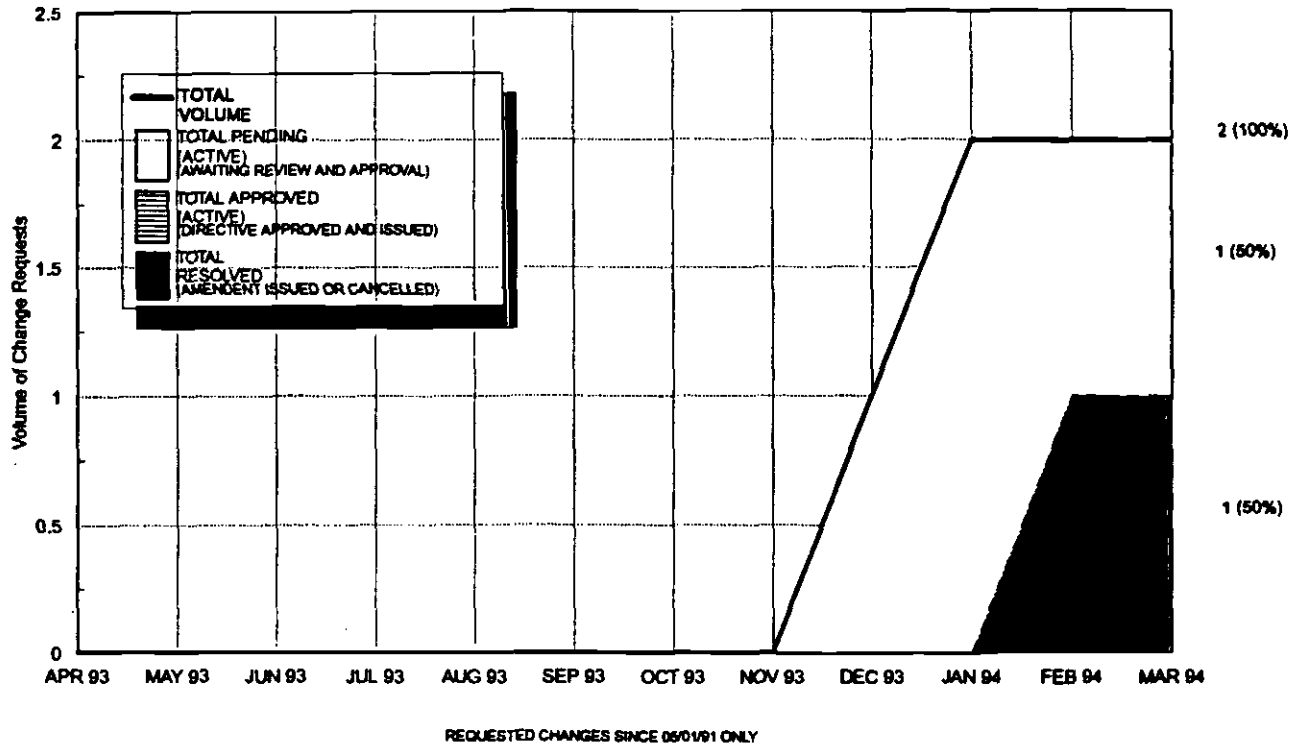


AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	15	6	0	3	16
PERCENT	71%	28%	0%	1%	100%

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

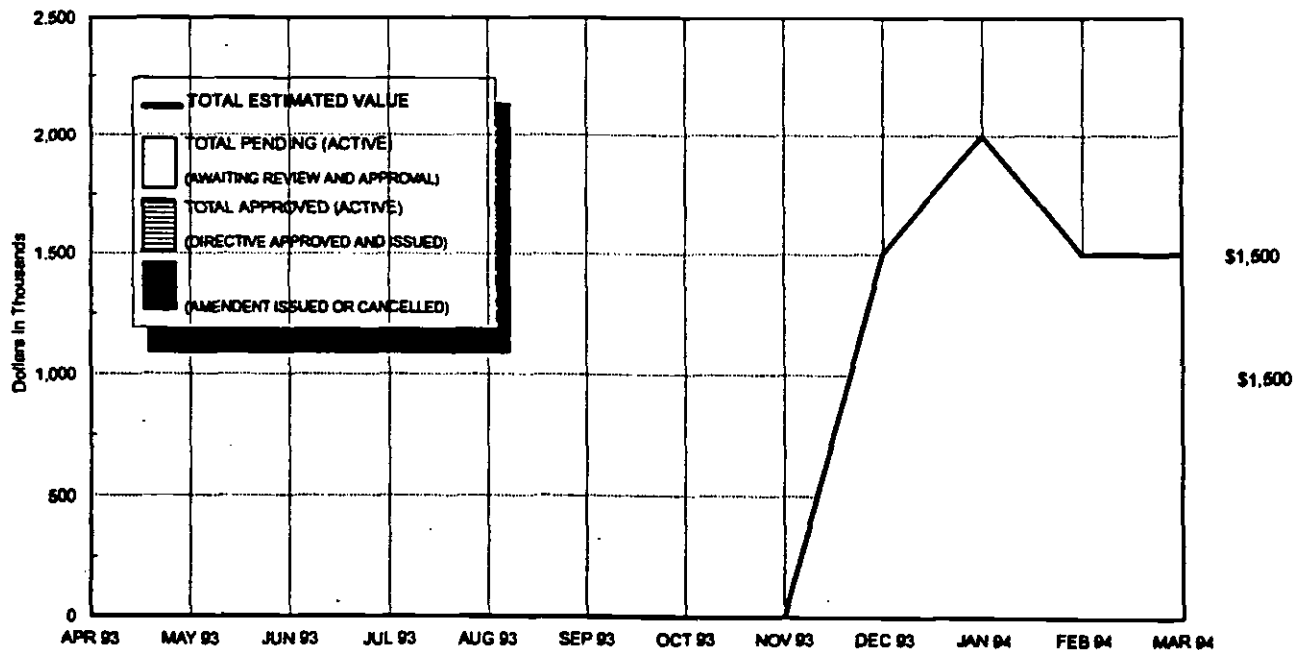


CONSULTANT CONTRACT CHANGE SUMMARY
RED LINE SEG-3 MID CITY CONSULTANT CHANGE REQUEST VOLUME



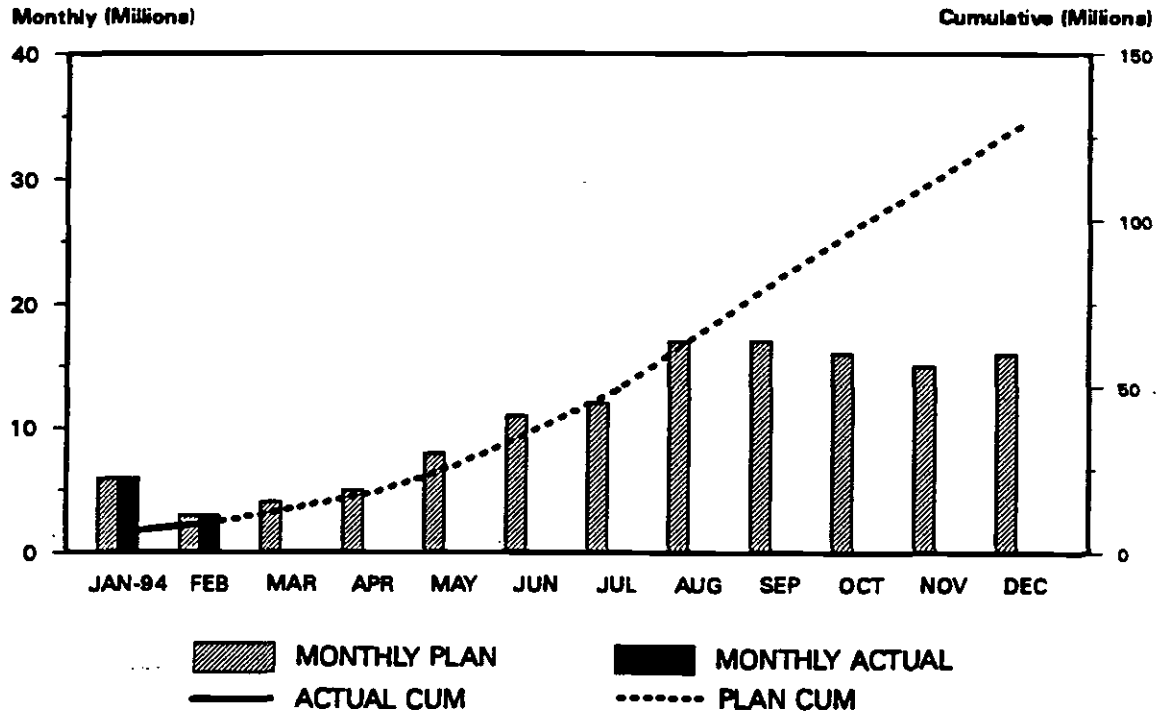
AGE OF UNRESOLVED CONSULTANT CHANGES					
TIME	0-30 DAYS	30-60 DAYS	61-90 DAYS	OVER 90	TOTAL ACTIVE
VOLUME	0	0	0	1	1
PERCENT	0%	0%	0%	100%	100%

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

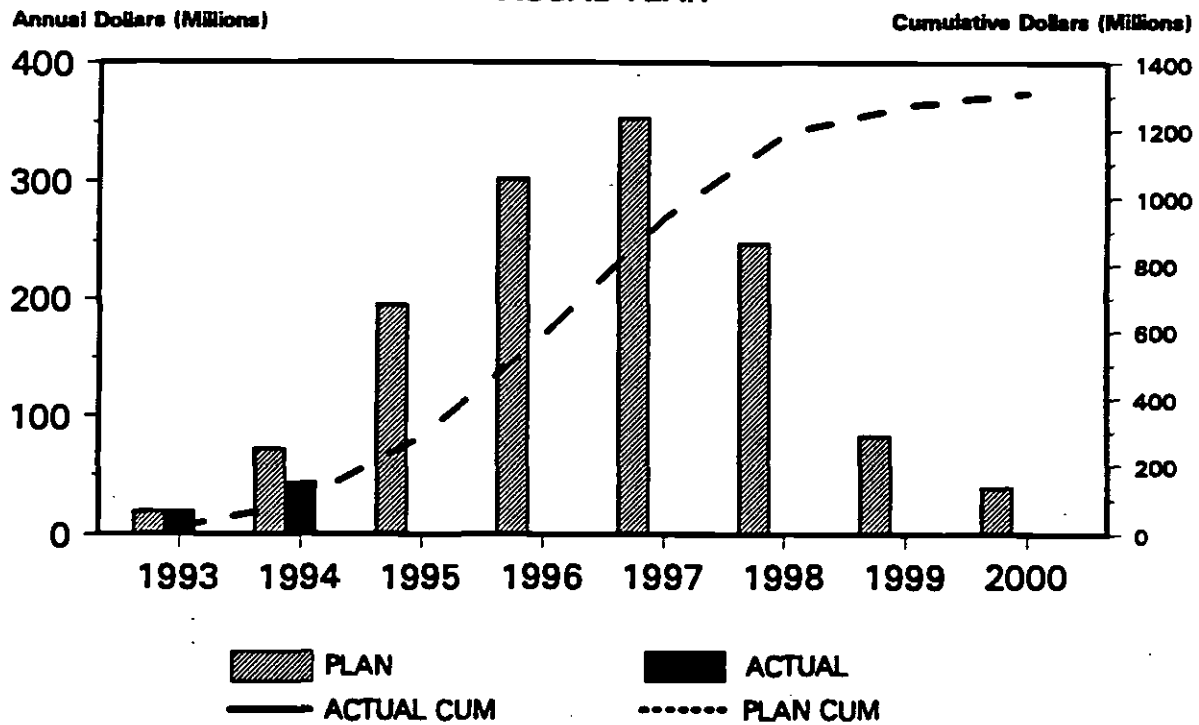


NORTH HOLLYWOOD

PROJECT CASH FLOW - ANNUAL CALENDAR YEAR - 1994



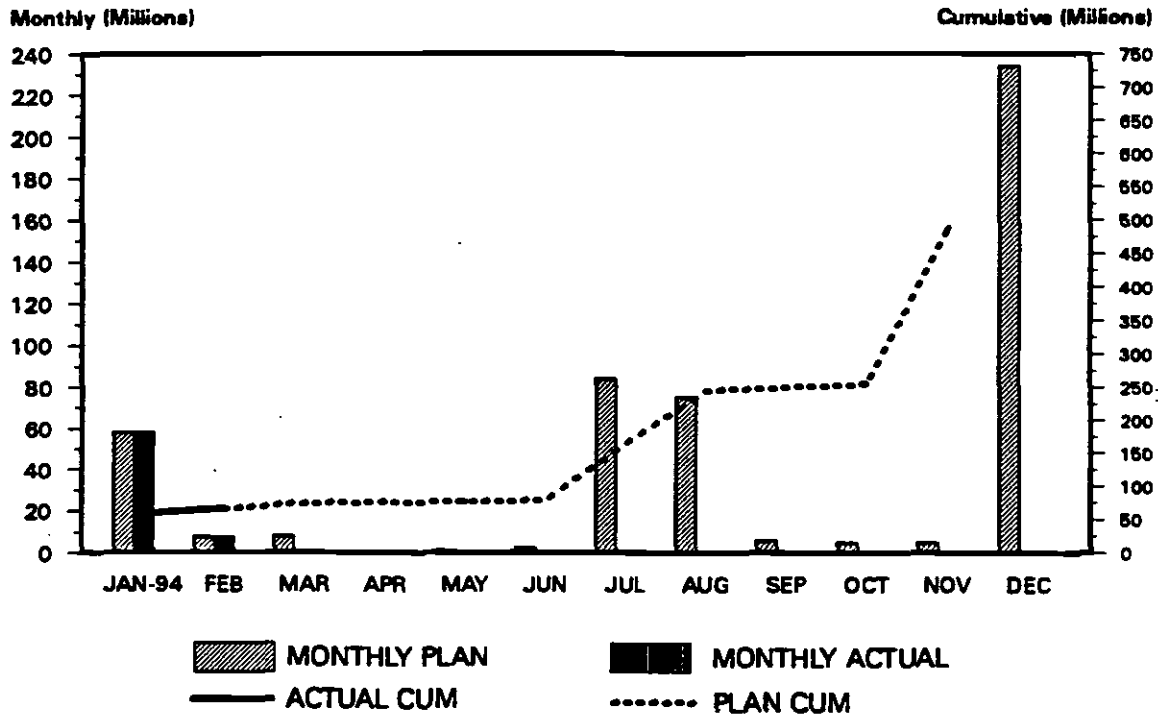
PROJECT CASH FLOW - PROJECT FISCAL YEAR



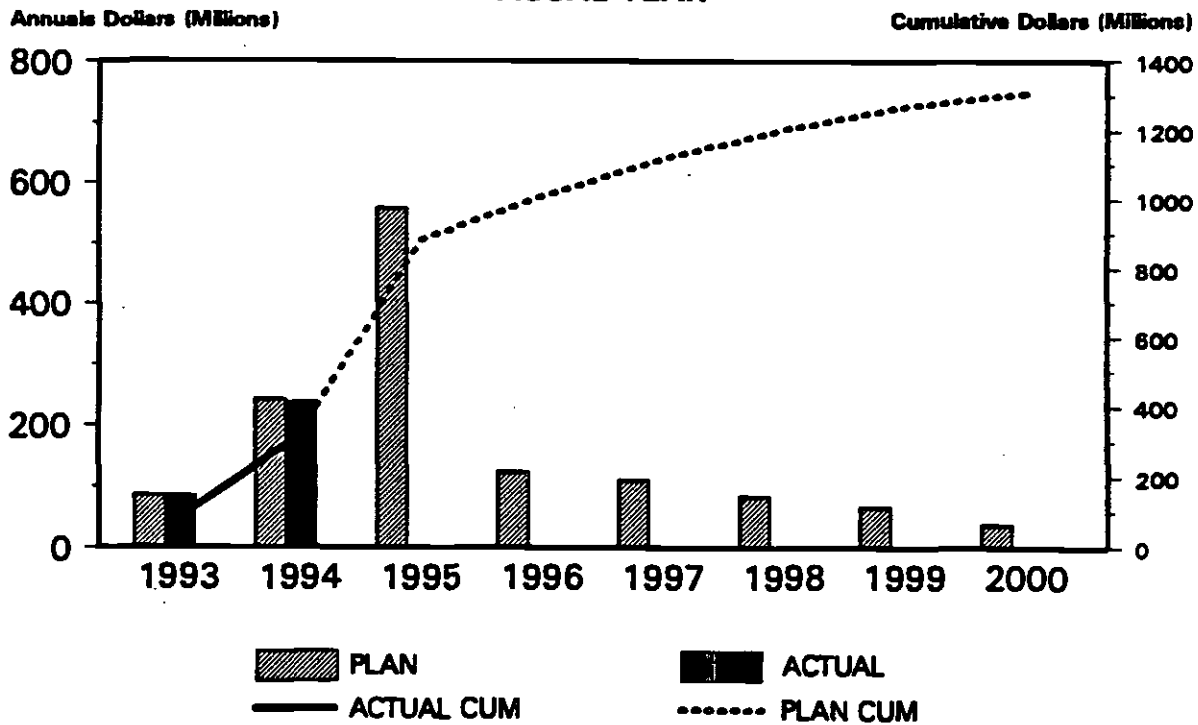
NOTE: THESE CHARTS ARE BASED ON ACTUAL EXPENDITURES CURRENT THROUGH FEBRUARY 1994

NORTH HOLLYWOOD

PROJECT COMMITMENTS - ANNUAL CALENDAR YEAR - 1994



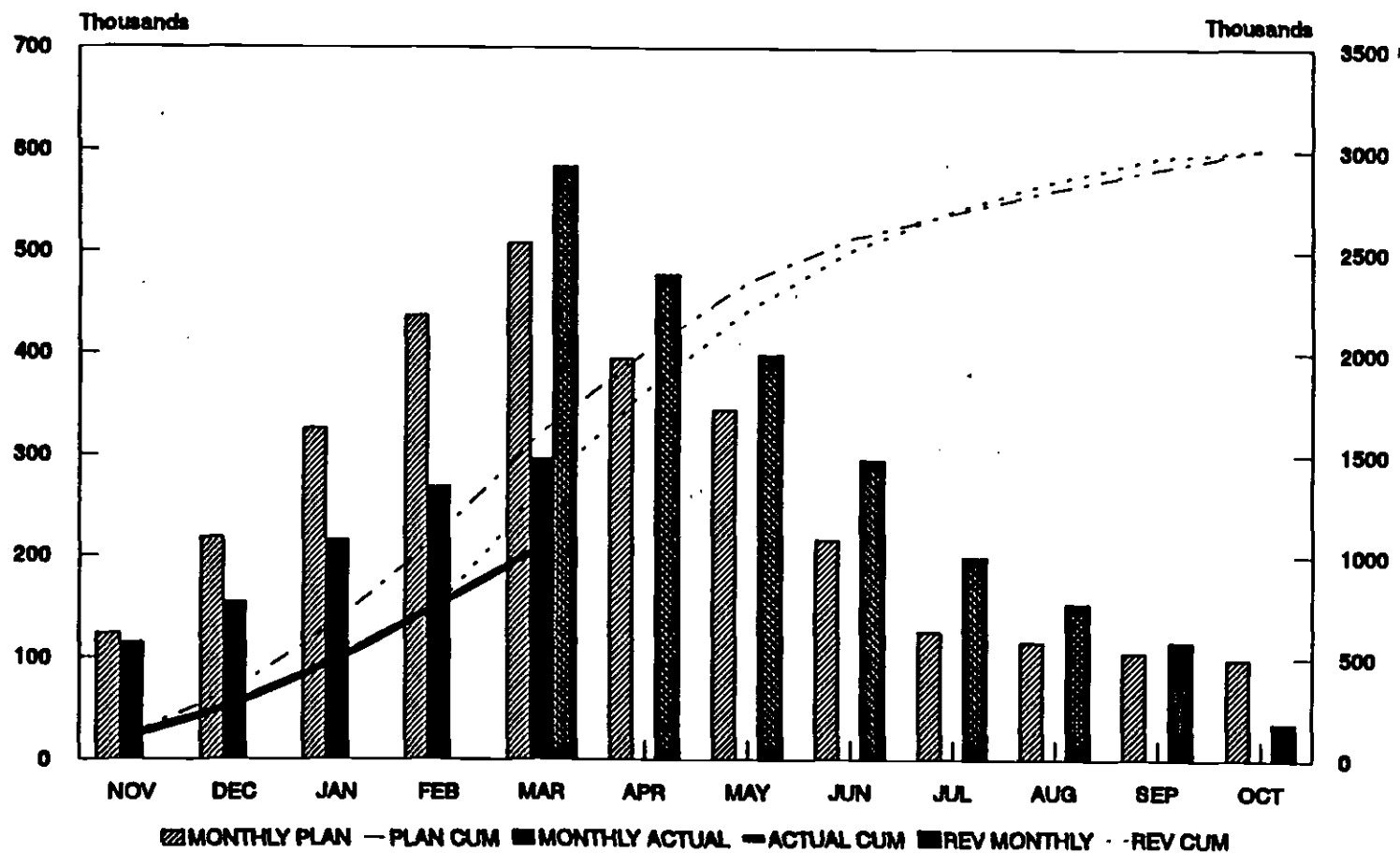
PROJECT COMMITMENTS - PROJECT FISCAL YEAR



METRO RED LINE EAST SIDE EXTENSION

FEIS/FEIR/PLANNING PROJECT CASH FLOW

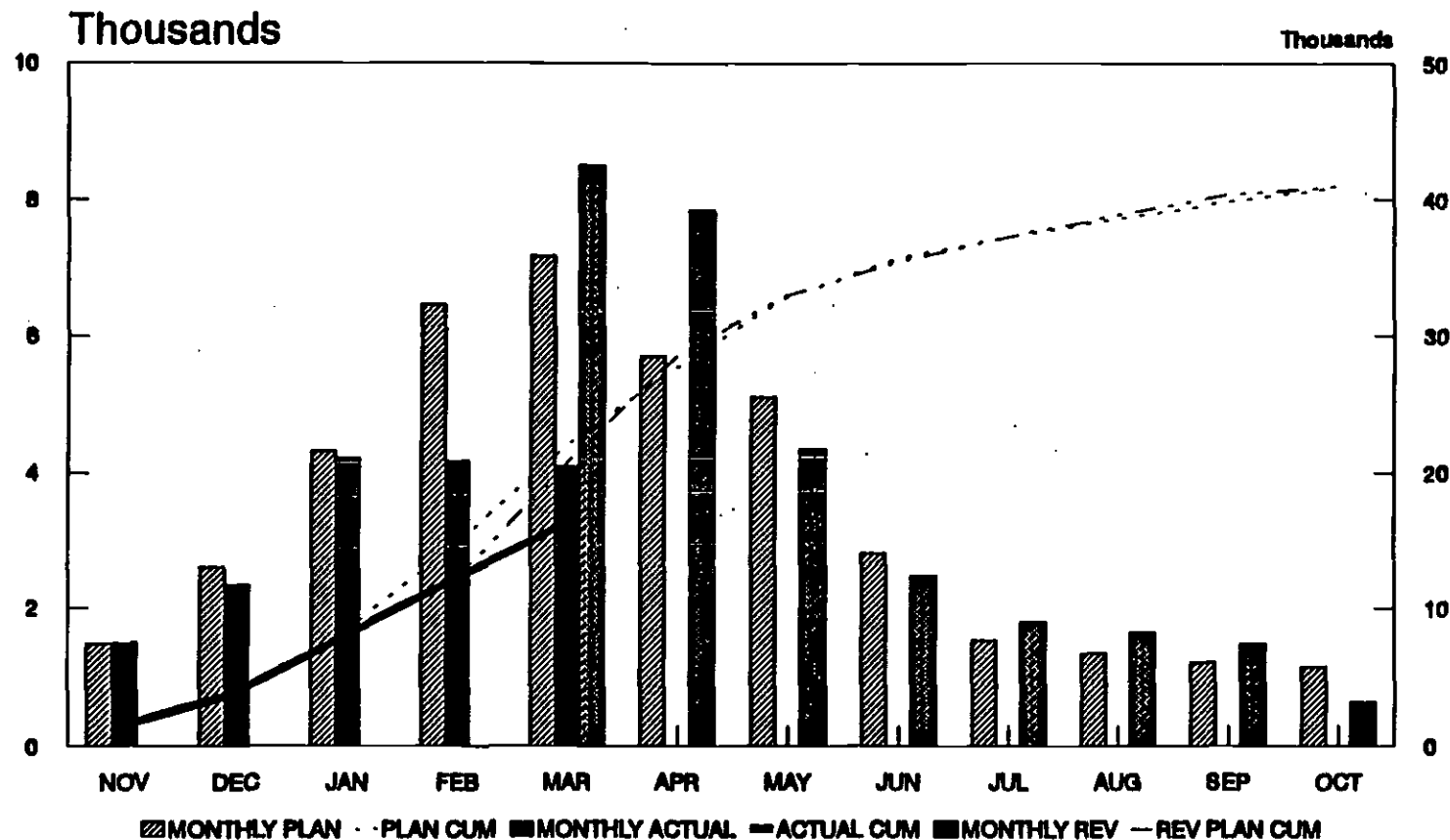
FISCAL YEARS 1994 & 1995



NOTE: PRELIMINARY ENGINEERING CASHFLOW NOT AVAILABLE

Through 31MARCH

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

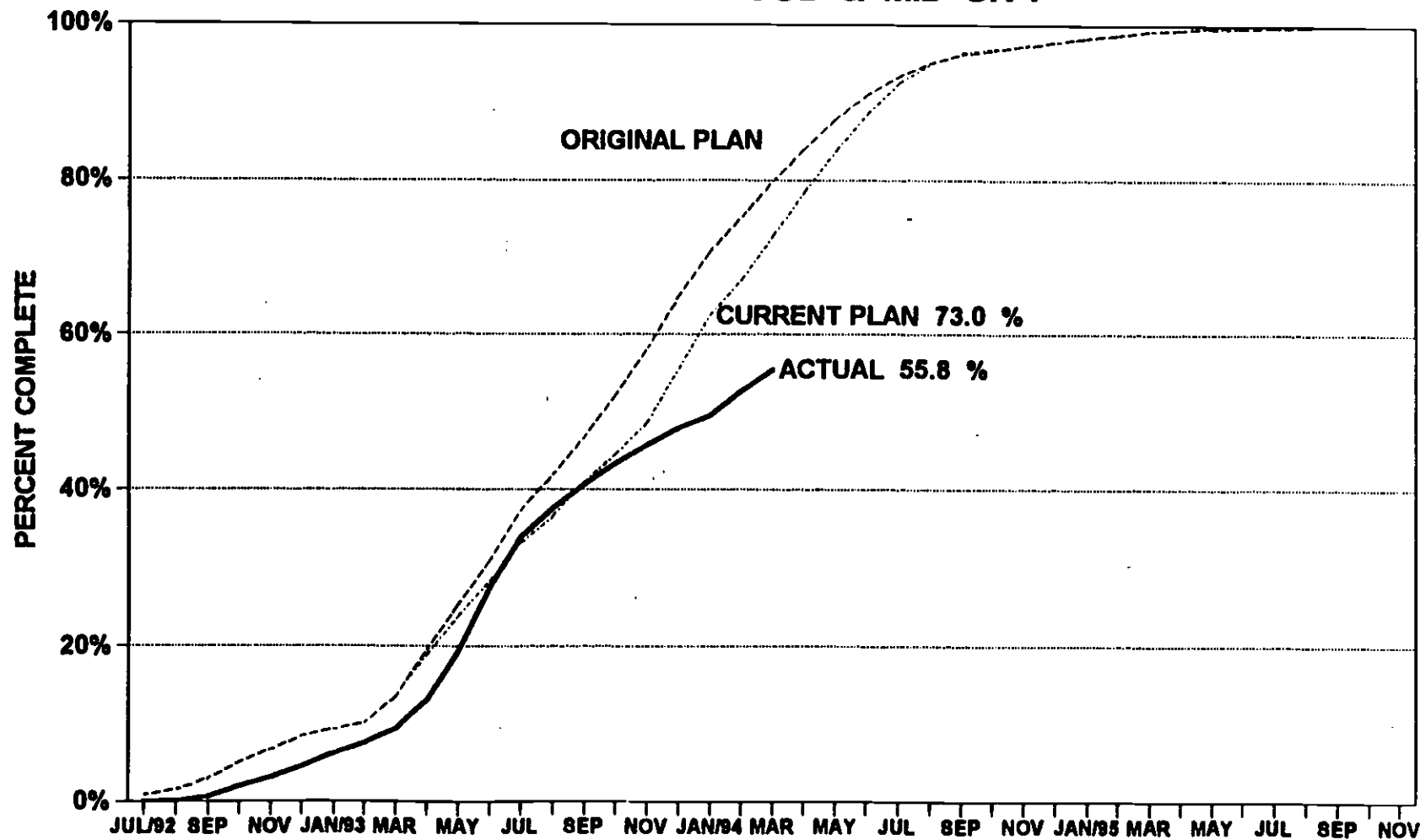


THROUGH MARCH 31 1994

METRO RED LINE SEGMENT 3

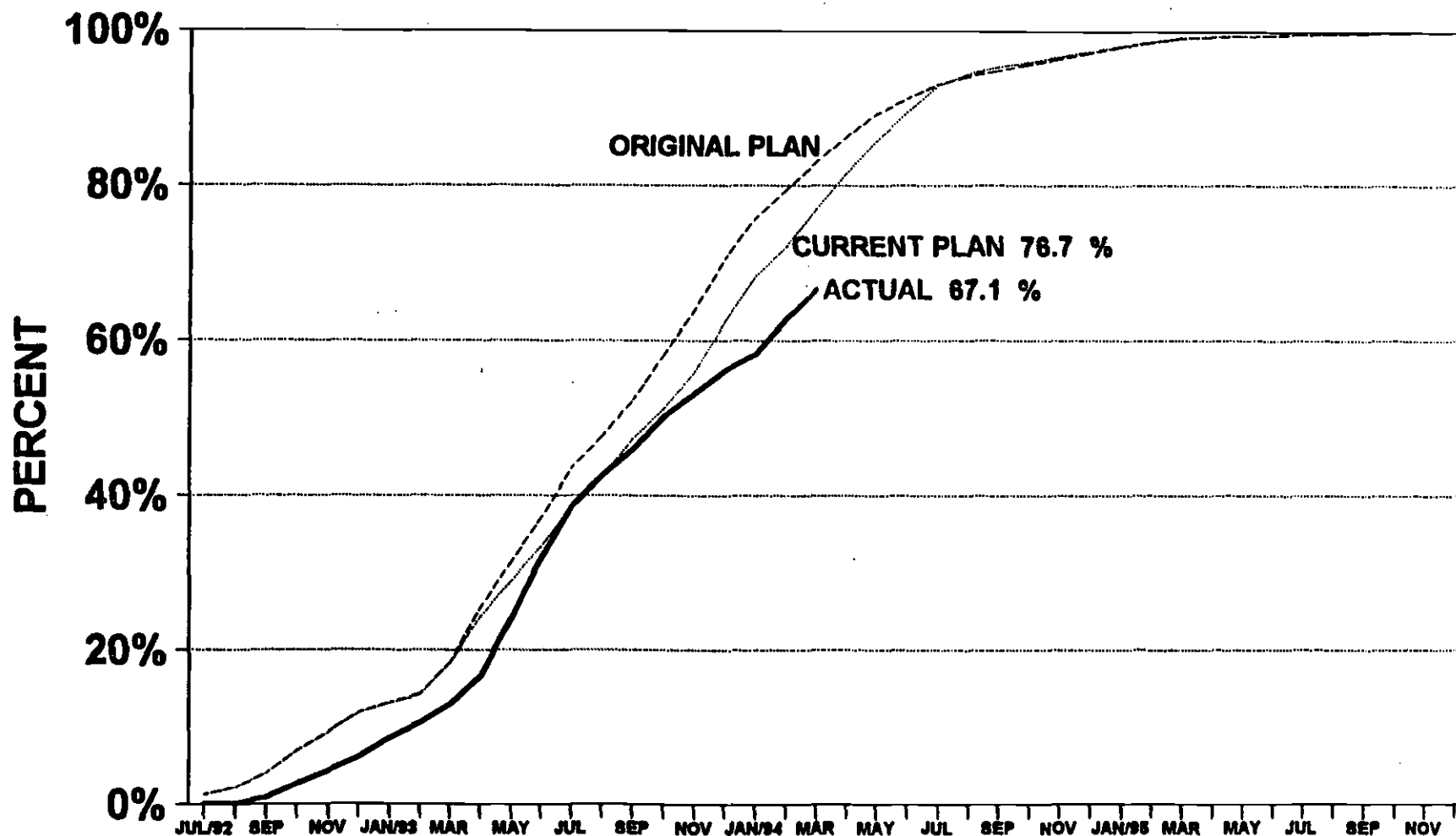
FACILITIES DESIGN

NORTH HOLLYWOOD & MID CITY



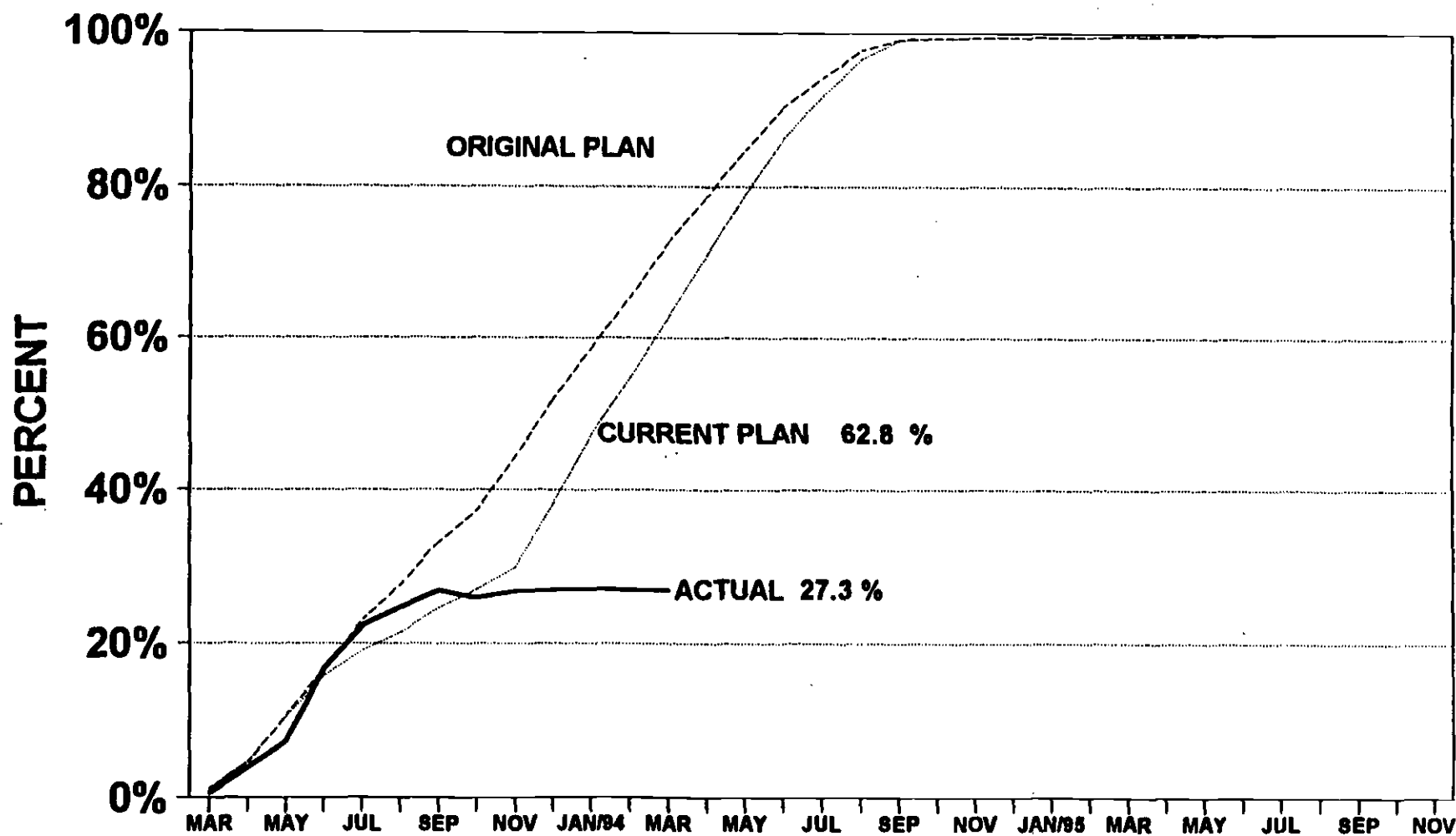
METRO RED LINE SEGMENT 3

NORTH HOLLYWOOD EXT - FACILITIES DESIGN



METRO RED LINE SEGMENT 3

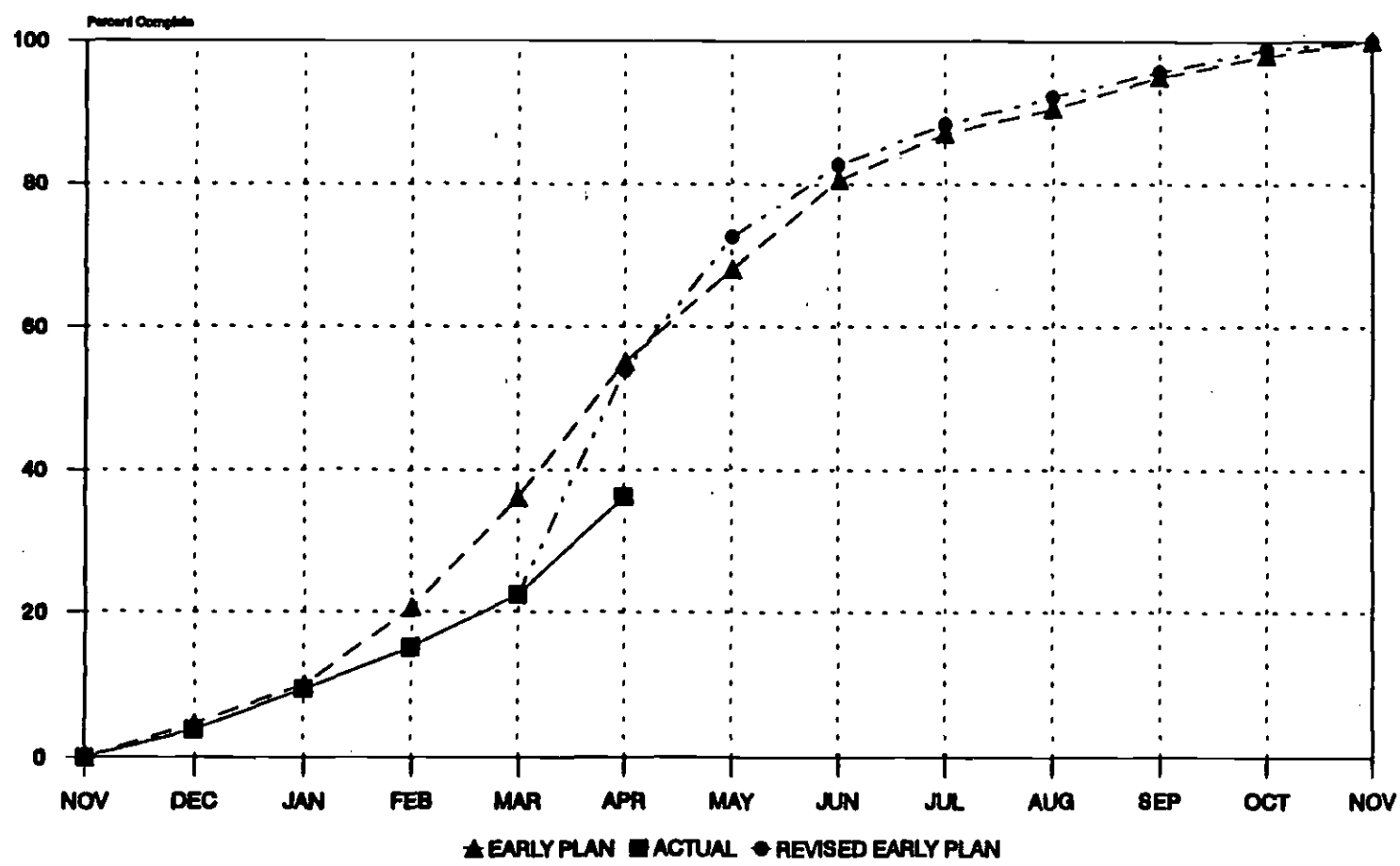
MID CITY EXT - FACILITIES DESIGN



METRO RED LINE EAST SIDE EXTENSION

FEIS/FEIR/PLANNING PROJECT

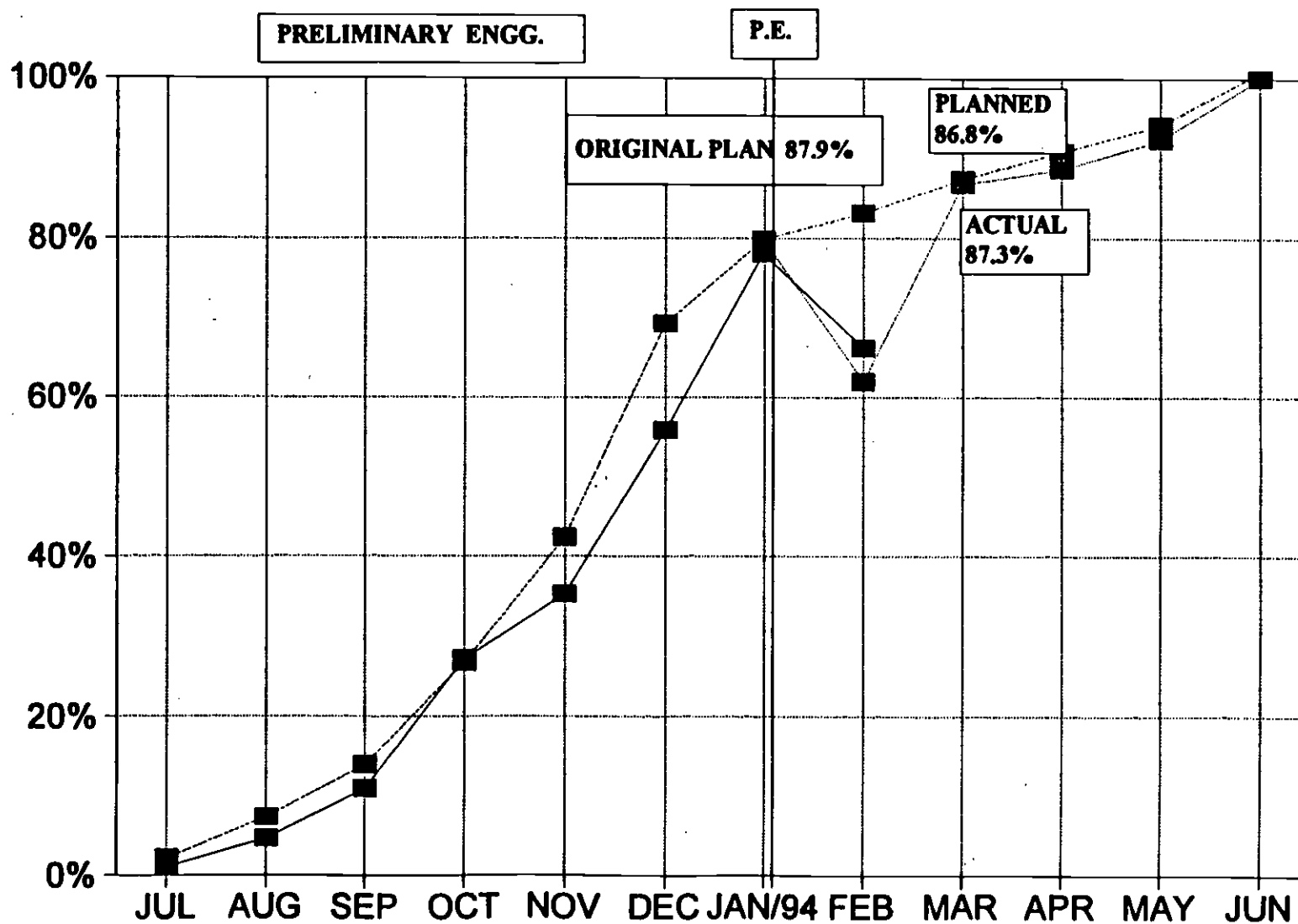
RESCHEDULED PROGRESS



Through 31MAR94

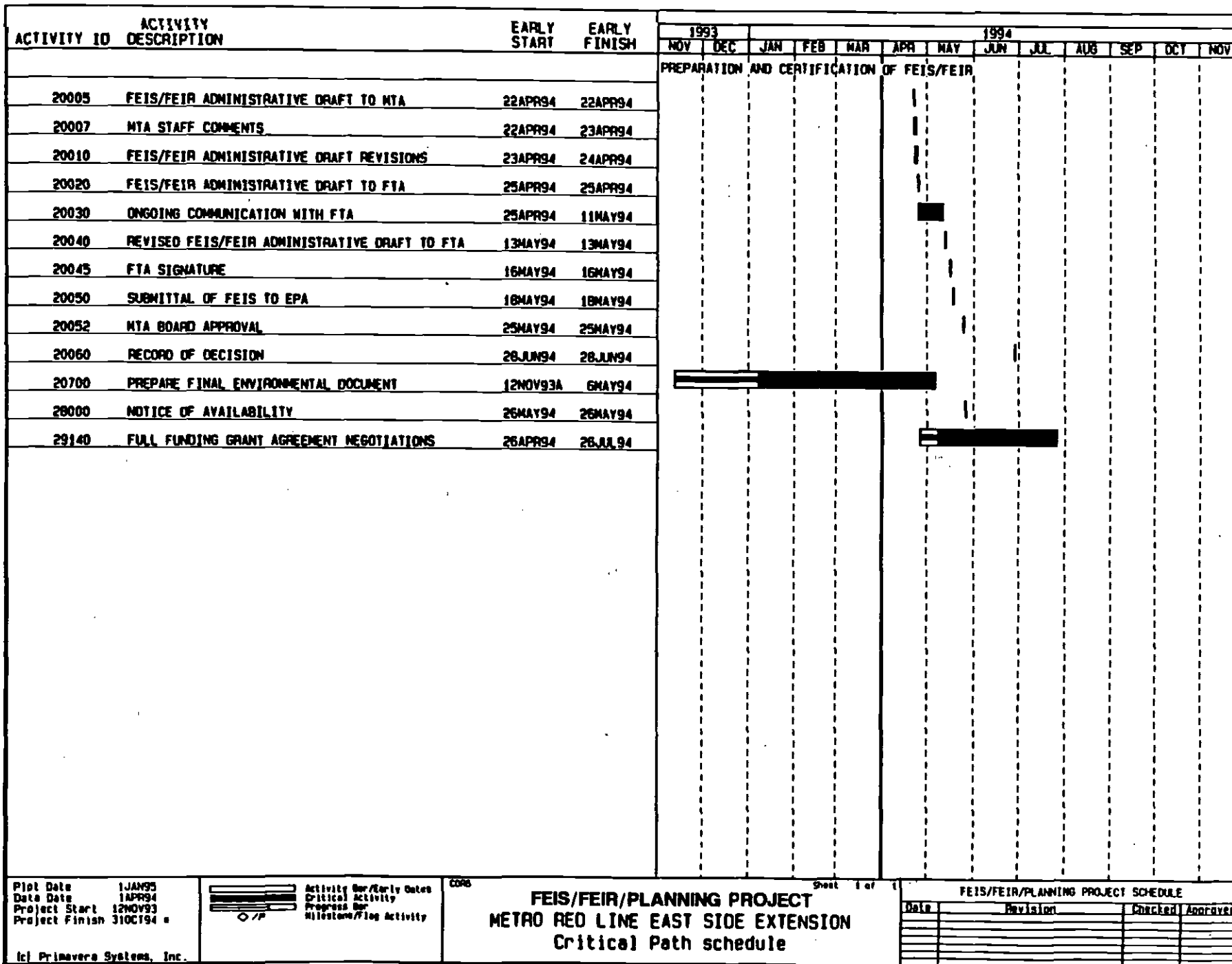
METRO RED LINE SEGMENT 3

EAST SIDE EXTENSION



ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	TOTL FLT	1992	1993	1994	1995	1996	1997	1998	1999	2000
C311 DESIGN UNIVERSAL CITY TO STA. 630+00	1SEP92A	8JUN94	-31	C0311 LINE SECTION UNIVERSAL CITY TO STA 613+00 C311 DESIGN UNIVERSAL CITY TO STA. 630+00								
LA BREA SHAFT MOBILIZATION/EXCAVATION	17JAN95	5JUL95	-50	C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS LA BREA SHAFT MOBILIZATION/EXCAVATION								
AL TUNNELS CONCRETE INVERT/ARCH/W.MAY	10AUG95	21MAR96	-32	AL TUNNELS CONCRETE INVERT/ARCH/W.MAY								
UH 311 BID / AWARD	13JUN94	21DEC94	-51	C0311 LINE SECTION UNIVERSAL CITY TO STA 613+00 UH 311 BID / AWARD								
MOBILIZATION & SETUP	22DEC94	17MAR95	-51	MOBILIZATION & SETUP								
FABRICATE TUNNEL BORING MACHINE & ASSEMBLE	22DEC94	30JAN96	-31	FABRICATE TUNNEL BORING MACHINE & ASSEMBLE								
INSTALLATION SOLDIER PILES, CROSSOVER	20MAR95	12MAY95	-51	INSTALLATION SOLDIER PILES, CROSSOVER								
EXCAVATE CROSSOVER (TUNNELING SHAFT)	15MAY95	20SEP95	-51	EXCAVATE CROSSOVER (TUNNELING SHAFT)								
TUNNEL EXCAVATION & TBM REMOVAL	21SEP95	14OCT96	-31	TUNNEL EXCAVATION & TBM REMOVAL								
EXCAVATE SINGLE CROSSOVERS	5AUG96	25NOV96	-51	EXCAVATE SINGLE CROSSOVERS								
EXCAVATION OF ROOMS BY VENT SHAFT	3SEP96	26DEC96	-51	EXCAVATION OF ROOMS BY VENT SHAFT								
TUNNEL CONCRETE INVERT/ARCH/W.MAY/X-PASSAGE	12NOV96	26NOV97	-11	TUNNEL CONCRETE INVERT/ARCH/W.MAY/X-PASSAGE								
CONCRETE & FINISH CROSSOVER EAST OF STATION	26NOV96	24FEB98	-51	C0321 UNIVERSAL CITY STATION W/ CROSSOVER CONCRETE & FINISH CROSSOVER EAST OF STATION								
DEMOLITION PHASE I	30CT94	29NOV94	-35	C0328 UNIV CITY DEMO FOR C0311 DEMOLITION PHASE I								
TRACK CONCRETE (TIES)	6NOV96	3JUN98	-51	C0510 TRACK WORK INSTALLATION TRACK CONCRETE (TIES)								
INSTALL CONTACT RAIL	5JUN98	22SEP98	-38	INSTALL CONTACT RAIL								
WAYSIDE EQUIP & CABLE INSTALLATION	20FEB98	8DEC98	-26	B620 AUTOMATIC TRAIN CONTROL WAYSIDE EQUIP & CABLE INSTALLATION								
SCADA INTERFACE TESTS WITH SUBSYSTEMS	10FEB98	10SEP99	-51	B645 SCADA SCADA INTERFACE TESTS WITH SUBSYSTEMS								
SUBSYSTEM LOCAL TESTS WITH SCADA	29JUL98	22APR99	-51	SUBSYSTEM LOCAL TESTS WITH SCADA								
COMMUNICATIONS SYSTEM WIDE FIELD ACCEPTANCE TEST	17FEB99	10SEP99	-51	H0548 COMMUNICATION INSTALLATION COMMUNICATIONS SYSTEM WIDE FIELD ACCEPTANCE TEST								
INTEGRATION TESTS - ALL SYSTEMS NHLYMD	13SEP99	14FEB00	-51	TEST AND STARTUP INTEGRATION TESTS - ALL SYSTEMS NHLYMD								
PRE-REVENUE OPERATIONS-NHLYMD	15FEB00	26JUL00	-51	PRE-REVENUE OPERATIONS-NHLYMD								
R.O.D. (NORTH HOLLYWOOD)		26JUL00	-51	R.O.D. (NORTH HOLLYWOOD)								

Target Date 09FEB04 Plan Date 10APR94 Date Date 10APR94 Project Start 10APR94 Project Finish 10APR94	Activities Description Critical Path Other Path Relationship/Type Activity	RAIL CONSTRUCTION CORPORATION NORTH HOLLYWOOD EXTENSION CRITICAL PATH (PHSR)	Date 1 of 1 Activity Name C0311 LINE SECTION UNIVERSAL CITY TO STA 613+00 C0311 DESIGN UNIVERSAL CITY TO STA 630+00 C0301 HOLLYWOOD/HIGHLAND STATION AND TUNNELS LA BREA SHAFT MOBILIZATION/EXCAVATION AL TUNNELS CONCRETE INVERT/ARCH/W.MAY UH 311 BID / AWARD MOBILIZATION & SETUP FABRICATE TUNNEL BORING MACHINE & ASSEMBLE INSTALLATION SOLDIER PILES, CROSSOVER EXCAVATE CROSSOVER (TUNNELING SHAFT) TUNNEL EXCAVATION & TBM REMOVAL EXCAVATE SINGLE CROSSOVERS EXCAVATION OF ROOMS BY VENT SHAFT TUNNEL CONCRETE INVERT/ARCH/W.MAY/X-PASSAGE CONCRETE & FINISH CROSSOVER EAST OF STATION DEMOLITION PHASE I C0510 TRACK WORK INSTALLATION TRACK CONCRETE (TIES) INSTALL CONTACT RAIL B620 AUTOMATIC TRAIN CONTROL WAYSIDE EQUIP & CABLE INSTALLATION B645 SCADA SCADA INTERFACE TESTS WITH SUBSYSTEMS SUBSYSTEM LOCAL TESTS WITH SCADA H0548 COMMUNICATION INSTALLATION COMMUNICATIONS SYSTEM WIDE FIELD ACCEPTANCE TEST TEST AND STARTUP INTEGRATION TESTS - ALL SYSTEMS NHLYMD PRE-REVENUE OPERATIONS-NHLYMD R.O.D. (NORTH HOLLYWOOD)	Date Revision Checked Approved _____ _____ _____ _____
--	---	--	---	--



NOTE: PRELIMINARY ENGINEERING CRITICAL PATH NOT AVAILABLE